Various Traffic Management and Developer Proposals

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Citywide

Disabled Parking

The following Disabled Parking spaces have been installed as advisory bays. Officers propose to make them mandatory by promoting the relevant Traffic Regulation Orders.

Property Origin of Application	Ward	Road Schedule
Bankhead Avenue	Dyce/Bucksburn/Danestone	**Bankhead Avenue** North side, from a point 57 metres or thereby east of its junction with Greenburn Drive, extending eastwards for a distance of 6.6 metres or thereby. North side, from a point 126 metres or thereby east of its junction with Greenburn Drive, extending eastwards for a distance of 6.6 metres or thereby.
Cloverfield Place	Dyce/Bucksburn/Danestone	**Cloverfield Place** North side, from a point 2 metres or thereby west of the extended gable of number 24, extending westwards for a distance of 6.6 metres or thereby.
Craignook Road	Dyce/Bucksburn/Danestone	**Craignook Road** South side, from a point 13 metres or thereby east of Balloch Way, extending eastwards for a distance of 6.6 metres or thereby.
Dunbennan Road	Dyce/Bucksburn/Danestone	**Dunbennan Road** West side, from a point 30 metres or thereby south of its junction with Ardlair Terrace, extending southwards for a distance of 6.6 metres or thereby.

Farburn Terrace	Dyce/Bucksburn/Danestone	**Farburn Terrace** East side, from a point 4 metres north of the extended gable of property number 12, extending northwards for a distance of 6.6 metres or thereby.
Gladstone Place	Dyce/Bucksburn/Danestone	**Gladstone Place** North side, from a point 10 metres or thereby west of its junction with Berrywell Gardens, extending westwards for a distance of 6.6 metres or thereby.
Kepplehills Drive	Dyce/Bucksburn/Danestone	**Kepplehills Drive** West side, from a point 6 metres or thereby south of the inset road serving properties 14-32 there, extending southwards for a distance of 6.6 metres or thereby.
Polo Gardens	Dyce/Bucksburn/Danestone	**Polo Gardens** South side of inset road serving properties 21-36, from a point 30 metres or thereby east of its junction with Polo Gardens, extending eastwards for a distance of 6.6 metres or thereby.
Princess Walk	Dyce/Bucksburn/Danestone	**Princess Walk** North side, from a point 5 metres or thereby west of the extended gable of number 13, extending westwards for a distance of 3.4 metres or thereby.
Stoneyton Terrace	Dyce/Bucksburn/Danestone	**Stoneyton Terrace** South side, from a point 37 metres or thereby west of its

		junction with Bankhead Avenue, extending westwards for a distance of 6.6 metres or thereby.
Waterton Road	Dyce/Bucksburn/Danestone	**Waterton Road** East side, from a point 23 metres or thereby south of its junction with Lade Crescent, extending southwards for a distance of 6.6 metres or thereby.
Fowlershill Gardens	Bridge of Don	**Fowlershill Gardens** South side, from a point 12 metres or thereby east of its junction with Tarbothill Road, extending eastwards for a distance of 12 metres or thereby.
Grandhome Development	Bridge of Don	**Davidston Square** West side, from a point 8 metres or thereby north of its junction with Laverock Braes Road, extending northwards for a distance of 20 metres or thereby. **Laverock Braes Road** South side, from a point 200 metres or thereby west of its junction with Whitestripes Avenue, extending westwards for a distance of 13 metres or thereby.
Greenbrae Drive	Bridge of Don	**Greenbrae Drive** North side, from a point 5 metres or thereby west of the extended gable end of property number 67, extending westwards for a distance of 6.6 metres or thereby.
Auchlea Road	Kingswells/Sheddocksley/Summerhill	**Auchlea Road**

		South side, from a point 66 metres or thereby east of its junction with Sheddocksley Drive, extending eastwards for a distance of 6.6 metres or thereby.
Brodinch Road	Kingswells/Sheddocksley/Summerhill	**Brodinch Road** North side, from a point 25 metres or thereby east of its junction with Brodinch Place, extending eastwards for a distance of 6.6 metres or thereby.
Derbeth Crescent	Kingswells/Sheddocksley/Summerhill	**Derbeth Crescent** North side, from a point 35 metres or thereby west of its junction with Dinbaith Place, extending westwards for a distance of 6.6 metres or thereby.
Gairsay Road	Kingswells/Sheddocksley/Summerhill	**Gairsay Road** North side, from a point 27 metres or thereby east of its junction with Eday Drive, extending eastwards for a distance of 6.6 metres or thereby.
Lang Stracht	Kingswells/Sheddocksley/Summerhill	**Mastrick Drive** East side, from a point 50 metres or thereby south of its junction with Willowpark Crescent, extending southwards for a distance of 6.6 metres or thereby.
Orkney Avenue	Kingswells/Sheddocksley/Summerhill	**Orkney Avenue** South side, from the extended gable of number 57, extending eastwards for a distance of 6.6 metres or thereby.
Orkney Avenue	Kingswells/Sheddocksley/Summerhill	**Barvas Walk**

		East side, from a point 55 metres or thereby north of its junction with Lewis Road, extending northwards for a distance of 6.6 metres or thereby.
Sheddocksley Drive	Kingswells/Sheddocksley/Summerhill	**Sheddocksley Drive** West side, from a point 8 metres or thereby south of the extended gable of property number 143, extending southwards for a distance of 6.6 metres or thereby.
Springhill Road	Kingswells/Sheddocksley/Summerhill	**Hallfield Crescent** North side, from a point 12 metres east of its junction with Springhill Road, eastwards for a distance of 6.6 metres or thereby.
Summerhill Road	Kingswells/Sheddocksley/Summerhill	**Summerhill Road** East side, from a point 15 metres or thereby south of its junction with Summerhill Drive, extending southwards for a distance of 6.6 metres or thereby.
Westray Road	Kingswells/Sheddocksley/Summerhill	**Westray Road** South side, from a point 36 metres or thereby west of its junction with Summerhill Drive, extending westwards for a distance of 6.6 metres or thereby. West side, from a point 10 metres or thereby south of the extended side elevation of properties 45-55, extending southwards for a distance of 6.6 metres or thereby.

Willowpark Place	Kingswells/Sheddocksley/Summerhill	**Willowpark Place** East side, from a point 14 metres or thereby south of the extended south kerb line of Muirfield Road, extending southwards for a distance of 6.6 metres or thereby.
Birkhall Parade	Northfield/Mastrick North	**Birkhall Parade** East side, from a point 4 metres or thereby south of the gable end of property number 14 there, extending northwards for a distance of 6.6 metres or thereby.
Birkhall Place	Northfield/Mastrick North	**Birkhall Place** North side, from a point 29 metres or thereby east of its junction with Upper Mastrick Way, extending eastwards for a distance of 6.6 metres or thereby.
Bonnyview Drive	Northfield/Mastrick North	**Bonnyview Drive** West side, from a point 1 metre or thereby south of the extended gable of property number 191, extending southwards for a distance of 2.4 metres or thereby.
Byron Court	Northfield/Mastrick North	**Springhill Terrace** West side, from a point 1 metre or thereby south of the extended gable of 7 Springhill Terrace, extending southwards for a distance of 6.6 metres or thereby.
Byron Crescent	Northfield/Mastrick North	**Byron Crescent** East side, from a point 30 metres or thereby north of its junction with Marchburn Drive, extending northwards

		for a distance of 6.6 metres or thereby.
Corndavon Terrace	Northfield/Mastrick North	**Corndavon Terrace** South side, from a point 4 metres or thereby east of the extended gable of property number 35, extending westwards for a distance of 6.6 metres or thereby.
Davidson Drive	Northfield/Mastrick North	**Davidson Drive** East side, from a point 116 metres or thereby south of its junction with Cruden Place, extending southwards for a distance of 6.6 metres or thereby. East side, from a point 123 metres or thereby south of its junction with Cruden Place, extending southwards for a distance of 6.6 metres or thereby. East side, from the extended gable of property number 67, extending northwards for a distance of 6.6 metres or thereby.
Donald Dewar Court	Northfield/Mastrick North	**Donald Dewar Court** East side, from a point from the extended west elevation of block containing numbers 6-22, extending southwards for a distance of 2.4 metres or thereby.
Heathryfold Circle	Northfield/Mastrick North	**Heathryfold Circle** North side, from a point 23 metres or thereby west of its junction with Dancing Cairns Crescent, extending westwards for a distance of 6.6 metres or thereby.

Howes Drive	Northfield/Mastrick North	**Howes Drive** North side, from a point 6 metres or thereby west of the extended gable of property number 83, extending westwards for a distance of 6.6 metres or thereby.
Kingswood Court	Northfield/Mastrick North	**Invercauld Road** South side, from a point 9 metres or thereby east of its junction with Craigendarroch Place, extending eastwards for a distance of 6.6 metres or thereby.
Long Walk Terrace	Northfield/Mastrick North	**Long Walk Terrace** North side, from a point 7 metres or thereby west of the extended gable of number 1, extending westwards for a distance of 6.6 metres or thereby.
Marchburn Court	Northfield/Mastrick North	**Marchburn Court Road** West side, from a point 10 metres or thereby north of its junction with Marchburn Drive, extending northwards for a distance of 6.6 metres or thereby.
Marchburn Crescent	Northfield/Mastrick North	**Marchburn Crescent** East side, from a point 30 metres or thereby south of its junction with Marchburn Drive, extending southwards for a distance of 6.6 metres or thereby.
Marchburn Drive	Northfield/Mastrick North	**Marchburn Drive** South side, from a point 8 metres or thereby west of the extended west kerb line of Oldtown Terrace, extending

		westwards for a distance of 6.6 metres or thereby.
North Anderson Drive	Northfield/Mastrick North	**North Anderson Drive** West side, from a point 2 metres or thereby north of the extended gable of property number 431, extending northwards for a distance of 6.6 metres or thereby. West side, from a point 1 metre or thereby north of the extended side elevation of properties 415-417 North Anderson Drive, extending northwards for a distance of 6.6 metres or thereby.
Provost Rust Row	Northfield/Mastrick North	**Provost Rust Row** North side, from a point 3 metres or thereby east of the extended gable of property number 1, extending westwards for a distance of 6.6 metres or thereby.
Stewart Crescent	Northfield/Mastrick North	**Stewart Crescent** South side, from a point 26 metres or thereby west of its junction with Kettlehills Crescent, extending westwards for a distance of 6.6 metres or thereby.
Stewart Terrace	Northfield/Mastrick North	**Stewart Terrace** North side, from a point 3 metres west of the extended west kerb of Whin Park Road, extending westwards for a distance of 6.6 metres or thereby.
Strathmore Drive	Northfield/Mastrick North	**Strathmore Drive**

		East side, from a point 2 metres or thereby south of the extended gable of property number 54, extending northwards for a distance of 6.6 metres or thereby.
Upper Mastrick Way	Northfield/Mastrick North	**Tay Road** North side, from a point 12 metres or thereby west of its junction with Upper Mastrick Way, extending westwards for a distance of 6.6 metres or thereby.
Brown Street	Hilton/Woodside/Stockethill	**Brown Street** South side, from a point 57 metres or thereby east of Summer Street, extending eastwards for a distance of 6.6 metres or thereby.
Clifton Road	Hilton/Woodside/Stockethill	**Clifton Road** North side, from a point 5 metres or thereby west of the extended east gable of properties 476-482, extending westwards for a distance of 6.6 metres or thereby.
Hilton Drive	Hilton/Woodside/Stockethill	**Hilton Drive** West side, from a point 39 metres or thereby north of its junction with Hilton Road, extending northwards for a distance of 6.6 metres or thereby.
Hilton Road	Hilton/Woodside/Stockethill	**Hilton Road** South side, from a point 1 metre or thereby east of the extended side elevation of properties 29-31, extending westwards for a distance of 6.6 metres or thereby.

North Anderson Drive	Hilton/Woodside/Stockethill	**North Anderson Drive** South side, from a point 16 metres or thereby east of its junction with Stockethill Way, extending eastwards for a distance of 6.6 metres or thereby.
Stockethill Way	Hilton/Woodside/Stockethill	**Stockethill Way** West side, from a point 10 metres or thereby north of the extended gable of number 10, extending northwards for a distance of 3.4 metres or thereby.
Aberdon Court	Tillydrone/Seaton/Old Aberdeen	**Tillydrone Terrace** West side, from a point 49 metres or thereby south of its junction with Coningham Terrace, extending southwards for a distance of 6.6 metres or thereby.
Aberdon Court	Tillydrone/Seaton/Old Aberdeen	**Coningham Terrace** West side, from a point 46 metres or thereby south of its junction with Pennan Road, extending southwards for a distance of 6.6 metres or thereby.
Formartine Road	Tillydrone/Seaton/Old Aberdeen	**Harris Drive** North side, from a point 29 metres or thereby east of its junction with Formartine Road, extending eastwards for a distance of 6.6 metres or thereby.
Montgomery Road	Tillydrone/Seaton/Old Aberdeen	**Montgomery Road** North side, from a point 35 metres or thereby east of its junction with Donbank Place, extending eastwards for a

		distance of 6.6 metres or thereby.
School Drive	Tillydrone/Seaton/Old Aberdeen	**School Drive** East side, from a point 2 metres or thereby south of the extended north elevation of block containing numbers 65-71, extending southwards for a distance of 6.6 metres or thereby.
Seaton Avenue	Tillydrone/Seaton/Old Aberdeen	**Seaton Avenue** East side, from a point 36 metres or thereby north of its junction with Seaton Drive, extending northwards for a distance of 2.4 metres or thereby.
Seaton Place East	Tillydrone/Seaton/Old Aberdeen	**Seaton Place East** Northside, from a point 155 metres or thereby west of its junction with Seaton Road, extending westwards for a distance of 6.6 metres or thereby.
Sunnyside Road	Tillydrone/Seaton/Old Aberdeen	**Sunnyside Road** North side, from a point 1 metre or thereby west of the extended gable of property number 66, extending westwards for a distance of 6.6 metres or thereby.
	Tillydrone/Seaton/Old Aberdeen	**Sunnyside Road** South side, from a point 47 metres or thereby east of its junction with Sunnyside Avenue, extending eastwards for a distance of 6.6 metres or thereby.
Beechgrove Terrace	Midstocket/Rosemount	**Beechgrove Terrace**

		South side, from a point 52 metres or thereby west of its junction with Whitehall Road, extending westwards for a distance of 6.6 metres or thereby.
Gillespie Crescent	Midstocket/Rosemount	**Gillespie Crescent** Southeast side, from a point 7 metres or thereby south west of the open side elevation of block containing numbers 74-84, extending south westwards for a distance of 6.6 metres or thereby.
Gillespie Crescent	Midstocket/Rosemount	**Gillespie Place** Southeast side, from a point 25 metres or thereby north east of its junction with Gillespie Crescent, extending north eastwards for a distance of 6.6 metres or thereby.
Lionhead Terrace	Midstocket/Rosemount	**Loanhead Terrace** East side, from a point 27 metres or thereby north of its junction with Rosemount Place, extending northwards for a distance of 6.6 metres or thereby.
Raeden Crescent	Midstocket/Rosemount	**Raeden Crescent** North side, from a point 5 metres or thereby east of the extended gable of number 106 there, extending eastwards for a distance of 6.6 metres or thereby.
View Terrace	Midstocket/Rosemount	**View Terrace** West side, from a point 7 metres or thereby south of the extended gable of property number 57,

		extending southwards for a distance of 6.6 metres or thereby.
Wallfield Crescent	Midstocket/Rosemount	**Wallfield Crescent** West side, from a point 95 metres or thereby north of its junction with Craigie Loanings, extending northwards for a distance of 6.6 metres or thereby
Bedford Place	George Street/Harbour	**Bedford Place** South side, from a point 28 metres or thereby east of its junction with Bedford Road, extending eastwards for a distance of 6.6 metres or thereby.
Pittodrie Place	George Street/Harbour	**Pittodrie Place** North side, from a point 19 metres or thereby east of its junction with Ardarroch Road, extending eastwards for a distance of 6.6 metres or thereby.
Seaforth Road	George Street/Harbour	**Seaforth Road** South side, from a point 18 metres or thereby west of its junction with Urquhart Lane, extending westwards for a distance of 6.6 metres or thereby.
Cairnlee Crescent North	Lower Deeside	**Cairnlee Crescent North** West side, from a point 2 metres or thereby south of the extended north gable of property number 16, extending southwards for a distance of 6.6 metres or thereby.
Craigton Terrace	Lower Deeside	**Craigton Terrace**

		North side, from a point 14 metres or thereby west of its junction with School Road, extending westward for a distance of 6.6 metres or thereby.
Dalmaik Crescent	Lower Deeside	**Dalmaik Crescent** South side, from a point 5 metres or thereby west of the extended gable of number 13, extending westwards for a distance of 6.6 metres or thereby.
Dalmaik Terrace	Lower Deeside	**Dalmaik Terrace** South side, from a point 123 metres or thereby west of its junction with School Road, extending westwards for a distance of 6.6 metres or thereby.
Craigie Park	Hazlehead/Ashley/Queens Cross	**Craigie Park** North west side, from a point 24 metres or thereby south west of its junction with Craigie Loanings, extending south westwards for a distance of 6.6 metres or thereby.
Forest Avenue	Hazlehead/Ashley/Queens Cross	**Forest Avenue** East side, from a point 124 metres or thereby north of its junction with Annfield Terrace, extending northwards for a distance of 6.6 metres or thereby.
Mortimer Place	Hazlehead/Ashley/Queens Cross	**Mortimer Drive** North side, from a point 12 metres or thereby west of the extended west kerb line of Mortimer Place, extending

		westwards for a distance of 6.6 metres or thereby.
Osborne- Place	Hazlehead/Ashley/Queens Cross	**Osborne Place** North side, from a point 80 metres or thereby west of its junction with Whitehall Road, extending westwards for a distance of 6.6 metres or thereby.
Craigievar Crescent	Airyhall/Broomhill/Garthdee	**Craigievar Crescent** Southeast side, from a point two metres or thereby south westwards from the extended gable of property number 31, extending north eastwards for a distance of 6.6 metres or thereby.
Garthdee Drive	Airyhall/Broomhill/Garthdee	**Garthdee Drive** South side, from a point 10 metres or thereby east of its junction with Pitmedden Road, extending eastwards for a distance of 6.6 metres or thereby.
Gray Street	Airyhall/Broomhill/Garthdee	**Gray Street** West side, from a point 167 metres or thereby north of its junction with Broomhill Road, extending northwards for a distance of 6.6 metres or thereby.
Great Western Road	Airyhall/Broomhill/Garthdee	**Great Western Road** South side, from a point 8 metres or thereby west of its junction with Hammerfield Avenue, extending westwards for a distance of 6.6 metres or thereby.
Kaimhill Circle	Airyhall/Broomhill/Garthdee	**Kaimhill Circle**

		Northwest side, from a point from the extended gable of property number 68, extending north eastwards for a distance of 6.6 metres or thereby.
Ruthrie Court	Airyhall/Broomhill/Garthdee	**Ruthrieston Road** North side, from a point 34 metres or thereby, west of the extended west kerb line of Ruthrie Road, extending westwards for a distance of 6.6 metres or thereby.
Ruthrieston Crescent	Airyhall/Broomhill/Garthdee	**Ruthrieston Crescent** North side, from a point 4 metres or thereby east of the extended west elevation of block 65-71, extending eastwards for a distance of 6.6 metres or thereby.
Abbey Road	Torry/Ferryhill	**Abbey Road** South side, from a point 47 metres or thereby west of its junction with Baxter Street, extending westwards for a distance of 6.6 metres or thereby.
Abbey Square	Torry/Ferryhill	**Abbey Square** East side, from a point 24 metres or thereby south of the gable of number 50, extending southwards for a distance of 6.6 metres or thereby.
Girdleness Road	Torry/Ferryhill	**Girdleness Road** South side, from a point 20 metres or thereby west of its junction with Ladywell Place, extending westwards for a

		distance of 6.6 metres or thereby.
Girdleness Road	Torry/Ferryhill	**Girdleness Road** South side, from a point 120 metres or thereby west of its junction with Gregness Gardens, extending westwards for a distance of 6.6 metres or thereby.
Hardgate	Torry/Ferryhill	**Gairn Crescent** North side, from a point 17 metres or thereby east of its junction with Hardgate, extending eastwards for a distance of 6.6 metres or thereby.
Kirkhill Place	Torry/Ferryhill	**Kirkhill Place** West side, from a point 62 metres or thereby south of its junction with Kirkhill Road, extending southwards for a distance of 2.4 metres or thereby.
Kirkhill Road	Torry/Ferryhill	**Kirkhill Road** North side, from a point 17 metres or thereby east of its junction with Gregness Gardens, extending eastwards for distance of 6.6 metres or thereby.
North Grampian Circle	Torry/Ferryhill	**North Grampian Circle** Northwest side, from a point 20 metres or thereby southwest of its junction with Oscar Place, extending south westwards for a distance of 6.6 metres or thereby.
Victoria Road	Torry/Ferryhill	**Victoria Road** North side, from a point 49 metres or thereby west of its

		junction with Mansefield Road, extending westwards for a distance of 6.6 metres or thereby.
Victoria Road	Torry/Ferryhill	**Victoria Road** South side, from a point 4 metres or thereby west of the extended gable of number 274, extending westwards for a distance of 6.6 metres or thereby.
Walker Road	Torry/Ferryhill	**Walker Road** Southeast side, from a point 95 metres or thereby southwest of its junction with Victoria Road, extending south westwards for a distance of 6.6 metres or thereby.
Cairnvale Crescent	Kincorth/Nigg/Cove	**Cairnvale Crescent** East side, from a point 6 metres or thereby north of its junction with Cairngorm Place, extending northwards for a distance of 6.6 metres or thereby.
Deevale Road	Kincorth/Nigg/Cove	**Deevale Road** East side, from a point 11 metres or thereby south of the extended gable end of number 17 there, extending southwards for a distance of 6.6 metres or thereby.
Doolie Ness	Kincorth/Nigg/Cove	**Doolie Ness** East side, from a point 15 metres or thereby south of the northern gable end of property number 7 Doolie Ness, southwards for a

		distance of 2.4 metres or thereby.
Faulds Wynd	Kincorth/Nigg/Cove	**Faulds Wynd** North side, from a point from the extended gable of number 18, extending westwards for a distance of 6.6 metres or thereby.
Gardner Road	Kincorth/Nigg/Cove	**Gardner Road** North side, from a point 4 metres or thereby west of the extended gable of block 26-34, extending eastwards for a distance of 6.6 metres or thereby.
Kincorth Circle	Kincorth/Nigg/Cove	**Kincorth Circle** North side, from a point 44 metres or thereby east of its junction with Faulds Wynd, extending eastwards for a distance of 6.6 metres or thereby.
Laws Road	Kincorth/Nigg/Cove	**Slessor Road** East side, from a point 6 metres or thereby south of its junction with Laws Road, extending southwards for a distance of 6.6 metres or thereby.
Loirston Road	Kincorth/Nigg/Cove	**Loirston Road** West side, from a point 45 metres or thereby south of its junction with Sinclair Place, extending southwards for a distance of 6.6 metres or thereby.
Seal Craig Gardens	Kincorth/Nigg/Cove	**Seal Craig Gardens** East side, from a point 5 metres or thereby north of the extended gable of

		number 10, extending northwards for a distance of 3.4 metres or thereby.
Slessor Drive	Kincorth/Nigg/Cove	**Slessor Drive** South side, from a point 10 metres or thereby west of its junction with Slessor Road, extending westwards for a distance of 6.6 metres or thereby.
Tollohill Drive	Kincorth/Nigg/Cove	**Tollohill Drive** South side, from a point 16 metres or thereby west of the extended west kerb line of Tollohill Crescent, extending westwards for a distance of 6.6 metres or thereby.
Valley Crescent	Kincorth/Nigg/Cove	**Valley Crescent** South side, from a point 65 metres or thereby east of its junction with Cairngorm Crescent, extending eastwards for a distance of 6.6 metres or thereby.

Disabled Parking (Off street)

The following Disabled Parking spaces have been installed as advisory bays. Officers propose to make them mandatory by promoting the relevant Traffic Regulation Orders.

Location	Ward	Schedule
Auchmill Road	Dyce/Bucksburn/Danestone	**Auchmill Road** Off street car parking area serving 248-254 Auchmill Road x8.
Hopecroft Crescent	Dyce/Bucksburn/Danestone	**Hopecroft Crescent** Off street car parking area serving 58-64 Hopecroft Crescent.
Whitestripes Close	Bridge of Don	**Whitestripes Close** Off street car parking area serving 1-17 Whitestripes Close.
Whitestripes Drive	Bridge of Don	**Whitestripes Drive** Off street car parking area serving 34-38 Whitestripes Drive.
Dennis Close	Kingswells/Sheddocksley/Summerhill	**Dennis Close** Off street car parking area serving 6 Dennis Close.
Bonnyview Drive	Northfield/Mastrick North	**Bonnyview Drive** Off street car parking area serving 122-140 Bonnyview Drive x2.
Byron Court	Northfield/Mastrick North	**Byron Court** Off street car parking area serving Byron Court x4.
Smithfield Gardens	Northfield/Mastrick North	**Smithfield Gardens**

		Off street car parking area serving 22-24 Smithfield Gardens.
Fullerton Court	Hilton/Woodside/Stockethill	**Fullerton Court** Off street car parking serving Fullerton Court x2.
Dill Place	Tillydrone/Seaton/Old Aberdeen	**Dill Place** Off street car parking area serving 2-24 Dill Place x3.
Ashgrove Court	Midstocket/Rosemount	**Ashgrove Court** Off street car parking area serving Ashgrove Court x4.
Short Loanings	Midstocket/Rosemount	**Short Loanings** Off street car parking serving 8-12 Short Loanings.
Countesswells Park Avenue	Hazlehead/Ashley/Queens Cross	**Countesswells Park Avenue** Off street car parking area serving 65-123 Countesswells Park Avenue x2.
Hazlehead Place	Hazlehead/Ashley/Queens Cross	**Hazlehead Place** Off street car parking area serving 36-44 Hazlehead Place.
Balnagask Circle	Torry/Ferryhill	**Balnagask Circle** Off street car parking area serving 1-9 Balnagask Circle.
Brimmond Court	Torry/Ferryhill	**Brimmond Court** Off street car parking area serving Brimmond Court x6.

Airyhall / Broomhill / Garthdee Ward

Elected Members: Derek Davidson, Ryan Houghton, Iain Yuill

209-223 Countesswells Road – 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 aim of 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.

One of such roads is Countesswells Road, the pavement on the south side serving properties number 209 to 223 currently serves as a parking area for residents within its proximity. To efficiently manage vehicular parking, traffic flow and safety on this section of Countesswells Road, Officers propose that this section of footway exempt from the pavement parking prohibition.

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



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

ABERDEEN CITY COUNCIL

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title

Countesswells Road

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			24.09.24		NTS	A3

Drawing No. | SHT No. | Revision 0

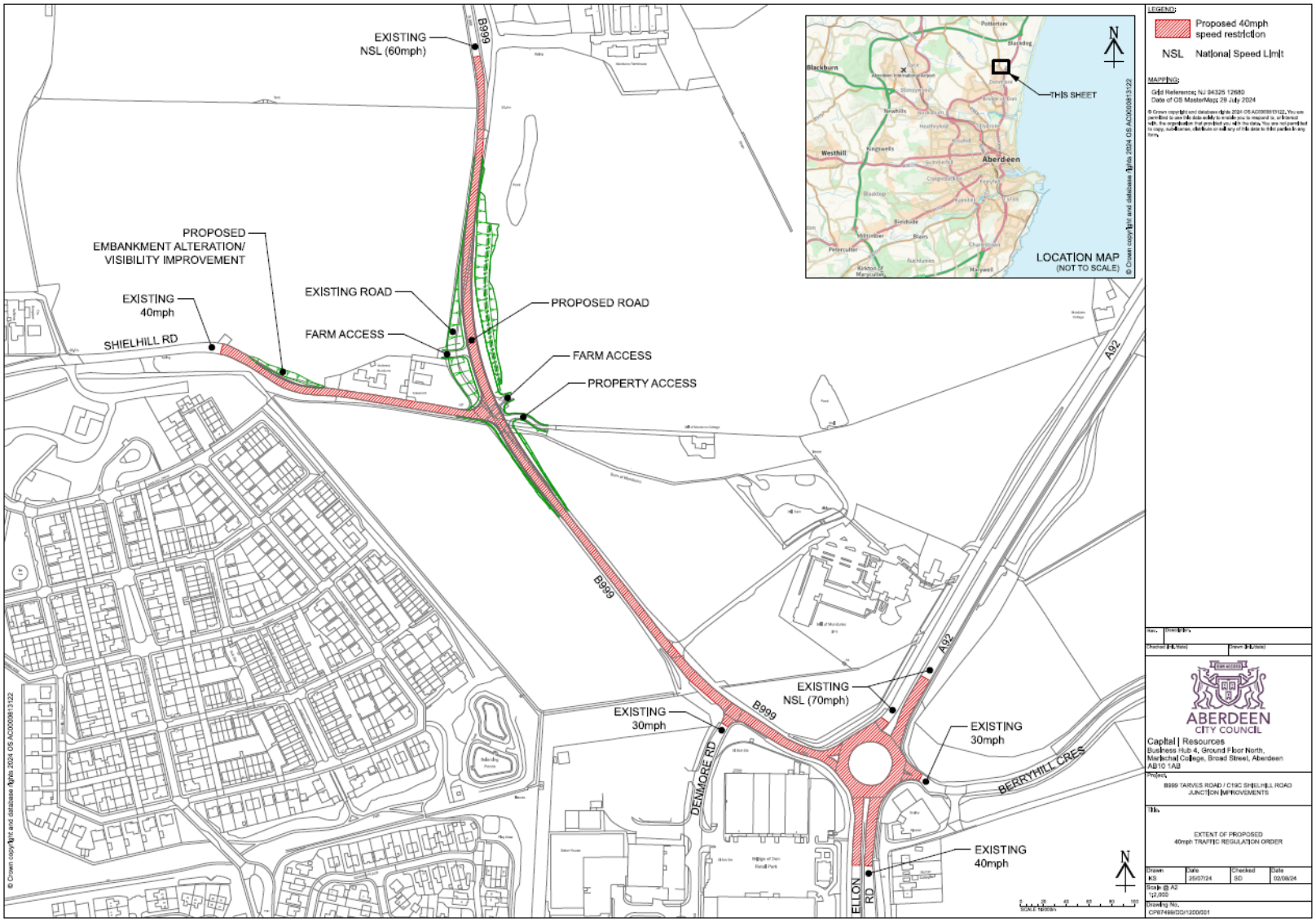
Bridge of Don Ward

Elected Members: Nurul Hoque Ali, Alison Alphonse, Sarah Cross, Jessica Mennie

B999 Tarves Road/C19 Shielhill Road/A92 Ellon Road – proposed 40mph speed limit

It is currently expected there will be a realignment works on the B999 Tarves Road in the 2025/26 financial year; the scope of the work being to reduce the severity of the bend immediately north of its junction with the C19 Shielhill Road. To further aide road safety at this location, it is also proposed to reduce the speed limit from the current 60mph National Speed Limit to 40mph. This will provide for a 'step down' from the rural area prior to reaching the 'built up' semi-urban / urban environment and will tie into the existing 40mph speed limits already applied to sections of the C19 Shielhill Road and the A92 Ellon Road.

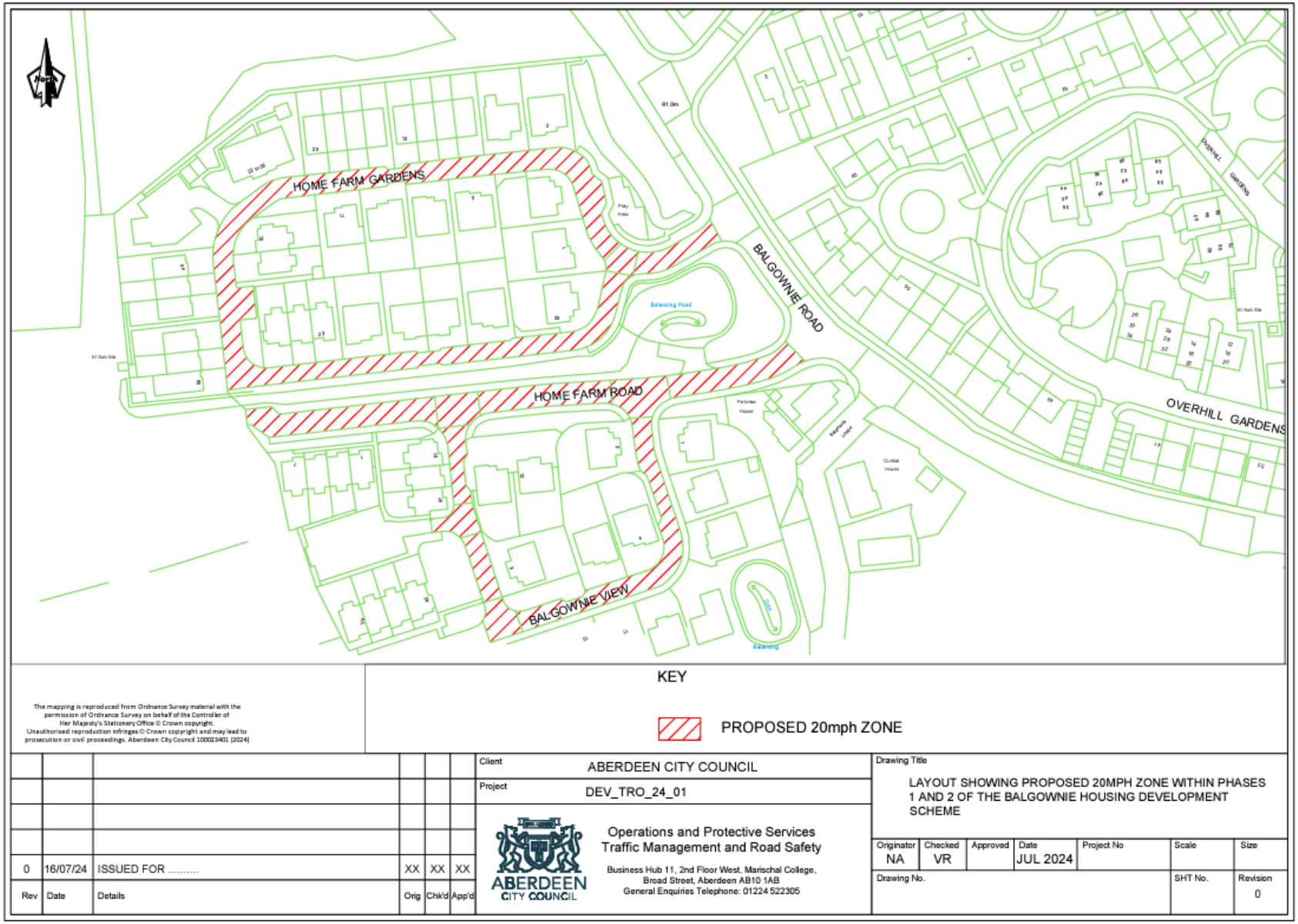
Implementation cost:	£ 2500
Estimated maintenance cost:	£320 every 10 years


EXISTING
NSL (60mph)
B999
PROPOSED
EMBANKMENT ALTERATION/
VISIBILITY IMPROVEMENT
EXISTING
40mph
SHIELHILL RD
EXISTING ROAD
FARM ACCESS
PROPOSED ROAD
FARM ACCESS
PROPERTY ACCESS
A92
B999
EXISTING
NSL (70mph)
EXISTING
30mph
B999
DENMORE RD
EXISTING
30mph
BERRYHILL CRES
EXISTING
40mph
ELLON RD
THIS SHEET
LOCATION MAP
(NOT TO SCALE)
LEGEND:
Proposed 40mph
speed restriction
NSL National Speed Limit
MAPPING:
Grid Reference: NJ 94325 12680
Date of OS MasterMap: 29 July 2024
ABERDEEN
CITY COUNCIL
Capital | Resources
Business Hub 4, Ground Floor North,
Marischal College, Broad Street, Aberdeen
AB10 1AB
B999 TARVES ROAD / C19C SHIELHILL ROAD
JUNCTION IMPROVEMENTS
EXTENT OF PROPOSED
40mph TRAFFIC REGULATION ORDER
Drawn
KS
Date
25/07/24
Checked
SD
Date
02/08/24
Scale @ A2
1:2,000
Drawing No.
CP87499/DOD/1200/001

Balgownie Farm (Phases 1 & 2) housing development – proposed 20mph speed limit

A new housing development in the immediate vicinity of Home Farm Road, off Balgownie Road has a 20mph speed limit proposed. The development's road layout is such that it encourages driving at slower speeds. The slower driving speeds will provide for a safe residential road network and create a welcoming environment for active travel modes, such as walking and cycling.

Installation: N/A (installed by developer)
Maintenance: £600 every 10 years for sign maintenance.



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KEY

PROPOSED 20mph ZONE

Rev	Date	Details	Orig	Chk'd	App'd
0	16/07/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: DEV_TRO_24_01

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: LAYOUT SHOWING PROPOSED 20MPH ZONE WITHIN PHASES 1 AND 2 OF THE BALGOWNIE HOUSING DEVELOPMENT SCHEME

Originator	Checked	Approved	Date	Project No	Scale	Size
NA	VR		JUL 2024			

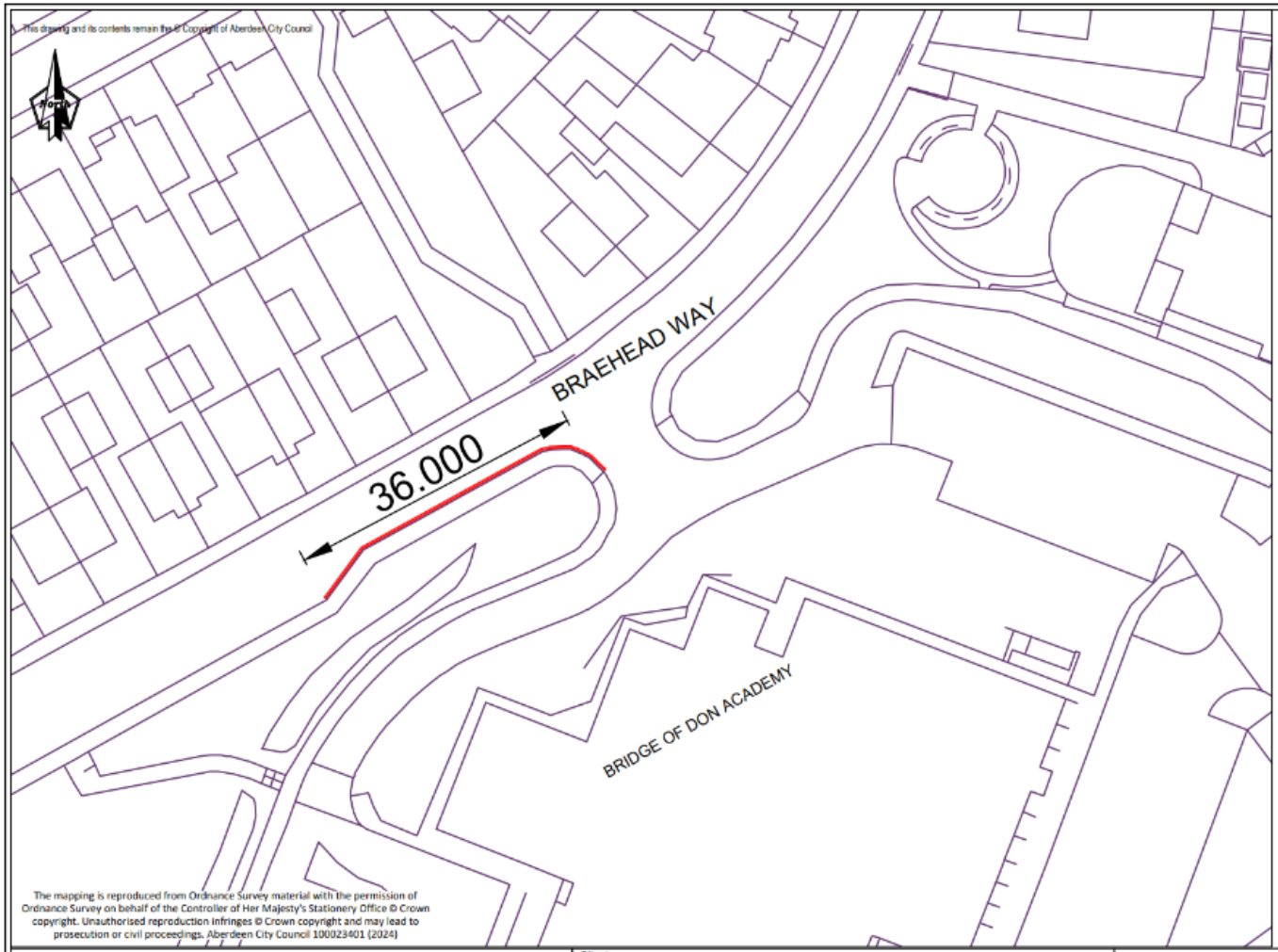
Drawing No. | SHT No. | Revision 0

Braehead Way – proposed prohibition of waiting at any time restrictions

Members of the public have highlighted a road safety concern on Braehead Way, Bridge of Don. We have been made aware of the danger of indiscriminate parking during drop off and pick up times for the school. These parked vehicles are creating an obstruction to the free flow of traffic (buses) and reducing the visibility of passing traffic for pedestrians who are crossing the carriageway during these busy periods.

To improve road safety on Braehead Way, officers propose to introduce additional prohibition of waiting restrictions at any time on Braehead Way.

Implementation cost – £ 330
Estimated maintenance cost – £330 every 10 years



GENERAL NOTES:

1. PLEASE ADD PROPOSED LINES AS PER PLAN
2. PROPOSED LINING IN RED
3. ADD 36 METRES OF PROHIBITION OF WAITING AT ANY TIME RESTRICTION' AT LOCATION SHOWN IN PLAN

PROPOSED IN RED
EXISTING IN BLUE

ABERDEEN CITY COUNCIL

Traffic Management and Road Safety
City Regeneration and Environment

Ground Floor North, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client: ABERDEEN CITY COUNCIL

Project: SMALL SCALE

Description:

Originator	Checked	Approved	Date	Scale	Project Number	Sheet size
SA		NA		N/S		A4

Drawing Title: BRAEHEAD WAY

Prohibition of waiting at any time' restrictions

Drawing Number	Sheet No.	Revision
		0

Grandhome housing development – proposed 20mph speed limit, provision of on-street disabled parking bays*

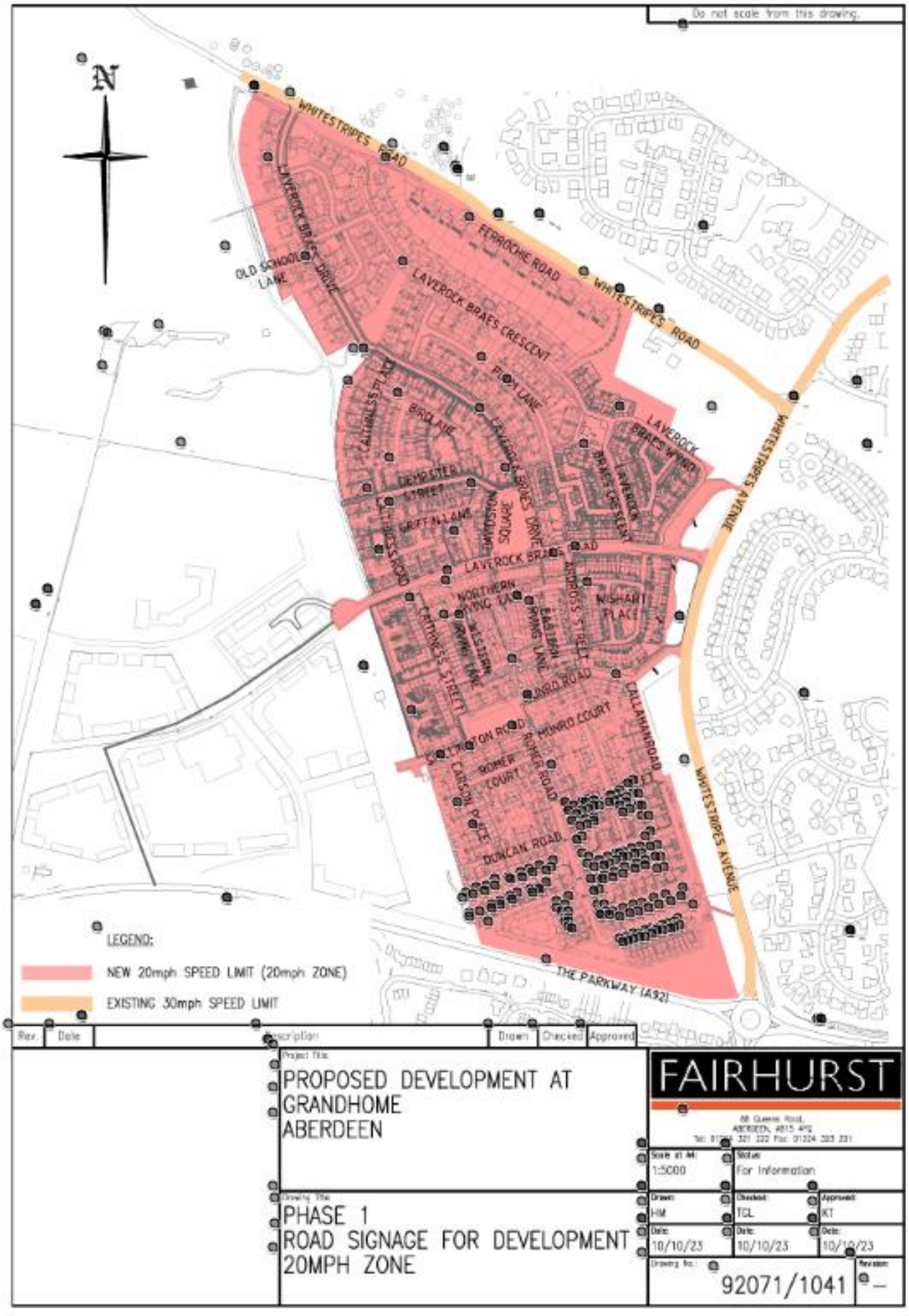
*Please refer to the 'Citywide-disabled bays' section for more information on the on-street disabled parking bays to be provided

Grandhome is a housing development bounded by Whitestripes Road, Whitestripes Avenue and The Parkway (A92).

A 20mph speed limit zone is proposed for the development. The road layout is such that it encourages driving at slower speeds. The slower driving speeds will provide for a safe residential road network and create a welcoming environment for active travel modes, such as walking and cycling.

For inclusivity and serving disabled residents, the developer has also proposed the provision of a number of disabled parking bays on Davidston Square as well as Laverock Braes Road.

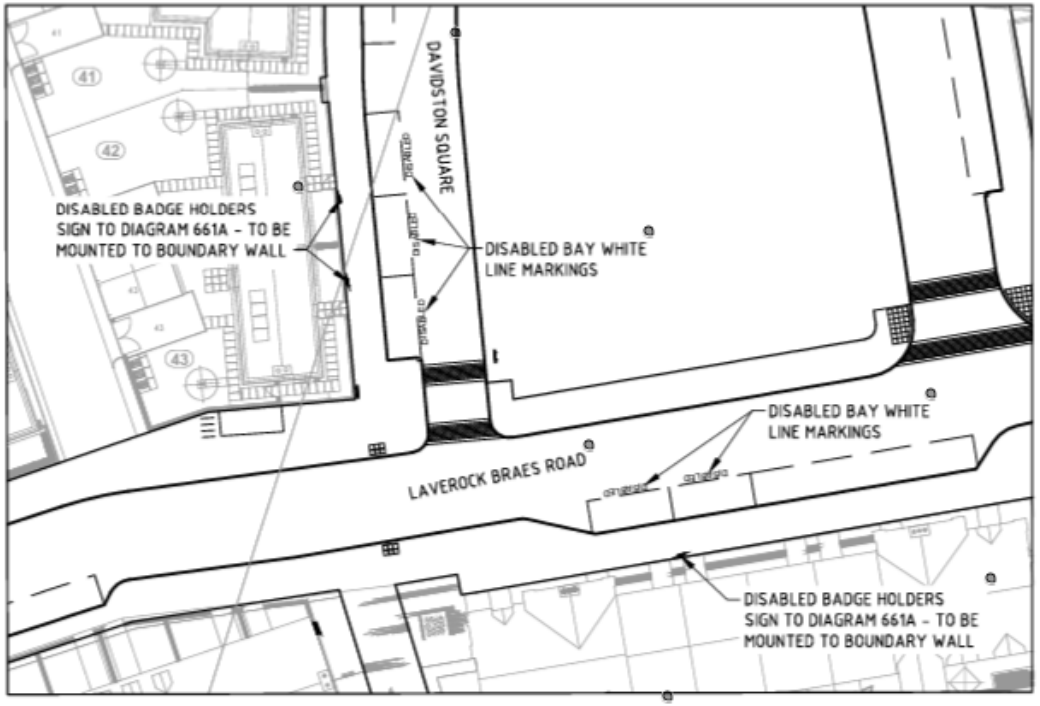
Installation: N/A (installed by developer)
Maintenance: £600 every 10 years.


Do not scale from this drawing.
N
WHITESTRIPES ROAD
FERROCHIE ROAD
LAVEROCK BRAES CRESCENT
LAVEROCK BRAES DRIVE
OLD SCHOOL LANE
PLOT LANE
BIRD LANE
LAVEROCK BRAES WYND
WHITESTRIPES AVENUE
DEMPSTER STREET
GRIFFNLAWS
LAVEROCK BRAES
NORTHERN RING LANE
WISHART PLACE
ARDOSS STREET
EARLSTON ROAD
MONRO COURT
ROMER ROAD
CARSON PARK
DUNCAN ROAD
CALLANDROAD
THE PARKWAY (A92)
LEGEND:
NEW 20mph SPEED LIMIT (20mph ZONE)
EXISTING 30mph SPEED LIMIT
Rev.
Date
Description
Drawn
Checked
Approved
Project Title:
PROPOSED DEVELOPMENT AT GRANDHOME ABERDEEN
FAIRHURST
Scale at A4:
1:5000
Status:
For Information
Drawing Title:
PHASE 1
ROAD SIGNAGE FOR DEVELOPMENT
20MPH ZONE
Drawn:
HM
Checked:
TCL
Approved:
KT
Date:
10/10/23
Date:
10/10/23
Date:
10/10/23
Drawing No.:
92071/1041
Revision:
–

Do not scale from this drawing.



LOCATION PLAN
SCALE 1:5000



ENLARGED DETAILS
SCALE 1:500

Rev.	Date	Description	Drawn	Checked	Approved

Project Title:
PROPOSED DEVELOPMENT AT
GRANDHOME
ABERDEEN

Drawing Title:
DAVIDSTON SQUARE
PROPOSED DISABLED PARKING BAYS

FAIRHURST
Britannia House, Endeavour Drive
Arnhall Business Park, Westhill, AB32 6UF
Tel: 01224 847320

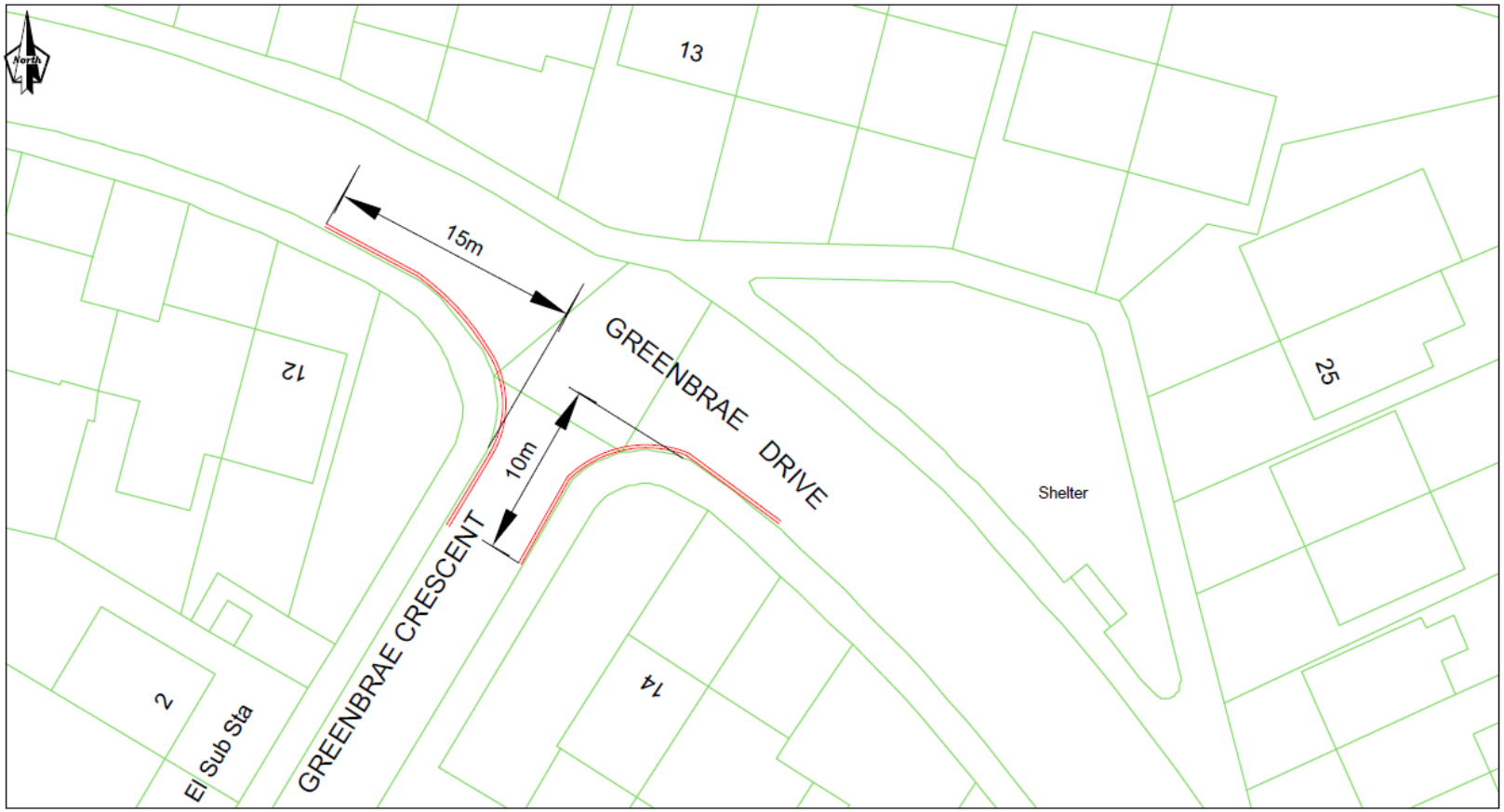
Scale at A4:	Status:		
AS SHOWN	For Approval		
Drawn: TL	Checked: TL	Approved: KT	
Date: 07/02/24	Date: 07/02/24	Date: 07/02/24	
Drawing No.: 92071/1043		Revision: –	

Greenbrae area – proposed lengths of prohibition of waiting at any time

This area is residential, but also contains the Greenbrae School, located along Greenbrae Crescent (a one-way street). In recent times, complaints have emanated from residents of this neighbourhood bordering on access challenges resulting from the indiscriminate parking of cars, especially at street junctions and car park entrances. Junction protection measures in the form of prohibition of waiting at any time waiting restrictions are therefore proposed for the entry and exit of Greenbrae Crescent onto Greenbrae Drive, as well as for the access into the car park located just south of the Greenbrae Crescent exit onto Greenbrae Drive. It is expected that these measures shall improve road safety in the area.

Estimated implementation cost:	£1,200
Estimated maintenance cost:	£1,200 every 10 years

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Rev	Date	Details	Orig	Chk'd	App'd
0	23/02/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: GREENBRAE DRIVE AND GREENBRAE CRES. (PROHIBITION OF WAITING) ORDER 202X

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

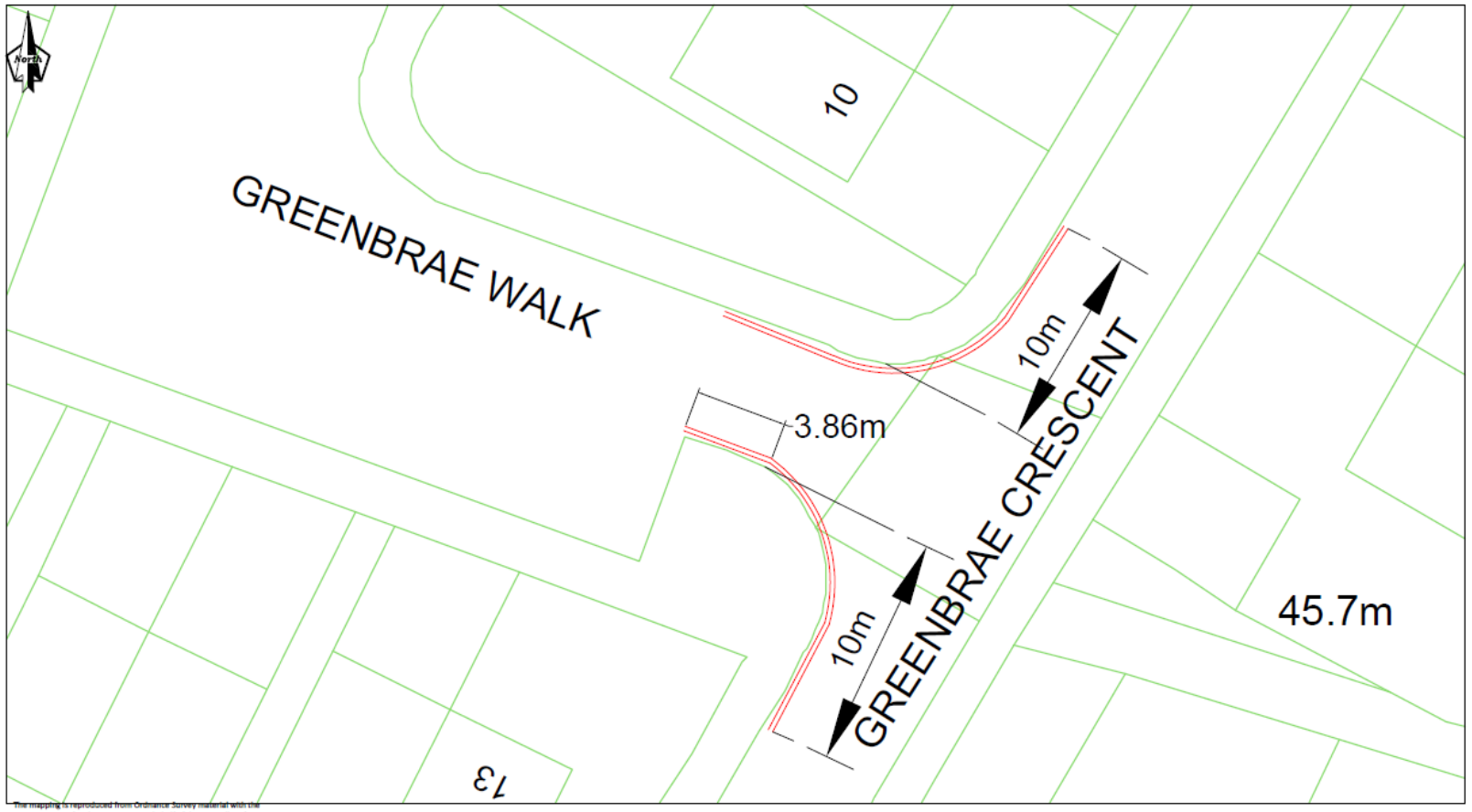
Drawing Title: GREENBRAE DRIVE - GREENBRAE CRESCENT JUNCTION (NORTH)

LAYOUT SHOWING PROPOSED WAITING RESTRICTIONS

Originator	Checked	Approved	Date	Project No	Scale	Size
NA	GM		FEB 2024			A4

Drawing No.	SHT No.	Revision
		0

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Rev	Date	Details	Orig	Chk'd	App'd
0	23/02/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: GREENBRAE DRIVE AND GREENBRAE CRES. (PROHIBITION OF WAITING) ORDER 202X

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

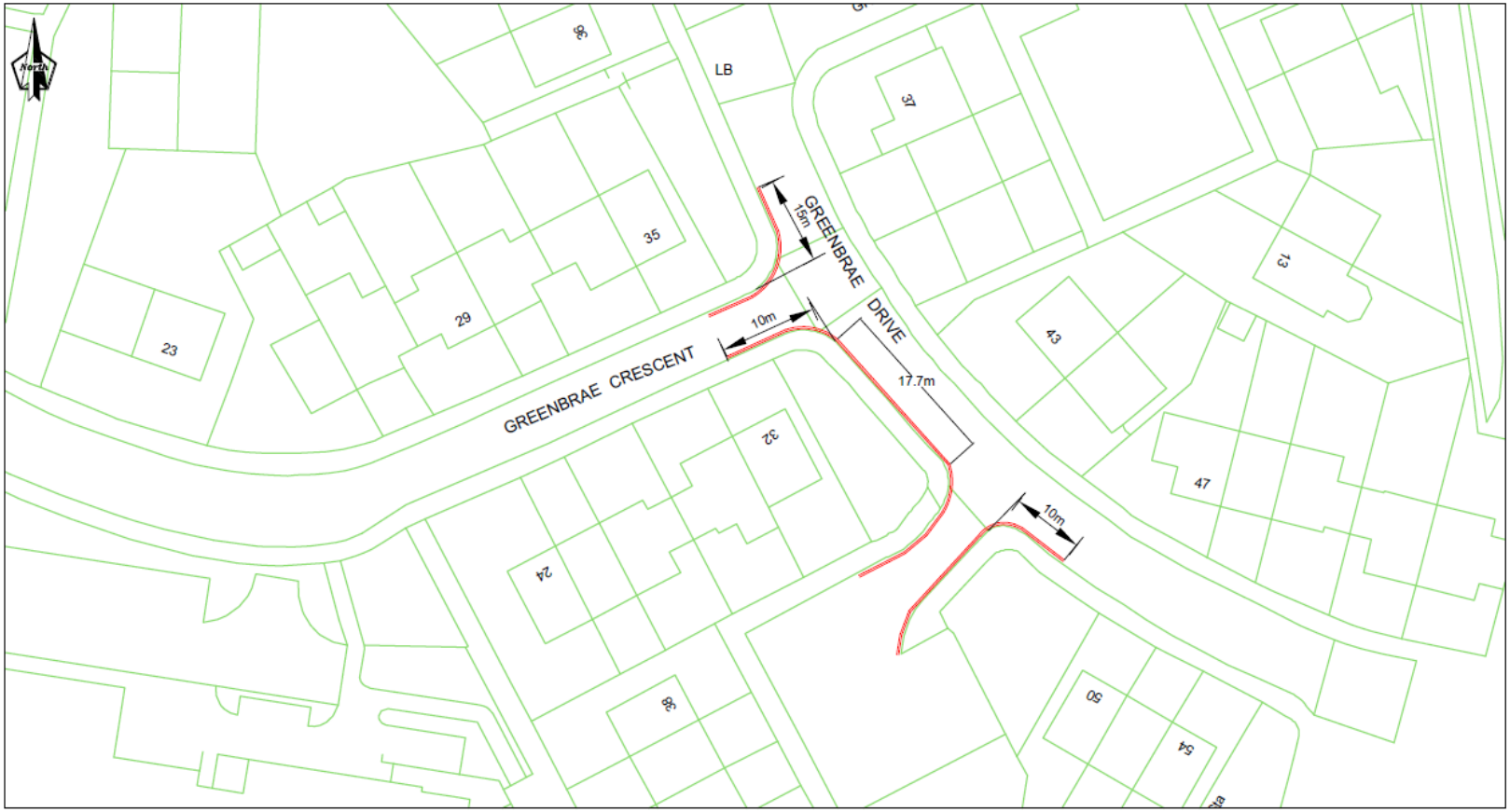
GREENBRAE CRESCENT / GREENBRAE WALK

LAYOUT SHOWING PROPOSED WAITING RESTRICTIONS

Originator	Checked	Approved	Date	Project No	Scale	Size
NA	GM		FEB 2024			A4

Drawing No.	SHT No.	Revision
		0

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Rev	Date	Details	Orig	Chk'd	App'd
0	23/02/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: GREENBRAE DRIVE AND GREENBRAE CRES. (PROHIBITION OF WAITING) ORDER 202X

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:
GREENBRAE DRIVE - GREENBRAE CRESCENT JUNCTION (SOUTH) / CAR PARK

LAYOUT SHOWING PROPOSED WAITING RESTRICTIONS

Originator	Checked	Approved	Date	Project No	Scale	Size
NA	GM		FEB 2024			A4

Drawing No.	SHT No.	Revision
		0

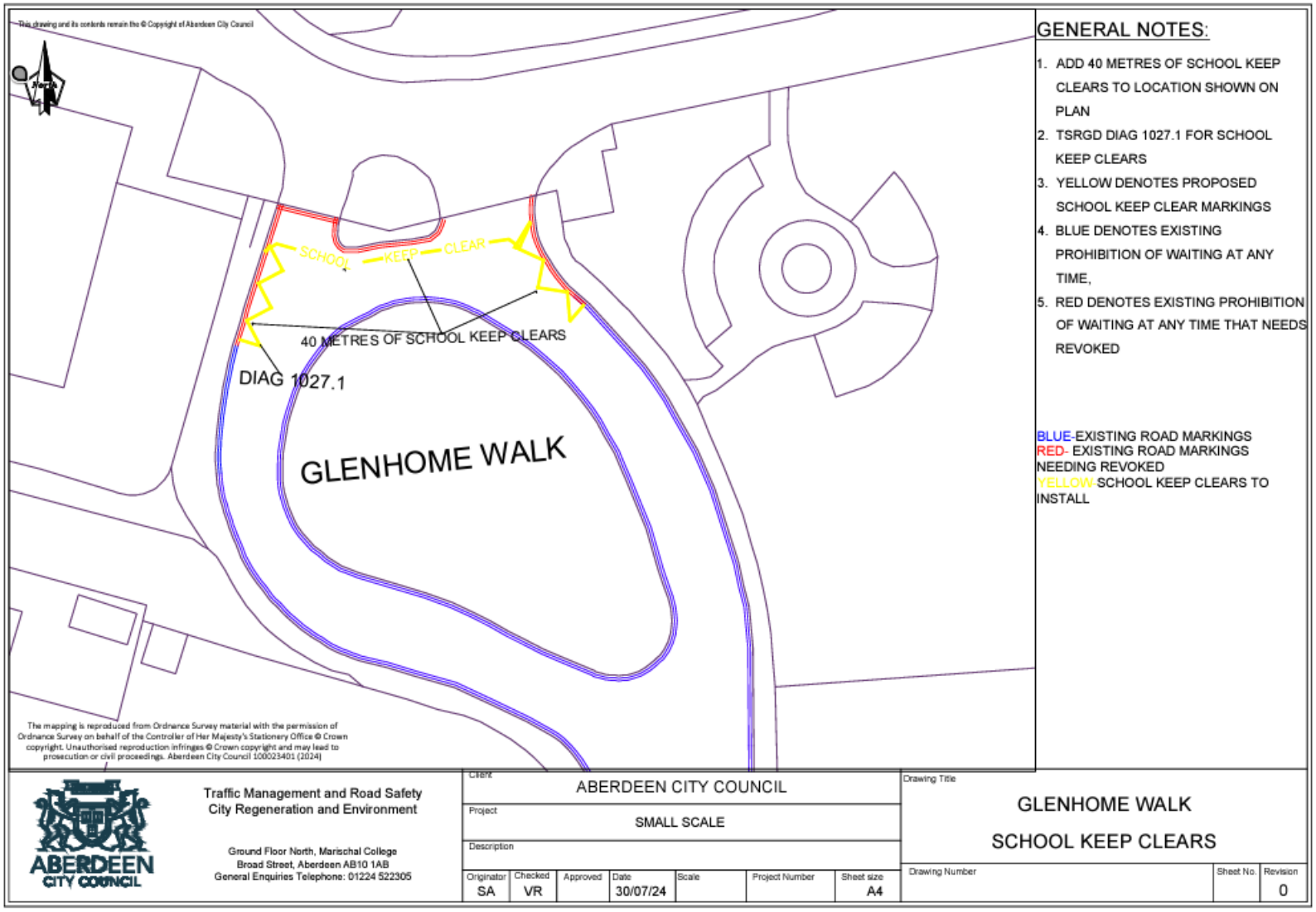
Dyce / Bucksburn / Danestone Ward

Elected Members: Gill Al-Samarai / Barney Crockett / Graeme Lawrence / Neil MacGregor

Glenhome Walk – provision of ‘School Keep Clear’ road markings

Following a request from the Dyce Primary School Parent Council, officers propose a length of prohibition of stopping “School Keep Clear” on Glenhome Walk covering two pedestrian access routes into the school grounds. The marking is proposed as a road safety measure to prevent pick up and drop off within this stretch as there is no footway provision and pupils being dropped off have restricted access to the adjacent footways. It is proposed that the markings be made to take effect on a full-time basis.

Implementation cost: £ 1,555.84
Estimated maintenance cost: £ 1,555.84 every 5 years



GENERAL NOTES:

1. ADD 40 METRES OF SCHOOL KEEP CLEARS TO LOCATION SHOWN ON PLAN
2. TSRGD DIAG 1027.1 FOR SCHOOL KEEP CLEARS
3. YELLOW DENOTES PROPOSED SCHOOL KEEP CLEAR MARKINGS
4. BLUE DENOTES EXISTING PROHIBITION OF WAITING AT ANY TIME,
5. RED DENOTES EXISTING PROHIBITION OF WAITING AT ANY TIME THAT NEEDS REVOKED

BLUE-EXISTING ROAD MARKINGS
RED- EXISTING ROAD MARKINGS NEEDING REVOKED
YELLOW-SCHOOL KEEP CLEARS TO INSTALL

ABERDEEN CITY COUNCIL

Traffic Management and Road Safety
City Regeneration and Environment

Ground Floor North, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client	ABERDEEN CITY COUNCIL						
Project	SMALL SCALE						
Description							
Originator	Checked	Approved	Date	Scale	Project Number	Sheet size	
SA	VR		30/07/24			A4	

Drawing Title: GLENHOME WALK SCHOOL KEEP CLEARS

Drawing Number | Sheet No. | Revision: 0

C92 Clinterty Road (Haughs of Clinterty) – proposed 40mph speed limit

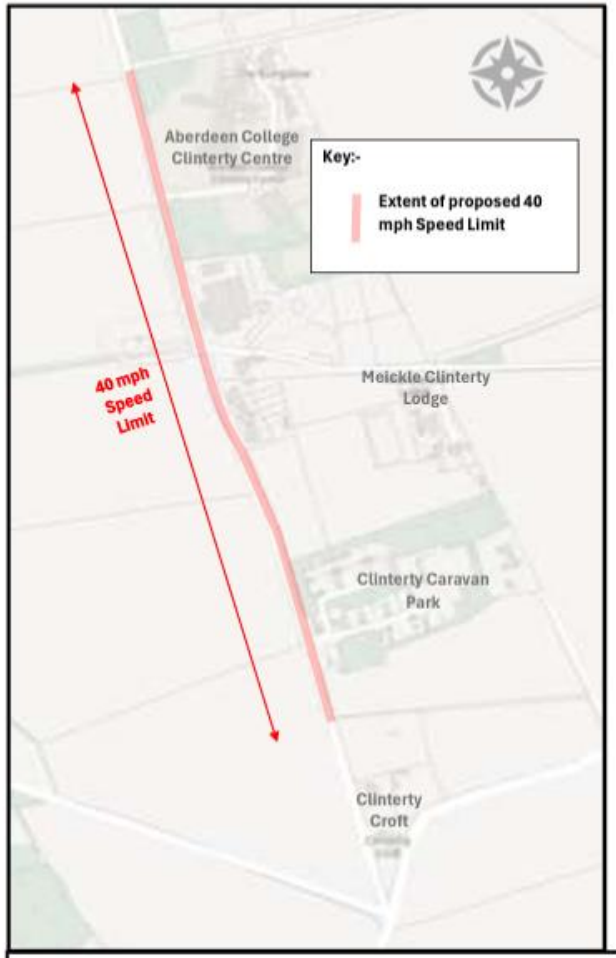
The C92 Clinterty Road is subject to the National Speed Limit, however, there is a short section of lit carriageway adjacent to the Haughs of Clinterty, with lighting columns at approximately 30m centres, which by default could be interpreted to imply a 30mph speed limit would be applicable.

It is therefore proposed the speed limit be reduced to 40 mph at this location, as the stretch of road sits within a rural setting and covers a length of carriageway with a cluster of cottages, as well as covering the access to Clinterty College, which during its day-to-day operations will generate a considerable number of vehicles and large agricultural vehicles.

Implementation Costs – £870
Estimated maintenance costs – £570 every ten years for sign-plates

PROPOSED 40 MPH SPEED LIMIT

CLINTERTY



LOCATION



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ABERDEEN CITY COUNCIL

Operations and Protective Services
Traffic Management and Road Safety

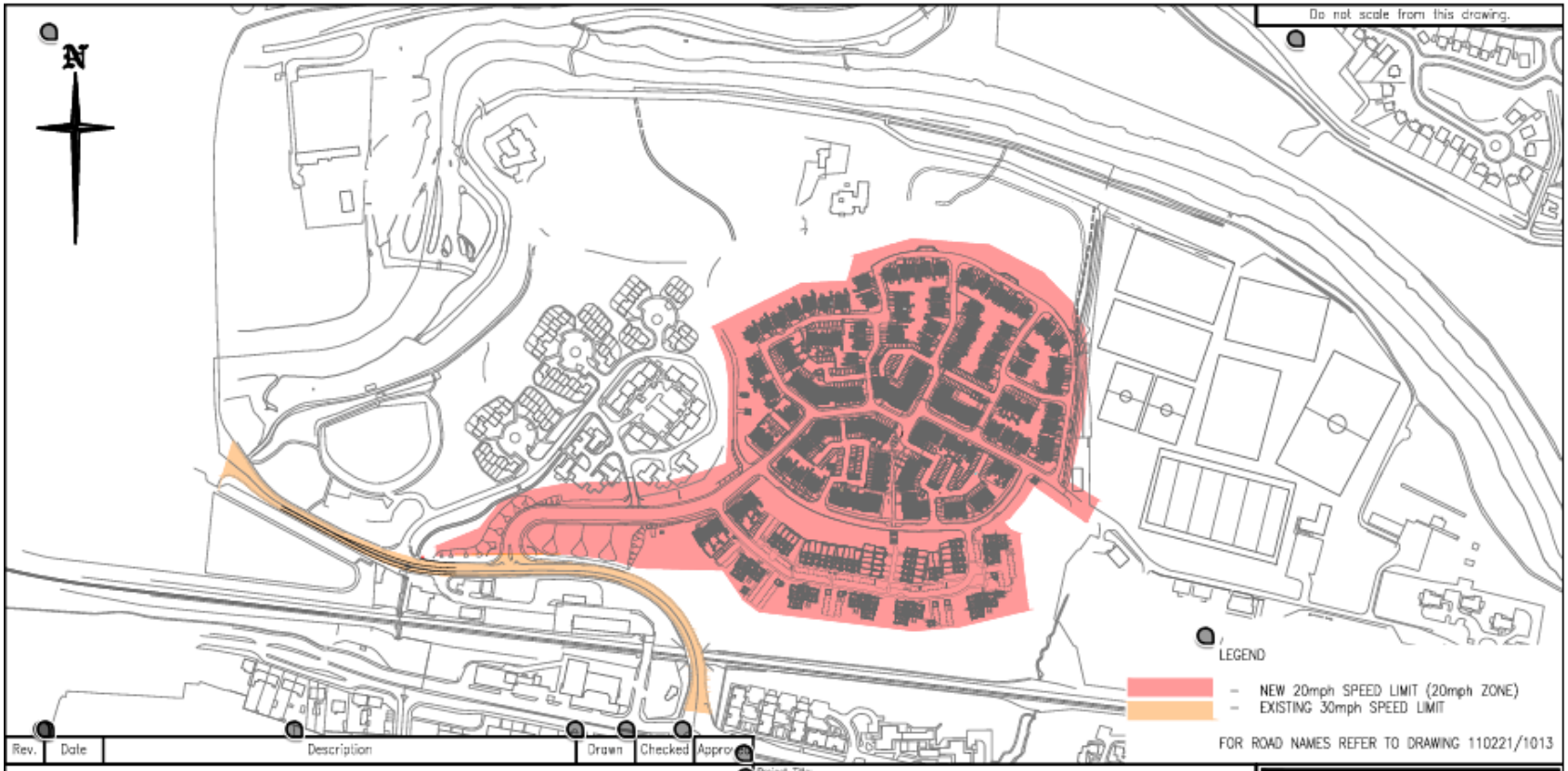
Business Hub 11, 2nd Floor West, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client:				Description:		
Aberdeen City Council				**Location Plan**		
Project: Clinterty - Proposed 40 mph Speed Limit						
Originator	Checked	Approved	Date	Drg No	Sheet No	Rev
NMcR		VR	06/11/2024			

Persley Den Drive housing development – proposed 20mph speed limit

The new housing development in the immediate vicinity of Persley Den Drive, off the A92, has a proposed 20mph speed limit. The new development's road layout is such that it encourages driving at slower speeds. The slower driving speeds will provide for a safe residential road network and create a welcoming environment for active travel modes, such as walking and cycling.

Installation: N/A (installed by developer)
Maintenance: £500 every 10 years.


N
Do not scale from this drawing.
LEGEND
NEW 20mph SPEED LIMIT (20mph ZONE)
EXISTING 30mph SPEED LIMIT
FOR ROAD NAMES REFER TO DRAWING 110221/1013
Rev.
Date
Description
Drawn
Checked
Project Title:
RESIDENTIAL DEVELOPMENT AT
PERSLEY DEN
MUGIEMOSS ROAD
ABERDEEN
Drawing Title:
TRAFFIC REGULATIONS ORDER,
SPEED LIMITS PROPOSAL
FAIRHURST
88 Queens Road,
ABERDEEN, AB15 4YQ
Scale at A4:
1:5000
Status:
For Approval
Drawn:
FH
Checked:
EP
Approved:
KT
Date:
12/06/23
Date:
13/09/23
110221/1012
Revision:
–

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

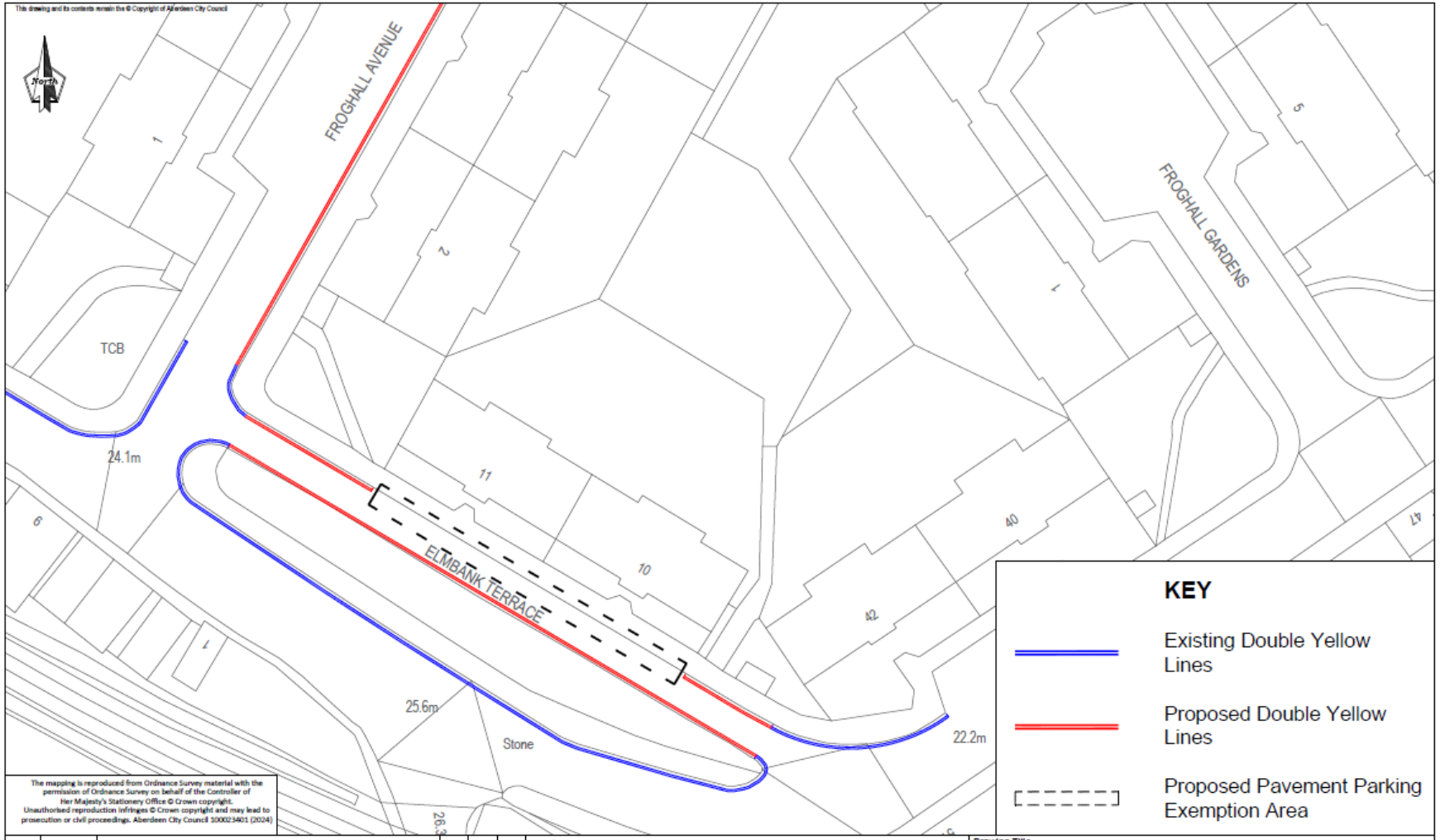
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked 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



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

ABERDEEN CITY COUNCIL

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Elmbank Terrace (inset)

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No. | SHT No. | 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.

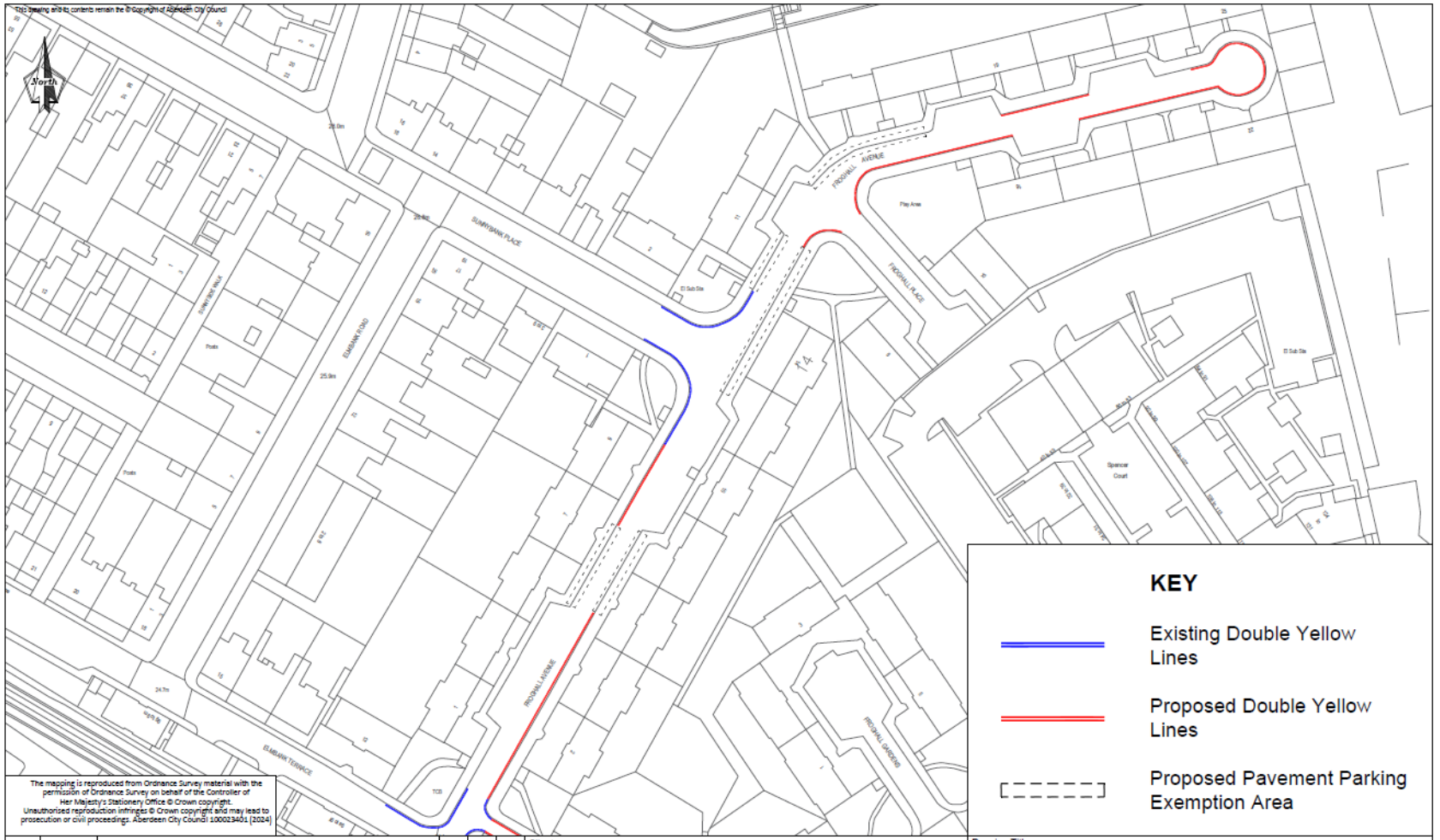
Accompanying this prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated, a road must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. 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



KEY

Existing Double Yellow Lines

Proposed Double Yellow Lines

Proposed Pavement Parking Exemption Area

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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Froghall Avenue

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

Hunter Place – prohibition of waiting at any time

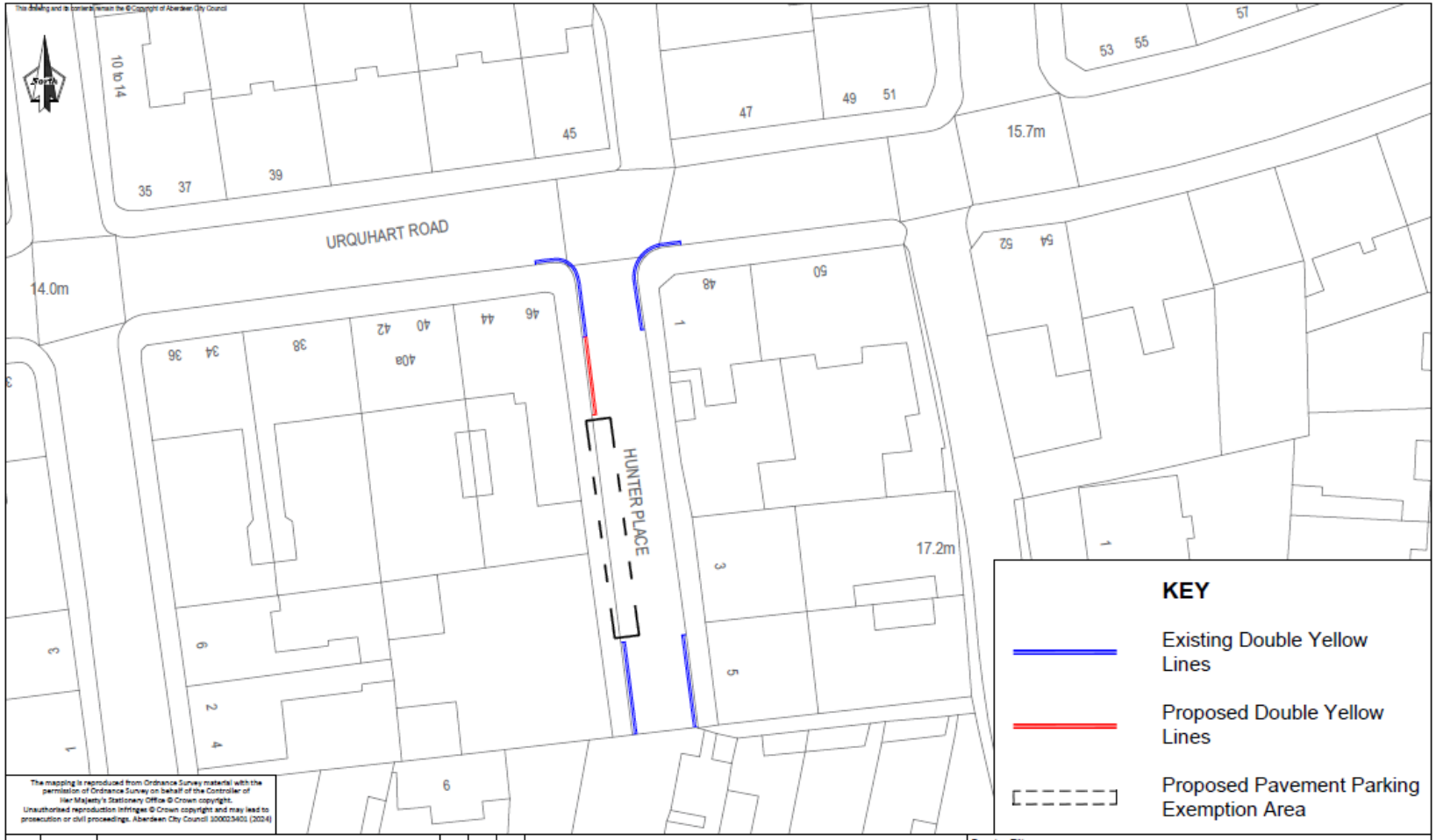
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked 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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Rev	Date	Details	Orig	Chk'd	App'd
0		ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety
Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Hunter Place

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	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



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Jackson Terrace

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

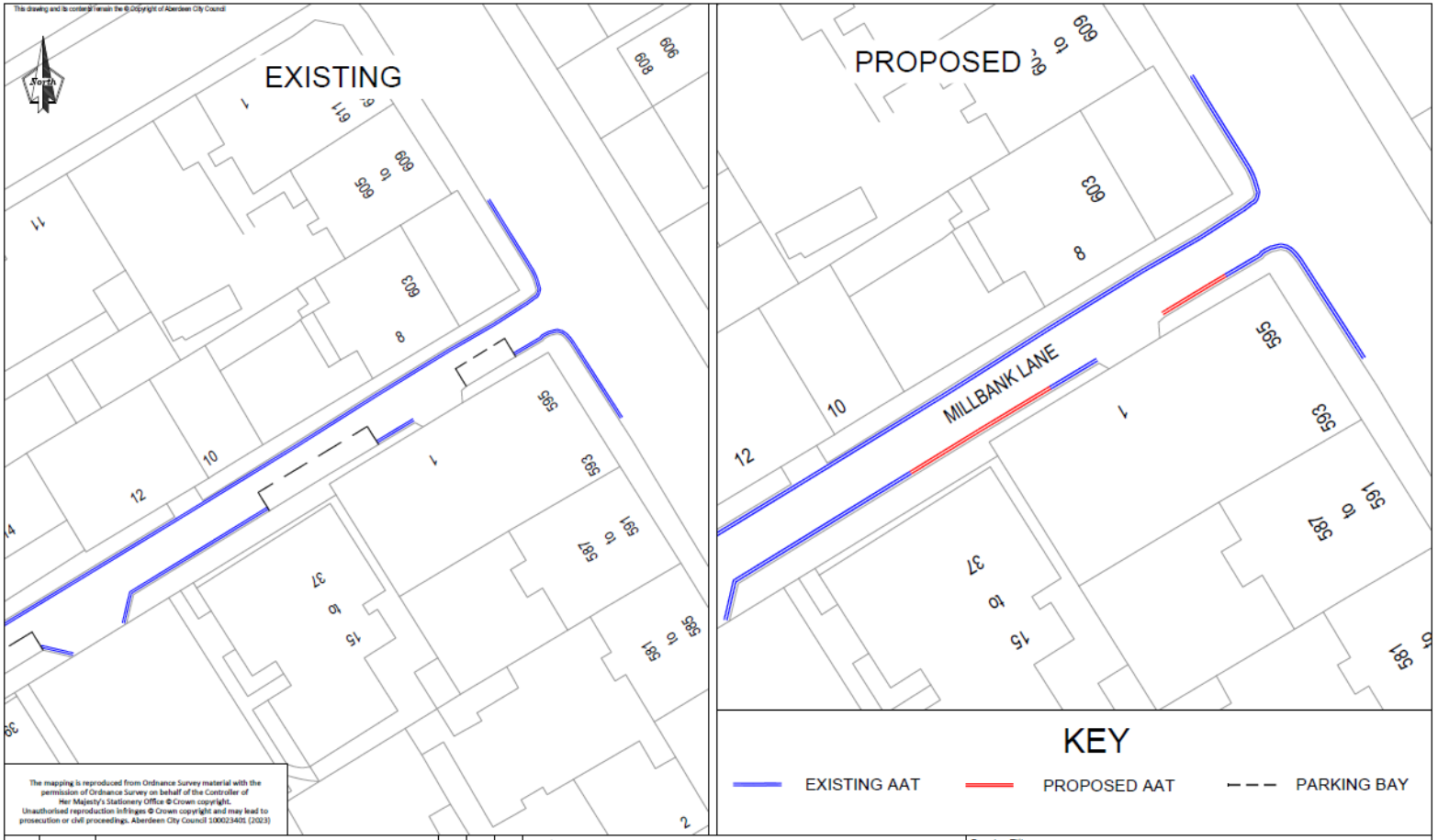
Drawing No. | SHT No. | Revision: 0

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

Operations and Protective Services
Traffic Management and Road Safety

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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 New Pier Road 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 New Pier Road 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 New Pier Road 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 New

Pier Road 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
NEW PIER ROAD
Posts
Posts
Wr T
Wr T
Wr T
Mast (Telecommunication)
Depot
Tank
LB
Post
27
23
19
1
25
21
3
5
7
9
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KEY
Existing Double Yellow Lines
Proposed Double Yellow Lines
Proposed Pavement Parking Exemption Area
Rev
Date
Details
Orig
Chk'd
App'd
0
ISSUED FOR .....
XX
XX
XX
Client
ABERDEEN CITY COUNCIL
Project
Pavement Parking Exemption
ABERDEEN CITY COUNCIL
City Regeneration and Environment
Traffic Management and Road Safety
Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516
Drawing Title
New Pier Road
Footway Parking Exemptions
Originator
TO
Checked
Approved
Date
26.09.24
Project No
Scale
NTS
Size
A3
Drawing No.
SHT No.
Revision
0

Hazlehead / Queens Cross / Countesswells Ward

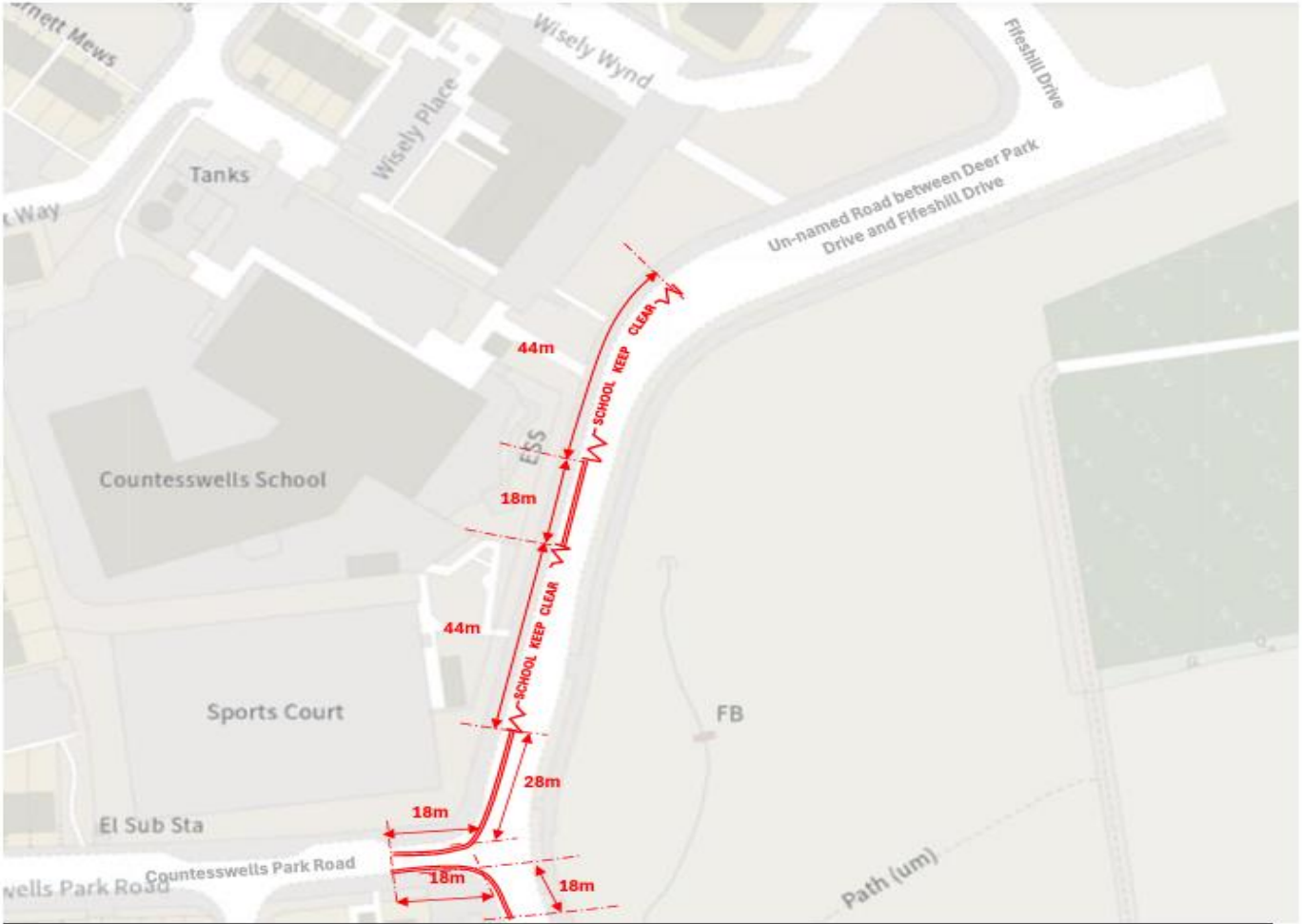
Elected Members: John Cooke, Martin Greig, Ken McLeod, Jennifer Stewart

Countesswells School – prohibition of waiting at any time restrictions, and the introduction of 'School Keep Clears'

Following complaints from members of the public in relation to indiscriminate parking in and around the access to the school gates, additional prohibition of waiting at any time restrictions as well as the provision of new 'School Keep Clear' markings (No stopping 8am to 5pm) has been proposed.

These proposals will be extended between Countesswells Park Road and Fifeshill Drive, with small sections of junction protection on Countesswells Park Road at its junctions with the un-named road between Deer Park Drive and Fifeshill. These proposals will be extended between Countesswells Park Road and Fifeshill Drive with small sections of junction protection on Countesswells Park Road at its junctions with the un-named road between Deer Park Drive and Fifeshill. These proposals have been introduced in the interest of road safety for pedestrians, especially children, accessing the new primary school. It should be noted that these measures were installed under a temporary traffic regulation order, due to the safety concerns being raised. They are now being proposed as permanent measures therefore proceeding through the statutory TRO process.

Estimated Cost: £0
Estimated Maintenance Cost: £2000 every 10 years



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ABERDEEN CITY COUNCIL

Operations and Protective Services
Traffic Management and Road Safety

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Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client:				Description:		
Aberdeen City Council				HAZLEHEAD/QUEENS CROSS/,COUNTESSWELLS (Ward 10)		
Project:	Any Time Wating Restriction and 'School Keep Clear' markings					
Originator	Checked	Approved	Date	Drg No	Sheet No	Rev
NMcR		VR	24/04/2024	1		

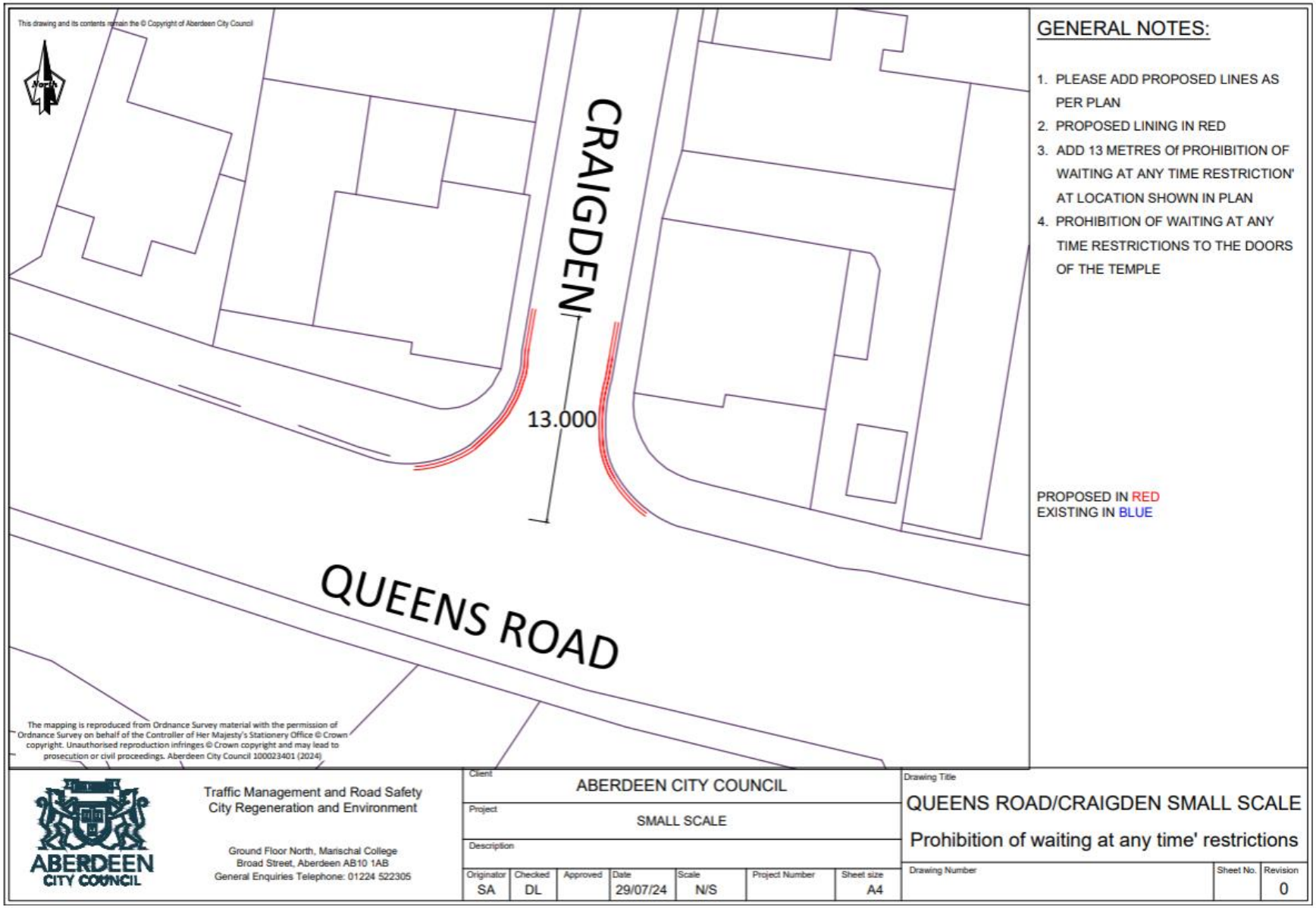
Craigden at its junction with Queen's Road – prohibition of waiting at any time restrictions

Complaints have been received from residents regarding indiscriminate parking on Craigden at its junction with Queen's Road.

Enquiries by officers found that vehicles parked here presented difficulties for all road users by limiting visibility and obstructing safe pedestrian/vehicular movements causing an obvious road safety concern.

Officers therefore propose to implement lengths of prohibition of waiting at any time (double yellow lines) on each side of the carriageway, extending for 13 metres along Craigden from Queen's Road.

Implementation Costs – £250
Estimated maintenance costs – £250 every 10 years



GENERAL NOTES:

1. PLEASE ADD PROPOSED LINES AS PER PLAN
2. PROPOSED LINING IN RED
3. ADD 13 METRES Of PROHIBITION OF WAITING AT ANY TIME RESTRICTION' AT LOCATION SHOWN IN PLAN
4. PROHIBITION OF WAITING AT ANY TIME RESTRICTIONS TO THE DOORS OF THE TEMPLE

PROPOSED IN RED
EXISTING IN BLUE

ABERDEEN CITY COUNCIL

Traffic Management and Road Safety
City Regeneration and Environment

Ground Floor North, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client: ABERDEEN CITY COUNCIL

Project: SMALL SCALE

Description:

Originator	Checked	Approved	Date	Scale	Project Number	Sheet size
SA	DL		29/07/24	N/S		A4

Drawing Title: QUEENS ROAD/CRAIGDEN SMALL SCALE
Prohibition of waiting at any time' restrictions

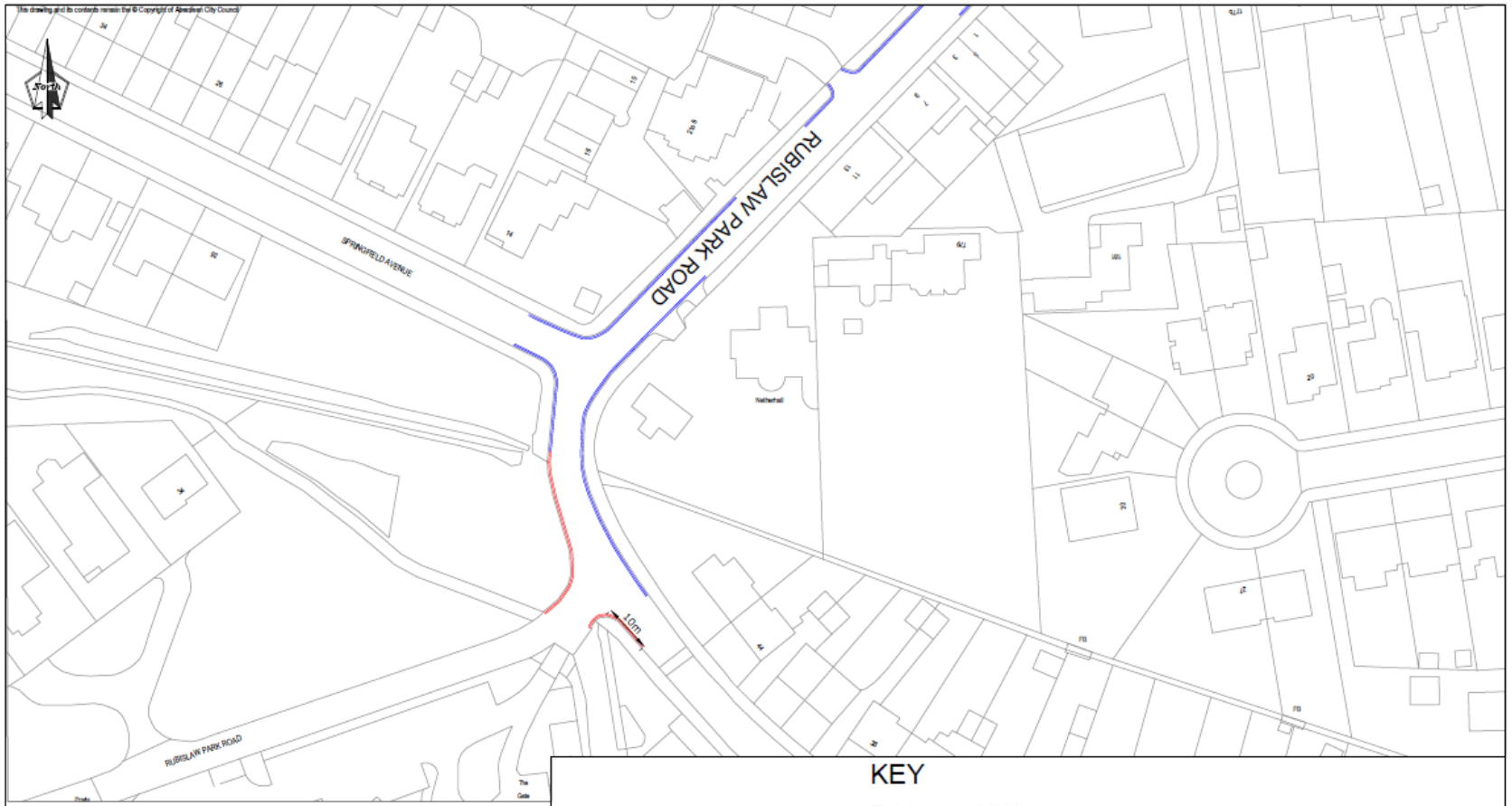
Drawing Number	Sheet No.	Revision
		0

Rubislaw Park Road – proposed extension to lengths of prohibition of waiting at any time

A member of the public has highlighted a safety concern on Rubislaw Park Road. We have been made aware of the danger of parked cars on the bend of Rubislaw Park Road between its junction with Springfield Avenue and Rubislaw Park Crescent. Parked vehicles on this section of Rubislaw Park Road force northbound drivers to drive on the wrong side of the road with reduced forward visibility.

To improve road safety on Rubislaw Park Road, officers propose that the existing prohibition of waiting restriction on the west side of this road is extended southwards for a distance of 45 metres of thereby.

Implementation cost:	£270
Estimated maintenance cost:	£270 every 10 years



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KEY

Existing prohibition

Proposed prohibition

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

Client: ABERDEEN CITY COUNCIL

Project: TRAFFIC MANAGEMENT

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: RUBISLAW PARK ROAD DOUBLE YELLOW LINES

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			22.02.24		NTS	A3

Drawing No. | SHT No. | Revision: 0

Hilton / Woodside / Stockethill Ward

Elected Members: Hazel Cameron, Neil Cameron Copland, Deena Tissera

118 – 162 Great Northern Road – 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.

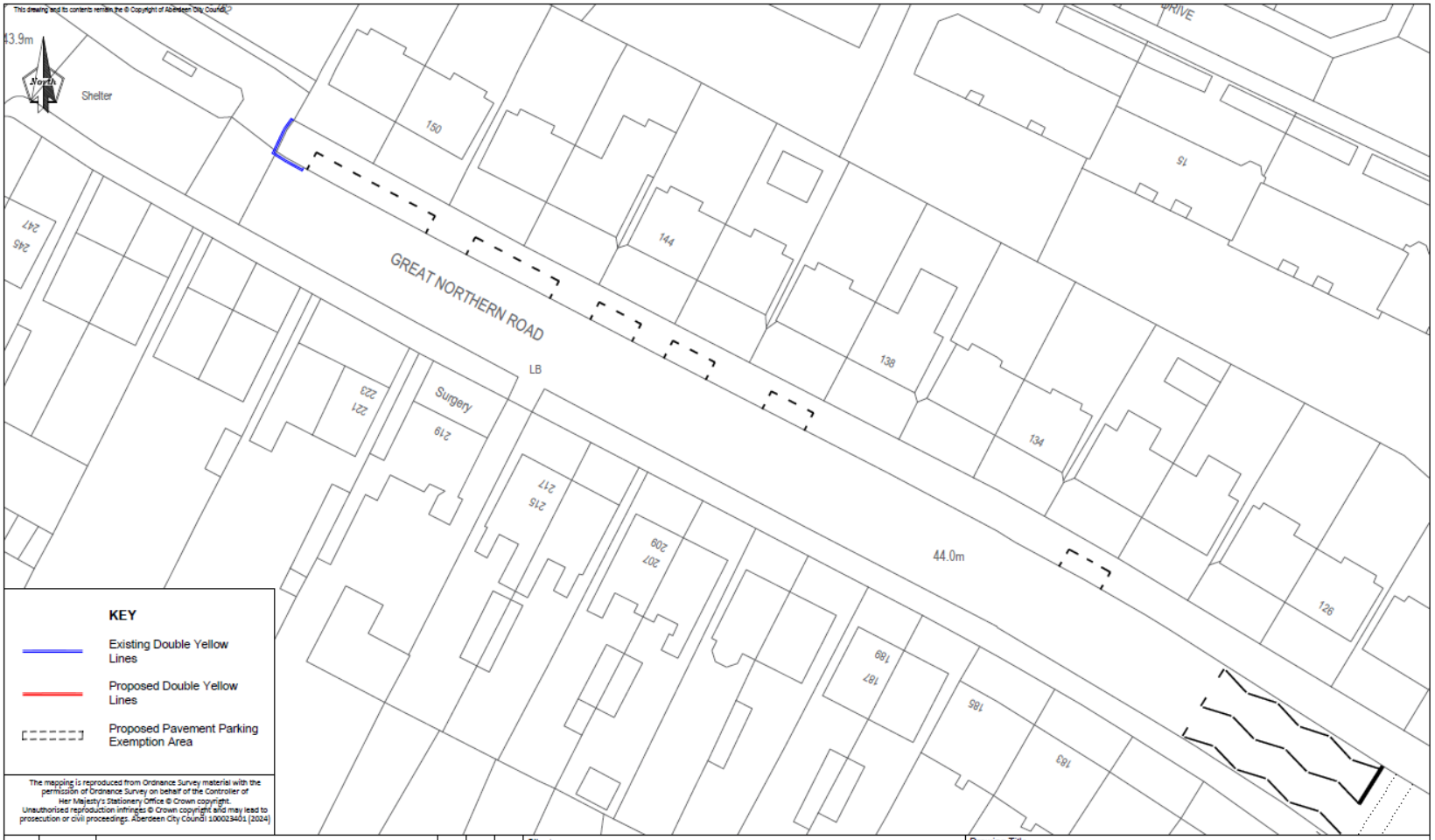
Accompanying this prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated, a road must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. 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 aim of 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 layout and use of some roads indicate that sections of their associated footway could be exempted from the pavement parking prohibition. One of such roads is Great Northern Road, the pavement on the north side, section between Kittybrewster Roundabout and Greenmore Gardens. This section currently serves as a parking area for residents within its proximity. To efficiently manage vehicular parking, maintain traffic flow and manage safety on this section of Great Northern Road, Officers propose that the section of footway specified in the plan below is exempted from the pavement parking prohibition.

This section of Great Northern Road currently has waiting restriction operational from Monday to Saturday, 8am to 6pm. According to the Scottish Government's guideline, such restrictions are to be revoked to enable the introduction of pavement parking exemption.

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



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

ABERDEEN CITY COUNCIL

City Regeneration and Environment
Traffic Management and Road Safety

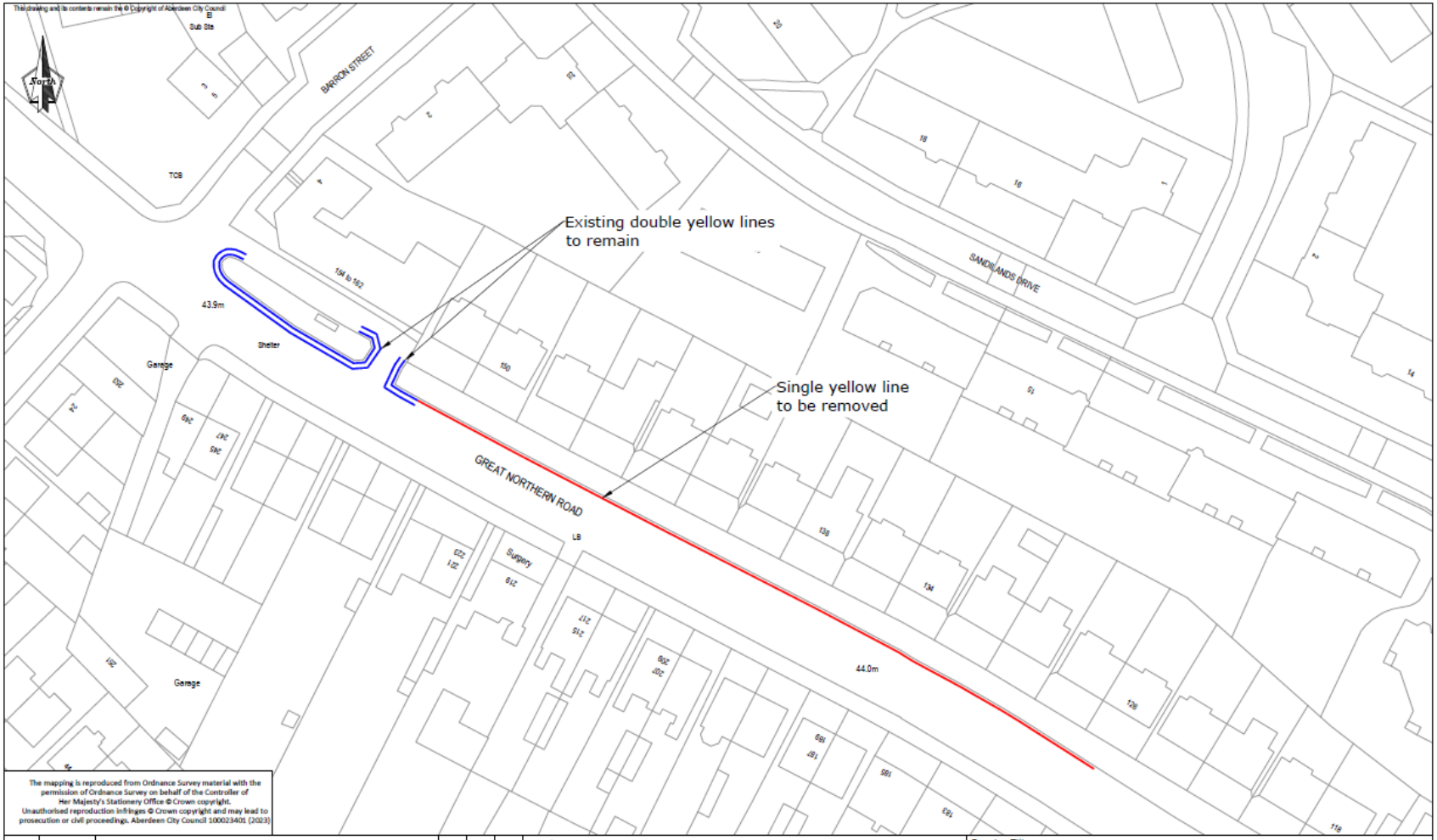
Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Great Northern Road

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0



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

Client: ABERDEEN CITY COUNCIL

Project: PAVEMENT PARKING PROHIBITION EXEMPTION

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

Great Northern Road

Revocation of Waiting Prohibition

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			08.08.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

Leslie Road – pavement parking exemptions

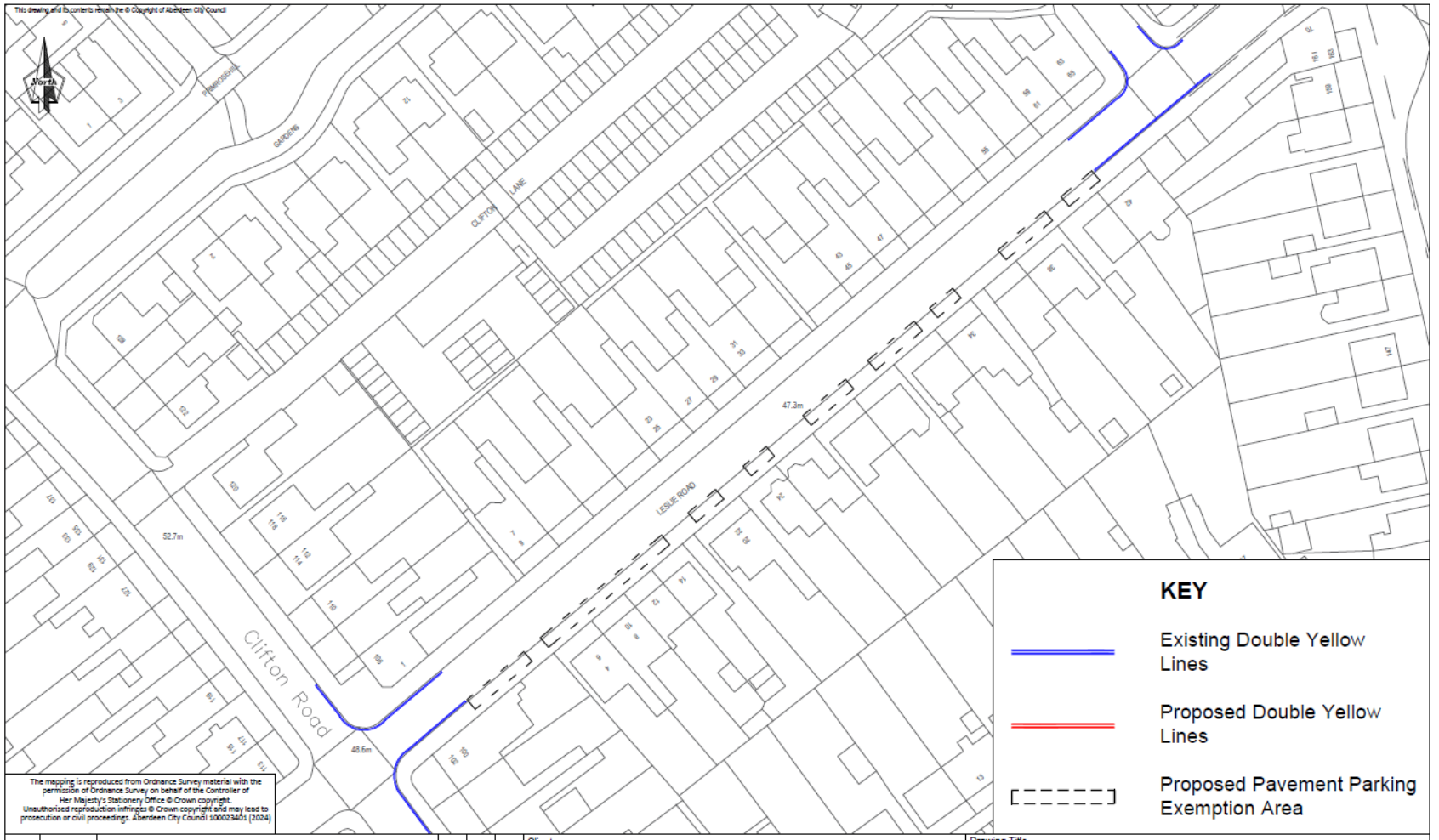
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked 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 aim of 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 Leslie Road 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 along this road. The enforcement of pavement parking ban on Leslie Road 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 road, reduce visibility, may cause damage to vehicles etc. Therefore, Officers propose a pavement parking exemption is applied on the south side of Leslie Road as indicated in the plan below.

Estimated implementation cost: £3,600
Estimated maintenance cost – £1,000 every 10 years



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety

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General Enquiries Telephone: 01224 069516

Drawing Title: Leslie Road

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

Kincorth / Nigg / Cove

Elected Members: Richard Brooks, Alex Nicoll, Miranda Radley, Lynn Thomson

Cairngorm Crescent – pavement parking exemptions

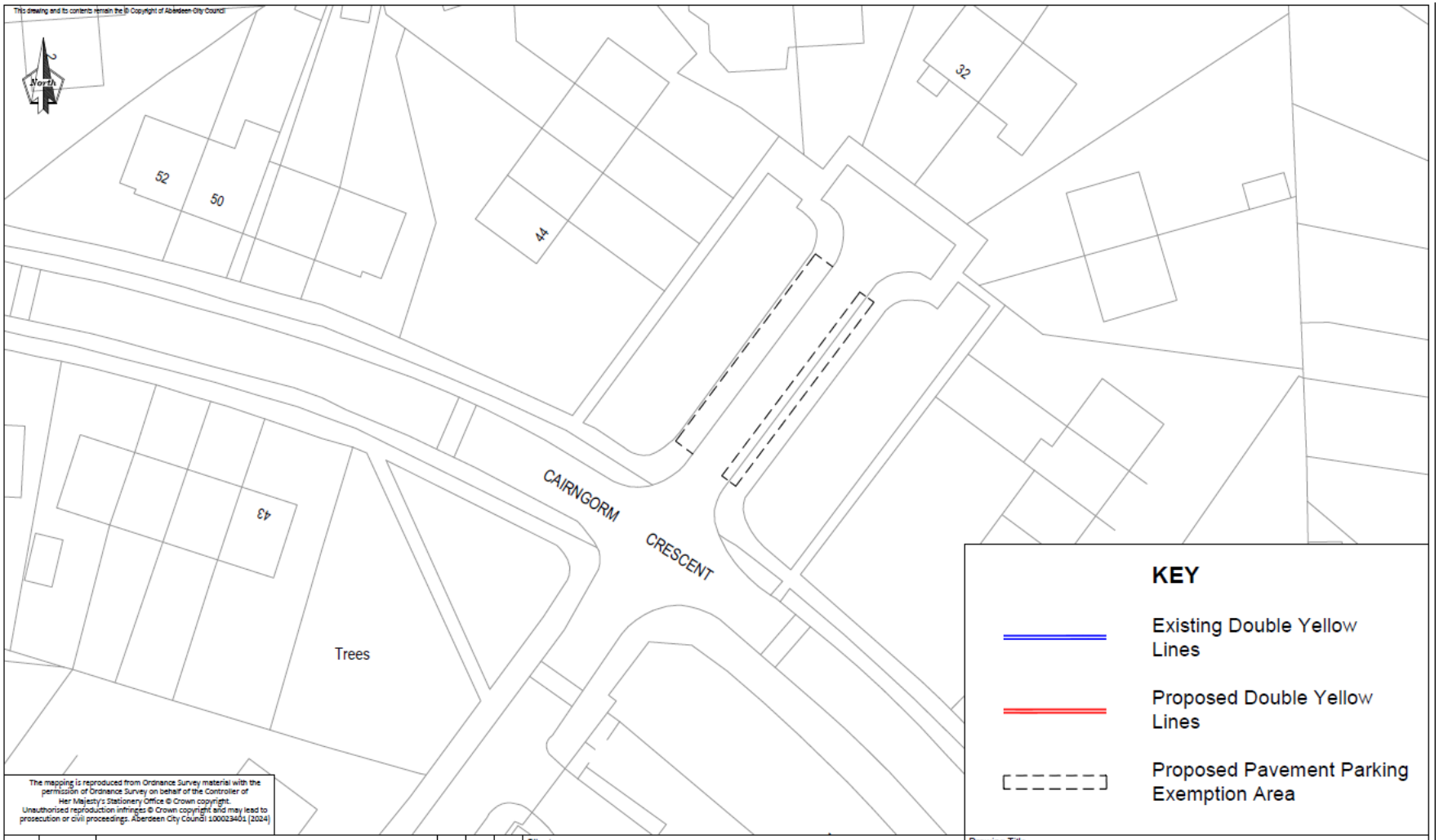
A pavement parking prohibition was introduced by The Scottish Government within the Transport (Scotland) Act 2019 with the aim to improve accessibility, particularly for vulnerable road users, by allowing walkers and wheelers the ability to use footways and dropped kerbs without being impeded by parked 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 Cairngorm Crescent, the section serving properties number 18 to 44 will result in blockage, residents and visitors may be hindered from accessing the street. Currently, vehicles are fully parked on the footway to allow for safe vehicular passage. The enforcement of pavement parking ban on this section of Cairngorm Crescent 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 this street, reduce visibility, may cause damage to vehicles etc. For this reason, Officers propose a pavement parking exemption is applied on the north and south pavements serving this section of Cairngorm Crescent. It is proposed that vehicles be allowed to fully park on the northwest pavement while they are allowed to park partly on the pavement and partly on the carriageway on the southeast pavement.

Estimated implementation cost: £3,400
Estimated maintenance cost – £500 every 10 years



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

ABERDEEN CITY COUNCIL

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title

Cairngorm Crescent

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

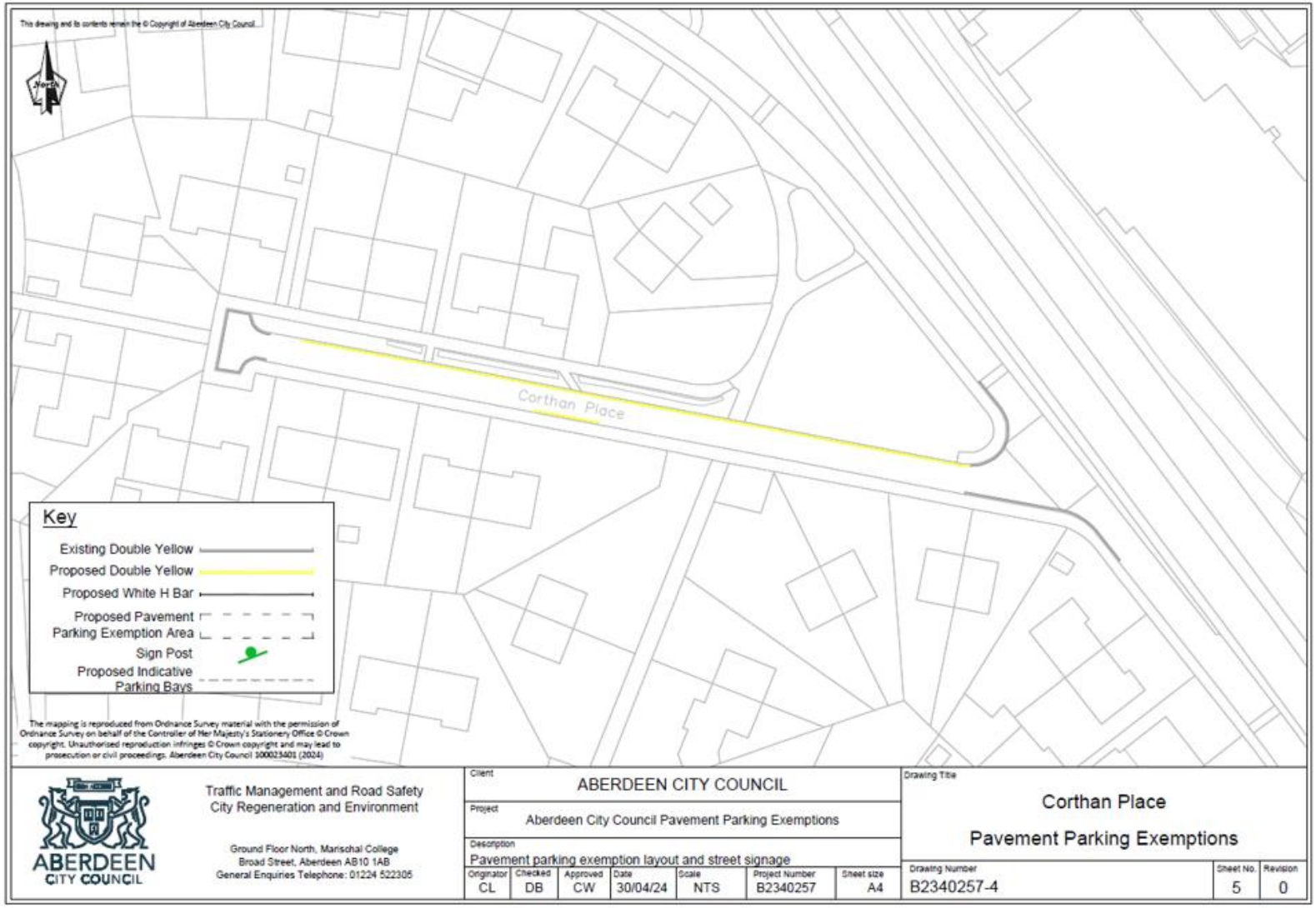
Corthan Place – prohibition of waiting at any time

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.

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. With the pavement parking prohibition in place, vehicles that were previously fully parked on the southern footway of Corthan Place are now parked on the carriageway, and it is therefore proposed that double yellow lines are applied on the northern kerbline to remove verge parking and to support the safe passage of pedestrians and vehicles. An exemption for footway parking was not appropriate in this location as there would be insufficient road width to accommodate emergency vehicles and footway width to accommodate the safe progression of pedestrians, if vehicles were parked on both sides of the road.

It was noted that kerbside parking spaces are available the adjacent street.

Implementation cost: £744
Estimated maintenance cost – £744 every 10 years

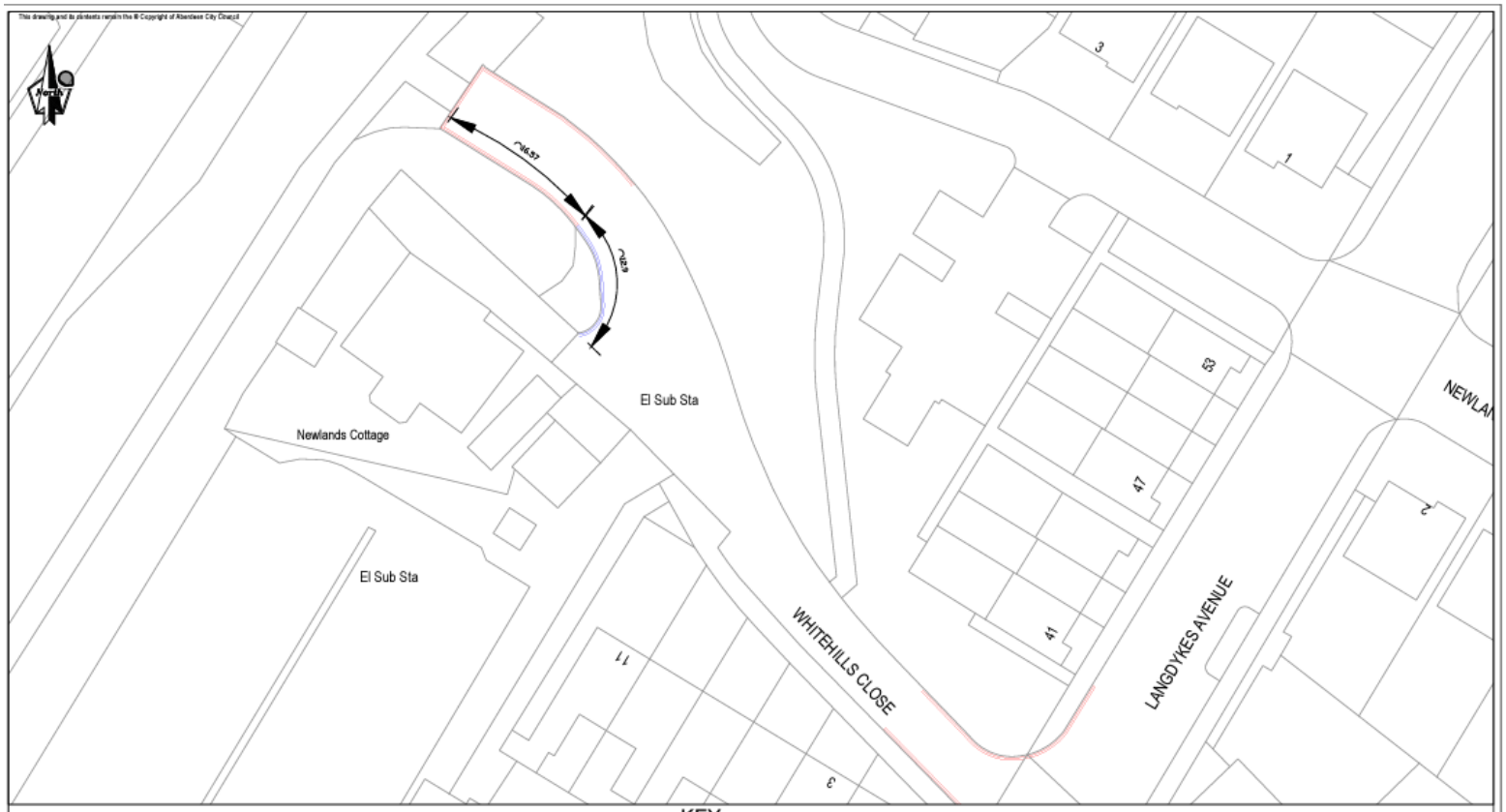

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North
Corthan Place
Key
Existing Double Yellow
Proposed Double Yellow
Proposed White H Bar
Proposed Pavement Parking Exemption Area
Sign Post
Proposed Indicative Parking Bays
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ABERDEEN CITY COUNCIL
Traffic Management and Road Safety
City Regeneration and Environment
Ground Floor North, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522306
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
Corthan Place
Pavement Parking Exemptions
Drawing Number B2340257-4
Sheet No. 5
Revision 0

Whitehills Close – extension of (existing) prohibition of waiting restrictions

The location is a residential area which was once connected to Wellington Road by a junction which has now been closed. There is a business park across the road which houses different companies, it has been observed that employees of some of the companies across the road park their cars on Whitehills Close and then cross over to work. Such cars constantly obstruct some residential driveways and residents are unable to access their driveways, it is also worth noting there is no provision for any pedestrian crossing from Whitehills Close across Wellington road; accordingly, employees who park at Whitehills Close, cross over the road safety barrier on the central reservation which is a safety concern.

The proposed extension of the existing restrictions (please see layout) is expected to deter individuals from parking at the location which would also allow residents better access to their driveways and may mitigate against the issue of individuals crossing the road safety barriers.

Estimated implementation cost: £175.03
Estimated maintenance cost: £175.03 every 10 years



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KEY

EXISTING DOUBLE YELLOW LINES

PROPOSED DOUBLE YELLOW LINES

Rev	Date	Details	Orig	Chk'd	App'd
0	27/06/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_34

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: WHITEHILLS CLOSE (EXTENSION OF PROHIBITION OF WAITING RESTRICTIONS)

Originator	Checked	Approved	Date	Project No	Scale	Size
KAB	VR		JUN 2024		NTS	A3

Drawing No.	SHT No.	Revision
01		0

Kingswells / Sheddocksley / Summerhill Ward

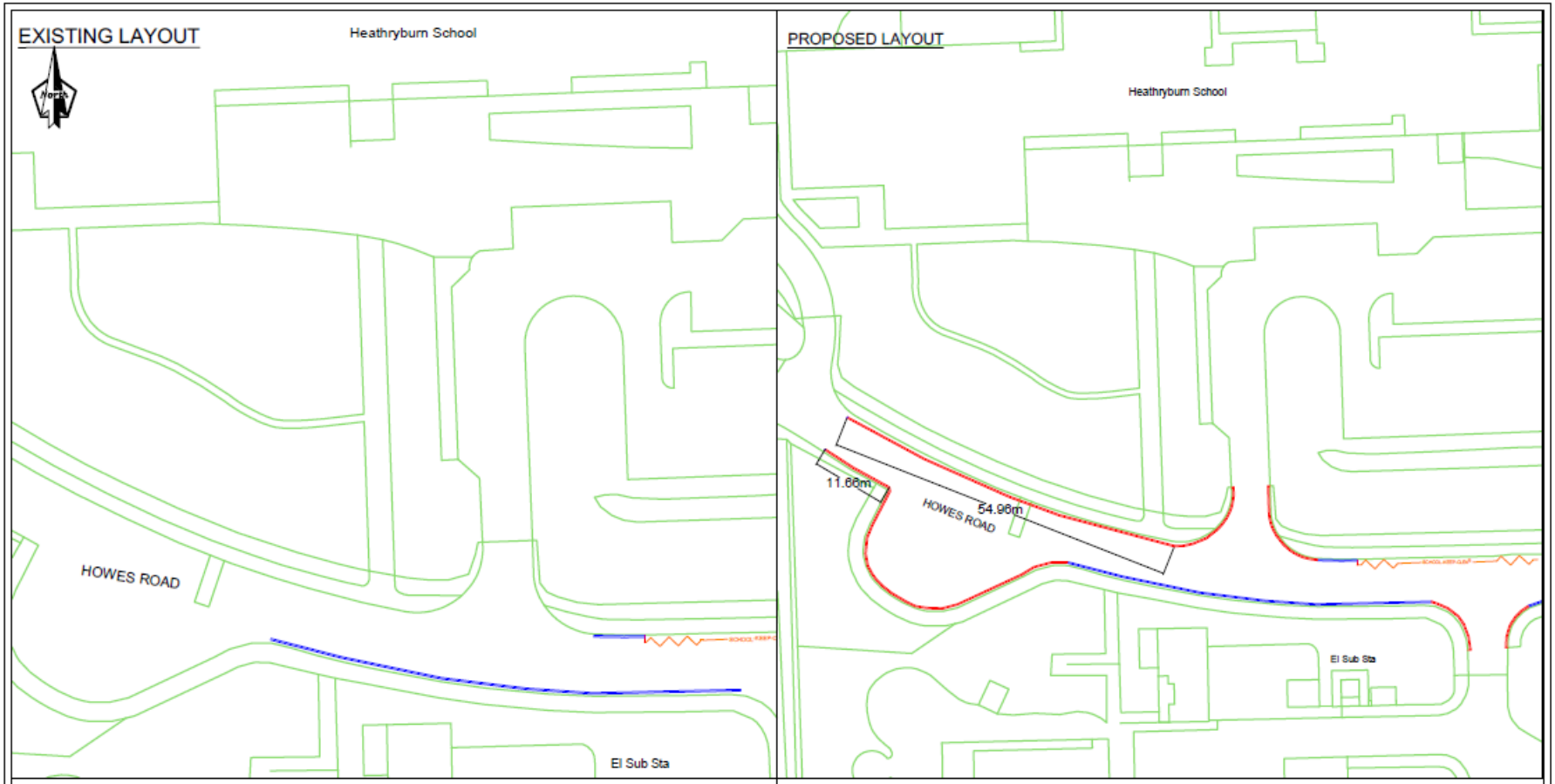
Elected Members: Kate Blake, David John Cameron, Steve Delaney

Howes Road bus terminus – extension of prohibition of waiting restrictions

The bus terminus is not currently protected by waiting restrictions which has led to a situation whereby some drivers are parking in the new bus turning circle, thereby restricting the movement of buses. It is thus envisaged that the extension of the current prohibition of waiting at any time restrictions will eliminate this issue and facilitate restoration of the smooth flow of traffic along this axis.

The existing waiting restrictions on Howes Road were installed to prevent obstruction to the free flow of traffic as well as bus turning movements. Upon the construction of the Orchard Brae School, the bus turning circle was relocated further west. 'School Keep Clear' markings as well as double yellow lines were installed along this particular section of Howes Road, covering the site of the former turning circle but not extending up to the new turning circle. Extensions to the existing restrictions are also proposed on the northern and southern sides of Howes Road to provide junction protection to the entrances of Heathryburn and Orchard Brae Schools respectively.

Implementation cost – £ 1,716
Estimated maintenance cost – £ 1,716 every 10 years



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Rev	Date	Details	Orig	Chk'd	App'd
0	19/06/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_30

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: LAYOUT SHOWING EXISTING DOUBLE YELLOW LINES, EXISTING 'SCHOOL KEEP CLEAR' ROAD MARKINGS & PROPOSED PROHIBITION OF WAITING RESTRICTIONS (DOUBLE YELLOW LINES) INSTALLATION (ADMINISTRATIVE UPDATE OF HEATHRYBURN PRY. SCH. TM ORDER 2009)

Originator	Checked	Approved	Date	Project No	Scale	Size
NA	VR		JUN 2024			A4

Drawing No. | SHT No. | Revision: 0

Lower Deeside Ward

Elected Members: Marie Boulton, M. Tauqeer Malik, Duncan Massey

Kirk Brae, Cults – prohibition of waiting restrictions

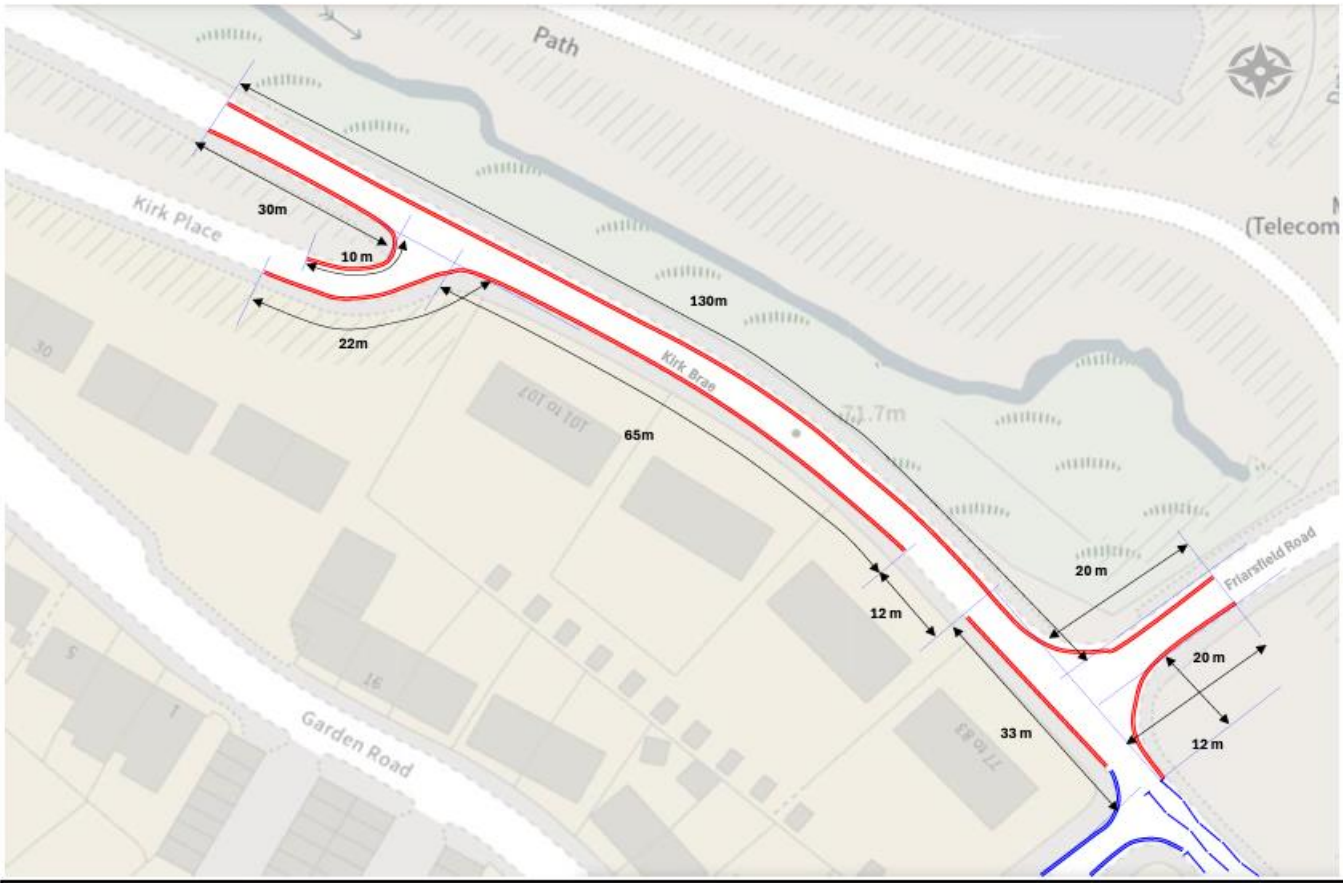
Members of the public highlighted a road safety concern on Kirk Brae. We have been made aware of the danger of parked vehicles on the bend immediately northwest of Friarsfield Road. These parked vehicles were creating an obstruction to the free flow of traffic and effectively reducing the forward visibility for northbound drivers to observe vehicles travelling in the opposite direction (and vice versa for southbound traffic) thereby causing a safety issue as drivers overtake these parked vehicles.

To improve road safety on Kirk Brae, officers have introduced additional prohibition of waiting restrictions between Kirk Terrace and Kirk Place either side of the carriageway on a Temporary Traffic Regulation Order. This proposal seeks to make those measures permanent.

Implementation cost – £ NA
Estimated maintenance cost – £2200 every 10 years

KIRK BRAE

Proposed Waiting Restrictions



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Traffic Management and Road Safety

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Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client:				Description:		
Aberdeen City Council				LOWER DEESIDE (Ward 9)		
Project: Kirk Brae, Cults, Road Safety Improvements				Installation of At Any Time Waiting restrictions(TTRO)		
Originator	Checked	Approved	Date	Drg No	Sheet No	Rev
DL	NMcR	VR	29/04/2024	KB/AATs/1	1	

Midstocket / Rosemount Ward

Elected Members: Jennifer Bonsell, Bill Cormie, Emma Farquhar

Elm Place – 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.

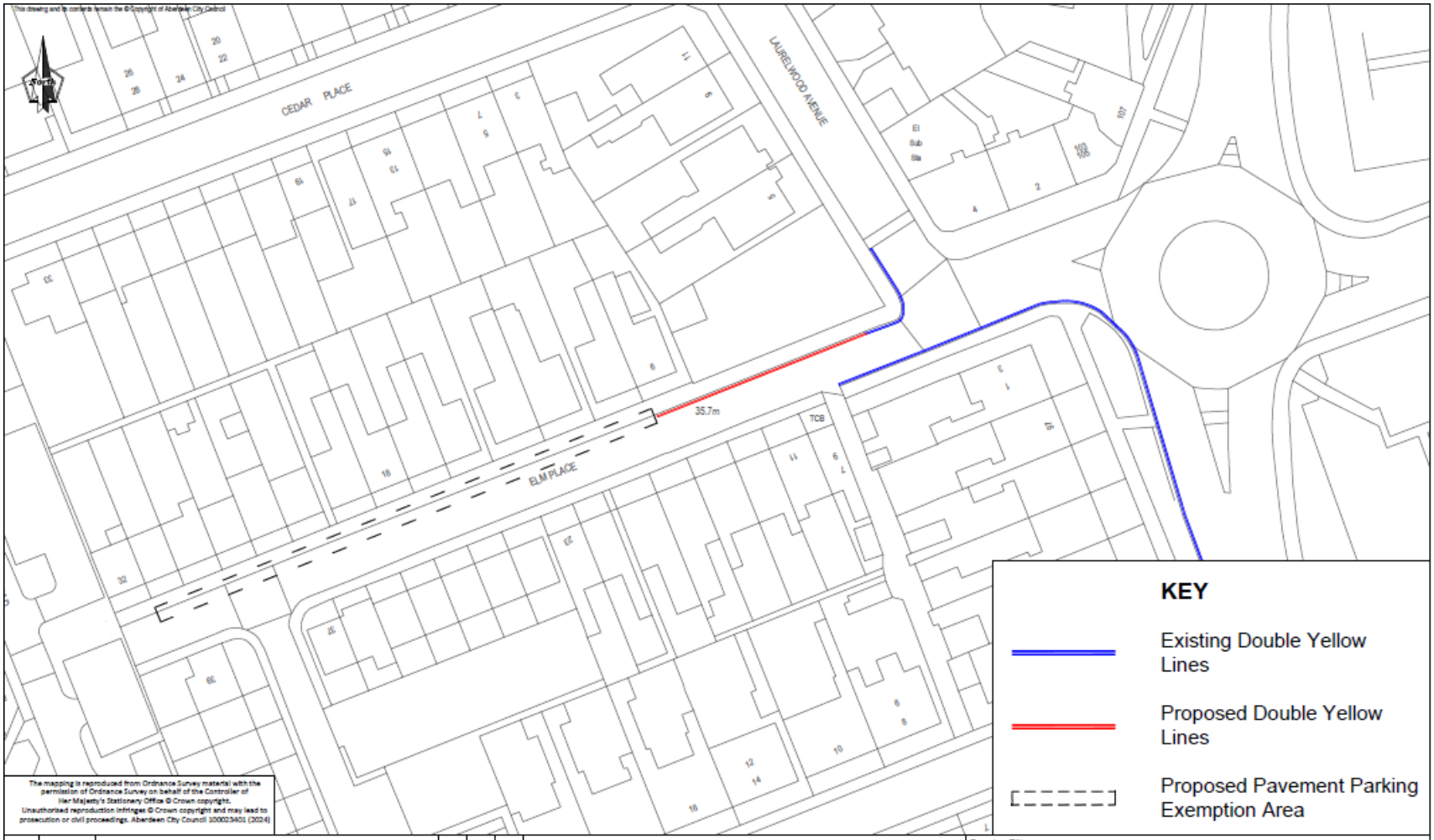
Accompanying this Prohibition are Ministerial Directions with guidance on specific characteristics, footways or carriageway associated with it, must have before it can be specified in an Exemption Order. No footway can be included in an Exemption Order if it does not meet the minimum set characteristics. 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 Elm 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 to allow for safe vehicular passage. The enforcement of pavement parking ban on Elm Place 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 this street, reduce visibility, may cause damage to vehicles etc. For this reason, Officers propose a pavement parking exemption is applied on the northern section of Elm Place.

Furthermore, it is proposed that the existing prohibition of waiting at any time restriction (double yellow lines) on the north of Elm Place at its junction with Laurelwood Avenue, is extended westwards to ensure road safety and vehicular accessibility is preserved on this road.

Estimated implementation cost: £1,970
Estimated maintenance cost – £500 every 10 years



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Elm Place

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

Raeden Park Road – proposed length of ‘School Keep Clear’ prohibition of stopping road markings

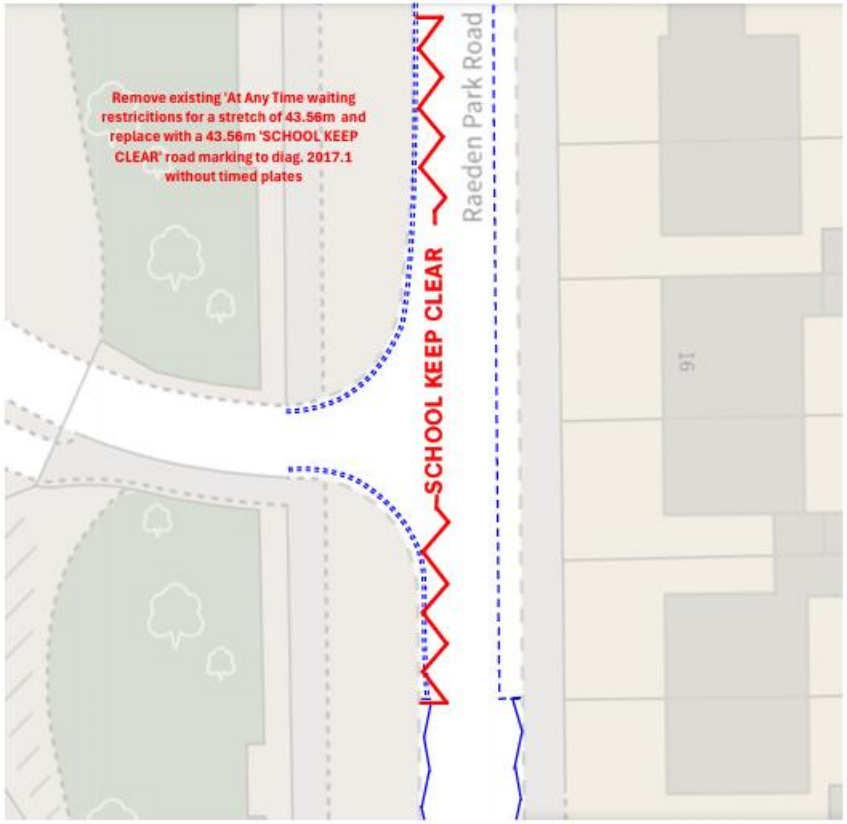
Officers received reports from the City Wardens of unsafe driving practices at Mile End Primary School. It was noted that drivers park inappropriately in and around the school entrance on Raeden Road during school pick up and drop off hours. Currently there are no School Keep Clear Markings at this pedestrian access with prohibition of waiting at any time restrictions being provided. Officers are now proposing a ‘School Keep Clear’ prohibition of stopping restriction should be introduced on Raeden Park Road at the school entrance for a certain length, it is proposed that these markings will be in place 24 hours a day 7 days a week. This will preserve the free flow of traffic and visibility and ensure the safety of school pupils, their carers and other road users.

Implementation cost – £500
Estimated maintenance costs – £350 every 5 years

MILE END SCHOOL

Raeden Park Road

Proposed 'SCHOOL KEEP CLEAR'



KEY:-

Existing 'At Anytime' waiting restrictions



Existing
NORTHBOUND



Existing
SOUTHBOUND

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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	**Client:** Aberdeen City Council				**Description:** Provision of School Keep Clear Markings	
	Project: Raeden Park Road , Access to Mile End School					
Originator	**Checked**	**Approved**	**Date**	**Drg No**	**Sheet No**	**Rev**
NMcR		VR	27/05/2024	Raeden Park Road/SKC		

Northfield / Mastrick North Ward

Elected Members: Donna Clark, Gordon Graham, Ciarán McRae

Davidson Drive – proposed ‘one-way’ restriction by Heathryburn School

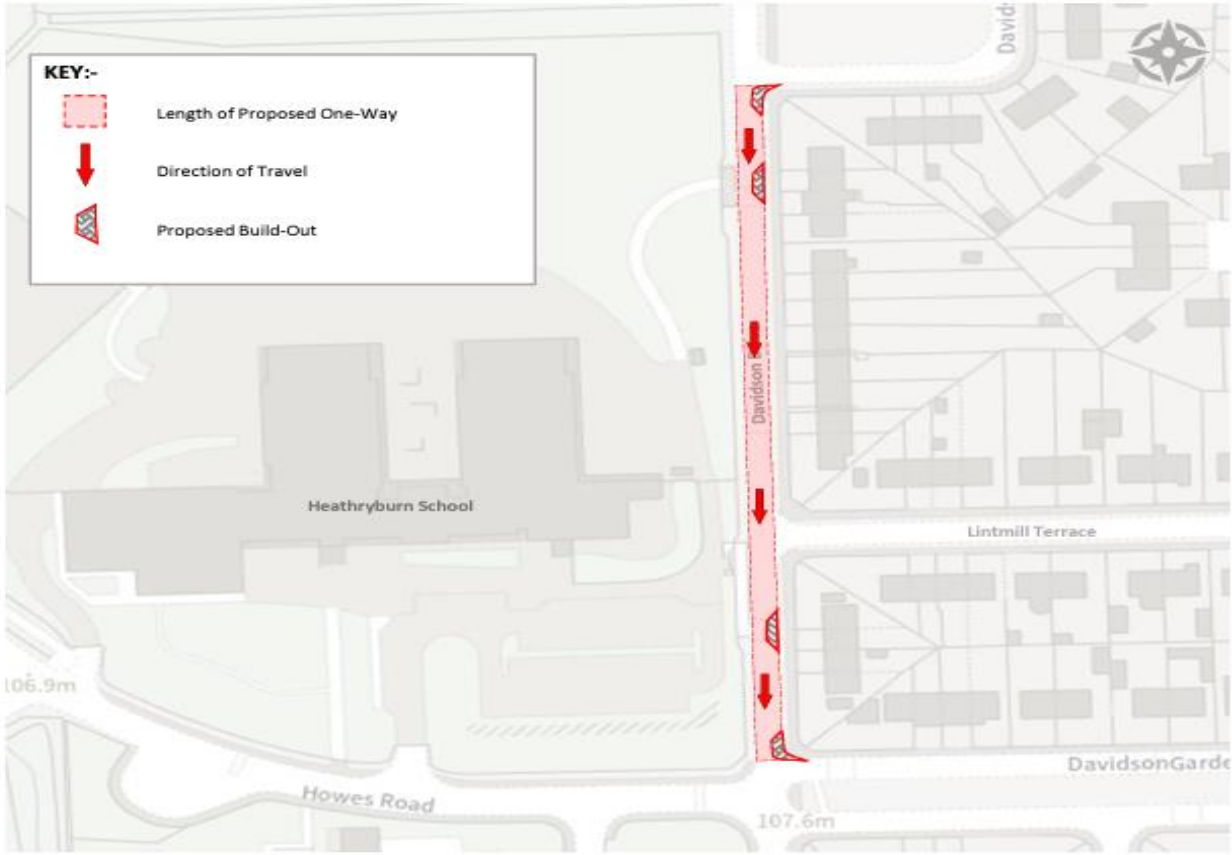
Aberdeen City Council proposes to introduce a One-Way System on Davidson Drive between the northern kerbline of Davidson Gardens and the southern extended kerbline of the inset Road between property Nos. 70 and 71 Davidson Drive.

There have been concerns raised about child safety in and around the gates for Heathryburn School due to congested parking and existing parking patterns especially in and around school pick up and drop off times. It is the intention to create build outs to enhance child pedestrian visibility at the existing school gate accesses and create buildouts to slow traffic down in and around this area. As part of these proposals, it is the intension to introduce this one-way system to enhance these measures and deter unnecessary traffic generated in and around school times.

The introduction of this one-way system will improve road safety in the area specifically in and around the school gates and is consistent with the aspirations and objectives of the approved Roads Hierarchy, and will preserve and improve road safety and the amenity of this areas through which this roads runs.

Implementation Costs – £25,000 (includes cost of entry / exit build outs)
Estimated maintenance costs – £1000 every 5 years

Heathryburn School
Proposed One-Way and associated Waiting Restrictions
Davidson Drive



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ABERDEEN CITY COUNCIL

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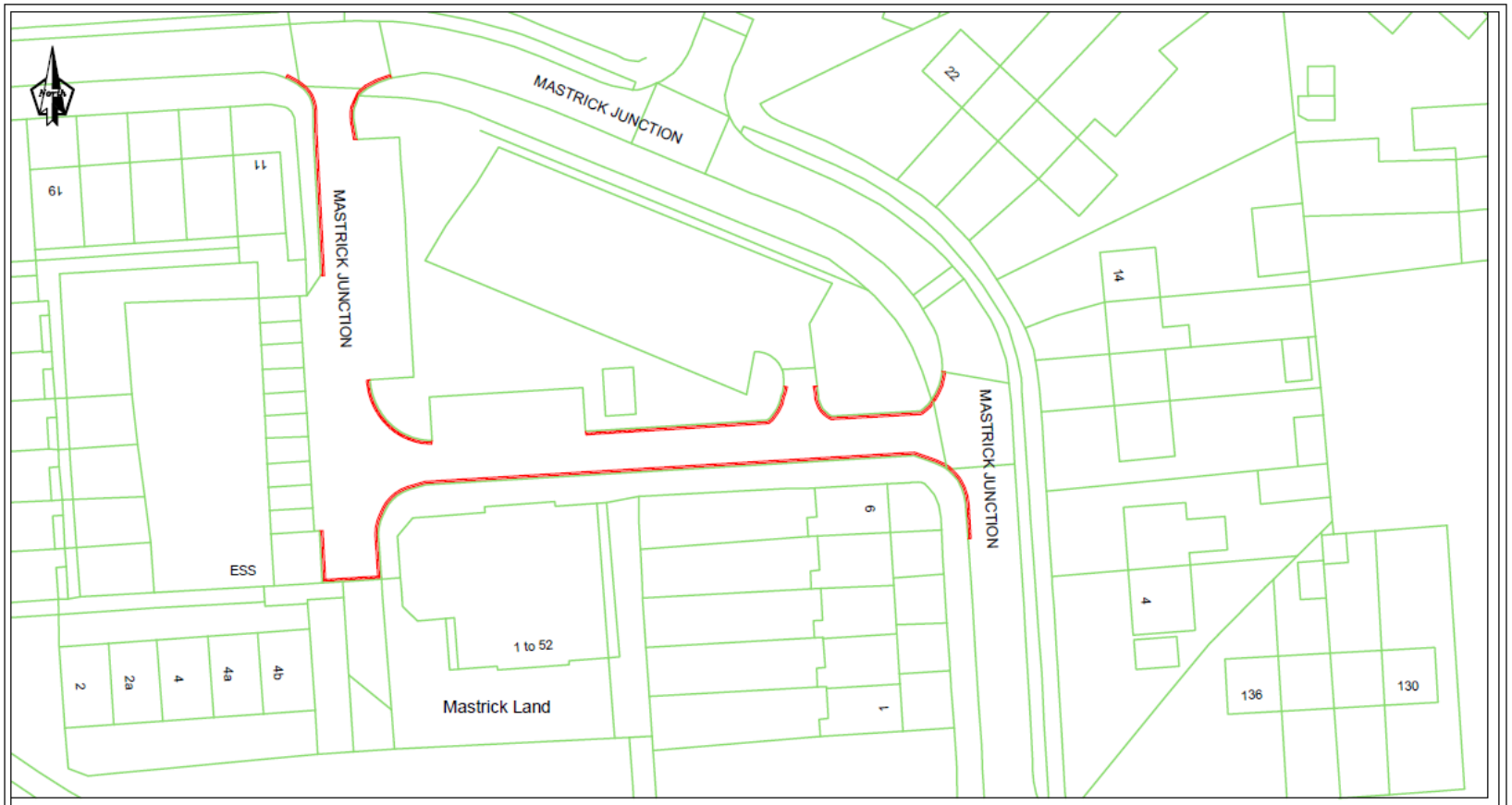
Business Hub 11, 2nd Floor West, Marischal College
Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Client:				Description:		
Aberdeen City Council				**Proposed One- Way system - Davidson Drive**		
Project: Heathryburn School Crossing Improvement						
Originator	Checked	Approved	Date	Drg. No.	Sheet No	Rev
NMcR		VR	23/07/2024	Heathryburn/CrossImprov/01		

Mastrick Junction – Consolidation of prohibition of waiting at any time restrictions

It is proposed bringing the existing prohibition of waiting at any time restrictions (double yellow lines) installed on Mastrick Junction under one Traffic Regulation Order; this will also correct an administrative anomaly in a historical Traffic Regulation Order.

Implementation costs – £0
Estimated maintenance costs – £0



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Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_35

ABERDEEN CITY COUNCIL

Operations and Protective Services
Traffic Management and Road Safety

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General Enquiries Telephone: 01224 522305

Drawing Title: MASTRICK JUNCTION AREA - PROHIBITION OF WAITING RESTRICTIONS

Originator	Checked	Approved	Date	Project No	Scale	Size
DL			JUL 2024			

Drawing No.	SHT No.	Revision
		0

Tillydrone / Seaton / Old Aberdeen Ward

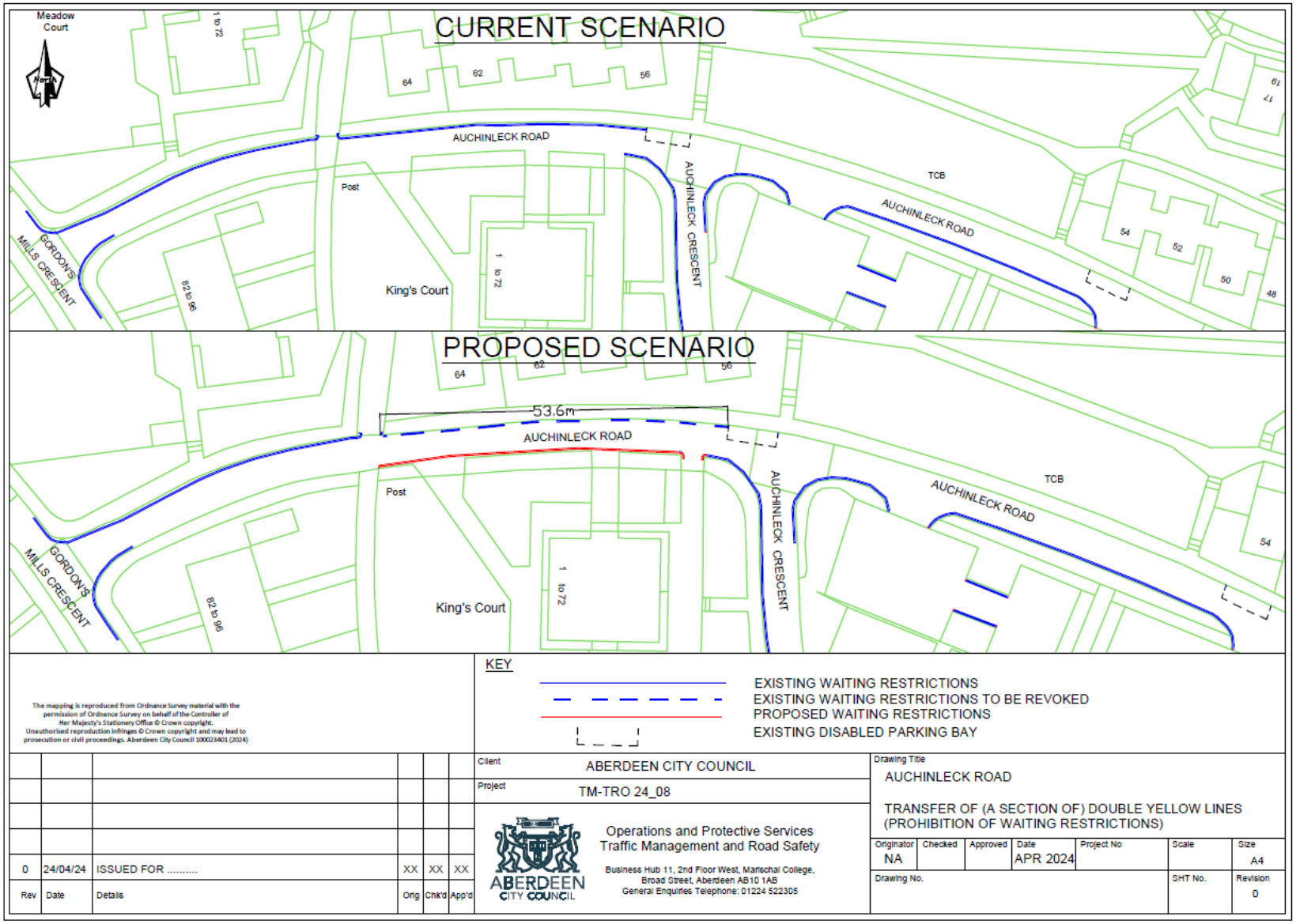
Elected Members: Ross Grant, Alexander McLellan, Kairin Van Sweeden

Auchinleck Road – proposed transfer of section of existing 'prohibition of waiting at any time' from north to south kerbline

The existing section of 'prohibition of waiting at any time' i.e. double yellow lines under consideration was installed a few years ago along the northern kerbline of Auchinleck Road, between the disabled parking bay in front of house number 56 and the junction of Auchinleck Road with Montgomery Crescent. However, residents of the area, particularly those in the Kings Court apartment building, have raised concerns of impeded visibility when attempting to exit the building onto Auchinleck Road. Similar concerns have also been raised about impeded visibility when exiting the car park situated in the vicinity.

It is proposed that the section of yellow lines under consideration be transferred from the north kerbline to the southern side of the street. This shall afford residents of house numbers 56-64 Auchinleck Road some parking space directly in front of their properties, as well as eliminating impediments to visibility for residents joining the road.

Implementation costs-	£1,853.28
Estimated maintenance costs-	£1,853.28 every 10 years


CURRENT SCENARIO
Meadow Court
North
1 to 72
64
62
56
AUCHINLECK ROAD
AUCHINLECK CRESCENT
TCB
AUCHINLECK ROAD
Post
GORDON'S MILLS CRESCENT
82 to 96
King's Court
1 to 72
54
52
50
48
PROPOSED SCENARIO
64
62
56
53.6m
AUCHINLECK ROAD
Post
AUCHINLECK CRESCENT
TCB
AUCHINLECK ROAD
GORDON'S MILLS CRESCENT
82 to 96
King's Court
1 to 72
54
KEY
EXISTING WAITING RESTRICTIONS
EXISTING WAITING RESTRICTIONS TO BE REVOKED
PROPOSED WAITING RESTRICTIONS
EXISTING DISABLED PARKING BAY
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Rev
Date
Details
Orig
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24/04/24
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XX
Client
ABERDEEN CITY COUNCIL
Project
TM-TRO 24_08
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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
ABERDEEN CITY COUNCIL
Drawing Title
AUCHINLECK ROAD
TRANSFER OF (A SECTION OF) DOUBLE YELLOW LINES (PROHIBITION OF WAITING RESTRICTIONS)
Originator
NA
Checked
Approved
Date
APR 2024
Project No
Scale
Size
A4
Drawing No.
SHT No.
Revision
0

Bedford 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 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 Bedford 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 Bedford 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 Bedford Avenue.

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

Estimated implementation cost: £4,850
Estimated maintenance cost – £2,000 every 10 year



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Bedford Avenue

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

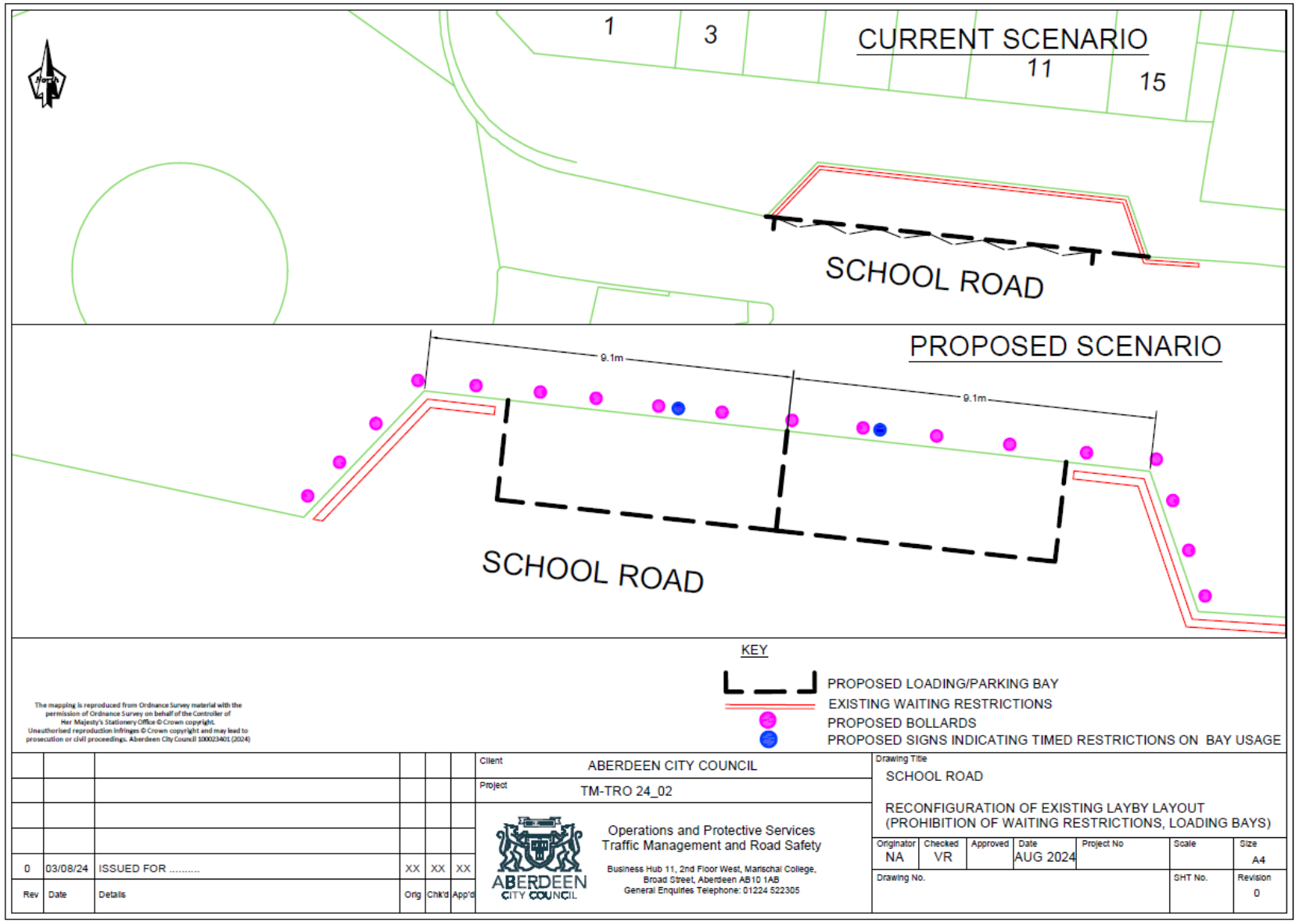
School Road – proposed amendment of length of existing prohibition of waiting at any time and the introduction of 'Goods only' loading bays

The section under consideration contains a layby specifically designated for the loading/unloading of goods in support of the day-to-day operations of the different stores located right in front of it. Its entire length is protected by an existing 'Prohibition of waiting' restriction (i.e. double yellow lines).

Our attention has been drawn to the apparent abuse of this facility. Private vehicles use the layby denying access to business owners. Echelon parking as opposed to (parallel parking) is commonplace here, causing vehicular infringement on the width of the adjacent footway as well as that of the carriageway. The proximity of the layby to a pedestrian crossing means that in the process of attempting to exit the layby there is a high possibility of some vehicles reversing onto the crossing. This constitutes a risk to the safety of pedestrians using this crossing point. Of further note, is the echelon parking is in close proximity to the exit from the roundabout, with the potential for a reversing vehicle to come into conflict with vehicles that have just entered the road from the roundabout.

Some amendments to the existing layout have been proposed, including the partial removal of the waiting restrictions, the provision of loading bays from 7am to 10am, with the remaining period open to general parking with a max. stay of 20 minutes, with no return in 45 minutes, as well as the provision of additional supporting infrastructure to discourage illegal use. It is expected that these measures shall help preserve footway and roadway width, as well as eliminate the risk of collision with pedestrians using the crossing point immediately before the layby. Please refer to the layout attached.

Implementation costs-	£11,533.25
Estimated maintenance costs-	£11,533.25 every 10 years

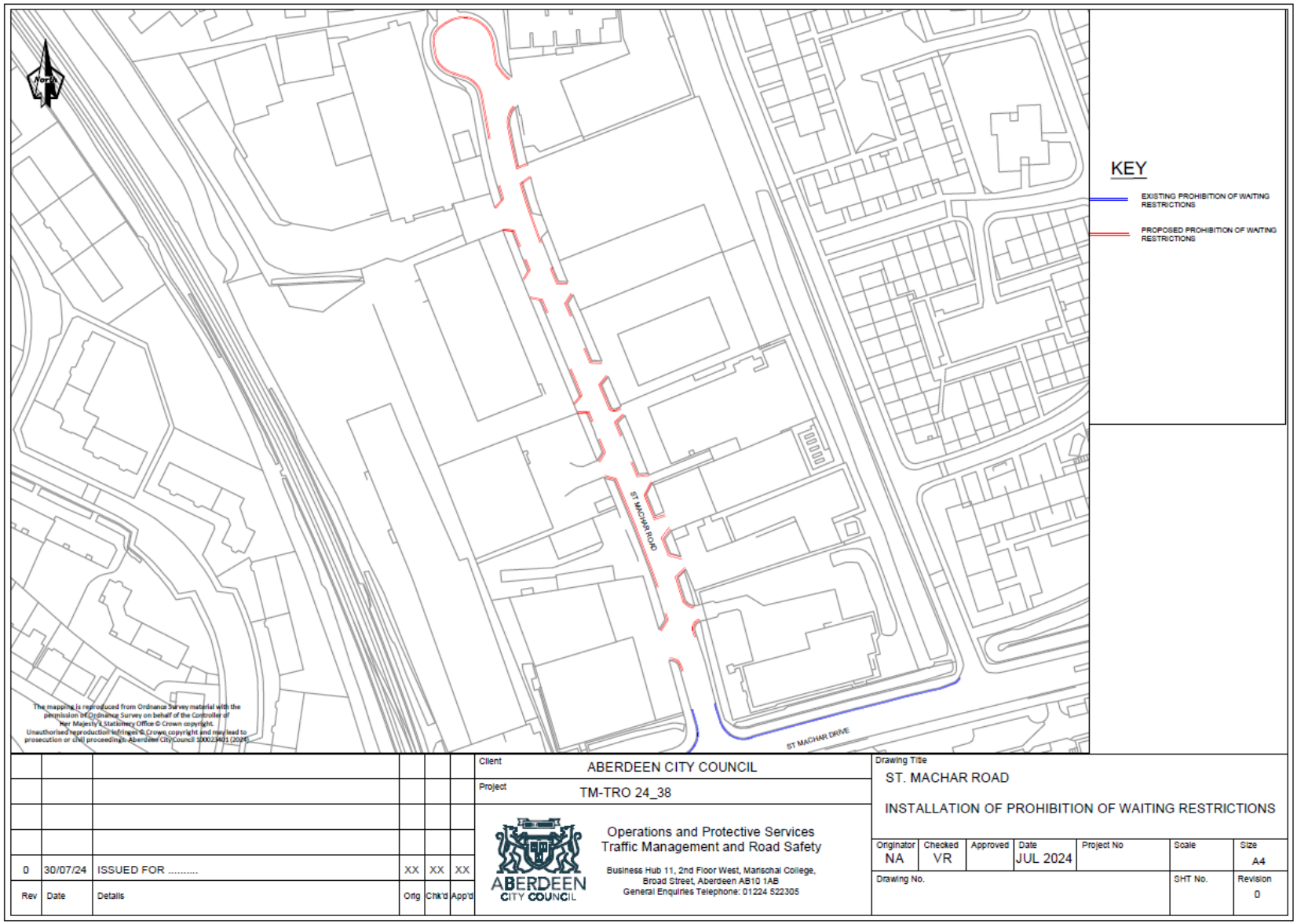

1
3
11
15
CURRENT SCENARIO
SCHOOL ROAD
PROPOSED SCENARIO
9.1m
9.1m
SCHOOL ROAD
KEY
PROPOSED LOADING/PARKING BAY
EXISTING WAITING RESTRICTIONS
PROPOSED BOLLARDS
PROPOSED SIGNS INDICATING TIMED RESTRICTIONS ON BAY USAGE
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General Enquiries Telephone: 01224 522305
Drawing Title
SCHOOL ROAD
RECONFIGURATION OF EXISTING LAYBY LAYOUT
(PROHIBITION OF WAITING RESTRICTIONS, LOADING BAYS)
Originator NA
Checked VR
Approved
Date AUG 2024
Project No
Scale
Size A4
Drawing No.
SHT No.
Revision 0
Rev Date Details Orig Chk'd App'd
0 03/08/24 ISSUED FOR ..... XX XX XX

St. Machar Road – proposed lengths of prohibition of waiting restrictions

It is proposed to introduce certain lengths of prohibition of waiting at any time to protect accesses serving off-street premises, and additionally at the turning area for vehicles at the end of St Machar Road. This is to ensure safe turning facilities for larger vehicles accessing and delivering to the industrial premises on the route.

Please note: these measures were promoted some years ago however it was not possible to install the lining. This requires the measures to be readvertised.

Implementation costs – £1300
Estimated maintenance costs – £1300 every 5 years



Rev	Date	Details	Orig	Chk'd	App'd
0	30/07/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_38

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

ST. MACHAR ROAD

INSTALLATION OF PROHIBITION OF WAITING RESTRICTIONS

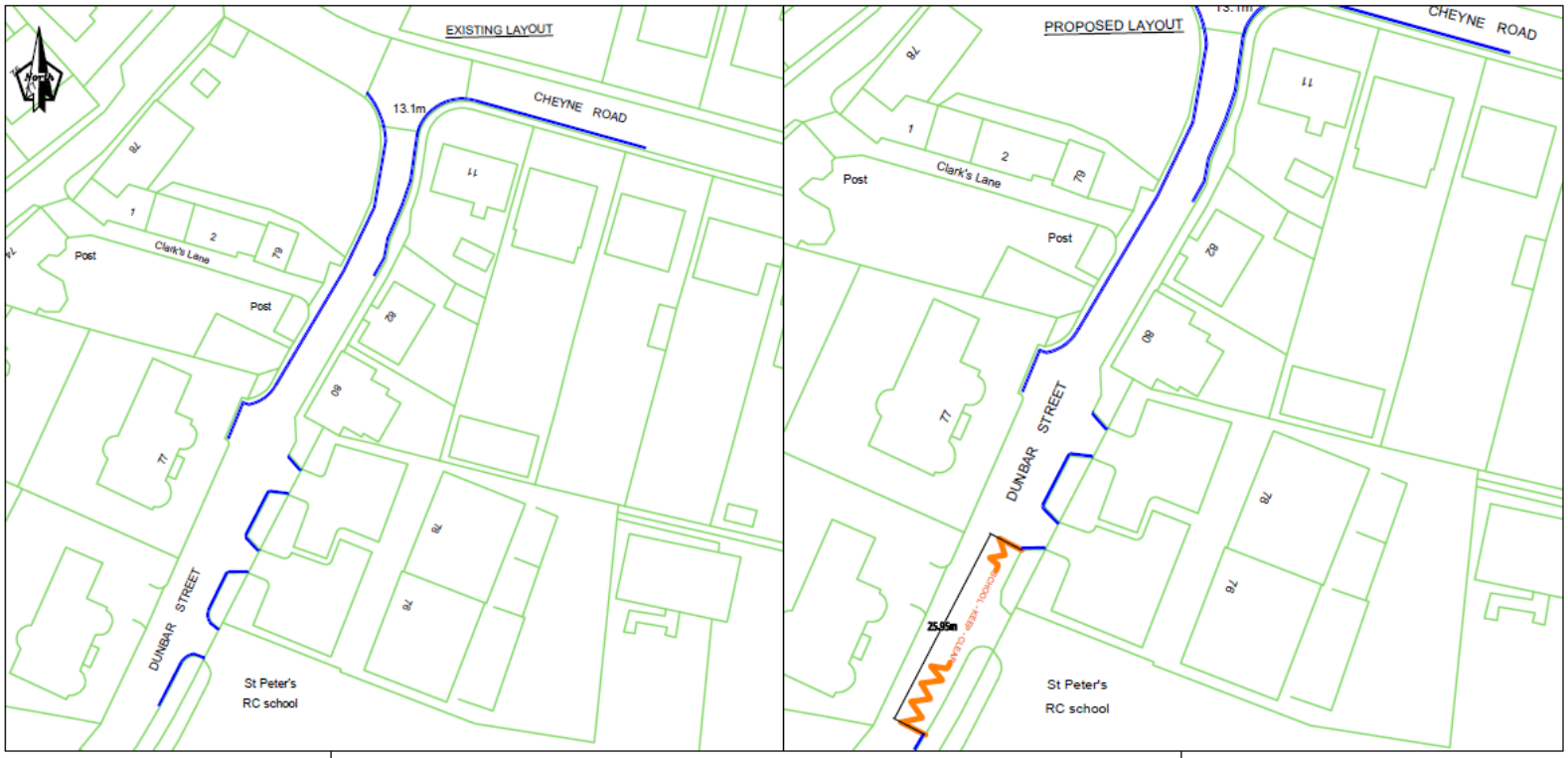
Originator	Checked	Approved	Date	Project No	Scale	Size
NA	VR		JUL 2024			A4

Drawing No.	SHT No.	Revision
		0

St. Peter's School area – proposed amendment of length of existing prohibition of waiting at any time and the introduction of a timed 'School Keep Clear'

This school is situated along Dunbar Street and possesses a main access gate through which children go in and out of the school grounds. Although a significant section of the street is already subject to waiting restrictions, it has been observed that cars tend to be parked right next to/over the area in front of the school gate, which constitutes a safety risk to children. The installation of 'School Keep Clear' markings will improve road safety at the school.

Estimated implementation cost:	£ 1,041.04
Estimated maintenance cost:	£ 1,041.04 every 10 years



KEY

EXISTING PROHIBITION OF WAITING RESTRICTIONS

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Rev	Date	Details	Orig	Chk'd	App'd
0	26/02/24	ISSUED FOR	XX	XX	XX

Client: ABERDEEN CITY COUNCIL

Project: DUNBAR STR. (PROHIBITION OF STOPPING) ORDER 202X

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: LAYOUT SHOWING EXISTING DOUBLE YELLOW LINES & PROPOSED 'SCHOOL KEEP CLEAR' ROAD MARKING INSTALLATION (ST. PETER'S RC SCHOOL GATE ENTRY)

Originator	Checked	Approved	Date	Project No	Scale	Size
NA	GM		FEB 2024			

Drawing No. | SHT No. | Revision: 0

Torry / Ferryhill Ward

Elected Members: Christian Guy Allard, Lee Fairfull, Michael Kusznir, Simon Watson

Greyhope Primary School – ‘At Any Time’ restrictions, timed waiting restrictions and the introduction of ‘School Keep Clears

As part of the construction of the new Greyhope Primary School located on Tullos Circle, ‘At Any Time’ prohibition of waiting restrictions, timed waiting restrictions (8am to 5pm) and ‘School Keep Clear’ markings (No stopping 8am to 5pm) were put in place prior to the opening of the school by way of a Temporary Traffic Regulation Order; these measures are now being promoted permanently.

The proposals affect Tullos Circle, North Grampian Circle, with sections on Grampian Place and Mansfield Place.

Small sections of junction protection are also to be proposed on South Grampian Circle, Battock Place, Tullos Place, Oscar Place.

These proposals are introduced in the interest of road safety for pedestrians, especially children, accessing the new primary school.

Estimated Cost: Already completed under TTRO
Estimated Maintenance Cost: £4,000 for lining every 5 years and £1,000 for signing every 10 years.

GREYHOPE SCHOOL AND HUB

Tullos Circle / North Grampian Circle and Mansfield Place
Proposed Waiting Restrictions



KEY:-

- School Keep Clear 8am to 5pm Monday to Friday
- AAT's
- Timed AAT's 8am to 5pm Monday to Friday



Grampian Place / Oscar Road Junction

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Operations and Protective Services
Traffic Management and Road Safety

Client:				Description:		
Aberdeen City Council				Proposed Waiting Restrictions		
Project: Greyhope School, Tullos Circle, Torry, Aberdeen						
Originator	Checked	Approved	Date	Dwg No	Sheet No	Rev
NMcR		VR	21/05/2024	Greyhope Waiting Restrictions/01		

Murray 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. The aim of 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 Murray Terrace 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 Murray Terrace 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 pavement parking exemption is applied on the south side of Murray Terrace as indicated in the plan below.

Estimated implementation cost: £3,700
Estimated maintenance cost – £1,000 every 10 years



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

Client: ABERDEEN CITY COUNCIL

Project: Pavement Parking Exemption

City Regeneration and Environment
Traffic Management and Road Safety

Business Hub 4, Ground Floor North, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 069516

Drawing Title: Murray Terrace

Footway Parking Exemptions

Originator	Checked	Approved	Date	Project No	Scale	Size
TO			26.09.24		NTS	A3

Drawing No.	SHT No.	Revision
		0

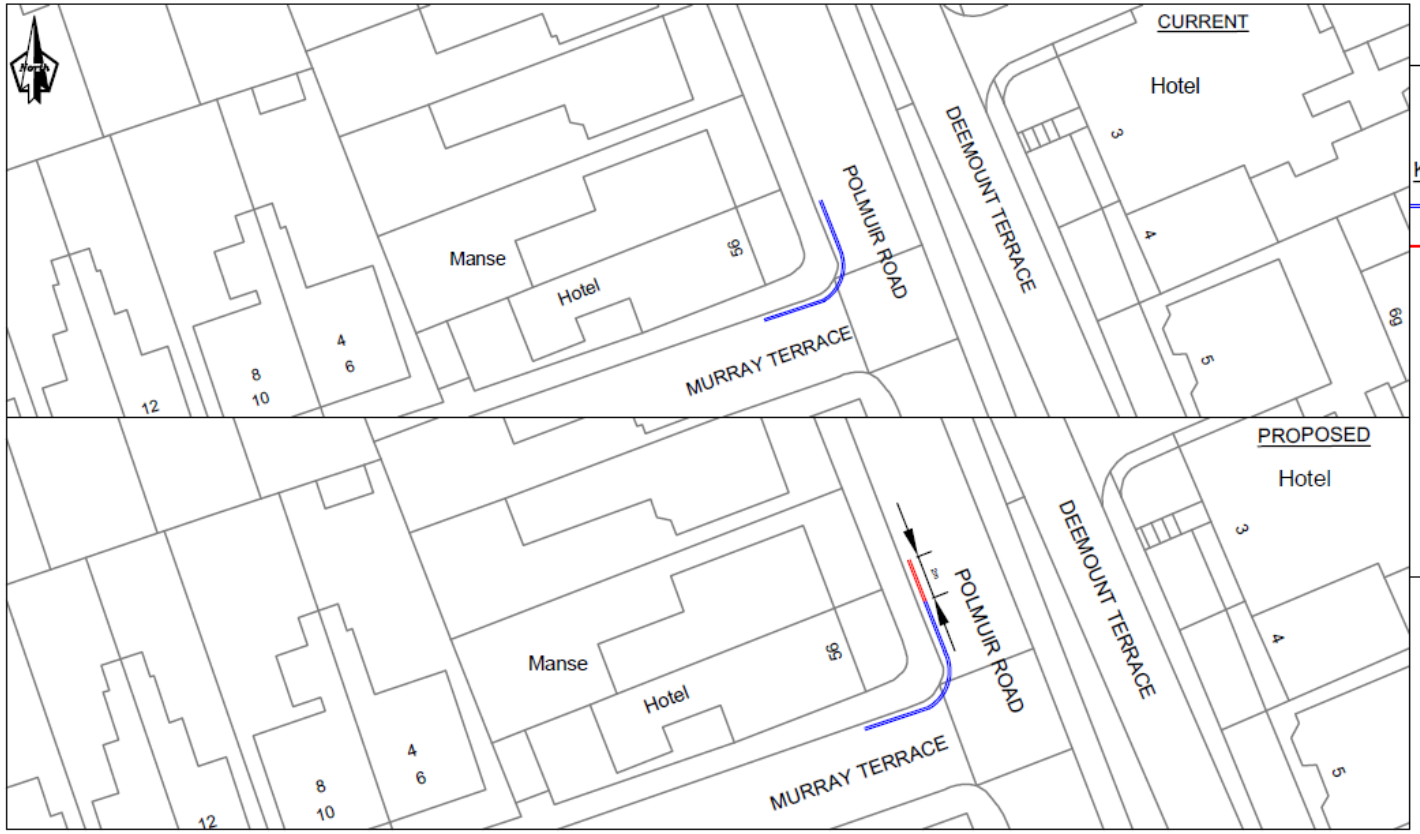
Murray Terrace network – proposed (new) lengths of prohibition of waiting ‘at any time’ (AAT) and extensions to (existing) lengths of prohibition of waiting ‘at any time’ (AAT)

This proposal relates to part of an existing bus route, providing access to residential properties spread across various streets including Murray Terrace, Polmuir Road, Brunswick Place and Bright Street which all possess on-street parking facilities. Presently, ‘prohibition of waiting’ at any time restrictions (i.e. double yellow lines) are limited to certain sections of the network i.e. at junctions.

It has been observed that buses tend to experience challenges while turning at these junctions. There is an absence of waiting restrictions on some critical sections of Polmuir Road and Brunswick Terrace, which prevent the smooth manoeuvre of buses due to the parking of vehicles at these locations (please refer to layout diagrams below).

The provision of additional waiting restrictions at some of these locations as well as the extension of existing restrictions at others (please refer to layout below) have been proposed to eliminate the use of such locations for parking, thereby increasing room for vehicle sweep and ensuring the smoother and safer navigation of buses around Murray Terrace and the network of adjoining streets.

Estimated implementation cost:	£3,726.69
Estimated maintenance cost:	£ 3,726.69 every 10 years



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Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_01

Operations and Protective Services
Traffic Management and Road Safety

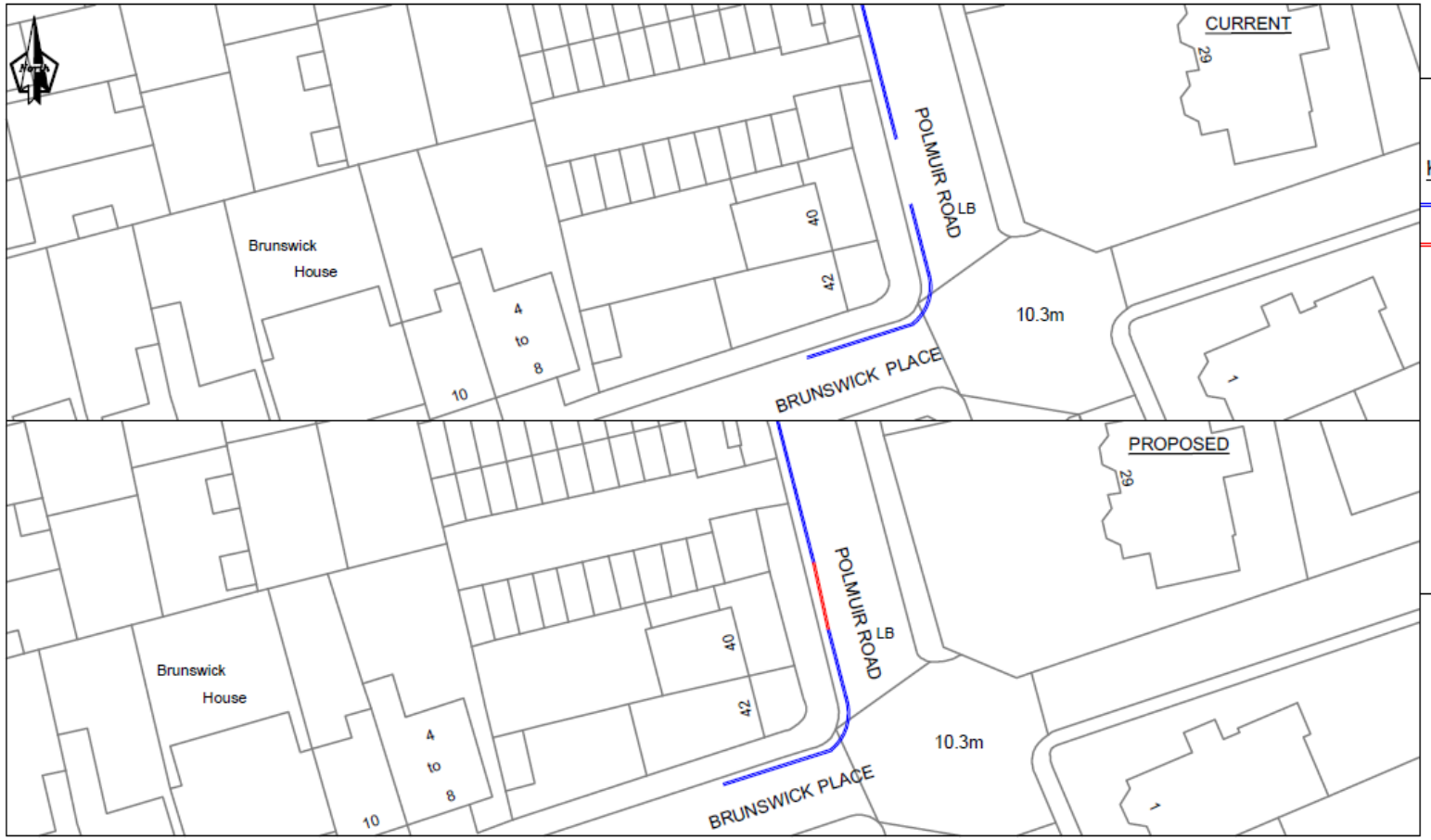
Business Hub 11, 2nd Floor West, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Drawing Title: POLMUIR ROAD / MURRAY TERRACE (EXTENSION OF PROHIBITION OF WAITING RESTRICTIONS)

CURRENT AND PROPOSED LAYOUT

Originator	Checked	Approved	Date	Project No	Scale	Size
NA			JAN 2024			A4

Drawing No. | SHT No. | Revision: 0



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Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_01

Operations and Protective Services
Traffic Management and Road Safety

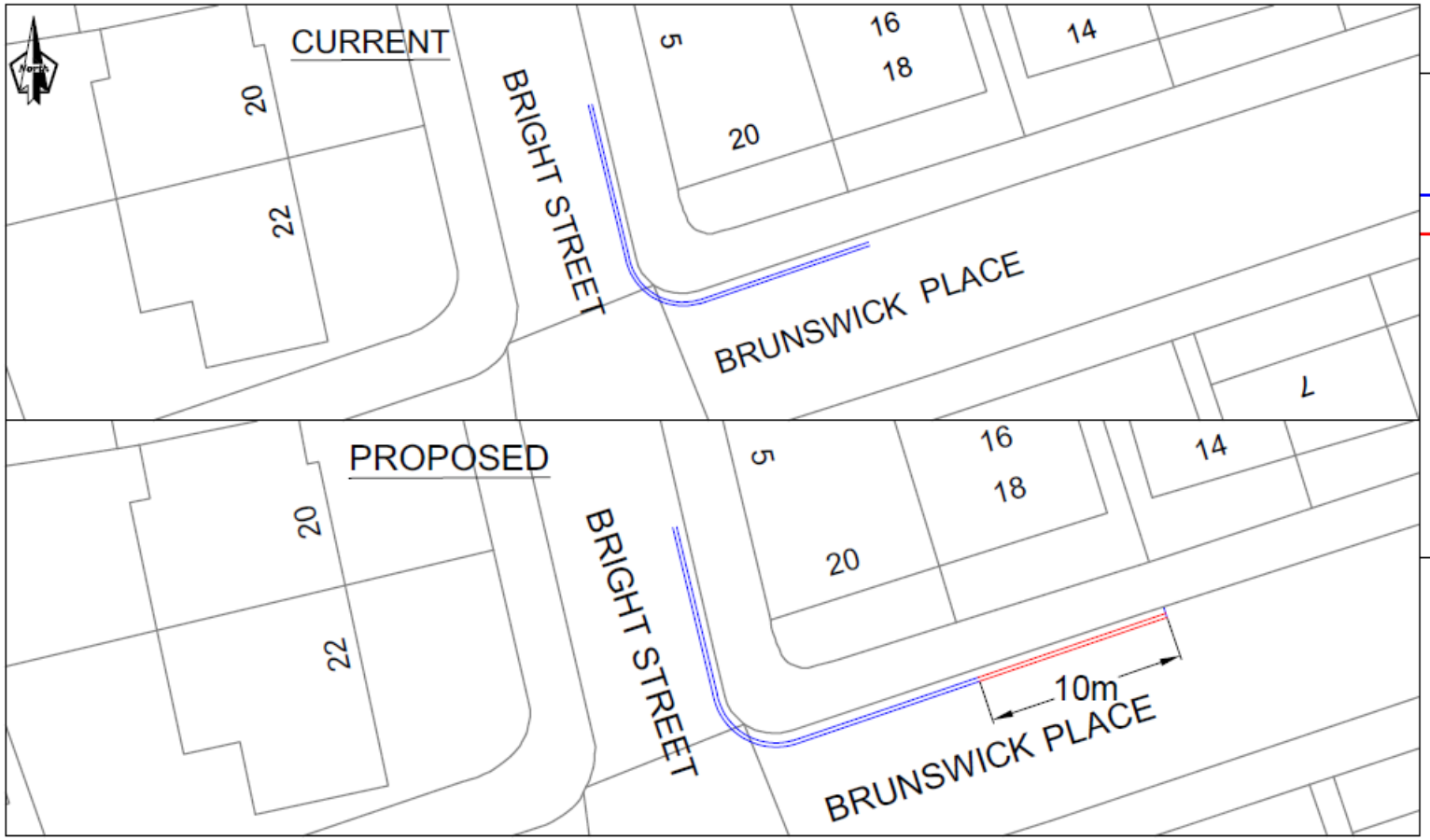
Business Hub 11, 2nd Floor West, Marischal College, Broad Street, Aberdeen AB10 1AB
General Enquiries Telephone: 01224 522305

Drawing Title: POLMUIR ROAD / BRUNSWICK PLACE (EXTENSION OF PROHIBITION OF WAITING RESTRICTIONS)

CURRENT AND PROPOSED LAYOUT

Originator	Checked	Approved	Date	Project No	Scale	Size
NA			JAN 2024			A4

Drawing No.	SHT No.	Revision
		0



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Client: ABERDEEN CITY COUNCIL

Project: TM-TRO 24_01

Operations and Protective Services
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General Enquiries Telephone: 01224 522305

Drawing Title: BRUNSWICK PLACE / BRIGHT STREET (EXTENSION OF PROHIBITION OF WAITING RESTRICTIONS)

CURRENT AND PROPOSED LAYOUT

Originator	Checked	Approved	Date	Project No	Scale	Size
NA			JAN 2024			A4

Drawing No. | SHT No. | Revision: 0