

**REPORT TO MARR AREA COMMITTEE: 29 MARCH 2011****TRAFFIC MANAGEMENT REVIEW OF BANCHORY****1 Recommendations**

- 1 Approve the proposals to introduce the traffic management measures in Banchory as detailed in the Appendix to this Report.**
- 2 Authorise officers to undertake the necessary legal procedures for the introduction of traffic management measures that require the introduction of a legal traffic order.**

**2 Discussion****2.1 Background**

- 2.1.1 This Service undertakes a regular programme to look at settlements and assess the need for any traffic management measures based on any complaints and requests received from the public and a consultation process which involves the Local Member(s), Grampian Police and the local Community Council.
- 2.1.2 Such a review has taken place for Banchory and the outcome of that process forms the proposals in this report.
- 2.1.3 A previous traffic management review was undertaken in 2005, leading to the introduction of traffic calming measures including reduced speed limits, waiting restrictions, pedestrian facilities and the reclassification of roads. Due to the significant works undertaken on the back of the previous review, proposals in this latest review are of a more moderate scale.

**2.2 Discussion and Proposals**

- 2.2.1 As well as requests for certain measures and complaints from the public, this Traffic Management Review has been informed from a review of significant consultation programmes organised over the past two years or so in Banchory. This has included a review of the 1500 comments generated by the Banchory & Development Initiative as part of their 'Making it Real' consultation exercise in December 2008. Comments received from other sources, such as those from parents in the development of Banchory Primary School's own Travel Plan have also been considered in taking forward this Traffic Management Review.
  - 2.2.2 Grampian Police, Banchory Community Council and the Local Members have all also been consulted on comments and concerns that have been brought to their attention on traffic management issues in Banchory.
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- 2.2.3 A full list of the issues that have been considered as part of this Traffic Management Review, along with comments on how each of these issues are being dealt with, is set out in Appendix 1 to this report. A summary of the measures which it is proposed to implement on the back of this Traffic Management Review are as detailed in Sections 2.3 to 2.10.

### **2.3 20mph Speed Limits**

- 2.3.1 There are a number of recently completed residential streets, primarily in the Hill of Banchory area, which are designed as 20s zones but have not been set with 20mph speed limit orders. These locations have therefore been suggested as suitable locations for 20mph speed limits as part of this Traffic Management Review.

- 2.3.2 In addition, it is proposed to establish 20mph speed limit orders for a number of other residential streets following requests from local residents. At these locations, tube counters have been put in place to record speeds and to determine the 85 percentile speeds for each site, which is the determining factor in whether a 20mph speed limit, either advisory or mandatory should be introduced.

- 2.3.3 Appendix 2 presents a schedule and plans setting out the streets proposed for designation with 20mph speed limits as part of this Traffic Management Review.

### **2.4 30mph and 40mph Speed Limits**

- 2.4.1 Consultation raised concerns about traffic speeds on the A93 through Banchory west (between the High Street and the town's gateway). Speed survey data reveal 85<sup>th</sup> percentile speeds of traffic in the west end of Banchory on the A93 between 38mph and 40mph.

- 2.4.2 At present, there are 30mph road markings on this stretch. However, it is felt that there is a need for more prominent 30mph repeater signage on this main road in and out of Banchory given its relatively long and winding nature. Accordingly, it is proposed to introduce two 30mph LED vehicle activated signs to make drivers more aware of their speed and encourage reduced speeds. One would be positioned to encourage reduced traffic speeds amongst vehicles travelling eastbound towards High Street, while the other would be positioned to slow vehicles travelling west out of Banchory. Appendix 3 shows the specific locations at which it is proposed to install the vehicle activated signs.

- 2.4.3 Concerns were also raised about speeding on Glassel Road. As part of the 2005 Banchory Traffic Management Review, a 40mph speed limit was introduced on Glassel Road from the current terminal location of the existing 30mph speed limit to beyond the entrance to Inchmarlo Golf Club. In response to consultation comments, as part of this Review it is proposed to further extend the 40mph speed limit to the bus stop area north of the existing order. The extension of this 40mph order is shown in Appendix 3.

### **2.5 Traffic Calming**

2.5.1 In June 2009, the Parent Council at Banchory Primary School circulated a questionnaire to gather information from parents about their experiences of getting to and from the school safely for feeding into the development of the School Travel Plan and this Traffic Management Review. Various requests for traffic calming were received on streets used by pupils travelling to and from the school. Following analysis of speed survey data and site visits during school times, a number of traffic calming proposals have been identified.

2.5.2 Ramsay Road

In total, 17 separate comments were received in relation to Ramsay Road from parents responding to the travel questionnaire. Comments related to a lack of safe crossing point, particularly from the Elms Rise pedestrian footpath due to a combination of parked vehicles, width of the road and fast traffic. The introduction of a 20mph limit here would require significant traffic calming, as speed surveys revealed the 85<sup>th</sup> percentile of traffic as 33-34mph at the western side of Ramsay Road (west of Elms Rise) and around 29-30mph in the eastern section of Ramsay Road. Consultation revealed a lack of enthusiasm for traffic calming. There was support for the introduction of a kerb build-out on Ramsay Road at the Elms Rise footway in recognition that this could help improve visibility for pedestrians and could also help to reduce traffic speeds. Subsequent site investigations have, however, revealed the construction of a build-out at this location could be extremely difficult owing to the presence of manhole covers and proximity to residential garages. Given this, as an alternative, it is proposed to enhance 'Children Crossing' signage in the vicinity of the Elms Rise footpath on Ramsay Road.

2.5.3 Watson Street

A 20mph speed limit was introduced on Watson Street following the 2005 Traffic Management Review. Recent speed surveys have revealed 85<sup>th</sup> percentile speeds on the eastern side of Watson Street, at around 35/36 mph. This would suggest that the 20mph limit is not having the desired effect, and consideration should be given to the introduction of additional traffic calming. As part of this review, it is proposed to introduce road humps as per the plan in Appendix 4.

2.5.4 Forestside Road / Bredero Drive

In the past, Forestside Road and Bredero Drive were used as a through route by traffic seeking to avoid the Raemoir Road/Station Road junction. However, since the signalisation of this junction and the development of Hill of Banchory, this route should now only be used by local traffic. It is therefore proposed to introduce a 20mph speed limit with traffic calming. Speed surveys undertaken along these roads revealed 85<sup>th</sup> percentile speeds ranged from 24-30mph at the various survey locations. As these are currently 30mph roads, to introduce a 20mph limit would require physical traffic calming. There are already some road humps on Bredero Drive and thus, for consistency, it is proposed to extend road humps along Forestside Road. This work is detailed in Appendix 4.

2.5.5 Concerns were also raised about a specific crossing point used by Hill of Banchory and Academy pupils on Bredero Drive (between the lanes that link Tillybrake Road and Hill of Banchory). While the proposals detailed above

should help to reduce speeds along this entire stretch, making it safer for pedestrians using this route, as a means to increase driver awareness as to the potential of pedestrians/pupils crossing at this point, it is proposed to erect 'Children Crossing' signs on both sides of the road for motorists approaching the crossing point from both north and south.

2.5.6 While the proposed improvements described in the sections above should assist in developing safer routes to schools, it should be noted that opportunities to introduce further traffic calming, through physical measures or waiting restrictions are limited in the vicinity of Banchory Primary School. There is already a high level of parking restrictions around the school and only minor extensions are proposed as described in section 2.8.2. Any significant extensions would encroach on residential frontages.

2.5.7 Accordingly, it is considered that the most significant opportunities to address concerns, including parental parking, will be through the adoption of promotion and awareness-raising (i.e. 'softer') measures to encourage less vehicle congestion around the school gate. A meeting was held with the Parent Council to discuss these issues in February 2010 and it was agreed that the Council's School Travel Planning Co-ordinator will work in liaison with the Parent Council, teachers and pupils at Banchory Primary to develop the School Travel Plan and in doing so address concerns raised.

2.5.8 Comments were also received in relation to the operation of the schools 20mph flashing signs outside Banchory Primary School, with it being highlighted that activation of the signs does not wholly cover the periods that pupils are arriving / leaving the school. Accordingly, the signs have been reprogrammed. The Council has, following local landowner negotiations, recently developed a new footway on Arbeadie Road between Watson Street and Ramsay Road.

## 2.6 Car Parking

2.6.1 Consultation revealed various concerns regarding the availability of parking in the town centre and this was of particular concern to Banchory and District Initiative. Unfortunately this Service does not have a budget to provide additional parking although opportunities to develop facilities tied in with planning gain will be explored where appropriate. It is also considered that, while the free parking provision in the Bellfield Car Park is generally full to capacity, spaces are usually available in the pay and display section of the car park. Nevertheless, car park beat surveys will be undertaken in the future to ascertain parking availability. Consultation also revealed that many people felt that the Bellfield car park is poorly designed, and therefore a review of the car park layout will be undertaken with a view to developing clearer, more understandable flow direction signage.

2.6.2 Requests were also made for coach parking facilities near the town centre to assist tourist coach drop-offs. Again this was of particular concern to Banchory and District Initiative. At present there is a drop off facility within Bellfield Car Park, and consideration will be given to raising awareness of this as part of the layout review.

2.6.3 Concerns were raised about Tillybrake Road and the high traffic movements here, which make it difficult for pedestrians to cross. Saturday afternoons were said to be particularly problematic owing to parked vehicles associated with the playing fields, the shops, and traffic to the industrial estate. To address this situation, it is proposed to provide a small, nose-in parking area on the south side of Tillybrake Road, adjacent to the playing fields. This will reduce on-street parking and facilitate two way flows along Tillybrake Road. Appendix 5 sets out the proposed location of the car park. It is also proposed to introduce parking restrictions to prohibit parking at the junction of Tillybrake Road / Tillybrake Industrial Estate.

2.6.4 As part of the 2005 Traffic Management Review, it was agreed to introduce two disabled car parking spaces on High Street. These were never formally introduced and are therefore proposed for installation as part of this review. The proposed locations for these spaces are as set out in Appendix 5, and are to be located in spaces currently covered by the existing taxi rank, as discussed below.

## 2.7 High Street Taxi Rank

2.7.1 At present, parking for five taxis is provided on High Street. Consultation raised concerns about the location of the existing taxi rank owing to high levels of U-turning by taxi drivers. There is also a bus shelter and bay next to the rank, and problems have been raised about buses being unable to fully access the shelter and raised kerb facility owing to car parking encroaching into the bus bay area.

2.7.2 It is therefore proposed to relocate the existing taxi rank parking on High Street from the east side of Mount Street to the west side. There would be no net loss of taxi parking spaces in light of this change. Relocation here relieves the aforementioned public transport issues and would also have the benefit of reducing U-turning manoeuvres, as there is a turning opportunity in the Council offices at the Square which could instead be used in a safer manner to access the taxi rank. Relocation of the taxi rank would also provide more high demand short-term parking spaces in the centre of High Street.

2.7.3 Consultation with taxi drivers revealed mixed views on this. While some operators raised concerns about the extra distance (approximately 75 metres) that their elderly customers would have to walk to on leaving the High Street convenience store, other operators recognised the benefits that the rank relocation could deliver.

2.7.4 Plans detailing the proposed relocation of the taxi rank can be found in Appendix 6 to this report.

## 2.8 Waiting Restrictions

2.8.1 It is proposed to extend waiting restrictions on both sides of Arbeadie Road, near its junction with Station Road by 15m. This proposal is intended to address concerns over vehicles parking in a legal manner but prohibiting two ways flows along Arbeadie Road close to its junction with Station Road. The proposed extension is as shown in Appendix 7.

2.8.2 It is also proposed to extend waiting restrictions on various side streets around Banchory Primary School, currently used by parents parking to drop pupils off at school. The following restrictions are proposed:

- a) 15 metre extension on Dalvenie Road near its junction with Arbeadie Road;
- b) 10 metre extension on the north side of Grant Road and 5 metre extension on the south side of Grant Road, near its junction with Arbeadie Road;
- c) 5 metre extension on the north side of Ramsay Road near its junction with Arbeadie Road;
- d) 40 metre restriction along the length of Arbeadie Road between its junctions with Watson Street and Ramsay Road.

2.8.3 On Raemoir Lane, issues were raised surrounding parked vehicles on both sides of the street making it difficult for buses and other large vehicles gaining access from Raemoir Road. It is understood that a range of users park along Raemoir Lane, including people accessing the sheltered housing, staff of Banchory Academy and also users of the Sports Centre. It is therefore proposed to introduce waiting restrictions around the junction of Raemoir Lane with Dalvenie Gardens (the Sheltered Housing complex) including opposite the access to Dalvenie Gardens to prevent parking here. This would improve visibility at this junction, particularly for larger vehicles and would reduce the potential for conflict between passing pedestrians (including Banchory Academy pupils) and vehicles accessing the sheltered housing complex. Appendix 7 sets out the scope of the proposed work. Furthermore, as part of the 2005 review, waiting restrictions were approved at the junction of Raemoir Lane with Raemoir Road but were never implemented. It is therefore proposed to implement these at the same time as the works proposed for the Raemoir Road / Dalvenie Road to prevent cars parking close to this junction.

2.8.4 As described in section 2.6.3, it is also proposed to introduce parking restrictions to prohibit parking at the junction of Tillybrake Road / Tillybrake Industrial Estate.

## 2.9 Traffic Signals and Signage

2.9.1 Some issues surrounding the performance and efficiency of the High Street / Dee Street traffic signals have been raised. A study commissioned to examine measures to improve the efficiency of the traffic signals confirmed that the signals are operating in near saturated conditions and only minor improvements in operation could be achieved through changes in signal timings alone. It is proposed that some redefining of the markings takes place to maximise capacity.

## 2.10 Other Matters

2.10.1 At the pedestrian crossing, located on High Street near its junction with Dee Street, it is proposed to introduce a short section of guardrail west of the crossing. This should assist in reducing the potential for illegal parking and

stopping by vehicles accessing the shops at the east end of High Street. Appendix 8 sets out the proposed location for this work.

2.10.2 In response to concerns that pedestrians frequently walk along the road bridge at the Falls of Feugh rather than use the footbridge on the south side of the bridge, it is proposed to install an information sign informing pedestrians to cross over to use the pedestrian footbridge.

## 2.11 Consultation

2.11.1 The Head of Finance and the Monitoring Officer within Corporate Services have been consulted and are in agreement with the contents of this report.

2.11.2 Following the Committee meeting it is proposed to undertake a four week statutory consultation by letter to interested parties such as the AA, RAC, Road Haulage Association and others followed by a four week public consultation when site notices are erected at the affected locations seeking comment from anyone who wishes to make representation. Any unresolved issues or objections will be brought back to Marr Area Committee for resolution.

## 3 **Financial and Staffing Implications**

3.1 The proposals to introduce 20mph speed limits would be covered as part of a rolling programme from the Capital Plan. The proposed introduction of the 30mph and 40mph speed limits would be covered as part of the traffic management budget stream from the revenue programme. There is also a rolling programme in the Capital Plan which would be used to take forward the traffic calming schemes proposed within this report. All other proposals would be covered from the revenue programme.

3.2 There are no specific staffing implications arising from this report.

Director of Infrastructure Services

Report prepared by Mark Skilling  
01 February 2011

## TRAFFIC MANAGEMENT REVIEW OF BANCHORY – LIST OF APPENDICES

### Appendix

1. List of Problems, Issues and Opportunities raised by various Consultations undertaken in Banchory 2008/09
2. 20mph Speed Limits (Schedule)
  - 2.1 Hill of Banchory
  - 2.2 Hill of Banchory
  - 2.3 Olympia Gardens
  - 2.4 Upper Lochton
  - 2.5 Forestside Road / Bredero Driver
  - 2.6 Heath Row
  - 2.7 Burn of Bennie Business Unit Road
3. 30mph and 40mph Speed Limits (Schedule)
  - 3.1 Interactive Signage on A93
  - 3.2 40mph speed limit on Glassel Road
4. Traffic Calming (Schedule)
  - 4.1 Watson Street
  - 4.2 Forestside Road
5. Car Parking (Schedule)
  - 5.1 Tillybrake Road
  - 5.2 Disabled Spaces, High Street
6. Taxi Parking, High Street
7. Waiting Restrictions (Schedule)
  - 7.1 Arbeadie Road / Station Road
  - 7.2 Dalvenie Road
  - 7.3 Grant Road
  - 7.4 Ramsay Road
  - 7.5 Arbeadie Road between Watson Street / Ramsay Road
  - 7.6 Raemoir Lane
  - 7.7 Tillybrake Road
8. Visi-Rail. Dee Street / High Street

## Appendix 1: List of Problems, Issues and Opportunities raised by various Consultations undertaken in Banchory 2008/09

<b>Banchory Traffic Management Review: List of Problems, Issues and Opportunities</b>			
<b>Banchory &amp; District Initiative (BDI): BDI conducted a 'Making it Real' consultation exercise in November 2008. The consultation, which was organised jointly by the BDI and Banchory Community Council, involved a series of four focus groups followed by a public meeting at the end of November. In total, over 1500 comments were received, with those pertinent to transport in the town outlined below.</b>			
Ref	Location	Issue / Request	Discussion
1	High Street	Bypass	Some residents suggested that a bypass could allow the High Street to be pedestrianised.
2	East Banchory	Proposed Park & Ride	Some support for a Park & Ride facility, although various consultation responses also confirmed opposition to this.
3	Proposed Tesco Development	Shuttle Bus	Concerns from businesses that people will park here rather than the town centre. A shuttle bus from Tesco to town centre was thus suggested.
4	High Street	Parking Restrictions for Delivery Vehicles	Concerns regarding delivery vehicles on High Street contributing to increased traffic along the route and reducing parking availability for shoppers.
5	Town Centre	Parking Improvements	It was suggested that there is a need for town centre parking improvements through design, provision and time management.
6	Town Centre	Lack of Tourist Coach Parking	It was suggested that tourism is important to the town's economy but that there was no coach
		<b>Officer Comment / Proposal</b>	
			Due to the lack of an alternative road it is not believed to be feasible to make High Street a pedestrian precinct.
			The Banchory Park & Ride proposal is being progressed as part of a separate study and is not being considered as part of the Traffic Management Review. Comments on the proposed Park and Ride will be passed onto the Transportation unit who are taking this forward.
			This is an operational issue related to the development itself as opposed to a traffic management issue. As such, this issue is not being considered as part of the Traffic Management Review.
			No obvious solution.
			Additional car parking provision would be subject to land becoming available in the town centre.
			To update available information, car part beat surveys will be undertaken in 2010.
			Previous discussions with the tourism industry have suggested that there are well established packages

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<b>Ref</b>	<b>Location</b>	<b>Issue / Request</b>	<b>Discussion</b>
		<b>Issue / Request</b>	<b>Officer Comment / Proposal</b>
			to the North East that tend to stay in and/or visit Braemar, Ballater and Aberdeen and have no plans to stop in Banchory (notwithstanding whether coach parking is available). At present, there is a drop-off facility within Bellfield car park and there are no proposals to establish a specific coach parking area as part of this Review.
7	General	Cycle Lanes on Road	parking facility near the town centre which inhibited stop-offs. It was considered that this could have a detrimental impact on town centre businesses.  General comment raised; no specific location information.
8	General	Additional Walking and Cycling Routes	General comment raised; no specific location information.
9	Bellfield Area	Car Park Design	Current car park said to be poorly designed. Car park should be able to accommodate tourist buses.
10	General	Re-open Rail Line	Some consultees suggested reintroducing rail services to Banchory.
11	General	More Traffic Calming	General comment raised; no specific location information.
12	General	Bus Service Improvements	It was generally recognised that Banchory had a good public transport service although some issues were raised, including the affordability and reliability of some services.
13	General	Taxi Parking	Taxis should wait to the west of town with only a few spaces in the village.
			to the North East that tend to stay in and/or visit Braemar, Ballater and Aberdeen and have no plans to stop in Banchory (notwithstanding whether coach parking is available). At present, there is a drop-off facility within Bellfield car park and there are no proposals to establish a specific coach parking area as part of this Review.  Taken forward as appropriate.
			Taken forward as appropriate.
			The layout of the car park will be looked at with a view to developing clearer, more understandable flow direction signage.  See Ref 6.
			Issue not being considered as part of Traffic Management Review.
			Taken forward as appropriate.
			Bus service improvement issues related to quality, reliability and affordability are outwith the scope of this Traffic Management Review though will be passed to colleagues in the Public Transport Unit for discussion with private operators.
			As part of the Traffic Management Review, it is proposed to relocate the taxi rank on High Street from the east of Mount Street to the west of Mount Street. This should assist in reducing the potential for U-turning on High Street (using Mount Street) and

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

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Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
14	High Street	Pedestrianisation	Some residents stated they would like to see the High Street pedestrianised, highlighting the needs for a holistic approach to make it successful e.g. bus lanes and express buses through congested/high traffic areas.	would also address public transport concerns in relation to buses being unable to fully access the bus bay on High Street due to parked / waiting vehicles. See Ref 1.
15	Banchory Primary	Bike Racks		Agreed that the provision of secure bike storage is important to encourage increased levels of cycling. Issue passed to School Travel Planning Officer.
16	Raemoir Road	Footpath Widening		On the back of the 2005 Traffic Management Review, the existing road was narrowed to provide a wider footpath. This was in response to the concerns about the width of the footpath near the post office.
17	High Street	Maintenance Works	Stop digging up the High Street.	From time to time, maintenance works are essential. As stated in the LTS, the Council will continue to put in place measures to reduce disruption to road users during maintenance works.
18	General	New / Additional Bus Services	Banchory to Westhill, Airport/Dyce and Altens were promoted. More Sunday services were also requested.	See Ref 12.
19	General	Longer Distance Cycle Routes	Develop bike paths linking settlements in Banchory / Drumoak / Westhill / Aberdeen - for commuting as well as recreation.	Outwith scope of this Traffic Management Review which is concentrated in the town itself. The Deeside Way has however been significantly improved in recent years and further improvements are planned going forward.
20	Scolty	Walking / Cycling Opportunities	Short path in Scolty woods from Deeside Way down to river bank opposite cairn has been allowed to go wild. This, if reinstated, makes a	Traffic Management Review specifically concentrated on addressing issues designed to improve safety and efficiency of road users, including pedestrians, in the

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			<b>Officer Comment / Proposal</b>
21	Banchory Lodge	Walking / Cycling Opportunities	good round trip from either the Scolty car park or the Shooting Greens.
22	Hill of Banchory	More Cycle Paths	Open up old 'road' between Coach End and Banchory Lodge for public access. More cycle paths on the Hill of Banchory in the woods.
23	Auchattie to Scolty Hill	Wall Improvements	Wall said to be in a dangerous state and needs repaired.
24	West End of High Street	Pedestrian Crossing	It was suggested that a pedestrian crossing at west end of High Street is essential.  It should be noted that a pedestrian crossing at this location was proposed as part of the last Traffic Management Review undertaken in Banchory in 2005/06. However, this proposal was subsequently rejected by Area Committee due to concerns that this would lead to the loss of too many car parking spaces on High Street.
25	High Street	Move Taxi Rank	Taxi rank removed to site off High Street. Bridge Street suggested as an alternative.
26	High Street	20 mph Speed Limit	20 mph through Banchory High Street.
			See Ref 13. Considered that Bridge Street would be unsuitable given that this is not as central as High St and is on a slope, making it unsuitable for the elderly and infirm Accident data revealed that over the last five years there have been 27 accidents on High Street and of these 23 were damage only; the majority of which involved parked cars. This number appears high and will be looked into. Speed not considered to be the issue.

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

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Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
27	Feugh	New River Dee Crossing	Suggestion for a bridge across the Feugh on the South Deeside Road to reduce traffic through Banchory town centre.	A new bridge is not affordable and is therefore not being considered as part of this Traffic Management Review.
28	Mount Street	No Parking	Consultee requested double yellow lines all the way up Mount Street due to concerns that the bus service (203) is in danger of hitting vehicles parked along this route.	'No waiting' restrictions were introduced on Mount Street following the 2005 Review and are felt to be adequate. Therefore, no further action is proposed.
29	Arbeadie Road	Traffic Calming	Arbeadie Road was said to have major traffic problems. It was said to be too narrow between Ramsay Road & Station Road, and as a result cars have to stop to give way to buses. It was also said that the junction with Ramsay Road was very dangerous, and should be addressed particularly as this is beside the Primary School.	Speed surveys at three locations on Arbeadie Road revealed the 85%ile of traffic to be 22mph (at Woodside Road junction), 32mph (north of school), and 24mph (close to Station Road junction).  Arbeadie Road/Ramsay Road junction should be improved as part of the development of a footpath between Ramsay Road and Watson Street (this will reportedly involve knocking down the garden/house wall at the corner of Ramsay Road, improving visibility for pedestrians and motorists).  Speed surveys to be undertaken.
30	Woodside Road	Traffic Calming	Consultation suggested that Woodside Road has traffic problems which have been made worse by people avoiding the traffic lights at the bottom of Raemoir Road.	
31	Watson Street	Traffic Calming / Reduced Speed Limits	Consultation suggested there was a need to stop the speeding of cars on Watson Street.	A 20mph speed limit was introduced on Watson Street following the 2005 Traffic Management Review. Speed surveys (Aug 2009) suggest 85 <sup>th</sup> percentile speeds particularly on the eastern side of Watson Street are around 35/36 mph. This would suggest that the 20mph limit is not having the desired effect, and thus consideration is being given to the introduction of additional traffic calming, as set out in

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		Issue / Request	Officer Comment / Proposal
32	High Street	Traffic Calming / Reduced Speed Limits	Consultation suggested there was a need to stop the speeding of cars on High Street.
33	Scott Skinner Square	Improved signage	Consultation suggested the need for better signage to attract people into Scott Skinner Square at all its entrances.
34	High Street	Additional Disabled Parking	One respondent stated that taxis should be removed from the High Street to allow for more disabled parking to be provided.
<b>The following issues are taken from the BDI Action Plan for Banchory. This was developed in light of the consultation from above.</b>			
35	Town Centre	Parking Improvements	There is strong opinion that town centre parking needs improvement through design, provision and time management.
36	Town Centre	Revised Signage	It is understood that BDI are investigating the level of community support for developing a Banchory Coat of Arms to provide a formal town identity.
37	Town Centre	Tourist Coach Parking	It has been suggested that there is a need for a coach parking facilities near the town centre to assist tourist coach drop-offs.
38	High Street	Removal of Taxi Parking	It was suggested that taxi parking on High Street should be removed to release shopping parking spaces.
			the report. See Ref 26.
			For further consideration as part of a wider signage review of the town.
			As part of the 2005 Traffic Management Review, new on-street disabled spaces were to be provided. Site visits revealed, however, that these were never installed. Therefore, it is proposed to install two disabled spaces on the High Street. In line with the proposed changes to the taxi rank location, it is proposed that the disabled spaces are located in the more central locations occupied by the existing taxi rank.
			See Ref 5.
			If a Coat of Arms is developed, replacement/additional signage will be needed throughout the town and Aberdeenshire Council will be happy to provide sign design support.
			See Ref 6.
			See Ref 25.

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			<b>Officer Comment / Proposal</b>	
39	High Street	Additional Disabled Parking		See Ref 34.
40	High Street	Pedestrianisation		See Ref 14.
41	High Street (west end)	Pedestrian Crossing	There is a continuing wish by some for a safe crossing at the west end of High Street.	See Ref 24.
42	East End of Town	Park and Ride	Concerns were raised about the economic value of the proposed Park and Ride and its ability to serve job locations. The proposed location at the east end of the town was also considered to be a potential eyesore.	See Ref 2.
43	Proposed Tesco Development	Shuttle Bus	There is concern that the Tesco car park will void people coming into town to shop and it was suggested that a shuttle bus between the High Street and Tesco would be need to attract people into the town centre.	See Ref 3.
44	General	Relief Road	It was suggested that a relief road may be needed at some stage in the future.	This issue is not being considered as part of the Traffic Management Review.

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

**School: In June 2009, the Parent Council at Banchory Primary School circulated a questionnaire to gather information from parents about their experiences of getting to and from the school safely for feeding into the development of the School Travel Plan and this Traffic Management Review. The survey was completed by 43 families, representing parents of 70 children from every school/year.**

Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
45	Arbeadie Road	<ul style="list-style-type: none"> <li>Narrow between school and Station Road.</li> <li>Narrow pavement at bottom - suggest railing to prevent children stepping into road.</li> <li>No pavement on west side between Watson St and Ramsay Rd.</li> <li>Restricted vision from all junctions with side roads, hence junctions difficult for drivers and pedestrians.</li> <li>Parked cars (suggest extend double yellow lines).</li> <li>Timed 20mph zone too short - southern limit only starts within school zig zag marks</li> </ul>	<p>In total, 17 separate comments were received in relation to Arbeadie Road from parents.</p> <p>85<sup>th</sup> percentile speed of traffic on Arbeadie Road was found to be 22 mph (at the north end), 32 mph (at its midpoint - south of Grant Road/north of school) and 24 mph (at the south end approaching Station Road).</p>	<p>Negotiations are ongoing with a local landowner regarding the provision of a footway on Arbeadie Road between Watson Street and Ramsay Road. This will provide a continuous footpath from Station Road north towards the school. Following completion of this path, it is also proposed to relocate the schools 20 flashing sign further south.</p> <p>The school 20s flashing signs have been reprogrammed so that they cover the time periods when pupils are travelling to and from Banchory Primary School.</p> <p>Some minor extensions to parking restrictions are also proposed to improve visibility for pupils crossing at junctions along Arbeadie Road. These include Arbeadie Road's junctions with Dalvenie Road, Grant Road, and Ramsay Road. It is to be noted however that there is already a high level of waiting restrictions on Arbeadie Road and it is difficult to extend waiting restrictions any further without encroaching on residential frontages.</p> <p>Other measures promoted through the School Travel Plan could be used to reduce parking problems (i.e. letters to parents, residents), awareness raising campaigns etc.</p>
46	Ramsay Road	<ul style="list-style-type: none"> <li>Poor sightlines at junction with</li> </ul>	<p>In total, 17 separate comments were received in relation to Ramsay Road from parents. It was</p>	<p>It is proposed to slightly extend parking restrictions at the Ramsay Road/Arbeadie Road junction. As</p>

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

*School. In June 2009, the Parent Council at Banchory Primary School circulated a questionnaire to gather information from parents about their experiences of getting to and from the school safely for feeding into the development of the School Travel Plan and this Traffic Management Review. The survey was completed by 43 families, representing parents of 70 children from every school year.*

Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
	Arbeadie Road.	<ul style="list-style-type: none"> <li>• Congestion and inconsiderate parking at junction with Arbeadie Road – extend double yellow lines.</li> <li>• No safe crossing point.</li> <li>• Speeding traffic – suggest calming measures, or 20's plenty during school hours.</li> <li>• Crossing from Elms</li> <li>• Rise pedestrian path difficult because of combination of width of road, fast traffic, brow of hill and bend.</li> </ul>	<p>suggested that it is not necessarily the volume of traffic that is the concern, but the speed.</p> <p>Speed surveys revealed the 85<sup>th</sup> percentile of traffic was 33-34mph at western side of Ramsay Road (west of Elms Rise) and around 29-30mph in the eastern section of Ramsay Road.</p>	<p>indicated in Ref 45, Arbeadie Road/Ramsay Road junction improvements in the form of a footpath provision should improve visibility at the junction.</p> <p>It is also proposed to install a Build-Out / Pinch-point to provide a safe crossing location around the Elms Rise footway. Visibility is poor here due to parked cars along the south side of Ramsay Road and parking restrictions are unfeasible due to requirement for residences (of Watson St) to access their garages. The provision of a build-out or pinch-point could also help to reduce speed along this section.</p> <p>The introduction of a 20mph zone on Ramsay Road would require significant traffic calming measures, which it has been suggested would prove unpopular locally. Accordingly, this is not proposed as part of the traffic management review. The provision of a build-out or pinch-point could however contribute to the desired reduction in speeds.</p>
47	Raemoir Road	<ul style="list-style-type: none"> <li>• Additional pedestrian crossing as there is only one controlled crossing on Raemoir Road and pupils are often tempted to cross further up.</li> <li>• Junction with Deevie Road and</li> </ul>	<p>In total, 14 separate comments were received in relation to Raemoir Road from parents.</p>	<p>Although an additional crossing could be provided further north, the cost benefit of this is questionable given there is already a crossing on Raemoir Road.</p>

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

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Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
48	Grant Road	<p>Tillybrake Road very dangerous to cross. Poor sightlines for drivers at that junction.</p> <ul style="list-style-type: none"> <li>• Speeding traffic.</li> <li>• Junction with Arbeadie Road is congested with parked cars and heavy traffic at school start and finish.</li> <li>• Zebra crossing on Grant Road.</li> </ul>	<p>In total, 10 separate comments were received in relation to Grant Road from parents.</p>	<p>It is proposed to slightly extend the waiting restrictions at the Arbeadie Road end of Grant Road to improve visibility for pupils crossing this road. However, it is to be acknowledged that the main problem with visibility at this junction is associated with the house wall at the corner of Arbeadie Road and it is unlikely that much can be done in this regard.</p> <p>Zebra crossing considered unfeasible and will not be installed here.</p> <p>Zebra crossing considered unfeasible and will not be installed here.</p>
49	Woodside Road / Arbeadie Road Junction.	<p>Safe crossing point at busy junction with Arbeadie Road.</p>	<p>Junction said to be very busy and there is no safe crossing point. A zebra/lollipop crossing was suggested.</p>	<p>Although the footway is intermittent along Burnett Road at present there are suitable crossing opportunities which mean pedestrians can travel along the length of Burnett Road using footways. It is therefore not proposed to construct a footway along the north carriageway.</p>
50	Burnett Road	<ul style="list-style-type: none"> <li>• Footway construction.</li> <li>• Speeding traffic.</li> <li>• Poor visibility at junction with Mount Street</li> </ul>	<p>The 85<sup>th</sup> percentile speed on Burnett Road is 32 mph.</p>	<p>Speed surveys to be undertaken.</p>
51	Lawson Avenue	<ul style="list-style-type: none"> <li>• Speeding traffic</li> <li>• Safe crossing point at junction with Arbeadie Road.</li> </ul>	<p>With regard to the junction with Arbeadie Road, it was said that it is dangerous for pedestrians to cross as hard to see vehicles speeding downhill from the pavement.</p>	<p>Crossing opportunities considered to be good here</p>
52	Tillybrake Road	<ul style="list-style-type: none"> <li>• Cycle path</li> </ul>		

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

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Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
		<ul style="list-style-type: none"> <li>No safe place to cross. Lots of car movement outside shop.</li> <li>Speeding traffic.</li> </ul>		<p>(e.g. straight road, good visibility) although provision of small car park area along the bank of the playing fields should help to reduce problems associated with parked vehicles on Tillybrake Road contributing to general congestion in the area. See also Ref 72.</p> <p>The 85<sup>th</sup> percentile speed on Tillybrake Road is 27 mph (closest to Raemoir Road) and 33 mph (outside Banchory Car Centre).</p> <p>An extension to the parking restrictions along Dalvenie Road at its junction with Arbeadie Road is proposed as part of this Traffic Management Review.</p>
53	Dalvenie Road	Cars park too close to Arbeadie Road junction which reduces visibility for those crossing the road.		
54	Heath Row	<ul style="list-style-type: none"> <li>Speeding Traffic</li> </ul>	The 85 <sup>th</sup> percentile speed on Heath Row is 29 mph.	It is proposed to introduce a 20mph speed limit on Heath Row.
55	Inchmarlo Road	<ul style="list-style-type: none"> <li>No safe crossing place; no/narrow pavement, several recent accidents.</li> <li>Display digital signs with actual speed.</li> </ul>		As part of this Traffic Management Review, it is proposed to introduce more prominent 30mph repeater signage in the form of 30mph LED vehicle activated signs along Inchmarlo Road to make drivers more aware of their speed and encourage them to slow down.
56	Mount Street	<ul style="list-style-type: none"> <li>Not safe to cross</li> </ul>	The 85 <sup>th</sup> percentile speed on Mount Street (north) is 33 mph and on Mount Street (south) is 29 mph.	Considered that the most likely location on Mount Street where people will want to cross is down at the High Street end, where visibility is relatively good. Greater enforcement is a police issue.
57	Station Road	<ul style="list-style-type: none"> <li>Speeding traffic doesn't always stop for crossing patrol.</li> </ul>		
58	Watson Street	<ul style="list-style-type: none"> <li>Speed of traffic –</li> </ul>		See Ref 31.

**Banchory Traffic Management Review: List of Problems, Issues and Opportunities**

**School: In June 2009, the Parent Council at Banchory Primary School circulated a questionnaire to gather information from parents about their experiences of getting to and from the school safely for feeding into the development of the School Travel Plan and this Traffic Management Review. The survey was completed by 43 families, representing parents of 70 children from every school year.**

Ref	Location	Issue / Request	Discussion	Officer Comment / Proposal
59	General	suggest calming measures. Crossing Patrollers.	Several respondents indicated that they were not confident that cover would be present if patrollers were absent for any reason. The current situation where there has been no patroller at Station Road for several weeks was felt to be unacceptable, as was the lack of updated notification for parents after the first week of absence.	Cover for school crossing patrollers is the responsibility of colleagues in Planning and Environmental Services. These comments will be passed to them.
60	General	Overhanging foliage obscures road signs (e.g. on Raemoir Road approaching academy from south the first Children Crossing' sign is obscured by foliage – Jun 2009).		These comments will be passed to the relevant colleagues in Roads Service.

<b>Banchory Traffic Management Review: List of Problems, Issues and Opportunities</b>				
<b>Residents: List of issues collated from residents, including issues passed on by local members</b>				
<b>Ref</b>	<b>Location</b>	<b>Issue / Request</b>	<b>Discussion</b>	
			<b>Proposal</b>	
61	Watson Street	Traffic Calming	<p>Consultee raised concerns about increased volume and speed of traffic on Watson Street. It was said that the 20mph limit introduced in the area had had limited impact on traffic behaviour. Consultee requested additional traffic calming measures, particularly near to the Elms Rise/Watson St junction (suggested traffic calming similar to that place at the lower end near the Chip Shop).</p>	See Ref 31.
62	Arbeadie Terrace / Station Road	Difficulty exiting for motorists turning right onto Station Road.	<p>This was an issue observed on site. Right turn manoeuvre from Arbeadie Terrace onto Station Road difficult owing to flows of traffic east, and traffic queuing west due to the traffic signals. Motorists dependent on other drivers letting them out.</p>	<p>There is limited work that can be undertaken here to address this given the proximity of this junction to the High Street / Dee Street traffic signals. In future reprogramming of signal timings, consideration could be given to see whether this is an issue.</p>
63	Raemoir Lane	Parking Restrictions	<p>Consultee suggested that parking on both sides of Raemoir Lane makes it difficult for the buses (Sheltered housing and DRT service) and goods vehicles turning off Raemoir Road, especially when school children use this route.</p>	<p>It is understood that a range of groups use park along Raemoir Lane, including people accessing the sheltered housing, teachers for Banchory Academy and also users of the Sports Centre. It is proposed to introduce waiting restrictions around the junctions of Raemoir Lane with Raemoir Road, and also at the junctions to Dalvenie Gardens (the Sheltered Housing complex), including opposite the junction on the north verge of Raemoir Lane to prevent parking here. This would improve visibility here, particularly for larger vehicles e.g. buses and goods vehicles.</p>
64	Glassel Road	Traffic Calming	<p>Concern from resident about road safety on the Inchmarlo Road around the Glassel Road area at the western edge of Banchory, primarily due to vehicle speeds of traffic entering Banchory from Inchmarlo and not slowing down, and also</p>	<p>As part of this review, it is proposed to extend the 40mph speed limit to the bus stop area north of the existing order. (Note, the existing order, which saw a 40mph speed limit introduced from the current terminal location of the existing 30mph speed limit to beyond</p>

Banchory Traffic Management Review: List of Problems, Issues and Opportunities			
Residents' List of Issues collated from residents, including issues passed on by local members.			
Ref	Location	Issue / Request	Discussion
			leaving the High Street and building up speed before the derestricted zone. It was also suggested that drivers cut the corner into Glassel Road very sharply. Information was provided on a number of accidents in the area.
			Speed surveys reveal the 85 <sup>th</sup> percentile speeds of traffic in the west end of Banchory on the A93 to between 38-40mph.
65	High Street (between Kinneskie Road and Mount Street)	Removal of Bus Bay Road Markings and Introduction of Restricted Waiting Signage	Bus stop marking on the south side of the high street between Kinneskie Road and Mount Street require burnt off. A 45 minute waiting sign is also required for this section. Both these issues were identified by a local traffic warden.
66	High Street / Dee Street Junction	Parking Restrictions for Delivery Vehicles	There were said to be big problems at this junction owing to many delivery lorries waiting/parking at this point (anecdotal evidence of up to 5 lorries on either side of the road parked on the crossing).
67	A93 West End of Banchory	Removal of traffic islands and bollards.	
68	Throughout Banchory, particularly Hill of Banchory.	20mph speed limits required for some of the Banchory development roads.	Understood that some roads were established with 20mph speed limits following the 2005 Traffic Management Review, although some further 20s zones may be required.
69	Arbeadie Road	Waiting restrictions outside the Taxi Office.	
			the entrance to Inchmarlo Golf Club, was introduced as part of the 2005 Banchory Traffic Management Review).
			Issue being addressed by Roads Service.
			It has been suggested that pedestrian barriers would make it clearer that no parking should take place here, although there is a vehicle entrance next to no. 78 which could cause problems if installing barriers.
			Proposal to introduce road markings to clearly demarcate a left turn lane from the High Street onto Dee Street.
			Bollards have already been removed. See Ref 55.
			As set out in the Traffic Management Review, it is proposed that various residential streets in Banchory (particularly around the Hill of Banchory area) are established with 20mph orders.
			As part of this review, it is proposed extend parking restrictions on both sides of Arbeadie Road, near its junction with Station Road by 15m. This should help to address concerns over vehicles parking in a legal

Banchory Traffic Management Review: List of Problems, Issues and Opportunities			
Residents: List of issues collated from residents, including issues passed on by local members			
Ref	Location	Issue / Request	Discussion
			Proposal
70	General	Cycle facilities.	manner but prohibiting two ways flows along Arbeadie Road close to the Station Road junction. Taken forward as appropriate.
71	Tillybrake Road	Parking restrictions or additional parking	Issue raised by Councillor (for location down the left side of the road travelling towards the Post Office depot). As an alternative, it was suggested to create some parking provision on the grassland where football cannot happen.
72	High Street (at junction with Mount Street) – outside the Burnett Arms.	Bollards	Issue raised by Councillor to prevent taxis from doing U-turns and mounting the pavement here.
73	High Street (at junction with Mount Street)	Parking restrictions.	Concerns from bus operators about buses turning at the bottom of Mount Street. Said that taxis, lorries and delivery vans which park at the bus stop is the issue here as if a lorry is parked near or on the taxi rank, the taxis then park all the way back on the bus stop. This prevents the bus from getting to the raised kerbs which will end up with a passenger falling and hurting themselves.
74	Upper Lochton	Speeding Traffic	Resident requested speed humps. See Ref 13. Enforcement (police issue).
75	Forests Road and Bredero Drive (continues as same through road)	Speeding Traffic	It is proposed to introduce a 20mph limit on this road as part of the traffic management review. It is proposed to introduce a 20mph speed limit, with traffic calming. There are already some road humps on Bredero Drive and thus, for consistency, it would make sense to extend humps along Forestside Road as well.

<b>Banchory Traffic Management Review: List of Problems, Issues and Opportunities</b>				
<b>Residents: List of issues collated from residents including issues passed on by local members</b>				
<b>Ref</b>	<b>Location</b>	<b>Issue / Request</b>	<b>Discussion</b>	
			<b>Proposal</b>	
76	Arbeadie Terrace	Waiting Restrictions	roads are in place following the development of Hill of Banchory West and South, this route should only be used by local traffic and thus consideration will be given to establishing this with a 20 mph speed limit. Request from resident to replace white H-Bar markings with waiting restrictions.	These marking have different purposes so this will not be taken forward as part of this Traffic Management Review.
77	Arbeadie Terrace	One Way System	Request from local resident to introduce a one-way system on Arbeadie Terrace.	There appears to be little desire to introduce a one way system here, and it is considered that one-way systems tend to increase speeds and are unpopular with residents as they can increase their overall mileage.
78	Arbeadie Terrace	Speeding Traffic / Request for 20 mph speed limit	The average speed on Arbeadie Terrace was found to be 21mph.	Arbeadie Terrace already has traffic calming features (road humps) and is a very narrow road. Accordingly, traffic speeds are low along the route, as evidenced by speed survey data.
79	Ramsay Road	Parking Problems	Parent concern for pupils crossing Ramsay Road at the footpath from Elms Rise due to speeding traffic and obscured visibility (particularly for drivers travelling west due to a rise in the road, and for drivers travelling east due to a sweeping corner.  85 <sup>th</sup> percentile 33-34mph at western side of Ramsay Road (west of Elms Rise) and around 29-30mph in the eastern section of Ramsay Road. To establish this area with a 20 mph speed limit would require significant traffic calming.	See Ref 46.
80	Ramsay Road	Lack of footpath on one	Parent concern about pupil safety, as for most of	Not considered feasible to develop a footpath along

Banchory Traffic Management Review: List of Problems, Issues and Opportunities			
Residents: List of issues collated from residents, including issues passed on by local members			
Ref	Location	Issue / Request	Discussion
		side.	the length of Ramsay Road there is no pavement on one side. This means that children leaving their houses to walk to school from the Watson Street side step straight onto a busy road.
81	High Street / Dee Street Junction	Performance of traffic signal operation.	<p>Technical Note by traffic consultants, AECOM, on traffic measures to improve efficiency of traffic signals at the High Street / Dee Street junction was prepared in November 2009.</p> <p>the south side of Ramsay Road owing to the requirement to maintain access to garages of Watson Street residents, which back onto Ramsay Road. Provision of crossing opportunity (e.g. kerb build-out etc.) at Elms Rise exit would improve access to existing footpath on north side of Ramsay Road (see Ref 46).</p> <p>The study found that the signals are operating in near saturated conditions and only minor improvements in operation could be achieved through changes in signal timings alone. Instead, a number of other recommendations were suggested as follows:</p> <p><u>Dee Street:</u> Alter approach to junction with road markings to show two lanes. In addition to allowing more traffic through the junction, this could have the benefit that drivers may be less likely to park on the double yellow lines as they will perceive this to be blocking one full lane as opposed to the current arrangement of only blocking part of one very wide lane.</p> <p><u>High Street:</u> - Alter the alignment of the High Street right turn, east and westbound lanes within the existing junction kerb lines in order to decrease the amount of road space allocated to westbound movements. This should reduce driver perception that there is sufficient space to park on the No Waiting restriction (a problem frequently referred to on High Street). - Also suggested to consider removing some parking on the eastbound approach to allow greater length of</p>

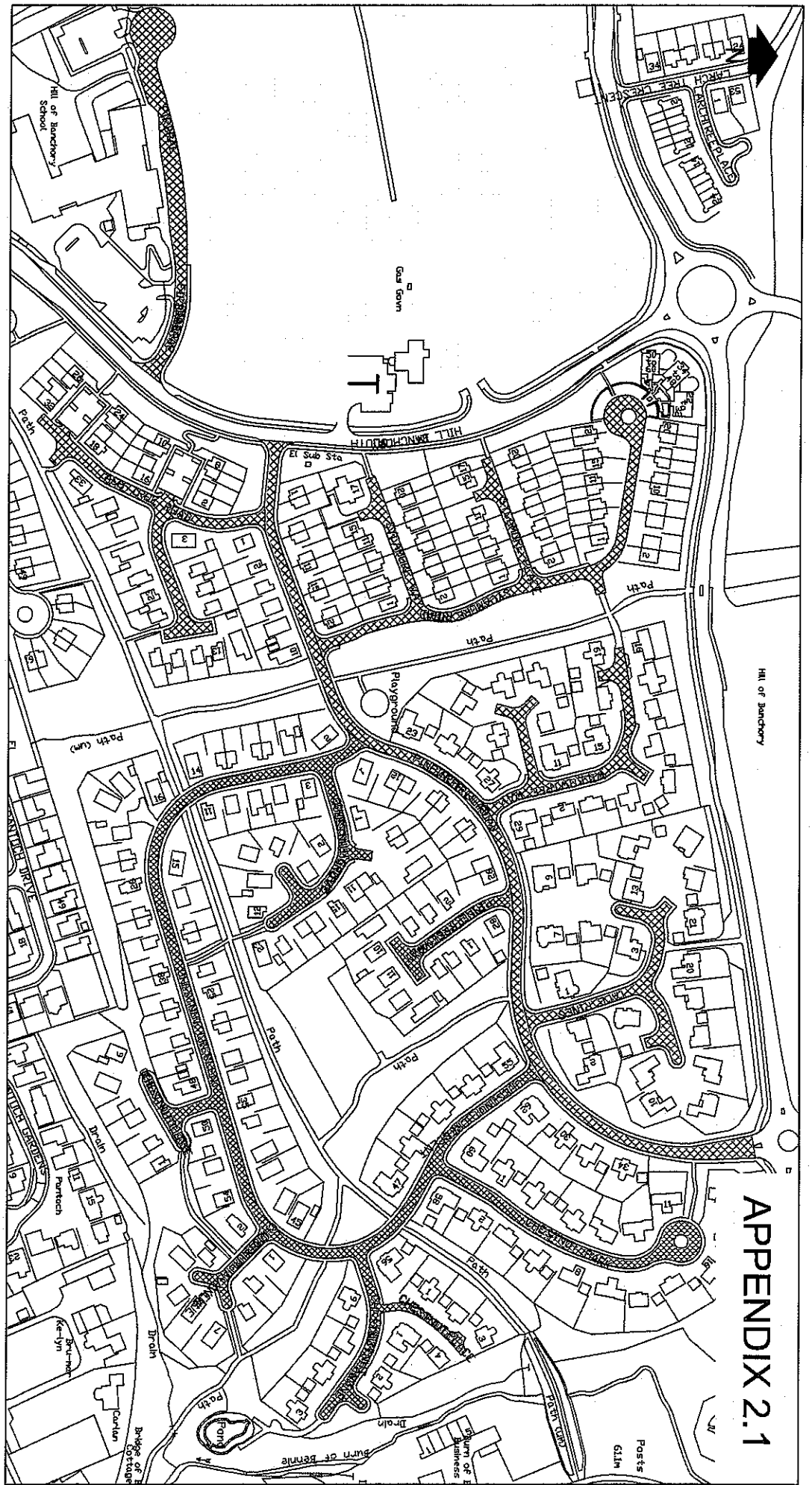
Banchory Traffic Management Review: List of Problems, Issues and Opportunities			
Residents' List of Issues collated from residents, including issues passed on by local members.			
Ref	Location	Issue / Request	Discussion
			<b>Proposal</b> two lane queuing. It is recognised that this would be unpopular and will therefore not be undertaken.
82	Dee Street opposite Bellfield Car Park.	Pedestrian Crossing	Some residents have suggested that a pedestrian crossing should be investigated on Dee Street to aid pedestrians crossing from Bellfield car park and the shops on High Street.
83	Bridge of Feugh	Additional waiting restrictions	Proposed to introduce signage to encourage pedestrians to use the pedestrian footbridge at the other side of the Bridge of Feugh, rather than travel along the Bridge of Feugh itself.
84	Bredero Drive	Traffic Calming	Discussions also required with land owner at Braehead regarding the corner improvement. See 75. The area is already traffic calmed with speed humps on Bredero Drive but it is proposed to introduce a 20mph speed limit along this road. It is also proposed that the 20mph continues along Forestside Road (and speed humps installed here) which should help to reduce speeds along this entire stretch, making it safer for pedestrians using this route.  In addition, to increase driver awareness as to the potential of pedestrians/pupils crossing at this point, it is proposed to erect 'Children Crossing' signs on both sides of the road for motorists approaching the crossing point on Bredero Drive from both north and south.

## Appendix 2

ABERDEENSHIRE COUNCIL Transportation & Infrastructure	20mph Speed Limit	Ref: Sheet: 1 of 3 By: RF Date: Sep 2010
REGULATION	LOCATION	REMARKS
20mph Speed Limit	<b>HILL OF BANCHORY AREA (Appendices 2.1 and 2.2)</b>	Mandatory
	<u>Pine Tree Road</u> In its entirety.	
	<u>Sycamore Road</u> In its entirety.	
	<u>Sycamore Place</u> In its entirety.	
	<u>Sycamore Way</u> In its entirety.	
	<u>Chestnut Grove</u> In its entirety.	
	<u>Chestnut Park</u> In its entirety.	
	<u>Chestnut Close</u> In its entirety.	
	<u>Chestnut Lane</u> In its entirety.	
	<u>Larch Tree Crescent</u> In its entirety.	
	<u>Larch Tree Place</u> In its entirety.	
	<u>Larch Tree Way</u> In its entirety.	
	<u>Cherry Tree Road</u> In its entirety.	
	<u>Rowan Tree Road</u> In its entirety.	
	<u>Hollow Tree Road</u> In its entirety.	
	<u>Oak Tree Avenue</u> In its entirety.	
	<u>Ash Tree Road</u> In its entirety.	
	<u>Beech Tree Road</u> In its entirety.	
	<u>Fir Brae</u> In its entirety.	
	<u>Tillybrake Rise</u> In its entirety.	
<u>Tillybrake Gardens</u> In its entirety.		

	<p align="center"><b><u>Olympia Gardens (Appendix 2.3)</u></b> In its entirety.</p>	
	<b>UPPER LOCHTON AREA (Appendix 2.4)</b>	
	<b><u>Upper Lochton</u></b> In its entirety.	
	<b><u>Provost Black Way</u></b> From the extended west kerb line of Provost Black Drive westwards for a distance of 157 metres or thereby.	
	<b><u>Provost Black Drive</u></b> From the extended south kerb line of Upper Lochton southwards for a distance of 163 metres or thereby.	
	<b>FORESTSIDE ROAD / BREDERO DRIVE AREA (Appendix 2.5)</b>	
	<b><u>Forestside Road / Bredero Drive</u></b> In its entirety.	
	<b><u>Forestside Drive</u></b> In its entirety.	
	<b><u>Forestside Gardens</u></b> In its entirety.	
	<b><u>Woodlands Road</u></b> In its entirety.	
	<b><u>Woodlands Place</u></b> In its entirety.	
	<b><u>Scolty View</u></b> In its entirety.	
	<b><u>Scolty Place</u></b> In its entirety.	
	<b><u>Corrichie Place</u></b> In its entirety.	
	<b><u>Kerloch Crescent</u></b> In its entirety.	
	<b><u>Tilquihillie Place</u></b> In its entirety.	
	<b><u>Tillybrake Road</u></b> From the extended south kerb line of Bredero Drive south then east for a distance of 92 metres or thereby.  Section of Tillybrake Road leading to numbers 4,6,8,10,12,14,and 16, in its entirety.	
	<b><u>Tillybrake Rise</u></b> In its entirety	
	<b><u>Tillybrake Gardens</u></b> In its entirety	
	<b>HEATH ROW (Appendix 2.6)</b>	
	<b><u>Heath Row</u></b> In its entirety.	

	<p><b><u>BURN OF BENNIE BUSINESS UNIT ROAD</u></b> <b><u>(Appendix 2.7)</u></b></p>	
	<p><b><u>Unclassified Road Number 139K (Burn of Bennie Business Unit Road)</u></b> From the extended north kerblines of the A93, Northwards for a distance of 320 metres or thereby.</p>	



APPENDIX 2.1

**LEGEND**


 PROPOSED 20MPH  
 SPEED LIMITS

**Aberdeenshire**

COUNCIL



Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW

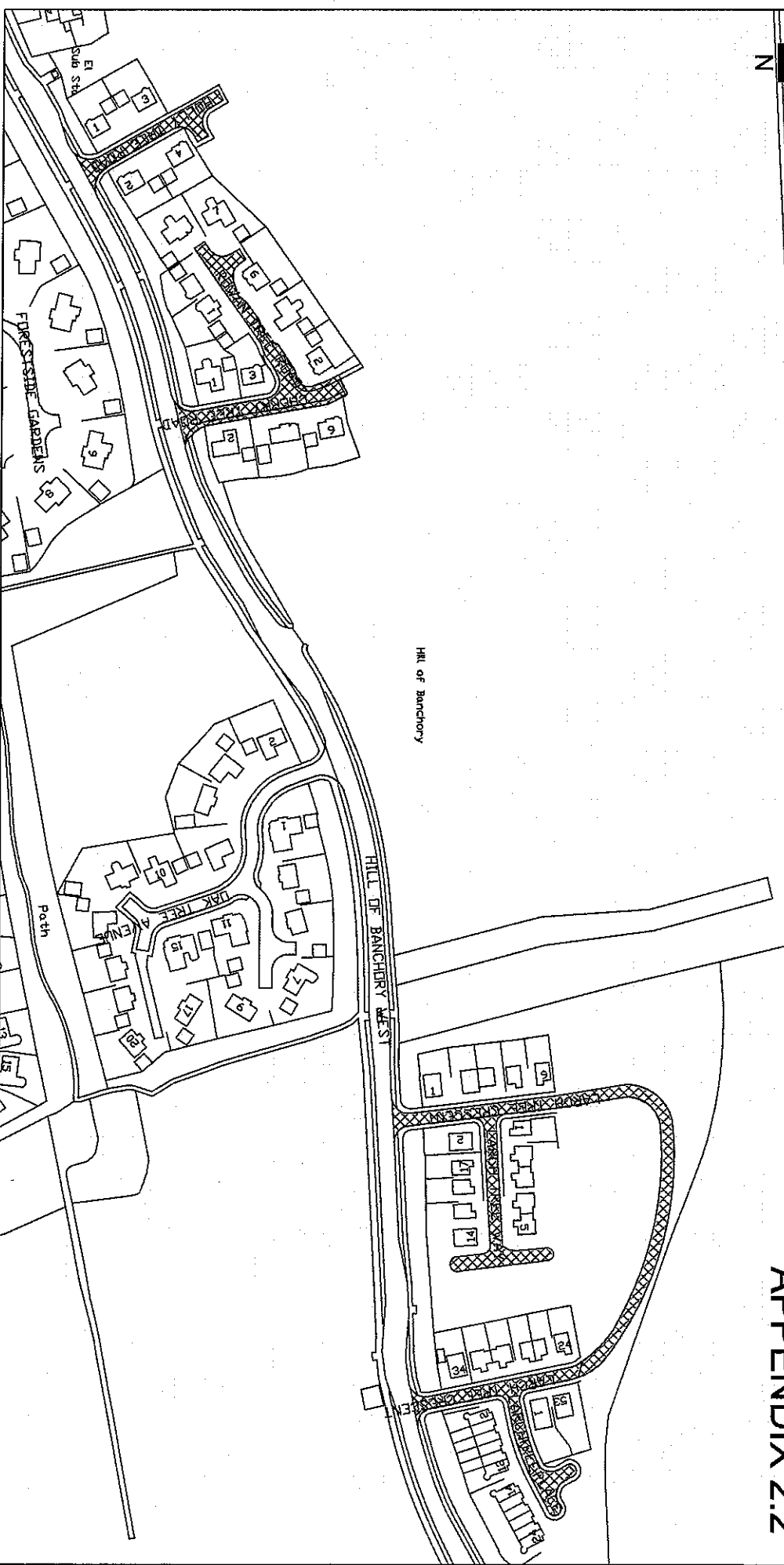
PROPOSED 20MPH SPEED LIMITS

HILL OF BANCHORY (DRAWING 1 OF 2)

NOT TO SCALE



# APPENDIX 2.2



## LEGEND

 PROPOSED 20MPH  
SPEED LIMITS

**Aberdeenshire**

COUNCIL



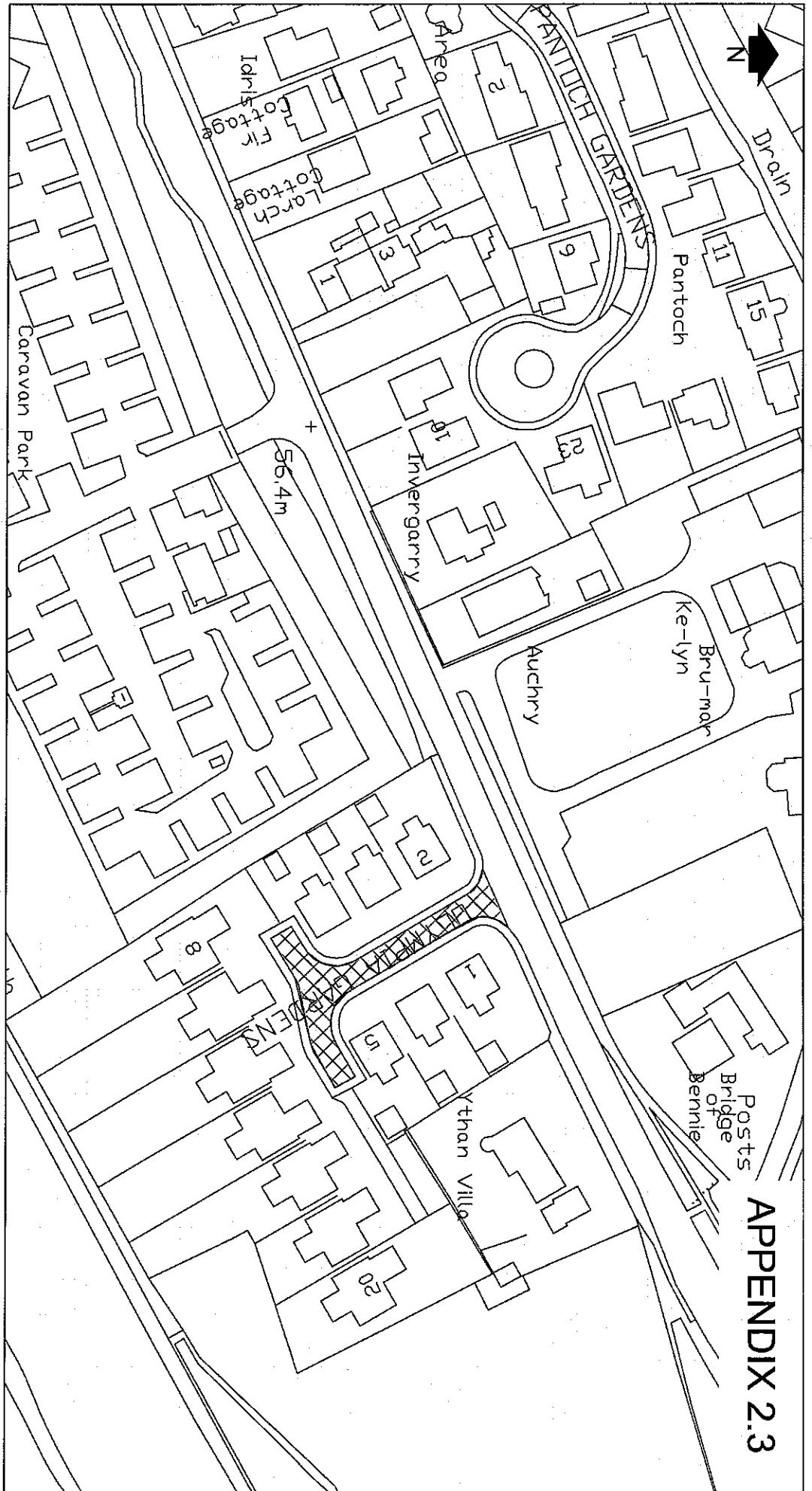
Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED 20MPH SPEED LIMITS

HILL OF BANCHORY (DRAWING 2 OF 2)

NOT TO SCALE



**APPENDIX 2.3**

**LEGEND**



PROPOSED 20MPH  
SPEED LIMIT

**Aberdeenshire**

COUNCIL



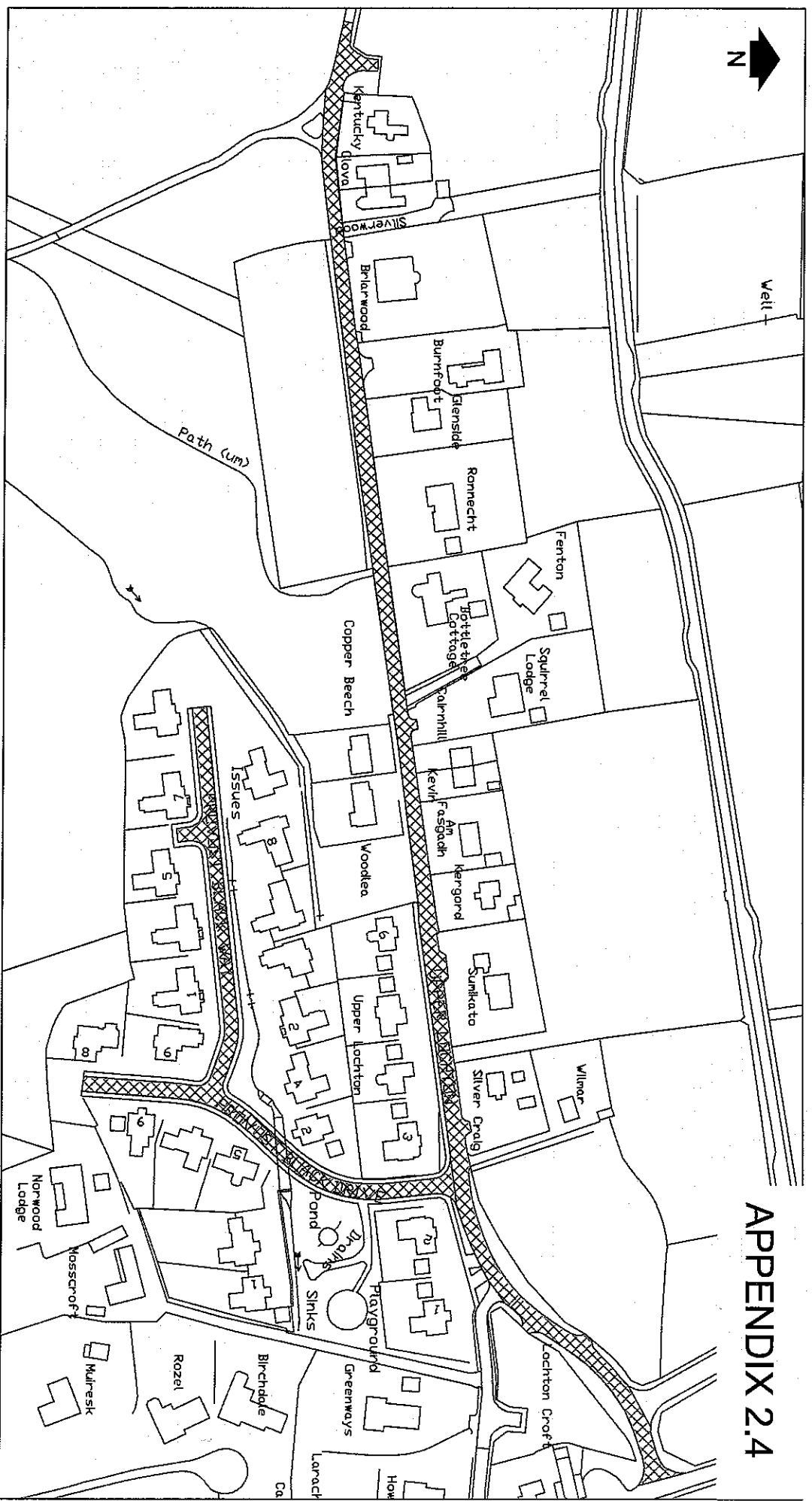
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BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED 20MPH SPEED LIMIT

OLYMPIA GARDENS

NOT TO SCALE



APPENDIX 2.4

**LEGEND**



PROPOSED 20MPH  
SPEED LIMIT

**Aberdeenshire**

COUNCIL



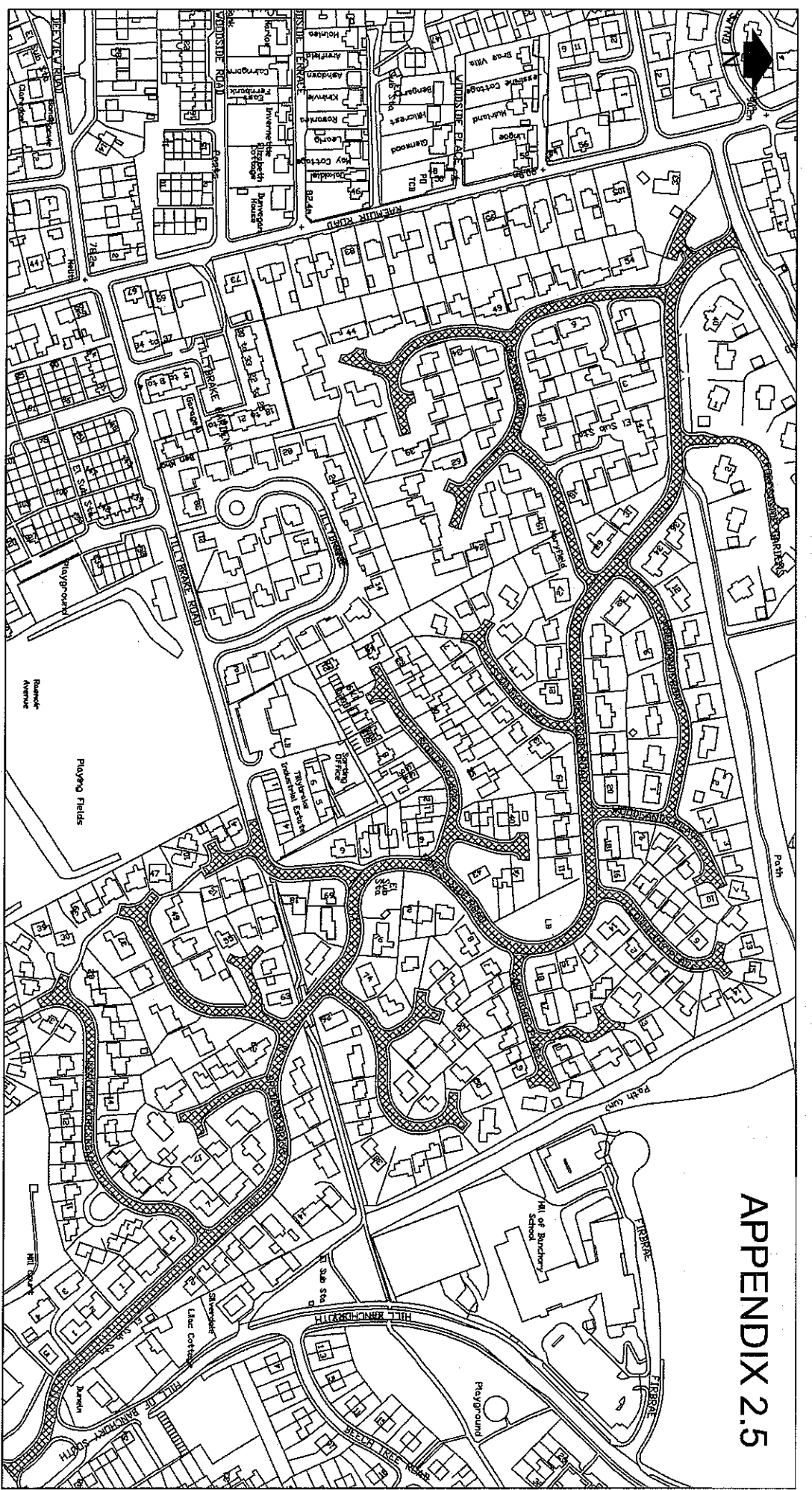
Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED 20MPH UPPER LOCHTON, PROVOST  
BLACK WAY, PROVOST BLACK DRIVE

NOT TO SCALE

# APPENDIX 2.5



## LEGEND



PROPOSED 20MPH  
SPEED LIMIT

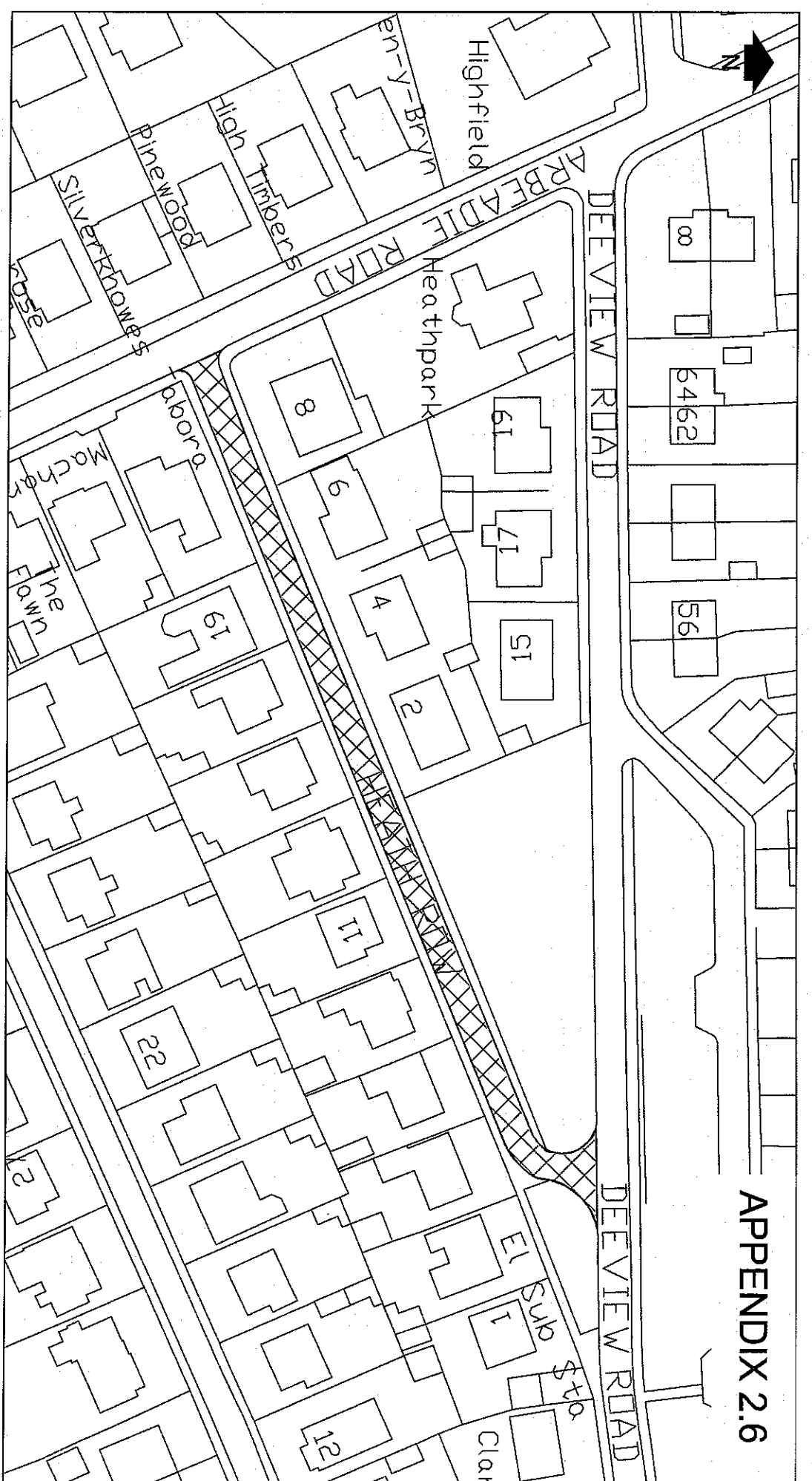
**Aberdeenshire**  
COUNCIL



Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW  
PROPOSED 20MPH SPEED LIMIT BREDERO DRIVE/  
FORESTSIDE ROAD AREA  
NOT TO SCALE

# APPENDIX 2.6



## LEGEND



PROPOSED 20MPH  
SPEED LIMIT

**Aberdeenshire**

COUNCIL



Transportation & Infrastructure

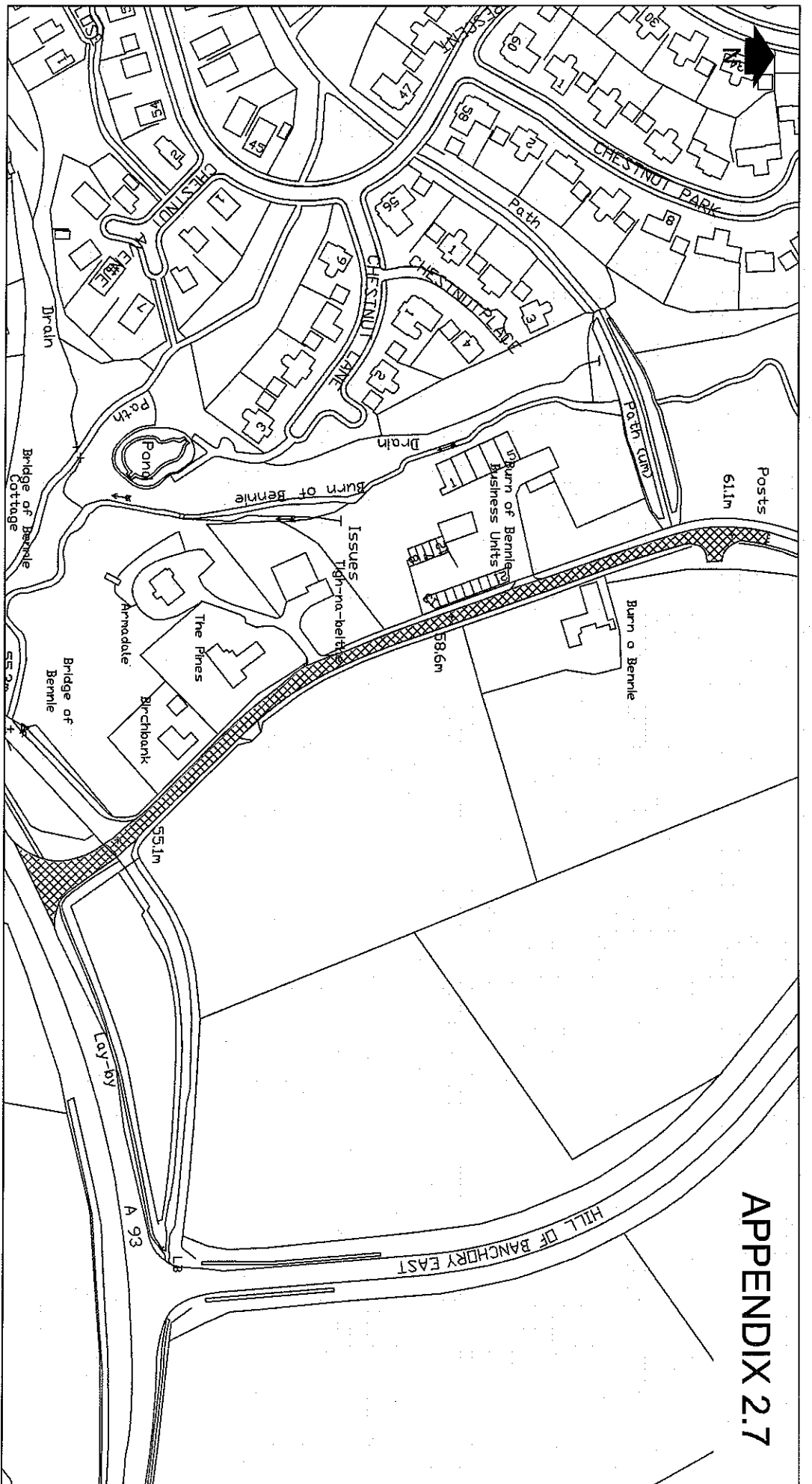
BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED 20MPH SPEED LIMIT

HEATH ROW

NOT TO SCALE

# APPENDIX 2.7



## LEGEND



PROPOSED 20MPH  
SPEED LIMIT

**Aberdeenshire**

COUNCIL



Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED 20MPH SPEED LIMIT

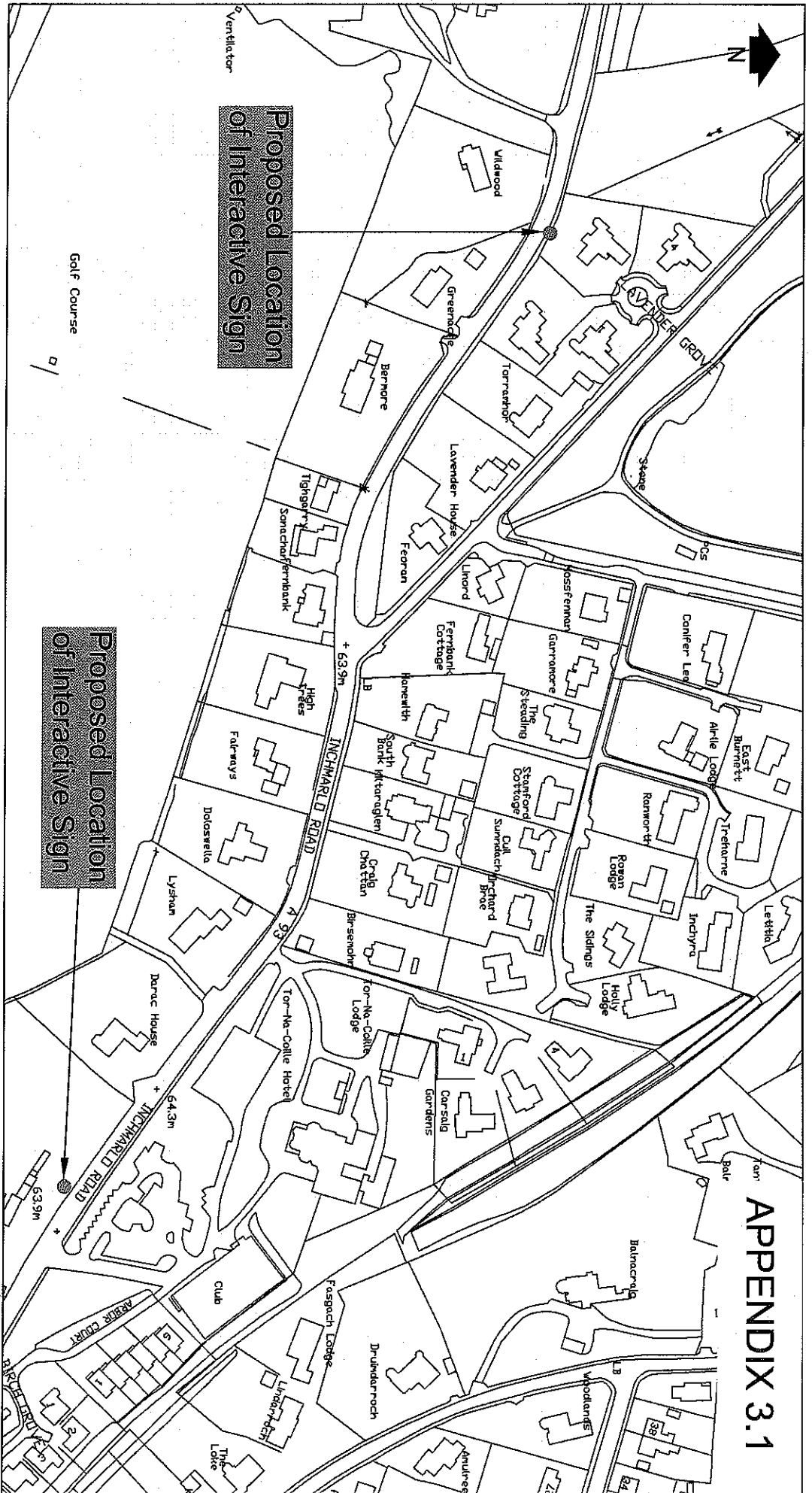
BURN OF BENNIE BUSINESS UNITS ROAD

NOT TO SCALE

### Appendix 3

ABERDEENSHIRE COUNCIL Transportation & Infrastructure		40mph Speed Limit Proposals	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION		REMARKS
40mph Speed Limit	<u>C4K Glassel Road (Appendix 3.2)</u> From a point 60 metres or thereby northwest of the extended north kerblīne of Lavender Grove in a north-western direction to a point 15 metres or thereby northwest of the extended north kerblīne of East Mains		Mandatory

# APPENDIX 3.1



Proposed Location of Interactive Sign

Proposed Location of Interactive Sign

## LEGEND


 PROPOSED LOCATION OF INTERACTIVE SIGNS

## Aberdeenshire

COUNCIL



Transportation & Infrastructure



BANCHORY TRAFFIC MANAGEMENT REVIEW  
 PROPOSED LOCATION OF INTERACTIVE SIGNS,  
 INCHMARLO ROAD A93

NOT TO SCALE

# APPENDIX 3.2



## LEGEND

-  PROPOSED 40MPH SPEED LIMIT
-  EXISTING 40MPH SPEED LIMIT

**Aberdeenshire**



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Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED 40MPH SPEED LIMIT

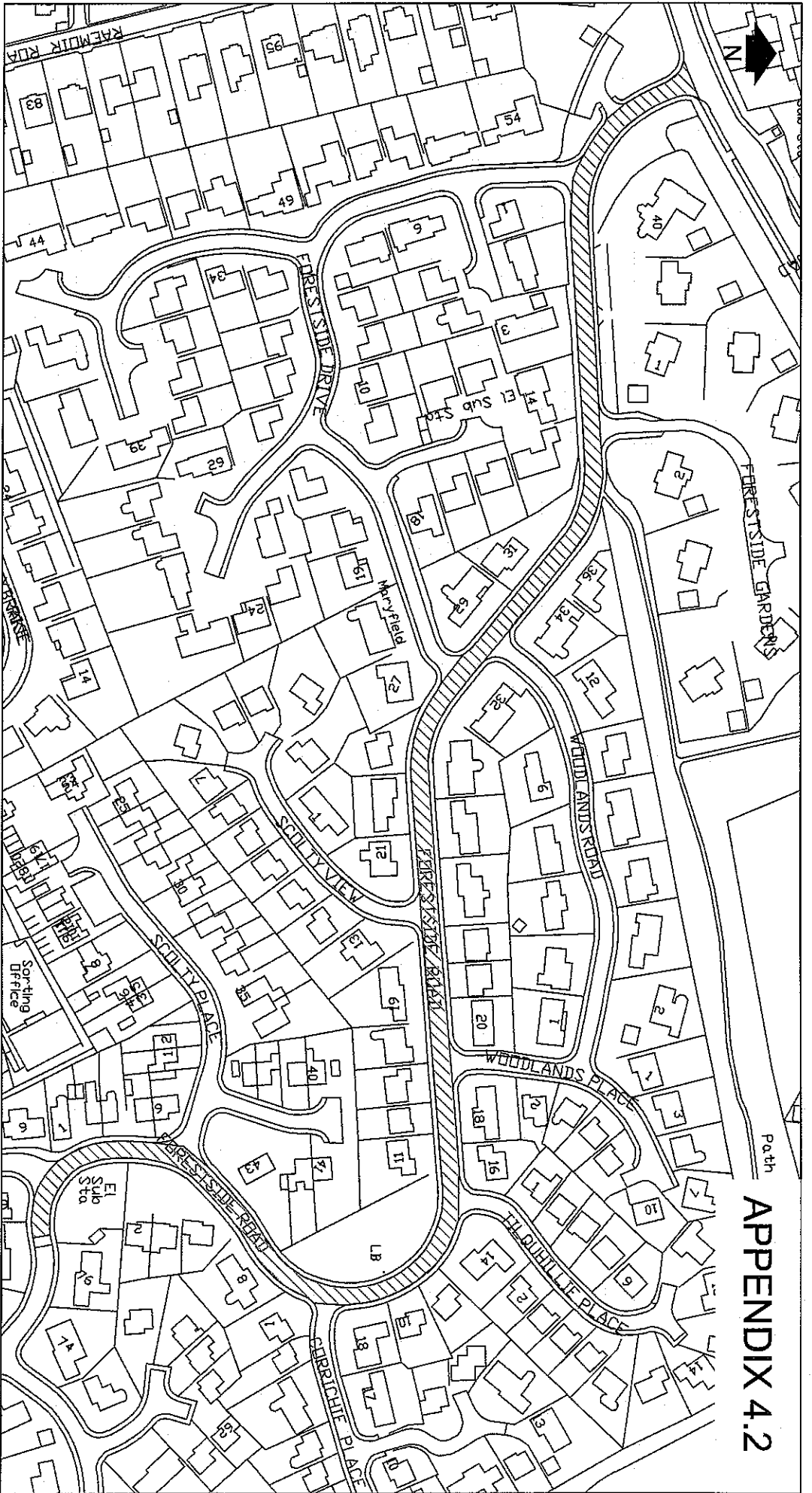
GLASSEL ROAD

NOT TO SCALE

## Appendix 4


ABERDEENSHIRE COUNCIL Transportation & Infrastructure		Traffic Calming Proposals	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION		REMARKS
Traffic Calming	<u>Watson Street (Appendix 4.1)</u> Extent of Watson Street 10 no. Speed Cushions.		
	<u>Forestside Road (Appendix 4.2)</u> Extent of Forestside Road 10 no. Speed Cushions.		





**APPENDIX 4.2**

**LEGEND**


**PROPOSED TRAFFIC CALMING**

**Aberdeenshire**  
**COUNCIL**


 Transportation & Infrastructure

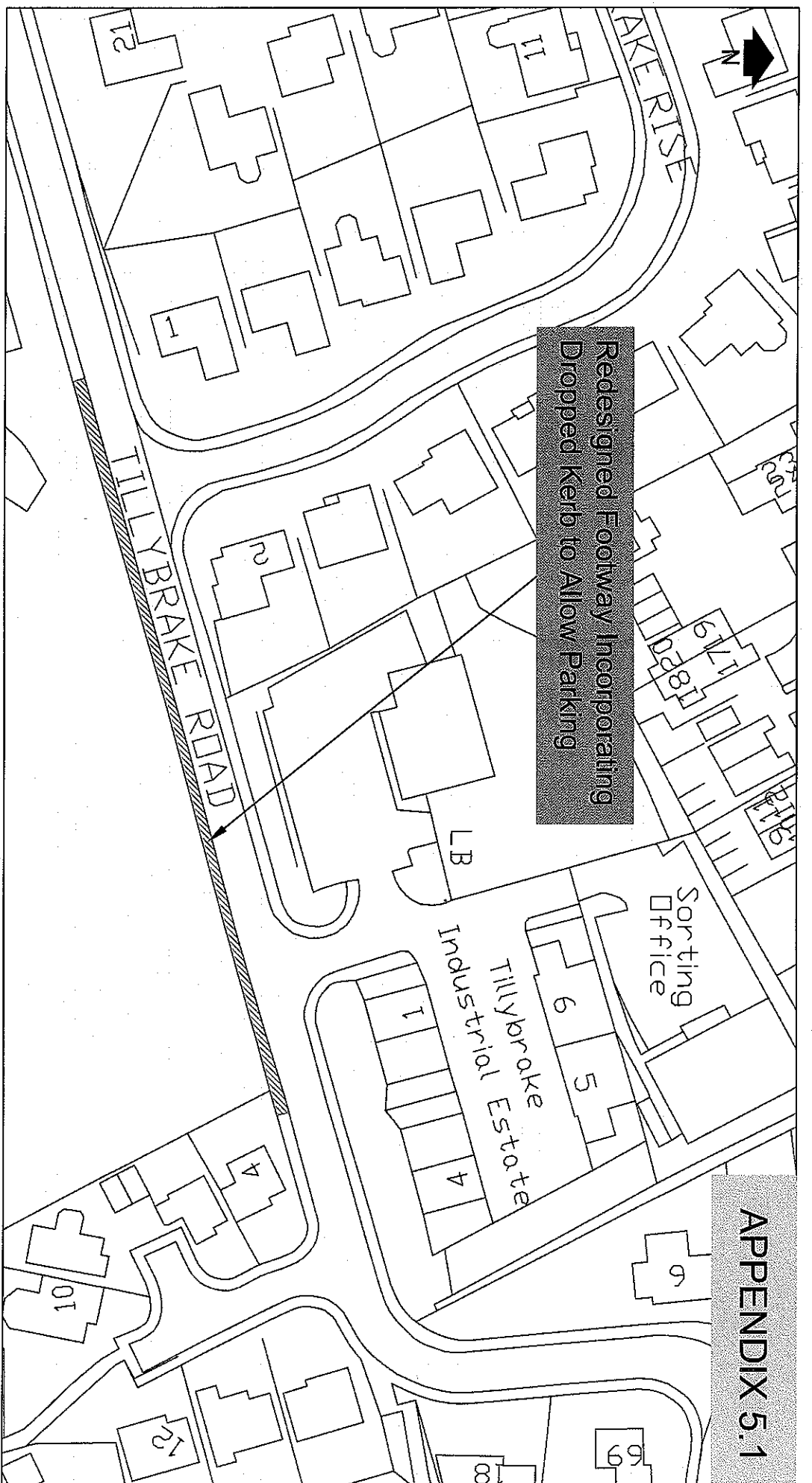
**BANCHORY TRAFFIC MANAGEMENT REVIEW**  
**PROPOSED EXTENT OF TRAFFIC CALMING**  
**FORESTSIDE ROAD**

NOT TO SCALE

## Appendix 5


ABERDEENSHIRE COUNCIL Transportation & Infrastructure		On Street Disabled Parking Spaces	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION		REMARKS
Disabled Parking	<u>High Street</u>  North side from a point 71 metres or thereby east of the extended east kerbline of Mount Street eastwards for a distance of 6 metres or thereby.  South side from a point 37 metres or thereby west of the extended west kerbline of Dee Street westwards for a distance of 6 metres or thereby.		


ABERDEENSHIRE COUNCIL Transportation & Infrastructure		45 Minute Waiting	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION		REMARKS
45 Minute Waiting	<u>High Street</u>  North side from a point 37 metres or thereby east of the extended east kerbline of Mount Street east for a distance of 12 metres or thereby.  North side from a point 53 metres or thereby east of the extended east kerbline of Mount Street east for a distance of 18 metres or thereby.  North side from a point 81 metres or thereby east of the extended east kerbline of Mount Street east for a distance of 13 metres or thereby.		



**APPENDIX 5.1**

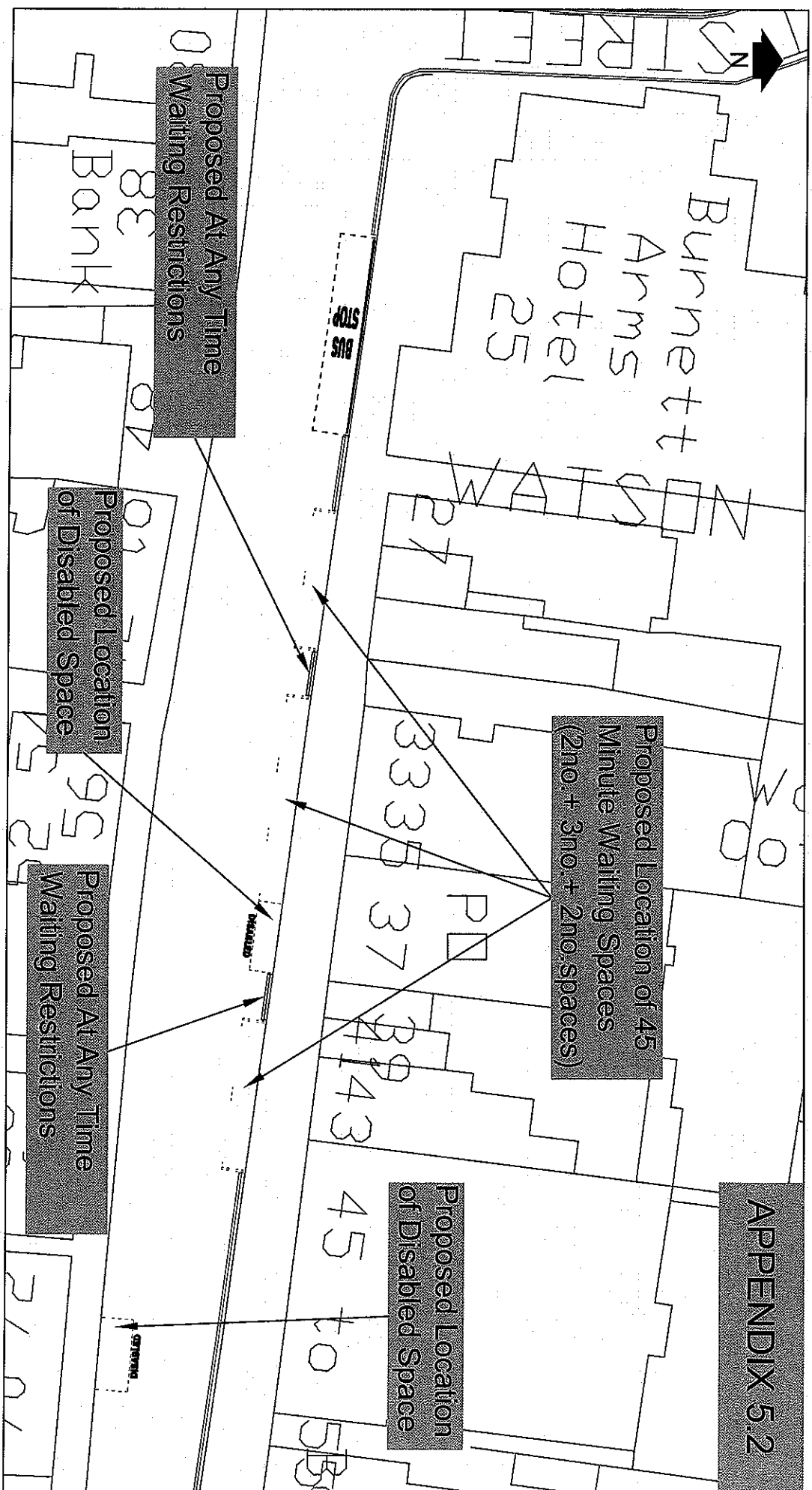
**LEGEND**

-  PROPOSED DROPPED FOOTWAY

**Aberdeenshire**  
 COUNCIL  
  
 Transportation & Infrastructure  
**BANCHORY TRAFFIC MANAGEMENT REVIEW**  
 PROPOSED DROPPED FOOTWAY  
 TILLYBRAKE ROAD

NOT TO SCALE

APPENDIX 5.2



LEGEND

- Existing At Any Time Waiting Restrictions
- Proposed At Any Time Waiting Restrictions

**Aberdeenshire**

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Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED LOCATION OF DISABLED SPACES

HIGH STREET A93

NOT TO SCALE

## Appendix 6

ABERDEENSHIRE COUNCIL Transportation & Infrastructure		At Any Time Waiting Restriction Except Taxis	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION		REMARKS
Prohibition of Waiting	<u>High Street</u> From a point 16 metres or thereby west of the extended kerbline of Mount Street westwards for a distance of 34 metres or thereby.		At Any Time (Except Taxis)

APPENDIX 6



LEGEND

- Existing At Any Time
- Waiting Restrictions

**Aberdeenshire**

COUNCIL



Transportation & Infrastructure

BANCHORY TRAFFIC MANAGEMENT REVIEW,

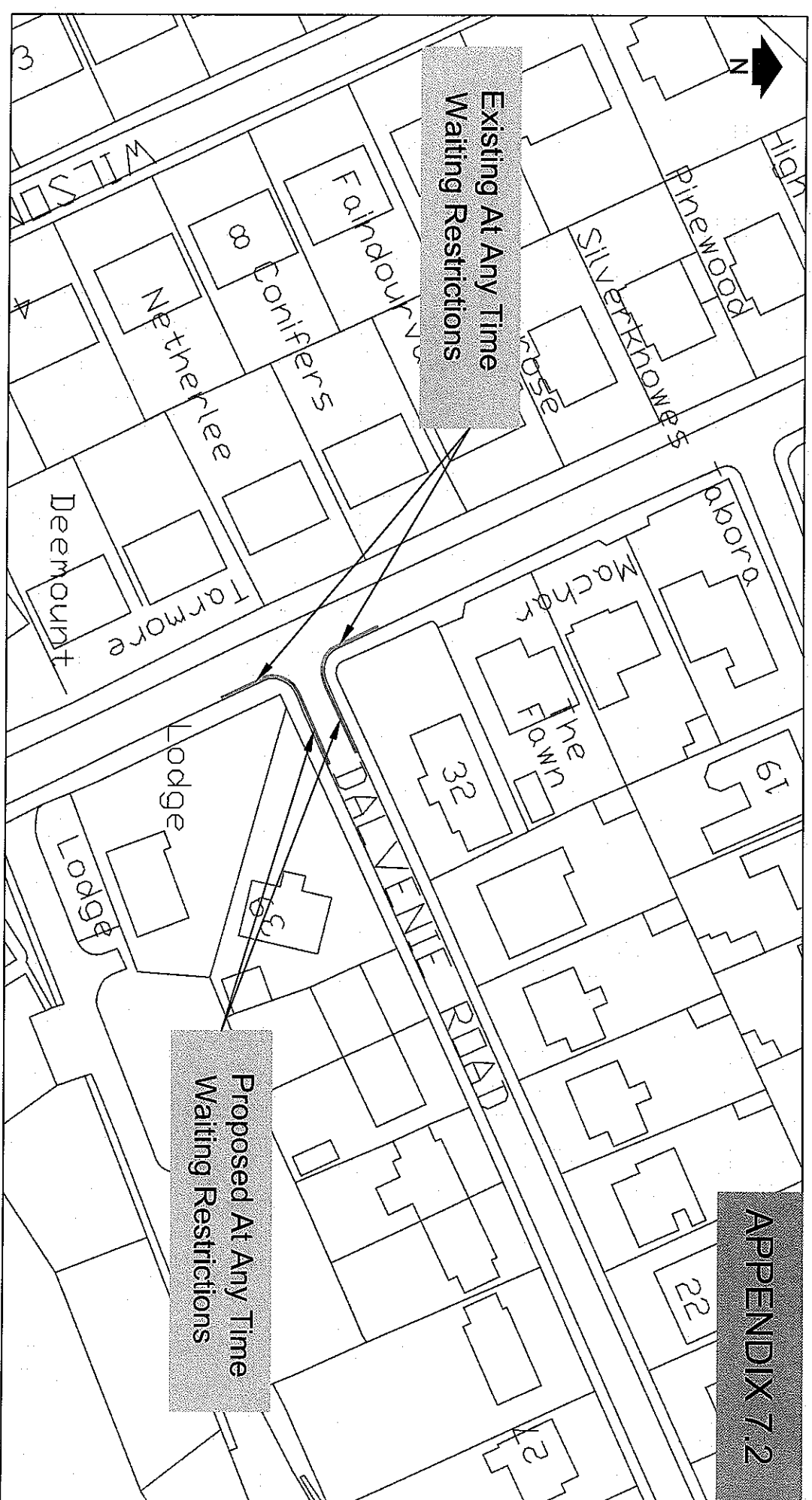
PROPOSED LOCATION OF TAXI RANK,

HIGH STREET A93

NOT TO SCALE



## Appendix 7

ABERDEENSHIRE COUNCIL Transportation & Infrastructure		Prohibition of Waiting "At Any Time"	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION	REMARKS	
Prohibition of Waiting	<b><u>Arbeadie Road</u></b> Both sides from a point 15 metres or thereby north of the extended north kerb line of Station Road, northwards for a distance of 15 metres or thereby.	At Any Time	
	<b><u>Dalvenie Road</u></b> Both sides from the extended east kerb line of Arbeadie Road eastwards for a distance of 15 metres or thereby.		
	<b><u>Grant Road</u></b> North side from a point 15 metres or thereby west of the extended west kerb line of Arbeadie Road westwards for a distance of 10 metres or thereby.  South Side from a point 15 metres or thereby west of the extended west kerb line of Arbeadie Road westwards for a distance of 5 metres or thereby.		
	<b><u>Ramsay Road</u></b> North side from a point 15 metres or thereby west of the extended west kerb line of Arbeadie Road westwards for a distance of 5 metres or thereby.		
	<b><u>Arbeadie Road</u></b> West side from the extended south kerb line of Ramsay Road southwards for a distance of 40 metres or thereby.		
	<b><u>Raemoir Lane</u></b> Both sides from a point 45 metres or thereby west of the extended west kerb line of Raemoir Road westwards for a distance of 27 metres or thereby.		
	<b><u>Tillybrake Road</u></b> Both sides from a point 68 metres or thereby east of the extended east kerbline of Tillybrake Rise for a distance of 26 metres or thereby.		
	<b>Access road to Tillybrake Industrial Estate</b> Both sides from the extended north kerbline of Tillybrake Road northwards for a distance of 10 metres or thereby.		



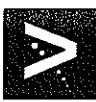
**APPENDIX 7.2**

**LEGEND**

-  Existing At Any Time Waiting Restrictions
-  Proposed At Any Time Waiting Restrictions

**Aberdeenshire**

**COUNCIL**



Transportation & Infrastructure

**BANCHORY TRAFFIC MANAGEMENT REVIEW**

**PROPOSED AT ANY TIME WAITING RESTRICTIONS**

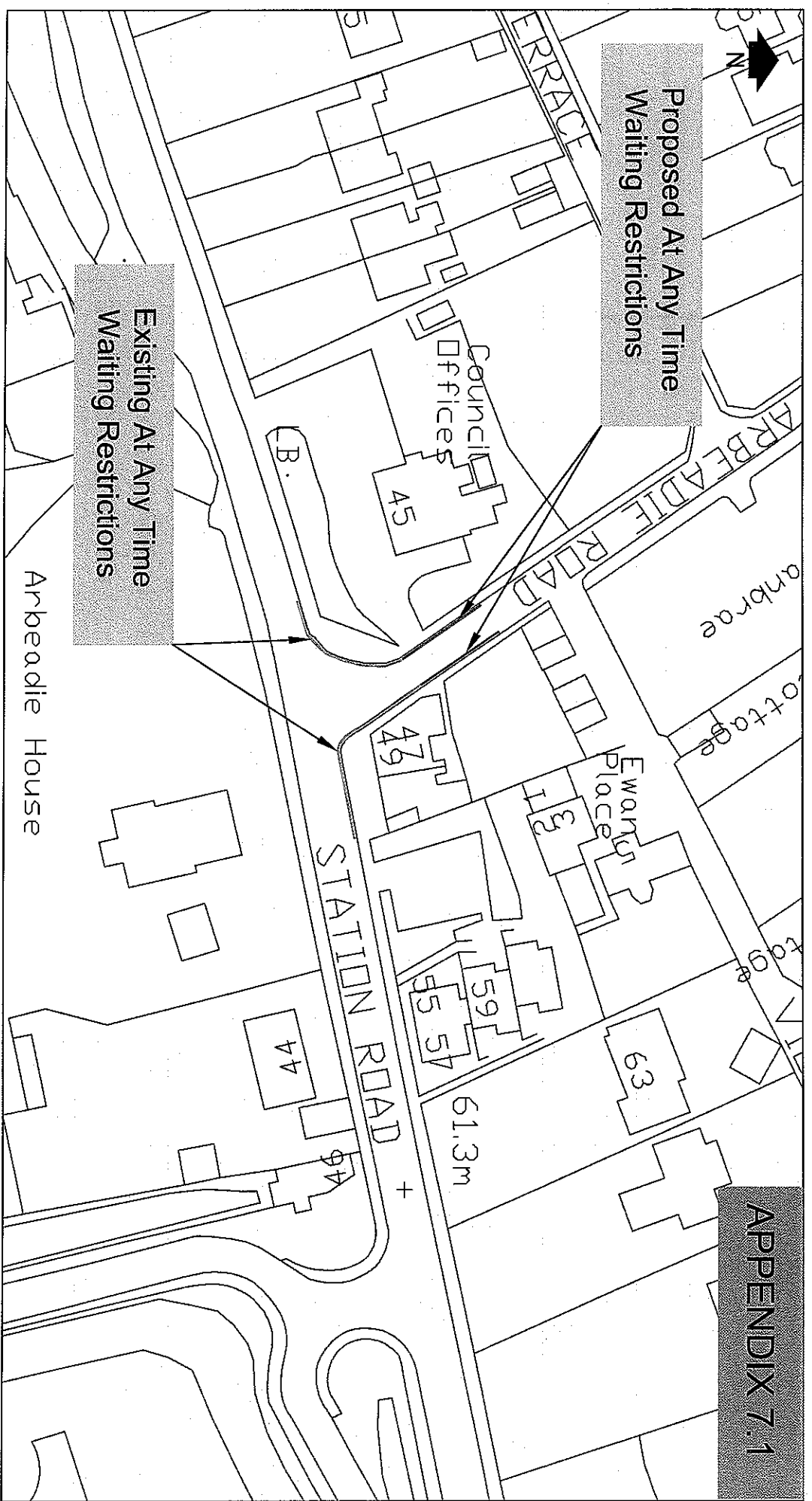
**DALVENIE ROAD**

NOT TO SCALE




Proposed At Any Time  
Waiting Restrictions

Existing At Any Time  
Waiting Restrictions



APPENDIX 7.1

**LEGEND**

-  Existing At Any Time Waiting Restrictions
-  Proposed At Any Time Waiting Restrictions

**Aberdeenshire**

**COUNCIL**



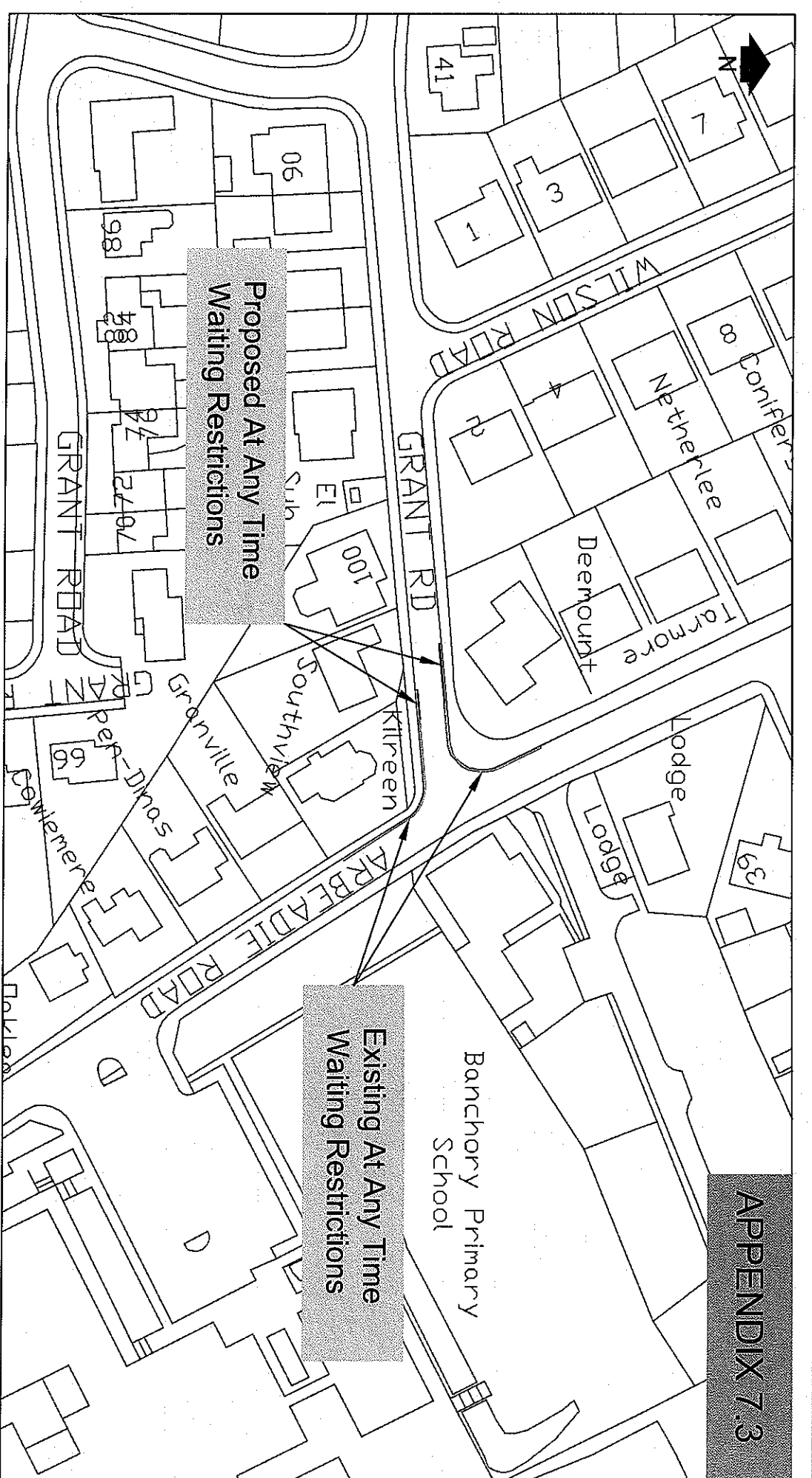
Transportation & Infrastructure

**BANCHORY TRAFFIC MANAGEMENT REVIEW**



**PROPOSED AT ANY TIME WAITING RESTRICTIONS**

**ARBEADIE ROAD**

NOT TO SCALE



**LEGEND**

-  Existing At Any Time Waiting Restrictions
-  Proposed At Any Time Waiting Restrictions



**Aberdeenshire**  
**COUNCIL**  
 Transportation & Infrastructure  
**BANCHORY TRAFFIC MANAGEMENT REVIEW**  
**PROPOSED AT ANY TIME WAITING RESTRICTIONS**  
**GRANT ROAD**

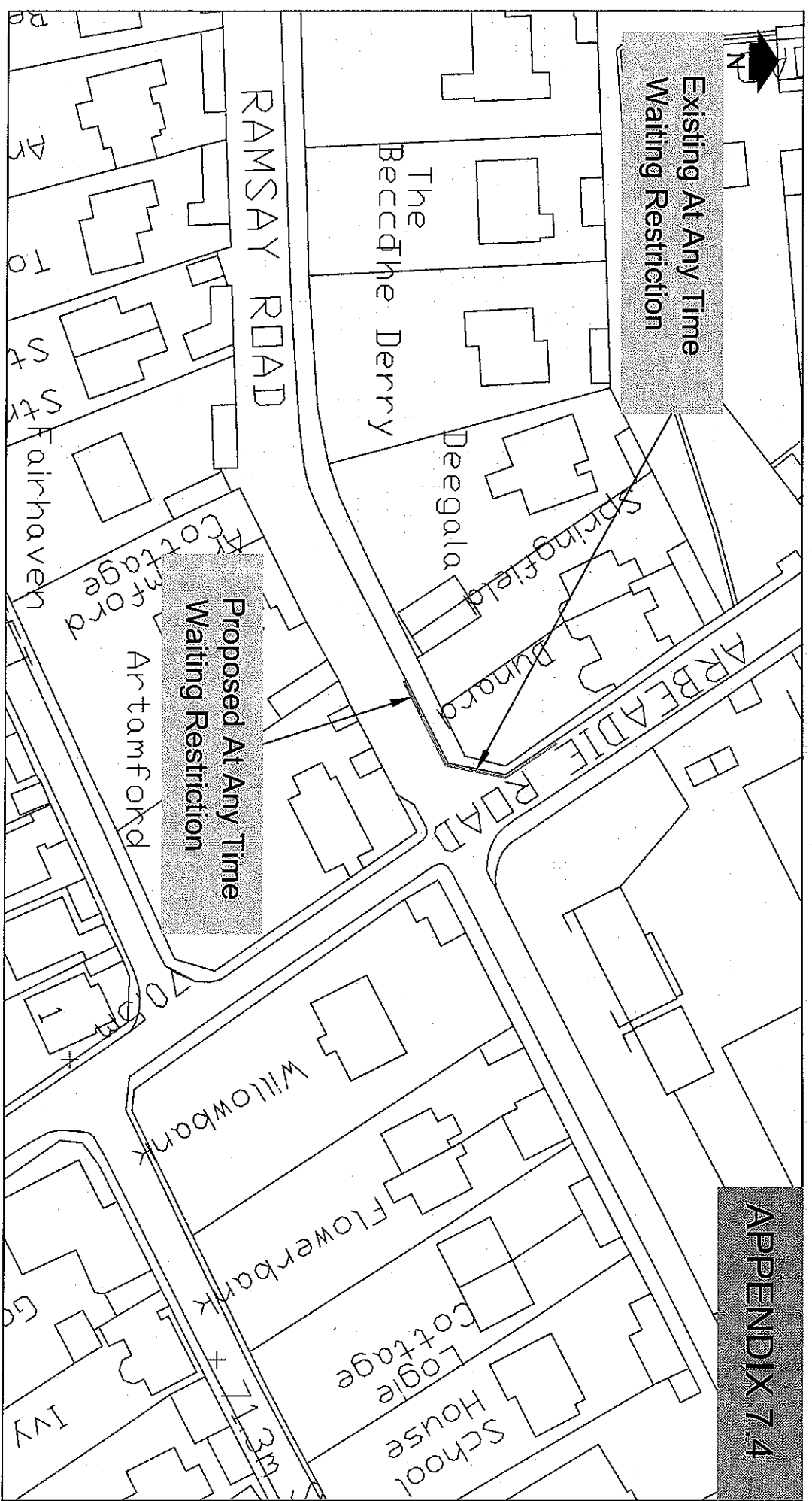
NOT TO SCALE





Existing At Any Time  
Waiting Restriction

Proposed At Any Time  
Waiting Restriction

APPENDIX 7.4



**LEGEND**

-  Existing At Any Time Waiting Restrictions
-  Proposed At Any Time Waiting Restrictions

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BANCHORY TRAFFIC MANAGEMENT REVIEW

PROPOSED AT ANY TIME WAITING RESTRICTIONS

RAMSAY ROAD

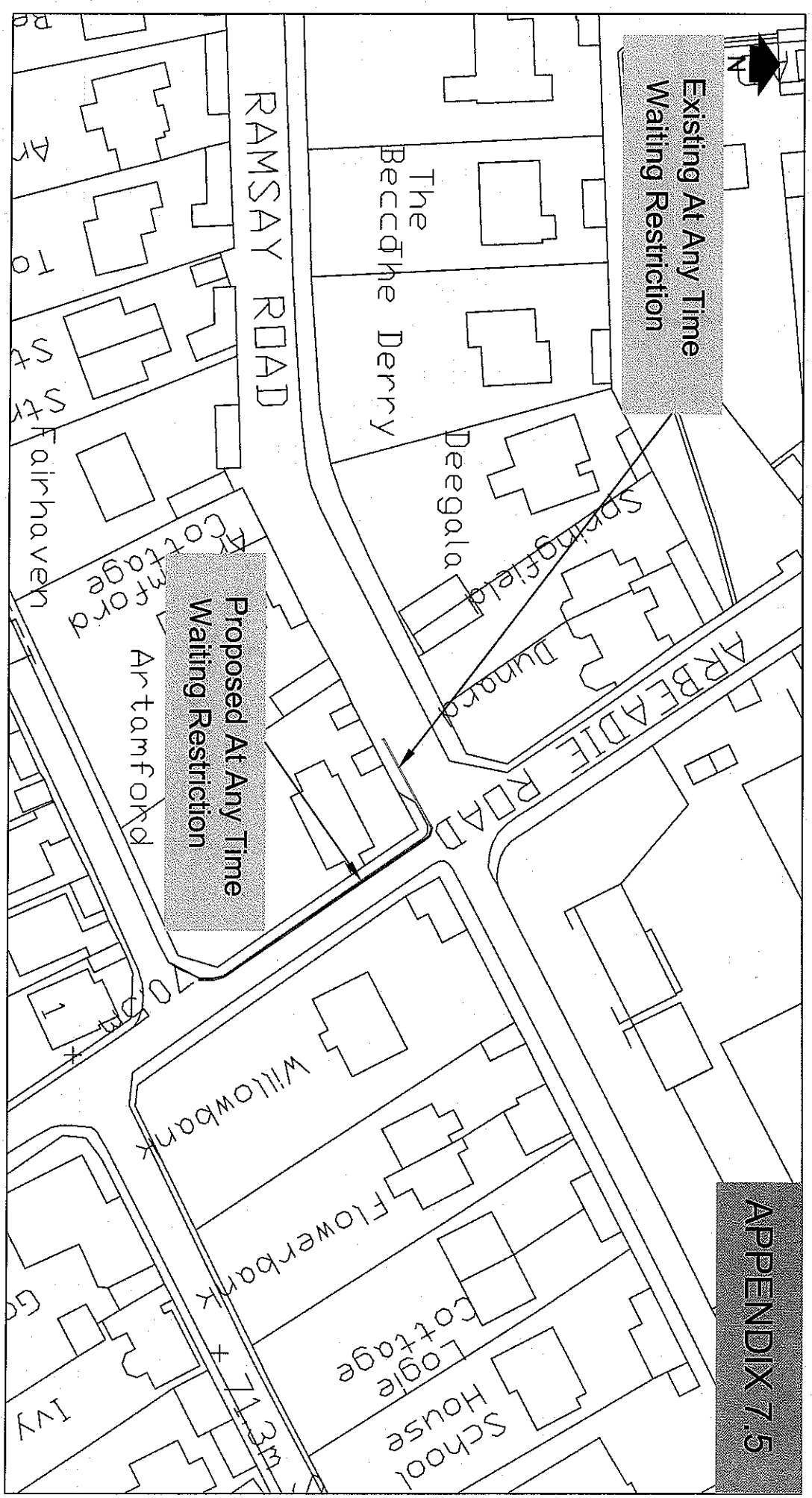
NOT TO SCALE



Existing At Any Time  
Waiting Restriction

Proposed At Any Time  
Waiting Restriction

APPENDIX 7.5



**LEGEND**

- Existing At Any Time  
Waiting Restrictions
- Proposed At Any Time  
Waiting Restrictions

**Aberdeenshire**

COUNCIL



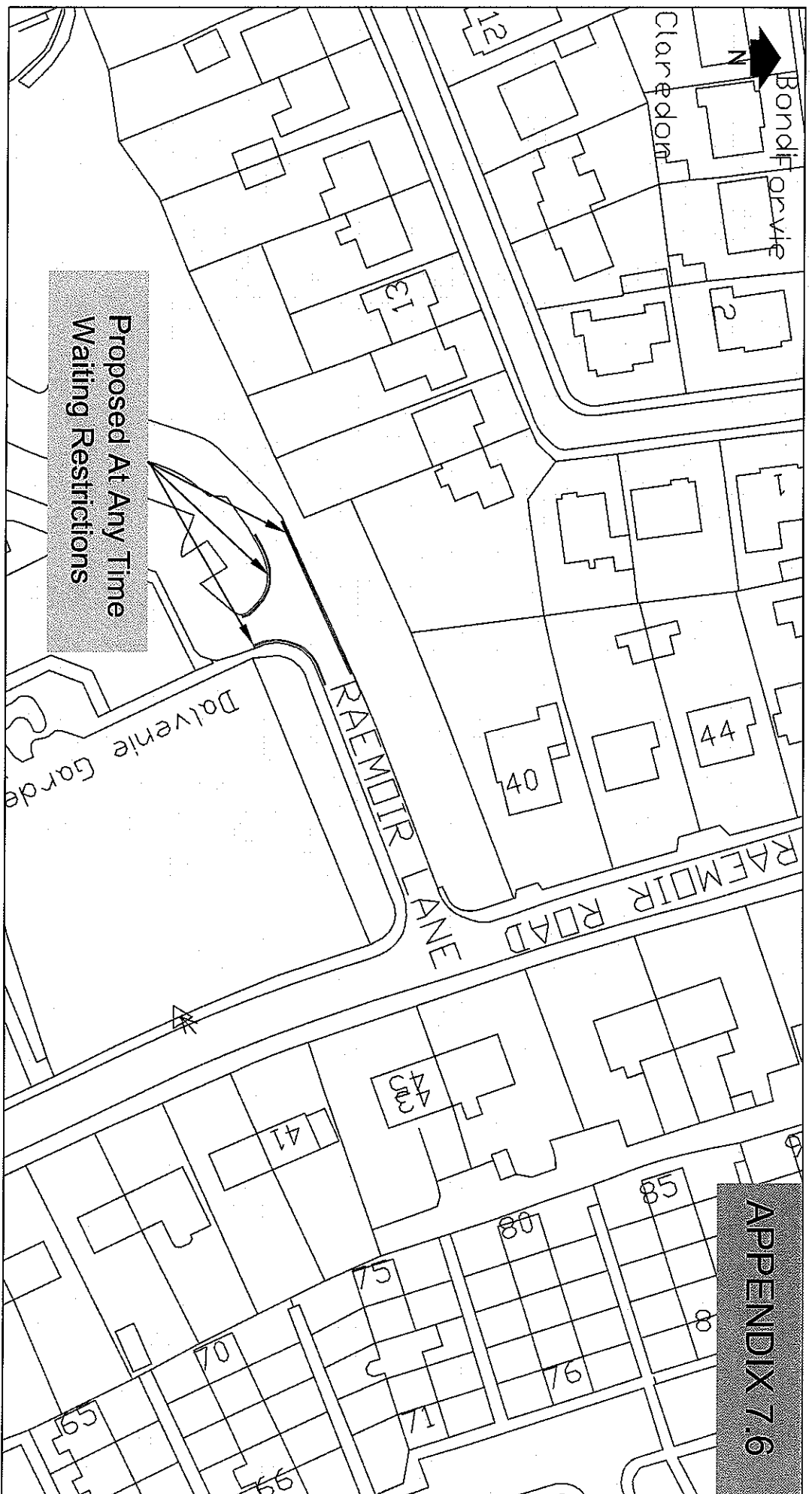
Transportation & Infrastructure

**BANCHORY TRAFFIC MANAGEMENT REVIEW**

**PROPOSED AT ANY TIME WAITING RESTRICTIONS**

**ARBEADIE ROAD (BETWEEN WATSON ST & RAMSAY ROAD)**


NOT TO SCALE



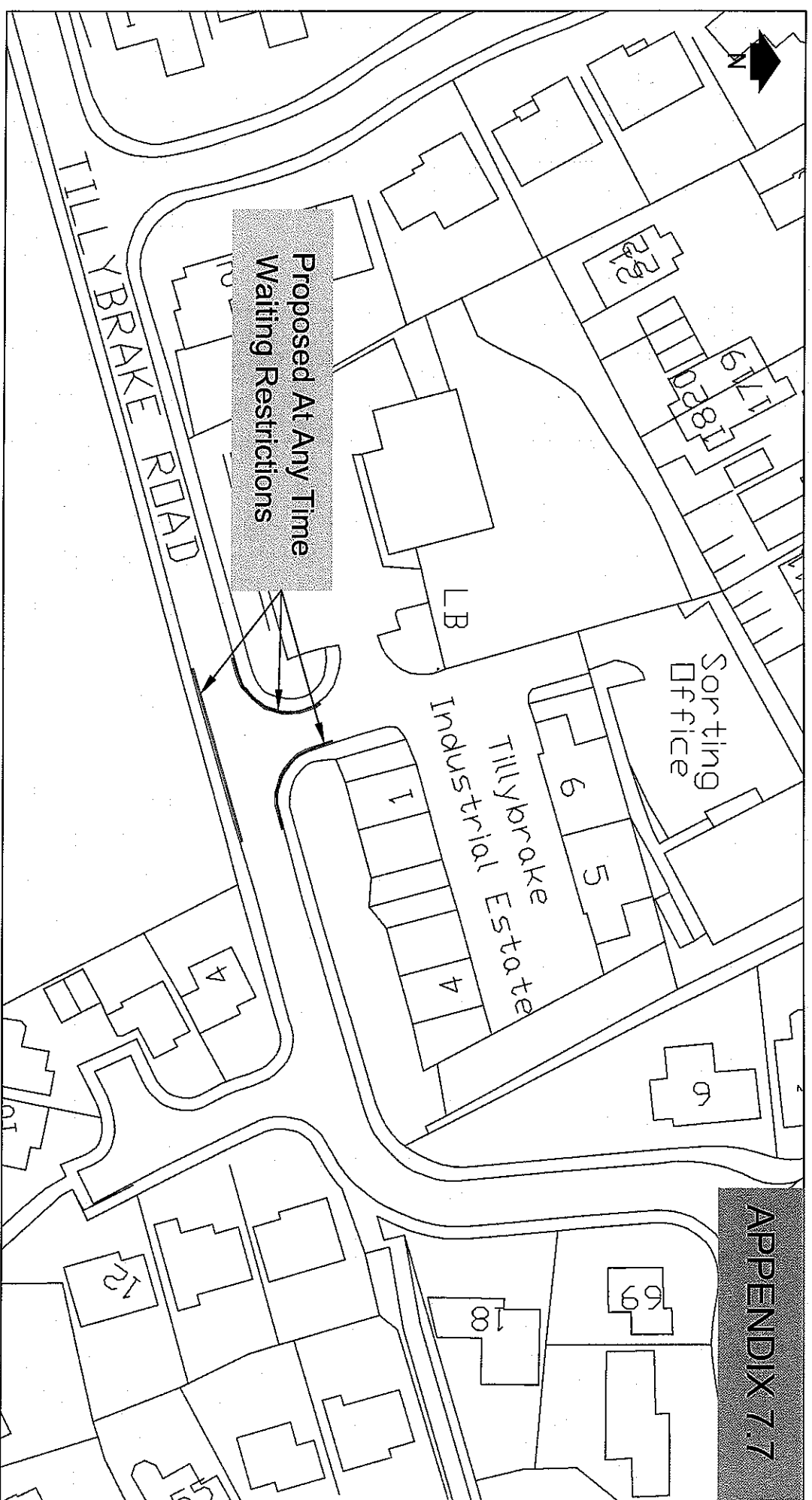
**APPENDIX 7.6**

**LEGEND**

— Proposed At Any Time  
 — Waiting Restrictions

**Aberdeenshire**  
 COUNCIL  
  
 Transportation & Infrastructure  
**BANCHORY TRAFFIC MANAGEMENT REVIEW**  
**PROPOSED AT ANY TIME WAITING RESTRICTIONS**  
**RAEMOIR LANE**

NOT TO SCALE



**APPENDIX 7.7**

**LEGEND**

- Proposed At Any Time
- Waiting Restrictions

**Aberdeenshire**

**COUNCIL**



Transportation & Infrastructure

**BANCHORY TRAFFIC MANAGEMENT REVIEW  
PROPOSED AT ANY TIME WAITING RESTRICTIONS  
TILLYBRAKE ROAD**

NOT TO SCALE

## Appendix 8



ABERDEENSHIRE COUNCIL Transportation & Infrastructure		Visi-Rail	Ref: Sheet: 1 of 1 By: RF Date: Sep 2010
REGULATION	LOCATION		REMARKS
	<b>Dee Street / High Street</b> Installation of Visi-Rail pedestrian guardrail at Dee Street / High Street.		



**APPENDIX 8**



**LEGEND**

-  Extent of Proposed Pedestrian Guardrail
-  Existing Pedestrian Crossing

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Transportation & Infrastructure

**BANCHORY TRAFFIC MANAGEMENT REVIEW**

**PROPOSED LOCATION OF PEDESTRIAN GUARDRAIL,  
HIGH STREET A93**

NOT TO SCALE

