

From: [REDACTED]
Sent: 05 January 2020 15:57
To: ROADS
Subject: Objection to Proposed Parking Restrictions - (No 4) 20XX

To the Director of Infrastructure

Dear Sir

The Angus Council (prohibition and restriction of waiting and Loading) (On-Street Parking) (Decriminalised Enforcement) (No4 Order 20XX)

We wish to object to the proposed restriction of parking in Elliot Place. If the road immediately outside our house at [REDACTED] Elliot Place, Arbroath, becomes a no parking area this will have a detrimental impact on ourselves, our neighbours and other users. We have lived here for 36 years and have not experienced problems with sight lines nor are we aware of others experiencing or voicing difficulties or concerns. Parking anywhere near our house during Angus College term time is becoming ever more difficult as the college continues to grow but imposing extra parking restrictions in this street is only going to cause more problems for us, the residents.

However, before going further we need to clarify some details on your maps. I have attached a copy of the map which I have scanned in and marked to indicate some of the issues.

Firstly, in plan number AH-E07, where we live, Elliot Place has been misnamed as part of Elliot Street. Elliot Street only starts at the junction of Fergus Street. Elliot Place is the row of nine terraced properties on the left side of the street starting at Lochlands Street and Merlewood is the larger detached house on the right hand side of Elliot Place.

Secondly, something which is not depicted on this section of map AH-E07, is that Elliot Place leads to behind the Angus College to the McDonald Park where an area has been formalised into a car park. Some houses in Elliot Street have garages accessing onto Elliot Place however there is **absolutely no need for any cars parked at the McDonald Park to use Elliot Place as a through road** as alternative vehicular provision for entry and exit to Elliot Street exists. A section of the lane from Elliot Place leading to the park, extensively used by pedestrians, has no pavement and therefore is not safe for cars to be using as a through road. The ownership of this section of land was unknown and prior to the re-surfacing of the area now used as a car park there were bollards in place at the end of the lane stopping traffic from going through. These bollards were removed by persons and reasons unknown. The car park is primarily used by college students and staff, many of whom drive at unacceptable speeds along this lane and in Elliot Street and Lochlands Street. If the lane at Elliot Place was made access only to residents, there wouldn't be an issue and therefore there would not be a need for further parking restrictions in this area. If this is unacceptable then parking arrangements around the exit from the lane should remain unchanged anyway as, if nothing else, **it serves as a traffic calming element which will be lost.**

Thirdly, the volume of traffic entering Elliot Street from Lochlands Street has increased greatly in recent years with more houses having been built at the top end of Elliot Street and in Fergus Square. There are two streets which could be opened up off Lochlands Street which would reduce the flow of traffic in Elliot Place and Elliot Street making it much safer. Those are Fergus Square and Rossie Street onto Lochlands Street.

I feel that decisions are being made within different departments of the council without looking at the whole picture and there has been absolutely no consultation with local residents that we are aware of.

I note that the proposal to impose the restriction is based on comments received from Police, Councillors, local residents etc and I would be obliged if the contents of these would be forwarded as quotes with sources in order that their veracity can be considered in context with facts such as accident statistics involving vehicles or pedestrians etc.

The notice of this new traffic order was posted on a lamp post at the corner of Elliot Place and Lochlands Street at some point during the festive period (date and time unknown) giving the public very little time to respond as the period covered weekends and public holidays. Some residents are unaware of it's existence.

Yours faithfully

A solid black rectangular box used to redact the signature of the sender.

From: [REDACTED]
Sent: 05 January 2020 16:44
To: ROADS
Subject: Proposed changes to Elliot Street /Elliot Place (Decriminalised Parking)

[REDACTED] Elliot Place. Arbroath.

I would like to address the following points and note objection to proposed plan for Elliot Street /Elliot Place.

Consultation /Notice- Notice placed on pole at the end of street which the timing of during festive holidays resulting in people living in the street not having been aware of the notice. Usually any proposed works we would receive a letter. This would have ensured people could have commented on changes in time to meet the deadline.

Reduction of spaces which will have an impact on residents who have no other option but on street parking. There are no issues other than during College term. When College Staff /Students parking congest the street.

The use of the single lane that runs along Elliot Place is a concern to Residents as cars exiting by this route from parking in McDonald park can be dangerous due to the speed in which they travel along the lane...no speed restrictions in place. This previously was not a through road.

The proposals will reduce space where residents can park...in an already congested road during College term. There is no alternative suggestions for parking options.

Will there be a consideration to residents parking only ? Which could be covered by parking permit.

There are no speed restriction measures in the area..which would reduce residents concerns regarding the speed issues that we witness when cars exit from College parking and the street.

Congestion due to increased on street parking during College term and speed issues need to be addressed.

I personally don't feel the plan addresses either. Residents parking will need to move to accommodate the changes which will leave less room for cars travelling in for College. Can the College address parking issues for Staff and Students ?

Regards [REDACTED]

The Angus Council (prohibition and restriction of waiting and Loading) (On-Street Parking) (Decriminalised Enforcement) (No4 Order 20XX)

Dear [REDACTED]

Firstly I would like to make it clear that we will not be withdrawing our objection to the proposed parking restrictions as our initial objection outlined various points which you have failed to address.

Your response to our objection reads like a standard letter and does not indicate that you have given our comments, concerns or suggestions any consideration at all.

The notice stated that objections were to be sent to the Director of Infrastructure and the e-mail address was given as roads@angus.gov.uk. However, the reply to our objection came in a letter signed by Craig Hudson, Traffic & Transport Manager, and gave your name and contact details for our response. We are left wondering whether Craig Hudson and the Director of Infrastructure are aware of the content of our objection.

In your letter you stated that "the Highway Code stipulates that vehicles should not be parked opposite or within 10 metres of a junction" and implied that this was the reason for introducing parking restrictions in our street so from this are we to understand that you are putting double yellow lines at every single junction throughout Angus? If not, why not? Why pick on this one? Are these restrictions enforceable because if they are then why are we seeing so many cars parked on double yellow lines. Many cars are parked within 10 metres of junctions and often cause congestion in so many locations where oncoming traffic cannot proceed due to vehicles parked opposite each other and creating single file carriageways. If consideration is not being given to resolving these many areas of genuine problems I can only conclude that there is some discriminatory policy at work which allows decisions to be made concerning some locations and not others.

I must enquire whether the investigating officers whether Roads, Police, Councillors or other RELEVANT persons represent the total public consultation undertaken other than the small innocuous notice attached to a lighting pole at the entrance to Elliot Place? You stated in your letter that one local resident raised concerns so on that basis there appears to have been a knee jerk reaction and a decision to put down yellow lines. This matter does not only affect ourselves but will have consequences for many other residents etc as the street is in general use and rather than alleviating any perceived problems will simply cause some elsewhere but this has not been thought through or considered by the Roads Officer.

It should also be pointed out that the configuration of the existing junction into the lane was created by the Roads Department circa 35 years ago through the re-alignment and extension of the pavement to facilitate the access and exit to and from Elliot Place at right angles and as it has served this purpose admirably for this length of time I would suggest that sleeping dogs be allowed to rest as one roads officer and one residents views cannot surely outweigh 35 years use without harm.

I feel that I must reiterate that the car park in the McDonald park had an in/out access created onto Elliot Street with pavements for pedestrians on both sides and it was quite remiss of whomever formalised the car park not to have prohibited through from the car park along Elliot Place where there is no pavement and also a number of private garages opening on to it. Correct that error, which would keep the pedestrians safer, and there would not be a need for your double yellow lines. Did your Roads officers even look at where the traffic comes from to reach the junction of Elliot Place and if so do they think it is safe for that volume of traffic to be using a road with no pavement when a perfectly safe exit already exists onto Elliot Street. When the car park was formalised and

the one-way "road" was created there were one way signs put up at the car park end but no speed restrictions! Really! From a park used by children and no pavement on the section of that road that leads from the car park! The car park is primarily used by young college students! There are "no entry" signs at the end of Elliot Place with the junction of Elliot Street which are totally ignored by cyclists on a very regular basis.

To summarise, I feel that there is a very complex situation here which really needs to be looked at coherently not just as an isolated problem based on the concerns of one resident. I have put a great deal of thought into my communication with the council and hope that it will all be given due consideration. It has been difficult to adequately express the various points of my concerns without having the opportunity for discussion so I hope that you will take this into consideration before making the rash decision to further restrict parking in this area. The contents of this letter need to be considered alongside the contents of my previous letter.

You stated in your letter that if we did not withdraw our objection then a report would have to go before the Communities Committee which is likely to be held on Tuesday 25 February 2020 at which all correspondence between us would have been made available for their consideration in advance. You did not specify if our attendance is permissible at this meeting or whether supportive verbal response to their deliberations would be allowed at this meeting.

We would of course be pleased to meet any and all Councillors, Officials and other concerned parties on site at any convenient time to discuss the above and the contents of our previous letter which to date has been ignored in order that full and proper consultation can be said to have been undertaken rather than token lip service on the matter as to date.

Yours sincerely

████████████████████

[REDACTED]
SoatfJ tmet.
ArireatfJ.

.Aqps.

DDIIBQ

7'h December 2019.

eMail : [REDACTED]
[REDACTED]

Angus Council
Angus House,
Orchardbank Business Park,
Forfar,
DD81AN

For the attention of [REDACTED]

Dear [REDACTED]

Proposed Parking Restrictions
South Street & Environs. Arbroath.

Whilst the proposals as depicted in Plan AH – GO 6, largely align with the criteria presaged in your communique of 5^h February last, the proposed 'No Waiting at any time' restriction on the eastern side of Hill Road would appear to achieve nothing more than an unnecessary curtailment of a locally already extremely scarce resource. The carriageway there, presently by delineation 'restricted', is adequately wide, there is no business interest and because large vehicles, already discouraged by South Street being signed as being 'Unsuitable for heavy goods vehicles' • other than regular visits by refuse collection vehicles, although not, sadly, a road sweeper - and are generally denied access from King's Drive by the low footbridge across the lane from West Seaton, there is little or no justification for restrictions on this particular stretch on grounds of easing traffic flow and in a 'One-Way' carriageway, driver visibility.



Vehicles, usually numbering eight or nine, currently parked habitually by day outside properties in Seagate, will predictably, occupy space in South Street, rendering that area less and less tenable – and for those for whom it may be a concern even further depress property values. Indeed, there appears to be, in this whole exercise, insufficient concern for residents' simple day to day living ... no space for either domestic visitors, or deliveries for example.

Otherwise, it would appear then, that denizens will simply have to endure what has become a real, perhaps artificially exacerbated difficulty, in the interests of what is perceived by others as, 'the greater good'.

[REDACTED]

From: [REDACTED]
Sent: 05 January 2020 12:16
To: ROADS
Subject: Proposed waiting restrictions at South Street, Arbroath

Public Notice Order 20xx

Dear Sir/Madam,

I live at [REDACTED] South Street - the very end house next to the Coastguard Station - and I welcome the "No Waiting at any Time" restrictions that are proposed in the plans. The problems caused by large vans and cars parking on either side of the corner turning into South Street were discussed in full at the meeting held at Bruce House last Spring and, at that time, the South Street residents that attended the meeting were in agreement of a traffic order to ease the problems of larger vehicles - including bin lorries and delivery vans - accessing the street. I am aware that that several South Street residents have now raised objections to the proposals and are not in favour of double yellow lines being placed on either corner of the street outside my house.

I would have to assume that this emanates from a purely selfish point of view on their part i.e. there would no longer be sufficient room for them to park the two or three cars that they have - three of these cars being parked right along the front of my property and one car parked on the very corner at the side of my property leading into South Street.

While imposition of double yellow lines will mean less parking space for South Street residents, I believe that the Health and Safety aspect of parking on the blind corners of a one-way street has to come first and I hope that you will proceed to impose waiting restrictions as detailed in the plans.

Yours faithfully

[REDACTED]

From: [REDACTED]

Sent: 06 January 2020 23:22

To: [REDACTED]

Subject: ANGUS COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT) (No.4) DRAFT ORDER

Dear [REDACTED]

We refer to the ANGUS COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT) (No.4) DRAFT ORDER and in particular Plans FR05, FR06 and FR07 which relate to the area around Angus House. [REDACTED] wishes to raise an objection to the Draft Order for the reasons outlined below :-

- The introduction of the parking restrictions at these locations will impact heavily on Angus Council and other staff who either work from or visit the building. The most affected will be employees with caring roles who require additional time in the morning and/or evening to undertake these roles;
- A significant number of Angus Council Contracts of Employment require employees to provide a car for work purposes. Not only does this reduce the opportunities to use pool cars and/or public transport, it puts significant pressure on the available parking spaces. Furthermore, if car parks are full, there does not seem to be any contingency arrangements for employees with a requirement to have access to a car to park their vehicle;
- The current car parking facilities appear inadequate for the number of people working from or visiting the Orchardbank campus meaning that people require the presently non-restricted areas close to the building to park their cars. The introduction of additional waiting restrictions will certainly result in staff being late for work or unable to attend scheduled meetings. This is equally applicable to the considerable number of visitors to the Orchardbank site;
- Observation indicates that the Orchardbank campus car park and surrounding areas are used for parking by people not employed by the Council, ANGUSALive or TVJB who car share to off-site locations. This situation, if not managed, will restrict parking availability for the Council's own staff and will require monitoring and management to ensure that the parking spaces in car parks are for the exclusive use of Council associated staff and visitors only;
- Whilst the current public transport service to/from Orchardbank and Forfar Town Centre is reasonable, there is only limited provision of public transport links to/from the Angus coastal towns, Brechin, Kirriemuir and Dundee. To encourage those who do not need a car for work, improved public transport links should be developed, along with an investigation into subsidised season ticket incentives;
- The waste ground to the North of Angus House will shortly become a charging area for electric vehicles. This will place further restrictions on parking availability for Council employees.

It therefore appears that the decision to relocate many members of staff to Angus House has impacted significantly on the provision of parking both off and on street. The proposed parking restrictions will significantly increase the levels of stress on Angus Council employees which will lead to reduced efficiency for the Council. Indeed, the requirement to spend time searching for a parking space has the potential to cause significant disruption to the day to day operations of the Council.

The Branch would welcome an opportunity to discuss the parking restrictions further prior to the making of the order for the areas in Plans FR05, FR06 and FR07.

Best Wishes

Branch Secretary
On behalf of

Tel:

Email:

c/o Angus Council
Bruce House
Wellgate
Arbroath DD11 3TP

From: [REDACTED]
Sent: 05 January 2020 14:48
To: ROADS
Subject: Against notice of proposal for on street parking!

To whom it may concern

I am writing to you about the notice of proposal for: (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT).

I have studied the notice of proposal and I would like you to reconsider due to the problems this will cause for residents in town for parking at their houses. A few of the streets in the proposal are used as parking for those who live in the area and do not cause any obstructions in the areas, for example the hill st/ river st and America st/ river street roads. Stopping parking in these areas will make it impossible for those who live in the area to park their cars. There is already limited parking in the area and this was cause further disruption to those who stay here. Please reconsider the proposal and do not cause issue for those of us who need the parking these streets provide.

Sincerely ,

[REDACTED]

[REDACTED] River Street
Montrose

From: [REDACTED]

Sent: 06 January 2020 23:13

To: ROADS

Subject: OBJECTION - Angus Council (prohibition and restriction of waiting and loading) (on-street parking) (decriminalised enforcement) (No.4) Order 20XX

To the Director of Infrastructure

I would like to put forward an objection to the proposed Angus Council (prohibition and restriction of waiting and loading) (on-street parking) (decriminalised enforcement) (No.4) Order 20XX

My objection concerns **George Street, Montrose** and the proposal to introduce *Limited Waiting*, 30 minutes in any one hour, Mon-Sat, 8.30am - 5.30pm.

The *Statement of Reasons* for this proposed Order 20XX lists the following as concerns which have resulted in this proposal -

- inappropriate kerbside parking
- restricted drivers visibility at at junctions
- restricted access to premises
- general congestion
- congestion at or near school entrances and school crossing patrol points

Those reasons above are not listed in the final paragraph of the Proposal concerning introducing *Limited Waiting* at 4 roads in Montrose.

The reasons listed concern -

- the prevention of long term day time resident/commuter parking
- to provide short term parking spaces for use by shoppers.

This was not listed in the *Statement of Reasons* therefore I would be interested to know if Police Scotland, elected members, local residents and other members of the public were also involved in this particular section of the proposal? I, as a local resident, certainly did not have any prior knowledge of this proposal.

One side of George Street currently has the restriction of *Limited Waiting*, 30 minutes in any one hour, Mon-Sat, 8.30am - 5.30pm. This provides spaces for shoppers to park in George Street at present. There is also a public car park at the top of George Street that has 14 parking spaces available for shoppers requiring short term parking. This area of the High Street is also serviced by the Baltic Street car park. Is the proposed introduction of *Limited Waiting* at George Street a direct result of shoppers choosing not to use the Baltic Street car park? Since the introduction of parking charges the Baltic Street car park is often nearly empty. When it was free there was plenty of parking available for those wishing to use the

town centre facilities. Is this proposal of adding another 5 free 30-min spaces a way of appeasing the general public?

I have lived in George Street for 15 years and am unaware of serious problems regarding residents/commuters parking long term on my side of the street. There are often spaces that are freely available and it generally has a very good turnover.

George Street is in a conservation area and I live in a listed building. I recently had renovation work done. The company parked outside my property and it took almost one hour to remove equipment etc from their van and take it up two flights of stairs. I already pay a premium on renovation work due to the property's listed status. I am concerned that I will now also have the additional cost of a Parking Dispensation just to allow tradesmen to bring equipment and materials to my property. The Parking Dispensation used to be free. The admin charge is currently £50 which will be offset to me. Is there any flexibility with this new admin cost? Would it be possible for residents to purchase a Dispensation at an hourly rate?

If this proposal goes ahead, I would like to know where the *Limited Waiting* sign will be located and how deep the post has to be. George Street had pavement resurfacing works carried out last year. This went smoothly until the contractors got to our side of George Street - the site of the proposed *Limited Waiting* section. Structural engineers assessed the pavement and it was deemed unsafe to dig deep enough to completely renew the pavement at this area. This is due to the basements situated underneath the pavement. The contractors had begun work and cut into the pavement which caused damage to my basement. I would like it noted that I have queried this as it is a serious concern. I do not want any further damage caused to my basement.

Yours sincerely

██████████
██████ George Street
Montrose
Angus
DD10 8EN
Tel - ██████████

From: [REDACTED]
Sent: 23 December 2019 10:23
To: ACCESSRDSTraffic
Subject: General Enquiry Progress form received - FS-Case-163490087

I am making this enquiry on behalf of someone else.: No

customer1:

First Name	Surname	Postcode	Flat	House	Street	Town	Email Address	Phone Number	Mobile Number
[REDACTED]	[REDACTED]	DD10 8BL	[REDACTED]	[REDACTED]	Hill Place	Montrose	[REDACTED]	[REDACTED]	[REDACTED]

Description: Dear Sir or Madam,

I note from your notice stuck on a lamp post- rather than a letter sent to our address , that you intend to put double yellow lines outside our house in hill place, I would like to lodge an objection to this due to the fact that parking in this area is horrendous at it is due to the fact that the council allowed housing to be built with no regard for the strained parking that W sister prior to the building.

Also the fact that the yellow lines will mean I am being forced to park my car further and further away from my house is making life extremely difficult, if it was just a matter of walking a distance this wouldn't be an issue but I unfortunately have a pacemaker and have cardiac arrhythmias which at times cause me to faint when exercising or over exerting, currently when I have to bring anything from the car this is managed by parking as near to our door as possible, when possible due to school traffic and greater volume of apoplectic struggling to park at the recently built flats, my health is not likely to improve and over time will only decline.If the lines are in place outside our door I will not be able to park as close to our house as I would need to.. When planning application was put in place for flats next door we expressed our concerns about parking but our concerns were not taken into account. But on this occasion I am registering the fact that my health and well being will be affected by the proposed restrictions to already very strained parking.

Kind regards

[REDACTED]

Email received

Dear Sir,

I was aware of the proposals and plans but as the council granted permission for yet more housing to be built with little or no regard for already strained parking in all the surrounding streets as well as in this street I cannot withdraw my objection.

I do not meet your strict qualifying criteria for a blue badge, I do realise you will naturally assume I just 'can't be bothered' and feel that once again as a council tax payer we are being treated with no regard. To state that this is being done for purposes of safety is laughable given the number of times my husband and myself had contacted the council over matters of safety to the public, pedestrians and road users when building work was being carried out not to mention damage to our own property

As stated by yourself this being an issue of safety I would assume you are going to take action against the dangerous driving and double parking that occurs during school drop off and pick up times.

The anxiety that the lack of parking has caused since the council gave permission for several properties to be built in an area that could not sustain any more parking is making it difficult to believe that this is being done in everyone's best interest.

I am aware that my objection will have little impact on the council as any time before we have had objections to building etc. It has been treated with little regard.

I find it shocking that we had to find out about these proposals from a notice pinned on a lamp post on the opposite side of the street in a very poorly lit area.

I appreciate that living by a school it needs to be as safe as possible for pedestrians and road users but perhaps a little consideration for those who are not able to park their cars and walk too far to their own houses would be nice.

If you were truly interested in safety then this area should have been made resident only parking which would have lessened the traffic a small amount as we have parents dropping off and picking up and parking for lengthy times as well as employees from the dock area abandoning their cars.

Kind regards



First Name	Surname	Postcode	Flat	House	Street	Town	Email Address	Phone Number	Mobile Number
█	█	DD10 8BL		█	Hill Place	Montrose	█	█	█

Description: I wish to object to the proposed parking restrictions on Hill Place, Montrose.

The parking problems have been exacerbated by the Council's decision to approve housing despite objections being raised due to parking.

There are no dropped kerbs on our side of the road, therefore on street parking is not blocking any access.

Currently our road and pavement have uneven surfaces due to the building works that have taken place at █ Hill Place. No action has been taken by the Council to enforce the developer to make good the damage he caused to the road and pavement.

To now claim that your parking restrictions are to remedy this is laughable.

From: [REDACTED]
Sent: 14 January 2020 17:21
To: ENVHEALTH <ENVHEALTH@angus.gov.uk>
Subject: Re: Proposed Waiting Restrictions at Hill Place, Montrose

Hi [REDACTED],

Thank you for your response. I have never seen any of the dropped kerbs being blocked by parked cars in the Hill Place side. There are problems with parked vehicles on the Hill Street side.

I also raised the issue of the pavement and road in Hill Place which was dug up by the developer of [REDACTED] Hill Place. The pavement has not been re-instated and has a track across it which is inaccessible for wheelchair users.

Please can you explain why no action has been taken to rectify this. The road was also dug up and the hole filled with very coarse stone by the same developer.

Two of our vehicles have had punctures attributable to the sharp stone filling the hole.

As the road is the Council's responsibility when can we expect this to be rectified?

Regards

[REDACTED]

From: [REDACTED]

Sent: 06 January 2020 23:17

To: ROADS

Subject: On street parking.

In regards to your plans re no waiting restrictions. I stay in Provost Johnston Road Montrose and at the moment have difficulty getting parked outside my house due to people parking in the area and going to work all day. These new restrictions are going to make it even worse. Would it be possible to bring in resident parking areas?

We also have sheltered housing in the street and carers use this as a meeting face, drop their cars off before going elsewhere.

These changes will only move the problems elsewhere and seems to be a way of trying to make people pay in the car parks.

Yours

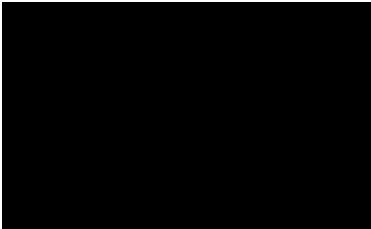
[REDACTED]

From: [REDACTED]
Sent: 03 December 2019 18:44
To: ROADS <ROADS@angus.gov.uk>
Subject: Proposed changes to parking restrictions in Quarry Road, Muirhead

Dear Sir/Madam

I have already made contact with you regarding the above matter, but would also like to add my concerns that the part of the road that you propose to mark as no waiting at any time, is the only place that visitors can park in the street, as further round past the driveways the residents who do not have driveway access to their homes park on the street. There are a number of elderly residents in the street who rely on not only carers, cleaning services and medical provisions being able to have easy access to their houses, but family members who visit daily to check on their parents/grandparents. Removing the two spaces currently available for parking on the street will severely impede this for the elderly who rely on this contact.

Again, I wholeheartedly am against the proposals for new parking and waiting in Quarry Road, Muirhead.



[REDACTED]
Sent: 02 January 2020 16:43

To: ROADS

Subject: [REDACTED] Regarding proposed parking restrictions on Quarry Road, Muirhead

Good Afternoon

I'd like to acknowledge receipt of your letter dated 20th December 2019, and would like to reply accordingly.

I appreciate your reasons behind believing that extending the current parking restrictions in the area, however, there are counterarguments for almost all points you have raised.

You say that parking near the junction was obstructing access for a tractor gritter. The parking of cars in this area has not changed in at least the last ten years, with myself, the previous owner and the owner before him all having vehicles and parking in the same place, not to mention the house opposite having family park there, as well as houses further up who have more than one car and cannot fit them all in the driveways. The issue with access for larger vehicles to the street (if indeed there has been one), is because of the cars belonging to the house on the corner of Edwards Place having at least 2 vehicles parked on the double yellow lines opposite the junction to Quarry Road, not only causing potential hazards to people turning from Cupar Angus Road into Edwards place, on an essentially blind corner, and finding themselves faced with nowhere to manoeuvre. The cars being parked on the lines also means that no vehicle can actually turn into Quarry road on the correct side of the road, as there is no space to turn the car round unless you cut the corner. On the same point, in the last 6 weeks we have had an Ambulance, a Removal lorry and a Wickes delivery lorry with the large crane on the back, in the street and none had any issues whatsoever with access. Granted the Wickes Lorry reversed out but at the size that they come in there are very few streets that they would be able to turn in anyway. I do agree that there is at times an issue with the turning area, but again, this is brought about by people who live there, and their visitors, inconsiderately parking on the double yellow lines and indeed there is very often a taxi parked actually in the turning area.

Vehicles still being able to stop for short periods of time will not allow carers to attend to their clients, home help services to attend and help with medical issues and cleaning of houses.

The issues of congestion in the street and surrounding areas have one cause, those who choose to ignore the current parking restrictions and park wherever they like, regardless of the fact that they do actually have driveways and just choose not to use them. This is more prevalent from late afternoon onwards and at weekends when they are home from work, which may be why a gritter was struggling to enter the street. Incidentally, the main culprits are the family that Angus council had problems with a few years ago when the last yellow lines were laid, and then proceeded to block the main road for weeks on end with his truck in protest. Why does everyone else have to suffer because of someone else's selfishness and disregard for regulations?

If this proposal goes ahead, I will have no option but to put myself in debt to create some sort of driveway in my garden, something which I can't afford but when it comes to a choice

between debt and my safety walking through 2 villages on dark nights and in bad weather because there is nowhere closer to park without causing congestion on the main road, I will have no choice. The cost of making a standing area for the car isn't so much of an issue as finding money to pay the exorbitant fees that Angus Council charge for lowering the kerbs to allow access to my own land. A cost that I would not have to worry about if it wasn't for this proposal based on unsubstantiated claims regarding access to the street.

Because of these reasons, my objection still stands and is stronger now than before, as reasons given as to why it may go ahead are on the whole not valid. I do understand your position, but you must also understand the position of those who will be affected, not only myself but the elderly residents who cannot function as they are without parking.



From: [REDACTED]
Sent: 04 January 2020 16:52
To: ROADS
Subject: Panter Crescent Objection

Good Afternoon,

I am writing to wholeheartedly express both my discontent and objection to the proposed changes to Panter Crescent.

I live in the street, and due to the location of my property, we are not permitted to have a driveway. Therefore, if the proposal was to go ahead I would like for you to suggest where it is I can park to have access to my property. Aside from parking in someone else's drive way I really see no alternative to the current arrangements of parking on the street outside my property.

I really feel that this proposal is a backwards way of managing a simple problem. If the issue identified is that there is too much congestion in the street, the simple, more cost effective, and less punishing solution would be to prevent other drivers from using the street as a thoroughfare to avoid traffic lights at other junctions.

Thank you for reading, and I hope to get a response to this email so that I can be sure my objection has been both received and acknowledged.

[REDACTED]

■ Panter Crescent

Montrose

From: [REDACTED]
Sent: 04 January 2020 17:08
To: ROADS
Subject: No parking

To whom it may concern,

I would like to lodge my objection to the proposal to make PANTER CRESCENT MONTROSE a no parking zone.

I am a resident in the street and therefore park my car outside my property . My property does not lend itself to having a drive due to proximity to the junction.

In my opinion the street is used as a "drive through" by vehicles from out with the locality as a means to avoid both the roundabout at the top of Newhame Road and the traffic lights at the top of the Brechin Road . Having no vehicles parked in the street would in my opinion increase this traffic as drivers would see this as a "free run ".

Several years ago a similar proposal was suggested with an option being to close Panter Crescent at the Brechin Road end . This was favoured by myself as in my mind this would have stopped any non resident cars entering the street.

Therefore I OBJECT on these grounds

- 1) I park outside my property- where do you suggest I park instead?
- 2) I do not look forward to the increase in traffic outside my house.
- 3) Where do you suggest visitors to my house park - I have both elderly and young children who visit frequently- walking from a parking area further away is not an option.
- 4) Why should myself my family and visitors be penalised to allow drivers from elsewhere an easier route ?

I look forward to your response to these objections

[REDACTED]
Panter Crescent
Montrose

From: [REDACTED]
Sent: 05 January 2020 12:00
To: ROADS
Subject: Panter Crescent Objection

To whom it may concern,

I would like to object to the proposal for PANTER CRESCENT MONTROSE to be a no waiting at any time zone.

This seems like a very backwards solution to an obvious issue. I cannot fathom why you deem it acceptable to punish the residents and visitors to the area in order to make using the thoroughfare easier for non residents. It does not make sense.

I would like to know where it is I am expected to park at my own residence, given that the distance from the junction does not make it feasible to have a driveway. The current arrangements of parking outside the property would not cause any congestion issues if the street was only used by those who have business in the area. This seems like a simple solution which would be more cost effective, more logical and less punishing to local residents.

I would like to request a response to this objection so that I can ensure it has been acknowledged.

Kind Regards

[REDACTED]
Panter Crescent

■ PANTER CRESCENT
MONTROSE

WITH REFERENCE TO THE NO PARKING
ORDER ON LAMP STANDARDS AT ■ PANTER
I OBJECT TO RESIDENTS IN PANTER CRESCENT
BEING PENALISED FOR A MATTER WHICH
IS NOT THEIR MAKING. RELATIVES OR
FRIENDS ETC OF RESIDENTS WILL FIND THIS
A PROBLEM, EVERYONE DOES NOT HAVE
DRIVEWAYS TO ACCOMMODATE EXTRA VEHICLES
SURELY THERE IS A MORE PRACTICAL
SOLUTION TO THE PROBLEM.

ACCORDING TO PLANS IN MONTROSE LIBRARY
"NO WAITING AT ANY TIME" ORDER
ONLY EXTENDS FROM BEECHIN ROAD JUNCTION
TO JUNCTION WITH Renny CRESCENT



From: [REDACTED]

Sent: 06 January 2020 15:43

To: ROADS <ROADS@angus.gov.uk>

Subject: Parking restrictions

Dear Sir/Madam

I am writing to object to the proposed no waiting on Panter Crescent, Montrose.

We have lived at [REDACTED] Panter Crescent for the past ten years and have never found an issue with the parking outside number [REDACTED]. The issue with congestion on our street is with through traffic to and from Borrowfield.

We feel that if parking restrictions were put in place it would further increase the traffic using it as a short cut and will definitely increase the speed at which cars drive down the street.

I have two young children and the speed at which people drive is dangerous. The speed humps have helped, but I feel that the cars parked quite rightly outside their owners home really helps slow people down.

Maybe a no through road would be more helpful for residents.

Regards,

[REDACTED]

[REDACTED] Crescent,
Montrose.


Panter Crescent

Montrose

Angus


0010 9BH

2 January 2020

Director of Infrastructure
Angus House
Orchardbank Business Park
Forfar
DDS IAN

Dear Sir,

Parking Restrictions- Panter Crescent- Montrose

We refer to the notice placed upon the lampstandard adjacent to
 Panter Crescent, Montrose.


We object to the "No waiting at any time" order.

This is because it is wrong to penalise the residents because selfish motorists choose to use Panter Crescent, a "residential road", as a through road to avoid congestion on adjacent main roads in the area.

Note, prior to the time of construction of the nearby Boroughfield Estate the end of Panter Crescent next to that new estate had always been blocked to through traffic by concrete bollards. These were removed to facilitate access by works vehicles. However after the completion of that build they were not replaced! They should have been.

Therefore, our objection is valid. It is wrong to penalise the residents of a residential street because of the selfish use of it by through traffic which should more properly use the nearby main roads.




 PANTER CRESCENT
MONTROSE
DD10 9BH
2-1-20

Director of Infrastructure
Angus House
Orchardbank Business Park
Forfar
DD8 1AN

Dear Sir,

Parking Restrictions - Panter Crescent - Montrose

We refer to the notice placed upon the lampstandard adjacent to  Panter Crescent, Montrose.

We object to the "No waiting at any time" order.

This is because it is wrong to penalise the residents because selfish motorists choose to use Panter Crescent, a "residential road", as a through road to avoid congestion on adjacent main roads in the area.

Note, prior to the time of construction of the nearby Boroughfield Estate the end of Panter Crescent next to that new estate had always been blocked to through traffic by concrete bollards. These were removed to facilitate access by works vehicles. However after the completion of that build they were not replaced! They should have been.

Therefore, our objection is valid. It is wrong to penalise the residents of a residential street because of the selfish use of it by through traffic which should more properly use the nearby main roads.



Dear Resident,

I am writing to draw your attention to the notice that was put up at the end of the street on Sunday the 8th of December.

The council are planning to put restrictions in place in a number of streets throughout Angus. Panter Crescent is one of those streets and the notice states that there will be 'No Waiting at Any Time' in the street.

This is proposed in order to 'relieve congestion, maintain general access and free traffic flow', however, I will be writing to the council to oppose this decision. I would like to highlight that none of these issues would present themselves if Panter Crescent wasn't used as a through road to avoid traffic lights. Therefore in these circumstances I think that there should be measures to prevent this, rather than prohibiting residents from parking near their homes.

It is possible that the decision may be reversed but that would require a number of residents to get in touch with the council to voice their discontent at the situation. The full details of who to contact and the notice itself can be found on the lamp post outside of number [REDACTED] (I have also copied the paragraph regarding objections, below.)

Thanks for your support.

Any person may, on or before 6 January 2020, object to the proposed Order by notice in writing to the Director of Infrastructure, Angus House, Orchardbank Business Park, Forfar DD8 1AN or by email to Roads@angus.gov.uk. Objections should state the name and address of the objector, the matters to which they relate, and the grounds on which they are made. Jackie Buchanan, Director of Legal and Democratic Services, Angus Council

I agree with every word of
this letter.

They pay £200 Road.
& have every right
to object any Johnston
[REDACTED] PANIER CRES
MOUTROSE.

From: [REDACTED]
Sent: 03 January 2020 11:26
To: ROADS
Subject: Objection to the proposed Order by notice of Proposal

Dear Sir/Madam,

I am writing to object to the proposal to introduce "No waiting at any time" restrictions on Panter Crescent, Montrose. ANGUS COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT) (No.4) ORDER 20xx.

I am a resident on this street and my main concern is that this restriction will lead to an increased safety risk to pedestrians (this includes not only the residents within the street but also the numerous families using this route on their way to and back from school etc, since the addition of the Home bargains and Lidl stores footfall on this road has increased significantly). As I 'm sure you are aware this road is frequently used as an alternative route to avoid traffic lights etc on North Esk Road and Brechin Road, with the current traffic calming measures being largely ineffective having parked cars on the street is the only real deterrent to drivers using this route, the implementation of this parking restriction will inevitably lead to more traffic and increase the dangers to pedestrians and road users.

I am aware there can be an issue with congestion whilst vehicles are trying to pull out onto Brechin road but this is not only a result of parked cars but also (and in my view more so) due to lack of visibility on this particular junction and the position of the Glenisla Road junction almost directly opposite. Surely there would be a better solution than this option, which appears to have been taken without thought for local residents who will now struggle to find alternative parking(I'm sure residents of Gardyne Street, Rennie Crescent and Borrowfield road will appreciate the extra cars on the streets around their homes)

Concerns

Increased volume of traffic
Increased speed
Lack of alternative parking for local residents/visitors/services

Name & Address of Objector

[REDACTED]
[REDACTED] Panter Crescent
Montrose
DD109BH

Regards

[REDACTED]

From: [REDACTED]

Sent: 06 January 2020 16:40

To: ROADS <ROADS@angus.gov.uk>

Subject: The Angus Council - Prohibition and Restriction of Waiting and Loading - On Street Parking - Decriminalised Enforcement - No 4 - Order 20XX

Sir,

With regards to the proposed changes in the above order as it applies to Panter Crescent, Montrose.

I strongly object to the proposals, as this will only encourage even more traffic to use the street as a "Rat Run" to avoid the traffic lights on Northesk Road and at the junction between Coronation Avenue and Charlton Road.

Yours Sincerely,

[REDACTED]

■ PANTER CRESCENT

MONTROSE

ANGUS DD10 9BH

From: [REDACTED]
Sent: 06 January 2020 16:56
To: ROADS <ROADS@angus.gov.uk>
Subject: Changes in Parking in Panter Crescent Montrose . Order 20xx

Dear Sir/Madam

I wish to object to the planning proposal in Panter Crescent which will prevent some residents from parking outside their own homes.

I understand some may have off street parking but this wouldn't allow for any family and or friends visiting if there is no parking at any time.

I am supporting those affected as I feel this is grossly unfair to them. Please bear in mind that the traffic problems in this street stem from those using this a shortcut and through road, in order to avoid traffic lights on the Main Street.

This are has a vast number of through traffic which was only marginally cut back by the speed bumps which residents campaigned for a few years ago.

Angus Council should be looking at alternatives rather than penalising residents. I also feel this may have an adverse affect on their property prices.

Yours sincerely

[REDACTED]
[REDACTED] Crescent
Montrose DD109BH

From: [REDACTED]

Sent: 03 January 2020 13:16

To: ROADS <ROADS@angus.gov.uk>

Subject: Proposed Prohibition and Restriction of Waiting and Loading - On Street Parking - Decriminalised Enforcement for Panter Crescent Montrose

Proposed Prohibition and Restriction of Waiting and Loading - On Street Parking - Decriminalised Enforcement for Panter Crescent Montrose

I strongly object to the above for the following reasons.

- Panter Crescent is the entrance from the Brechin Road to a Housing Scheme not a commuting route so I see no need for the reason on the notice- "introducing 'No Waiting at any time' restrictions in order to relieve congestion, maintain general access and free traffic flow in the following roads "
- The Junction of Panter Crescent & Brechin Road has seen many collisions including one where the street sign and a section of wall was destroyed, anything to increase traffic flow will increase the likelihood of more incidents.
- The junction when leaving Panter Crescent to join the Brechin Road has a poor sight line due to a hedge so there is potential to increase an existing traffic hazard.
- Traffic calming measures, speed reducing bumps, have already been installed in Panter Crescent as it was proven to be a road safety issue so if anything more should be done to discourage traffic through the housing scheme that encourage it.
- By encouraging the " Free Traffic Flow" this has the potential to increase traffic in two areas causing more problems-
- Firstly traffic will leave Coronation Way onto Newhame Road therefore passing Borrowfield Primary School, a Community Centre and also a Children's play park increasing the risks to Children.
- Secondly traffic will leave Northesk Road at Newhame Road turning into an unclassified private road (this junction also has poor sight lines due to trees/hedges) with no pavements for pedestrians prior to turning into Panter Crescent increasing the risks to pedestrians.
- Panter Crescent is in a Housing Scheme, residents and their visitors should be able to park outside their homes.
- I have lived in Panter Crescent for nearly 15 years and the volume of traffic has always been an issue, since the introduction of speed bumps this has helped

but speaking to the residents of Rennie Crescent and Taylor Crescent they have seen an increase in volume of traffic passing their homes.

- If anything work should be done to discourage the use of this scheme as a "Rat Run".

Regards

[REDACTED]

[REDACTED] Panter Crescent

Montrose

[REDACTED]

From: [REDACTED]

Sent: 05 January 2020 16:33

To: ROADS

Subject: Proposed Prohibition and Restriction of Waiting and Loading - On Street Parking -

Proposed Prohibition and Restriction of Waiting and Loading - On Street Parking - Decriminalised Enforcement for Panter Crescent Montrose

I strongly object to the above for the following reasons.

- Panter Crescent is the entrance from the Brechin Road to a Housing Scheme not a commuting route so I see no need for the reason on the notice- "introducing 'No Waiting at any time' restrictions in order to relieve congestion, maintain general access and free traffic flow in the following roads "
- The Junction of Panter Crescent & Brechin Road has seen many collisions including one where the street sign and a section of wall was destroyed, anything to increase traffic flow will increase the likelihood of more incidents.
- The junction when leaving Panter Crescent to join the Brechin Road has a poor sight line due to a hedge so there is potential to increase an existing traffic hazard.
- Traffic calming measures, speed reducing bumps, have already been installed in Panter Crescent as it was proven to be a road safety issue so if anything more should be done to discourage traffic through the housing scheme that encourage it.
- By encouraging the " Free Traffic Flow" this has the potential to increase traffic in two areas causing more problems-
- Firstly traffic will leave Coronation Way onto Newhame Road therefore passing Borrowfield Primary School, a Community Centre and also a Children's play park increasing the risks to Children.
- Secondly traffic will leave Northesk Road at Newhame Road turning into an unclassified private road (this junction also has poor sight lines due to trees/hedges) with no pavements for pedestrians prior to turning into Panter Crescent increasing the risks to pedestrians.
- Panter Crescent is in a Housing Scheme, residents and their visitors should be able to park outside their homes.
- I have lived in Panter Crescent for nearly 15 years and the volume of traffic has always been an issue, since the introduction of speed bumps this has helped but speaking to the residents of Rennie Crescent and Taylor Crescent they have seen an increase in volume of traffic passing their homes.

- If anything work should be done to discourage the use of this scheme as a "Rat Run".

Regards

[REDACTED]

■ Panter Crescent

Montrose

DD10 9BH

Dear Sir/Madam

We are writing to you to object to the proposal to make the Angus Council(Prohibition And Restriction of Waiting and Loading) (On-Street Parking) (Decriminalised Enforcement) (No 4) Order 20xx on the following grounds;

- **We should not be encouraging the relief of congestion through a residential area:** We should not be encouraging more traffic through an area which consists of young families and elderly. Increased traffic load would not only increase anxiety levels around safety but bring more negatives such as a rise in pollution.
- **Panter Crescent currently has traffic calming measures:** There are several speed bumps already in place along this road and any further intervention should likewise aim to slow down traffic.
- **There is no need to increase access to Panter Crescent:** There are three roads which lead to Panter Crescent and if this was offered as an alternative route to relieve congestion these roads would become more dangerous and difficult to navigate than they are currently. I believe that that instead of limiting residents use of parking on street, near their houses we should instead be dissuading others from using Panter Crescent and Renny Crescent as a through road.
- **Parking on street is important for tradespeople:** Limited parking would actively discourage residents from undertaking work on their premises which would then impact onto the local economy.
- **Panter Crescent is within close walking distance of two Primary Schools:** If the council seeking to encourage active travel to school and limit congestion around the schools themselves they should be prioritising traffic calming measures than a faster flow of traffic.

Yours Sincerely,

████████████████████ residents of █████ Panter Crescent, Montrose.

From: [REDACTED]

Sent: 02 January 2020 21:20

To: ROADS

Subject: Objection to restrictions proposed for Panter Crescent, Montrose - DD10 9BH

Importance: High

We would like to formally object to the proposed restrictions to be put in place for Panter Crescent :

- Panter Crescent already has issues with vehicles going too fast even with the speed humps.
- Taking the cars off the street is giving people the chance to go even faster which will endanger lives.
- The road is very slippery in icy weather and cars already slide at the junctions.
- Children walk alone along our street to Borrowfield school and Lochside school – this could put children in danger.
- Our daughter is disabled and has a carer coming every day and she also has her own car. Our car is a transit van sized wheelchair accessible vehicle therefore there is no space on our drive for two vehicles.
- There is not an issue for emergency services as we have had numerous ambulances at our house and the fire service and police for a fire two houses down from us.
- Our daughter has cerebral palsy due to a speeding car when we were turning into our drive – at 28 weeks pregnant due to having to brake so hard the seatbelt jumped up and caused brain damage which was picked up in the MRI scan when she was two years old at diagnosis. We had campaigned before this to get speed bumps and this was declined in 2000 – the main reason for the campaign was the speed people drive at, our situation is one that we would not wish on anyone and if you give free run to the cars there will be more accidents. As it is at the moment people actually drive round you when you are reversing into your drive – can you imagine with no cars at the side to slow them down?

[REDACTED]

[REDACTED] Panter Crescent

Montrose

DD10 9BH

From: [REDACTED]

Sent: 06 January 2020 11:23

To: ROADS

Subject: ANGUS COUNCIL (PROHIBITION AND RESTRICTION OF WAITING AND LOADING) (ON-STREET PARKING) (DECRIMINALISED ENFORCEMENT) (No.4) ORDER 20xx

Director of Infrastructure,

With regards to the 'PROHIBITION AND RESTRICTION OF WAITING AND LOADING' Notice I would like to object to certain aspects of this notice.

I am a resident of Panter Crescent and have no concern with regards the 'no waiting at anytime' restriction being imposed for the junction of Panter Crescent - Brechin Road but no where else on Panter Crescent.

It is my belief that the council have completely forgotten that this is a Residential area ONLY and that since the by pass went in, Panter Crescent has been getting used as a thorough way to borrowfield to avoid the traffic lights at Lidl and Lochside junction. Calming measures were introduced to reduce the speed of vehicles which has helped but traffic is still of a very high volume with the road surface in a state of dis repair because of this high volume. I do believe that the imposed changes will only increase the volume of traffic on this street which I do object to.

If the council wish to issue any order 'to relieve congestion, maintain general access and free traffic flow' in Panter Crescent then they need to be looking at some means of restricting non residents from using this road as well as Rennie Crescent, Borrowfield road etc.

With regards the other street notices, I am of the belief that a majority of the 'PROHIBITION AND RESTRICTION OF WAITING AND LOADING' changes have had to be introduced because the council enforced parking charges on all car parks forcing car owners to park on the streets to avoid paying extortionate charges. I totally object to these changes given that the easy solution is to remove the parking charges at all car parks and allow car owners once more to park safely and with out cost and danger to pedestrians. This will then free the streets of excess cars parked there once more.

Regards

[REDACTED]

Panter Crescent

Montrose

DD10 9BH

From: [REDACTED]

Sent: 02 January 2020 14:45

To: ROADS

Subject: Objection to Proposed Prohibition and Restriction of Waiting and Loading - On Street Parking - Decriminalised Enforcement for Panter Crescent Montrose

Good afternoon

After reviewing the proposed plans for Panter Crescent, I must object to the proposal.

The reason for the objection is that Panter Crescent has been subject to numerous traffic calming measures. Some of the natural traffic calming measures in a residential area is by residents parking their car in front of their own house. This proposal aims to reduce the amount of waiting time of cars using the scheme as a rat run which as you know has been in existence since the poorly designed inner relief road and traffic lights at the junctions of Brechin Road/Northesk Road and Coronation Avenue/Northesk Road. This proposal will serve to entice more cars to use the scheme as they will be a reduced hindrance to them.

I hope that the council roads department has conducted a risk assessment on the impact of this particular section of the proposal to increase the traffic flow through the area, if not I would like an explanation as to why not bearing in mind of the aforementioned traffic calming measures and discussions with residents. If there has been an adequate risk assessment conducted, then I would expect that personal and corporate liability would have been explained and agreed by the designers of this proposal as part of their professional obligations to protect the wellbeing of people within housing estates.

Looking forward to the rejection of this section of your proposal

[REDACTED]
[REDACTED] Panter Crescent
Montrose
DD10 9BH

From: [REDACTED]
Sent: 04 January 2020 16:02
To: ROADS
Subject: Panter Crescent Objection

Good Afternoon,

I am writing to express my objection to the proposed order to restrict Panter Crescent to a 'No Waiting at Any Time' area.

I am a parent of a young baby, and my parents live in Panter Crescent. I would like to know where it is you suggest I could park when visiting them, which at this moment in time is upwards of 4 times per week, that would make it possible to get between the house and car with a baby and all of the things I am required to have with me, to adequately care for him.

I find the proposal to be completely unjust, when clearly the issue at hand is that of vehicles using the housing estate as a thoroughfare instead of using the main road, in order to avoid the traffic lights at the top of the Brechin Road.

Contrary to your proposal, I propose that in fact something is done to combat the use of this street by people who do not live there instead of punishing the current residents and frequent visitors to the area. There simply wouldn't be any need to reduce congestion if this was the case.

I would like to thank you for reading my email, and I would request a brief response to allow me to be sure that my objection has been received.

Thank you in advance

[REDACTED]

From: [REDACTED]

Sent: 04 January 2020 16:54

To: ROADS

Subject: Panter Crescent Objection

Good Afternoon,

I am writing to make an objection to the proposal to change Panter Crescent into a 'No Waiting at any Time' zone.

I am a frequent visitor to Panter Crescent with my young family, and find it completely unjust that I'll no longer be able to park there to visit family, so that in reality, commuters will have a little less waiting time at the end junction during rush hour. In my frank opinion, there would be no congestion if people with no business in the street used the main roads instead of trying to shave a minute or two off their journey by using a shortcut through a residential area.

It's a completely backwards solution to punish residents and visitors to houses in Panter Crescent, in order to make it easier for people who don't even live there.

Thank you for reading my email, however I would request a response to ensure receipt of my objection.

[REDACTED]
[REDACTED] Craig Terrace
Ferryden

From: [REDACTED]
Sent: 05 January 2020 12:11
To: ROADS
Subject: Panter crescent objection

To whom it may concern I would like to object to the proposal for Panter Crescent Montrose to be turned into a no waiting any time zone.

I'm a frequent visitor to Panter Crescent and if the proposal was to go ahead I cannot think of any alternative to the current arrangements of parking outside the property.

This proposal seems a very bizarre solution to a problem which could be solved by preventing the area being used as a thoroughfare for non residents during both the morning and evening rush hour. There would be no congestion if this traffic was reduced and there for parking would not be an issue.

I would appreciate a response so that I can ensure my objection has been acknowledged.

Kind regards,

[REDACTED]
[REDACTED] Lowson Avenue
Forfar

From: [REDACTED]
Sent: 05 January 2020 14:32
To: ROADS
Subject: Objection to proposed parking restrictions

To whom it may concern

I write to formally note my objection to the proposed parking restrictions on Thistle street Carnoustie. I have resided at no [REDACTED] for the past year and while I note that the road heading to the junction at west path is narrow I have never encountered an issue with parked cars having an effect on the flow of traffic.

I understand that I do not have the right to park outside my house however I feel it is completely unreasonable to ask all residents to park elsewhere because of one person finding it inconvenient.

I have checked the surrounding areas and I would say that Rose Street, west path and Burnside street are just as congested with parked cars. To ask the residents of thistle street to park elsewhere these are the streets we will use and this will undoubtedly cause friction with these neighbours.

I also have two small children who require car seats. If I am being asked to park elsewhere this will make daily tasks such as shopping considerably more difficult with two toddlers and shopping bags.

Furthermore I do not feel comfortable parking my vehicle out of sight and away from my property. I feel the security of my vehicle may be compromised if this were the case.

I believe that the issues have come from one particular neighbour who continues to raise this issue of parked vehicles. Having lived in the street for over a year it is generally accepted that it is the luck of the draw where you park your car as there are no designated spaces. All the neighbours agree to this and I believe nobody else has any issue. I can also confirm that in my time here I have never found the street to be obstructed by parked cars.

Kind regards

[REDACTED]
[REDACTED] thistle street
Carnoustie

From: [REDACTED]
Subject: Yellow Lines in Thistle Street, Carnoustie
Date: 29 December 2019 at 19:48:37 GMT
To: Roads@angus.gov
Cc: [REDACTED]

Hi

I am writing to object to your proposed Yellow Lines outside [REDACTED] and [REDACTED] Thistle Street, Carnoustie.

The reason for my objection - Thistle Street is a residential street and by its definition, people reside in this victorian designed street, where most houses are built right on the pavement with no off street access, however we live in a 21st century world, which includes most residents owning at least 1 car, which they have to park in the street. While I appreciate that the residents from the cul de sac part of Thistle Street may experience the need to exercise caution, when exiting from their street, which is very narrow, most of the cars parked in that very small and narrow street on the way down from the cul de sac, appear to belong to the residents of the cul de sac..as they too don't have sufficient parking spaces for 21st century living.

What I see as a contributing hazard for those exiting from the cul de sac, is the hedge on their near side, which is about 12 feet high and totally obstructs their view to the left hand side of Thistle Street, making turning left very hazardous indeed, as they need to come almost half a car length out to get a clear view of any oncoming traffic, from the West Path End..... *And* ... Thistle Street is used as a 'Rat Run' for those trying to avoid Dundee Street!..

While I appreciate that cars parked opposite the cul de sac junction is against some road traffic act, they do help in the slowing down of many cars which use Thistle Street as a 'RAT RUN'... you would not believe how many cars use Thistle Street to avoid the main Dundee Street, this is especially evident during the school run. This being a totally residential street, there are many children use it to walk to and from the Senior School. The 'RAT RUN' operates from both ends of the street at all times, day and night... come and do a wee survey you will be shocked! I am sure this problem adds to the difficulty encountered by the exiting residents of the cul de sac.

If your intended yellow lines materialises where do the residents park their cars?? This will only move the problem into the cul de sac, or further along the street, or into other streets.

I assume you have other options which would help everyone live in harmony in Thistle Street... e.g. make the West Path end to the cul de sac, one way? Or, make Thistle Street one way only?...

Carnoustie needs all the support of the council to help the economy grow by making it a great place to come and live, not a place where once you have your car parked you are afraid to take it out again, in case you can't get parked near your home when you return.

We need thinking outside the box solution please, I am convinced that Yellow Lines will only create problems for the many who live in Thistle Street and may not solve the problem for the one resident/residents who currently have issues.. and may even create different and more distressing issues for the cul de sac residents if they come home and find they can't get parked in the cul de sac because those retired residents in Thistle Street, will always get first choice when it comes to parking.

Yours sincerely

[REDACTED]

-----Original Message-----

From: [REDACTED]

Sent: 18 January 2020 12:44

To: ENVHEALTH <ENVHEALTH@angus.gov.uk>

Cc: [REDACTED]

Subject: Fwd: Objections - No Waiting at any Time Waiting Restrictions - Thistle Street, Carnoustie

Hi

>> Thank you for your reply regarding the yellow lines which are to be introduced on the south side of Thistle Street Carnoustie, outside [REDACTED] and [REDACTED]. I am the resident from number [REDACTED]. I am writing to make you aware of an issues which may arise with the introduction of the proposed positioning of the yellow lines.

>>

>> I have a drive, with a dropped kerb and directly opposite my drive, on this very narrow street, there is the ability to park vehicles. With the introduction of limited parking at the east end of Thistle Street my neighbours have already advised me that they will be parking on the opposite side of the road, in this area, outside [REDACTED] and the adjoining house.. the current yellow lines stop approximately 2 feet from the corner of the exit from the cul de sac. If my neighbours are forced to park in this area of Thistle Street not only will it cause me great difficulty entering and exiting from my drive but also the drivers exiting from the cul de sac will not have clear visibility along the west side of Thistle Street, when attempting to exit onto Thistle Street...and the east side is obstructed by a high hedge, thus making it really difficult to exit safely out of the cul de sac.... please come and look at this issue before any final decisions are made.

>>

Yours sincerely

[REDACTED]

From: [REDACTED]
Sent: 02 January 2020 14:27
To: ROADS
Cc: [REDACTED]
Subject: Public consultation-yellow lines in thistle street.

Dear Sirs

With reference to the notification letter regarding the yellow lines to be put in place.

I am a resident of the cul-de-sac in Thistle Street, and agree that something does definitely need to be done before there's a serious accident.

But feel that double yellow lines are not the answer, it will reduce the problem throughout the day, but after 18.00 hours, once all the residents have returned from their work etc, and there are no parking enforcement officers doing their rounds. They will just park on the yellow lines anyway, there are already yellow lines on the junction of the cul-de-sac, and have witnessed several vehicles parked on those for hours at a time, when they are parked on these lines it greatly reduces the access for seven households up the cul-de-sac with multiple vehicles, especially when a vehicle is parked opposite the junction.

The biggest problem that I can see is when I am coming out of the cul-de-sac if there are any vehicles parked on the southside of the street, close to the junction, any vehicles travelling from West Path along Thistle Street will be on the wrong side of the road to pass any parked vehicles, and if I am trying to get out the cul-de-sac, the front of my car can be the length of the bonnet out before I can see clearly to the left, Some drivers are not aware that there is even a junction there until they are passing it as there is no signage stating the fact.

Therefore could I suggest something that has been done in Lochty Street several years ago, where it is one way from the High Street to Phillip Street. If the same was done in Thistle Street, making it a one way from the junction of the cul-de-sac to West Path. I feel that this would greatly reduce the risk of any accidents happening, and would also leave parking spaces for the residents at nos [REDACTED] and [REDACTED] whom are unable to have access to off street parking.

I hope that the concerns that I have raised will be considered. Should you have any questions please don't hesitate to get in touch.

Regards

[REDACTED]

THISTLE ST
CARLWUSTRA
DD77PR
05/01/2020

TO WHOM THIS CONCERNS.

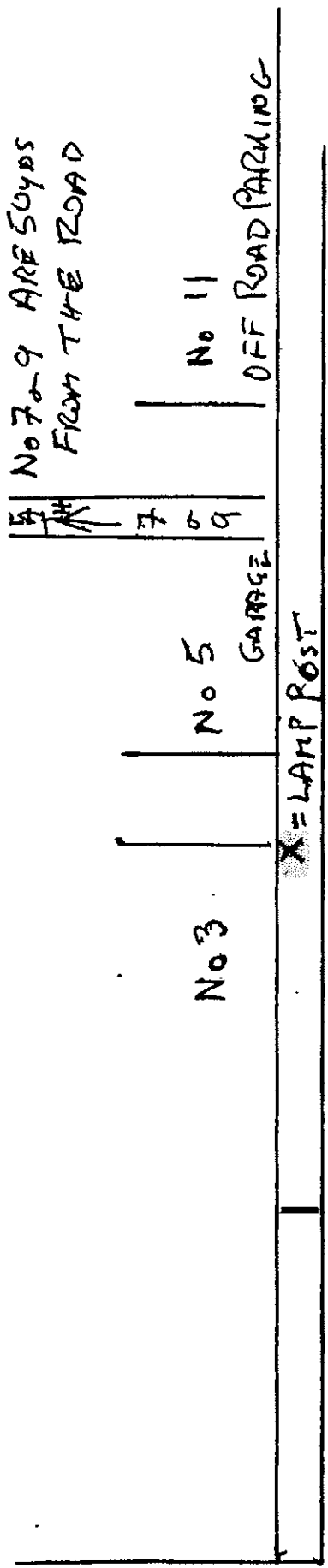
I HAVE JUST BEEN INFORMED THAT WE MAY HAVE YELLOW LINES INSTALLED FROM NO [REDACTED] TO [REDACTED] THISTLE ST.

NO [REDACTED] THISTLE ST HAS INSTALLED OFF ROAD PARKING AT GREAT EXTENDANCE AND AS IT IS OFF ROAD PARKING, PEOPLE WILL HAVE RESPECT FOR THE FACT SEE WILL ^{BE} REQUIRED TO EXIT FROM SAID PARKING SO NO NEED FOR YELLOW LINES.

NO [REDACTED] HAS A GARAGE AND AGAIN WILL REQUIRED ACCESS AT ALL TIMES SO AGAIN NO NEED FOR YELLOW LINES.

THAT LEAVES 2 PARKING SPACES IN FRONT OF NO [REDACTED] THISTLE ST, AGAIN THESE 2 PARKING SPACES ACT AS A BUFFER FROM THE PEOPLE USING THISTLE ST AS A RAT RUN AND MAY I ADD AT WELL OVER THE 20 MILE LIMIT.

I BELIEVE THAT WAS REFUSED 2011 AND AGAIN 2016 YES THE SITUATION HAS CHANGED IT IS NOW MORE DIFFICULT TO FIND A PARKING SPACE IN THISTLE ST SO THEREFORE I SEE NO REQUIREMENT FOR SAID YELLOW LINES AS THAT MAKES IT ~~ALL~~ LESS AND A FASTER RAT RUN [REDACTED]

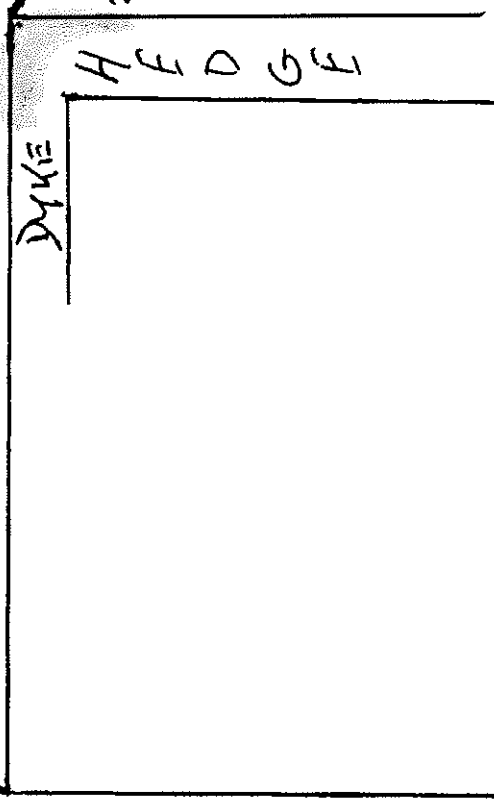


WEST

PATH

RAT RUN

THISTLE ST



OPTION ONE

REMOVE HEDGE & DYKE

OPTION TWO

INSTALL A MIRROR ON

THE LAMPPOST THIS WOULD

BE THE CHEAPEST OPTION

Angus Council

■ Shamrock Street
Carnoustie
DD7 7PS

Dear Sirs

I am a resident in the locality of Thistle Street and feel that double yellow lines are not the answer to the problem.

Where are the residents at ■■■■■ and ■ supposed to park? - it's a residential area that doesn't have enough car parking spaces anyway. I struggle to find a space most nights When I come home from work and I live in Shamrock Street. This will only exasperate the problem.

Carnoustie will have many more requests for yellow lines throughout the town if this was to go ahead. The town is full of narrow Victorian Streets - we should accept we have to be careful when driving in these residential areas.

May I suggest what has happened elsewhere in Carnoustie - Make it a one way (from West Path)

I feel that this would greatly reduce the risk of any accidents happening, allow the residents to park outside their homes, slow drivers down and ensures the complainer selflessly turns right instead of left assisting the long- term residents of nos ■■■■■ and ■

I hope my comments will be considered.

■■■■■

From: [REDACTED]
Sent: 05 January 2020 13:40
To: ROADS
Subject: Proposed Parking Restrictions in Thistle Street, Carnoustie

Dear Sir,
I am the co-owner of [REDACTED] Thistle Street, Carnoustie.

I am aware of Angus Council's proposal to apply waiting restrictions in Thistle Street. I had not intended to respond given that I fully support the proposal.

However having received through my letterbox from [REDACTED] and [REDACTED], a letter encouraging comments, both for and against, felt I should give my views.

My house and garden run down the side of that part of Thistle Street, which is a cul de sac. The entrance to the cul de sac is opposite number [REDACTED] Thistle Street.

There is, in my opinion, a real safety issue caused by the cars which are consistently parked opposite the junction of the main Thistle Street and the cul de sac.

Cars coming along Thistle Street from West Path, require to cross onto the wrong side of the road to pass the parked cars. This clearly causes more risk of a collision with cars coming on to the main road from the cul de sac.

The Street narrows substantially at the east end of the Street, just at the cul de sac. Because of cars parked on the North side of Thistle Street, outside numbers [REDACTED] and [REDACTED], cars coming from the Burnside Street end of Thistle Street, in order to avoid the parked cars, require to pass very close to and onto the narrow pavement. Pedestrians using the pavement are at risk.

Finally, the parking opposite the junction makes turning into the main thoroughfare difficult as well as dangerous. It is bad enough for cars, but for delivery vans, the position is even worse and quite often impossible.

Grocery and other delivery vans frequently deliver to the houses in the cul de sac. The fact that the small wall at the bottom of our garden which adjoins the cul de sac is pretty frequently given a dunt by vehicles attempting to enter and leave the cul de sac is testament to the difficulty they have in accessing and exiting.

The wall was repaired and repointed a few years ago, but is again showing signs of vehicle damage.

The proposed parking restrictions would go a long way to resolving these safety issues. I fully support the proposal, and hope that it is passed into law.

Yours sincerely

[REDACTED]

Hi

I would like to raise this issue and attend the meeting which is to be held on Tuesday 25th February, regarding the above

I have been informed by my local councillors - David Cheape and Brian Boyd, that the proposed double yellow lines will include outside our property at [REDACTED] Thistle Street.... Even if this is not the case, I refer to your plans online which show that the double yellow lines stop before our property. The proposed restrictions will mean that parking is available right opposite our drive on a very narrow part of the street. We have a dropped pavement and gained planning permission for our drive. This would make it almost impossible for us to enter, or exit from our drive should vehicles park opposite and also cause danger to us and any oncoming vehicles, if we did try to use the drive for the purpose it was intended. Therefore, we would no longer have use our drive and I would be writing to you to complain As I made you aware previously, Thistle Street has become a 'rat run' due to the parking etc on the busy main Dundee Street.... It is quicker to come along Thistle Street and turning up West Path, or, down North Burnside Street....

Yours sincerely

[REDACTED]