

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
4 DECEMBER 2000**

REPORT ON: TRAFFIC CALMING – ANNUAL REVIEW

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 546-2000

1 PURPOSE OF REPORT

1.1 The purpose of this report is:

- i to advise Committee of all the locations in the city where concern has been expressed from various sources about speed, volume and type of traffic.
- ii to identify those locations in priority order where it is considered conditions warrant action.
- iii to seek Committee approval for a programme of traffic calming initiatives in 2000/01 - 2002/03 based on these priorities and the financial resources available.

2 RECOMMENDATIONS

2.1 It is recommended that route action plans are undertaken for High Street, Lochee and Hilltown/Strathmartine Road and that an early consultation exercise is undertaken in order that suitable traffic calming/road safety schemes can be implemented. There should be a phased introduction to both these route action plans, targeting the locations with the greatest potential for saving accidents.

2.2 To allow comprehensive consultation exercises to take place it is considered that these schemes will not be implemented during financial year 2000/01, but will commence during the following financial year. Also these schemes will take more than one year to implement and it is expected that they will require the majority of the traffic calming capital allocation for years 2000/02 and 2002/03 (subject to finance being available).

2.3 For year 2000/01 it is recommended that traffic calming schemes be implemented at the following specific locations:

- Clepington Road – East of Caird Avenue
- Dens Road – Isla Street to Arklay Street

It is also recommended that the following traffic calming schemes be implemented, either during financial year 2000/01 or 2001/02 dependent upon available finance.

- Arbroath Road – East of Craigie Avenue
- Arbroath Road at Baxter Park Terrace
- Berwick Drive at Carberry Crescent

- 2.4 In years 2001/02 and 2002/03 traffic calming schemes at further specific locations will be implemented, dependent upon the financial needs of the route action plans recommended at paragraph 2.1.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of implementation of the specific Traffic Calming locations identified for 2000/2001 will be met from within the Planning and Transportation Department's 2000/2001 Capital Budget of £50,000 for Traffic Calming Measures.
- 3.2 Provision will require to be made in the Council's Capital Budgets for 2001/2002 and 2002/2003 to implement the route action plans and any recommended specific sites for these subsequent financial years subject to the availability of resources.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 Traffic calming promotes a safer environment for all road users and encourages walking and cycling, which are environmentally benign modes of transport.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Traffic calming promotes 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 Introduction

- 6.1.1 The overall objective of road safety is to provide a safe road environment for all users: pedestrians, cyclists and motorists. It is the most vulnerable in society, the elderly and children that are at the greatest risk and can benefit most from traffic calming schemes.
- 6.1.2 The measures that can be used to protect the vulnerable road users are aimed at reducing speeds and enhancing pedestrian safety and may also, but not necessarily, reduce the traffic volumes.
- 6.1.3 The traffic calming initiatives recommended in this report are in pursuance of the Government's national casualty reduction targets. These targets are, compared to the average for 1994-98, by the year 2010 to achieve:
- a 40% reduction in the number of people killed or seriously injured;
 - a 50% reduction in the number of children killed or seriously injured;
 - a 10% reduction in the slight casualty rate (slight injuries per 100 million vehicle kilometres).

6.2 Identification

- 6.2.1 For the purposes of identification of suitable sites and appropriate methods of treatment, traffic calming schemes have been divided into two categories – Route Action Plan and Specific Sites:

1 Route Action Plan

Application of specific remedies which can be used on significant lengths of road (greater than 0.5km) which have above average accidents for that type or class of road.

2 Specific Site

A short length of road or a small area (100 metre radius) where road safety engineering measures can be used to calm traffic and/or enhance pedestrian safety.

6.2.2 In the past the Council has implemented Traffic Calming Area Action Plans in residential areas, most recently Douglas and Fintry. However, the implementation of area action plans cannot continue to be justified as the areas with the poorest accident history and most hazardous roads have now been treated. There are no longer housing areas with serious wide spread accident problems, although there may be some roads within housing areas which are considered dangerous and these will be identified and treated as a specific site as outlined above.

6.2.3 The council, through the use of a computerised accident database identifies sites suitable for traffic calming measures. In addition, requests for traffic calming are received from various sources: elected members, general public, housing associations, etc. Appendix A lists all requests received for traffic calming. Appendix B lists sites and routes that would benefit from traffic calming (identified by the council and/or requested).

6.3 Prioritisation

6.3.1 All locations in Appendix B would benefit from traffic calming measures. However, a number of these schemes are being progressed under different initiatives, such as Safer Routes to School, Accident Investigation and Prevention etc. In addition, due to limited finance it may not be possible to promote schemes at every location requested. Therefore a system of priority ranking is required.

6.3.2 The priority ranking is based predominantly on the scheme's potential to save injury accidents, since traffic calming (and in fact road safety as a whole) seeks primarily to reduce personal injury accidents.

6.3.3 Appendix C prioritises route action plans and specific site schemes. The first priority specific sites will be implemented this financial year and dependent upon the costs of the traffic calming measures installed at these sites, the second priority measures will be implemented either during this or the following financial year.

6.3.4 It is recommended that the following schemes be progressed:

Route Action Plans	-	Lochee High Street Hilltown/Strathmartine Road
Specific Sites	-	<u>1st Priority</u> Cleington Road – East of Caird Avenue Dens Road – Isla Street to Arklay Street

2nd Priority

Arbroath Road – East of Craigie Avenue
Arbroath Road at Baxter Park Terrace
Berwick Drive at Carberry Crescent

7 CONSULTATIONS

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning, Director of Personnel and Management Services, Director of Education, Director of Economic Development, Director of Environmental and Consumer Protection, Director of Neighbourhood Resources and Development, Director of Public Relations, Legal Manager and the Chief Constable, have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 None.

Mike Galloway
Director of Planning and Transportation

Iain Sherriff
Roads and Transportation Manager

13 November 2000

IFS/EN

Dundee City Council
Tayside House
Dundee

APPENDIX A - TRAFFIC CALMING - REQUESTS

Auchrannie Terrace
Balgarthno Road
Balgillo Road
Ballochmyle Drive
Bright Street
Buttars Place/Buttars Street
Camperdown Road
Camphill Road
Cedarwood Drive/Maplewood Drive
Clattowoods
Clyde Place
Craigiebarn Road
Craigmount Road
Denoon Terrace/Tweed Crescent, Hillside PS
Earn Crescent
Finavon Terrace, Fintry Primary School
Fisher Street, Broughty Ferry
Glenesk Avenue
Gray Street, Charleston
Haldane Area, Kirkton
Harcourt Street at SS Peter and Paul's PS
Helmsdale Avenue
Hilltown, area of Hilltown Terrace
Inverary Terrace
Johnston Avenue
Kellyfield Housing Estate
Kerrystone Court
Laird Street
Laurelbank/Prospect Place
Mains Drive
Milnbank Road
Mossgiel Play Park Area
Napier Drive
Peddie Street
Peebles Drive
Pitairlie Road
Pitempton Road
Pitkerro Drive
Pitkerro Road at St Vincent's PS
Provost Road
Ravenscraig Road
Rodd Road
Roseangle
Seaforth Road
Spey Drive/Mallaig Avenue/Explorer Road/South Road
St Fillans Road
Staffa Place
Strathmore Avenue
West Henderson Wynd, Verdant Works
Whitfield Rise

APPENDIX B - TRAFFIC CALMING - SUITABLE SITES

Albert Street	1
Alexander Street	2
Arbroath Road – East of Craigie Avenue	
Arbroath Road at Baxter Park Terrace	
Berwick Drive at Carberry Crescent	
Brook Street, Broughty Ferry	3
Cleington Road – East of Caird Avenue	
Constitution Street at Rosebank Street	4
Dens Road – Isla Street to Arklay Street	
Drumgeith Road	4
Forfar Road at Morgan Academy	4
Harefield Road – West of Kings Cross Road	2
High Street, Lochee	
Hilltown/Strathmartine Road	
Lochee Bypass at North High Street Junction	5
Logie Street – North West of Loons Road	6
Longhaugh Road at Schools	4
Macalpine Road at Camperdown Road	7
Princes Street – South of Arbroath Road	1
Spey Drive/Mallaig Avenue/Explorer Road/South Road	8

- 1 To be improved as part of North East Arterial Scheme
- 2 Progressing as Accident Investigation and Prevention (AIP) site
- 3 To be investigated as part of Broughty Ferry Study
- 4 Safer Routes to School scheme
- 5 Pedestrian crossing being promoted
- 6 To be investigated as part of North West Arterial Scheme
- 7 Affected by Ardler Regeneration
- 8 Dependent on Development

APPENDIX C - TRAFFIC CALMING - PRIORITIES

Route Action Plan

High Street, Lochee
Hilltown/Strathmartine Road

Specific Sites

1st Priority

Clepington Road – East of Caird Avenue
Dens Road – Isla Street to Arklay Street

2nd Priority

Arbroath Road – East of Craigie Avenue
Arbroath Road at Baxter Park Terrace
Berwick Drive at Carberry Crescent