

ABERDEEN CITY COUNCIL

COMMITTEE	Communities, Housing and Infrastructure
DATE	9 November 2017
REPORT TITLE	Procurement of new direction signs for AWPR traffic
REPORT NUMBER	CHI/17/257
INTERIM DIRECTOR	Bernadette Marjoram (Interim)
REPORT AUTHOR	Vycki Ritson

1. PURPOSE OF REPORT:-

1.1 This report seeks the Committee's approval to procure the works necessary to make changes to the strategic directional signs within the city that will be affected by the opening of the AWPR, in line with the City Sign Alterations Framework previously reported to Council.

2. RECOMMENDATION(S)

It is recommended that Members:

- a) approve the procurement of the strategic directional signs and all works associated with their installation, in association with the ongoing Aberdeen Western Peripheral Route (AWPR) works; and
- b) approve the estimated expenditure of the procurement detailed in Appendix A; and
- c) subject to approval of (a) and (b), instruct Head of Public Infrastructure and Environment to undertake the procurement of the works.

3. MAIN ISSUES

3.1 Background

3.1.1 The Aberdeen Western Peripheral Route (AWPR) is programmed to be opened in early 2018. Following the opening of the route, the trunk road network within the city will be classified and management will revert to Aberdeen City Council (ACC).

3.1.2 The AWPR will require traffic to use the road network in Aberdeen in a different way and the strategic directional signing of these routes must change to match the new routeings.

3.1.3 On 11 May 2016 the Council agreed the proposed principles for the future distribution and management of traffic across the City, following the opening of the AWPR (Roads Hierarchy CHI/16/089). Appendix 2 of that report introduced the strategic directional signs as one of the important measures to support these changes and assist drivers in making appropriate routing choices.

3.2 Work to date

3.2.1 The City Sign Alterations Framework identifies key regional locations within the city which require to be signed from AWPR. These sites include Aberdeen Royal Infirmary, Accident and Emergency (ARI A&E), Aberdeen Airport and the Universities. Along with supporting drivers to access the city centre at suitable points e.g. north, west or south.

3.2.2 The Framework also directs traffic out of the city and onto AWPR using the most appropriate strategic route i.e. A90(N), A96, A944 or A90(S). These routes lead traffic exiting or crossing the city to junctions on AWPR to enable their journey to be completed efficiently using the new road.

3.2.3 The Framework was applied to the new signing placed along AWPR and the changes proposed to the city signs will provide continuity for drivers from out with the city.

3.2.4 The existing strategic directional signs throughout the city's road network have been reviewed and data collected at each site. This includes location, pole conditions, visibility, dimensions and sign face condition. There were around 800 signs identified for review.

3.2.5 The Framework was then applied to the existing signs, the necessary changes were identified and the revisions were designed. The changes include removing, replacing, patching and replacement sign faces, installation of new poles or extended poles, and foundations.

3.2.6 Changes to sign colour, content and layout have been made and the process has given the opportunity to ensure that our city signs are up to modern standards, relevant and clear for travellers, whilst reducing street clutter wherever possible. There are challenges in locating signs within restricted urban spaces and these challenges will continue when it comes to installing new foundations within footpaths and verges with multiple public utility services present.

3.2.7 The assessment has also identified locations where vegetation choices of the past are now impacting visibility of signs and measures have been identified to improve this.

4. FINANCIAL IMPLICATIONS

4.1 Costs will be funded from the Non-Housing Capital Programme: Project NHCP627 – Aberdeen Western Peripheral Route. The capital programme

was approved at the Council's Budget meeting on 22 February 2017, with updates to budget profiling approved by the report Council Financial Performance – Quarter 1, 2017/18 to full Council on 23 August 2017.

4.2 The procurement cost estimate is in exempted Appendix 1.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

Risks are categorised as:

- Financial – Every effort has been made to compile an estimate based on a relevant costing structure however signing works of this scale have not been undertaken locally and therefore a 20% contingency should be applied to the estimate to limit any uncertainty.

Impact - medium
Likelihood - medium
Overall - medium

- Employee – No risks
- Customer / citizen – If the scheme does not go ahead there will be a conflict with signing to and from the AWPR for drivers within Aberdeen, leading to driver confusion and lack of confidence in the road network.

Impact - high
Likelihood - low
Overall - medium

- Environmental – If the scheme does not go ahead as proposed, traffic volume reductions predicted to be achieved within the city as a result of AWPR would not fully materialise. This could lead to a decrease in predicted improvements to local air quality.

Impact - medium
Likelihood - low
Overall - medium

- Technological – No risks
- Legal – no risks
- Reputational – If the scheme does not go ahead as proposed, the city will be left with an out of date and incorrect signing system which will leave both residents and visitors unsure of the network routing expected

following the opening of the AWPR. The scheme will provide clarity for the travelling public and assist in the smooth running of the city's transport network.

Impact - medium

Likelihood - high

Overall - high

7. IMPACT SECTION

7.1 Economy

7.1.1 A functioning transport network which supports the efficient and effective movement of people and goods is critical to the economy of the city and city region, and must be able to support this movement in an environmentally sustainable way to the betterment of places and people's health and wellbeing. The proposed routeing, which is aligned to the Local Transport Strategy outcomes and key strategic commitments such as the City Centre Masterplan, will help to achieve this.

7.2 People

7.2.1 The contents of this report and the recommendations support the delivery of the new roads hierarchy, which if successful in achieving the benefits associated with the completion of the AWPR, will improve Aberdeen for all those who live in, work in and visit it.

7.3 Place

7.3.1 The proposal seeks to direct drivers within the city to the most appropriate and direct routes to and from the city centre and major regional facilities such as ARI. This proposal seeks to improve the environment and place within areas of the city currently troubled by inappropriate traffic (rat running).

7.4 Technology

7.4.1 The signing of routes out of the city will support the routeing choices of drivers coming into, circuiting and leaving the city in the interim before SatNav and other methods of route selection become available.

8. BACKGROUND PAPERS

Council report – Roads Hierarchy CHI/16/089 - May 2016 Item 7(i)

Communities, Housing and Infrastructure report – Roads Hierarchy CHI/17/061 August 2017 Item 14.5

Council's Budget meeting – Capital Programme - 22 February 2017

Council - Council Financial Performance – Quarter 1, 2017/18 - 23 August 2017

9. APPENDICES

Appendix 1 – Procurement Cost Estimate EXEMPT

10. REPORT AUTHOR DETAILS

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