

Report To: Environment & Regeneration Committee **Date:** 29 August 2019

Report By: Corporate Director Environment, Regeneration & Resources **Report No:** ERC/RT/GMcF/18.604

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Subject: Traffic Calming Policy Review

1.0 PURPOSE

1.1 The purpose of the report is to provide an update on the review of the Traffic Calming Policy which was adopted in August 2017.

2.0 SUMMARY

2.1 The current Traffic Calming Policy was approved at the Environment & Regeneration Committee on 31 August 2017.

2.2 Since its adoption the policy has been used to assess and prioritise requests for traffic calming.

2.3 Following an assessment of numerous sites for traffic calming requests in 2018, two sites were chosen for action. During the consultation stage objections were received and heard by this Committee.

2.4 One of the objections related to the extent of a traffic calming scheme and as a result a review of the policy was requested.

2.5 Following this request an All Members' Briefing was held to discuss the current traffic calming policy. This gave Members an opportunity to clarify the policy and to consider any further points raised.

2.6 As a result of the review no changes are proposed to the traffic calming policy which will continue to be used to assess and prioritise traffic calming requests.

3.0 RECOMMENDATION

3.1 That the Committee notes that no changes are proposed to the Traffic Calming Policy.

Gail MacFarlane
Head of Roads and Transportation

4.0 BACKGROUND

- 4.1 The current Traffic Calming Policy was approved at the Environment & Regeneration Committee on 31 August 2017. Appendix 1
- 4.2 Since its adoption the policy has been used to assess and prioritise requests for traffic calming.
- 4.3 Following an assessment of numerous sites for traffic calming requests in 2018, two sites were chosen for action. During the consultation stage objections were received and heard by this Committee.
- 4.4 One of the objections related to the extent of traffic calming schemes and as a result a review of the policy be undertaken was requested.
- 4.5 Following this request an All Members' Briefing was held to discuss the current traffic calming policy. This gave Members an opportunity to ask clarify Officers questions regarding the policy and for Officers to consider any further points raised.
- 4.6 As a result of the review no changes are proposed to the traffic calming policy which will continue to be used to assess and prioritise as it is fit for purpose and is a reasonable approach to dealing with all traffic calming requests received.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
			£0		

Legal

- 5.2 There are no legal implications arising from this report.

Human Resources

- 5.3 There are no HR implications arising from this report.

Equalities

- 5.4 There are no equality issues arising from this report.

Repopulation

- 5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

- 6.1 The Head of Legal and Property Services and the Chief Financial Officer have been consulted on this report.

7.0 LIST OF BACKGROUND PAPERS

- 7.1 None.

Inverclyde Council – Environmental & Commercial Services
Traffic Calming Policy (August 2017)

Guidelines for Initial Selection

1. There are a range of circumstances where traffic calming would be considered appropriate. There is, therefore, no single threshold figure, but a series of factors which increase the justification for a scheme. Priority should be given to sites which either have a particularly acute problem, or which can be objectively assessed as measurable parameters.
2. Measurable parameters
 - i. Accidents involving injury to pedestrians or cyclists should remain a significant factor. Other accidents involving injuries and those involving damage only to vehicles should also be considered, but with a lesser weighting.
 - ii. The measured speed of vehicles at the site under consideration is also significant. Such observations are commonly expressed as the 85th percentile speed, which is the speed exceeded only by the fastest 15% of vehicles.
 - iii. There is also a case for traffic calming where vulnerable people are likely to cross the road such as near nursery school, primary schools, playgrounds, elderly lunch clubs, shops, etc.
 - iv. Both volume of traffic and the amount of 'Rat Run' traffic in residential areas can cause concern to local people. In this context, 'Rat Run' traffic comprises traffic which does not require access to addresses in the immediate vicinity but uses the road as a short cut. Such traffic can often take an alternative route.
3. When a request for traffic calming is received the set parameters in 2(i) to (iv) above are determined for the area in question. If they match or exceed any of the following they will be considered further and prioritised as indicated in Section 5 below.
4. Parameters:
 - i. Two or more vulnerable road user injury accidents per three years through the length of the proposed scheme.
 - ii. The observed 85th percentile speed as at or above the speed limit on the road in question.
 - iii. The length of road of the proposed scheme is directly associated with pedestrian movements from a facility such as a school, hospital, nursing home, etc.
 - iv. The through traffic in both directions exceeds 180 vehicles in the peak hour.

Prioritisation of Sites

5. After the initial section of sites as indicated in the Initial Selection Process above the points system below will be used to prioritise scheme meeting the justification criteria. Points will be allocated under the following headings:

- Accidents
- Speed
- Location/ Type of vulnerable facilities
- Volume of traffic
- Width of road

Criterion Range Priority Factor

		Points
Vehicle speed (85th percentile) <i>Assessment criteria</i> (mph above speed limit)	1-5 above	10
	6-10 above	15
	>10 above	20
Accident level, vehicle occupants (personal injury accidents/km over 3 year study period)	fatal	x6
	serious	x4
	slight	x2
	non-injury	x1
Accident level, vulnerable road users (personal injury accidents/km over 3 year study period)	fatal	x7
	serious	x5
	slight	x3
Pedestrian generators (this list is not exhaustive)	school entrances	6
	shops	3
	bus stops	3
	community centres	3
	hospital/ medical centres	3
	elderly, nursing homes	3
	hospitals	3
	elderly lunch clubs, nurseries, play groups	3
play park	3	
Vehicle Flow vehicles/hour (per 100 vehicles for peak hours)	per 100	1
	Over 1000	10
Crossing width (widths above 5.5m)	5.6m-8.5m	3
	>8.5m	5

6. The priority ratings achieved from the above criteria will take account of local knowledge and concerns, engineering judgement and expected best value regarding the particular concern.
7. For the sites being considered the priority ratings achieved from each of the criteria will be summed and the sites prioritised.

8. Due to the limited finance available to the Service it is proposed the traffic calming/ traffic management schemes will only be considered for those sites obtaining the highest priority from the summation of each of the above criteria. It is also proposed, as necessary, that any other remedial measures will be investigated for those sites with lower priority ratings.

Notes:

Traffic Calming takes different forms. It can be simple methods such as signing and lining or more complex physical measures such as changes to the vertical and horizontal alignment of the road. The majority of vertical and horizontal traffic calming measures require a consultation process with Police Scotland, Strathclyde Fire and Rescue, Scottish Ambulance Service and road users affected by the proposals. The consultation process follows a similar process to Traffic Regulation Orders.

On A and B class roads and other distributor roads that vertical and horizontal features are not likely to be appropriate, and that the use of signs, road markings, and vehicle actuated speed signs to encourage road users to reduce their speed will be adopted on such roads.