

Traffic Calming: Bute & Cowal

1. SUMMARY

1.1 This report provides information requested by Members regarding traffic calming options

2. RECOMMENDATIONS

2.1 That the Area Committee notes the report and acknowledge that work is on-going within Roads & Amenity Services to establish a protocol for implementing traffic calming measures

3. BACKGROUND

3.1 There are no specific criteria used for the provision of traffic calming throughout Argyll & Bute Council. Existing measures have been provided through development gain, the upgrading of advisory 20mph zones around schools funded by Scottish Ministers or as part of a new development.

3.2 Consideration to traffic calming on Cowal Place was requested and this has been investigated.

3.3 Measures that can be used for traffic calming are detailed in Appendix One.

3.4 Criteria to ascertain whether a street would merit traffic calming would be based on accident history, vehicle speeds, traffic volumes and usage.

3.5 Should the 85percentile speed be less than 24mph then a mandatory 20mph speed limit can be introduced without engineering methods otherwise physical measures are essential.

4. DETAIL

4.1 The approximate estimated cost of providing traffic calming for the section of Cowal Place between Cowal Avenue and McArthur Street is £29,000. There are also higher maintenance costs associated with traffic calming compared to a standard road layout.

4.2 Accident history: There were seven recorded accidents in the period from 01/01/2003 up to 31/12/07. There were six non injury accidents and one slight

injury to a young child cyclist. Three accidents related to negligent reversing. None of the accidents appeared to be related to speeding.

- 4.3 There do not appear to be any significant accident clusters within Bute and Cowal that would merit traffic calming on an accident reduction basis.
- 4.4 Vehicle speeds: Combined 85 percentile speed is 27.8mph, compared with 28.4mph in the southbound direction and 20.7 mph in the northbound direction. These speeds are higher than the advisory twenty mph limit. However they do not merit police action as the mandatory legal limit is not being breached.
- 4.5 Vehicle volumes equate to 996 vehicles per day. This when adjusted to the daily flow approximates to one vehicle per minute which although high is not excessive (63 vehicles per hour).
- 4.6 Anecdotal evidence suggests that there are above average levels of young children in the area.
- 4.7 The cost of providing traffic calming is significant for this one small location in Bute & Cowal. There is no budget identified for this type of work at present although next year there is a Traffic Management budget aimed at casualty reduction, this will be prioritized using records of injury accidents. It is open to the Area Committee to fund traffic calming schemes from the parking surplus or capital receipts.
- 4.8 Advisory speed limits of 20mph can be introduced by the Road's Authority following appropriate consultation.
- 4.9 An alternative to formal traffic calming is to promote a traffic order which would restrict parking on alternate sides of the road. Care would be required to ensure that the road was still negotiable by emergency vehicles. This would possibly reduce the high southbound speed and thereby reduce the average speed.

5. CONCLUSION

- 5.1 That definite criteria be developed to establish a priority for traffic calming. This should be applicable across Argyll and Bute.

5. IMPLICATIONS

Policy:	A policy is being developed for Argyll and Bute.
Financial:	A funding source is required.
Personnel:	None
Equalities Impact Assessment:	None
Legal:	Appropriate legislation must be followed.

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Appendix One: Table 1 Types of traffic calming measures

Measure Type	Number	Name	Speed Reduction Category	Traffic Calming Regs. Apply	Distributor Road
Vertical	6.6.4 (1)	Road Hump	A	Y	N
	(2)	Speed table	A	Y	N
	(3)	Raised Junction	A	Y	N
	(4)	Cushion	B	Y	Y
	(5)	H Hump	A	Y	Y
Lateral	(6)	Chicane Type 1	A, B or C	Y	N
	(7)	Chicane Type 2	A, B or C	Y	N
	(8)	Chicane Type 3	C	Y	Y
Carriageway width	(9)	Reduced carriageway width	B	Y	N
	(10)	Central island	C	Y	Y
	(11)	Central reserve	C	Y	Y
	(12)	Pinch Point	C	y	y
Vehicle overrun	(13)	Occasional strip	C	Y	Y**
	(14)	Rumble strip	C	Y	Y
	(15)	Median strip	C	Y	Y
Geometric alignment	(16)	Speed bend	A	N	N
	(17)	Lateral shift	B or C	N	Y
Junctions	(18)	Change in alignment	B or C	N	N
	(19)	Reduction in area	B	Y	Y**
	(20)	Overrun corners	B	Y	N
	(21)	Conventional roundabout	B	N*	Y
	(22)	Mini- roundabout	B	N*	Y
Restricted Manoeuvre	(23)	Diagonal closure	A	N*	N
Gateway	(24)	On straight	B or C	Y	Y
	(25)	On side road	B	N	Y
	(26)	Two road	B	Y	N

- Other regulations apply

** Suitable with restrictions