

BULLETIN REPORT

Name of Committee: Communities, Housing and Infrastructure

Date of Meeting: 17 May 2016

Title of Report: Motion by Councillor John Reynolds:

“That it be remitted to the appropriate Committee, to instruct officers to bring forward a report supporting the need for a temporary traffic order restricting the use by HGV’s to access only on the unnumbered road running from the B997, past Shielhill Farm to the B999, with a view to the introduction of a permanent restriction.”

Lead Officer: Pete Leonard

Author of Report: James Watt

Report Number:

Summary of Purpose of Report

At its meeting on 27 October 2015 the Communities, Housing and Infrastructure Committee was presented with a motion by Councillor Reynolds - referred by Council on 19 August 2015. This motion specified:

To instruct officers to bring forward a report supporting the need for a temporary traffic order restricting the use by HGV’s to access only on the unnumbered road running from the B997, past Shielhill Farm to the B999, with a view to the introduction of a permanent restriction.

As a result of this motion the Committee resolved to instruct officers to bring forward a report regarding this issue to a future meeting of the Communities, Housing and Infrastructure Committee.

Update

The unnumbered road running from the B997, past Shielhill Farm to the B999 (Shielhill Road) is a single carriageway road, running from the B997 to the B999, and lies to the north of Aberdeen City. There are narrow grass verges along the majority of its length and no street lighting present. The speed limit on the section of road between its junction with the B997 and the roundabout at Shielhill Farm is 60mph (national speed limit). The prescribed speed limit drops to 40mph to the east of this

roundabout before returning to the national speed limit, approximately 235 metres west of its junction with B999 (see Appendix 3). Issues have been raised by a resident of the area regarding the use of this route by HGVs travelling between Dyce and the Bridge of Don Industrial estate. The following sections of this bulletin report highlight the main issues surrounding the possible introduction of a temporary traffic order restricting the use by HGV's to access only on Shielhill Road.

Alternative Route

Restricting the use of Shielhill Road by HGV traffic would result in these vehicles diverting to the industrial estate via Scotstown Road and The Parkway. These are two busy distributor routes, through residential sections of the Bridge of Don and are in close proximity to schools, indicating significant levels of child pedestrians. In particular it should be noted that there are a significant number of pupils from Oldmachar Academy that cross Scotstown Road, when travelling to and from the school. Moreover, these routes both have existing cycling facilities (with additional cycling facilities planned). With regards to these issues, officers consider an increase in HGV traffic along these routes may have a serious impact on the road safety of vulnerable road users, such as child pedestrians and cyclists.

Impact of the Aberdeen Western Peripheral Route (AWPR)

Once completed in late 2017, it is expected the majority of HGV traffic that currently utilises Shielhill road, as a route between Dyce and Bridge of Don, will be displaced onto the AWPR – travelling south on the A90 from the Blackdog junction. Whilst there will still be a number of HGVs using the route for access purposes, as well as an expected minority who may choose to exit the AWPR at the new Goval junction and continue in a city-bound direction via the surrounding rural roads, the new bypass will have a substantial impact of the volume of HGVs currently utilising Shielhill road.

Enforcement of any Temporary Traffic Order

Police Scotland are not supportive of a traffic regulation order restricting the use by HGVs to access only on Shielhill Road. This stance is being taken on the basis that such a restriction would be extremely difficult to enforce with the current building operations and existing industrial premises along this route. To enforce this restriction, police vehicles would be required to pursue HGVs, from either the B997 junction or the B999 junction, for the length of the restriction. This is to ensure the vehicle is definitely not using this road to gain entry to one of the many sites requiring HGV access along Shielhill Road. Police Scotland contend that any restriction would need to be 'self-enforcing', meaning a complete ban on HGV access on this section of road, to allow any HGVs on this road to be stopped immediately. This is not feasible given the current access requirements of the Dubford Housing Development, Walker Technical Resources, the Breedon Aggregates quarry, as well as the various farms that utilise this route.

HGV Speed Assessment

A speed survey, using a radar device, was conducted on Shielhill Road, adjacent to the complainant's property located in close proximity to the junction with the B999, between Thursday 20 August and Monday 31 August, 2015. The radar unit used to conduct this survey is also capable of monitoring lengths of vehicles. In this respect, all data captured relating to vehicles greater than 6.5 metres in length has been used to represent HGVs for the purposes of this speed assessment. This approach may mean that the data also includes some smaller vehicles, which may not usually be classified as HGVs, that is vehicles greater than 7.5 tonnes, however this information gives a good indication of HGV speeds and traffic volumes without discounting smaller HGVs.

Table 1 (below) displays a summary of the average daily speeds and volumes of vehicles greater than 6.5 metres in length for the twelve day survey period.

Time	Mean Total Vol.	Mean Ave. Speed (mph)	Mean Vol. per Recorded Speed Interval								
			6-<11 (mph)	11-<16 (mph)	16-<21 (mph)	21-<26 (mph)	26-<31 (mph)	31-<36 (mph)	36-<41 (mph)	41-<46 (mph)	46-<51 (mph)
04:00	1	31.9	0.0	0.0	0.0	0.1	0.1	0.4	0.0	0.0	0.0
05:00	1	36.4	0.0	0.0	0.0	0.0	0.2	0.5	0.2	0.1	0.0
06:00	5	32.2	0.0	0.0	0.2	0.6	1.4	1.9	0.7	0.3	0.0
07:00	12	31.9	0.0	0.0	0.2	1.3	3.6	4.9	1.6	0.4	0.0
08:00	18	30.3	0.0	0.5	0.8	2.0	7.6	5.0	1.7	0.5	0.0
09:00	15	30.5	0.0	0.7	1.6	2.0	3.9	4.8	1.9	0.3	0.1
10:00	16	31.3	0.0	0.3	0.4	1.7	5.2	5.2	2.4	0.5	0.3
11:00	13	31.5	0.0	0.5	0.0	1.4	3.4	4.9	2.1	0.2	0.2
12:00	14	30.8	0.1	0.2	0.7	0.7	4.4	4.9	2.0	0.3	0.6
13:00	16	29.4	0.1	0.3	0.7	1.6	5.5	5.5	2.2	0.2	0.0
14:00	17	30.6	0.0	0.2	0.4	1.2	5.6	6.6	2.5	0.2	0.0
15:00	11	31.4	0.0	0.0	0.5	0.6	3.4	4.4	1.4	0.3	0.0
16:00	12	31.6	0.0	0.1	0.5	1.1	4.8	4.0	1.4	0.5	0.0
17:00	9	31.7	0.2	0.0	0.3	0.8	2.1	4.2	1.5	0.3	0.1
18:00	5	31.0	0.0	0.1	0.2	0.6	1.0	1.8	1.0	0.4	0.1
19:00	4	33.8	0.0	0.0	0.3	0.1	0.7	1.5	1.3	0.5	0.1
20:00	2	35.0	0.0	0.0	0.0	0.0	0.2	1.3	0.5	0.1	0.0
21:00	2	31.8	0.0	0.0	0.1	0.1	0.7	0.8	0.7	0.1	0.0
22:00	1	33.3	0.0	0.0	0.0	0.1	0.3	0.3	0.5	0.1	0.0
23:00	2	26.7	0.6	0.4	0.1	0.1	0.2	0.4	0.1	0.1	0.0

Table 1 – Shielhill Road: Average Daily Speed Survey Data for Vehicles >6.5m

The survey data shows peak HGV volumes occurring 07:00 – 10:00 and 12:00 – 14:00. Whilst any level of HGV through traffic will always be of concern for local residents, it should be noted that a significant proportion of this traffic will be related to the building operations at the Dubford development and the other sites requiring HGV access on Shielhill Road.

Table 1 also demonstrates that the average hourly speeds of HGVs on this routes varies between 26mph - 36mph, with no HGVs recorded as travelling in excess of 50mph for the entirety of the survey period. This survey data does not provide any indication that HGVs are travelling at excessive speeds on this section of Shielhill Road.

When examining the data presented in Table 1 against the survey results for all vehicular traffic on Shielhill Road during the twelve day period, it is evident that the recorded volume of HGVs does not represent a significant proportion of the overall traffic on this route. This information is displayed in Figure 1 (below) which shows that vehicles greater than 6.5 metres in length represented only 7% of the total volume of vehicles recorded travelling on Shielhill Road during the twelve day survey period. As mentioned previously, classifying HGVs as any vehicle greater than 6.5 metres in length will include some smaller vehicles that do not weigh over 7.5 tonnes, meaning the actual proportion of HGV traffic on this route is likely to be less than 7%. Officers would not consider HGV traffic volumes to be problematic unless it represented between 10% and 15% of overall traffic, depending on the total volume of vehicles on that particular route.

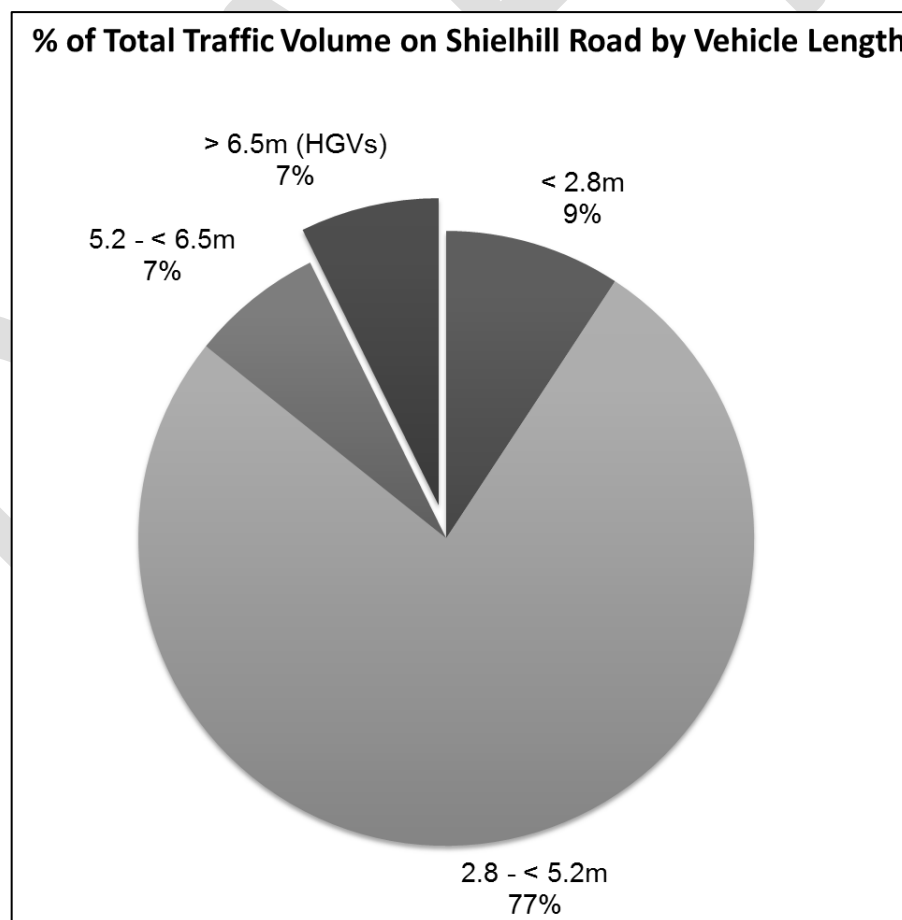


Figure 1 – Chart Showing Total (%) Volume of Traffic on Shielhill Road by Vehicle Length

Road Traffic Collision Data

Table 2 (below) shows the frequency distribution of primary collision factors with regard to road traffic accidents occurring on Shielhill Road, and at its junction with the B999, between 2013 and 2015 inclusively. All six of the seven incidents recorded in Table 2 were accidents involving only cars, with one accident involving a car and a HGV (ID: 201300797), all resulted vehicular damage only. Appendix 1 provides a map displaying the locations of these incidents. Neither Table 2 nor the map provided in Appendix 1 includes accident data for any section of the B999, other than at its junction with Shielhill Road.

Collision Factor	Frequency
Slippery road (due to weather)	3
Animal or object in carriageway	1
Travelling too fast for conditions	1
Rain, sleet, snow, or fog	1
Disobeyed 'Give Way' markings	1
Total:	7

Table 2 – Shielhill Road: Primary Collision Factor Frequency Distribution

The results of this accident analysis demonstrates there are minimal road safety issues caused by HGVs utilising this route, with the primary collision factor in the accident involving a HGV at the junction with the B999 being attributed to careless driver behaviour, rather than an issue caused by the road geometry at this location.

Developer Funded Road Improvement Schemes

As a result of the Dubford Housing Development (see Appendix 2 for a location guide) a number of conditions were placed on the developers to fund junction improvement schemes on Shielhill Road through the Section 75 agreement. These schemes will all have a positive effect on the existing road network.

The first of these improvements is near completion, bar snagging items, and involved the conversion of the 3-way junction, between Shielhill Road and the B997, from a Y-junction into a T-junction to improve visibility and slow down traffic on approach to the intersection.

Additionally, there is a scheme to improve the forward visibility on a short section of Shielhill Road where concerns have been raised, by a resident of the area, in relation to this issue. The location of this scheduled road improvement is displayed on the plan provided in Appendix 2 of this report.

The largest junction improvement proposal involves the straightening of the B999, at its junction with Shielhill Road, to improve visibility and road safety conditions at this junction. This junction improvement scheme is triggered on the provision of completion certificates for 250 units, within the Dubford Development, by Building

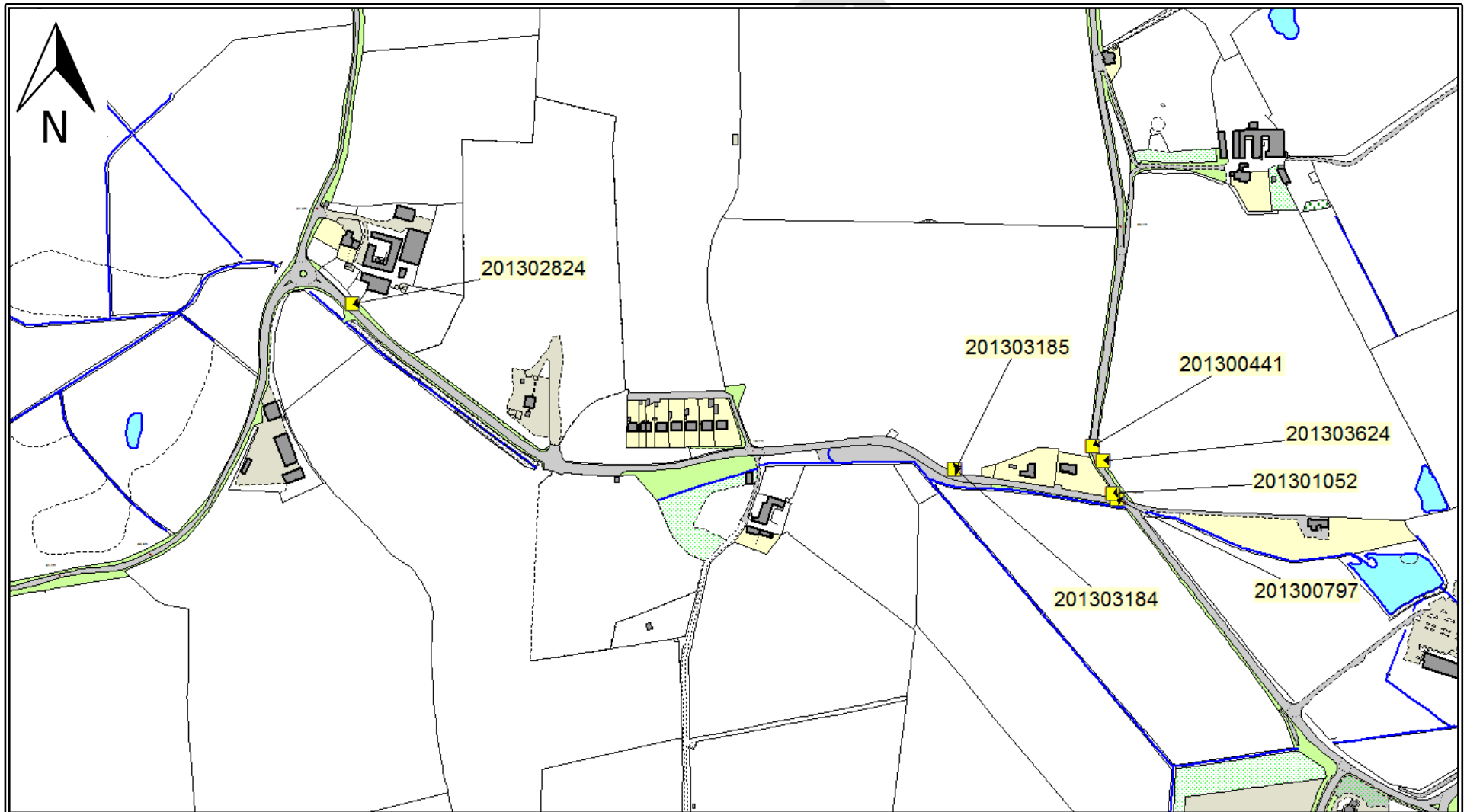
Standards. At this stage, the £300,000 contribution, necessary for the compulsory purchase of the required land and the commencement of a detailed junction design, will be claimed by Aberdeen City Council. To date (5 February 2016), Building Standards have issued a total of 199 completion certificates to the three developers – Scotia, Barratt and Cala. Subsequently a detailed design for this scheme has yet to be completed; therefore a draft plan of this junction improvement is supplied in Appendix 3, to offer an indication of the proposed improvements.

Speed Limit Proposals

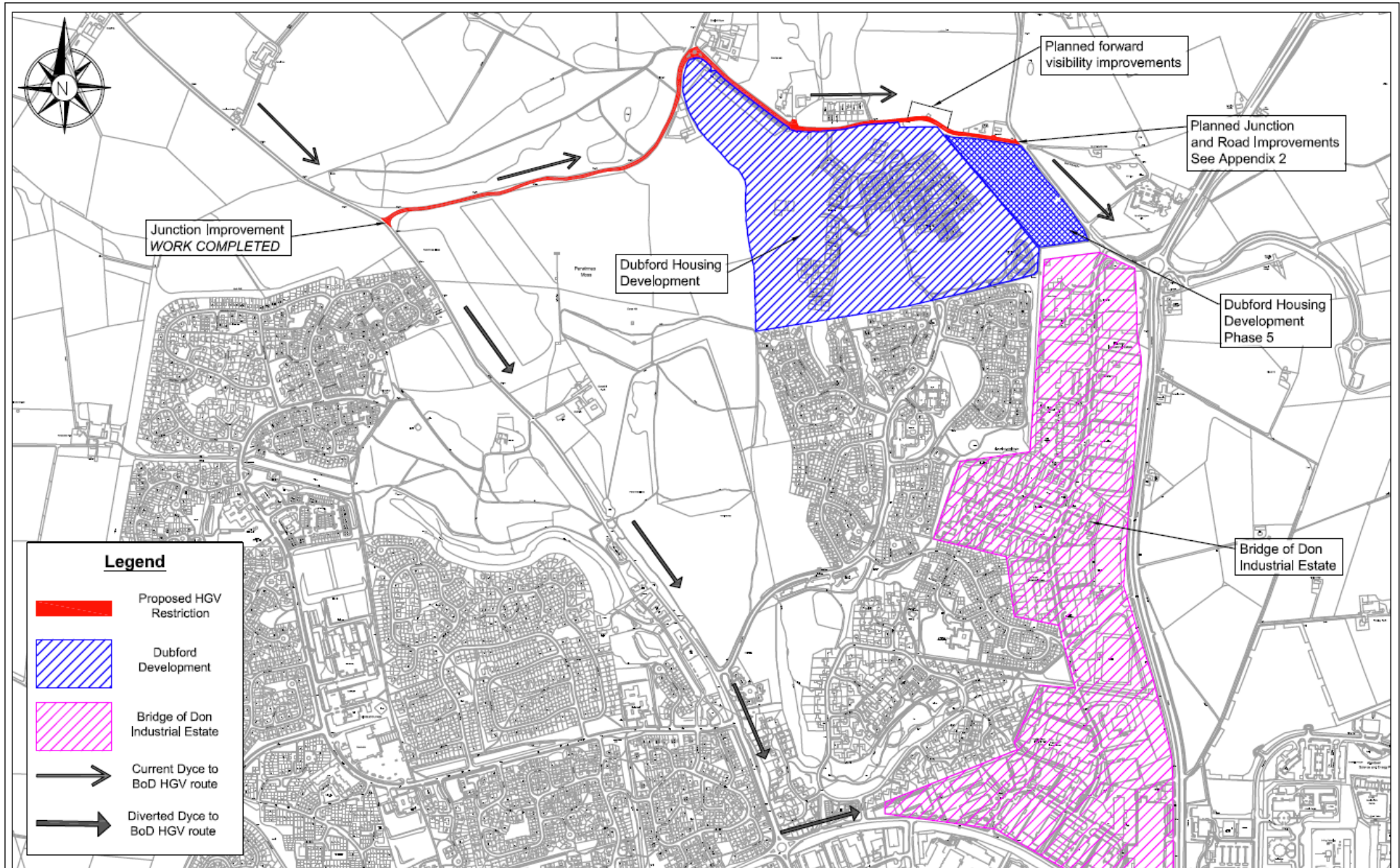
At the implementation of phase five of the Dubford Development a new access road, from the development onto the B999, will be installed. At this stage of the development it is proposed that a 40mph zone is introduced on the B999, extending northwards from its junction with Denmore Road to a point north of its junction with Shielhill Road. This will also extend westwards along Shielhill Road, from its junction with the B999, to link with the existing 40mph speed limit on Shielhill Road mentioned previously in this report. An indication of the extent of this new 40mph zone is illustrated in Appendix 3.

APPENDIX 1 – Shielhil Road Traffic Collision History


Map Showing Locations of Road Traffic Collisions (2013-2015) On Shielhill Road, Between B997 And B999.



APPENDIX 2 – HGV Route Overview



Reproduced by permission of the Ordnance Survey on behalf of HMSO. © Crown Copyright. All rights reserved. Ordnance Survey Licence Number 1000048668 (2013)

 <p>COMMUNITIES, HOUSING & INFRASTRUCTURE Traffic Management and Road Safety Team Business Hub 11, Marischal College, Aberdeen, AB10 1BA Telephone (01224) 538053</p>	<p>Project</p> <p>Shielhill Road HGV Ban</p>	<p>Title</p> <p>Area Overview</p>	<p>Scale</p> <p>NTS</p>	<p>Approved</p>
			<p>Designed</p> <p>JW</p>	<p>Date</p> <p>05.02.2016</p>
			<p>Drawn</p> <p>JW</p>	

APPENDIX 3 – Shielhill Road/B999 Junction Improvement

