

ROAD SAFETY, TRAFFIC MANAGEMENT AND CAR PARKING IMPROVEMENTS

1.0 EXECUTIVE SUMMARY

This report seeks approval from the Area Committee to proceed with various measures to deal with concerns and complaints, received via Elected Members from residents and road users, regarding traffic speeds, difficulties for pedestrian crossing and manoeuvrability in and use of, car parks.

Various measures were discussed with Members and details on proposals were presented at March Business Day. Committee approval is sought to allow the Roads Operations Team to proceed with initial works to introduce crossing points, speed tables and pedestrian fencing and to commence the process of amending Traffic Regulation Orders to adjust the use of car parks and on-street parking bays as follows.

RECOMMENDATIONS

That members approve;

The introduction of speed tables in Victoria Rd. located at Hill St., Hanover St. and MacArthur St. to control traffic speeds and aid pedestrian crossings on routes to schools and the town center.

The amendments to Jane Villa Car Park to aid access and egress onto Argyll St. and enhance Disabled Parking in association with the Surgery opposite and the enhanced traffic light crossing points at John St.

The amendments to Glen Morag parking and re-cycling facilities including formal HGV parking and the amendment to Hanover St car park to maximize light vehicle use.

The introduction of advance warning signs and where practicable, refuges to aid pedestrian crossings at Sandbank and Port Riddel.

The removal of parking bays on the east side of Victoria Rd. and introduction on West side, to allow unrestricted views at the exit points of Royal Crescent.

The installation of "Twenty's Plenty – Glen Morag" signage to advise motorists to curtail their speed in Kilbride Rd. and adjacent streets.

ROAD SAFETY, TRAFFIC MANAGEMENT AND CAR PARKING IMPROVEMENTS

2.0 INTRODUCTION

- 2.1 The recommendations below are designed to alleviate or eliminate various issues raised by residents, pedestrians and drivers on the safe use of the roads and car park network in Dunoon and the surrounding area. The solutions arrived at take into consideration the requests for improvements from constituents and Elected Members and are considered the most economic and easily delivered solutions to allow improvements as soon as practicable.

3.0 RECOMMENDATIONS

Members are asked to approve;

- 3.1 The introduction of speed tables in Victoria Rd. located at Hill St., Hanover St. and MacArthur St. to control traffic speeds and aid pedestrian crossings on routes to schools and the town center.
- 3.2 The amendments to Jane Villa Car Park to aid access and egress onto Argyll St. and enhance Disabled Parking in association with the Surgery opposite and the enhanced traffic light crossing points at John St.
- 3.3 The amendments to Glen Morag parking and re-cycling facilities including formal HGV parking and the amendment to Hanover St car park to maximize light vehicle use.
- 3.4 The introduction of advance warning signs and where practicable, refuges to aid pedestrian crossings at Sandbank and Port Riddel.
- 3.5 The removal of parking bays on the east side of Victoria Rd. and introduction on West side, to allow unrestricted views at the exit points of Royal Crescent.
- 3.6 The installation of "Twenty's Plenty – Glen Morag" signage to advise motorists to curtail their speed in Kilbride Rd. and adjacent streets.

4.0 DETAIL

- 4.1 Residents in upper Dunoon previously expressed difficulties in crossing Victoria Road. This was especially so at the blind summit near MacArthur Street and the blind bend at Hanover Street. Speed surveys carried out by the Police confirmed that speeds were only slightly above the 30mph speed limit, 85% speed at Hanover Street being 28mph and at MacArthur Street being 33mph.
- 4.2 Despite the above, requests for measures to reduce traffic speeds in Victoria Road persisted. The proposal to introduce Speed Tables indicated in APPENDIX 1

- was agreed as acceptable with Members, at Business Day of 4th March 2014.
- 4.3 Concerns regarding the difficulties of exiting Jane Villa Car Park had been passed on by Elected Members previously. There were also related issues with disabled access or parking facilities at the Argyll Street Surgery opposite.
 - 4.4 The proposal discussed at the Business Day is to create a separate exit from Jane Villa car park to allow an easier turn N/B onto Argyll St. In association with this, a formal clockwise circuit within the car park will allow two disabled bays between the access points, including surfacing improvements with additional clearance zones and easier access to the footways on Argyll Street. APPENDIX 2. indicates the revised parking configuration to maximize use of space.
 - 4.5 The use of Hanover Street parking area by HGVs has been recognized as less than ideal, due to the narrowness of access roads affecting maneuverability. In parallel with this, the use of Glen Morag parking area by HGVs, at certain times, has been a source of complaint from some residents.
 - 4.6 The proposed changes to both these parking areas formalize use in line with current practice. Hanover Street is best suited for smaller vehicles and cars are already utilizing the central space in an uncontrolled manner. The re-configuration of Glen Morag parking area improves accessibility for vehicles servicing the recycling facility and places HGV space away from adjacent residential properties, whilst still retaining a sizeable car parking facility for the adjacent play area and esplanade walkway. Details attached in APPENDIX 3.
 - 4.7 Previous requests for traffic light controlled pedestrian crossing points on the A815 have not resulted in installation, as traffic volumes were insufficient to merit a fully controlled crossing point. However concerns remain on the ability for elderly pedestrians to safely cross the A815 in Sandbank at Wallace Court and also at the A815 Port Riddel.
 - 4.8 The offer to increase the warning signage and where practicable, install a pedestrian refuge, was discussed with Members at previous business days. This is seen as a low cost solution to alleviate the previous concerns. Signing and crossing point configurations are attached in APPENDIX 4
 - 4.9 In parallel with the concerns regarding traffic speeds in Victoria Rd , there was a specific concern from residents who utilize Royal Crescent Lane , that vision along Victoria Rd was restricted due to parked cars , making exits manoeuvres hazardous.
 - 4.10 The proposal is to move the parking bays from the East to the West side of Victoria Road between the North and South exits to Royal Crescent and amend the footway build outs to allow clear vision at Hill Street and Mary Street In conjunction with improving vision from the adjacent access lane, this moves parking to the side where residents have no alternative facility. Details are included in APPENDIX 5 and are proposed to be delivered in parallel with the Hill Street Speed Table works.
 - 4.11 Residents of Kilbride Road and adjacent streets remain concerned about the speed of vehicles in this residential area. Officers explained to Members at the Business Day that the likelihood of speeds in excess of 30mph are limited due to parked vehicles and road geometry, restricting forward vision.
 - 4.12 The proposal to provide a “Twenty’s Plenty” advisory speed zone is considered

the most appropriate level of treatment in this area. Details in APPENDIX 6.

5.0 CONCLUSION

5.1 The introduction of the above measures will improve the use of both on-street and off-street parking areas. There will also be an improvement in traffic speed management and the ease by which drivers access, use and exit several parking areas. It will also increase pedestrian safety at several locations where desire lines indicate increased use and enhance the current Disabled Parking provision.

5.2 Funding for the works will be from two sources as estimated below,

Parking Income Revenue - Car Park Maintenance fund

Jane Villa Car Park re-configuration	£23,500
Hanover St. Car Park amended TRO and lining	£1,000
Glen Morag amended TRO, kerbs, lining & surfacing	£3,200
Victoria Rd on-street parking adjustment inc TRO	£9,000

Road Safety Revenue budget – Signing and surfacing

Victoria Rd, Speed Tables, lining and signs. Inc. TRO	£31,500
Sandbank crossing point, signing.	£2,000
Port Riddel crossing point, pedestrian refuge and signing.	£9,000
Glen Morag area “Twenty’s Plenty” signing.	£4,500

6.0 IMPLICATIONS

- | | | |
|-----|------------|--|
| 6.1 | Policy | Works assessed and carried out under the current Roads Asset Management and Maintenance Plan. |
| 6.2 | Financial | Works partly funded from Road Safety Improvements budget and partly from the maintenance budget generated through parking income. |
| 6.3 | Legal | Traffic Regulation orders to be amended to cater for adjustments in parking provision. |
| 6.4 | HR | None |
| 6.5 | Equalities | None |
| 6.6 | Risk | Completed works will assist in the safe use of carriageways, footways and parking areas for the benefit of both pedestrians and vehicle users. |
| 6.7 | CS | None |

Executive Director of Development and Infrastructure Services

Policy Lead - Jim Smith, Head of Roads and Amenity Services

14th July 2014

For further information contact: Callum Robertson, Roads Performance Manager.
(Tel: 01631 569197)