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ABERDEEN
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20 November 2017

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Dear Sir/ Madam,

Informal Resident's Survey February 2017 – Summary of results

Residents from Wellbrae Terrace, Seafield Gardens, Craigielea Avenue and Kenfield Crescent have raised concerns with Aberdeen City Council Members and Council officers regarding the volume of traffic using the above roads to avoid congestion on nearby junctions on Anderson Drive.

Thank you very much for responding to the informal consultation undertaken earlier this year.

Due to staffing issues and the high volume of work within the team, the interpretation of this survey was delayed. I apologise for any inconvenience and frustration this delay has caused you.

1. Introduction

Following concerns raised by residents and local Members, an informal postal survey was undertaken in February 2017 with residents of Craigielea Avenue, Kenfield Crescent, Seafield Gardens and Wellbrae Terrace to establish the level of support for a mandatory 20mph scheme and traffic calming measures to enable the scheme to be self-enforcing (i.e. reduce the speed of most vehicles to the mandatory limit).

2. The results of the survey

72 households provided responses with 7 from Craigielea Avenue, 16 from Kenfield Crescent, 17 from Seafield Gardens and 32 from Wellbrae Terrace. Not all residents responded to all questions therefore totals below may not fully tally with the number of responses.

Residents were asked whether they felt that traffic volumes have increased on their street over the past 2-3 years. The majority of responses were "strongly agree" (33) or "agree" (22). There were 11 "disagree" and 4 "strongly disagree". All streets had a majority agreement that volumes had increased.

When asked whether they felt that traffic speeds have increased on the streets over the past 2-3 years again the majority was "strongly agree" (35) or "agree" (19), with 13 "disagree" and 3 "strongly disagree". All streets had a majority agreement that speeds had increased.

Residents were then asked whether or not they would support the implementation of a mandatory 20mph speed limit on the streets. There was significant support for this with 59 respondents supporting the proposal and 12 saying "no". All streets had a majority support for a mandatory 20mph speed limit.

When asked whether or not they supported the implementation of vertical traffic calming measures (road humps) to make the speed limit self-enforcing there were 32 "yes" responses and 40 "no" responses. The responses were very evenly balanced for Craiglea Avenue, Seafield Gardens and Wellbrae Terrace however residents on Kenfield Crescent expressed little support for the installation of traffic calming.

A large number of additional comments were also made and these are summarised, along with an officer response, below.

| Comment | ACC response |
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| Request for Seafield Gardens/ Countesswells Road junction changes to slow drivers turning right into the street. | It is acknowledged vehicles turning right from Countesswells Road can cut across the junction when unimpeded by a vehicle waiting to turn right from Seafield Gardens. The white lining at this junction, however, directs traffic to a right angled entry which would slow most vehicles down. Whilst an island was put in place on Wellbrae Terrace to address similar issues, the junction at Seafield Gardens is smaller and therefore an island is not appropriate. No further action is proposed. |
| Speeds on Countesswells Road. | A speed and volume survey was carried out on Countesswells Road in June 2017. This recorded an average speed of 28mph westbound and 24mph eastbound. These speeds are within the speed limit and the presence of parked vehicles and junctions will assist in providing natural traffic calming along the route. No further action is proposed. |
| Parking on Seafield Road between Seafield Gardens and Palm Court Hotel restricting the width of carriageway for vehicles turning into Seafield | Whilst there is parking on site at the Palm Court it is recognised that there is an impact on the surrounding |

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| <p>Gardens, similarly parking on Seafield Gardens at junction.</p> | <p>streets relating to overflow parking. It is proposed to introduce at any time waiting restrictions at the junction of Seafield Road and Seafield Gardens to minimise the impact to running vehicles.</p> |
| <p>Changes will occur with AWPR opening, problem should be reviewed then.</p> | <p>The opening of the AWPR is expected to have a positive effect on traffic flows within the city and further measures will be introduced citywide to support these reductions, protecting residential areas from inappropriate traffic volumes. It will take some time for traffic flows to adjust to the opening of the new route and therefore officers are keen to assess the impact of the route, prior to taking action (such as traffic calming) on individual parts of the network. The network as a whole will be reviewed on completion of the AWPR works.</p> |
| <p>Request for waiting restrictions at junctions with Seafield Road and Countesswells Road.</p> | <p>As highlighted in the Highway Code drivers should be fully aware of the need to park clear of junctions and dropped kerbs. Due to the costs involved with promoting, installing, maintaining and enforcing waiting restrictions it is impractical to install them at all junctions unless there is justification. In this instance, a broad coverage is not appropriate, except where more detailed concerns have been raised. No further action is proposed.</p> |
| <p>Suggest closing off one end of Wellbrae Terrace and Seafield Gardens.</p> | <p>It was suggested that officers use closures of the roads as a method of traffic calming. This method is employed in some areas to remove through traffic. Such a proposal would require the installation of a turning head at or near to the end of the route. This cannot be accommodated on these routes without significant impact to existing properties and footways. No further action is</p> |

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| | proposed. |
| Parking on Wellbrae Terrace acts as traffic calming. | Parking is frequently seen as being a traffic calming measure. The narrowing of the carriageway by parking on one or other side can act as a speed reducing feature by narrowing the road, requiring drivers to deflect from their route and to take consideration for other vehicles. |
| Residents report damage to car e.g. wing mirrors, whilst parked on street. | Parking on streets holds a risk of damage to vehicles in all locations. Drivers can assist by turning in wing mirrors when parked and ensuring that they have parked in a position that provide sufficient room for moving vehicles to comfortably pass. |
| Some residents raised concern about the condition of the roads or footways in their streets. | <p>If you discover a road defect you should report this to us as soon as possible. Road defects include faults such as potholes and blocked drains.</p> <p>This can be done by calling our Customer Contact Centre on 03000 200 292 or report online using the Online Fault Reporting System on our web site.</p> <p>Our website also contains details of the roads inspection regime and our capital programme.</p> |
| Some concern that vertical traffic calming measures cause damage and/or disruption to residents and their vehicles. Whilst others stated that these measures were essential in ensuring that volumes and speeds were reduced. | Drivers will utilise distributor roads for the vast majority of their journey, and roads with traffic calming features will form a small part of the overall journey. Research indicates that there is very little change in the traffic noise level when traffic calming is installed on a road and when considering roads that generally accommodate light vehicles, the traffic noise level actually reduces. Vehicles travelling over road humps at appropriate speeds should not suffer damage, provided the humps conform to the Highways (Road Hump) Regulations. In a study (Kennedy et al., 2004) various types of |

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| | vehicle were driven over road humps, and despite repeated passes at speeds up to 40mph no damage to the vehicles was observed. |
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3. Review of the response and appropriate guidance

The results clearly show residents support the introduction of a reduction in the speed limits from 30mph to 20mph. This support does not fully follow through to the installation of traffic calming measures to increase compliance with the speed limit.

Transport Scotland guidance states that “Any decision to lower the speed limit to 20 mph should seek to avoid the need for extensive police enforcement, as 20 mph limits will not be routinely enforced, unless it is absolutely necessary and in the interest of casualty reduction. The only exception to this is the enforcement of 20 mph speed limits outside schools, which takes place on a regular basis.”

As indicated within the original consultation paper, there was one recorded accident at this location which was not speed related.

Officers recognise that these streets are residential and, as such, support the desire to reduce speeds. And this follows through from the national guidance as the Scottish Government is committed to encourage initiatives that cut speed, particularly near schools, in residential areas and in other areas of our towns and cities where there is a significant volume of pedestrian or cyclist activity.

It is important to distinguish the different characteristics of specific 20 mph speed restriction schemes, in particular the difference between a 20 mph limit and a 20 mph speed limit zone.

20 mph speed limit zones use traffic calming measures, such as speed humps and road narrowing, to reduce the adverse impact of motor vehicles on built up areas. The 2016 Traffic Signs Regulations and General Directions (TSRGD) changes have extended the definition of traffic calming by permitting the use of repeater signs and road markings as traffic calming features.

20 mph limits do not require any physical measures other than signage.

In this instance, as Countesswells Road cuts through the area (classed as a local distributor road that would remain at 30mph), the introduction of a 20mph zone would not be appropriate, therefore a 20mph speed limit without traffic calming may suit.

4. The next step

In order to make changes to the speed limit or to add waiting restrictions to a carriageway, it is necessary to complete a Traffic Regulation Order (TRO). Officers will report the proposals to a relevant Council committee for approval to commence the Statutory Consultation and Public Advertisement processes. Any objections received during this consultation process will be reported back to committee for their consideration as to whether to proceed with the TRO or not.

It is intended that the following measures will be added to the Small Scale Traffic Management report to be put to the January Communities, Housing and Infrastructure Committee (CHI).

- To reduce the speed limits from 30mph to 20mph on all four roads.
- "At any time" waiting restrictions, corner protection, to be placed at the junction of Seafield Gardens and Seafield Road. This is to address the concerns raised regarding turning into Seafield Drive at times of high parking demand.
- At any time waiting restrictions, corner protection, to be placed at the junction of Wellbrae Terrace and Countesswells Road, adjacent to the traffic island that was installed last year. This is intended to address concerns raised about vehicle movements at the junction.

Traffic surveys will be undertaken on all the streets included within the survey. This information will be used as baseline data for future reviews.

I trust this response has been of interest and that the measures described above will address some of the concerns raised by the community. If you have any questions please contact me at vratson@aberdeencity.gov.uk.

Yours sincerely,



Vycki Ritson

Team Leader, Traffic Management and Road Safety