

**REPORT TO:** PLANNING AND TRANSPORTATION COMMITTEE  
25 MARCH 2002

**REPORT ON:** CYCLING, WALKING AND SAFER STREETS (CWSS)  
PROJECTS COMMENCING 2002-03

**REPORT BY:** DIRECTOR OF PLANNING AND TRANSPORTATION

**REPORT NO:** 149-2002

## **1 PURPOSE OF REPORT**

1.1 The purpose of the Report is:

- a to seek Committee approval for a programme of works for the year 2002-03 funded from additional capital consent ring-fenced by the Scottish Executive for Cycling, Walking and Safer Streets (CWSS) projects;
- b to recommend to committee criteria for identifying suitable CWSS schemes and seek committee approval to adopt these criteria as policy for future years.

## **2 RECOMMENDATIONS**

2.1 It is recommended that Committee:

- a approve the proposed programme of works for year 2002-03;
- b adopt the criteria for identifying suitable CWSS schemes as policy for future years.

## **3 FINANCIAL IMPLICATIONS**

3.1 The Scottish Executive has made available to Dundee City Council additional capital consent of £105,000 for the year 2002-03 for CWSS projects. The programme of works recommended in this Report will fully utilise this finance. The Scottish Executive has also indicated additional consent of £218,000 which will be available for 2003-04 and a programme of works for this expenditure will be reported to Committee at a future date.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

4.1 The programme of works recommended within this Report will promote cycling, walking and safer streets, thereby reducing car dependence and improving the air quality.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

5.1 The programme of works recommended within this report will promote safety for the vulnerable road users such as child pedestrians and cyclists, thus ensuring that the local road network meets the transport needs of all road users.

## **6 BACKGROUND**

### **6.1 Introduction**

- 6.1.1 During April and May 2001, the Scottish Executive announced additional £14.85 million over a three year period for local authorities across Scotland for Cycling, Walking and Safer Streets (CWSS) initiatives. From this, Dundee City Council have been granted additional capital consent ring fenced for this purpose of £82,000 for the year 2001-02, £105,000 for the year 2002-03 and £218,000 for the year 2003-04. Committee Report 498-2001 has been approved to implement a programme of works for the year 2001-2002.

### **6.2 Objectives and Criteria**

- 6.2.1 The Scottish Executive expect the CWSS fund to be used to give greater prominence to cycling, walking and safer streets' projects to help local authorities achieve the aims and objectives they have set out in their Local Transport Strategies. Dundee City Council's LTS has a number of relevant components that aim to promote cycling, walking and safer streets. These components and their objectives are :-

- i Cycling – To develop a safe, convenient and cohesive infrastructure that encourages and facilitates cycling.
- ii Walking – To make it easier and safer to get around locally by walking.
- iii Social Inclusion – To ensure transport meets the needs of all in society.
- iv Traffic Management – To maximise the efficiency and safety of the existing transport network, particularly toward benefits for walking, cycling and to create road space for a reliable public transport provision, whilst minimising the need for new road build.
- v Road Safety – To improve the safety of all travellers, giving emphasis to the safety of vulnerable road users, particularly children.
- vi Travel to School – To increase the number of pupils walking and cycling to school.

- 6.2.2 The overall common objective of these six components can be summarised as:

*“To physically improve access to walking and cycling facilities and reduce danger (actual or perceived) to pedestrians and cyclists.”*

- 6.2.3 In terms of danger reduction, Dundee City Council Planning and Transportation Department already has two initiatives with specific budgets that successfully aim to reduce road casualties, namely Traffic Calming (Capital) and Accident Investigation and Prevention (Revenue). However, the nature of these initiatives is by necessity reactive, in that an accident history is evident before priority is given. The CWSS fund provides the opportunity to be proactive, as dangerous locations do not always manifest themselves in an accident history.

- 6.2.4 It is also important to note that perceived danger can be as much of a barrier to encouraging walking and cycling as actual danger. Psychological effects (perceived danger) are of importance in that an individual's perceptions, rather than objective realities will determine his or her behaviour in any particular set of traffic conditions. If conditions are perceived as unsafe, this will impact on pedestrian movement and

create barriers, irrespective of actual conditions. The most obvious example of this is the increase in children being driven to school.

6.2.5 Therefore, the criteria devised for CWSS follow the common objective given in paragraph 6.2.2 above. A CWSS scheme must either:

- i Physically improve access of walking and cycling facilities, and/or
- ii Reduce danger (actual or perceived) to pedestrians and cyclists.

### 6.3 Schemes

6.3.1 Utilising these criteria, the following types of schemes have been identified and divided into two categories :-

#### 6.3.2 Access Improvements

- a Lowered Kerbs – Dundee has a good network of footways and footpaths, but they are not always accessible to those with mobility impairments. Lowered kerbs at suitable points can significantly improve walking opportunities for this sector of Dundee's community.
- b Paths for All – Through public consultation, Dundee's Paths for All Initiative has identified a number of "missing links" in the cycling and walking network where there is a demand for use. Subsequently, a Paths for All Implementation Plan was produced and projects priorities. In order to encourage cycling and walking, the CWSS fund is to be used to promote two Paths for All schemes prioritised and programmed for the financial year 2002 -03.

#### 6.3.3 Danger Reduction

- a Pedestrian Crossing Floodlighting – There are a number of pedestrian crossing facilities in Dundee that are lit to the British Standard using existing street lighting. However, in recent years the practice of floodlighting these types of crossing has emerged and has shown to improve pedestrian prominence, reduce night-time accidents and has a positive reaction from all road users (pedestrians and drivers).
- b Pedestrian Crossing Anti-skid – Experience over the last thirty years in the UK has shown high friction surfaces to be highly effective in reducing accidents at pedestrian crossings.
- c Street Lighting School Improvement Schemes – Studies show, unsurprisingly, that darkness leads to more road casualties. In Scotland during the winter months, school pupils arrive and depart outwith daylight hours. A number of lighting schemes have been identified to improve the visibility of school pupils during these months.

6.3.4 Individual schemes have been assigned to each of these scheme types. Annex A gives details of locations of each individual scheme.

## **7 CONSULTATIONS**

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning and the Chief Constable, have been consulted and are in agreement with the contents of this report.

## **8 BACKGROUND PAPERS**

- 8.1 Dundee City Council, Local Transport Strategy, October 2000.
- 8.2 Dundee City Council, Planning and Transportation Committee Report No 498-2001.

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15 March 2002

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## Annex A

**INDIVIDUAL SCHEME DETAILS**

Annex A

**Access Improvements**Lowered Kerbs

£20,000

Dudhope Terrace  
 Clement Park Place  
 Camperdown Road  
 Sidlaw Park Estate

Paths for All

£20,000

Camperdown Link Route  
 Clatto Link Route

**Danger Reduction**Pedestrian Crossing Flood Lighting

£15,000

Coupar Angus Road  
 Happyhillock Road  
 Dens Road

Pedestrian Crossing Anti-Skidd

£15,000

Coupar Angus Road  
 Happyhillock Road  
 Dens Road

Street Lighting School Improvement Schemes

£35,000

Pennycook Lane (Blackness Primary School)  
 St Leonard Place Footway (Macalpine Primary School)  
 Whinny Brae (Eastern Primary School)  
 Mollison Street (Cleington Primary School)  
 Various Roads around Fintry Primary School  
 Banchory Road (St Pius Primary School)

**TOTAL****£105,000**