

ANGUS COUNCIL

ROADS COMMITTEE

23 JANUARY 1997

FRIOCKHEIM TRAFFIC CALMING

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This Report presents detailed proposals for a traffic calming scheme for the village of Friockheim

1 RECOMMENDATION

It is recommended that the Committee agree that the proposed traffic calming scheme for Friockheim be put into effect.

2 INTRODUCTION

Report No 468/96 by the Director of Roads and approved by the Roads Committee on 6 June 1996 reviewed the various existing and proposed traffic calming initiatives in Angus and recommended the priorities for 1996/97. The preparation of a traffic calming scheme for Friockheim was one of these priorities.

3 DETAILS

3.1 B965 road through Friockheim is straight and wide and as a result vehicle speeds can be high. In addition there have been recent accidents in the village

including one involving injury to a child. As with a number of other Angus villages where traffic calming is proposed there is no scope to remove the through traffic from the village as there is no realistic alternative route. Radical measures such as for example road humps are not suitable in this sort of situation as the vehicle noise adjacent to domestic properties would be unacceptable.

- 3.2 The plan on display shows the proposals. Village gateways are to be provided at either end of the village similar to those which have proved successful at Muirdrum on the A92. In addition the use of bands of red road surfacing with superimposed road markings are proposed both at the gateways and at intervals throughout the village.
- 3.3 Experience gained by Tayside Regional Council when implementing traffic calming schemes on the A94 north of Perth has shown that road narrowings and chicanes which slow down private cars have to be so restrictive that HGV's and agricultural vehicles over-run kerbs or damage bollards. The B965 through Friockheim must also cater for these large through vehicles so these extreme restrictions are not appropriate here. Nevertheless to try to change the long straight alignment of the road through the village it is proposed to create two chicanes in Gardyne Street by moving traffic into the existing parking area on the south side. Formal parking bays will be provided on the north (ie the houses) side of Gardyne Street by constructing kerbed footpath extensions. By moving parked vehicles to the houses side of the street the number of pedestrian movements across Gardyne Street will be reduced.

4 FINANCIAL IMPLICATIONS

The proposed traffic calming scheme in Friockheim is estimated to cost £26 000 and this can be contained within the total sum of £150 000 which has been provided for traffic calming in the 1996/97 Capital Budget.

5 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this Report. The local member and the Community Council have also been consulted.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

REPORTS/friock.traf
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NJ/JSG

