

ABERDEEN CITY COUNCIL

COMMITTEE **Enterprise, Planning and Infrastructure**

DATE **22 January 2013**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Informal consultation for traffic calming in the
neighbouring streets around the Oakbank
residential development – Mid Stocket Road**

REPORT NUMBER: **EPI/12/275**

1. PURPOSE OF REPORT

This report details the results of an informal consultation, carried out by letter drop along with speed surveys. These surveys were carried out on streets proposed for traffic calming measures, and those surrounding the new residential development at Oakbank, Mid Stocket Road, Aberdeen. The report discusses the findings of the consultation and the average vehicular speeds in the area.

2. RECOMMENDATION(S)

It is recommended that the committee:

1. Note the content of this report and the results of the informal consultation and speed survey exercise.
2. Instruct officers not to proceed with the implementation of traffic calming measures for this development.

3. FINANCIAL IMPLICATIONS

None.

4. OTHER IMPLICATIONS

None.

5. BACKGROUND / MAIN ISSUES

5.1 Background

5.1.1 The Development Management sub-committee of the Council at its meeting on 24 March 2011 granted planning permission for a residential development on the site of the former Oakbank School. Associated with the consent is a legal agreement requiring that the developer, amongst other things, undertake a consultation exercise in respect to the introduction of traffic management measures on the following streets, and fund their implementation if approved:

- Oakhill Road
- Woodhill Road
- Woodstock Road

5.1.2 The streets proposed for traffic calming have been subject to similar proposals in the past. These proposals were more extensive covering a greater degree of the residential neighbourhood at Oakbank / Woodhill and Kingshill areas. Following public consultation these proposals were rejected.

5.1.3 This informal consultation stage has been funded by the developer of the former Oakbank school.

5.2 Informal Consultation with Residents

5.2.1 In accordance with the legal agreement associated with the developments planning consent an informal consultation exercise was carried out by means of a letter drop to all residents affected by the proposals. Letters were issued to residents in the following streets:

- Oakhill Road
- Woodhill Road
- Woodstock Road
- Kingshill Avenue
- Woodhill Terrace
- Woodhill Place
- Edgehill Road
- Edgehill Terrace
- Kingshill Road
- Kingshill Terrace
- Oakhill Crescent
- Kings Gate (part)

The consultation letter detailed the extents of the proposed traffic calming, and location of the proposed speed cushions. A reply form was also included which allowed consultees to express their views on the introduction of traffic calming, and indicate whether they were supportive of or against the proposals. This method of consultation has been used for similar scenarios in the past, and has become commonplace for consultation on such schemes.

5.2.2 A response rate of approximately 43% was achieved from the informal consultation. Of 278 residences that were consulted, 120 responded. 4 properties returned 2 responses giving the same opinion therefore the additional responses from these properties were discounted.

5.2.3 Of the responses 42.5% are in favour of the introduction of traffic calming, and 57.5% are against. Table 1, below, shows the responses for each individual street. A figure is appended to this report showing the preference per street for the implementation of the traffic calming proposals.

Street	Response Favour	In	Response Against	Response Rate
Edgehill Road	44%		56%	41%
Edgehill Terrace	50%		50%	33%
Kings Gate	0%		0%	0%
Kingshill Avenue	9%		91%	30%
Kingshill Road	55%		45%	39%
Kingshill Terrace	0%		100%	18%
Oakhill Crescent	60%		40%	83%
Oakhill Road	45%		55%	67%
Woodhill Place	14%		86%	54%
Woodhill Road	60%		40%	43%
Woodhill Terrace	50%		50%	25%
Woodstock Road	45%		55%	61%

5.2.4 The results for the three roads on which the traffic calming measures are proposed show that residents on Oakhill Road are against the proposals, those on Woodhill Road are in favour and those on Woodstock Road are against. The difference in opinion on each street is narrow, particularly on Oakhill Road and Woodstock Road.

5.2.5 Residents that are in favour of the proposals generally state in their responses that as these roads are not at present traffic calmed they are more heavily trafficked than alternative routes that at present have speed cushions.

Vehicular speeds were also cited as a concern, with residents claiming drivers are ignoring the current 20mph zone. The number of children playing in and travelling through the streets is also highlighted as a reason to implement traffic calming.

Residents who have opposed the introduction of traffic calming measures include the visual impact of speed bumps on the roads, and a preference for money to be spent repairing and maintaining roads in a poor state of repair as reasons against their introduction. They also consider that the number of vehicles exceeding the speed limit are very few, the current speed limit is sufficient to control driver behaviour and that the volume of traffic is not sufficient to require the introduction of traffic calming. Damage to vehicles is also given as a reason for traffic calming not being introduced.

5.3 Speed Surveys

5.3.1 In order to further inform consideration of the introduction of traffic calming measures, speed surveys were carried out on the three streets on which traffic calming is proposed, namely:

- Oakhill Road
- Woodhill Road
- Woodstock Road

The surveys were carried out by means of radar equipment in all three streets between 16 October 2012 – 22 October 2012. All three streets are subject to a Mandatory 20mph limit.

5.3.2 The average speed of vehicles travelling westbound on Oakhill Road was recorded as 25mph, and 24mph for those travelling eastbound. An average speed of 22mph was recorded for vehicles travelling in both directions on Woodhill Road. Vehicles travelling northbound on Woodstock Road were recorded as 23 mph, and those southbound as 21mph. These average speeds all exceed the 20mph speed limit in the area.

5.3.3 The speeds recorded are typical of a 20mph speed limit and are in the order of those found within a traffic calmed environment.

5.4 Summary of Findings

5.4.1 From the informal consultation, the Oakbank area overall is against the proposed introduction of traffic calming. Considering only the streets which are proposed to be subject to traffic calming measures, residents on Woodhill Road are in favour of their implementation, while those on Oakhill Road and Woodstock Road are against. The difference in number between those for and against is small, particularly on Oakhill Road and Woodstock Road.

5.4.2 The speed surveys indicate that the average speed of vehicles on all three streets on which traffic calming is proposed is slightly in excess of the 20mph speed limit.

5.4.3 Officers have noted the average vehicular speeds in the speed survey, and the results of the informal consultation exercise, and given the type of development and additional traffic generated consider that the introduction of traffic calming should not proceed.

5.5 Displacement of Traffic Movements

5.5.1 Should only part of the proposal be implemented, it is considered that there could be a propensity for traffic displacement to occur. It is therefore considered that the partial implementation of the proposal would not be a viable option.

6. IMPACT

Within the Local Development Plan (LDP) the site of the former Oakbank School is recognised as Opportunity Site 112, and the surrounding area is predominantly zoned for residential use. The housing at the Oakbank site meets the requirements of the LDP and the character of the area. It is anticipated that traffic patterns and behaviour from Oakbank will reflect this.

7. BACKGROUND PAPERS

Minutes of Development Management Sub-Committee meeting 24 March 2011.

<http://committees.aberdeencity.gov.uk/mqConvert2PDF.aspx?ID=1938&T=1>

8. REPORT AUTHOR DETAILS

Doug Ritchie
Team Leader, Road Safety & Traffic Management
dritchie@aberdeencity.gov.uk
(01224) 538055

Appendix A

Plan Indicating Street in Favour and Against Traffic Calming

Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett - email sent 5/12/12

Vice Convenor: Councillor Ramsay Milne - email sent 5/12/12

Local Members

Councillor Fraser Forsyth

email sent 5/12/12

Councillor Bill Cormie

email sent 5/12/12

Councillor Jennifer Laing

email sent 5/12/12

Council Officers

Barry Jenkins, Head of Finance, – *has been consulted and has no comments in relation 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

Mike Cheyne, Roads Manager has been consulted

Neil Carnegie, Community Safety Manager has been consulted

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

Kathryn McFarlane, Service Co-ordinator

Mark Masson, Committee Services
