

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 15 AUGUST 2017

**TAYLOR STREET, FORFAR
REMOVAL OF TRAFFIC CALMING MEASURES**

REPORT BY HEAD OF TECHNICAL AND PROPERTY SERVICES.

ABSTRACT

This report informs the Committee of a request received from a Local Member to consider the removal of the existing physical traffic calming measures on Taylor Street in Forfar and seeks authority to undertake formal consultation on the removal of the existing traffic calming measures.

1. RECOMMENDATIONS

It is recommended that the Committee:

- (i) Notes the position with regards to the background of the existing traffic calming measures in Taylor Street.
- (ii) Requests the Head of Technical and Property Services to undertake consultation on the proposal to remove the traffic calming measures.
- (iii) Notes that a further report will be brought forward to this Committee following completion of the proposed consultation.

2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/SINGLE OUTCOME AGREEMENT/COPORATE PLAN

This report contributes to the following local outcomes contained within the Angus Community Plan and Single Outcome Agreement 2013-2016:

- Our Communities are safe, secure and vibrant.
- Our Communities are safe and strong.
- Our Communities are sustainable.

3. BACKGROUND

- 3.1 Report No. 1143/03 to the Infrastructure Services Committee on 16 October 2003 informed the Committee of the provision of ring-fenced funding from the Scottish Executive to provide 20mph speed limits and related road safety projects around schools. Funding was initially provided for 2003/04, 2004/05 and 2005/06. Additional funding was allocated for 2006/07 and 2007/08.
- 3.2 Report No 86/04 to the Infrastructure Services Committee on 22 January 2004 gave details of proposed schemes for schools in Angus that were considered to meet the brief set out by the Scottish Executive and indicated that Taylor Street in Forfar would be a suitable area for physical traffic calming measures due to the proximity of Forfar Academy.
- 3.3 The measures proposed consisted of a series of speed cushions over the length of Taylor Street. Speed cushions were intended to slow down traffic, improve road safety and to encourage walking and cycling to Forfar Academy. Consultation on the provision of speed cushions was carried out as per the requirements set out in the Road Humps (Scotland) Regulations 1998. A layout of the existing traffic calming is shown in **Appendix A**.
- 3.4 Report No 1398/06 to the Infrastructure Services Committee on 23 November 2006 advised the Committee of the outcome of the public notification and consultation which was carried out regarding the traffic calming measures proposed for Taylor Street. In light of the overall favourable result to the consultation exercise, the Committee agreed to the installation of traffic calming measures on Taylor Street and to the promotion of the necessary traffic orders associated with the proposals.

4. DETAILS

- 4.1 The new Forfar Academy opened in February 2017. The new school layout included significant changes to the access and traffic management arrangements that were in place for the old school. Previously, all vehicular traffic took access to the school from Taylor Street and there were high numbers of associated vehicle drop-off and pick-ups of pupils at the school frontage on Taylor Street. School transport buses dropped-off and picked-up in Robertson Terrace, with pupils walking via Bankhead Road to get to and from the school to their transport, with pupils crossing Taylor Street to get to and from school.
- 4.2 The new Forfar Academy Campus has its main vehicular access off Kirriemuir Road. A purpose built drop-off and pick-up facility has been created for vehicles to drop-off and pick-up pupils at the school frontage. School bus transport now also takes access to the school from Kirriemuir Road and drops-off and pick-ups up pupils from a purpose built lay-by at the school frontage.
- 4.3 A survey was undertaken in May 2017 to assess the numbers of school pupils still taking access to and from the school via Taylor Street. A new access point was created to the rear of the new Campus for pedestrians and cyclists to access and egress the premises via Taylor Street. The survey confirmed that 220 pupils accessed the school between 08:00 and 09:00 from Taylor Street and 252 pupils left the premises onto Taylor Street between 15:00 and 16:00. Between 08:00 and 09:00, 42 vehicles dropped off pupils who then accessed the school from Taylor Street and between 15:00 and 16:00, 31 vehicles picked up pupils from Taylor Street.

5. PROPOSALS

- 5.1 It is recommended that a formal consultation should be carried out on the possible removal of the existing physical traffic calming measures, involving the consultees listed in **Appendix B**. The outcomes of such consultation would be subject to a future report to this Committee.

6. FINANCIAL IMPLICATIONS

- 5.1 At this stage there are no financial implications arising from this report other than the costs associated with the consultation which can be contained within the Roads Revenue Budget for 2017/18. Any financial implications associated with any proposed measures will be detailed in future report to this Committee.

7. CONCLUSION

- 7.1 It is recommended that the proposal to consider the removal of the existing physical traffic calming measures in Taylor Street as shown in **Appendix A** is consulted upon, allowing those listed in **Appendix B** the opportunity to express their views on the implications of the proposal. The results of the consultation will be subject to a future report to this Committee.

8. CONSULTATION

- 8.1 The Chief Executive, Strategic Director – People, Head of Corporate Finance, Head of Legal & Democratic Services, Head of Schools & Learning and the local Police Commander for Tayside Division have been consulted in the preparation of this report.

NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

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List of Appendices:

Appendix A - Existing Layout
Appendix B – Proposed List of Consultees
Appendix C – Consultee Location Plan