

## ABERDEEN CITY COUNCIL

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COMMITTEE	Communities, Housing and Infrastructure
DATE	17 May 2016
DIRECTOR	Pete Leonard
TITLE OF REPORT	Weight Restriction in Sclattie Park and Kepplehills Drive, Bucksburn
REPORT NUMBER	CHI/16/024
CHECKLIST COMPLETED	Yes

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### 1. PURPOSE OF REPORT

This report was requested by the Petitions Committee of 10 November 2015 in response to a request made by local residents to place weight restrictions on Sclattie Park and Kepplehills Drive, Bucksburn.

This report provides the Committee with the survey results and consultation outcomes relating to heavy goods vehicles (HGV) using Sclattie Park and Kepplehills Drive.

### 2. RECOMMENDATION(S)

It is recommended this Committee

- i) note the content of the report; and
- ii) instruct officers to monitor the route and contact companies with a high HGV presence on the route to advise that Sclattie Park and Kepplehills Drive are not appropriate for their use and suggesting alternative routes on both the short and longer terms.

### 3. FINANCIAL IMPLICATIONS

There would be cost implications should weight restrictions be enforced on Sclattie Park and Kepplehills Drive. A Traffic Regulation Order (TRO) would be required to introduce measures to control traffic movements. The cost of progressing a TRO would be in the region of £2000.

Regulatory signs would be erected on site to give effect to the TRO and to assist the police in carrying out its enforcement.

### 4. OTHER IMPLICATIONS

All enforcement relating to the TRO would be undertaken by Police Scotland as and when resources allowed. In order to permit HGV access to local shops, businesses, residential properties for deliveries and removals, it would be necessary to make the restriction no HGVs "except for access". This is essential for the shops and businesses operating on Sclattie Park.

Restrictions with "except for access" clauses can quickly fall into disrepute and are extremely difficult to enforce. For this reason, enforcement commands a low priority and therefore, where possible, physical measures should be introduced to prevent any abuse of the restrictions - the installation of signs alone are likely to be ineffective.

## 5. BACKGROUND/MAIN ISSUES

The Petitions Committee of 10 November 2015 heard a request for consideration to be given to the placement weight restriction on Sclattie Park, Bucksburn.

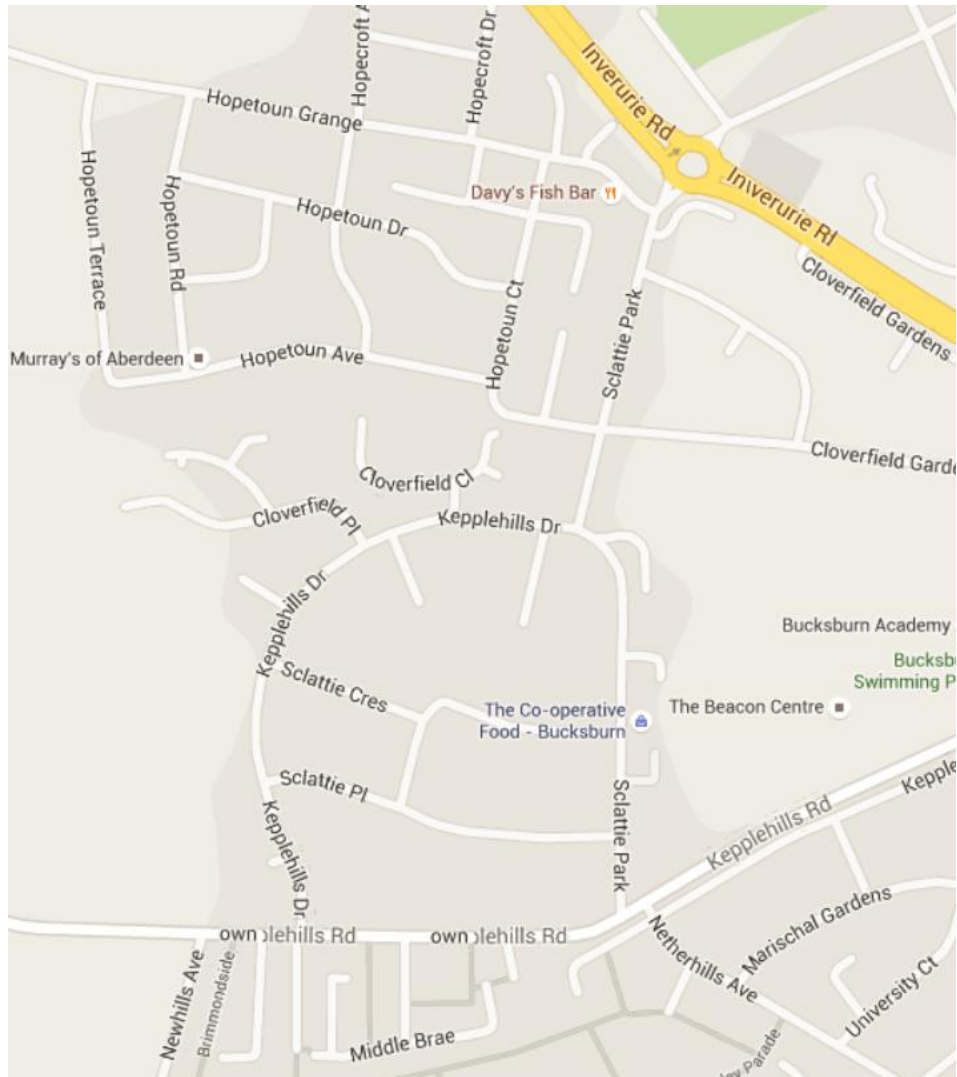
The petition reads "We the undersigned petition the Council to give serious consideration to placing a weight restriction on Sclattie Park.

In order to prevent dangerous heavy vehicles rat running down Kepplehills Drive and Sclattie Park. Note that Sclattie Park has two sheltered homes Fairley Den and Cloverfield Grove on either side. "

The Committee requested officers carry out relevant transport survey's in regards to Sclattie Park and Kepplehills Drive and to report to Communities, Housing and Infrastructure Committee with the results and any necessary action.

## Investigation of the request

### Location Plan



Heavy Goods Vehicles are classified by the Driver and Vehicle Standards Agency (DVSA) as vehicles over 7.5 tonnes gross.

Two digital traffic counters which determine the different classification of vehicles, based on length, were mounted on lighting columns on Sclattie Park and Kepplehills Drive between Tuesday, 2<sup>nd</sup> February and Wednesday, 10<sup>th</sup> February 2016.

After a week, the data was downloaded and analysed based on the volume of vehicles per hour and vehicle length. In this regard, all the data relating to vehicles greater than 6.5metres in length has been used to represent HGVs for the purpose of assessment. It has to be noted that there is a possibility that some vehicles weighing less than the required 7.5 tonnes, could have been classed as HGVs however vehicles in this category are in the minority. Officers discounted the number of bus trips along these routes from the overall number of HGV traffic.

Table 1(below) displays daily average of volume of vehicles and length on Sclattie Park.

Hour End	Total Vol.	Vehicle length				
		<=2.8m	2.8-<5.2	5.2-<6.5	6.5<11.5	>11.5
00:00	5	0	4	0	0	0
01:00	3	0	3	0	0	0
02:00	1	0	1	0	0	0
03:00	4	0	3	0	0	0
04:00	6	0	4	0	0	0
05:00	15	0	9	3	0	0
06:00	56	2	36	9	7	1
07:00	98	3	67	16	10	2
08:00	135	3	93	22	14	2
09:00	106	3	63	22	15	3
10:00	112	5	66	20	17	4
11:00	132	4	82	24	17	4
12:00	150	5	92	25	24	4
13:00	126	3	74	25	19	3
14:00	146	5	88	25	24	4
15:00	175	6	108	28	25	8
16:00	211	7	123	39	36	5
17:00	215	8	121	41	36	9
18:00	147	5	85	25	27	5
19:00	97	4	55	16	17	6
20:00	59	1	37	10	9	1
21:00	43	1	25	6	7	2
22:00	20	0	15	2	2	0
23:00	10	0	8	1	0	0

Table 1- Sclattie Park: Vehicle Classification data

The survey data shows HGV's moving along Sclattie Park as early as 6:00 and throughout the day till 22:00. The AM peak occurring 10:00 and PM peak occurring at 16:00.

After discounting the number of daily trips buses makes along this route from the overall volume of HGVs, it is evident that the volume of HGV represents 8.6% of the total volume of vehicles recorded moving along Sclattie Park. As mentioned previously, classifying HGVs as any vehicle greater than 6.5m in length will include some smaller vehicles that do not weigh over 7.5 tonnes, meaning the actual proportions of HGV traffic on this route is likely to be less than 8.6%.

Furthermore, the percentage volume of HGVs “rat running” down Sclattie Park is likely to be less than 8.6% if we take into account vehicles making deliveries or collections at premises within the neighbourhood, vehicles working on or near the roads in question, emergency service, coaches and other public service vehicles.

Officers consider HGV traffic volume to be problematic in cases where it is 10% to 15% of the overall traffic, depending on the total volume of vehicles on that particular route.

Table 2 (below) displays daily average of volume of vehicles and length on Kepplehills Drive.

Hour End	Total Vol.	Vehicle length				
		<=2.8m	2.8-<5.2	5.2-<6.5	6.5<11.5	>11.5
00:00	7	0	6	0	0	0
01:00	2	0	2	0	0	0
02:00	2	0	1	0	0	0
03:00	6	0	2	0	0	0
04:00	10	0	7	0	0	0
05:00	19	0	10	2	5	2
06:00	90	1	50	16	20	3
07:00	178	4	112	27	29	6
08:00	195	4	140	19	28	4
09:00	135	0	78	25	31	1
10:00	116	2	76	15	18	4
11:00	129	2	80	18	25	6
12:00	147	4	91	22	25	5
13:00	143	2	85	27	23	6
14:00	154	3	97	29	20	5
15:00	221	4	138	41	35	3
16:00	286	4	183	50	38	11
17:00	258	5	146	59	39	9
18:00	201	4	117	33	36	11
19:00	135	2	78	27	24	4
20:00	59	0	36	8	12	3
21:00	55	1	27	15	10	2
22:00	50	0	25	11	11	3
23:00	22	0	11	3	6	2

Table 1- Kepplehills Drive: Vehicle Classification data

The survey data shows HGV volumes moving along Kepplehills Drive as early as 5:00 and throughout the day till 23:00. The AM peak occurring 08:00 and PM peak occurring at 16:00.

Discounting the number of daily bus trips along this route from the overall volume of HGVs, the volume of HGV represents 13% of the total volume of vehicles recorded moving along Kepplehills Drive. Due to the reasons stated above, it is very likely the proportions of HGVs are less than the 13%. However, due to the high proportion of HGVs along this route, a second survey would have to be scheduled to provide greater clarity.

The survey results revealed the mean speed of HGVs on Sclattie Park and Kepplehills Drive (in both direction) to be 19mph and 18.5mph which are well within permitted limits.

### **Traffic Management Options**

Weight restrictions “except for access” can be imposed for structural or for environmental reasons. It is a legal control on a specified vehicle weight or width, on certain roads and routes. This restriction prevents HGV’s from using inappropriate roads, routes and areas in order to:

- reduce danger to pedestrians and other road users
- prevent damage to buildings, roads and bridges
- preserve the character, amenity and environment of an area
- reduce and manage congestion on the roads

Procedures for implementation:

- restrictions are subject to a Traffic Regulation Order (TRO) and the associated procedures; and
- regulatory signs are erected on site to give effect to the TRO and to assist the police in carrying out its enforcement.

### **Future of the City’s Road Network**

As Members will be aware, one of the aims of the new Aberdeen Western Peripheral Route (AWPR) is to remove inappropriate HGV traffic from the city’s road network and the surrounding rural road network. The AWPR will provide a much needed alternative for HGVs travelling round the city and between the major industrial areas within the city.

In the interim, the construction process for the AWPR is having a negative impact on some areas of the city’s network. Vehicles are rerouting through less appropriate networks in order to avoid the traffic restrictions that are in place to assist in the construction process of the route. This is a short term situation which is, to a degree, compounded

in Bucksburn by the level of development ongoing in the area and the associated traffic that this generates.

The timescale to progress a TRO to support any weight restriction would take approximately 9 months. The proposed opening of the AWPR is end 2017.

### **Consultation with Community Council**

A representative from the Traffic Management Team attended the Bucksburn and Newhills Community Council meeting on Thursday 31st March. The survey results, current and future situation, and options were discussed with the Community Council representatives.

The Community Council felt that the implementation of a TRO would be of limited value for the community due to the timescales involved with progressing the order and inherent difficulty of enforcing such an order.

The Community Council agreed with the officer that a monitoring exercise should take place whereby CCTV would be used to record vehicles using the route over the period of 5 working days. This information would be reviewed and the company names of HGVs using the route would be recorded. Companies judged not to have a legitimate business within the area and having a large volumes of journeys through the area will be written to, advising that this part of the network is not appropriate for their use and suggesting more appropriate routing on a short term and longer term basis.

### **Conclusion**

Officers, in agreement with the Bucksburn and Newhills Community Council, feel that the most effective way forward is to record and correspond with vehicle owners who are using the route. This will enable officers to highlight the inappropriateness of this route for larger vehicles and suggest more suitable routes in the interim before the AWPR is in place.

In this instance, this is expected to provide a low cost and effective option without creating an extra burden on emergency services and the Council's maintenance budget.

## **6. IMPACT**

**Improving Customer Experience** – This request came from residents within this neighbourhood. They feel there is a need for some form action to be taken by the council to prevent rat running of HGV's down Kepplehills Drive and Sclattie Park.

**Improving Staff Experience** – Not applicable.

## **Improving our use of Resources – Not applicable**

**Corporate** – 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”. With respect 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.”

**Public** – This report will be of interest to the residents/ proprietors/ businesses within the proposal area.

### 7. MANAGEMENT OF RISK

The proposed recommendations appear to be the most appropriate measure to address the problem identified. In following this course of action the Committee will take suitable steps to mitigate the problem and reduce the risk of unnecessary damage to the road surface, complaints or adverse publicity.

### 8. BACKGROUND PAPERS

Minutes of the Petitions Committee

### 9. REPORT AUTHOR DETAILS

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