

REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE

REPORT ON: ROAD TRAFFIC REDUCTION ACT 1997 – STATUTORY REPORT

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 624-2000

1 PURPOSE OF REPORT

- 1.1 The purpose of the report is to seek committee approval of Dundee City Council's Statutory Road Traffic Reduction Act 1997 report.

2 RECOMMENDATIONS

- 2.1 It is recommended that Dundee City Council set a target to ensure traffic does not increase by more than 25% by 2021 compared to 1996 levels in Dundee central area during the am and pm peaks.
- 2.2 That Committee approve the submission of the Road Traffic Reduction Act 1997 report as displayed in Appendix A and publish the report for reference in appropriate places.

3 FINANCIAL IMPLICATIONS

- 3.1 The road traffic reduction target has been set assuming that the existing transport trends continue in capital and revenue expenditure. It is also necessary that successful bids for Scottish Public Transport Funding be achieved.
- 3.2 In order to provide comprehensive monitoring of progress towards the target, Dundee's central area traffic model will require updating every five years at an estimated cost of £60,000 per update. It should be noted that the Dundee traffic model fulfils other necessary functions in addition to monitoring the road traffic reduction target process. The first update will be required in 2001.
- 3.3 Eight new automatic traffic count sites are required at an estimated total cost of £18,000. Provision has been made for this sum from within the Planning & Transportation Department's 2000/01 Revenue Budget.

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 The road traffic reduction target set aims to reduce the rate of traffic growth in Dundee at peak times, thereby limiting congestion and pollution and promoting more environmentally benign modes of transport.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 Encouraging alternatives modes of travel such as walking, cycling and public transport is key to achieving the road traffic reduction target set for Dundee, thereby ensuring that the local road network meets the transport needs of all road users, not just car owners.

6 BACKGROUND

- 6.1 The Road Traffic Reduction Act 1997, which came into force on 21 April 2000, is aimed at directly cutting road congestion. The Act requires local authorities to set targets for reducing traffic levels or the rate of traffic growth and to draw up traffic reduction plans and implement measures necessary to achieve the targets set.
- 6.2 In accordance with 'Road Traffic Reduction Act 1997: Final Guidance' issued by the Scottish Executive during May 2000, Dundee City Council has to produce a statutory Road Traffic Reduction Act report by 31 October 2000 and this is attached as Appendix A. A summary of the report is given below.
- 6.3 Many of the measures proposed in the Local Transport Strategy document are complementary to reducing road traffic. A number of the key components aim for road traffic reduction, as required by the Road Traffic Reduction Act 1997, whilst also balancing the higher level objectives necessary for a sustainable transport strategy. Measures include reducing the need to travel using appropriate land use policies; encouraging the use of alternatives to the car such as walking, cycling and public transport and restraining the use of the car mainly by restrictive commuter parking policies, such as spaces available and charges.
- 6.4 Dundee City Council has chosen to limit reduction targets to peak hour traffic and central Dundee only. The reasons why are as follows:
- a The Council's ability to influence the level and type of traffic is greatest in the central area.
 - b The targets address the traffic problems of Dundee, which in the main are restricted to weekday morning and evening peak hour travel times.
 - c The Council has the ability to obtain data from the count equipment, survey and traffic model and monitor progress.
- 6.5 Much of Dundee's traffic is imposed upon it on roads over which the Council has no control. Therefore it is necessary to compare traffic growth with Scottish national forecasts as well as local forecasts for Dundee. 'Do nothing' forecasts for Scotland reveal that traffic is predicted to increase by 39.7% by 2021, compared to 1996 levels. In Dundee this figure is 36%. Following analysis it is considered that the measures contained in the Local Transport Strategy, together with national policies will allow traffic levels in Dundee to be 15% below the Scottish National forecast for 2021 ie 24.7% increase in traffic by 2021 compared to 1996 levels.
- 6.6 The official target is given below and it must be recognised that both national and local transport policies have a role to play in achieving it:
- To ensure traffic does not increase by more than 25% by 2021 compared to 1996 levels in Dundee Central are during the am and pm peaks.
- 6.7 In order to monitor progress towards the target it is intended to update the traffic model of Dundee's central area with new roadside interview information every five years from 2001 ie 2006, 2011 and so on. This means that direct comparisons can be made with the national census. The council is also currently progressing the

installation of automatic count sites at cordon points around the central area to allow indicative monitoring on an annual basis.

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 The Road Traffic Reduction Act 1997
Road Traffic Reduction Act 1997: Final Guidance
Dundee City Council's Local Transport Strategy

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11 October 2000

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ROAD TRAFFIC REDUCTION ACT 1997 – REPORT

In accordance with 'Road Traffic Reduction Act 1997: Final Guidance' issued by the Scottish Executive during May 2000, Dundee City Council has produced this statutory Road Traffic Reduction Act report by 31 October 2000.

1 Local Transport Strategy Policies and Measures

Contained within Dundee City Council's Local Transport Strategy are a number of policies and measures that are aimed at reducing traffic growth, including those summarised below:

Reducing the Need to Travel	Promoting Alternative Modes	Restraining the Use of the Private Car
<ul style="list-style-type: none"> • Land Use Planning • Mixed use developments • Small scale local facilities • Presumption against out of centre retail developments • Housing and employment in close proximity • Use of Technology e.g. work from home. 	<ul style="list-style-type: none"> • Bus priority measures • Improved travel information (including real time) • Improved quality of bus stock • Improved accessibility • Safer Routes to School • Improved cycling/walking facilities • Road freight management and transfer • Reallocation of road space • Travel awareness campaigns 	<ul style="list-style-type: none"> • Restrict long stay parking spaces • Maximum Parking Standards • Car park pricing policy • Restrict Private non residential parking

2 Traffic Reduction Area and Time of Day

Dundee City Council has chosen to limit traffic reduction targets to peak hour traffic and central Dundee only. The reasons why are as follows:

- a The ability to influence the level and type of traffic.

Dundee has 4 major road access points, three of which give access to the trunk road network (A90 North, A90 South and the A92 Tay Road Bridge giving access to the trunk road network through Fife). The fourth access is the A92 giving access to Angus and is currently the subject to a proposed dualling scheme. In addition, the trunk road network within the City forms three quarters of a ring road around Dundee. Therefore, much of the traffic in Dundee is imposed from outwith the council boundaries and travels on trunk roads within the city. The trunk road network is under Scottish Executive control and as such the council's sustainable transport policies have less influence on this type of traffic. The area where the council's policies will have the greatest influence is in central Dundee.

- b To ensure the targets address the traffic problems of Dundee.

In central Dundee the road network copes well with the current traffic levels, with significant queuing and congestion limited to 45 minute periods during weekday morning and evening peak travel period. Therefore the need to reduce traffic is at its greatest during these periods and many of the measures in this document are aimed to do so. Traffic reduction targets will be set for weekdays between 08:00 - 09:00 and between 16:30 - 17:30.

- c The ability to obtain data and monitor progress.

The Council operates a computerised simulation traffic model (Paramics) of central Dundee to assess the impact of various road network proposals and development schemes. The area of the model coincides with the area chosen for the road traffic reduction act. The model can calculate the total motorised travel undertaken in central Dundee (veh-km) and is based on roadside interviews carried out in 1997. However, for the purposes of the Road Traffic Reduction Act, all values have been re-based to 1996.

3 Target

In an attempt to reduce the influence of traffic imposed on Dundee from outwith the council boundaries and traffic travelling on trunk roads within the city, Dundee City Council has chosen to set a traffic growth reduction target for central Dundee only. However, this type of traffic does have a significant influence even in the central area of Dundee and this must be considered when setting a target for a reduction in traffic growth.

The Government Department of Environment, Transport and the Regions (DETR) produces a computer program (Tempo) which forecasts traffic growth for Scotland and each council area, using 1996 as a base year. This has been used to provide 'Do Nothing' Scottish National and Dundee City forecasts of traffic growth, as set out in Table 1 below:

Table 1 – 'Do Nothing' Traffic Growth Forecast

Central Growth	Year					
	1996	2001	2006	2011	2016	2021
Scotland	1.000	1.078	1.165	1.246	1.332	1.397
Dundee	1.000	1.053	1.116	1.187	1.280	1.360

From the Central Growth figures in Table 1, it can be seen that the 'Do Nothing' forecasts for Scotland predict a rise in traffic levels of 39.7% by 2021 compared to 1996 levels. For Dundee the 'Do Nothing' forecasts predict a 36% rise i.e. 3.7% below Scottish National traffic levels.

In order to forecast potential reductions in traffic growth Dundee City Council has developed a highly aggregate strategic transport model, namely: Transport Policy Model (TPM), in conjunction with the Transport Research Laboratory (TRL).

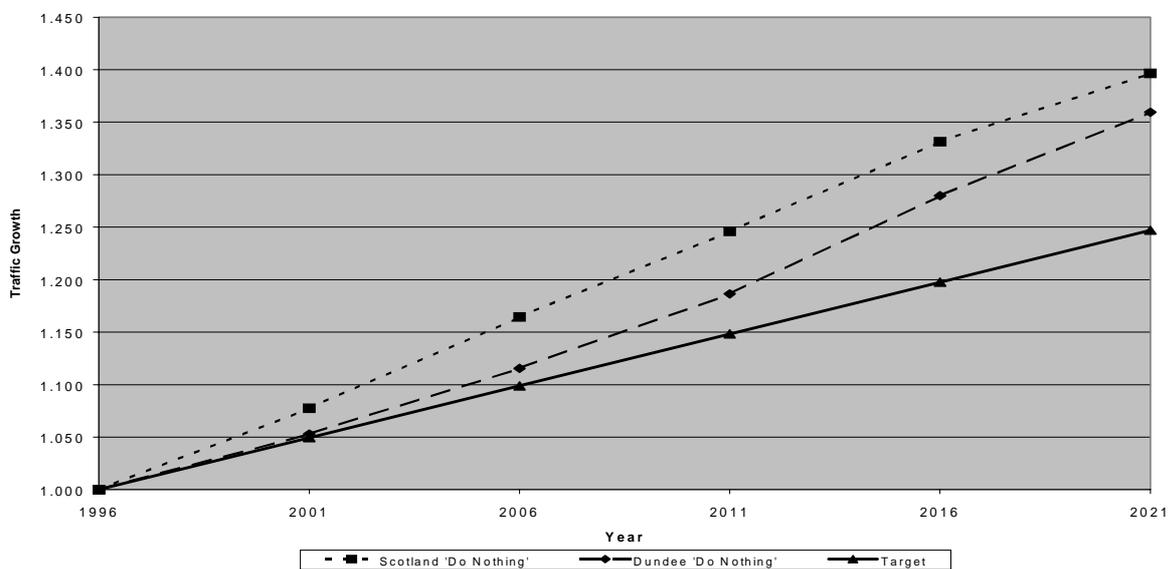
A suitable target for Dundee has been set, utilising the TPM and other information from a number of sources including the Central Scotland Transport Model (CSTM3) and drawing upon TRL's considerable experience in transport modelling

The target assumes that within central Dundee during the morning and evening peak a level of traffic equivalent to 15% below the Scottish National forecast can be achieved by 2021, compared to 1996 traffic levels i.e. 24.7%. Therefore the Road Traffic Reduction Act target for Dundee Central Area during the AM and PM peak is:

To ensure traffic does not increase by more than 25% by 2021 compared to 1996 levels.

In setting this target it is recognised that both national and local transport policies have a role to play in achieving it.

Graph 1 shows the 'Do Nothing' Scottish National and Dundee City traffic growth forecasts and the target traffic level.



Graph 1 - Traffic Growth Forecasts (Based on Central Growth)

4 Base Year Traffic Levels

The council has used the Paramics model to determine the 1996 traffic levels during the morning and evening weekday peaks in Dundee. Vehicle distance travelled has been recorded for two hours in both the morning and evening peak, even though only 08:00 – 09:00 and 16:30 – 17:30 are the times for which traffic reduction targets will be set. This has been done to check for peak spreading of traffic.

Table 2 – Base Year Traffic Levels in Central Dundee

AM Peak (weekday average)		PM Peak (weekday average)	
Time	Total Vehicle Distance	Time	Total Vehicle Distance
07:30 – 08:00	8,601 veh-km	16:00 – 16:30	12,305 veh-km
08:00 – 09:00	27,394 veh-km	16:30 – 17:30	30,133 veh-km
09:00 – 09:30	13,408 veh-km	17:30 – 18:00	13,378 veh-km

5 Monitoring

It is intended to update the Paramics model with new roadside interview information every five years from 2001 i.e. 2006, 2011 and so on. This means that comparisons can be made with the national Census and that progress can be monitored. The council is also currently progressing the installation of automatic count sites at cordon points around the central area to allow indicative monitoring on an annual basis.

Area for which Road Traffic Reduction Target has been set.

