

**ANGUS COUNCIL**

**ROADS COMMITTEE**

**27 APRIL 2000**

**ROAD SAFETY - THE PROVISION OF SAFETY BARRIERS**

**REPORT BY THE DIRECTOR OF ROADS**

**ABSTRACT**

This report updates the committee with regard to the current position on the provision of new vehicle safety barriers and the replacement of those that require renewal.

**1 RECOMMENDATIONS**

It is recommended that the committee agree:-

- (i) to note the position regarding the assessment of sites (listed in Appendix A) proposed for provision of new vehicle safety barriers;
- (ii) to authorise the Director of Roads to carry out a programmed replacement of old wooden posted safety barriers at those sites listed in Appendix B.

**2 DETAILS**

Appendix A lists those locations which have been investigated for the possible provision of new safety barriers. As can be seen neither of the sites is considered to be viable so no new barrier provision is proposed this financial year.

Appendix B identifies locations where existing barriers are erected on wooden posts. These barriers do not meet current criteria (which specifies metal posts) and in the long term will require to be replaced. At present when any of these barriers suffers accidental damage the replacement is carried out to the modern standards.

As part of last year's safety barrier programme a section of wooden posted safety barrier on the A928 at Glamis Den was replaced. Inspection of the wooden posts during removal of the old barrier confirmed the poor condition of these posts and therefore the very real danger of relying on these old barriers. It is therefore proposed to carry out a rolling programme of replacement of these wooden posted barriers. The existing barriers listed in appendix B will be inspected to establish the condition of the wooden posts and a prioritised replacement programme based on this and the degree of risk present at each site will be established.

Once these risk assessments have been carried out a further report will be put forward recommending a programme of barrier replacements in the current financial year. Future years' programmes will continue to replace those wooden post barriers until all

the safety barriers in Angus meet the current standards. The phasing of these programmes will be determined by the future funding available.

### 3 **FINANCIAL IMPLICATIONS**

No specific provision for this replacement programme is allowed for in either the 2000/01 Revenue Budget or Capital Budget however given that the programme for the current year will be confined to the replacement of existing barriers which no longer meet the current standards it would be appropriate to utilise the Roads and Transport Renewal and Repair Fund for this purpose.

A further report will be submitted in due course detailing the estimated costs and the implications for the Renewal and Repair Fund once the priorities are established for the current year.

In the meanwhile an allowance of £20K has been set aside within the Roads and Transport Renewal and Repair Fund to allow a programme of barrier renewal work to be carried out in 2000/2001.

### 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

The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report:-

Report No. 580/99 "Road Safety - The Provision of New Safety Barriers" approved by the Roads Committee on 8 June 1999.

NJ/JSG  
6 April 2000  
REPORTS/safety.barriers

**APPENDIX A**

<b>Road No</b>	<b>Location</b>	<b>Details</b>
C31	Welford Bridge	Bends at bridge over the Noran Water. No significant problem. Not practical to install barriers due to insufficient verge width.
A932	Milldens	Although meeting the criteria for provision of barriers this site is not considered to be a high priority. No serious accident record at this location. In addition there are also problems of lack of verge width and possible utilities diversions.

**APPENDIX B**

<b>Road No</b>	<b>Location</b>	<b>Length</b>
A92	At junction of B965	122m
A92	Camperdown Bridge	156m and 17m
A92	Arbikie Brae	218m
A932	Balgavies	113m
B955	Gella Bridge	177m
B961	Crombie Mill	23m
B9127	Guynd Bridge	26m
B9128	Craichie	24m
C31	Shielhill Bridge	167m

\*This section will be superseded by the proposed dualling of A92 between Dundee and Arbroath and is therefore unlikely to be given priority for replacement in the current financial year.