

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB COMMITTEE		
DATE:	11 SEPTEMBER 2014	AGENDA ITEM:	10
TITLE:	DEE PARK REGENERATION - INFORMAL CONSULTATION ON TRAFFIC CALMING AND WAITING RESTRICTIONS.		
LEAD COUNCILLOR:	Cllr PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT PLANNING & TRANSPORT
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1. PURPOSE OF REPORT AND EXECUTIVE SUMMARY

- 1.1 The Development Agreement relating to the regeneration of the Dee Park estate was entered into between Reading Borough Council and Dee Park Partnership LLP ("DPP") on 24 August 2009.

The Dee Park Estate is currently being transformed as part of a major regeneration scheme, which obtained planning permission in December 2009. The regeneration has been undertaken over 3 phases. The works include the demolition of existing dwellings and replacement with houses and flats for social rent and houses and flats for private sale. The works also includes extensive improvements to the public realm and community facilities.

The Project is about a genuine partnership between the Council, DPP, the community and other key locally involved groups - such as Health (the CCG), the Police and the Voluntary Sector. An underpinning objective of the regeneration is for local people to be involved in making decisions, taking ownership of and shaping the future of their neighbourhood. Fully involving residents and other local groups at every stage of the process has been, and will continue to be, vital to achieve this vision

- 1.2 A major part of the regeneration has been the transformation of the highway network into a home zone environment and to complete this process Traffic Regulation Orders are required for traffic calming Measures, traffic movement and waiting restrictions. However before the statutory process is undertaken, an informal consultation has been undertaken with the residents on the estate to seek their views on the proposals and this report details the proposals and seeks approval for the statutory process to commence.

- 1.3 A Summary of the Consultation responses is included in Appendix A, site plan of the estate is included in Appendix B and the proposals in Appendix C

2. RECOMMENDED ACTION

- 2.1 That the Sub-Committee note this report.
- 2.2 That, based on the positive results of the informal consultation, the scheme be approved and in consultation with the Chair of the Sub-Committee, the Lead Councillor for Strategic Environment, Planning and Transport and Ward Councillors, the Head of Legal and Democratic Services be authorised to advertise the Traffic Regulation Orders as detailed in paragraphs 2.3 to 2.6 in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 and with Section 90c of the Highways Act 1980 and subject to no objections being received to implement the proposal. If objections are received to the statutory consultations, those objections will be reported back to a future meeting of the Sub Committee.
- 2.3 For an estate wide 20mph zone as indicated on the plan no Dee Park 20mph zone/SK1/CS within Appendix B.
- 2.4 For the installation of 7 no sets of 75mm speed cushions along Spey Road, 4 no sets of 75mm speed cushions and 3 no 75mm ramps along Tay Road and 2 no 75mm ramps Deveron Drive as detailed on the plans number 12-1108-TRO-DEVERON-201; 12-1108-TRO-TAY-202 and 12-1108-TRO-SPEY-203 within Appendix C.
- 2.5 To implement a one way system along the roads around Oak Tree House and Site 6B as shown on plan Dee Park/SK02/CS in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.
- 2.6 To restrict parking in front of the new shopping parade currently under construction to maximum period of 2 hours within every 4 hours, between 8am and 8pm, as shown on plan Dee Park/SK02/CS in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

3. POLICY CONTEXT

- 3.1 The proposals are in line with current Transport and Planning Policy

4. THE PROPOSAL

- 4.1 As the construction of the Dee Park regeneration scheme has progressed and detailed design work has been undertaken a series of traffic calming measures have come to the fore, which are required to reduce vehicle speeds and to ensure the new home zone layout benefits the entire community. Residents and community groups at liaison meetings with the council have commented that vehicle speeds on the estate are a concern.

Therefore a set of proposals, as detailed in paragraphs 4.2 to 4.6, were put forward to address these concerns and this Sub-Committee agreed at its meeting on the 25th June 2014 that these proposals should be the subject to an informal consultation of all the residents on the estate.

- 4.2 The proposal is to create a 20mph zone for the entire estate which will be signed at gateways on Dee Road, Spey Road, Links Drive, Strathy Close and Helmsdale Close. The closes on the estate have already been redesigned into home zones with a design speed of 20mph, however the link roads on the estate while being subject to environmental improvements require physical measures to ensure speeds are contained to 20mph. These link roads are Spey Road, Tay Road and Deveron Drive.
- 4.3 Spey Road currently has a short section of road subject to a 20mph speed limit with speed cushions close to the Lyon Square community area and the Ranikhet School. Following the completion of the regeneration, as well as providing access to the school, Spey Road will also provide access to a new shopping parade, an extra care home and new dwellings which will directly face on to the road. The proposal is that speed cushions (given the road is a bus route) are constructed along the entire length of Spey Road to constrain vehicle speeds.
- 4.4 Environmental improvements to Tay Road have been completed and this has involved narrowing the road down from 7.3 metres to 6 metres and the construction of block paved features at the junctions with Gairn Close, Eskin Close and Carron Close. However these features have not reduced speeds as much as anticipated and the proposals are that formal traffic calming measures are installed. This will consist of speed cushions between Dee Road and Spey Road (as this section of road is a bus route) and speed humps between Spey Road and Stour Close.
- 4.5 Environmental improvements to Deveron Drive are currently under construction, however during the detail design it was discovered that the levels at the junctions of Deveron Drive with Dulnan Close and Deveron Drive with Don Close meant the proposed speed tables could not be constructed. Currently Deveron Drive has 3 speed humps which were due to be removed when the speed tables were constructed. The proposals are to reposition the existing speed humps and construct a further 2 new speed humps bringing the total number of speed humps along the road to 5.
- 4.6 As well as these measures the consultation also detailed plans to place waiting restrictions on the parking bays outside the new shops on Spey Road restricting parking to a maximum period of 2 hours within every 4 hours between 8am and 8pm to ensure these spaces are used by shoppers and the formalisation of one way roads that have been constructed or due to be constructed as part of the new build sites within the regeneration area.
- 4.7 The consultation was delivered by hand by Transport and Housing Officers on the 3rd and 4th of July 2014 to 1104 properties on the Dee Park Estate. The consultation period was for 5 weeks with a deadline for responses of the 8th August 2014. At the close of the consultation 117 responses had been received. Strategic

5.0 CONSULTATION OUTCOMES

5.1 A summary of the results from the consultation are provided at Appendix A and will be made available on the Council's website. The main conclusions from the consultation are outlined below.

- 91% of respondents support the creation of an estate wide 20mph speed limit.
- 89% of respondents support the installation of formal traffic calming along Spey Road and Tay Road.
- 89% of respondents support the installation of formal traffic calming along Deveron Drive.
- Of the respondents who commented there was support for the one way system around Oak Tree House and the proposed waiting times in the parking bays outside the new shops along Spey Road.
- Residents are concerned about mopeds and quad bikes speeding around the estate.
- Within the earlier completed phases, concerns were raised that the new planting is having implications on the sight lines at junctions.
- The need for a formal crossing on Spey Road in the vicinity of Oak Tree House and Ranikhet School.
- The section of Tay Road between the former roundabout and Test Close requires traffic calming.
- Along Spey Road and Tay Road, speed humps would be preferred to speed cushions.
- Residents, while supportive of the 20mph limit are concerned on how this will be enforced.

5.2 With regards to the minority of residents who objected to the proposed speed limit and traffic calming measures, their objections can be summarised as follows.

- Road Humps and Cushions damage vehicles, chicanes should be installed.
- The only area that needs a 20mph is around the school as existing.
- 30mph is sufficient, and should be enforced by speed cameras.

5.3 Even though the response was only over 10%, the very large percentage of respondents supportive of the proposals does suggest that there is support on the estate for these measures, however it is noted that residents have made some suggestions with regards the proposals.

5.4 With regards the 20mph estate wide speed limit, it is proposed to formally commence the statutory consultation procedure to implement the new speed limit covering the area shown within Appendix B. While some residents were concerned with regards to enforcement of the new limit the installation of traffic calming should ensure the limit is self-enforcing. However enforcement of any limit can only be undertaken by the Police, who will be informed as soon as the new limit is formally in place.

5.5 It is proposed to install the speed cushions on Spey Road as detailed within the consultation and as shown in Appendix C. While some residents commented that they would prefer speed humps, as Spey Road is part of

the premier bus network, speed humps are unsuitable for buses especially double deck buses. The bus company has stated that they are acceptable to speed cushions being installed as these do not interfere with the ride quality and safety of their passengers.

- 5.6 With regards Tay Road it is again proposed to install the speed cushions between Dee Road and Spey Road and the speed humps between Spey Round and the location of the former roundabout as per the consultation and shown in Appendix C. Again as detailed within paragraph 5.5, the length of Tay Road between Dee Road and Spey Road is part of the same bus route and for the reasons detailed speed humps are not suitable.
- 5.7 However residents who live at the far end of Tay Road including those in Iona, Test and Stour Closes commented that there were no speed humps proposed for the length of Tay Road located after the formal roundabout. This length of Tay Road has been extended and character of the road changed as part of the environmental works but it is possible to install a speed hump on this section of road to allay residents' concerns as shown in Appendix C. After inspecting the site this location has been proposed as it does not impinge on any parking areas or junctions.
- 5.8 With regards the retention of the existing and installation of additional speed humps along Deveron Drive the response was overwhelmingly supportive. Therefore it is proposed to install the speed humps as per the consultation and as shown within Appendix C.
- 5.9 With regards the proposed parking restrictions outside the new shops along Spey Road currently being constructed only 1 respondent objected to the time limit and 2 respondents recommended the limit should be 1 hour in every 4 hours instead of the 2 hours in every 4 hours proposed. Given the overall response it is proposed to progress the proposals of restricting parking to 2 hours in every 4 hours.
- 5.10 With regards the proposed one way roads around Oak Tree House the respondents were supportive and therefore again it is proposed to proceed with the proposals as detailed within the consultation.
- 5.11 The objectors to the speed humps and cushions main concerns were that they would damage vehicles and are not justified. All traffic calming measures have to be installed in accordance with Department for Transport criteria and are therefore approved to be installed on the public road network.
- 5.12 Within other comments there were several requests for a formal crossing point on Spey Road in the vicinity of Oak Tree House and Ranikhet School. This area will considerably change as the Phase 2B construction works are progressed and the area is converted in to a home zone. Once completed the nature of road network within this area of the estate will change and will become more embracing to pedestrians and therefore these concerns should be addressed. However the area will continued to be monitored once the works are completed.
- 5.13 There were also concern that planting at junctions was obstructing the visibility splays. Transport officers are currently engaged in rectifying this

with the contractor as the plants provided in these areas should be dwarf plants with restricted growth. The planting is therefore due to be replaced in the next planting season but in the meantime the existing plants will be cut back.

- 5.14 The other main area of concern that came to the fore as a result of the consultation was the anti-social use of quad-bikes and motorbikes on the estate, especially the use of footways by these vehicles and the ignoring of bollards preventing access for motorised vehicles. Unfortunately the prevention of this is a police matter but given the level of the response from residents the Transport Development Control Manager in conjunction with Housings Dee Park lead officer will contact the area sergeant at Reading Police Station passing on these legitimate concerns. The spacing of bollards was also questioned but sufficient space has to be maintained to allow access for mobility scooters, wheelchairs and prams to be maintained. Therefore if additionally bollards were installed access to these users would be prevented. However the contractor together, with Housing and Transport officers, will undertake an audit of all the bollards within the regeneration area to ascertain if additional bollards can be installed which will prevent quad bikes passing but still allow members of the public with mobility issues access.

6.0 CONTRIBUTION TO STRATEGIC AIMS

- 6.1 To promote equality, social inclusion and a safe and healthy environment for all.

7 FINANCIAL IMPLICATIONS

- 7.1 All works will be wholly funded by the Developer responsible for undertaking the regeneration of the estate.

8. CONTRIBUTION TO STRATEGIC AIMS

- 8.1 To promote sustainable development

9. COMMUNITY ENGAGEMENT AND INFORMATION

- 9.1 A consultation has been undertaken to see if residents support the implementation of various traffic management initiatives on the Dee Park Estate.

10. LEGAL IMPLICATIONS

- 10.1 The proposed road hump will be advertised in accordance with Section 90c of the Highways Act 1980.
- 10.2 Any proposals for waiting restrictions are advertised under the Traffic Management Act 2004 and/or the Road Traffic Regulation Act 1984 as required.

APPENDIX A

SUMMARY OF CONSULTATION RESPONSES

Total Number of Respondents = 117

Question 1

Do you agree with the proposals for an estate wide 20mph speed limit

	Yes	No	No Reply
Total	106	10	1
Percentage	91%	8%	1%

Additional comments were as follows.

- Very good plan as there are many children on the estate
- How will this be enforced?
- Need to put 20mph signs along Tay Road
- How will this be enforced and by who?
- Whole estate needs slower traffic given the children
- Who is going to enforce this?
- Should be 10mph and not 20mph given the number of children on the estate
- Who is going to enforce this?
- will stop screeching of brakes at night
- not required do not believe sufficient justification for it. Only needed round the school
- would be interested in how this will be policed as current restrictions are ignored
- Make sure cyclists are considered, cycling is easier then driving, speed humps are bad for cyclists
- The bend on Tay Road could also benefit from width restrictions the same as Kennet island
- It will stop the minority of people that do speed to slow down
- As soon as possible
- I think this is a great idea. Perhaps it will deter some residents from using these roads as a trial racetrack for mopeds and quadbikes on Sunday afternoons and evenings
- needed for local schools, Oak Tree House, Shops and the children
- Tay Road has a lot of drivers who exceed the 30mph limit at present, with many children now using local footpath. A 20mph will be much more supportive
- I witnessed someone driving over the limit and in a reckless and dangerous way
- In addition to the estates proposals, something on Dee Road would be useful as there is often 'racing' between the roundabout with Water Road and the humps at the top of Dee Road
- sooner the better
- Personally I would have thought chicanes were the far better proposal and the priority changes with everyone whichever way you travel. Thus it's the

better ride for buses and emergency vehicles depending on traffic flow 75-100 yards apart

- But it would be better at 10mph. It is very bad to get about at times and most traffic are going at least 30-40mph
- It would be great to have a 20mph estate providing it is enforced
- Speed Humps are no good, speed cameras are required and motorists prosecuted if speeding especially at night time
- I don't think it's necessary for the entire estate. Just by the school and the bus route will be fine
- get regular speed checks
- I also think that Osbourne Road and Arbroath Road should have the above speed limit 20mph
- will only work if enforced by the police
- 30 mph is more than adequate
- I do believe there should be a 15mph limit on the estate, as drivers always go over the limit
- Children are often out in the street and this area seems to attract youths on mopeds and quads who race up and down or younger boy racer types in their cars
- Unnecessary. Speed bumps will damage cars. Waste of money. Repair damaged roads in Reading instead.
- I agree to an extent but do not think the 20mph zone should be along Dee Road except by the schools at the top. I also don't think it should extend along Water Road
- It needs to be 10mph as is twice as much traffic with the new houses. They go passed my house doing 40mph most of the time

Question 2

Do you agree with the proposed traffic calming measures for Tay Road and Spey Road?

	Yes	No	No Reply
Total	104	10	3
Percentage	89%	9%	2%

Additional comments were as follows.

- Brick pavers laid at junctions have no effect as they are at the same level as rest of road
- Crossing point needed on Spey Road, shown on a plan
- Recommends speed cushions along the whole of Tay Road, fence on bend and signs warning its slippery in winter
- Traffic Calming will not stop speeding on Tay Road
- Speed Humps needed on both sides of bend along Tay Road
- Tay Road is used a race track
- Would like a one way loop for Tay Road / Spey Road
- keep the 20mph and motorbikes under control
- Would like quad bikes banned from the estate and they will not take notice of the 20mph

- Road Humps damage cars, Why not close 1/2 of road at certain points forcing vehicles to slow down.
- would like more humps between Carron Close and Bend and after bend on Tay Road
- not needed 30mph is safe enough
- don't make the humps to large as we use the road daily and don't want to damage vehicle
- Speed cushions humps need to be severe enough to make a difference. For example across the whole road
- speed bumps need to be continued further along Tay Road that passes Test close and to new houses.
- you need more humps than you have on the map, at the end of Tay Road near the bend, there have been a few near misses with the car
- As above. As a point they seem to work quite well in Corwen Road, Although they could do with another couple more the Medway End! Also double yellow lines are required outside Oak Tree House in both directions and enforced.
- Sleeping Policeman do a lot of damage to our cars. Why not close 1/2 of the road at certain points forcing cars to slow down
- Speed Cameras Required
- We are not being able to park near our house and having to park further away
- Speed cushions can be painful for bus and car passengers with arthritis or back problems
- Speed cushions can be painful for bus and car passengers with arthritis or back problems
- The measures should be extended to every part of Tay Road. Kids on motorbikes are speeding down Tay Road from roundabout to Deveron Drive
- Once the speed limit is imposed there should be no need, Tay Road is a no through road. Speed Bumps are annoying
- There needs to be road humps on approach to the bend (former RBT) from the Test Close side. There is also an issue with cars parking on the bend

Question 3

Do you agree with the proposed traffic calming measures for Deveron Drive?

	Yes	No	No Reply
Total	104	8	5
Percentage	89%	7%	4%

Additional comments were as follows.

- Road Narrowing may be better as idiots on scooters use humps as jumps
- Extra Hump need by Norcot church on Deveron Drive and on Tay Road after bend
- Speed cushions instead of humps along Deveron Drive
- Bollards needed to stop cars and motorbikes on footpaths and signs are needed by bollards

- No Remove all road humps due to a lot of low hung vehicles, which if damaged could result in compensation claims against the council. Again closing 1/2 the road off at certain points would be better.
- something to slow down motorbikes
- not required why are we doing this?
- more speed humps required along Deveron Drive
- Parking restrictions required over bridge between Norcot Road and Dulnan as there is no footway and park cars are dangerous to pedestrians
- we hope it will stop the motorbikes that keep going up and down the road
- No real opinion as I have no experience of traffic here, but no objection to additional humps
- Would prefer traffic calming junctions because of noise late at night from speed ramp traffic
- Remove all road humps due to a lot of low hung vehicles. Again close alternate 1/2 of road this will have a greater tribute to slowing vehicles down.
- Speed Cameras also required
- There are already speed bumps and the road service is so uneven that it isn't possible to drive fast. When resurfacing the new part of the road it should have continued to the rest of the road although the unfinished surface does deter constant moped races.

Question 4

Do you have any comments on the proposed one way road along the side of Oak Tree House or proposed parking restrictions by the new shops?

- one way will make more problems also less people will lose the shops
- Recommends 1 hr. in 4 parking not 2
- Good Idea
- one way for safety
- I drive a mobility scooter so if the cars go slower it's not so frightening going by road which I use a lot
- Great Idea
- Disabled Parking by the shops a must. No objections to one way system
- This would be a good thing as it would be safe to go to the shops
- this is reasonable
- good idea
- if you do not have sufficient spaces at key times this will impact on residents parking and cause dangerous road parking. How will the limit be managed
- one way system would be better
- makes sense to ensure sufficient parking
- good idea
- A very good idea
- no parking restrictions need
- will there be extra parking provided
- Would restricted parking by new shops , not make more people park on the road, also has previsions been made for lorries?
- start clamping, towing or fining offending vehicles
- Needs to be done

- No seems Quite Feasible
- Good Idea
- Disabled parking Close to the shops is a must. No objections to one way system
- Again Motorists using road as a short cut to get onto Spey Road, instead of going and keeping to Spey Road. Parking Restrictions to be limited to 1 hour only
- agreed but only if enforced
- Very reasonable
- yes we agree

Question 5

Are there any other road safety issues you wish to raise?

- Footpath needed along Deveron Drive and Thurso Close
- Bollards have been removed from pathways and not replaced allowing motorcycles, cars and vans to drive down paths where children play. Example Dulnan Close, Don Close, Thurso Close
- Yellow lines by all dropped kerbs and speed humps in car parks as they also have a dual purpose as play areas
- Bottom of Dee Road with Water Road, traffic lights needed instead of roundabout there have been 50 accidents
- Crossing needed on Spey Road by School
- The section of Tay Road has suffered from below average temperatures in the winter , Ice beware signs needed.
- School Children crossing at junction with Dee Road cannot be seen due to bushes and trees
- There are not enough parking areas and I feel this is only going to get worse when more properties are built. People have no chance but to double park on occasions now and it will get worse
- more slopes on pavements so mobility users can get around
- Dulnan Close, Bungalows 2-4 & 6 - Steelrailings around these need to be removed to allow a footpath up this side of Dulnan Close, current situation is very dangerous
- Block off alleyways to Morrison Close to stop vandals
- Cars racing past school, road is very tight especially if bus coming the other way
- people crossing the road and emptying their rubbish in old people bins bungalows
- Hedges at junction of Gairn Close and Tay Road need cutting
- Certain areas are not safe to cross can't see what's coming along Tay Road both ways when trying to cross Spey Road. Pedestrians have not been thought about in the regeneration at all.
- Osborne Road leading to Arbroath Road is not a through road and bollards have been installed. Motorcycles still travel at high speed to access Lyon Square. Also parents are forever parking in residents spaces at school drop off and pick up times making it hard for residents to park
- Plants at top of Dulnan as you have to pull out onto Deveron restricts view and will be worse in bad weather
- The complete banning of motorbikes / scooters using the pedestrian designated areas
- The planting at the top of Dulnan restricts visibility onto Deveron Drive

- lovely plants at junctions long Tay Road but blocks view especially at Dee Road
- The plants on Tay Road need to be kept low as you cannot see traffic along Tay Road coming out of Gairn Close.
- how will it affect buses
- no compelling evidence this will reduce fatalities, no facts or statistics, you can't force changes without their consent. Residents complaining about car driver's speed is not a valid reason to lower the speed limit. Speed humps damage tracking and suspension.
- speeding mopeds around estate after 10pm
- Please ensure humps are placed at drop kerbs
- They were going to put bollards or something outside our house as somebody has already crashed into fence which Wilmot said they would repair, but I haven't heard anything since which was months ago. However we are very pleased with the work so far.
- A speed camera is required on Dee Road as cars fly down the hill and it is difficult getting out of Spey Road and Tay Road
- As a disabled person (Blind) I very much welcome these traffic calming measures
- We have noticed that there are some road legal quad bikes in the area which do speed around the estate and also overtake cars along Tay Road. Hopefully the new measures will help.
- Road surface poor in Brockely Close and parking around roundabout needs to be looked at
- The bollards between Deveron Drive and Tay Road in order to stop it become a rat run are a great idea. However the gap between them is perfect for Quadbikes and Mopeds to get through. Perhaps an additional bollard or chains between
- Would like to see Zebra Crossings in places for example outside school, oak tree house and the shops
- Bus Stop in Norcot Road. When you walk down from the bus stop to Edar Millwood Close the footpath is so overgrown you have to walk on the road
- Motorbikes go down path next to 12 Orkney Terrace
- Zebra Crossings needed
- The whole area of the estate has been changed, children and pedestrians now walk along roadways. On footpath many of the places they have to cross the road do not have a clear line of sight, for oncoming traffic.
- Well know young driver been fined a few times for speeding but nothing has been done
- Large vans parking at entrance of Gairn close make entering and exiting tight and a risk with children who run around due to reduced visibility and space
- mini roundabout on the edge of the estate at Water road, Dee road is extremely dangerous and is a serious accident waiting to happen. There are many problems with the layout at present, many drivers doing over 60mph and ignoring the mini roundabout.
- keep branches cut along Tay road, yellow double lines needed on corner of Tay road at old roundabout.
- Cameras to stop drug dealing going on
- The complete banning of motorbikes / scooters using the pedestrian designated areas
- Osbourne road is now becoming a race track, motorists using it to avoid traffic lights at bottom of Groveland's Road, to get on the Oxford Road

- Use of Quad Bikes within development, parking with people blocking road by emergency bollard next to osprey house
- Parking on the bend as you enter and leave Strathy Close
- There should be a proper crossing on Spey Road, perhaps from Oak Tree House to Lyon Square.
- People have been pacing on the bend at the end of Tay Road, which is ridiculous as it's already a tight bend. With those people pacing there you're view is completely obstructed. Accidents are bound to happen
- There are many Teenage boys who drive their bikes recklessly at both day and night, doing dangerous act continuously. Like wheelie on Tay Road
- Dulnan Close speed bump halfway down to stop speeding in and out it is like a race track
- Quad bike drivers racing along Deveron Drive
- zebra crossings for children and elderly
- No proposals included for section of Tay Road from site of old roundabout past Test Close and Iona Avenue. Some traffic from new houses and flats regularly exceed speed limits going along this section of Tay Road. Accident waiting to happen. Also needs more yellow lines at weekends , traffic parked on pavements along Tay Road forcing wheelchairs, pushchairs and children in to the road of speeding traffic.
- speed bumps cushions are not required. A waste of council money and I would not have moved here knowing that speed bumps would be introduced as they are a nuisance
- Even if a 20mph speed limit was introduced I'm sure it would not deter the groups of youths using the road to race quads or mopeds up and down the new flat tarmacked area. Please resurface the rest of Deveron Drive
- I would like to push thru with your plans to add more humps or calming measures in Deveron Drive for the safety of playing children that are playing on the road.
- The former RBT (Tay Road) - Drainage of road surface on bend after rain, it sits there, I had an accident on this bend 29/12/12 due to freezing conditions. Several other vehicles had accidents that day - Road humps needed on both approaches to this bend as well as measures to stop parking on bend.
- Young and old go around speed humps and do not slow up, young kids 12+ on motor scooters speeding up and down Tay and Spey, speed humps are not good enough we need something heavier.
- No Road safety issues, but it will be great to allocated parking along Spey Road