

ANGUS COUNCIL

ROADS COMMITTEE

27 APRIL 2000

A92 NORTH OF HAWKHILL
ROAD OVERLAY "BIG TREE BENDS"

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report discusses the continuing road traffic accidents occurring on the bends north of Hawkhill on the A92 and recommends the provision of an asphaltic overlay to address the problem of low skid resistance at the bends.

1 RECOMMENDATIONS

It is recommended that the committee agree to the provision of an asphaltic overlay at the bends north of Hawkhill on the A92 Arbroath to Montrose Road.

2 DETAILS

In 1994 the then Tayside Regional Council carried out a study of the accident records at the bends (known locally as "Big Tree Bends") north of Hawkhill on the A92 Arbroath to Montrose road. Following this, improved bend warning signing on yellow backing boards was erected to warn southbound drivers of the potential danger. In addition re-texturing was carried out on the road surface to improve the skid resistance of the carriageway. These measures proved successful and the number of injury accidents occurring at these bends was reduced from an average of 8 No. per year for the three years before treatment to only 3 No. in 1995 and 4 No. in 1996. However this improvement has not been maintained and in recent years the accident numbers have risen again, although not yet reaching the level pre -1995.

In November 1998 further skid resistance measurements were carried out and this indicated that the road surface was again beginning to become polished. In the autumn of 1999 further improvements were carried out to the bend warning signing for the northbound carriageway and slippery road ahead warning signing erected to warn drivers from both directions.

To address the problem of the low skid resistance at the bends it is now proposed to overlay the carriageway with a new asphaltic surface with the required skid resistance for this difficult site (see attached plan). Although it would be possible to retexture the existing surface again the previous experience at this site has shown that any improvement to the skid resistance is likely to be sustained for only two to three years.

Resurfacing is obviously more expensive initially but clearly surface renewal is the sensible long term solution to the problems at Big Tree Bends.

3 FINANCIAL CONSIDERATIONS

The estimated cost of the proposed resurfacing is £25,000 and this can be met from the Roads and Transport Renewal and Repair Fund in 2000/01.

4 CONSULTATION

The Chief Executive, the Director of Law and Administration and the Director of Finance have been consulted in the preparation of this Report.

Dr Bob McLellan
DIRECTOR OF ROADS

NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

NJ/JSG
30 March 2000
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