

ANGUS COUNCIL

ROADS COMMITTEE

23 AUGUST 2001

PROPOSED 20 MPH ZONE IN THE GALLOWSHADE AREA, FORFAR

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report seeks approval for the introduction of traffic calming measures and the creation of a 20mph zone in the Gallowshade area of Forfar

1 RECOMMENDATIONS

It is recommended that the committee agree:-

- (i) to the provision of traffic calming measures and the introduction of a 20mph zone in the Gallowshade area of Forfar;
- (ii) to the promotion of the necessary Traffic Regulation Order to change the speed limit to 20mph in this area;
- (iii) To the promotion of the necessary Traffic Regulation Order for waiting restrictions at proposed speed cushions throughout the scheme.

2 INTRODUCTION

Following a comprehensive study of the accidents in housing schemes throughout Angus, the Clifftown area of Arbroath was shown to have the highest number of accidents. This consequently led to Angus's first permanent 20mph zone. The study also showed the Gallowshade area in Forfar to have a significant number of accidents (albeit fewer than the Clifftown area of Arbroath). Similar action is therefore now proposed for the Gallowshade area of Forfar.

3 DETAILS

The Gallowshade area lies to the east of the A932 Dundee Road in Forfar. This area is typical of a late 1950's/early 1960's housing area with many of the houses not having vehicular access and owners of vehicles being forced to park on street. With the increase in car ownership over the years the narrowing of the streets due to parked vehicles and the increased volume of traffic creates the potential for more accidents.

Within the proposed 20mph zone there were 9 accidents in total over the four year period 1996-99 (see appendix 1).

The distribution of accidents in the area is scattered and there seems to be no set pattern of accident type.

A 20mph zone is proposed for the area bordered by Dundee Road to the west and St James' Road to the north (See Appendix 2). The zone will have new traffic signs plus a traffic calming feature (either road humps or a speed table if a bus route) at each entrance/exit to the area.

The bus route runs along Glenogil Terrace, Glenclova Terrace, Strathmore Avenue and Gallowshade Road. Where similar schemes have been introduced elsewhere concern has been expressed regarding the safety and comfort of bus drivers and passengers travelling over road humps. To allow the buses to move more easily in the traffic calmed area, it is therefore proposed that speed cushions be constructed on this route. These cushions allow buses with their wider track to negotiate the cushions easily whilst smaller vehicles (cars etc) have to slow down to drive over the obstacle. Buses would however have to ride over the cushions should other vehicles park on or near to the cushions. It is therefore proposed to introduce waiting restrictions for a distance of 12.5m either side of each cushion. The locations of the cushions have been designed so as to keep on street parking displacement to a minimum.

On roads that do not have road humps or speed cushions it is proposed to paint '20' roundels on the carriageway. (These roundels will be similar to those laid in the Cliffburn Area of Arbroath.).

Consideration was given to other traffic calming options such as chicanes and priority systems but these were rejected, as these solutions would take up kerb space thereby reducing the available number of parking spaces in the area where demand is high.

The proposed traffic calming measures should not disadvantage cyclists in any way. Indeed the reduced speed limits should help as lower speeds might encourage more cycling in the area.

This zone will be the second in Angus. Recent speed checks from Cliffburn in Arbroath have shown 85% speeds reducing from 30mph to 19mph. Subsequent monitoring of this zone and Cliffburn, Arbroath will provide continuing information on the design and effectiveness of these measures.

It will be necessary to promote a traffic regulation order to reduce the speed limit to 20mph before the traffic calming measures can be constructed. This is likely to take at least six months. It is therefore likely to be early 2002 before the implementation of the scheme could proceed.

Under the current legislation local authorities must consult with the appropriate road users before the introduction of a 20mph zone or the deployment of road humps or speed cushions. Once detailed drawings have been prepared it is proposed to hold a public meeting which would explain all the relevant plans and allow the proposals to be discussed. The Community Council and the local community based Gallowshade Action Group will also be involved in the consultation exercise.

4 FINANCIAL IMPLICATIONS

The estimated cost of the draft proposals (including the promotion of the necessary Traffic Regulation Order) is £35,000 and this has been allowed for in the funding approved within the Roads CFCR allocation for Traffic and Road Safety Projects in the current financial year. (Report No 682/01 approved by the Roads Committee of 14 June 2001 refers).

5 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance, the Director of Housing, the Director of Planning and Transport and the Chief Constable have been consulted in the preparation of this report.

6 CONCLUSION

The number of accidents in the Gallowshade area of Forfar justifies the proposed traffic calming measures and the introduction of a 20mph zone.

Dr Bob McLellan

DIRECTOR OF ROADS

NOTE

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report: -

Report No 831/99 20mph Speed Limits – Latest Scottish Office Guidance - approved by the Roads Committee on 26 August 1999.

Report No 682/01 – Traffic/Road Safety Works Funded from CFCR – approved by the Roads Committee on 14 June 2001.

AGG/JSG
24 July 2001
REPORTS/20mph.gallowshade

APPENDIX 1ROAD TRAFFIC ACCIDENT STATISTICSGALLOWSHADE AREA, FORFAR

Accidents	Non-Injury	Slight	Serious	Fatal	Total
1996	3	-	-	-	3
1997	-	-	1	-	1
1998	2	1	-	-	3
1999	1	-	1	-	2
TOTAL	6	1	2	0	9

There is no obvious pattern to the location of these accidents with three occurring at different junctions and the other six at separate locations away from junctions.

One of the two serious accidents involved a car colliding with a child cyclist. The cyclist emerged from a junction into the path of a car where the front of the cycle collided with the offside of the car.

The other serious accident in July 1999 involved the driver of a vehicle losing control in Strathmore Avenue and hitting a lamppost.

The slight accident in 1998 involved a three-year-old child who ran from the offside kerb into the path of an oncoming car.