

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Planning &amp; Infrastructure</b>
DATE	<b>31 May 2012</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Introduction of possible restrictions to deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.</b>
REPORT NUMBER:	<b>EPI/12/119</b>

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1. PURPOSE OF REPORT

This report addresses the instruction from the Committee meeting on 30 January that officers contact BEAR Scotland regarding the possible reconfiguration of the traffic light junction from Great Western Road to Anderson Drive, and to report back to a future meeting of the Committee in this regard.

2. RECOMMENDATION(S)

That the Committee agrees

- a) to take no action at this time given the low volume of Large / Heavy Goods Vehicles using these roads and the level of resources that would be required to ensure compliance with a traffic order restricting such vehicles.
- b) officers continue to monitor the level of usage of these roads by HGVs on an annual basis and if there should be a significant change reconsider the possibility of introducing a restriction.

### 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.”

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

- 5.2 A report on the terms of Councillor Yuill’s motion was considered at the committee on 31 January 2012. The recommendations in this report being that 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. It also recommended that officers continue to monitor the level of usage of these roads by HGVs on an annual basis to identify when any restrictions would be required.
- 5.3 After considering the report the January committee resolved to defer a decision and request officers to contact BEAR (Scotland) Ltd with regard to the possible reconfiguration of the junction from Great Western Road to Anderson Drive, and to report back to a future meeting of the Committee.

5.4 The issues of congestion and delay at the junction are consistently raised with the Trunks Road Authority at liaison meetings. Officers of Aberdeen City Council did carry out a study of the junction two years ago and considered options to improve the junction performance. The study considered a number of modifications to the junction. Changes where traffic modeling showed there would be no improvement over the current situation, were: -

- a) a ban on westbound vehicles from turning right on to Anderson Drive from Great Western Road.
- b) separate phases for each arm of the junction.
- c) widening of Great Western Road on the west side of the junction.

Whilst for other options, modest improvements were shown to be possible by the following: -

- d) a ban on northbound vehicles from South Anderson Drive turning right on to Great Western Road and changes to the running phases of the signals.
- e) the aforementioned option (d) in combination with the widening of Great Western Road on the west side of the junction.
- f) (i) a ban on northbound vehicles from South Anderson Drive turning right on to Great Western Road.  
  
(ii) provide a full right turn lane on Anderson Drive for southbound vehicles turning on to Great Western Road.  
  
(iii) changes to the running phases of the signals.  
  
(iv) widening of Great Western Road on the east side of the junction to create a two lane entry to the junction.

With regard to the above, the traffic modeling indicated option 'e' would offer most improvement. However, the Trunk Road Representative did not feel the alterations could be justified.

5.5 Consultation with BEAR (Scotland) Ltd was carried out in line with the committee instruction and the trunk road representative has indicated there are no current or future plans to alter the configuration of this junction. The representative from BEAR (Scotland) Ltd highlighted the planned Aberdeen Western Peripheral Route (AWPR) as the long-term solution that would reduce congestion.

- 5.6 Officers also consider the introduction of the AWPR as being the long-term solution to easing congestion at this junction. As highlighted in the previous report traffic 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 / Anderson Drive junction would be improved. 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.
- 5.7 If a restriction on HGVs was introduced, the time associated with surveillance and prosecution would be considerable, with the Police required to wait and thereafter track a vehicle entering and exiting the restricted route. Consequently, unless such a restriction is self-enforcing the level of compliance through Police enforcement is unsustainable and community expectations in this regard often unrealistic.
- 5.8 As indicated in the previous report, the number of Large/Heavy Goods Vehicles is low when considering the overall volume of motor vehicles entering these streets. The surveys indicate an element of HGVs using Cranford Road and occasional HGVs using Duthie Terrace and Morningside Road. The volume of these vehicles must also be considered in the wider context of the overall road network and similar street types, and the current situation would not be considered exceptional. It is also anticipated there would be no significant change in the volume of such vehicles on these streets in the coming years, albeit the situation will continue to be monitored.
- 5.9 In conclusion, the recommendations within the original report remain; to take no further action at this time, but nevertheless continue to monitor traffic volumes / vehicle classification on an annual basis. Then, should there be further significant increases in the volume of HGVs utilising these roads, reconsider the possibility of introducing a restriction on HGVs.

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

*“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.”* Enterprise, Planning & Infrastructure Committee, 31 January 2012.

<http://councilcommittees/ieListDocuments.aspx?CId=140&MId=2283&Ver=4>

8. REPORT AUTHOR DETAILS

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## **Consultee Comments**

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### **Councillors**

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Ian Yuill - ***has been consulted.***

Callum McCaig – ***has been consulted.***

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### **Council Officers**

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Barry Jenkins, Head of Finance – ***no comment.***

Jane MacEachran, Head of Legal & Democratic Services – ***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 Asset Management & Operations – ***has been consulted.***

Margaret Bochel, Head of Planning & Sustainable Development - ***we agree with the recommendations within this report.***

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

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

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