

ANGUS COUNCIL

ROADS COMMITTEE

29 AUGUST 2002

PROPOSED 20 MPH ZONE IN THE GLENS AREA, MONTROSE

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report seeks approval for the introduction of traffic calming measures and the creation of a 20mph zone in the Glens area of Montrose.

1 RECOMMENDATIONS

It is recommended that the committee agree:-

- (i) to the provision of traffic calming measures and the introduction of a 20mph zone in the Glens area of Montrose;
- (ii) to the promotion of the necessary Traffic Regulation Order to change the speed limit to 20mph in this area;
- (iii) to the promotion of the necessary Traffic Regulation Order for waiting restrictions at proposed speed cushions throughout the scheme.

2 INTRODUCTION

Following a comprehensive study of the accidents in housing schemes throughout Angus, the Clifftown area of Arbroath followed by Gallowshade, Forfar were shown to have a significant number of accidents which merited action. This consequently led to Angus' first permanent 20mph zone in Arbroath, followed by Gallowshade Forfar. Although The Glens in Montrose had lower numbers of accidents than the previous two, it still merits similar action to the previous two areas.

3 DETAILS

The Glens area lies to the west of the Northesk Road and between Brechin Road, and Basin View, Montrose. This area is typical of a late 1950's/early 1960's housing area with several of the houses not having vehicular access and owners of vehicles being forced to park on street. With the increase in car ownership over the years, the narrowing of the streets due to parked vehicles and the increased volume of traffic creates the potential for more accidents.

A 20mph zone is proposed for the area bordered by North Esk Road to the east, Brechin Road to the north, Medicinewell Drive to the west, and Basin View to the south (See Appendix A). The zone will have new traffic signs plus traffic-calming features (either road humps or a speed table if on a bus route) throughout the area.

The bus route runs along Glenisla Road, Glenclova Place, Glenogil Street, Glenesk Avenue and Nursery Road. Where similar schemes have been introduced elsewhere concern has been expressed regarding the safety and comfort of bus drivers and passengers travelling over road humps. To allow the buses to move more easily in the traffic calmed area, it is therefore proposed that speed cushions be constructed on this route. These allow buses with their wider track to negotiate the cushions easily whilst smaller vehicles (cars etc) have to slow down to drive over the obstacle. Buses would however have to ride over the cushions should other vehicles park on or near to the cushions. It is therefore proposed to introduce waiting restrictions for a distance of 12.5m on both sides of each cushion. Unlike Clifftown, Arbroath and Gallowshade, Forfar the bus runs in both directions, therefore waiting restrictions will be required on both sides of the carriageway. The locations of the cushions will be designed so as to keep on-street parking displacement to a minimum.

On roads that do not have road humps or speed cushions it is proposed to paint '20' roundels on the carriageway. (These roundels will be similar to those laid in the previous 20mph zones).

Consideration was given to other traffic calming options such as chicanes and priority systems but these were rejected, as these solutions would take up kerb space, thereby reducing the available number of parking spaces in the area where demand is high.

The proposed traffic calming measures should not disadvantage cyclists in any way. Indeed the reduced speed limits should help as lower speeds should encourage more cycling in the area.

This zone will be the third in Angus. Recent speed checks from Clifftown in Arbroath have shown 85%ile speeds reducing from 30mph to 19mph. Subsequent monitoring of this zone and the others will provide continuing information on the design and effectiveness of these measures.

It will be necessary to promote a traffic regulation order to reduce the speed limit to 20mph before the traffic calming measures can be introduced.

Under the current legislation local authorities must consult with the appropriate road users before the introduction of a 20mph zone or the deployment of road humps or speed cushions. Once detailed drawings have been prepared it is proposed to hold a public meeting which would explain all the relevant plans and allow the proposals to be discussed.

4 FINANCIAL IMPLICATIONS

The estimated cost of the draft proposals (including the promotion of the necessary Traffic Regulation Order) is £25,000 and this has been allowed for in the funding approved within the Roads Capital allocation for Traffic Road Safety in the current financial year.

5 HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

6 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance, the Director of Housing, the Director of Planning and Transport and the Chief Constable have been consulted in the preparation of this report.

Ronnie McNeil
DIRECTOR OF ROADS

NOTE

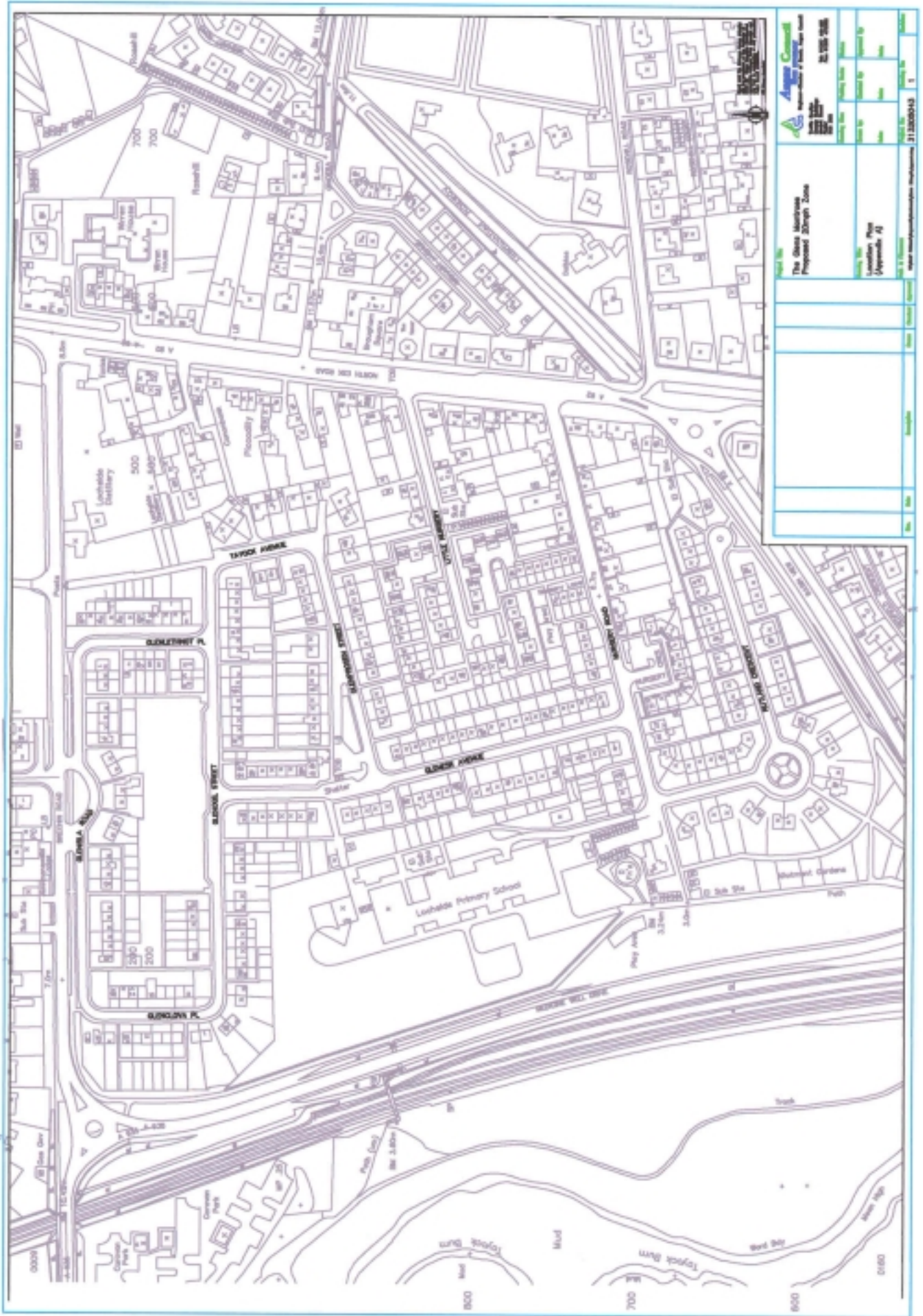
The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (and not containing confidential or exempt information) were relied on to a material extent in preparing the above Report: -

Report No 831/99 20mph Speed Limits – Latest Scottish Office Guidance - approved by the Roads Committee on 26 August 1999.

Report No 711/02 – Traffic/Road Safety Works Funded from CFCR – approved by the Roads Committee on 13 June 2002.

AGG/JSG
28 July 2002
REPORTS/20mph.glens.m'rose

APPENDIX A



<p>The Green Connection Prepared: 20/08/2018</p>	
<p>Leishade Primary Appendix A1</p>	
<p>31/08/2018</p>	