

**REPORT TO:** PLANNING AND TRANSPORTATION COMMITTEE

**REPORT ON:** PEDESTRIAN CROSSINGS ON COUPAR ANGUS ROAD AND HIGH STREET, LOCHEE

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

**REPORT NO:** 380/2000

## **1 PURPOSE OF REPORT**

- 1.1 To obtain approval to install traffic signal control/pedestrian crossings on Coupar Angus Road at its junction with High Street near Liff Road and to install a zebra crossing on High Street, Lochee.

## **2 RECOMMENDATIONS**

- 2.1 It is recommended that the Committee approve:
- i the installation of traffic signals inclusive of a pedestrian crossing facility across Coupar Angus Road at High Street and Liff Road
  - ii the introduction of a bus only lane for right turns northbound from High Street, Lochee.
  - iii the installation of a zebra crossing across High Street, Lochee to the south of Bright Street.

The proposals are detailed on attached plans.

## **3 FINANCIAL IMPLICATIONS**

- 3.1 The cost of the works are estimated at £30,000 for the controlled crossing on Coupar Angus Road a High Street, Lochee and £10,000 for the zebra crossing on High Street, Lochee.
- 3.2 Provision will require to be made from within the Planning and Transportation Department's 2000/2001 Capital Estimates for Traffic Signals and Pedestrian Safety, subject to the availability of resources.

## **4 LOCAL AGENDA 21 IMPLICATIONS**

- 4.1 There are no direct environmental implications.

## **5 EQUAL OPPORTUNITIES IMPLICATIONS**

- 5.1 Safe pedestrian passage improves accessibility to those groups of vulnerable road users.

## 6 BACKGROUND

### Coupar Angus Road

- 6.1 In response to concerns expressed by the local elected member, observations were undertaken at the pedestrian crossing desire line on Coupar Angus Road at Liff Road/High Street, Lochee.
- 6.2 Pedestrian activity is constant amidst high flows of traffic on the dual carriageway. Vehicle speeds can be excessive at times consequently there is a significant risk.
- 6.3 Public transport operations are restricted to southbound only in High Street, Lochee as a result of traffic management restrictions at this junction. All northbound traffic is forced left toward South Road.
- 6.4 Within the signal control required for a pedestrian crossing facility an opportunity arises to reintroduce a northbound public transport facility also.
- 6.5 A right turn facility for buses only at the junction (similar to the bus only ahead facility at King Street) would give public transport operators the option of introducing a better service in High Street, Lochee northbound.
- 6.6 Delays to the main route would be minimal with this control.
- 6.7 A Traffic Regulation Order will be required for the short length of bus only lane required.

### High Street, Lochee

- 6.8 For some time now there has been an enthusiasm nationally to re-introduce zebra crossings. Many were removed in favour of signalised pedestrian crossings however there is a place for zebra crossings particularly in streets where pedestrian movement is the priority and levels of traffic flow is such that frequent gaps for crossing are available. Speed too should not be excessive.
- 6.9 In these circumstances a zebra crossing would be suited to High Street, Lochee at the position shown on the plan.
- 6.10 As this will be the first reintroduction of a crossing of this type in the city it is intended to carry out a publicity campaign to re-educate both pedestrians and drivers over the use of zebra crossings. Schools will be given leaflets to distribute to the children to this effect.
- 6.11 The operation of the facility will be closely monitored to assess the safety performance and the suitability of installing others elsewhere but only in similar streets.

## 7 CONSULTATIONS

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

- 7.2 The Chief Constable has expressed concerns over the need for the bus facility and the added complexity to the pedestrian crossing layout which results. Further options are to be prepared for discussion and should the Chief Constable continue to oppose the bus facility this will be the subject of a further report to Committee.

## **8 BACKGROUND PAPERS**

- 8.1 None.

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