

ABERDEEN CITY COUNCIL

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COMMITTEE	<b>Enterprise, Planning and Infrastructure</b>
DATE	<b>22 January 2013</b>
DIRECTOR	<b>Gordon McIntosh</b>
TITLE OF REPORT	<b>Follow up report - Restrictions that would deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.</b>
REPORT NUMBER	<b>EPI/12/304</b>

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1. PURPOSE OF REPORT

At its meeting on 31 May 2012 the Enterprise, Planning & Infrastructure Committee instructed officers to continue monitoring the level of usage of Morningside Road, Cranford Road and Duthie Terrace by Heavy Goods Vehicles (HGVs) on an annual basis and if there should be a significant change reconsider the possibility of introducing a restriction.

The purpose of this report is therefore to provide an update with regard to recent surveys that have been carried out to monitor the volume of HGVs using these roads.

2. RECOMMENDATION(S)

It is recommended that given the low volume of Heavy Goods Vehicles using these roads, the Committee instructs officers to cease annual surveys and monitor these roads in line with general traffic management priorities.

3. FINANCIAL IMPLICATIONS

None

4. OTHER IMPLICATIONS

None

## 5. BACKGROUND / MAIN ISSUES

5.1 At the meeting of this committee on 31 May 2012 the report titled 'Introduction of possible restrictions to deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes' was considered. This report was a culmination of an extensive period of monitoring and evaluation of surveys following Councillor Yuill's motion on 13 September 2011 "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...".

5.2 At the committee on 31 May 2012 the Committee approved the recommendations made in the aforementioned report. These recommendations were: -

- a) to take no action at this time given the low volume of Large / Heavy Goods Vehicles (HGVs) 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.

5.3 The roads concerned are residential in nature and 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
<b>Morningside Road</b>	93	111	110	138	121	156
<b>Duthie Terrace</b>	15	36	15	53	19	45
<b>Cranford Road</b>	47	34	78	32	53	52

5.4 The following table highlights the number of HGVs recorded during recent surveys using these three roads. The surveys were carried out in the morning and afternoon/evening peaks, with an additional survey carried out in the lunchtime period. It is during these periods of peak traffic that congestion will be at its highest at the Great Western Road / A90 South Anderson Drive Junction and hence when it would be most likely drivers would choose to use Morningside Road, Duthie Terrace and Cranford Road to avoid congestion.

	Number of Heavy Goods Vehicles					
	8am - 9am	9am - 10am	12pm - 1pm	1pm - 2pm	4pm - 5pm	5pm - 6pm
<b>Morningside Road</b>	6	2	6	2	1	1
<b>Duthie Terrace</b>	1	Nil	Nil	Nil	Nil	Nil
<b>Cranford Road</b>	2	1	Nil	Nil	Nil	Nil

*\*Surveys carried out on Tuesday 27 November 2012 (am) and Monday 3 December 2012 (pm). The surveys were conducted visually and the types of Heavy Goods Vehicles noted.*

5.5 When considering Morningside Road, two of the HGVs noted in the 8am to 9am period were visiting the loading bay (serving the Tesco Convenience Store) on Morningside Road, near its junction with St John's Terrace. The other vehicles of note during the periods of the survey were four coaches associated with 'Central Coaches' that have been suggested are serving the International School on the North Deeside Road and three Refuse Vehicles.

5.6 As highlighted in the previous paragraph, four coaches associated with 'Central Coaches' were observed using Morningside Road. Additionally another coach associated with this same company was observed using Duthie Terrace. In this respect, the opportunity is being taken to write to Central Coaches to request their drivers stay on the appropriate distributor type roads when travelling in the City and that residential type roads are only entered for the purpose of allowing a passenger to board/alight.

5.7 The number of HGVs using these roads is very low when considering the overall volume of vehicles entering these streets. The most recent surveys indicating the numbers on Duthie Terrace and Cranford Road are negligible, while a small number have been recorded on Morningside Road. Indeed when comparing the most recent surveys directly with those carried out in November 2011 the numbers of HGVs recorded using Cranford Road and Duthie Terrace has reduced.

5.8 The volume of HGVs using these roads must be considered in the wider context of the overall road network and similar street types, and the current situation would not be considered exceptional.

5.9 In conclusion, it is recommended that given the low volume of HGVs using these roads, the Committee instructs officers to cease annual surveys and monitor these roads in line with general traffic management priorities.

## 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

Item 12 - *“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://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2283&Ver=4>

Item 8 – *“Introduction of possible restrictions to deter Heavy Goods Vehicles from using Morningside Road, Cranford Road and Duthie Terrace as through routes.”* Enterprise, Planning & Infrastructure Committee, 31 May 2012.

<http://committees.aberdeencity.gov.uk/ieListDocuments.aspx?CId=140&MId=2284&Ver=4>

## 8. REPORT AUTHOR DETAILS

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## **Consultee Comments**

### **Councillors**

Barney Crocket has been consulted.  
Ramsay Milne has been consulted.

Angela Taylor has been consulted.  
Gordon Townson has been consulted.  
Ian Yuill has been consulted.

### **Council Officers**

Margaret Bochel, Head of Planning & Sustainable Development, has been consulted and is in agreement with the recommendations within this report.  
Mike Cheyne, General Manager Operations, has been consulted.  
Barry Jenkins, Head of Finance, has been consulted and had no comments with regard to finance.  
Jane MacEachran, Head of Legal & Democratic Services, has been consulted.  
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure, has been consulted.  
Ciaran Monaghan, Head of Service, Office of Chief Executive, has been consulted.  
Hugh Murdoch, Head of Asset Management & Operations, has been consulted.  
Dave Young, ICT, Enterprise, Planning and Infrastructure has been consulted.