George Street / Harbour Ward

Elected Members: Desmond Bouse, Dell Henrickson, Michael Hutchison, Sandra MacDonald

Elmbank Terrace between Froghall Avenue and Froghall Terrace – prohibition of waiting at any time

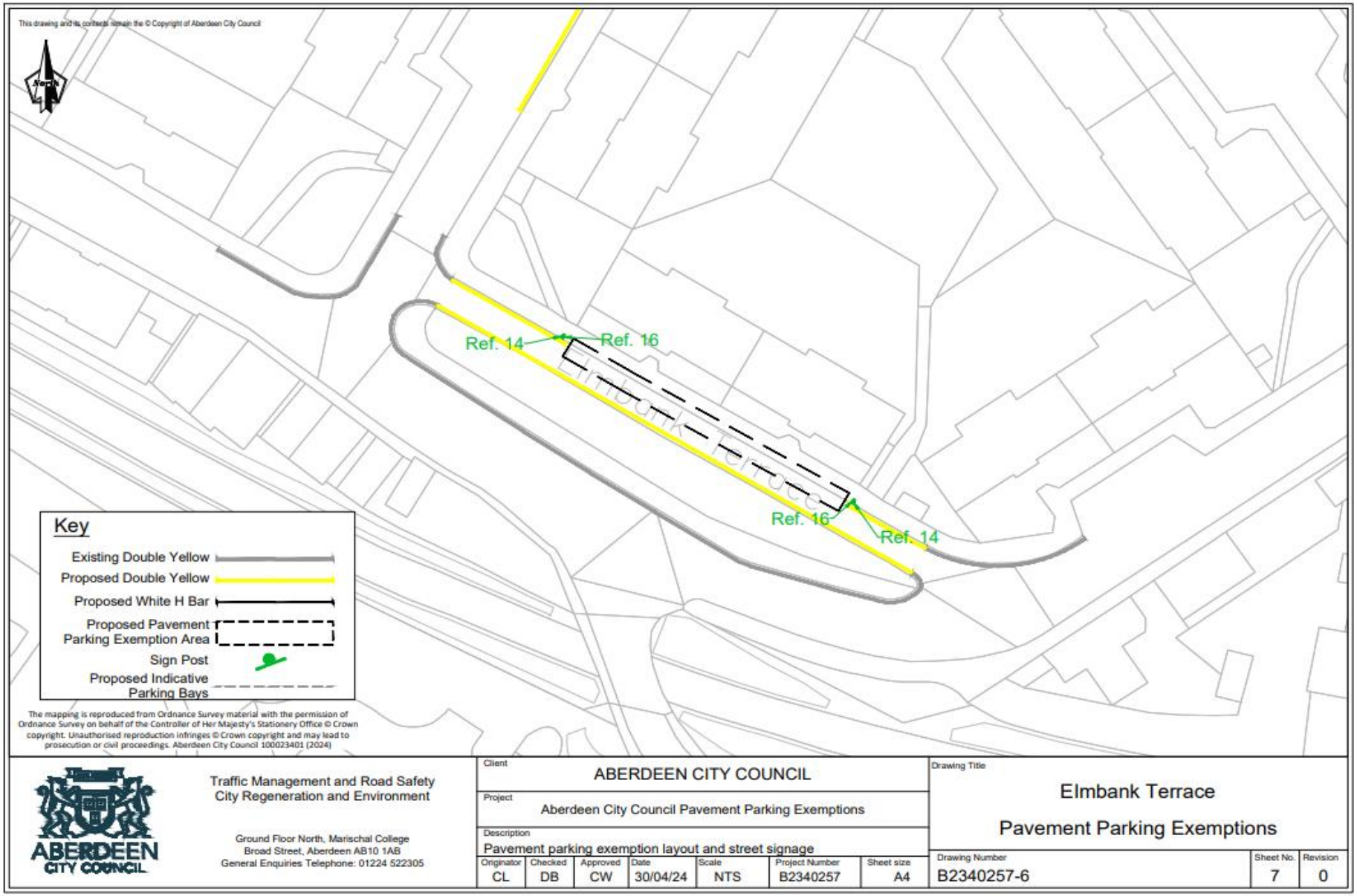
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not always be possible on some streets, where the use and layout of some roads still require footway parking to maximize the carriageway width. Hence, the Scottish Government outlined criteria for exempting a road from the prohibition.

Accompanying this prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated, a road must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. For a footway to be exempted, it must allow for a minimum unobstructed width of 1.5 metres when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

Following the introduction of this prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen. The assessment revealed that pavement parking prohibition if applied on Elmbank Terrace, between Froghall Avenue and Froghall Terrace, could result in blockages, with residents and visitors being hindered from accessing the street.

Currently, vehicles are partly parked on the footway and partly on the carriageway to allow for safe vehicular passage. The enforcement of the pavement parking ban on this section of Elmbank Terrace will require residents and visitors to fully park on the carriageway. Given the layout and carriageway width of Elmbank Terrace, parking on the carriageway could compromise road safety, impede vehicular access to properties on the street, reduced visibility, damage to vehicles etc. It is therefore proposed that double yellow lines are applied throughout the southern side of this road and partly on the northern side to allow for safe passage of pedestrians and vehicles.

Implementation cost: £540
Estimated maintenance cost – £540 every 10 years


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NORTH
Ref. 14
Ref. 16
Elmbank Terrace
Ref. 16
Ref. 14
Key
Existing Double Yellow
Proposed Double Yellow
Proposed White H Bar
Proposed Pavement Parking Exemption Area
Sign Post
Proposed Indicative Parking Bays
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City Regeneration and Environment
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Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305
Client
ABERDEEN CITY COUNCIL
Project
Aberdeen City Council Pavement Parking Exemptions
Description
Pavement parking exemption layout and street signage
Originator CL
Checked DB
Approved CW
Date 30/04/24
Scale NTS
Project Number B2340257
Sheet size A4
Drawing Title
Elmbank Terrace
Pavement Parking Exemptions
Drawing Number B2340257-6
Sheet No. 7
Revision 0

Froghall Avenue – prohibition of waiting at any time and pavement parking exemptions

A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not always be possible on some streets, where the use and layout of some roads still require footway parking to maximize the carriageway width. Hence, the Scottish Government outlined criteria for exempting a road from the prohibition.

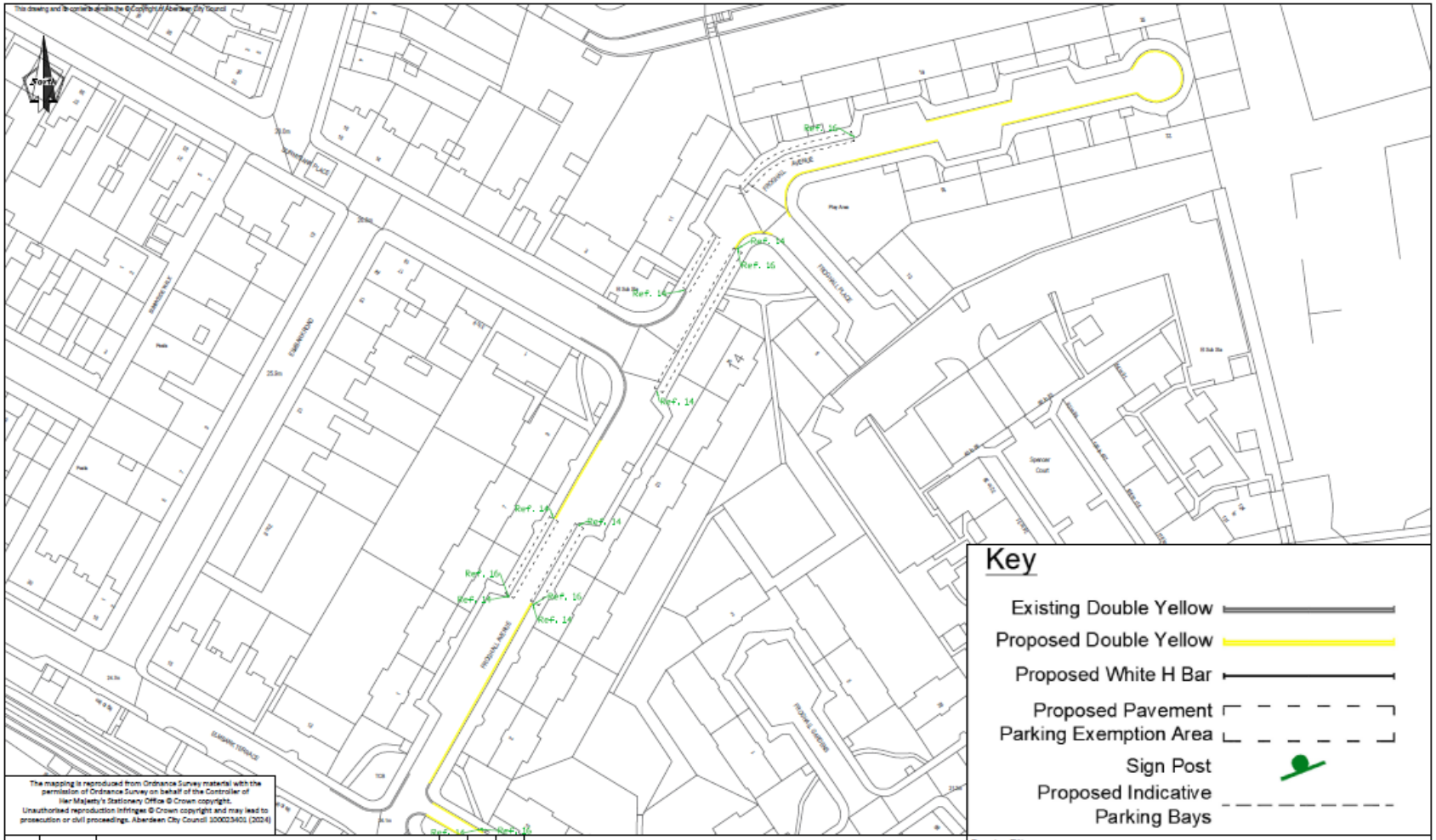
Accompanying this prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated, a road must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. For a footway to be exempted, it must allow for a minimum unobstructed width of 1.5 metres when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

Following the introduction of this prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen.

The assessment revealed that pavement parking prohibition if applied on Froghall Avenue will result in a blockage, residents and visitors may be hindered from accessing the street. Currently, vehicles are partly parked on the footway and partly on the carriageway on both sides of this road. The enforcement of pavement parking ban in Froghall Avenue will require residents and visitors to fully park on both sides of the carriageway. Parking in this manner will compromise road safety, impede vehicular access to properties on this street, reduce visibility, may cause damage to vehicles etc. For this reason, Officers propose a pavement parking exemption is applied on various sections on the west and east footway along the length of Froghall Avenue.

To further ensure road safety and vehicular accessibility is preserved on this road, Officers propose sections of prohibition of waiting at any time are installed on various sections of Froghall Avenue. A section of prohibition of waiting at any time is proposed to be introduced to the top of this road to serve as a turning area and further prohibition of waiting restrictions are proposed for opposite side of the various laybys for safe vehicular manoeuvre.

Estimated implementation cost: £4,000
Estimated maintenance cost – £2,000 every 10 years



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Rev	Date	Details	Orig	Chk'd	App'd
0		ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Prohibition

ABERDEEN CITY COUNCIL

Operations and Protective Services
Traffic Management and Road Safety

Business Hub 11, 2nd Floor West, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Drawing Title: Froghall Avenue

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			04.09.24		NTS	A3

Drawing No.: | SHT No.: | Revision: 0

Hunter Place – prohibition of waiting at any time

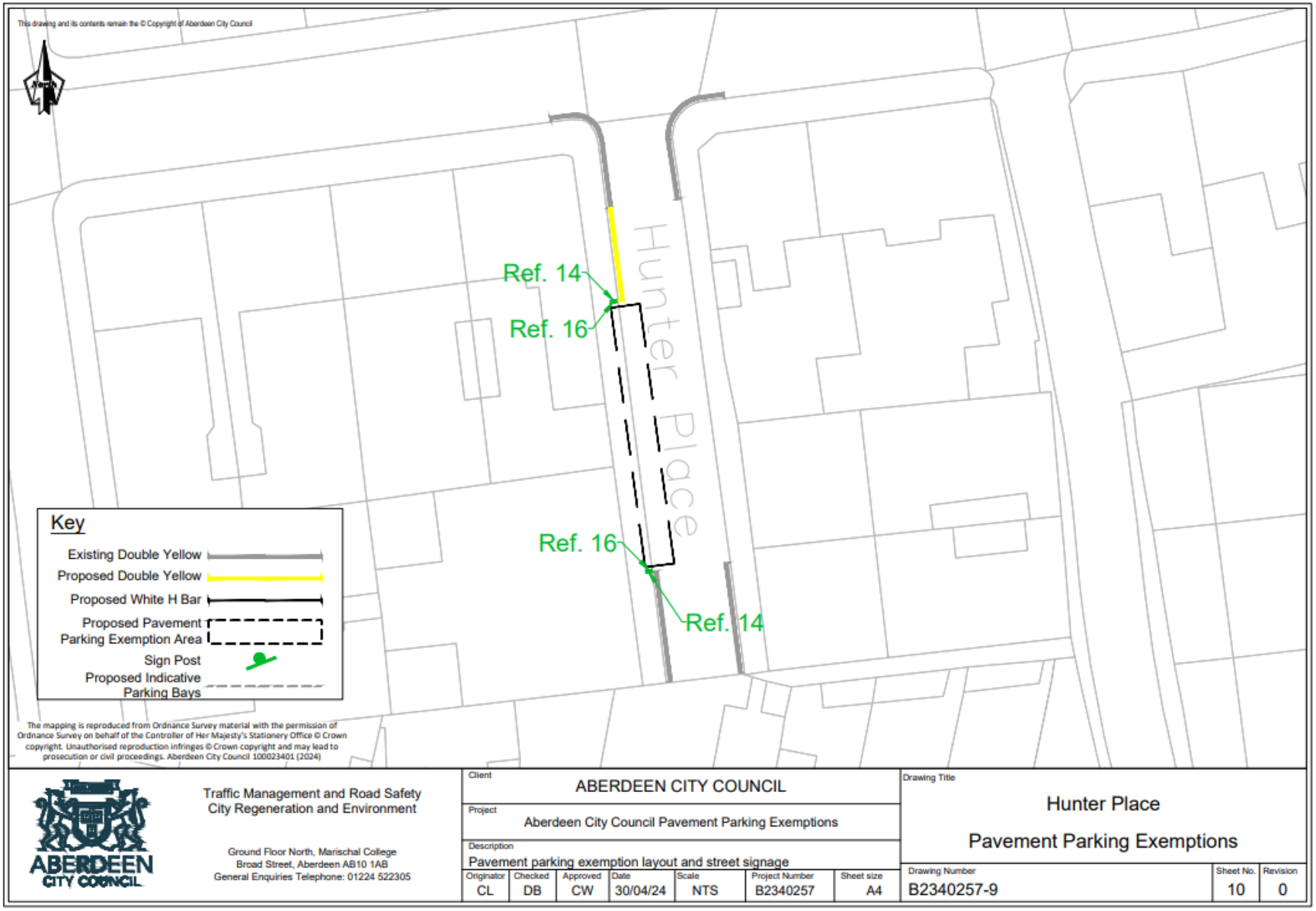
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not always be possible on some streets, where the use and layout of some roads still require footway parking to maximize the carriageway width. Hence, the Scottish Government outlined criteria for exempting a road from the prohibition.

Accompanying this prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated, a road must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. For a footway to be exempted, it must allow for a minimum unobstructed width of 1.5 metres when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

Following the introduction of this prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen. This exercise was to determine where the characteristics of a pavement and its associated carriageway may not allow for safe vehicular and/or pedestrian passage when vehicles are parked on it.

The assessment revealed that pavement parking prohibition if applied on Hunter Place will result in blockage, residents and visitors may be hindered from accessing the street. Currently, vehicles are partly parked on the footway and partly on the carriageway on both sides of the road. The enforcement of pavement parking ban in Hunter Place will require residents and visitors to fully park on the carriageway. Parking on the carriageway will compromise road safety, impede vehicular access to properties on the street, reduced visibility, damage to vehicles etc. For this reason, a pavement parking exemption will be applied on the west side of the carriageway, however, delivery access for a business in the area is within the exempted section. It is therefore proposed that the existing double yellow lines on the west side are extended for a limited length to allow for safe delivery and access to the business.

Implementation cost: £480
Estimated maintenance cost – £480 every 10 years


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North
Hunter Place
Ref. 14
Ref. 16
Ref. 16
Ref. 14
Key
Existing Double Yellow
Proposed Double Yellow
Proposed White H Bar
Proposed Pavement Parking Exemption Area
Sign Post
Proposed Indicative Parking Bays
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Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305
Client
ABERDEEN CITY COUNCIL
Project
Aberdeen City Council Pavement Parking Exemptions
Description
Pavement parking exemption layout and street signage
Originator CL
Checked DB
Approved CW
Date 30/04/24
Scale NTS
Project Number B2340257
Sheet size A4
Drawing Title
Hunter Place
Pavement Parking Exemptions
Drawing Number B2340257-9
Sheet No. 10
Revision 0

Jackson Terrace – pavement parking exemptions

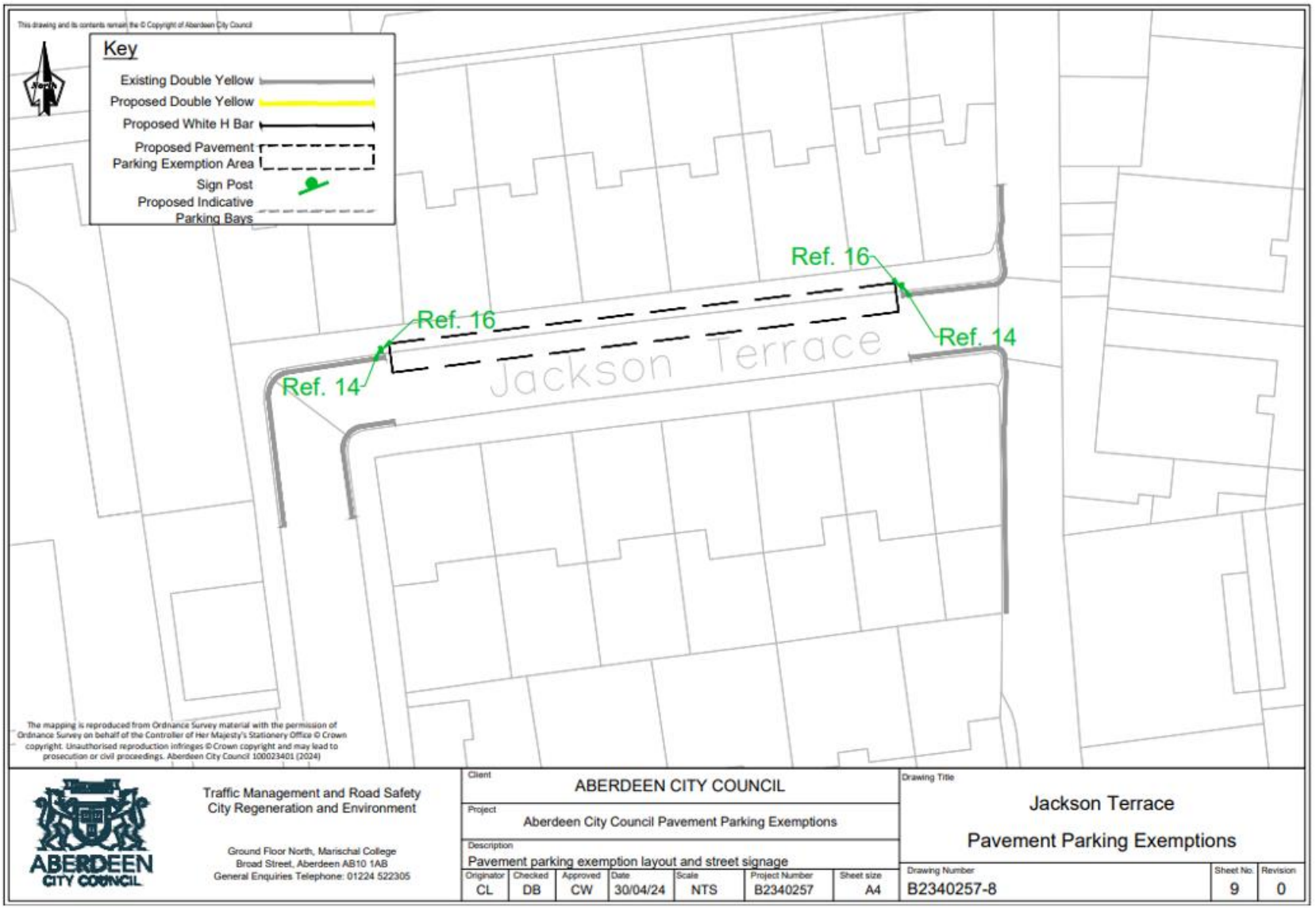
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not always be possible on some streets, where the use and layout of some roads still require footway parking to maximize the carriageway width. Hence, the Scottish Government outlined criteria for exempting a road from the prohibition.

Accompanying this prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated, a road must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. For a footway to be exempted, it must allow for a minimum unobstructed width of 1.5 metres when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

Following the introduction of this prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen. This exercise was to determine where the characteristics of a pavement and its associated carriageway may not allow for safe vehicular and/or pedestrian passage when vehicles are parked on it.

The assessment revealed that pavement parking prohibition if applied on Jackson Terrace may result in blockage, residents and visitors may be hindered from accessing the street. Currently, vehicles are partly parked on the footway and partly on the carriageway on this road. The enforcement of pavement parking ban in Jackson Terrace will require residents and visitors to fully park on the carriageway. Parking in this manner will compromise road safety, impede vehicular access to properties on the street, reduce visibility, may cause damage to vehicles etc. For this reason, Officers propose a pavement parking exemption is applied on the northern footway.

Estimated implementation cost: £3,450
Estimated maintenance cost – £500 every 10 years

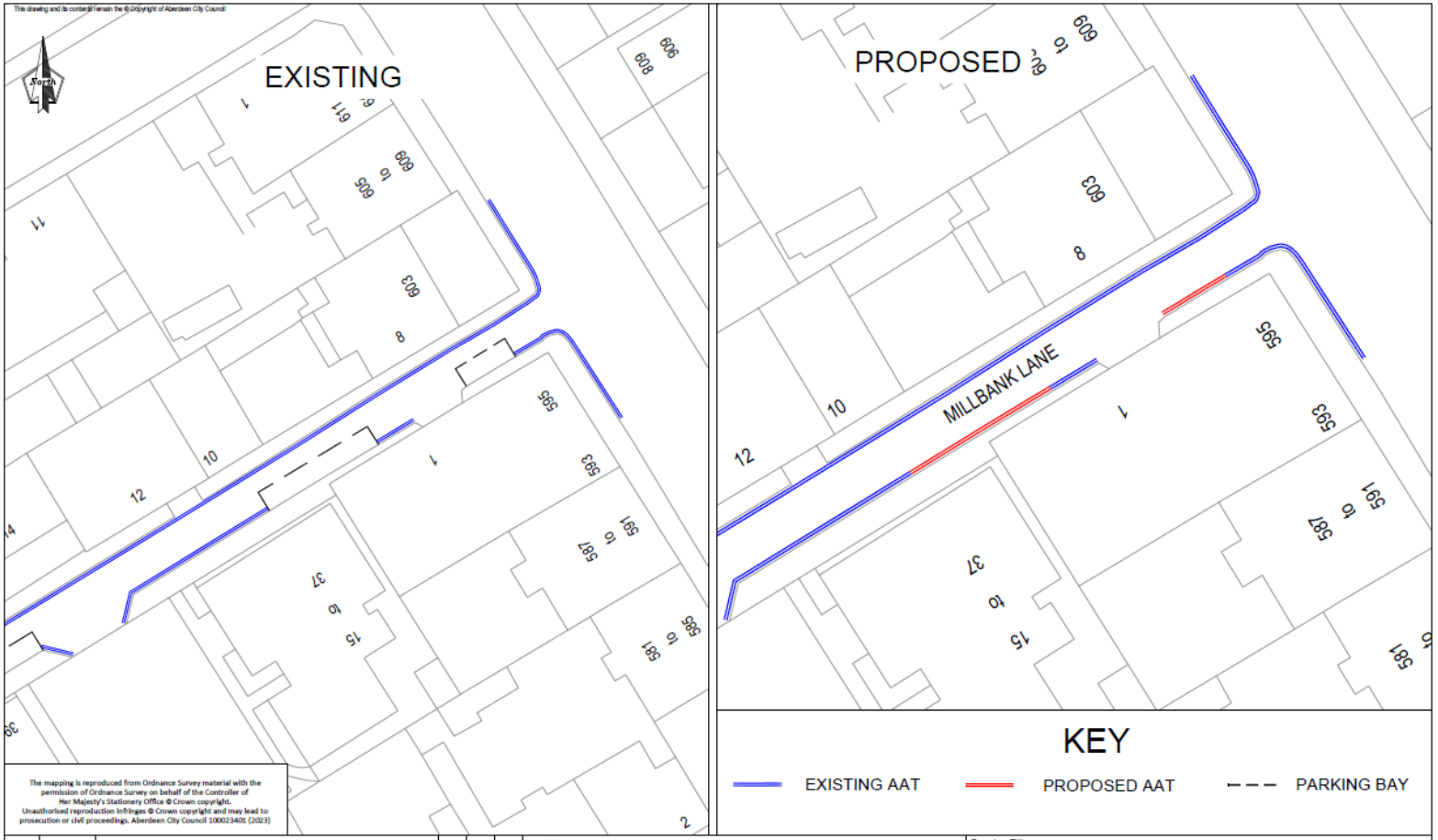

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Key
Existing Double Yellow
Proposed Double Yellow
Proposed White H Bar
Proposed Pavement Parking Exemption Area
Sign Post
Proposed Indicative Parking Bays
Ref. 16
Ref. 16
Ref. 14
Ref. 14
Jackson Terrace
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Broad Street, Aberdeen AB10 1AB
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Client
ABERDEEN CITY COUNCIL
Project
Aberdeen City Council Pavement Parking Exemptions
Description
Pavement parking exemption layout and street signage
Originator CL
Checked DB
Approved CW
Date 30/04/24
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Project Number B2340257
Sheet size A4
Drawing Title
Jackson Terrace
Pavement Parking Exemptions
Drawing Number B2340257-8
Sheet No. 9
Revision 0

Millbank Lane – proposed lengths of prohibition of waiting at any time

During the Aberdeen citywide prohibition of pavement parking assessment, it was noted that the carriageway width on Millbank Lane could not accommodate vehicles fully parked on the carriageway in existing parking bays. This had led to a standard practice of drivers parking on the footway, to ensure a safe passing width for vehicles.

With the prohibition of parking now in place, two sections of on-street parking must be removed to ensure the footway and carriageway can be used safely without obstruction.

Estimated implementation cost:	£ 200
Estimated maintenance cost:	£100 every 10 years



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Rev	Date	Details	Orig	Chk'd	App'd
0	13/05/22	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: SMALL SCALE TM_TRO_24_Q1

ABERDEEN CITY COUNCIL

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Traffic Management and Road Safety

Business Hub 11, 2nd Floor West, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Drawing Title: MILLBANK LANE

TRAFFIC MANAGEMENT

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			03.04.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

New Pier Road – Prohibition of waiting at any time and pavement parking exemptions

A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked vehicles. However, a footway parking prohibition may not be possible in some streets, the use and layout of some roads might require footway parking to maximize the carriageway width. Hence, the Scottish Government outlined criteria for exempting a road from the prohibition.

Accompanying this Prohibition are Ministerial Directions with guidance on specific characteristics footways or carriageway associated with it, must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. For a footway to be exempted, it must allow for a width of 1.5 metres of the footway to remain unobstructed when any part of a vehicle is parked on it, and the layout or character of the carriageway associated with the footway must allow the passage of an emergency vehicle unimpeded by the presence of a vehicle parked on it.

Following the introduction of this prohibition, Aberdeen City Council conducted a citywide assessment of pavements and carriageways in Aberdeen. This exercise was to determine where the characteristics of a pavement and its associated carriageway may not allow for safe vehicular and/or pedestrian passage when vehicles are parked on it.

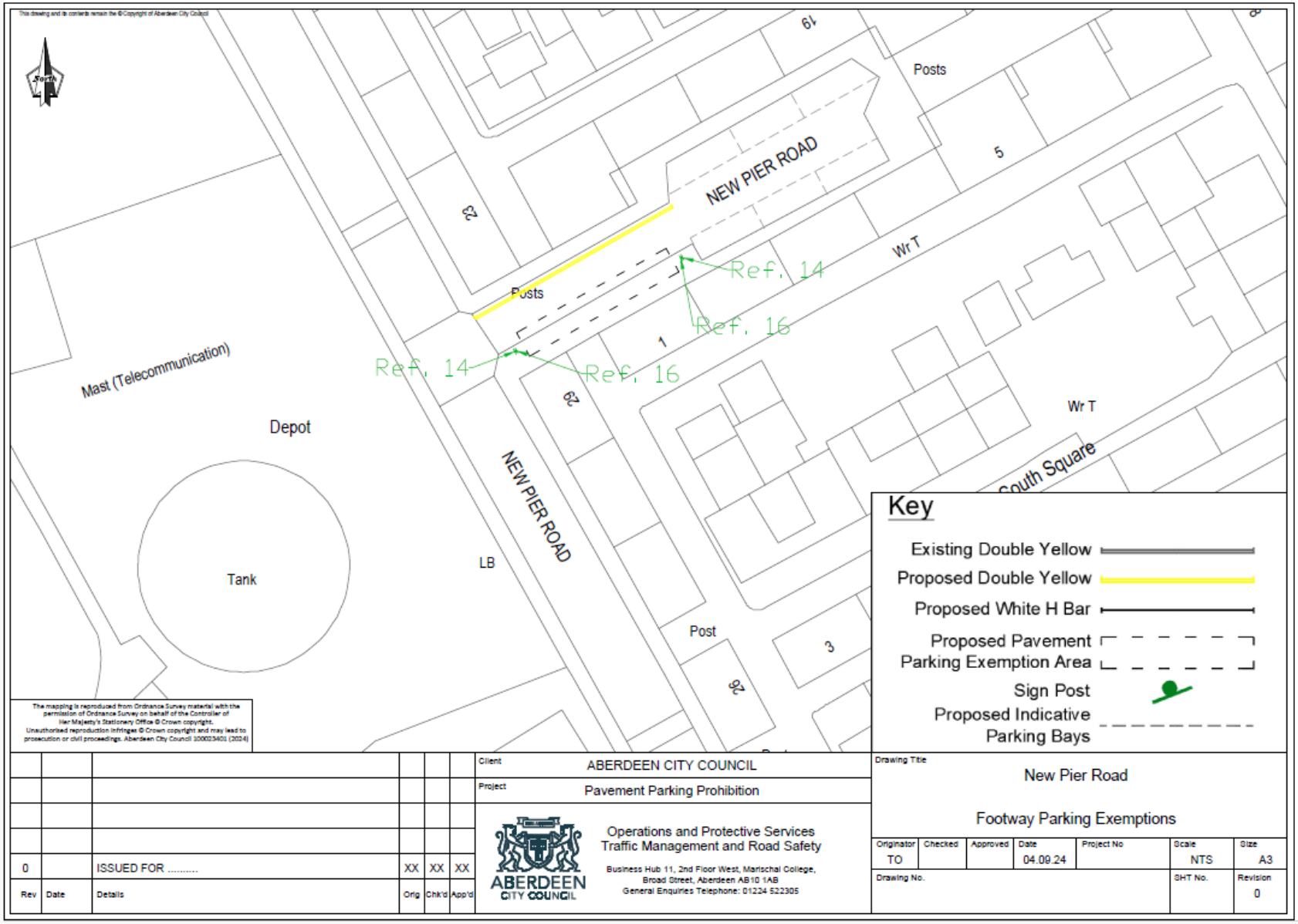
The assessment revealed that pavement parking prohibition if applied on South Square will result in a blockage, residents, service providers and visitors may be hindered from accessing the street. Currently, some drivers partly parked on the footway and partly on the carriageway while others fully park on the footway on both sides of this road. Giving the parking requirement on the road, the enforcement of pavement parking ban in South Square will require residents and visitors to fully park on both sides of the carriageway. Parking in this manner will compromise road safety, impede vehicular access to properties on this street, reduce visibility, may cause damage to vehicles etc. Therefore, Officers propose a section of pavement parking exemption is applied on the south side of this road.

Pavement parking exemption alone will not suffice on South Square due to its layout, hence, limited lengths of prohibition of waiting at any time restriction (double yellow lines) is proposed to be introduced on the north section of South

Square as this will further ensure road safety and preserve vehicular accessibility.

Estimated implementation cost: £3,450

Estimated maintenance cost – £2,000 every 10 year


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North
NEW PIER ROAD
Posts
Ref. 14
Ref. 16
Wr T
Mast (Telecommunication)
Depot
Tank
LB
NEW PIER ROAD
Post
Wr T
Key
Existing Double Yellow
Proposed Double Yellow
Proposed White H Bar
Proposed Pavement Parking Exemption Area
Sign Post
Proposed Indicative Parking Bays
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Drawing Title
New Pier Road
Footway Parking Exemptions
Originator TO
Checked
Approved
Date 04.09.24
Project No
Scale NTS
Size A3
Drawing No.
OHT No.
Revision 0
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Rev Date Details Orig Chk'd App'd