

## ANGUS COUNCIL

MINUTE of MEETING of the **ROADS COMMITTEE** held in the Town and County Hall, Forfar on Thursday 17 October 2002 at 4.40pm.

**Present:** Councillors SANDY WEST, KITTY RITCHIE, Provost Mrs FRANCES E DUNCAN OBE, Councillors JOHN HENDERSON, ALEX KING, STEWART McGLYNN, IAN MACKINTOSH, ROBERT MYLES, HELEN OSWALD, RON SCRIMGEOUR and RICHARD SPEIRS.

**Apologies:** Apologies for absence were intimated on behalf of Councillors PETER MURPHY and DAVID SELFRIDGE.

Councillor WEST, Convener, in the Chair.

### 1. MINUTE OF PREVIOUS MEETING

The minute of [meeting of this Committee of 29 August 2002](#) was approved as a correct record and signed by the Convener.

### 2. WINTER MAINTENANCE POLICY - AMENDMENT TO PRIORITY GRITTING ROUTE

With reference to Article 2 of the minute of meeting of this Committee of 29 August 2002, there was submitted [Report No 1225/02](#) by the Director of Roads detailing proposed changes to the current priority winter maintenance gritting route to omit Gordon Park and Whiteside, Kirriemuir following changes in the bus route due to access/parking problems.

The Report indicated that the bus route had been changed following alterations to the corner of Glengate/St Malcolm's Wynd and access and parking problems on Whiteside. As a consequence, Gordon Park and Whiteside were no longer considered a priority for winter maintenance services. Accordingly, the Report recommended that this portion of route K12 be omitted from the list of priority gritting routes and that treatment to these roads should commence after 7.30am compared to previous treatment which had commenced after 5.00am. Glengate and St Malcolm's Wynd would remain on the priority route.

Having heard Councillor Henderson, the local member, express disappointment at the need to introduce the proposal, the Committee agreed to approve the deletion of Gordon Park and Whiteside, Kirriemuir from the priority winter maintenance gritting route in Kirriemuir.

### 3. ANGUS COUNCIL ROAD STANDARDS TYPE C AND TYPE D CARRIAGEWAY CONSTRUCTION

With reference to Article 6 of the minute of meeting of this Committee of 13 June 2002, there was submitted [Report No 1228/02](#) by the Director of Roads dealing with a proposal to amend the current Road Standards document in relation to roadbase specification for carriageway construction.

The Committee agreed:-

- (i) to amend the Angus Council Road Standards document to prohibit the use of unbound crushed stone materials for carriageway roadbase construction in roads for adoption; and
- (ii) to note that those developers who were already in possession of the current Road Standards document would be informed of the change.

#### **4. UPDATE ON UTILISATION OF ROADS AND TRANSPORT RENEWAL AND REPAIRS FUND FOR CARRIAGEWAY WORKS**

With reference to Article 2 of the minute of meeting of this Committee of 7 March 2002, there was submitted [Report No 1232/02](#) by the Director of Roads updating the Committee in respect of two previously approved projects at Provost Johnston Road, Montrose, and Keptie Road, Arbroath and proposing the further utilisation of the Roads and Transport Renewal and Repairs Fund for additional projects at Malcolm Crescent, Monifieth and the B9113 as detailed in Appendix A to the Report.

Having heard various local members welcome the Report, the Committee agreed:-

- (i) to utilise the Roads and Transport Renewal and Repairs Fund to the extent of a further £120,000 to allow the additional works detailed in Appendix A to proceed; and
- (ii) to note the revised position with regard to two of the schemes which had been approved previously.

#### **5. ASSESSMENT OF ROAD BRIDGES IN THE OWNERSHIP OF RAILTRACK AND RAIL PROPERTY LIMITED - THIRD TRANCHE**

With reference to Article 11 of the minute of meeting of this Committee of 27 January 2000, there was submitted [Report No 1231/02](#) by the Director of Roads indicating that the second tranche of assessment of Railtrack bridges had been completed and seeking the Committee's approval to progress the assessment of the remaining eight unassessed bridges in the ownership of Railtrack.

The Report referred to the need to strengthen bridges in Angus due to the introduction of regulations which allowed gross vehicle weights of 40/44 tonnes on British roads. The Report proposed, in light of the regulations, to proceed with the third and final tranche of the assessment of bridges carrying public roads in the ownership of Railtrack and advised that a further 18 bridges in the ownership of Rail Property Limited had yet to be formally assessed.

Having heard various members express concern regarding the cost to the Council of the strengthening of bridges in the ownership of Railtrack and Rail Property Limited, the Committee agreed:-

- (i) to approve the commissioning of the assessments of eight Railtrack owned bridges as detailed in the plans attached to the Report, at an estimated cost of £55,000;
- (ii) to note that this would conclude the assessments of Railtrack bridges; and
- (iii) to note that 18 bridges in the ownership of Rail Property Limited had not yet been formally assessed for carrying capacity for the new 40/44 tonne vehicles approved under the Construction and Use Regulations.

#### **6. "TWENTY'S PLENTY" SCHEMES**

With reference to Article 8 of the minute of meeting of this Committee of 22 November 2001, there was submitted [Report No 1233/02](#) by the Director of Roads discussing the introduction of various "Twenty's Plenty" Schemes throughout Angus, in light of Angus Council's policy on the introduction of new speed limits and Circular 6/2001, published by the Scottish Executive in August 2001, which gave guidance on the introduction of both mandatory and advisory 20mph speed limits.

The Report indicated that a number of sites throughout Angus had met the guidelines for the proposed "Twenty's Plenty" Schemes and listed in Appendix A to the Report those sites recommended for inclusion in the advisory 20mph schemes. Consultation with the local residents would be carried out prior to the implementation of the proposed schemes and, if necessary, a further report would be submitted to this Committee amending the list of proposed zones in the Appendix. Leaflets explaining advisory 20mph zones would be widely distributed in those areas to be included and, once in place, proposed zones would be monitored to gauge their success for considering further sites.

The Report concluded that promoting community safety and development met one of the Council's aims and the introduction of advisory 20mph zones would provide a crucial step in making communities safer for all vulnerable road users.

Having heard various members welcome the Report, the Committee agreed (subject to consultation with residents) to introduce "Twenty's Plenty" Schemes throughout Angus as listed in Appendix A to the Report.

## **7. HIGH STREET (PEEL PLACE), MONTROSE - ONE-WAY TRAFFIC**

With reference to Article 16 of the minute of meeting of this Committee of 14 June 2001, there was submitted [Report No 1229/02](#) by the Director of Roads dealing with a proposal to introduce one-way traffic and traffic calming measures in a section of High Street (Peel Place), Montrose.

The Report indicated that a Traffic Regulation Order to impose northwards only one-way traffic in Peel Place had been published and objections invited from the public. In light of strong opposition to the proposal by residents and business proprietors within the affected street, it was felt inappropriate to proceed with the original proposals. However, the current southward only traffic arrangement operated on an unofficial basis and it would therefore be necessary to promote a Traffic Regulation Order to legalise that situation and address inappropriate traffic speeds.

The Report concluded that, in view of the strength of opposition from directly affected residents and businesses, the original proposals approved by the Roads Committee on 14 June 2001 should not proceed but that a Traffic Regulation Order should be promoted to allow enforcement for the existing one-way traffic arrangements and the introduction of traffic calming measures in Peel Place in order to reduce traffic speeds as indicated on the plans attached to the Report.

The Committee agreed:-

- (i) to abandon the current Traffic Regulation Order to impose one-way traffic northwards only in a section of High Street (Peel Place), Montrose;
- (ii) to promote an alternative Traffic Regulation Order to impose one-way traffic southwards only in a section of High Street (Peel Place), Montrose; and
- (iii) to introduce traffic calming measures in a section of High Street (Peel Place), Montrose.

## **8. TEMPORARY TRAFFIC ORDERS**

With reference to Article 8(b) of the minute of meeting of this Committee of 2 August 2002, there was submitted and noted [Report No 1218/02](#) by the Director of Law and Administration advising that, at the request of the Director of Roads, Temporary Traffic Orders had been made, as detailed in the Report.

## 9. VARIATION OF TRAFFIC MANAGEMENT

### (a) Conveners Wynd, Brechin

With reference to Article 11(b) of the minute of meeting of this Committee of 26 August 1999, there was submitted [Report No 1227/02](#) by the Director of Roads indicating that a Traffic Regulation Order introducing one-way traffic (northwards) in the southern section of Conveners Wynd, Brechin had been progressed to consultation stage. Correspondence had been received to the effect that one-way traffic proposals could lead to inappropriate speeds in the lane to the detriment of pedestrian and cyclist safety and proposing that the affected section of Conveners Wynd be restricted to pedestrians and cyclists use only.

In view of the comments received, and after consultation with Tayside Police, the Report concluded that the Council should not proceed with the one-way traffic proposals but should introduce prohibition of driving in the southern section of Conveners Wynd with exemptions for cycles and access to an existing private store/garage along the affected length as indicated on the plan attached to the Report. Accordingly, the Report recommended that the previously considered Traffic Regulation Order be abandoned and that a new Order promoted.

Having heard Councillor Myles express his reservations about the proposals, the Committee agreed:-

- (i) to abandon the current Traffic Regulation Order to introduce one-way traffic over a section of Conveners Wynd, Brechin; and
- (ii) to promote a Traffic Regulation Order to introduce prohibition of driving restriction over a section of Conveners Wynd.

### (b) Abbey Path, Arbroath

With reference to Article 5(d) of the minute of meeting of this Committee of 12 October 2000, there was submitted [Report No 1230/02](#) by the Director of Roads indicating that a Traffic Regulation Order had been drafted to extend the exemption to the southbound prohibition of driving in Abbey Path to include taxis. However, the progress of the Order had been delayed for further consideration following a fatal accident at the High Street/Abbey Path junction. After a full investigation of the situation, including consultation with Tayside Police, it was considered inappropriate to continue with the promotion of the Traffic Regulation Order. Accordingly, the Report recommended that the promotion of this Traffic Regulation Order be abandoned.

The Committee agreed to abandon the promotion of a Traffic Regulation Order to vary the current prohibition of driving restriction southwards in Abbey Path to exempt taxis.

### (c) Harbour Area, Arbroath

With reference to Article 5 of the minute of meeting of the Planning and Transport Policy Committee of 13 June 2002, there was submitted [Report No 1226/02](#) by the Director of Roads dealing with the proposal to vary traffic management in the Arbroath Harbour area.

The Report indicated that the Arbroath Harbour redevelopment proposals involved the construction of a visitors' centre and general improvements to the area which would require the formation of a new west quay access road into the area from Burnside Drive. In order to avoid possible conflict of turning vehicles at the junction of the Shore with the proposed west quay access road, a prohibition of driving restriction would require to be introduced. Further, in order to avoid general congestion and maintain access for all users of the western portion of the Harbour, the introduction of waiting restrictions would be necessary. Accordingly, the Report recommended the promotion of a Traffic Regulation Order to implement these proposals.

The Committee agreed to the promotion of the necessary Traffic Regulation Order to:-

- (i) introduce new waiting restrictions on the proposed new access road serving the Harbour west quay; and
- (ii) prohibit driving between the Shore and the proposed new access road serving the Harbour west quay.