

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning & Infrastructure
DATE	31 January 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Report following Councillor Yuill's motion at the September 2011 E, P & I Committee to introduce restrictions that would deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.
REPORT NUMBER:	EPI/12/041

1. PURPOSE OF REPORT

This report considers Councillor Yuill's motion "That, given the ongoing difficulties caused by lorries using Morningside Road, Cranford Road and Duthie Terrace as through routes so as to avoid the junction of Great Western Road and South Anderson Drive, Council instructs officers to report to the appropriate committee on the introduction of an 'except for access' weight restriction on these roads plus that part of Hammerfield Avenue not already covered by such a restriction."

2. RECOMMENDATION(S)

It is recommended that

- a) given the low volume of Heavy Goods Vehicles (HGVs) using Morningside Road, Cranford Road and Duthie Terrace, the introduction of a restriction on such vehicles, and the level of resources required to ensure compliance with any order, the Committee agrees to take no action at this time.
- b) Committee instructs officers to continue monitoring the level of usage of these roads by HGVs on an annual basis to identify when any restrictions would be required.

3. FINANCIAL IMPLICATIONS

Given the above recommendation there would be no significant financial implications. However, if a restriction on HGVs was to be introduced, the illuminated signs and advance warning signs associated with a restriction would cost in the region of £7500.

4. OTHER IMPLICATIONS

None

5. BACKGROUND/MAIN ISSUES

- 5.1 At the meeting of this committee on 13 September 2011 a motion by Councillor Yuill on the following terms was considered: -

“That, given the ongoing difficulties caused by lorries using Morningside Road, Cranford Road and Duthie Terrace as through routes so as to avoid the junction of Great Western Road and South Anderson Drive, Council instructs officers to report to the appropriate committee on the introduction of an ‘except for access’ weight restriction on these roads plus that part of Hammerfield Avenue not already covered by such a restriction.”

In turn, this Committee instructed officers to report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.

- 5.2 The roads concerned are residential in nature, albeit there are notable businesses / facilities in the area such as Tesco, Aberdeenshire Cricket Club, Aberdeen Squash Racquets Club etc. Vehicles using these roads are subject to a 20mph mandatory speed limit with associated traffic calming road humps.

The following table gives an indication of the volume of traffic using these roads on an average working day. The data within the table was collected in November 2011.

	Weekday average vehicles per hour					
	7am to 7pm (12 hour period)		8am to 9am (am peak)		4pm to 6pm (pm peak)	
	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
Morningside Road	93	111	110	138	121	156
Duthie Terrace	15	36	15	53	19	45
Cranford Road	47	34	78	32	53	52

- 5.3 The traffic calming measures are proving effective with surveys indicating the following.

Average 85 percentile vehicular speeds		
	Northbound	Southbound
Morningside Road	26mph	25mph
Duthie Terrace	23mph	22mph
Cranford Road	20mph	20mph

**The 85 percentile speed is the speed at which 85% of the total number of recorded vehicles was travelling at or below.*

- 5.4 The following table indicates the weekday average vehicles per hour, exceeding 11.5m in length, recorded between 7am and 7pm. Vehicles exceeding 11.5m in length typically include Articulated HGVs, Rigid HGVs and Buses.

Weekday average vehicles per hour in both directions that exceed 11.5m in length (Typically Articulated Heavy Goods Vehicles, Rigid Heavy Goods Vehicles and Buses)	
	7am to 7pm (12 hour period / vehicles per hour)
Morningside Road	1
Duthie Terrace	4
Cranford Road	11

It will be noted that there will also be occasional vehicles such as construction related vehicles, refuse vehicles and certain types of rigid vehicles that exceed 7.5 tonnes, but are less than 11.5m in length.

- 5.5 It is fair to assume that there will be a number of drivers who choose to travel on these roads to avoid congestion at the South Anderson Drive / Great Western Road signal controlled junction and a proportion of these will be HGVs. When considering the overall volumes of traffic, it can be seen from the survey that the numbers of HGVs are low in percentage. Moreover, a proportion of these HGVs will be taking legitimate access for occasions such as delivering goods, refuse/recycling collections and removals.
- 5.6 The introduction of a restriction (with except for access) is in theory the ideal deterrent to mitigate the number of HGVs using such roads as through routes. However, from practice, the effectiveness of such is dependent on sustaining an adequate level of enforcement.
- 5.7 When considering enforcement, a significant police resource would be needed to ensure compliance. The time associated with surveillance and prosecution is considerable and it is highly unlikely Grampian Police would allocate an effective resource when taking into account other priorities.

- 5.8 As indicated earlier, the traffic calming measures on these roads are proving effective, with the range of recorded speeds in keeping with those expected after the installation of such measures. A scan of collisions recorded by Grampian Police over the three year period 2008 to 2010 indicates there have been no incidents that involved a vehicle greater than 7.5 tonnes.
- 5.9 With regard to the maintenance and structure of these roads, the low level of HGVs would not be expected to cause any significant problems and the level of wear over time would be in keeping with similar roads.
- 5.10 The noise generated by HGVs has also been highlighted as a concern for residents. In this respect, while traffic calming measures have been proven to reduce the traffic noise associated with light traffic, there can be a rise in the intermittent noise levels associated with HGVs traversing road humps. However, the number of HGVs would not be considered significant in this context and as they pass during the course of the working day, it is thought any noise or disturbance would be within tolerable levels and comparable to many other similar streets within the road network.
- 5.11 As this issue has arisen as a result of some drivers using these roads to avoid the South Anderson Drive / Great Western Road signal controlled junction, it is worth considering the effect of the planned Aberdeen Western Peripheral Route. Computer modeling has suggested in the first year of opening the volume of traffic on Anderson Drive will reduce by 22%, with vehicles of the goods class falling by 28%. These falls are highly significant and in turn traffic flow at the Great Western Road / South Anderson Drive junction would be improved. Accordingly the effect on surrounding streets would be twofold; drivers would be less inclined to use surrounding streets to avoid the junction and given the substantial reduction of HGVs on Anderson Drive, it is likely any continuing through traffic would be of the light vehicle type e.g. cars, motorcycles etc.
- 5.12 In conclusion, whilst the number of Heavy Goods Vehicles using Cranford Road is greater than that anticipated for a residential road of this nature, the overall figure may not be considered to warrant action at this time. Nonetheless, it is intended that surveys should be carried out on an annual basis to monitor the number of HGVs using these roads.

6. IMPACT

6.1 This report will be of interest to the residents/proprietors on the roads concerned.

6.2 There are links to the Single Outcome Agreement in terms of living life free of crime, disorder and danger and to live in well designed, sustainable places where we are able to access the amenities and services we need.

7. BACKGROUND PAPERS

Traffic Calming - Local Transport Note 01/07 (March 2007).
Department for Transport.

9. REPORT AUTHOR DETAILS

Graeme McKenzie
Technical Officer
Road Safety & Traffic Management Team
Tel. (01224) 538069
E-mail: gmckenzie@aberdeencity.gov.uk

Consultee Comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean – Email sent 21/12/2011

Vice Convener: Councillor John Corall – Email sent 21/12/2011

Local Members

Councillor Ian Yuill	Email sent 21/12/2011 – Cllr Yuill does not agree with the recommendations and believes an 'Except for access' weight restriction should be introduced on Morningside Rd, Cranford Rd, Duthie Terr and Hammersfield Ave.
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Councillor Jillian Wisely	Paper copy sent 21/12/2011
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Councillor Gordon Townson	Email sent 21/12/2011
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Council Officers

Barry Jenkins, Head of Finance, Resources – ***has been consulted***

Jane MacEachran, City Solicitor, Continuous Improvement – ***has been consulted***

Ciaran Monaghan, Head of Service, Office of Chief Executive – ***has been consulted***

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure – ***has been consulted***

Hugh Murdoch, Head of Service, Asset Management and Operations – ***has been consulted***

Mike Cheyne, Roads Manager – ***has been consulted***

Dave Young, ICT, Enterprise Planning and Infrastructure – ***has been consulted***

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services
