

**REPORT TO: PLANNING & TRANSPORTATION COMMITTEE  
1 DECEMBER 2003**

**REPORT ON: CYCLING, WALKING AND SAFER STREETS (CWSS) PROJECTS  
COMMENCING 2004-05**

**REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION**

**REPORT NO: 763-2003**

## **1 PURPOSE OF REPORT**

1.1 This Report seeks approval for a programme of works for the year 2004-05 funded from the additional capital grant ring fenced by the Scottish Executive for Cycling, Walking and Safer Streets (CWSS) projects.

## **2 RECOMMENDATIONS**

2.1 It is recommended that Committee approve the proposed programme of works for year 2004-05

## **3 FINANCIAL IMPLICATIONS**

3.1 The Scottish Executive has made available to Dundee City Council additional capital grant of £236,000 for the year 2004-05 for CWSS projects of which £126,000 is to be committed to the provision of a cycle route through the Port of Dundee. The programme of works recommended in this Report will utilise the £110,000 balance.

3.2 The Scottish Executive has also indicated an additional grant of £248,000 which will be available for 2005-06.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

4.1 The programme of works recommended within this Report will promote cycling, walking and safer streets, thereby reducing car dependence and improving the air quality.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

5.1 The programme of works recommended within this report will promote safety for the vulnerable road users such as child pedestrians and cyclists, thus ensuring that the local road network meets the transport needs of all road users.

## **6 BACKGROUND**

### **6.1 Introduction**

6.1.1 During April and May 2001 the Scottish Executive announced an additional £14.85 million pounds over a three year period for local authorities across Scotland for Cycling, Walking and Safer Streets (CWSS) initiatives. The funding £16.85 million announced by the Transport Minister on 11 September sees this commitment to "Safer Streets" projects being extended for a further two years.

### **6.2 Objectives and Criteria**

6.2.1 The Scottish Executive expect the CWSS fund to be used to give greater prominence to cycling, walking and safer streets' projects to help local authorities achieve the aims and objectives they have set out in their Local Transport Strategies. Dundee City Council's LTS

has a number of relevant components that aim to promote cycling, walking and safer streets. These components and their objectives are :-

- i Cycling – to develop a safe, convenient and cohesive infrastructure that encourages and facilitates cycling.
- ii Walking – to make it easier and safer to get around locally by walking.
- iii Social Inclusion – to ensure transport meets the needs of all in society.
- iv Traffic Management – to maximise the efficiency and safety of the existing transport network, particularly toward benefits for walking, cycling and to create road space for a reliable public transport provision, whilst minimising the need for new road build.
- v Road Safety – to improve the safety of all travellers, giving emphasis to the safety of vulnerable road users, particularly children.
- vi Travel to School – to increase the number of pupils walking and cycling to school.

6.2.2 The overall common objective of these six components can be summarised as:

*“To physically improve access to walking and cycling facilities and reduce danger (actual or perceived) to pedestrians and cyclists.”*

6.2.3 In terms of danger reduction, Dundee City Council Planning and Transportation Department already has two initiatives with specific budgets that successfully aim to reduce road casualties, namely Traffic Calming (Capital) and Accident Investigation and Prevention (Revenue). However, the nature of these initiatives is by necessity reactive, in that an accident history is evident before priority is given. The CWSS fund provides the opportunity to be proactive, as dangerous locations do not always manifest themselves in an accident history.

6.2.4 It is also important to note that perceived danger can be as much of a barrier to encouraging walking and cycling as actual danger. Psychological effects (perceived danger) are of importance in that an individual's perceptions, rather than objective realities will determine his or her behaviour in any particular set of traffic conditions. If conditions are perceived as unsafe, this will impact on pedestrian movement and create barriers, irrespective of actual conditions. The most obvious example of this is the increase in children being driven to school.

6.2.5 Therefore, the criteria devised for CWSS follow the common objective given in paragraph 6.2.2 above. A CWSS scheme must either:

- i Physically improve access of walking and cycling facilities, and/or
- ii Reduce danger (actual or perceived) to pedestrians and cyclists.

### 6.3 Schemes

6.3.1 Utilising these criteria the following types of schemes have been identified and divided into three categories:-

#### a Lowered Kerbs/Crossing Facilities/Footway Improvements at Sheltered Housing

Dundee has a good network of footways and footpaths but they are not always accessible to vulnerable pedestrians. Lowered kerbs and improved footways at suitable points can significantly improve walking opportunities for this sector of Dundee's community. This project will improve accessibility and reduce danger to the most vulnerable in our society, the elderly.

Finance Allocated: £50,000

b Anti Skid Surfacing and Floodlighting at Pedestrian Crossings

Experience over the last 30 years in the UK has shown high friction surfaces and floodlighting to be highly effective in reducing accidents at pedestrian crossings. This project will therefore reduce danger to pedestrians.

Finance Allocated: £30,000

c Cycling Facilities

A number of "missing links" have been identified in the Cycling Network in Dundee where there is demand for use. This project will therefore improve accessibility for cyclists. The precise locations where this funding will be utilised will be decided jointly by the Directors of Leisure & Arts and Planning & Transportation.

Finance Allocated: £30,000

## 7 CONSULTATIONS

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (Finance), and Assistant Chief Executive (Community Planning) have been consulted and are in agreement with the contents of this report.

## 8 BACKGROUND PAPERS

- 8.1 Dundee City Council, Local Transport Strategy, October 2000.
- 8.2 Dundee City Council, Planning & Transportation Committee Report No 498-2001.
- 8.3 Dundee City Council, Planning & Transportation Committee Report No 149-2002.
- 8.4 Dundee City Council, Planning & Transportation Committee Report No 789-2002.

Mike Galloway  
Director of Planning & Transportation

Iain Sherriff  
Head of Transportation

IFS/NG/EES

19 November 2003

Dundee City Council  
Tayside House  
Dundee

**APPENDIX 1**

List of sites for CWSS work as follows:

- 1 Dropped Kerbs and Footway Improvements with street name as indicative of area with emphasis on elderly pedestrians, and a total of approximately 120 crossing points.  
  
Arbroath Road at Old Craigie Road  
Blackness Road  
Strathmore Avenue  
Cotton Road  
Kilberry Street  
Dunholm Road  
Kemnay Gardens  
Kenmore Terrace  
Hebrides Drive  
Laird Street/Burrelton Gardens
  
- 2 Anti-skid surfacing at Pedestrian Crossings  
  
Albert Street at Arthurstone Terrace  
Blackness Road at Blackness Street  
Clepington Road at Court Street  
Macalpine Road at Staffa Place  
Marketgait at Greenmarket  
Perth Road at Pennycook Lane  
Riverside Drive at Tesco  
Victoria Road at Ladywell Avenue  
Victoria Road at Victoria Street
  
- 3 Cycling facilities  
  
Upgrade of sections of Green Circular which at present are unmade surfaces and unsuitable for some cycles.  
Links from Green Circular to Ninewells Hospital which has a significant number of cyclists.