

ANGUS COUNCIL

ROADS COMMITTEE

16 OCTOBER 1997

ROAD SAFETY - THE PROVISION OF NEW SAFETY BARRIERS

REPORT BY THE DIRECTOR OF ROADS

ABSTRACT

This report presents a programme of new vehicle safety barrier provision.

RECOMMENDATION

It is recommended that the committee agree to:-

1) authorise the Director of Roads to carry out the provision of safety barriers at:-

- A94 Eassie Railway Bridge
- B966 Newton Mill Bridge
- A930 Battiesden (subject to detailed survey)
- A94 Eassie Burn and
- A94 Bridges at Douglastown

2) that the sites at:-

- B957 West of Tannadice and
- A92 Buddon Burn

which were previously approved be dropped from the current programme of safety barrier provision.

INTRODUCTION

Report No 978/96 agreed by the Roads Committee on 28 November 1996 presented a programme for safety barrier provision and listed a number of sites where further assessment was proposed.

DETAILS

Following the assessment of the possible safety barrier sites identified in Report No 978/96 and the identification of further new sites a programme of works for 1997/98 has been prepared and is attached as Appendix A to this report.

As can be seen the two sites identified for 1997/98 in Report No 978/96 ie B978 West of Tannadice and A92 Buddon Burn have been dropped from this recommended programme.

On the B978 west of Tannadice it has been established that there is insufficient verge width to support a safety barrier without land acquisition and expensive verge widening. Given the lack of an accident record here, the presence of trees which would offer some restraint for vehicles leaving the road and the fact that at normal flow levels the river is shallow and rocky it is considered that the level of risk is relatively low at this site.

The site at Buddon Burn on the A92 is also a low risk location with no accident record and with the A92 proposals now at the planning stage it was felt that this site could also be dropped.

The site at Battiesden on the A930 has only recently been identified and still requires a detailed assessment to be carried out. This site has been the scene of 17 accidents in the last 3 years and despite the fact that the proposed A92 improvements may change the road layout here it is felt that if it is practical to erect a barrier then this should be done.

Two further sites on the A94 at the Douglastown bridges and at the Eassie Burn bridge have been identified. Structural assessments are to be carried out on these bridges soon and therefore safety barrier proposals here will be carried out in 1998/99 when the condition of the bridges is known. If any repair work is required to the bridges then new barriers would be erected at the same time thus minimising disruption to the travelling public.

Committee Report No 978/96 also recommended the further assessment of five possible sites for new barriers. This assessment has now been carried out and none of these sites are recommended for inclusion in the works programme. The sites were all considered to be of

very low priority with no record of accidents involving risk to the occupants of vehicles leaving the road. In addition some of the locations were difficult from a practical engineering aspect and would involve land acquisition and expensive verge widening works which could not be justified for the level of risk involved.

Appendix B identifies locations where existing barriers are erected on wooden posts. These barriers do not meet the 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 but there is insufficient funding to carry out any full scale replacement programme.

It is felt that the barrier programme proposed for 1997/98 and 1998/99 which provides barriers where none exist at present has a much higher priority than a programme of replacement of existing barriers. Evidence from accident damage shows that despite not meeting the current criteria these existing wooden post barriers still provide an adequate degree of protection to vehicle occupants.

FINANCIAL IMPLICATIONS

(i) Capital

The provision of safety barriers at the locations above the cut off line shown in Appendix A at a cost of £95000 can be carried out within the 1997/98 capital allocation. (£80000 of this under the Road Safety head and £15000 under the Bridges Strengthening Allocation). The schemes below the line will be carried out in 1998/99 subject to the availability of sufficient capital allocation.

(ii) Revenue

The financing charges associated with the above capital borrowing requirement amount to £10000 per annum over 20 years.

CONSULTATION

The Chief Executive, the Director of Finance, the Director of Law and Administration and the Chief Constable 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 978/96 The Provision of New Safety Barriers - Angus Council Roads Committee
28 November 1996.

APPENDIX A

ROAD NO..	LOCATION	COMMENTS	EST. COST	EXPENDITURE IN YEAR
A94	Eassie Railway Bridge	£15000 from bridge strengthening budget	£58,000	1997/98
B966	Newton Mill Bridge		£17,000	1997/98
A930	Battiesden	Still requires detailed survey	£20,000	1997/98
		Sub Total	£95,000	1997/98
		-----cut off-----		
A94	Eassie Burn	Delay until bridge assessed	£13,000	1998/99
A94	Douglstown bridges	Delay until bridges assessed	£20,000	1998/99

APPENDIX B**WOODEN POSTS AND SAFETY BARRIERS**

ROAD NO	LOCATION	LENGTH
A 92	AT JUNCTION B 965	122
A 92	CAMPERDOWN BRIDGE	156
A 92	CAMPERDOWN BRIDGE	17
A 92	ARBIKIE BRAE	218
A 92	TRAVEBANK	183
A 928	GLAMIS DEN	360
A 932	VIEWPOINT BALGAVIES LOCH	113
B 955	GELLA BRIDGE	177
B 961	CROMBIE MILL	23
B 9127	GUYND BRIDGE	26
C 31	SHIELHILL BRIDGE	167