

ABERDEEN CITY COUNCIL

COMMITTEE	Enterprise, Planning and Infrastructure
DATE	31 May 2012
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Notice of Motion from Councillor Gordon Graham – “That the officers consult with the residents of Bonnyview Drive, Aberdeen to ascertain the requirement to install traffic calming measures and reports back to Committee.”
REPORT NUMBER	EPI/12/107

1. PURPOSE OF REPORT

- 1.1 This report provides information to members of the Committee in relation to Councillor Graham notice of motion regarding the implementation of speed cushions and mandatory 20mph speed limit at Bonnyview Drive.

2. RECOMMENDATION(S)

- 2.1 It is recommended that the Committee:-
1. Notes the content of this report and the speed surveys carried out by officers; and
 2. Instructs officers, given the findings of the speed survey, not to consult with residents and that no further action is to be taken.

3. FINANCIAL IMPLICATIONS

- 3.1 None

4. OTHER IMPLICATIONS

- 4.1 None at this stage of the process

5. BACKGROUND/MAIN ISSUES

- 5.1 At its meeting on 31 January 2012 the Enterprise, Planning and Infrastructure committee a notice of motion by Councillor Graham on the following terms was considered: -

“That the relevant department consults with the residents of Bonnyview Drive to ascertain the requirement to install traffic calming measures and reports back to committee”.

In turn, this committee instructed officers to conduct traffic surveys on Bonnyview Drive and report on the terms of the motion to a future meeting of the Enterprise, Planning and Infrastructure Committee.

5.2 The road is residential in nature which links Longview Terrace, Bonnyview Place and also connects Howes Drive and Howes Crescent. Vehicles using this road are subject to an advisory 20mph speed limit.

5.3 The volume and speed of vehicles was assessed at two straight sections of Bonnyview Road, section 1 and section 2 (Please see the enclosed plan for exact location).

The following table gives an indication of the volume of traffic using Bonnyview Road on an average working day. The data within the table was collected in March 2012.

7am to 7pm (12 hour period)		8am to 9am (am peak)		4pm to 6pm (pm peak)	
Southbound	Northbound	Southbound	Northbound	Southbound	Northbound
392	297	44	09	70	81

5.4 The following table gives further indication of speeds of vehicles using both sections of the road for a week period.

Location	85 % of vehicular speeds		Average speeds	
	Southbound / Westbound	Northbound / Eastbound	Southbound / Westbound	Northbound / Eastbound
Section 1	27mph	30mph	22mph	25mph
Section 2	24mph	22mph	17mph	17mph

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

5.5 Circular 6/2001 was published by the Scottish Executive in 2001 and provided local authorities with guidance on 20 mph zones and both mandatory and advisory 20 mph speed limits (an explanation for mandatory 20 mph limits and advisory 20 mph limits are located in Appendix A). The guidance on advisory 20 mph speed limits offered recommendations on suitable areas where they may be introduced

which included such as no significant accident history; self enclosed areas used mainly by local residents with little or no through traffic,

- 5.6 An inspection of the accident history for Bonnyview Drive shows a total of 3 damage only accidents occurring, during the three year period from January 2009 to December 2011. It should be noted that the Bonnyview Road layout and its environment does not encourage vehicular speeding. Moreover, the vehicular parking and narrow width of section 2 of this road act as natural traffic calming and reduce vehicular speeds. As can be appreciated from the data, it is evident on section 1, where there is lay-by parking, vehicular speeds are slightly higher than in section 2, but still within acceptable limits for an advisory 20mph limit.
- 5.7 In conclusion, as there is a low damage only accident record and the recorded speeds are within an acceptable range, it is recommended that consultation with residents is not necessary, as no further traffic calming measures are proposed.

6. IMPACT

- 6.1 No impact.

7. BACKGROUND PAPERS

- 7.1 Minute of Enterprise, Planning & Infrastructure Committee meeting, 31 January 2012.
- 7.2 SEDD Circular No.6/2001 – Development Department Transport Division 3 – Scottish Executive

8. REPORT AUTHOR DETAILS

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Appendix A

Explanatory Note for 20mph zones, Mandatory 20mph etc

Mandatory 20 mph speed limits –

The following quote from the guidance is of particular relevance: - “Authorities may regard mandatory 20 mph speed limits without relatively expensive speed reduction features as an attractive option, but such limits should not be introduced where there is no realistic expectation that they will achieve the required decrease in traffic speeds, or where the police are unable to give an undertaking to provide an effective level of enforcement”. In situations where speeds are low there is little benefit in introducing a mandatory limit simply to provide a “feel good factor”. It is not considered best value to spend limited resources on providing such limits where speeds are already low (for example in town centres).

Advisory 20 mph limits –

Local authorities should exercise caution where 85th percentile speeds are higher than 30mph – some traffic calming to support the advisory speed limit is recommended in such areas. An advisory 20mph speed limit is not considered appropriate where the legally enforceable speed limit is higher than 30mph.

Consultees comments

Lead Councillor Callum McCaig - Email sent 26/04/2012

Local Members

Councillor Gordon Graham

Email sent 26/04/2012

Council Officers

Barry Jenkins, Head of Finance, Resources – ***has been consulted and had no comments relating to finance.***

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, Shelter and Environment – ***has been consulted***

Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership – ***has been consulted, had no comments and agreed with the recommendations***

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

Dave Young, Account Manager, Service, Design and Development - ***has been consulted***

Kathryn McFarlane, Service Co-ordinator

Allison Swanson, Committee Services
