

## ABERDEEN CITY COUNCIL

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<b>COMMITTEE</b>	Operational Delivery
<b>DATE</b>	16 May 2019
<b>EXEMPT</b>	No
<b>CONFIDENTIAL</b>	No
<b>REPORT TITLE</b>	Various Small Scale Traffic Management Stage 3 (Westerton Road)
<b>REPORT NUMBER</b>	OPE/19/157
<b>DIRECTOR</b>	Rob Polkinghorne
<b>CHIEF OFFICER</b>	Mark Reilly
<b>REPORT AUTHOR</b>	Tolulope Olowoleru
<b>TERMS OF REFERENCE</b>	5

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### 1. PURPOSE OF REPORT

- 1.1 This report details the results of a traffic volume and speed survey on Westerton Road undertaken after the full opening of the Aberdeen Western Peripheral Route (AWPR) to assist Members in their consideration of proposed waiting restrictions on the road.

### 2. RECOMMENDATION(S)

That Committee :-

- 2.1 Acknowledges the objections received as part of the statutory consultation in relation to the "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X" and considers the contents of the objections, as reported to the Operational Delivery Committee on 17<sup>th</sup> January 2019;
- 2.2 Notes the results of the surveys undertaken pre and post opening of the AWPR produced in Appendix B; and
- 2.2 Approves "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X" produced in Appendix A.

### **3. BACKGROUND**

- 3.1 At its meeting of 17<sup>th</sup> January 2019, this Committee considered the objections received in relation to the waiting restrictions on Westerton Road that were proposed to address concerns regarding forward visibility on Westerton Road Bridge and at the build out in proximity to No. 11 Westerton Road.
- 3.2 The Committee resolved to instruct the Chief Operating Officer to delay the proposals for two Committee cycles to allow officers to carry out further traffic volume and speed surveys now that the AWPR has opened and report these results to the May meeting of Operational Delivery Committee.
- 3.3 The results of this survey and a previous survey undertaken in 2017 are reported in Appendix B.
- 3.4 The survey results confirms speed is not an issue on Westerton Road as the route has a mean speed of around 20mph due to traffic calming measures being installed along the route.
- 3.5 The volumes along the route are noted to have significantly reduced as a result of the opening of the AWPR. It should be noted that traffic volumes across the city are still settling down following the introduction of the new route. It is expected that flows will have levelled approximately one year after the full opening of the route.
- 3.6 A reduction in traffic on Westerton Road could lead to increased confidence by drivers that they will not meet another vehicle when traversing the Westerton Road bridge.
- 3.7 As previously highlighted in report OPE/19/157, when vehicles are parked on the north side of Westerton Road, it forces vehicles traveling south westbound (towards Inchgarth Road) to utilise the offside lane of the carriageway. This creates a potential for head on conflict if a driver is similarly travelling north eastbound (towards North Deeside Road). Given the reduced visibility caused by the gradient of the bridge, the waiting restrictions at this location will enable vehicles to pass any parked vehicle before returning to the correct side of the carriageway before the bridge, reducing the chance of head on conflicts.
- 3.8 In regard to the further extent of the proposed waiting restrictions in proximity to No. 11 Westerton Road, any reduction in the volume of traffic will again increase driver's confidence with potential to reduce the impact of the chicane feature should it not be clearly visible to drivers.
- 3.9 In conclusion, the purpose of this proposal is to ensure visibility at all time and for residents, pedestrians and all vehicle users to feel safe to travel on this road. The introduction of prohibition of waiting at any time on the proposed length will make this road safer for all road users.

#### 4. FINANCIAL IMPLICATIONS

- 4.1 These proposals will be funded through the Cycling, Walking and Safer Streets budget.

#### 5. LEGAL IMPLICATIONS

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

#### 6. MANAGEMENT OF RISK

	<b>Risk</b>	<b>Low (L), Medium (M), High (H)</b>	<b>Mitigation</b>
<b>Financial</b>	N/A		
<b>Legal</b>	The TRO would be required to go through the legislative process again if it is not implemented within the statutory period of 2 years from consultation.	L	Reviewing the priority of the project in respect of funding in order to ensure that the consultation process does not need to be restarted.
<b>Employee</b>	N/A		
<b>Customer</b>	Road safety levels and traffic management could be compromised if measures are not progressed, leading to continued public concern.	L	Officers propose measures that are deemed reasonable and appropriate to address the Road Safety and Traffic Management issues to reduce incidents of public objections.
<b>Environment</b>	N/A		
<b>Technology</b>	N/A		
<b>Reputational</b>	Proposals can be contentious and attract negative feedback.	L	Concerned parties would be provided thorough rationale as to the requirement for the proposal.

#### 7. OUTCOMES

<b>Local Outcome Improvement Plan Themes</b>	
	<b>Impact of Report</b>
<b>Prosperous Place</b>	As the recommendation is to approve the proposals, there will be a positive impact on current customer experience in terms of road safety in our communities.

## 8. IMPACT ASSESSMENTS

<b>Assessment</b>	<b>Outcome</b>
<b>Equality &amp; Human Rights Impact Assessment</b>	Not required
<b>Data Protection Impact Assessment</b>	Not required
<b>Duty of Due Regard / Fairer Scotland Duty</b>	Not applicable

## 9. BACKGROUND PAPERS

Various Small Scale Traffic Management and Development Associated Proposals Stage 3 – OPE/19/157 and Printed Minutes

<http://councilcommittees.acc.gov.uk/ieListDocuments.aspx?CId=619&MId=6182&Ver=4>

## 10. APPENDICES

Appendix A - The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 210X

Appendix B – Survey Results

Appendix C – Proposal Plan

## 11. REPORT AUTHOR CONTACT DETAILS

**Name:** Tolu Olowoleru

**Title:** Engineering Assistant

**E-mail Address:** [tolowoleru@aberdeencity.gov.uk](mailto:tolowoleru@aberdeencity.gov.uk)

**Tel:** 01224 522670

Appendix A – The Aberdeen City Council (Westerton Road, Cults, Aberdeen)  
(Prohibition of Waiting) Order 201X

ABERDEEN CITY COUNCIL

ROAD TRAFFIC REGULATION ACT, 1984

THE ABERDEEN CITY COUNCIL (WESTERTON ROAD, CULTS, ABERDEEN)  
(PROHIBITION OF WAITING) ORDER 201X

Aberdeen City Council, in exercise of its powers under the Road Traffic Regulation Act 1984 (hereinafter referred to as "the 1984 Act"), and of all other enabling powers, and after consultation with the Chief Constable of Police Scotland in accordance with Part III of Schedule 9 to the 1984 Act, and having complied with the requirements of The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, hereby makes the following order:-

Citation

1. This order may be cited as "The Aberdeen City Council (Westerton Road, Cults, Aberdeen) (Prohibition of Waiting) Order 201X" and shall come into operation on XX XX XXXX.

Prohibition of Waiting

2. Save as provided in Articles 3, 4 and 5 of this order, no person shall, except upon the direction or with the permission of a police constable in uniform, cause or permit any vehicle to wait at any time on any day on the lengths of road specified in the schedule hereto.

Exemptions

3. Nothing in Article 2 of this order shall prevent any person from causing or permitting a vehicle to wait on any of the lengths of road referred to in that article for so long as may be necessary:
  - (a) to enable a person to board or alight from the vehicle or to load thereon or unload there from goods or personal luggage;
  - (b) when the person in control of the vehicle is:
    - (i) required by law to stop; or
    - (ii) obliged to stop in order to avoid an accident; or
    - (iii) prevented from proceeding by any circumstances beyond their control, where the said circumstances relate directly to the movement or otherwise of traffic on the road;
  - (c) if the vehicle is in material use in connection with a funeral undertaking;
  - (d) If the vehicle is in the service of, or is being employed by, a security company and is in actual use while currency or other valuables:
    - (i) are being unloaded from the vehicle; or
    - (ii) having been unloaded from the vehicle, are being delivered; or
    - (iii) are being collected from premises adjacent to that road for loading onto the vehicle; or
    - (iv) having been collected from such premises, are being loaded onto the vehicle.

## Appendix B – Survey Results

Table 1 – Vehicular volume recorded in 2017

	South Bound		North Bound	
	Total		Total	COMBINED
Date	Vol.		Vol.	VOL
Wed 01 Nov 17	2544		1852	4396
Thu 02 Nov 17	2424		1718	4142
Fri 03 Nov 17	2347		1707	4054
Sat 04 Nov 17	1296		1379	2675
Sun 05 Nov 17	1136		1276	2412

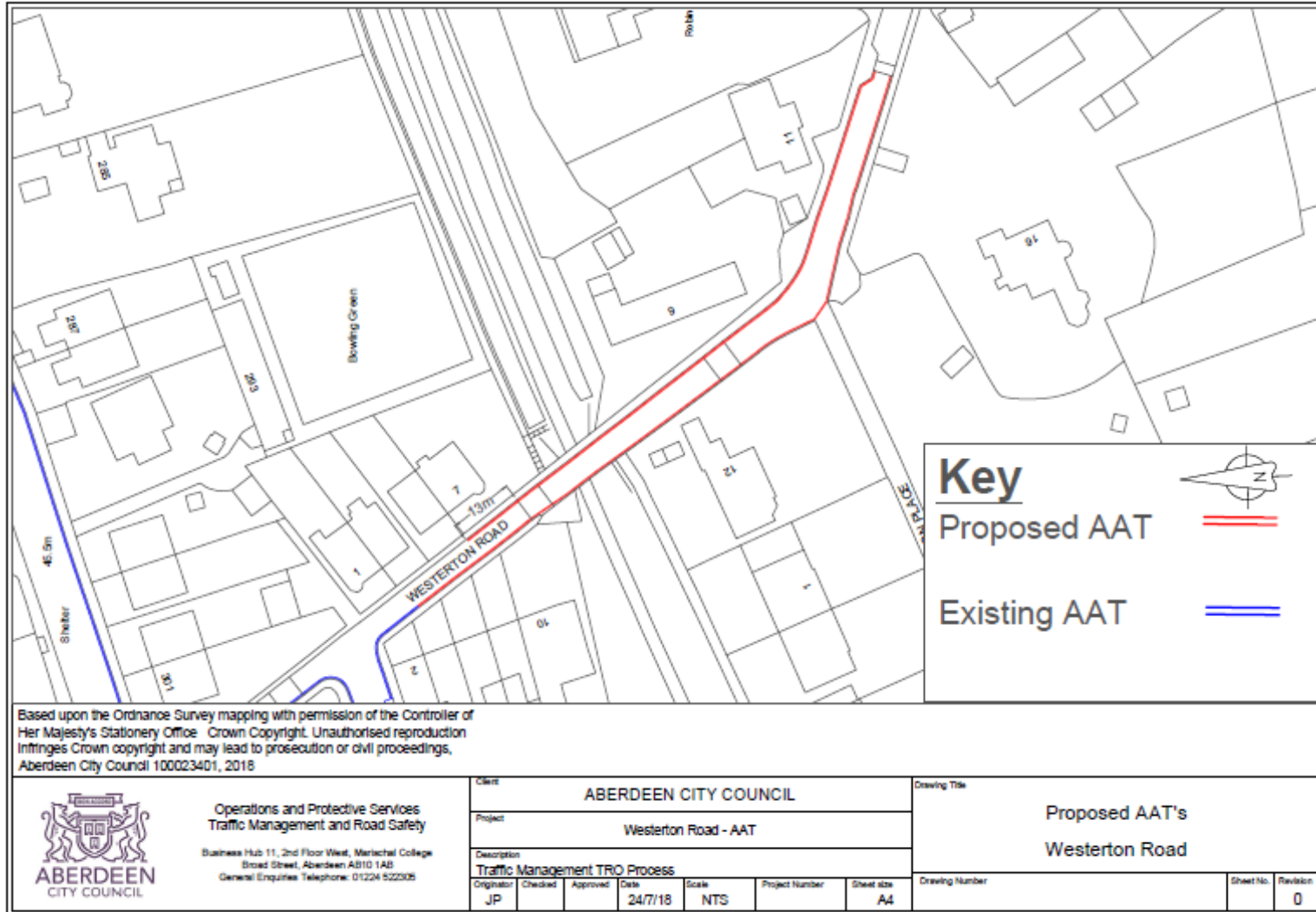
Table 2 – Vehicular volume recorded in 2019

	South Bound		North Bound	
	Total		Total	COMBINED
Date	Vol.		Vol.	VOL
Wed 24 Apr 19	1697		1227	2924
Thu 25 Apr 19	1628		1186	2814
Fri 26 Apr 19	1690		1248	2938
Sat 27 Apr 19	1099		997	2096
Sun 28 Apr 19	1025		926	1951

Table 3 – Difference in volume

South Bound			North Bound	
	Vol.		Vol.	COMBINED
Date	Difference		Difference	
Wednesday	847		625	1472
Thursday	796		532	1328
Friday	657		459	1116
Saturday	197		382	579
Sunday	111		350	461

## APPENDIX C – Proposal Plans



**Westerton Road - Proposed lengths of prohibition of waiting at any time**