

COMMITTEE **Enterprise, Planning & Infrastructure** DATE **20 April 2010**

DIRECTOR **Gordon McIntosh**

TITLE OF REPORT **Prohibition of Driving, Old Pitmedden Road**

REPORT NUMBER: **EPI/10/092**

1. PURPOSE OF REPORT

At the Enterprise, Planning & Infrastructure committee on 12 January 2010, a report was put before the committee which recommended the introduction of a prohibition of driving to address traffic problems on old Pitmedden Road. The committee resolved to defer the item to allow officers to explore the alternative option of implementing a prohibition of left turns at the location. This report sets out the impact of the comparative options

2. RECOMMENDATION(S)

It is recommended that the committee:

- (i) Note the contents of this report; and
- (ii) Instruct the appropriate officials to commence the necessary legal procedures of preliminary statutory consultation for the traffic regulation orders for a Prohibition of Driving on Old Pitmedden Road. 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

Currently there is a rolling programme for the Non-housing Road Safety and Traffic Calming capital budget and, due to the length of time taken for the legal process required for the Traffic Regulation Order, funding for these schemes will come from the 2010/2011 "Non-housing Road Safety and Traffic Calming" capital budget subject to funding being allocated.

4. SERVICE & COMMUNITY IMPACT

This report is in accordance with the administration's Vibrant, Dynamic and Forward Looking, under the heading of Transport and highlighted in Paragraph 7.

It also meets with the local Community Plan objectives to continually improve road safety and maximise accessibility for pedestrians and all modes of transport.

The proposals are in line with the Councils Transportation Strategy to improve safety for all road users by continuing to reduce the number of casualties in traffic collisions.

5. 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 time of 2 years from the start of public consultation if funding is insufficient.

6. REPORT

6.1 Introduction

The Lord Provost has raised concerns on behalf of residents relating to volumes of traffic and road safety on old Pitmedden Road on the section between the northern section of Dyce Drive and Pitmedden Road (see attached plan). Drivers, in the evening peak flows, are reportedly 'rat-running' from the northern end of Dyce Drive, under the railway bridge, to join Pitmedden Road avoiding the long queues waiting to access the A947. It is reported that a number of drivers cross the centre-line and drive round the blind bend on the opposite side of the carriageway creating a road safety issue during the evening peak flows. To remove this safety problem it is proposed to prohibit driving over this section of road at all times.

The proposals were put before the Enterprise, Planning and Infrastructure Committee on 12th January 2010. The committee resolved to defer the item to allow officers to explore an alternative option of a prohibition of left turns at the junction.

This report discusses officers' findings and highlights the issues for consideration.

6.2 Surveys

Surveys were conducted at the junction of Old Pitmedden Road and Pitmedden Road on 2nd March 2010. These included queue length observations and turning counts of vehicles turning from Old Pitmedden Road.

Between 16:45 and 17:45, 90 vehicles turned left and 81 vehicles turned right from old Pitmedden Road. The average length of the queue during this time was to a point 20 metres west of the railway bridge. While officers did not observe vehicles overtaking under the bridge, a large number of vehicles turning right were found to over take the queue just after passing under the bridge. At the location, there are solid double white lines from the bridge to the junction and it is an offence to overtake on such lines.

The poor driver behaviour witnessed during the surveys is a cause for concern. Grampian Police have advised that they do not have the resources to enforce violations of such offences on a daily basis therefore alternative methods may be investigated to address this safety issue.

6.3 Prohibition of Driving

A prohibition of driving will prevent commuters from using Old Pitmedden Road as a short cut and remove the safety issues arising from vehicles overtaking on the solid lines.

The closure of Old Pitmedden Road will redistribute approximately 170 vehicles causing queue lengths to increase on the section of Dyce Drive beside Overton Garage. The queue lengths on Pitmedden Road however are likely to reduce as they are largely attributed to drivers giving way to those wishing to turn left from Old Pitmedden Road.

It is proposed that the prohibition of driving be implemented over the stretch of Old Pitmedden Road that is highlighted on the plan at the end of this report. Bollards would be installed to prevent vehicles passing this section. Vehicles to the east of the prohibition are able to use the access to the caravan park to turn while vehicles to the west are able to use the junction with the old section of Dyce Drive as a turning point.

Some residents may be inconvenienced by the closure however residents at the farm to the west of the prohibition have close access to Dyce Drive while owners and tenants of the caravan park have close access to Pitmedden Road.

6.4 Left Turn Ban

An alternative proposal to a prohibition of driving on this section of Pitmedden Road is to ban left turns on to the major arm of Pitmedden Road. Under ideal circumstances, this would indeed solve the issue of motorists using the route to beat the queue for the A944. There are however a number of issues that must be considered.

A left turn ban only remains effective so long as adequate enforcement is maintained. This remains the responsibility of Grampian Police and it must be acknowledged that the Police do not have the resources to sustain this level of enforcement on a day to day basis. If drivers were to observe the ban, there would be a resultant distribution of approximately 90 vehicles per hour on the section of Dyce Drive beside Overton garage.

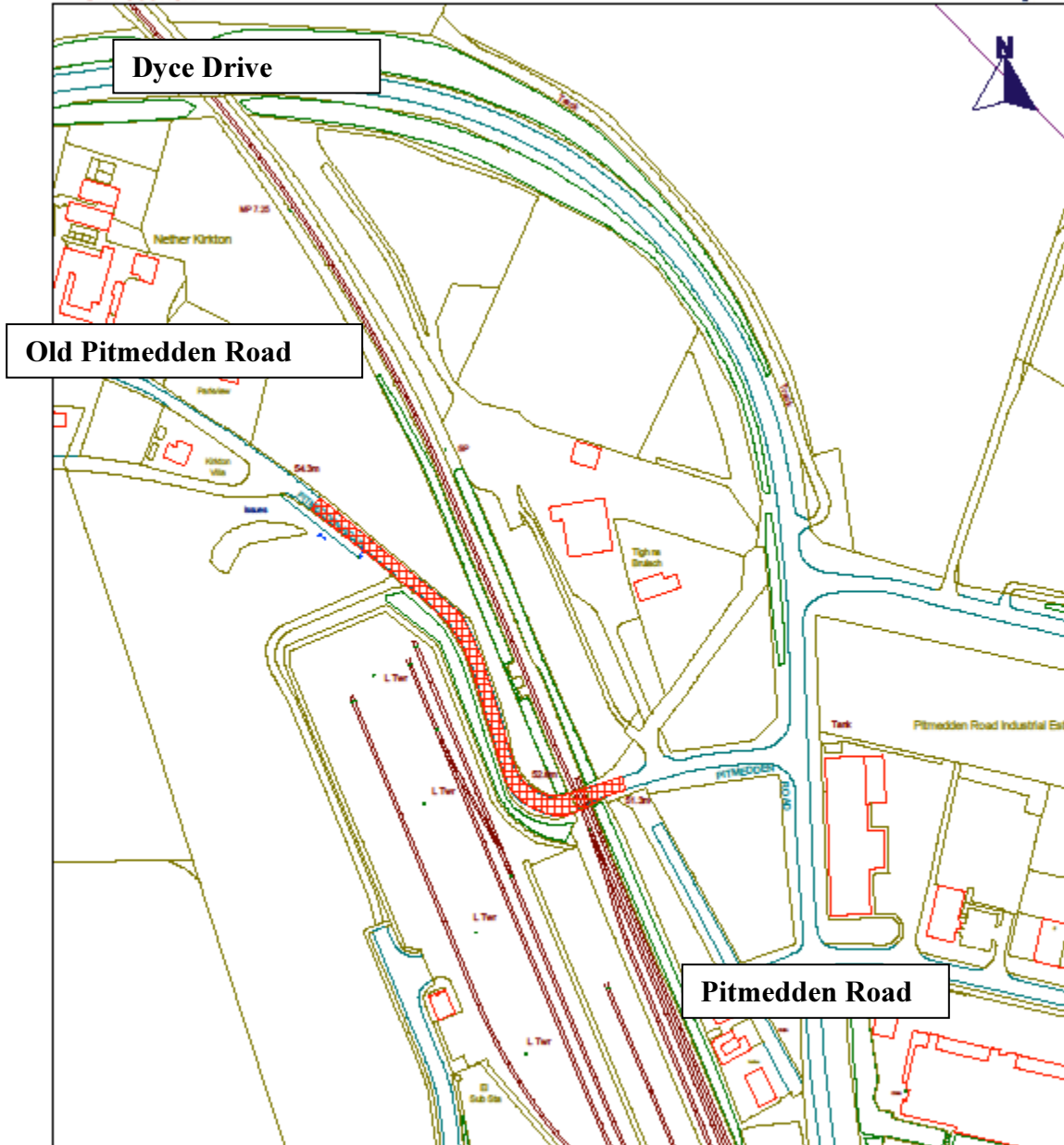
Residents on Old Pitmedden Road, particularly occupants of the Caravan Park would be inconvenienced by a left turn ban as this is the most frequent movement made by guests and delivery vehicles to the site. Furthermore, the road safety risks caused by vehicles overtaking on the blind bend by the railway bridge would not be resolved by the proposed left turn ban.

A self-enforcing measure is required to remove the road safety hazard associated with through traffic using the route. It is therefore proposed that a prohibition of driving on Old Pitmedden Road be consulted on with a view to implementation.

- **Pitmedden Road** – Proposed Prohibition of Driving



GEOGRAPHICAL INFORMATION SYSTEM



Title: Pitmedden Road - Proposed "Prohibition of Driving"

Scale: 1:2500

Date: 25 November 2009

Map Ref: NJ8714SE



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Template prepared by: GIS, Research & Information Unit, Strategic Leadership Team, 2007

Consultees comments

Council Leader – **Councillor John Stewart** - has been consulted and made no comment

Enterprise, Planning and Infrastructure Committee

Convener: Councillor Kate Dean - has been consulted and has made no comment

Vice Convener: Councillor Callum McCaig - has been consulted and made no comment;

Local Members

Councillor Ronald Clark	As I proposed at Committee that instead of "Prohibition of Driving, Old Pitmedden Road" we should implement no left turns from the part of road on to the current Pitmedden Road therefore stopping rat running through this road but still allowing traffic going to Dyce Village thus reducing the tail back on Dyce Drive waiting to get on to the A947 North and South. All this will do is put more traffic for Dyce on to Wellheads Drive and extend that tailback.
Councillor Barney Crockett	Has been consulted and has no comment
Councillor Mark McDonald	Has been consulted and has no comment
Councillor George Penny	Has been consulted and has no comment
Lord Provost Peter Stephen	Has been consulted and has no comment

Susan Cooper, City Chamberlain, Resources Management has been consulted - **and has no additional comments to add.**

Jane MacEachran, City Solicitor, Continuous Improvement has been consulted and has no comment
Ciaran Monaghan, Head of Service, Office of Chief Executive has been consulted and has no comment

Gordon McIntosh, Director of Enterprise, Planning and Infrastructure has been consulted and has no comment

Hugh Murdoch, Head of Service, Shelter and Environment has no comment to make on these proposals

Margaret Bochel, Head of Planning & Infrastructure, Strategic - **has no comment to make on this report.**

Mike Cheyne, Roads Manager has been consulted and has no comment

Elaine Hourston, Account Manager, Service Design and Development has been consulted **and has advised there are no SDD implications.**

7. REPORT AUTHOR DETAILS

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8. BACKGROUND PAPERS

Various, Small Scale Traffic Management and Development Associated Proposals (New Works), Ruth Milne, Technical Officer, Enterprise, Planning & Infrastructure, 12 January 2010.