

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing, and Infrastructure
DATE	1 November 2016
DIRECTOR	Pete Leonard
TITLE OF REPORT	AWPR – Side Road – Speed limit requirements (Stage 1 – New Works)
REPORT NUMBER	CHI/16/245
CHECKLIST COMPLETED	Yes

1. PURPOSE OF REPORT

This report is to advise this Committee of the need to change the existing speed limits on the local road network due to the requirements of the Aberdeen Western Peripheral Route (AWPR). These changes now require to be progressed through the normal legal process for the required Traffic Regulation Order.

2. RECOMMENDATION(S)

It is recommended by officers that:-

- i. The Committee note the proposed speed limit(s) within the AWPR side roads.
- ii. Instruct the appropriate officers to commence the necessary legal procedures of preliminary statutory consultation for the 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 will be wholly met by The AWPR

4. OTHER IMPLICATIONS

There is a risk that any approved traffic regulation order 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 The Aberdeen Western Peripheral Route will significantly improve travel in and around Aberdeen and the North east of Scotland.

Junctions along the route will comprise a new A90 structure of off-line roundabouts, re-routed side roads, and new on/off slip roads. In order to undertake these works it is necessary to promote new side road speed limit Traffic Orders pertaining to Aberdeen City Council.

A number of factors are taken into account to apply speed limits on local side roads, including, design speeds, existing speed limits, new junctions, and proposed / future development.

The AWPR as a route will retain 70 mph national speed limit which will be under the authority of Transport Scotland and maintained by the appointed trunk road authority.

Local Roads pertaining to Aberdeen City are indicated in red on the attached plans and where local road side road orders are required, proposals are set out below.

5.2 **AWPR Aberdeen City Council Local Road Speed Limit Proposals**

- CHARLESTON (Appendix 2a)
 1. A956 Wellington Road from a point on the AWPR Trunk Road section eastwards for a distance of 250 metres to tie into the existing 40 mph Wellington Road speed limit.
 2. The remaining Aberdeen City Council local roads will retain their current speed limit.
- MILLTIMBER (Appendix 3)
 1. Extend the existing 30 mph from A93 North Deeside Road southwards on the B979 for a distance of 200 metres.
 2. The remaining Aberdeen City Council local roads will retain their current speed limit.
- SOUTH KINGSWELLS (Appendix 4)

1. C93C Clinterty to Kingsford Road from its junction with South Kingswells roundabout continuing northwards and terminating 10 metres north of Westholme..
 2. The remaining Aberdeen City Council local roads will retain their current speed limit.
- NORTH KINGSWELLS (Appendix 5)
 1. C89C Chapel of Stoneywood to Fairley Road, new 50 mph speed limit from the service road for Hillhead of Derbeth northwards to a distance of 50 metres south of the new roundabout; then 40 mph through the roundabout northeastwards for a distance of 50 metres.
 3. The remaining Aberdeen City Council local roads will retain their current speed limit.
 - CRAIBSTONE (Appendix 6)
 1. Introduction of a new speed limit of 40 mph (report CHI/15/330) was introduced on the slip road to the Park and Choose site from the existing A96, north-eastwards to its junction with Dyce Drive / Argyll Road. (marked blue on plan)
 2. Introduction of a new 40 mph speed limit on Dyce Drive from its junction with the A96 Inverurie Road northwards for a distance of 300 metres. (marked red on plan)
 3. The remaining Aberdeen City Council local roads will retain their current speed limit.

- GOVAL (Appendix 7)

1. Extend the existing 40 mph speed limit on the A947 from its junction with Victoria Street Dyce northwards for a distance of 500 metres to the Aberdeenshire Council boundary. (marked red on plan)
2. The remaining section of the A947 local road network within Aberdeenshire Council will continue the 40 mph speed limit to the north of the new junction this will also include the associated side roads. (marked in blue) Aberdeenshire Council will promote the traffic order for this section.
3. The remaining local roads are within Aberdeenshire Council who will promote the speed limit orders through their committee process.

6. IMPACT

Improving Customer Experience – The content of the report meets with the local Community Plan objectives and as the recommendation is to approve the proposals, there will be a positive impact on current customer experience.

Improving Staff Experience – N/A

Improving our use of Resources – N/A

Corporate – The contents of this report links to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”, and will contribute to delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: We will provide and promote a sustainable transport system, including cycling, which reduces our carbon emissions.

This will also assist in the delivery of actions identified in the Single Outcome Agreement (SOA) 2013, in particular the Thematic Priority of Safer Communities (Safer Roads) and the Multi-lateral Priority – Integrated Transport (Aberdeen is easy to access and move around in).

Public – This report may be of interest to members of the public as it concerns the proposed management regime of a forthcoming asset that will be of benefit to many people living in and around Aberdeen.

An Equalities and Human Rights Impact Assessment (EHRIA) has been prepared to accompany this report and noted no negative impacts are anticipated on protected groups.

The contents of this report links to the Community Plan vision of creating a “sustainable City with an integrated transport system that is accessible to all”, and will contribute to delivery of the Smarter Mobility aims of Aberdeen – The Smarter City: We will provide and promote a

sustainable transport system, including cycling, which reduces our carbon emissions.

7. MANAGEMENT OF RISK

There exists a risk that not having the speed limit traffic orders in place may result in inappropriately speeding traffic along the route. The option being progressed for implementation, is believed to minimise the risk as much as possible.

The introduction of the Traffic Regulation Orders associated with the AWPR are necessary in order to regulate vehicular speed within the vicinity.

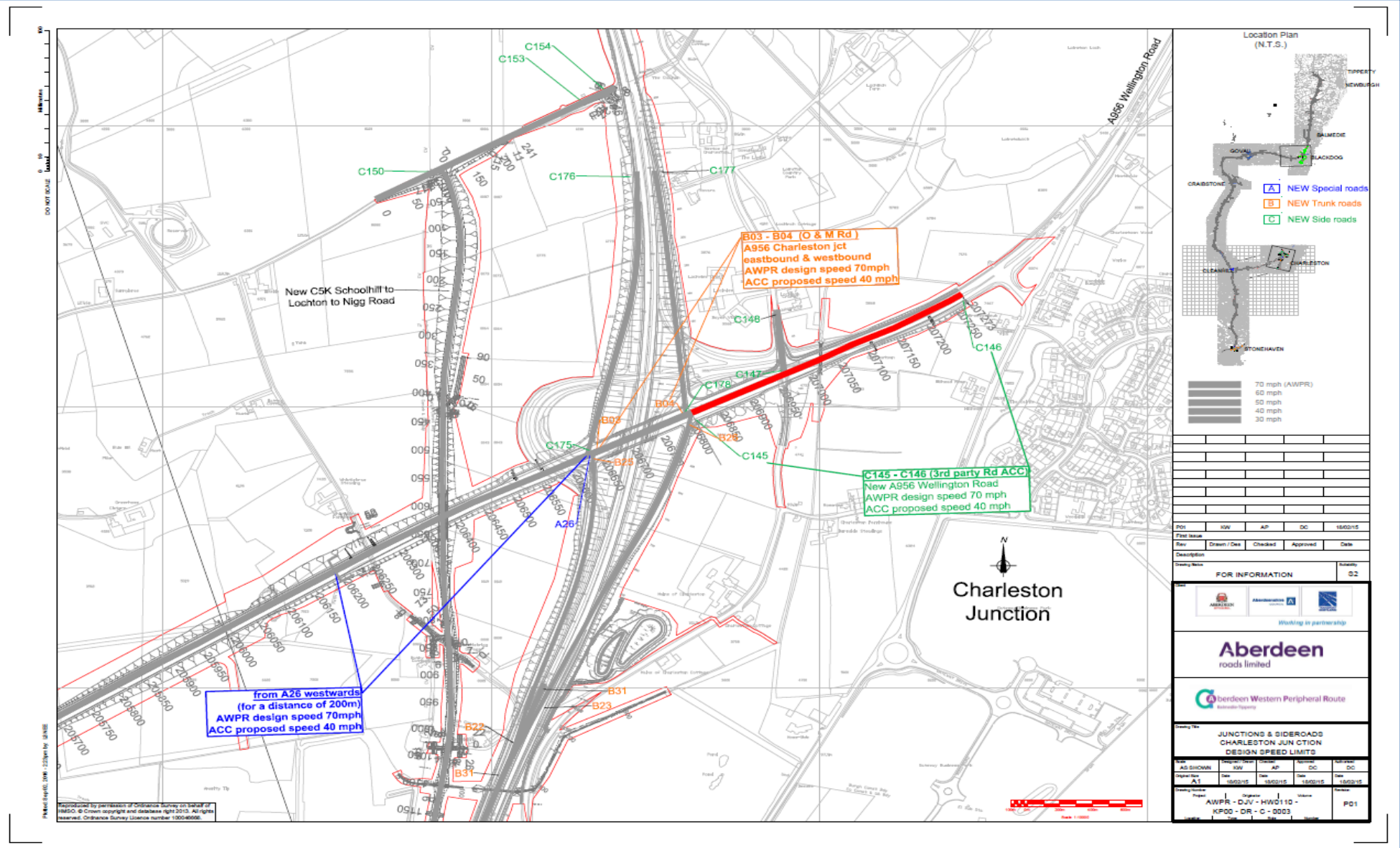
8. BACKGROUND PAPERS

n/a

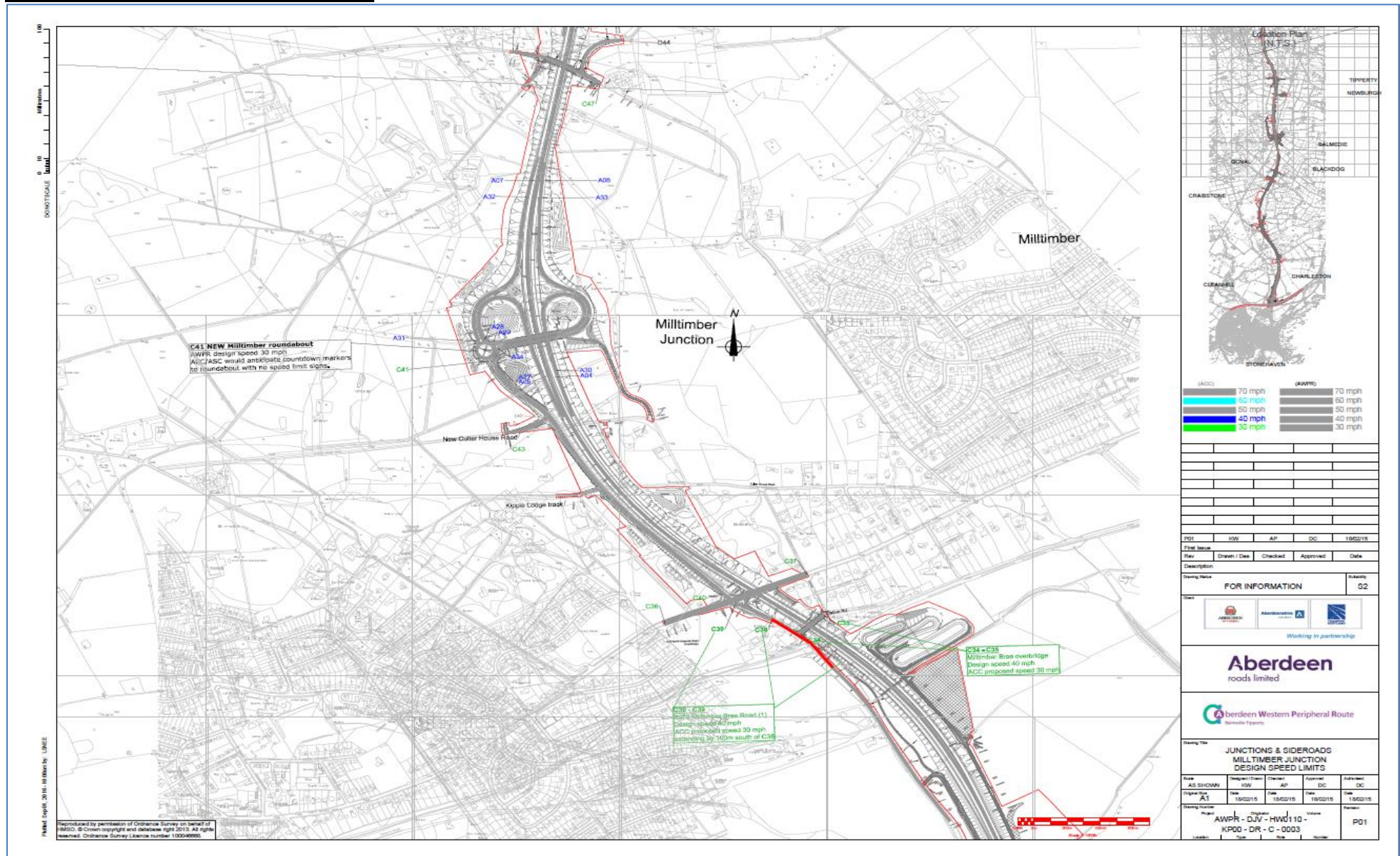
9. REPORT AUTHOR DETAILS

Laura Snee
Technical Officer
lsnee@Aberdeencity.gov.uk
(01224) 522307

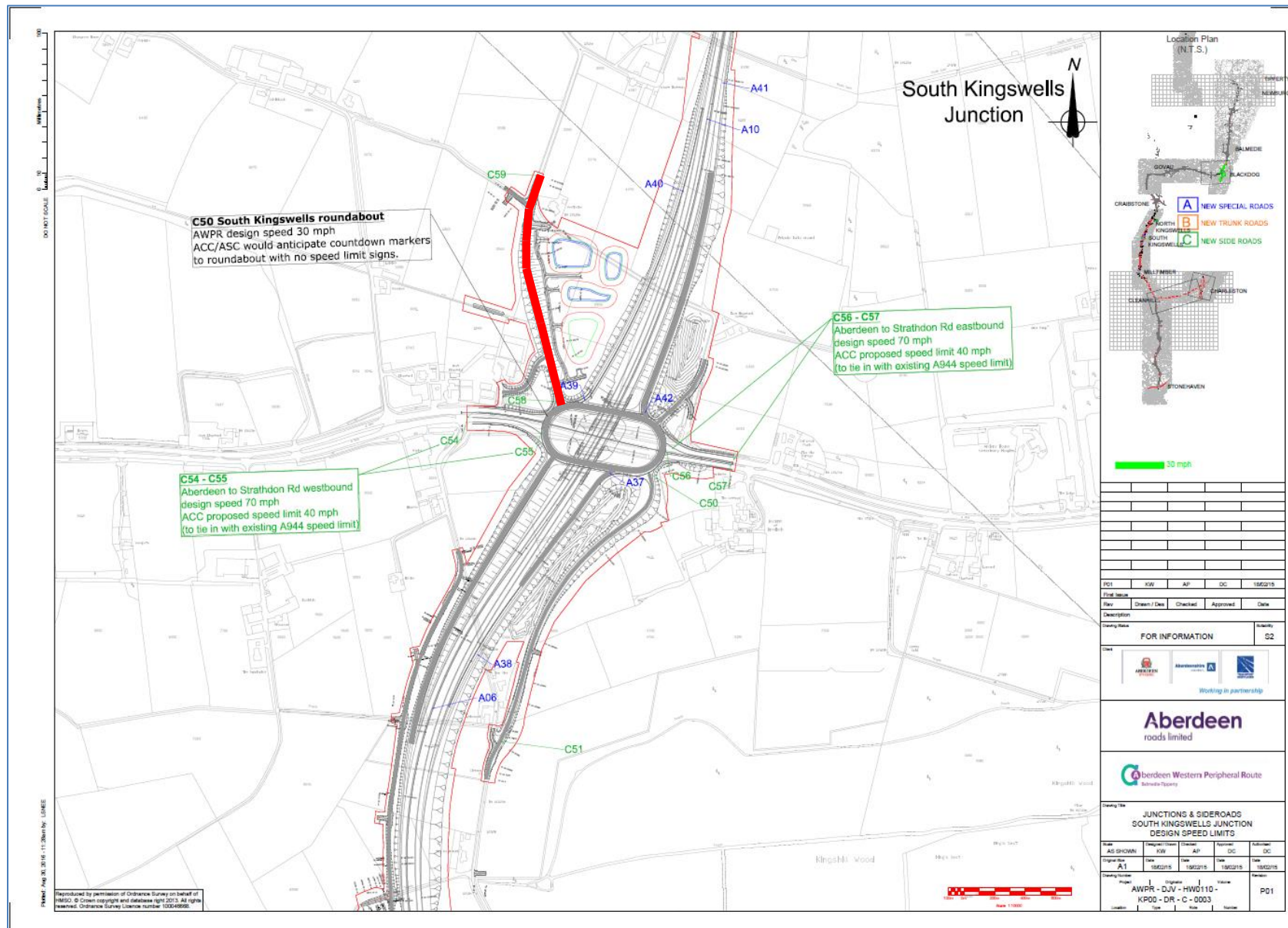
APPENDIX 2a – Charleston Junction



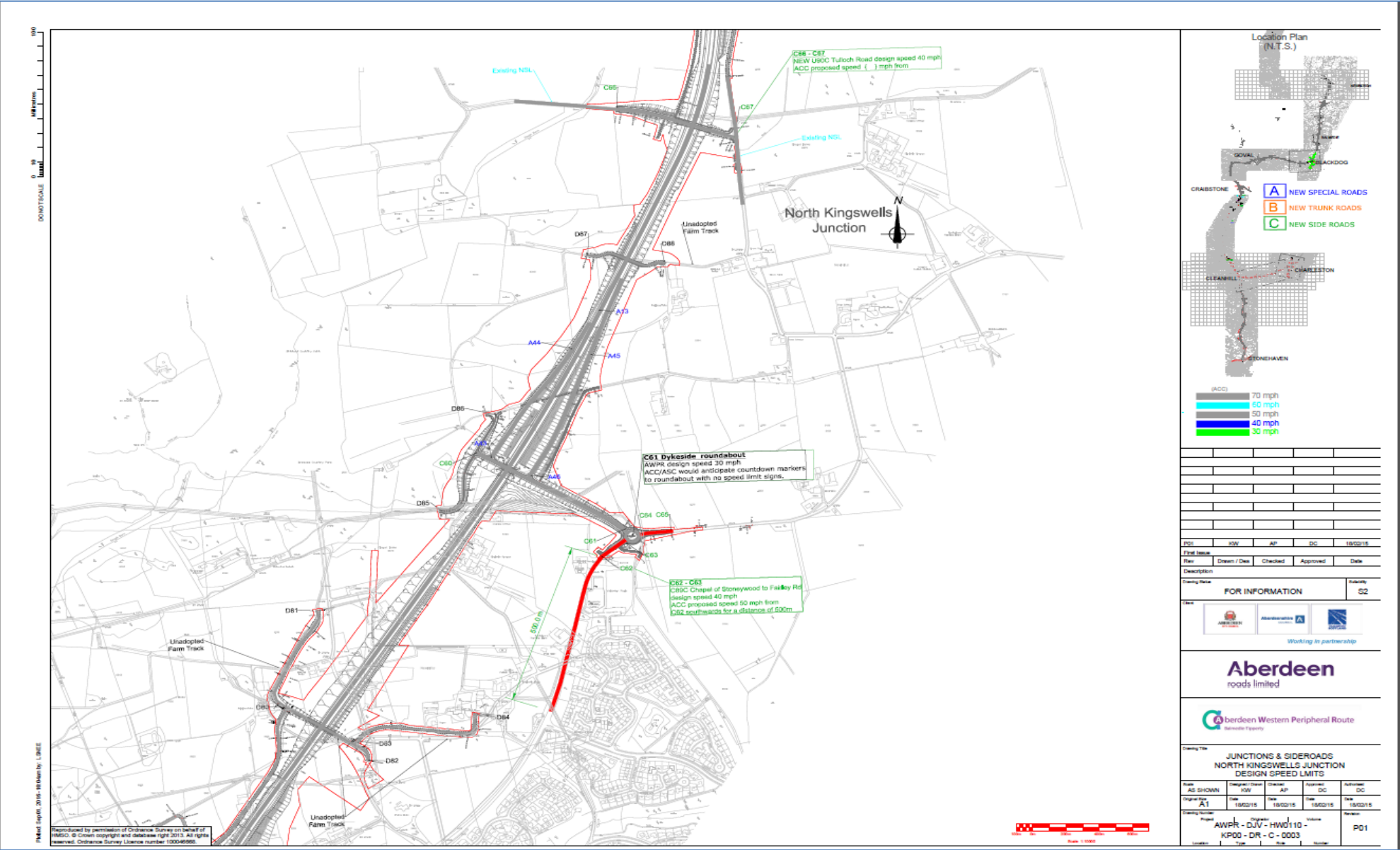
APPENDIX 3 – Milltimber Junction



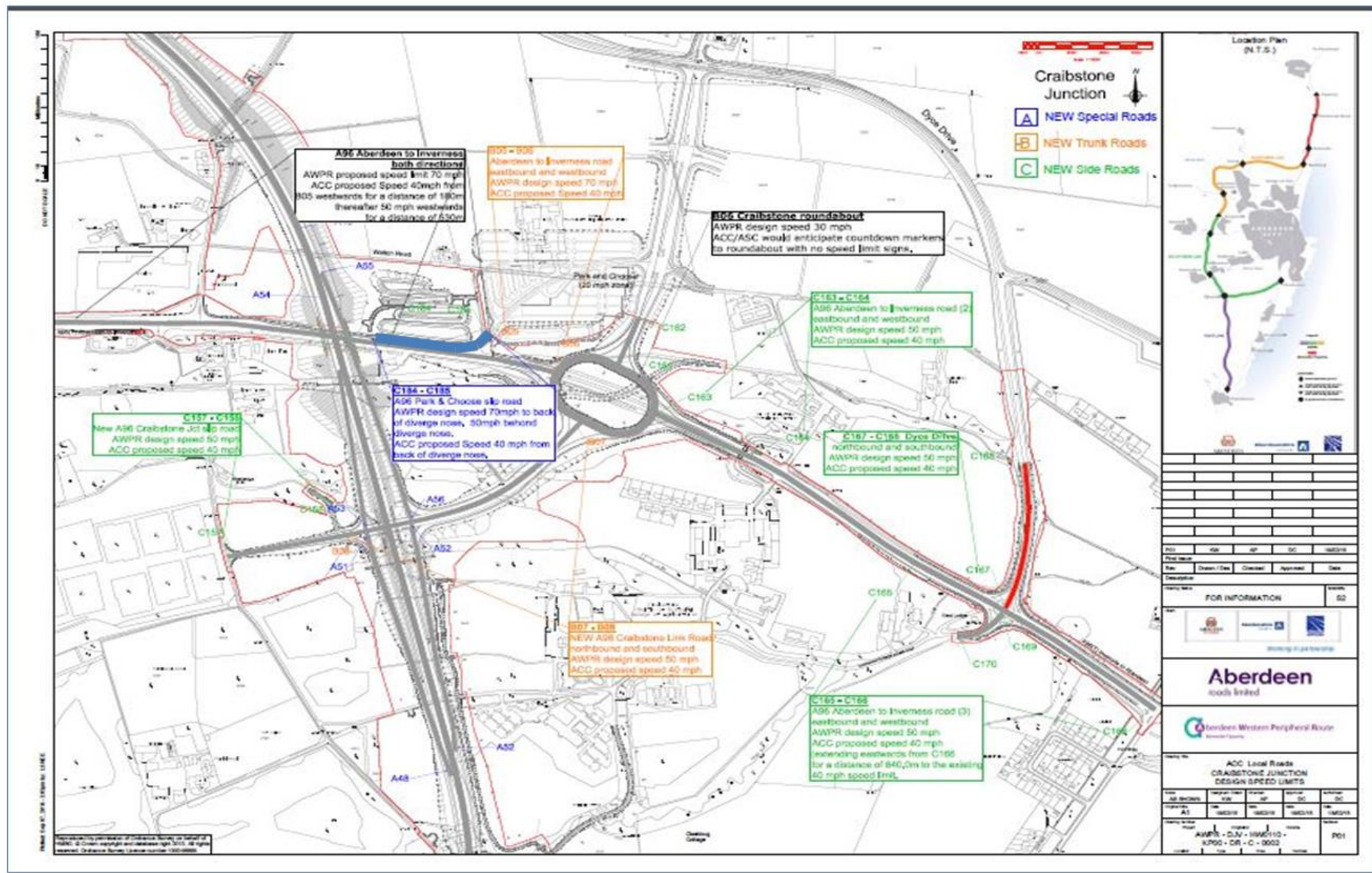
APPENDIX 4 – South kingswells Junction



APPENDIX 5 – North Kingswells Junction



APPENDIX 6 – Craibstone Junction



APPENDIX 7 – Goval Junction

