

ABERDEEN CITY COUNCIL

COMMITTEE: **Enterprise, Planning & Infrastructure**

DATE: **22nd January 2013**

DIRECTOR: **Gordon McIntosh**

TITLE OF REPORT: **Notice of Motion by Councillor Malone –
Review of Rural Speed limits Countesswells,
Baillieswells and Blacktop area**

REPORT NUMBER: **EPI/13/ 004**

1. PURPOSE OF REPORT

To provide the Committee with background information and details relating to the local rural road network within the Countesswells, Baillieswells area and matters related to a speed limit assessment.

2. FINANCIAL IMPLICATIONS

Should a reduced speed limit be approved funding for any future scheme will require to be identified.

3. OTHER IMPLICATIONS

None at this time, however should a reduced speed limit be approved at a future date it may not be supported by Grampian Police and receive limited enforcement.

4. BACKGROUND/MAIN ISSUES

4.1 At its meeting of the 19th December 2012 the Council referred the following Notice of Motion by Councillor Malone to this committee for consideration. The Notice of Motion states that

“ In view of the recent decision to reduce the speed limit from the Kingswells roundabout to Blacktop from 60mph to 40mph, that officers be instructed to report on the implications of this for the neighbouring rural road network including Countesswells Road, Kirk Brae and Baillieswells Road, and on the need to ensure consistency of speed limits in the area instruct the Director of Corporate Governance and Head of Finance to identify an appropriate budget from which to fund any works which officers may propose.”

- 4.2 The purpose of this report is to provide the committee with background information on matters relative to the nature of the local road network, the issues related to the application and assessment of speed limits and the possible implications of the implementation of a reduced speed limit.
- 4.3 The local road network area indicated within the notice of motion is rural in nature with the road widths typically varying from 4.5m to 6m bounded by narrow verges.
- 4.4 The general road alignment is typically rural, varying considerably throughout with a winding alignment that includes a number of sharp bends. The natural environment includes sections of open country side bounded by rubble walls and densely forested areas. The environment and varying road alignment restrict speeds over much of this network area.
- 4.5 The existing speed limit on the rural roads is the national speed limit of 60mph. Whilst this is the maximum legal speed limit, the natural environment and constrained road alignment will to a very significant degree govern the speed at which vehicles travel.
- 4.6 The local road network is accessed daily in the peak periods by significant volumes of commuter traffic travelling to the city centre and the wider industrial areas of Dyce, Westhill and Altens. It is expected that these volumes of commuter traffic, particularly those using the north / south routes such as Kirk Brae and Baillieswells will be significantly reduced when the Western Peripheral Route is completed.
- 4.7 A review of the speed limits that would be applicable within the local road network will require the collection of traffic data relating to existing vehicular speeds, traffic volumes and accident records. To inform a comprehensive study it will be necessary for surveys to be carried out on each of the road links to capture traffic speeds and volumes over a typical working day.
- 4.8 Within the assessment process it is necessary to consider the accident record in detail as whilst it may be assumed that a speed limit reduction will address the road safety issues it may not be the principle cause of incidents or the appropriate self enforcing solution.
- 4.9 There are implications should a reduced speed limit over the section of rural road under consideration be implemented and relate primarily to funding of the scheme and the funding of future schemes should a precedent be set. A future assessment would identify the detailed costs for the implementation of a reduced speed limit.
- 4.10 The committee will be aware that at its meeting of the 11th September 2012 that approval, against officer recommendations, was given for the

promotion of the traffic regulation order for the reduction of the speed limit on the section of C121 from its junction with the Blacktop Road , Countesswells to the A944 roundabout junction at Kingswells.

- 4.11 The initial consultation process with statutory bodies has been commenced and will be reported to the March meeting of this committee. However it has been indicated that the proposed reduction to the speed limit will be strongly resisted and that a formal objection is to be lodged by the Police service.

5. IMPACT

This report meets with the local Community Plan objectives to continually improve road safety.

6. BACKGROUND PAPERS

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7. REPORT AUTHOR DETAILS

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Consultees comments

Councillor Marie Boulton – *has been consulted 10/01/13*

Councillor Aileen Malone – *has been consulted 10/01/13*

Councillor M Tauqeer Malik – *has been consulted 10/01/13*

Council Officers

Barry Jenkins, Head of Finance, Corporate Governance – *has been consulted*

Jane MacEachran, Head of Legal and Democratic Service – *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 and Operations, E,P and I – *has been consulted*

Margaret Bochel, Head of Planning & Sustainable Development – *has been consulted and have no comments.*

Mike Cheyne, General Manager, Operations – *has been consulted*

Neal Carnegie, Community Safety Manager – *has been consulted*

Dave Young, Account Manager, Corporate Governance – *has been consulted*

Laura Watson, Service Co-ordinator E P & I

Mark Masson, Committee Services Officer