

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE –
24 FEBRUARY 2003**

REPORT ON: HIGH STREET, LOCHEE – ROAD SAFETY MEASURES

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 112-2003

1 PURPOSE OF REPORT

- 1.1 This report considers the provision of a second zebra crossing in High Street, Lochee.

2 RECOMMENDATIONS

- 2.1 The Committee is asked to approve the provision of the zebra crossing at the location shown on the attached plan, with the only outstanding objection being the loss of 10 metres of taxi rank (approximately 1½ cars length).
- 2.2 Minor amendments to waiting restrictions associated with these road safety measures in High Street, Lochee will be the subject of a further report to Committee.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of the implementation of the zebra crossing is estimated at £10,000 and will be met from within the Planning and Transportation's Department's 2002-03 Capital Budget for traffic calming.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 Road safety initiatives promote a safer environment for all road users and encourage walking and cycling, which are environmentally benign modes of transport.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users.

6 BACKGROUND

- 6.1 The justification for traffic calming in High Street, Lochee was reported to Committee in June 2002 (Report No 488-2002).
- 6.2 The scheme proposals included methods of reducing traffic speeds to offer more opportunities for safer pedestrian crossing (road cushions) as well as crossing facilities at appropriate locations (footway build-outs and the provision of a second zebra-crossing).
- 6.3 There is a statutory requirement to consult emergency services, representative organisations for road users, as well as frontagers, to comply with the Road Humps

(Scotland) Regulations 1998. Over 200 letters of notification were issued to frontagers. As a result, two letters with general comments were received and two letters of objection to the loss of parking associated with the zebra crossing.

- 6.4 It was recommended to Committee in January to proceed with the scheme Proposals, with the exclusion of the zebra crossing, to allow all other works to commence. This would also allow further investigations of the points of objection to minimise the effective loss of service area to the adjacent shops.
- 6.5 The proposed detail of the zebra crossing has been slightly amended as shown on the attached plan. A service area has been provided in front of No 83 High Street. The objection relating to loss of service area in front of the shops has been withdrawn as a result.
- 6.6 The overall length of the existing taxi rank will be reduced despite the modified detail allowing for additional taxi parking. Introduction of a zebra crossing reduces the rank length by 17 m, however the rank can be extended northwards by 7 m, resulting in an overall reduction of 10 m.

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services and Director of Corporate Planning have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Report No 488-2000 – 24 June 2002 'Road safety measures implementation 2002-2003'.
- 8.2 Report No 792-2002, 9 December 2002 'Tenders received by City Engineer'.

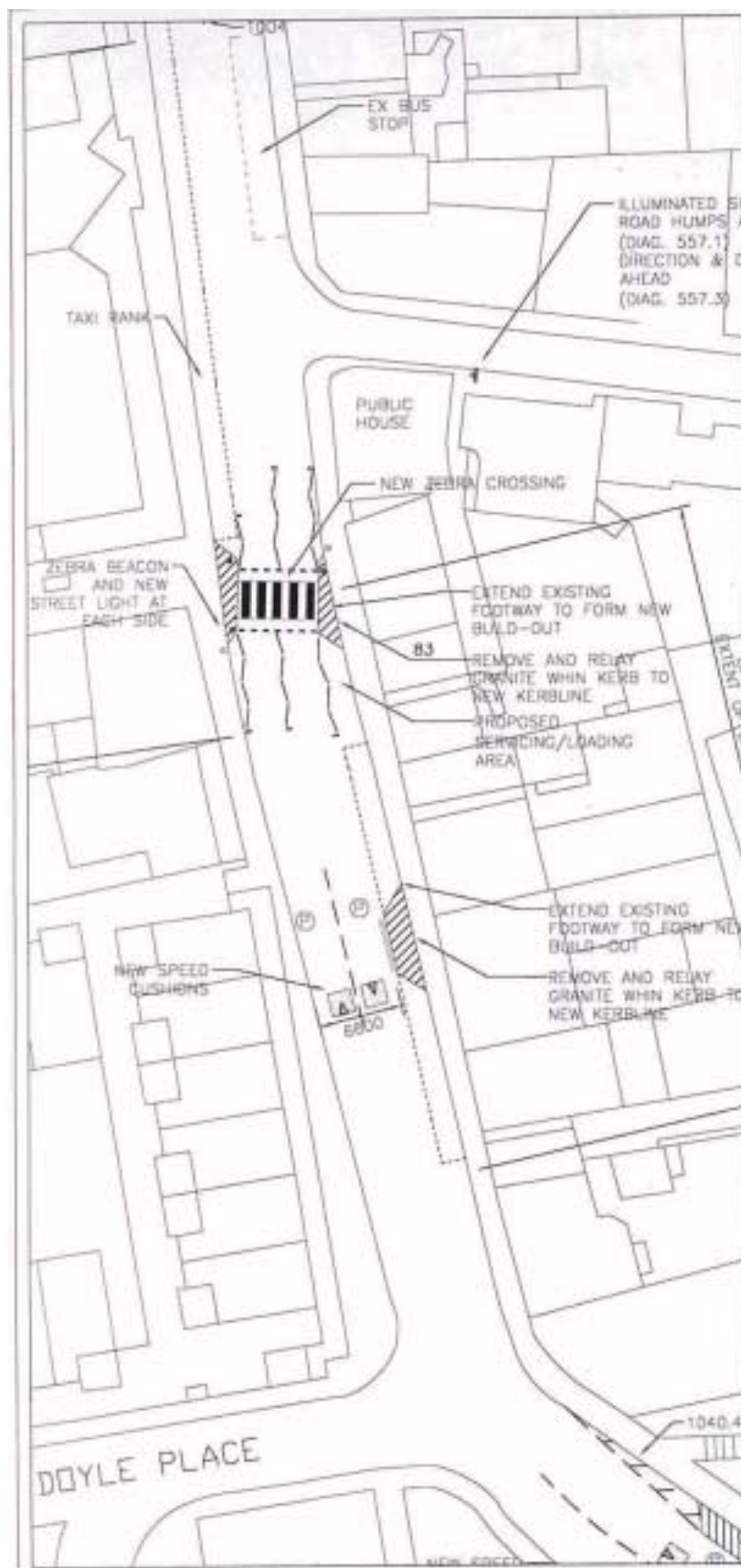
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IFS/GH/EJ


14 February 2003

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