

# ANGUS COUNCIL

MINUTE of MEETING of the **ROADS COMMITTEE** held in The Town and County Hall, Forfar on 11 October 1995 at 6.00 pm.

**Present:** Councillors SANDY WEST, GEORGE P ALLAN, JOHN C GIBB, Mrs FRANCES E DUNCAN, WILLIAM MIDDLETON, WILLIAM G CROWE, IAN MACKINTOSH, FRANK ELLIS and ROBERT J MURRAY.

**Apologies:** Apologies for absence were intimated on behalf of Councillors RICHARD B SPEIRS, ALEXANDER W SHAND, GEORGE A LAMONT and BRIAN M C MILNE.

Councillor WEST, Convener, in the Chair.

Before starting the business, the Convener welcomed to this first meeting of the Angus Council Roads Committee and introduced Dr Bob McLellan, Director of Roads.

## 1. MEMBERSHIP OF COMMITTEE

There was submitted and noted a list of the members of the Roads Committee.

## 2. TRAFFIC CALMING - SCHEME IDENTIFICATION AND PRIORITISATION

There was submitted Report No AC101/95 by the Director of Roads on recent trends in the provision of traffic calming measures and setting out the benefits which frequently arose as a result of implementation of a properly designed scheme. Tayside Regional Council currently maintained a list of all requests for traffic calming schemes, including those in the Angus area, and the Director proposed that, as public requests for traffic calming schemes normally far exceeded the likely available budget, an objective method of prioritisation should be formulated to assess the relative merits of schemes.

The Committee agreed:-

(i) that the Director of Roads should develop a method of priority rating for traffic calming schemes taking aspects of road safety, accident reduction, environmental and local considerations into account; and

(ii) that the Director of Roads should formulate a prioritised listing of all traffic calming schemes for the Angus area based on the priority rating criteria.

## 3. MAKING UP AND MAINTENANCE OF UNADOPTED ROADS

There was submitted Report No AC105/95 by the Director of Roads referring to the provisions in the Roads (Scotland) Act 1984 relating to the making up and maintenance of unadopted roads.

The Act provided for local authorities to serve notice on the frontagers of a private road requiring them to make up the road and to maintain it to a reasonable standard. Also, local authorities could pay the whole or part of any expenditure of any repair considered necessary in relation to a private road. However, the local authority did not incur responsibility for making up or maintaining the private road as a result of any works carried out.

Whilst it would always be beneficial for the Council to endeavour to recover costs from frontagers in making up and maintaining private roads, in certain limited circumstances it could be beneficial for the Council to arrange and pay the costs for such works. A list of schemes was currently under preparation by Tayside Regional Council for future works in the "unadopted category in consultation with the Council's Director of Roads.

Having heard Councillor Mrs Duncan in relation to the present arrangement whereby only unadopted roads proposed by the local Councillor were included on the list, the Committee agreed:-

- (i) in appropriate circumstances, to consider funding the making up or maintenance of unadopted roads to a reasonable standard;
- (ii) to note that the Council would not incur responsibility for future making up or maintenance of an unadopted road as a result of any works undertaken in bringing them up to a reasonable standard;
- (iii) to allow a nominal sum in the future year's revenue budget to enable any such works to be considered, prioritised and executed; and
- (iv) to continue the Regional Council's practice whereby the list of unadopted roads to be considered under this programme would be on the basis of proposals by the relevant local member.

#### **4. ARBROATH HARBOUR - DREDGING WORKS**

There was submitted Report No AC104/95 by the Director of Roads advising that Tayside Regional Council operated a rotating three year contract for dredging works associated with Arbroath and Perth Harbours, and that the contract expired in the Summer of 1995.

Dredging would continue to be required annually at Arbroath Harbour and the Director suggested that it would be preferable to enter into a new three year dredging contract for Perth and Arbroath Harbours prior to local government reorganisation to ensure continuity and economy of scale. The costs of dredging attributable to Angus had been approximately £25,000 in the last financial year, but this sum was dependent on the amount of material actually removed.

The Committee agreed to a further three year dredging contract being let by Tayside Regional Council prior to 1 April 1996 which would include the necessary annual dredging works in Arbroath Harbour.

#### **5. ROAD SAFETY**

There was submitted Report No AC98/95 by the Director of Roads on the subject of road safety.

The Government had set a target for road casualty reduction of one-third by the year 2000 and, as most accidents occurred on roads within the control of local authorities, they had a key role to play in improving road safety. The Convention of Scottish Local Authorities (COSLA) had set up a Road Safety Steering Group and a Code of Good Practice had been developed by all local authority associations, an abbreviated copy of which was appended to the Report. The accident reduction strategy proposed by the Code of Good Practice involved action by local authorities in the areas of planning, information, engineering, education and training, enforcement, encouragement and co-ordination of resources. This was of particular relevance to Angus, which had higher car availability levels in comparison either to Tayside or Scotland and also had higher fatal and serious accident problems.

Having heard Mrs Duncan in relation to the work of the Scottish Accident Prevention Council, the Committee agreed:-

- (i) to note the contents of the abbreviated form of the Code of Good Practice for Road Safety;
- (ii) to note the trends in car ownership and fatal/serious accident levels in Angus and agreed that further investigation be carried out;
- (iii) to give approval to the Director of Roads to co-ordinate the development of a comprehensive Road Safety Plan for Angus; and
- (iv) to support the work of the Scottish Accident Prevention Council.

## **6. MONTROSE INNER RELIEF ROAD - PROGRESS REPORT NO 1**

There was submitted Report No AC103/95 by the Director of Roads updating the Committee on the current timescale and financial implications of the consultation of the Montrose Inner Relief Road with respect to Angus Council.

Tayside Regional Council was currently in the process of letting a tender for the Montrose Inner Relief Road. There had been delays in the issue of tender documentation in the light of discussions on accommodation works require for Railtrack, but mutual agreement on arrangements for the works had now been reached. Final agreement regarding the acquisition of land still required to be ratified. However, it was intended that a Report be submitted to the Region's Roads and Transport Committee on 21 November 1995 recommending acceptance of a tender. The estimated value of the Montrose Inner Relief Road project was £4.59m, the sum of £854,000 having already been certified by Tayside Regional Council for works associated with the project. It was envisaged that a further £700,000 would be spent in the current financial year by Tayside Regional Council.

The Committee agreed:-

- (i) to note the current position on the Montrose Inner Relief Road project; and
- (ii) to approve the funding of the remainder of the project from the Council's Capital Budgets, the estimated costs being £2,065,000 in financial year 1996/97, £891,000 in 1997/98 and £80,000 in 1998/99.

## **7. A92 MONTROSE BRIDGE - SITUATION SUMMARY REPORT NO 1**

There was submitted Report No AC100/95 by the Director of Roads summarising the current position on the A92 Montrose Bridge.

Carl Bro Group (Engineering Consultants) had been appointed by Tayside Regional Council to carry out a Principal Inspection and Assessment Report after problems had been identified on the bridge in December 1993. Since then, they had carried out a number of principal inspections, in situ tests and had instigated remedial works on the bridge.

The action taken in 1993 had included restricting traffic to one lane and thus restricting traffic from footway edges which had been identified as overloaded. In April 1994, after further detailed investigation, certain action had been taken to remedy the faults and the bridge was re-opened to two-way traffic in December 1994. Since then, a number of measures had been implemented to monitor the structural behaviour of the bridge.

The Regional Council was currently assessing the way forward for the continued inspection, maintenance and possible replacement within the next ten years of the A92 Montrose Bridge. Representatives of Angus Council had been involved in recent discussions in this regard. The Regional Council's Roads and Transport Committee would receive an update report in the near future and it was proposed that it be submitted to Angus Council at the same time.

Having heard the local members stress the importance of regular reports to inform the public of progress, the Committee agreed:-

- (i) to note the current position with respect to the A92 Montrose Bridge and the inspection and monitoring procedures which would require to be continued and carried forward to the new Angus Council;
- (ii) to note that Tayside Regional Council (in consultation with the Director of Roads, Angus Council) would report to the Roads and Transport Committee in November 1995 on the future recommendations for the inspection, preventative maintenance and planned future replacement of the A92 Montrose Bridge within the next ten years and that the Report would be available for perusal by members of Angus Council; and
- (iii) to note that the Director of Roads would submit further reports to this Committee on developments associated with the A92 Montrose Bridge.