

COMMITTEE	Enterprise Planning and Infrastructure
DATE	24 August 2013
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Speed Limit Review – A944 Westhill to Hazlehead / Skene Road as a result of the West Huxterstone, Kingswells Development and the A93 from Bielside to Milltimber.
REPORT NUMBER:	EPI/13/114

1.0 PURPOSE OF REPORT

- 1.1 This report provides updated information to members of the committee in relation to the Speed Limit Review report which was submitted to committee on 11 September 2012.
- 1.2 Officers were instructed to report back to a future committee meeting on reducing the speed limit on the following routes.
- A93 from Bielside to Milltimber possible reduction of speed limit from 40mph to 30mph
 - A944 city boundary at Westhill to Hazlehead from 50mph to 40mph, including the possible introduction of fixed speed cameras for enforcement and all costings associated with the proposal.
 - B9119 Skene Road from 50mph to 40mph as a result of the West Huxterstone, Kingswells development, including all associated costings.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that the Committee:
1. Note the content of this report and the results of the follow up surveys / analysis that has been carried out.
 2. Agree that no further action should be taken with regard to the implementation of a lower speed limit.

3.0 FINANCIAL IMPLICATIONS

3.1 There are no financial implications as a result of this report.

4.0 OTHER IMPLICATIONS

4.1 Police Scotland are responsible for the enforcement of speed limits across the city. They have stated that they are in agreement with the recommendations outlined in the content of this report and that the implementation of a reduced speed limit would not be effective without continual enforcement. Police Scotland believe that the setting of a reduced speed limit at each of the sections considered would be inappropriate and set an unwelcome precedent

5.0 BACKGROUND / MAIN ISSUES

5.1 At its meeting on 11 September 2012 the Enterprise Planning and Infrastructure committee considered a report "Review of Speed Limits on A & B Class Roads" (EPI/12/182) where the recommendation were Officers to report back on reducing the speed limit on the following route.

5.2 Officers were also requested to report back on reducing the speed limit on the following routes.

- A93 from Bielside to Milltimber possible reduction of speed limit from 40mph to 30mph.
- A944 city boundary at Westhill to Hazlehead from 50mph to 40mph, including the possible introduction of fixed speed cameras for enforcement and all costings associated with the proposal.
- B9119 Skene Road from 50mph to 40mph as a result of the West Huxterstone, Kingswells development, including all associated costings.

6.0 THE SPEED LIMIT ASSESSMENT PROCESS

6.1 The Scottish Government produced speed limit guidance in 2006 [Setting Local Speed Limits ETLCD Circular 01/2006](#) This guidance is used for setting local speed limits on single and dual carriageway roads in both urban and rural areas. It brings together some of the main features of other published guidance on speed limit related issues, and gives some examples of the type of roads on which particular speed limits might be suitable. It sets out key elements of speed limit legislation.

6.2 Guidance contained in Setting Local Speed Limits quotes;

"A 50mph limit may be safely used on higher quality roads where there is little or no roadside development. Roads most suited to these higher urban limits are those such as primary distributors with segregated junctions and pedestrian facilities. They are usually dual carriageway ring or radial routes or bypasses which have become partially built-up.

- 6.3 The appropriate method of measurement for speeds is to monitor the mean and 85th percentile speeds. The measurements are taken in dry weather conditions and at the position on a road where speeds are expected to be highest. Only speeds of vehicles are measured and taken at times when traffic is flowing freely.

7.0 ASSESSMENT

7.1 A93 at Milltimber (40 mph section) (3.2 km) or (2.0 miles)

The A93 North Deeside Road at the 40 mph location is a single carriageway rural road with no roadside development.

a) Speed Survey Results

Speeds were surveyed on the A93 at Milltimber. The average 85th %ile speed recorded was 40 mph which is in line with the current 40mph speed limit.

b) Injury Accident

3 slight injury accidents

Accident records were reviewed for the 3 year period 2010 to 2012 and these indicated there have been a total of 3 slight injury accidents; speed was neither an issue nor contributory factor in any of the accidents.

The assessment carried out in accordance with Scottish Government guidance indicates that although there have been 3 personal injury accidents on the route, in-depth analysis of the causation factors of these accidents indicate that speed was not a factor.

7.2 A944 from City Boundary to B9119 junction

The A944 is a dual carriageway distributor road with segregated junctions and designated pedestrian/cycle facilities with some current roadside development on approach to Kingswells Roundabout.

There is currently a business park under development to the north of the A944 and west of Kingswells roundabout (see attached plan). Through the Planning Consent and Development Control conditions,

Officers from Aberdeen City Council were required to assess road safety on approach to the development. The assessment was carried out in accordance with the "Setting Local Speed Limits" paying particular attention to roadside development element of the assessment criteria. Assessment highlighted the current speed limit of 50mph is inappropriate for this type of development area and it was proposed to reduce the speed limit to 40 mph. The Traffic Regulation Order for a 40mph speed limit has received no objections from Public consultation and is now with our legal department to be made live when the development opens in August 2013.

a) Speed Survey Results

Speeds were surveyed on the A944 at Kingsford and between Kingswells roundabout and Skene Rd roundabout. The 85th %ile speed recorded was 52mph which is in line with the current speed limit of 50mph. Table 1 below demonstrates a slight reduction in speed but is generally consistent, over the 2 years previous years.

TABLE 1

A944 from City Boundary to B9119 Skene Road roundabout		
YEAR RECORDED	85TH %ILE SPEED	MEAN/AVERAGE SPEED
May 2011	55 mph	53 mph
May 2012	54 mph	52 mph
May 2013	52 mph	50 mph

b) Injury Accidents

Accident records were reviewed for the 3 year period 2010 to 2012 for the entire length of the A944 and these indicated there have been a total of 18 injury accidents on the A944 from the city boundary to the B9119 Skene Road.

For the purposes of the assessment process, the accidents statistics are have been separated into 2 separate straight sections of road.

A944 between the City boundary and Kingswells Roundabout (2.5 km) or (1.5 miles)

- 1 fatal
- 4 serious
- 7 slight

A944 between Kingswells roundabout and Skene Road roundabout (1.0km) or (0.5 miles)

- 1 Serious
- 5 slight injury accidents.

Although there have been personal injury accidents on the route, in-depth analysis of the causation factors of the accidents, confirms that excess speed was not a contribution to the accidents.

7.2.1 A944 Fixed Speed Camera's

7.2.1 As part of this report, Officers were requested to report back on the possible introduction of fixed speed cameras for enforcement and all costings associated with the proposal.

7.2.2 North East Scotland Safety Camera Partnership (NESCAMP) is a partnership between Aberdeen City Council, Aberdeenshire Council, The Moray Council, Transport Scotland and Police Scotland, supported by NHS Grampian, Grampian Fire and Rescue Service and the Scottish Ambulance Service, with the aim of reducing excessive and inappropriate speed by changing driver behaviour, and thus reducing the number of people killed and seriously injured on North East Roads NESCAMP determine new sites by applying criteria as set out in the Rules and Guidance governing the programme. Criteria are applied to the installation of new cameras under the Programme and are contained in the [Handbook of Rules and Guidance](#) which safety camera partnerships must follow in order to be part of the programme. These criteria ensure that cameras are sited where there is a history of casualties and a speeding problem.

7.2.3 Partnerships are required to consider a number of other factors - over and above accident figures - such as the cause of accidents, the percentage of motorists travelling over the speed limit, the suitability of the area for camera enforcement and the distribution of accidents. It should also be established that no other engineering solutions are appropriate at that time to the location. Furthermore, speed cameras tend to have a stop/start effect on vehicular movement and are only effective within the area in which they operate and not over an entire route.

7.2.4 It should be noted that advice from NESCAMP is that Transport Scotland, the governing body of the Safety Camera Partnerships in Scotland, will not support an application unless it meets its strict assessment criteria.

The A944 dual carriageway section does not meet the criteria as set out in the Handbook for the installation of a fixed safety camera site.
APPENIX 1

7.2.5 An estimate costing for a safety camera site is £25,000 per site.

7.3 B9119 Skene Road to the 30 mph speed limit at Hazelhead Cemetery. (1.0 km) or (0.5 miles)

The B9119 Skene road at the 50mph location is a single carriageway rural road with designated shared cycle/footway facilities and no roadside development.

a) Speed Survey Results

Speeds were surveyed on the B9119 at Smithfield Farm. The 85th %ile speed recorded was 44 mph and 40 mph average speed; this is consistent with the current speed limit of 50mph. Table 2 below demonstrates a reduction in speed in the 2 years previous.

TABLE 2

B9119 Skene Road roundabout to 30 mph speed limit at Hazelhead Cemetery		
YEAR RECORDED	85TH %ILE SPEED	MEAN/AVERAGE SPEED
May 2011	47 mph	40 mph
May 2012	46 mph	40 mph
May 2013	44 mph	40 mph

b) Injury Accidents

1 Serious
1 slight injury accident

The assessment carried out in accordance with Scottish Government guidance indicates that although there have been 2 personal injury accidents on the route, in-depth analysis of the causation factors of these accidents indicate that speed was not a factor.

8.0 CONCLUSION

8.1 The assessment process carried out on the A944/B9119 and the A93 shows there is no evidence that the sites assessed qualify for a reduction in the current speed limit. The aim of a speed management action is to deliver a balance between safety objectives for all road users, mobility objectives, and to ensure efficient travel

8.2 When considering traffic management and road safety initiatives it is necessary to justify proposals with supporting evidence in terms of the existing road accident records and speed of traffic. Speed and accident data taken together with guidance detailed in paragraph 7.1, has not identified an instance of vehicles travelling excessively more than the speed limit nor the selected type of accidents to fit the criteria to justify a reduction in speed limit.

- 8.3 Although there were recorded personal injury accidents during the 3 years 2010 to 2012, they were not identified as speed related; together, with environmental, speed and accident data are the two main criteria to be taken into consideration when looking at a reduction in speed limit.
- 8.4 With regard to speed limits in general, altering a speed limit where there is no evidence of a road safety issue would not be a welcome precedent and may fuel unrealistic expectations with regard to speed limits in general and the ability of Police Scotland to monitor and enforce
- 8.5 As part of the business park development, which is classed as roadside development under The Guidance, there is a Traffic Regulation Order being promoted on the A944 to reduce the speed limit from 50mph to 40 mph on all approach roads to the Kingswells roundabout and Prime Four Development.
- 8.6 The construction of the AWPR may change the dynamic in respect of traffic flow on the A93/A944 and, if need be, the speed limit can be reassessed once the AWPR is complete.

9.0 IMPACT

The provision of Road Safety through the implementation of local speed limits meets the aspirations of the Community Plan and the Councils Vibrant, Dynamic and Forward Looking statement.

10.0 BACKGROUND PAPERS

- ¹ Setting Local Speed Limits [Guidance for Local Authorities: ETLLED Circular 1/2006](#).
- ² SCOTS Additional Guidance: [ETLLED Circular No. 1/2006](#) Setting Local Speed Limits – Speed Limit Review.
- ³ DfT Traffic Advisory Leaflet 2/06 ([TAL 2/06](#)) Speed Assessment Framework
- ⁴ Parliament UK : [Roads: Speed limits](#)
- ⁵ NESCAM Handbook [NESCAM Handbook](#)

10.0 Consultees comments

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Barney Crockett *emailed 19-July-2013*

Vice Convener: Councillor Ramsay Milne *emailed 19-July-2013*

Enterprise, Planning and Infrastructure Committee

Councillor Marie Boulton

Emailed 26/7/2013

Councillor John Corall

Emailed 26/7/2013

Councillor Steve Delaney	Emailed 26/7/2013
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Local Members

Councillor Aileen Malone	Emailed 26/7/2013
Councillor David Cameron	Emailed 26/7/2013
Councillor Jennifer Stewart	Emailed 26/7/2013
Councillor Len Ironside CBE	Emailed 26/7/2013
Councillor M. Tauqeer Malik	Emailed 26/7/2013
Councillor Martin Greig	Emailed 26/7/2013

Council Officers

Barry Jenkins, Head of Finance 31-07-2013 No comment	
Jane MacEachran, City Solicitor, Continuous Improvement	Emailed 26/7/2013
Ciaran Monaghan, Head of Service, Office of Chief Executive	Emailed 26/7/2013
Gordon McIntosh, Director of Enterprise, Planning and Infrastructure	Emailed 26/7/2013
Hugh Murdoch, Head of Service, Shelter and Environment	Emailed 26/7/2013
Margaret Bochel, Head of Planning & Infrastructure, Strategic Leadership 02-Aug-2013 agree with the recommendations within this report	Emailed 26/7/2013
Mike Cheyne, Roads Manager	Emailed 26/7/2013
Colin Walker, Community Safety Manager	Emailed 26/7/2013
Dave Young, Account Manager, Service, Design and Development	Emailed 26/7/2013
Laura Watson, Service Co-ordinator E P & I	Emailed 26/7/2013
Mark Masson, Committee Services	Emailed 26/7/2013
Mark Masson, Committee Services	Emailed 26/7/2013

11.0 REPORT AUTHOR DETAILS

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