

ANGUS COUNCIL**ROADS COMMITTEE****5 JUNE 1997****GOURDIE BRAE, BIRK HILL - PROPOSED HGV BAN****REPORT BY THE DIRECTOR OF ROADS****ABSTRACT**

This report discusses the proposal to ban HGV's from Gourdie Brae, Birkhill previously recommended by Tayside Regional Council.

1 RECOMMENDATIONS

It is recommended that the committee agree not to promote a Traffic Regulation Order banning HGV's from Gourdie Brae, Birkhill.

2 INTRODUCTION

Report No 899/94 'Gourdie Brae, Dundee - Proposed HGV Ban and Signing Improvement' (copy attached) by the Director of Roads and Transport of Tayside Regional Council was approved by the Roads and Transport Committee on 31 May 1994. It considered the problems associated with the use of Gourdie Brae by HGV's and looked at a number of options. The Committee agreed to promote a Traffic Regulation Order to prohibit HGV's on that part of Gourdie Brae between Coupar Angus Road and Liff Hospital Road - the centre line of which forms the boundary between Angus and Dundee City.

3 DETAILS

The Traffic Regulation Order had been drafted by Tayside Regional Council and continued by Dundee City Council and has now completed the consultation stage of the legal procedure. Although no formal comment had been received, further consideration has been given to the problems and the proposed solution, and it is felt that HGV's may attempt to divert via the Liff Road and then through the village of Liff.

The disbenefits of this likely outcome would be greater than any benefit to be gained on Gourdie Brae, since the use of the minor roads towards Liff by other than essential local HGV traffic is extremely undesirable.

4 CONSULTATION

The Chief Executive, the Director of Law and Administration, the Director of Finance and the Chief Constable have been consulted in the preparation of this Report.

From informal discussions with officers of Dundee City Council it seems likely that they will wish to take a similar course of action to Angus Council.

5 CONCLUSION

Despite the problems being created at present by HGV's using Gourdie Brae it is not felt that the HGV ban would provide an appropriate solution. The cost of widening the road cannot be justified and therefore it is proposed that no action be taken.

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:-

Tayside Regional Council - Roads and Transport Committee, 31 May 1994 - Report No. 899/94 'Gourdie Brae, Dundee - Proposed HGV Ban and Signing Improvements'.

NJ/JSG
26 May 1997
REPORTS/gourdie

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Tayside Regional Council - Roads and Transport Department

ROADS AND TRANSPORT COMMITTEE - 31 MAY 1994

Report by: Director of Roads and Transport Report No. 899/94

Subject: GOURDIE BRAE, DUNDEE
PROPOSED HGV BAN AND SIGNING IMPROVEMENTS

ABSTRACT This report recommends a ban on Heavy Goods Vehicles on part of Gourdie Brae in conjunction with signing improvements.

REFERENCES

No previous Committee reports.

INFORMATION

Concern has been expressed by the local member and other individuals on various occasions over recent years about the dangers posed to road users in general and pedestrians in particular by HGVs using Gourdie Brae.

The road in question runs west from Myrekirk Road in the Wester Gourdie Industrial Estate before turning sharply to the north following the high boundary wall of Camperdown Park. It climbs steeply from the sharp bend for 450 metres to a point where the road to Liff Hospital turns off to the west. Gourdie Brae continues to climb for a further 800 metres beyond the junction before dropping down over the next 340 metres to join the A923 at Birkhill.

The carriageway is narrow varying between 5.1 metres and 6.2 metres with an average width of 5.5 metres. A narrow sub-standard footway has been constructed on the east side of the carriageway adjacent to the park wall but pedestrians still feel at risk when an HGV passes. The narrow west verge has an average width of only 1 metre and shows signs of having been mounted by HGVs passing other traffic. The minimum horizontal radius is 90 metres and the maximum gradient is 10%. Forward visibility is poor particularly through the bends in the southern section and over the crests north of Liff Hospital Road. The road is derestricted with the 30 mph zone ending just west of Myrekirk Road and there is no street lighting.

A recent 12 hour traffic count gave a total two way flow of 3,227 vehicles in the section south of Liff Hospital Road and of these 140 were HGVs. The corresponding figures in the north section were 2,166 vehicles of which 108 were HGVs and the majority of these HGVs travels the entire length of Gourdie Brae presumably using it as a short cut between the A923 and the industrial estate on the Kingsway.

Accident records show that over the last three years 12 non injury, 2 slight injury and 2 serious injury accidents have been reported on Gourdie Brae. Two of the accidents involved HGVs and a total of eight occurred on the sharp bend west of Myrekirk Road. A further two accidents involved pedestrians one of which resulted in slight injury to the pedestrian.

Options to be considered:-

Option 1

Do nothing.

Option 2

Promote some form of HGV ban on Gourdie Brae.

Option 3

Promote an Order stopping up a section of Gourdie Brae.

Option 4

Improve the signing and lining to make drivers more aware of the dangers.

Option 5

Widen the road to 6.5 metres with a 1.8 metre footway on the west side.

Measures consisting of different combinations of the above options for the two sections lying north and south of Liff Hospital Road may be appropriate.

Discussion of the OptionsOption 1 - Do Nothing

This would not create safer conditions for motorists or pedestrians.

Option 2 - Promote Some Form of HGV Ban on Gourdie Brae

An HGV ban would in theory stop the use of Gourdie Brae as a short cut for HGVs between the A923 and the industrial estate or the Kingsway.

Such a ban could be implemented by two methods:-

- 1 A ban on HGVs by weight, or
- 2 A ban on vehicles over a certain width.

A weight ban is notified to drivers by signing but is not self enforcing and requires a periodic police presence to ensure compliance. HGVs requiring access to properties within the length of road would be exempt from the ban and this makes enforcement difficult as the police would have to prove that a vehicle stopped by them did not require access to the road.

A considerable number of the HGVs currently using the southern part of Gourdie Brae and turning west at Liff Hospital Road are accessing the hospital and these vehicles would have to take an alternative route if a ban were imposed.

Buses are exempt from a weight ban and the service buses to the hospital could continue to operate as usual.

The Chief Constable has expressed serious reservations about enforcing a ban of this type.

A ban on vehicles over a certain width could be made self enforcing by the use of a road narrowing with a physical barrier to prevent wide vehicles from passing through.

There are, however, several drawbacks with a ban of this type.

- 1 Winter maintenance vehicles and statutory undertakers' vehicles would also be excluded by the barrier.
- 2 Buses which are normally exempt from a weight ban would also be denied passage. This is particularly relevant on the southern section which forms part of the bus route to Liff Hospital. School buses also use Gourdie Brae and a width restriction would force them to seek an alternative route.
- 3 Vehicles requiring access to the properties and fields alongside the road would also be excluded.

To accommodate the vehicles in 1 and 3 above a lockable gate with a restricted issue of keys could be devised to facilitate occasional access. This would still exclude the buses for which such a system would be totally unsuitable and still cause delays and inconvenience to vehicles such as gritters.

Option 3 - Promote an Order Stopping Up a Section of Gourdie Brae

Through traffic could be prevented from using Gourdie Brae by promoting an Order to stop up a section of the road north of the Liff Hospital Road. Gates would be provided to retain access to farm fields.

Depending on their location the gates could force vehicles requiring access to properties on Gourdie Brae to undertake lengthy detours of up to 6 km. These alternative routes would be partly along the narrow country roads to the west of Gourdie Brae which are particularly unsuitable for buses and HGVs.

In addition to the vehicles taking access the cars and light goods vehicles currently using Gourdie Brae would also be displaced onto alternative routes resulting in increased congestion on the even less suitable roads to the west.

Option 4 - Improve the Signing and Lining to Make Drivers More Aware of the Dangers

This option would involve the provision of more and/or larger signs in conjunction with other measures such as rumble strips on the carriageway to highlight the hazard areas and warn motorists to drive accordingly. This could be particularly effective on the downhill approach to the bends in the section south of Liff Hospital road.

Option 5 - Widen the Road to 6.5m With a 1.8m Footway on the West Side

As the road is situated close to the park boundary wall which is a listed structure any widening would have to be carried out on the west side of the road and this would entail land purchase.

Widening the carriageway on its existing alignment would still leave a road with a poor vertical and horizontal alignment and the increased width could make matters worse by:-

- 1 attracting additional vehicles including HGVs to the route, and
- 2 leading to faster vehicle speeds resulting in an increase in the severity of accidents.

Widening over the entire length of Gourdie Brae would cost in the order of £475,000 at current prices and expenditure of this order could not be justified in relation to the scale of the problem.

PREFERRED OPTION

The preferred option is a combination of Options 2 and 4.

It is proposed that an HGV ban by virtue of vehicle weight be promoted for the length of Gourdie Brae from Liff Hospital Road north to the A923 at Birkhill and that improvements in signing combined with other measures such as rumble strips be implemented from Liff Hospital Road south to Myrekirk Road.

This option would prevent HGVs from using Gourdie Brae as a through route but would still allow buses and HGVs to access Liff Hospital and the properties in the southern section.

The measures to be taken in the southern section would draw the attention of drivers to the dangers of the road and reduce accidents by reducing speeds. Although no direct provision is made for pedestrians the reductions in vehicles speeds and HGV numbers should improve the situation for pedestrians.

CONSULTATION

The Chief Constable has been consulted.

FINANCIAL IMPLICATIONS

The estimated cost of implementing the preferred option is £4,500 and this would be funded from the revenue budget for Traffic and Transportation, £2,500 in year 1994-95 and £2,000 in year 1995/96.

An additional £600 will be required for annual maintenance costs and this sum will be added to the base budget for 1996/97.

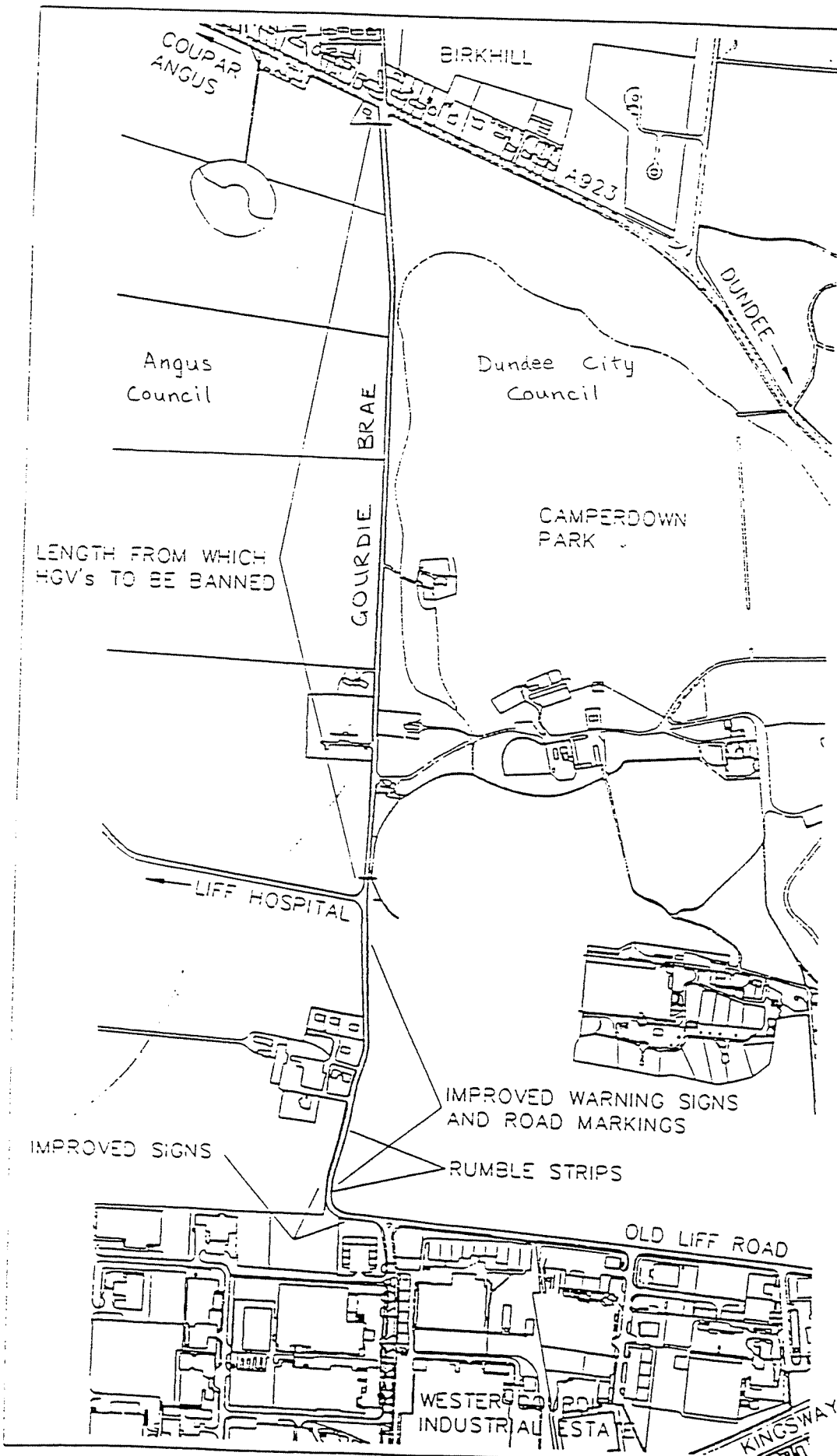
RECOMMENDATIONS

The Committee is asked to note the terms of this report and to approve the promotion of the necessary Traffic Order to ban heavy goods vehicles (7.5T) on Gourdie Brae between the Liff Hospital Road and the A923.


NOTE

No background papers as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to any material extent in preparing the above Report.

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Note:-
 ANGUS COUNCIL AREA:-
 West of centre line of
 Gourdie Brae
 from A923 to
 Liff Hospital Road

 TAYSIDE REGIONAL COUNCIL ROADS AND TRANSPORT DEPARTMENT <small>DIRECTOR - T. J. DODDINGTON</small>			
GOURDIE BRAE, DUNDEE. PROPOSED HGV BAN & SIGNING IMPROVEMENTS			
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