

## ABERDEEN CITY COUNCIL

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COMMITTEE	Enterprise, Strategic Planning & Infrastructure
DATE	04 September 2014
DIRECTOR	Gordon McIntosh
TITLE OF REPORT	Third Don Crossing – Traffic Management Proposals
REPORT NUMBER:	EPI/14/225
CHECKLIST RECEIVED	Yes / <del>No</del>

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### 1. PURPOSE OF REPORT

To advise the Committee of the proposed traffic management measures that require to be progressed through the legal process for the required Traffic Regulation Order (TRO) in association with the imminent construction of the Third Don Crossing.

### 2. RECOMMENDATION(S)

It is recommended by officers that:-

1. The Committee note the proposed traffic management proposals
2. Instruct officers to commence the necessary legal procedures of preliminary statutory consultation for the various Traffic Regulation Orders required as described in this report. If no significant objections are received, then progress with the public advertisement and report the results to a future meeting of this Committee.

### 3. FINANCIAL IMPLICATIONS

The funding for this project has been identified within the capital budget laid out by council for this specific scheme. The current approved four year capital budget plan for the Third Don Crossing allows for an estimated £15.36M expenditure. The various traffic management proposals contained within this report will be minimal and form part of the overall scheme costs.

### 4. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation orders may have to re-enter the legislative process if they are unable to be implemented within the statutory implementation period of 2 years from the start of the public consultation.

## 5. BACKGROUND/MAIN ISSUES

### 5.1 Background

At its meeting on 19 June 2014 the Finance, Policy & Resources Committee considered a report by officers relating to the results of the tender process for the construction of the Third Don Crossing.

The Committee resolved to approve the recommendation to award the tender to the preferred bidder.

### 5.2 Traffic Management Proposals

This roads infrastructure project will include a number of new provisions such as 10 pedestrian crossings, sections of new cycle track and shared cycle track / footway links, traffic calming measures, a new 'Bus gate' and the removal of the St. Machar Drive roundabout to allow for the installation of a new signalised junction.

Also within this scheme there are a number of restrictions that require to be taken through the legislative process for a permanent Traffic Regulation Order (TRO). All proposals / restrictions referred to within this report can be seen in detail within Appendices A – N.

A speed limit of 40mph is to be introduced on the new section of carriageway from its junction with the Parkway, southwards to a point just north of the new junction at Gordon's Mills Road. From this point, the speed limit will be reduced to 30 mph southwards to St Machar Drive. (Appendix A)

Throughout this new route there is a requirement to maintain free flowing traffic movements whilst ensuring that on-street parking is provided at suitable locations to reduce the impact on both residents and the surrounding roads network. It is therefore proposed to introduce an 'Urban Clearway' on the 40 mph section of carriageway from its junction with the Parkway, southwards to a point just north of the new junction at Gordon's Mills Road (Appendix A). This restriction will not impact on local residents as there are no property frontages within this section of carriageway. The remainder of the route, which falls within the 30mph section between Gordon Mills Road and St Machar Drive will be subject to various sections of 'At any time' waiting restrictions and on-street parking bays. The existing on-street parking provision within the vicinity of the University's Zoology building requires to be rationalised to ensure free flowing traffic movements are maintained at the new signalised junction at St Machar Drive and Tillydrone Avenue. Throughout the length of the new route, various sections of 'At any time' waiting restrictions are proposed, at both new and existing junctions, in order to both maintain visibility for pedestrians and road users and ensure that the proposed cycle track is free-flowing. The extent of these restrictions can be seen on the plans provided in Appendix A – G.

A Prohibition of Driving Order is proposed on the northernmost junction of Gort Road. In very close proximity to this junction there are a further 2 junctions, which are both on the opposite side of the carriageway, therefore to reduce the conflict in turning movements at this location it was deemed appropriate to close off one of the junctions, in this case Gort Road. The construction of a turning head will be created within the area of the closed off junction which will maintain access to properties numbers 1-11 Gort Road, it would also be prudent that to keep this area clear from indiscriminate parking, 'At any time' waiting restrictions be introduced. Access to Auchinleck Road and adjoining roads will be retained via the remaining junctions of Gort Road. (Appendix G)

The existing section of Gort Road, which connects onto Hayton Road and is currently closed off to through traffic, is proposed to be re-opened and the junction upgraded. This is to ease congestion on the remaining access from Gort Road onto the new section of carriageway. As this section of Gort Road is narrow, "At Any Time" waiting restrictions are proposed along the entire length from Gort Road to Hayton Road in order to maintain the through flow of traffic. Traffic calming features in the form of speed cushions are proposed on this section to maintain low traffic speeds and ensure pedestrian safety. (Appendix H)

Currently on Gort Road, at its junction with Montgomery Road which is closed off by means of bollards, a 90 degree bend is created and this area is often parked upon. Given the changes being made to Gort Road with one junction being closed off and another being re-opened it is expected that there will be an increase in vehicles requiring to negotiate this 90 degree bend in the road. To maintain through flow of traffic and clear visibility at this location it is proposed to introduce 'At any time' waiting restrictions. These restrictions will connect with the current 'At any time waiting restrictions at the junction of Gort Road and Auchinleck Road. (Appendix H)

A one-way system is to be introduced on Meadow Lane with the creation of a new junction out onto Papermill Drive just prior to the turning area at the end of this road. The one-way will operate in a west to east direction from its modified junction with Gordon's Mills Road. (Appendix G)

Cyclists and pedestrians will have specific provisions provided for them through the entire length of this newly formed route from the North. There shall be a new cycle track on the east side from The Parkway to a point approximately 100m south east of the newly formed junction with Grandholm Drive, at which point it reverts to a shared cycle track / footway and continues over the bridge where there shall be an underpass to allow the continuation onto the new cycle track on the west side for the remainder of this route. Cyclists will then be able to proceed on their journey via the existing cycle lane provisions on St Machar Drive as well as the newly formed shared cycle track / footway on the south side of St Machar Drive to the High Street. (Appendix I – K)

To manage strategic traffic movements, a 'Bus Gate' is proposed for Bedford Road. The location of this is between the junctions of Hermitage Avenue and Meston Walk. Current Bus services will be maintained but motorists wishing to head south from Tillydrone Avenue will be required to either use the St Machar Drive / King Street or St amchar Drive / Berryden corridor. No other major changes to on-street parking or access restrictions are proposed for Bedford Road. (Appendix L)

- 5.3 In addition to the above traffic management proposals that require going through a formal legal process it is also planned to introduce traffic calming measures on Wingate Road and Portal Crescent as part of this project.

There is concern that once the new signalised junction at the Tillydrone Avenue and St Machar Drive junction becomes operational motorists may 'rat-run' via Tedder Road, Portal Crescent and Wingate Road in either direction. This whole area is already covered by a mandatory 20 mph speed limit with only Tedder Road having any physical traffic calming measures, in the means of speed tables, therefore in attempt to reduce the speed and volume of potential vehicles using this route as a 'rat-run' it is proposed to introduce traffic calming measures in the form of speed cushions. (Appendix M)

- 5.4 At each Committee members consider a report called 'Various small scale traffic management and development associated proposal (New Works)'. Within this cycle there is a proposal for 'At any time' waiting restrictions on Donbank Terrace. It would therefore seem appropriate to remove this proposal from this report and include it as part of a wider scheme of traffic management proposals being carried out in the Tillydrone Area.

A number of concerns have been received from residents of Donbank Terrace and its neighbouring streets about parking near the junction of Donbank Terrace / Hayton Road / Don Street. Currently southbound vehicles are required to pass parked vehicles on the middle of the road, with forward visibility limited due to the geometry of the road on approach to the railway bridge. This has resulted in a number of 'near-misses' at or near the junction. Having investigated the site it has been decided that a section of 'At any time' waiting restrictions requires to be installed on both sides of Donbank Terrace for a length of 56 metres north of its junction with Don Street / Hayton Road, along with a section of 'At any time' waiting restrictions on both sides of Don Street and Hayton Road at the junction with Donbank Terrace for a distance of 15 metres in order to address this problem. As the majority of properties have off-street parking it is felt that the impact of the proposed restrictions would be minimal. Additionally restrictions would also be required to be introduced at the junction of Don Street and Hayton Road to prevent any possible displacement of parked vehicles. A plan indicating the proposals can be seen in Appendix N.

- 5.5 Given the above it is recommended that the Committee instruct officers to progress with necessary legal procedures for all restrictions associated with the new Third Don Crossing and that of the proposed restrictions in the Donbank Terrace area, as to be finalised upon the opening of this route.

## 6. IMPACT

The contents of this report link to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”.

The projects will contribute to the delivery of the Smarter Mobility aims of *Aberdeen – The Smarter City*: “We will develop, maintain and promote road, rail, ferry and air links from the city to the UK and the rest of the world. We will encourage cycling and walking”, and “We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.”

This project supports the 5 year Corporate Business Plan which includes an aim of delivering a fully integrated transport network to support movement and economic growth which the proposals supports.

## 7. BACKGROUND PAPERS

Report and Minute of ‘Progression of the Access from the North Proposals (Third Don Crossing) and A96 Park and Choose / Dyce Drive Link road – EPI/13/022 submitted to Council meeting 06 March 2013.

<http://committees.aberdeencity.gov.uk/documents/g2531/Public%20reports%20pack%2006th-Mar-2013%2010.30%20Council.pdf?T=10>

<http://committees.aberdeencity.gov.uk/documents/g2531/Printed%20minutes%2006th-Mar-2013%2010.30%20Council.pdf?T=1>

## 8. REPORT AUTHOR DETAILS

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## 9. CONSULTEES COMMENTS

Council Leader

Councillor Jenny Laing – has been consulted 31/07/14

## Enterprise, Strategic Planning & Infrastructure Committee

Convener: Councillor Barney Crockett – has been consulted 31/07/14

Vice Convener: Councillor Angela Taylor – has been consulted 31/07/14

## Finance, Policy and Resources

Convener: Councillor Willie Young – has been consulted 31/07/14

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### Local Members:

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Councillor Willie Young – has been consulted 31/07/14

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Councillor Murial Jaffray – has been consulted 31/07/14

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Councillor John Reynolds – has been consulted 31/07/14

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Councillor Sandy Stuart – has been consulted 31/07/14

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Councillor Graeme Lawrence – has been consulted 31/07/14

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Councillor Neil MacGregor – has been consulted 31/07/14

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Councillor Gill Samarai – has been consulted 31/07/14

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Councillor Ross Grant – has been consulted 31/07/14

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Councillor Ramsay Milne – has been consulted 31/07/14

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Councillor James Noble – has been consulted 31/07/14

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### Council Officers

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Steven Whyte, Head of Finance – *has been consulted with Helen Sherrit responding on behalf of the service with no comments.*

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Jane MacEachran, Head of Legal and Democratic Services, Corporate Governance – *has been consulted.*

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Ciaran Monaghan, Head of Service, Office of Chief Executive – *has been consulted.*

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Gordon McIntosh, Director of Enterprise, Planning and Infrastructure – *has been consulted.*

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Hugh Murdoch, Head of Asset Management and Operations, Enterprise, Planning and Infrastructure – *has been consulted.*

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Margaret Bochel, Head of Planning & Sustainable Development, Enterprise, Planning and Infrastructure – *has been consulted.*

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Mike Cheyne, General Manager Operations, Enterprise, Planning and Infrastructure – *has been consulted.*

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Neil Carnegie, Community Safety Manager, Housing and Environment – *has been consulted.*

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David Young, Account Manager, Corporate Governance – *has been consulted.*

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Laura Watson, Service Co0ordinator

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