

ANGUS COUNCIL**ROADS COMMITTEE****30 APRIL 1998****WOODEND DRIVE, KIRRIEMUIR****REPORT BY THE DIRECTOR OF ROADS****ABSTRACT**

This report presents the results of a questionnaire survey sent to residents of Woodend Drive, Kirriemuir and other adjacent roads, who have been concerned for some time about the increase in volume and speed of traffic, and large vehicles using Woodend Drive as a through route. The report proposes that no action be taken at present.

1 RECOMMENDATION

It is recommended that the Committee agree:

- (i) to note the concerns of residents of Woodend Drive;
- (ii) to take no action at present.

2 INTRODUCTION

Woodend Drive, a 'General Road', links Shielhill Road and Cortachy Road in Northmuir, Kirriemuir.

3 DETAILS

- (i) The Roads Standards, used at the time of construction, described a ‘General Road’ as serving no more than 200 dwellings in total. A minimum width of 5.5 metres with 1.8 metre footways was required. The ‘General Road’ “may fulfil the function of a collector road linking a Distributor Road to a number of Minor Roads or it may act as a housing access road in its own right with direct frontage access to dwellings”.

Woodend Drive has been constructed above the required minimum width of 5.5 metres to a width of 7.3 metres with associated wide junction radii. This additional width may have been provided in order to accommodate a bus route in the future. However it does have the effect of encouraging its use as a Local Distributor Road.

- (ii) Some residents have complained that Woodend Drive is being used as a through route and that heavy goods and farm vehicles are also preferring to use Woodend Drive. Speed is also cited as a problem.
- (iii) A questionnaire was sent to all local residents who might have been affected by any measures installed on Woodend Drive to prevent through traffic using the road. This included Sycamore Place, Rowan Avenue, Mid Road, Angle Park Crescent, Angle Road and parts of Cortachy Road and Shielhill Road. The questionnaire survey was also extended to include residents of East Hill Road, West Hill Road and more households on Shielhill Road and Cortachy Road as it was possible that residents there would be indirectly affected by any proposal for Woodend Drive.

In any event, traffic calming/management measures must always consider the wider perspective.

The questionnaire is shown in Appendix 1.

- (iv) Questionnaires are considered to be the best way of allowing each resident to give an unbiased and personal opinion in confidence. Public meetings can be intimidating to residents who may have a different opinion to their neighbours.
- (v) The questionnaire set out the results of an Origin and Destination survey and HGV count undertaken in March 1996 and a speed check conducted in October 1997 during 8.00 to 9.00 am to give residents a picture of traffic on the road.
- (vi) A recent speed test showed that 85% of traffic travels within the speed limit, the average speed being 27mph. The top speed recorded during the time of the survey was 31mph. It may be possible to achieve higher speeds but the survey appears to indicate that there is no speeding problem on Woodend Drive and the situation therefore does not warrant the attention of the Police.
- (vii) The Police have further commented and the Roads Department agree that, in their view, the road closure is unnecessary and will cause problems on other less suitable roads.
- (viii) The numbers and speed of vehicles collated on one day are taken as approximate figures as they are a 'snap shot' of a typical day. A new traffic count has been carried out which shows an average of 176 vehicles during the peak hour, an increase of 47% on 1996 figures. This increase would account for the complaints of residents.

The HGV and bus content is on average 4.1% of the total which is consistent with the previous survey.

- (ix) There have been no reported traffic accidents on Woodend Drive during the period 1989 - Nov 1997.
- (x) The questionnaire included possible solutions to residents' complaints. The advantages and disadvantages of each was listed to enable residents to make a

reasoned choice taking into account the benefits and dis-benefits. This was criticised by some residents as being overtly negative and the Council was accused of pre-supposing a solution to do nothing.

- (xi) The first questionnaires sent included an error in that Woodend Drive was called a bus route. Empty buses use the road but it is not a bus route. This was later amended.

Questionnaire Results

The questionnaire results are shown on the table as Appendix 2.

Mr Lamond - 73 Woodend Drive

Mr Lamond is the principal spokesperson for residents complaints. Mr Lamond organised a public meeting following the distribution of the questionnaires. This resulted in no specific action by residents.

Mr Lamond has answered the questionnaire and included a letter in response that shows the strength of feeling of some residents. A copy of Mr Lamond's letter is shown as Appendix 3.

The preferred option for the majority of residents on Woodend Drive is the option to close Woodend Drive half way, to create two culs de sac. This is the least favoured option of residents on other roads who would not benefit from a closure but will be inconvenienced and may suffer an increase in traffic.

52% of residents of Woodend Drive responded with 45% of these preferring a road closure.

In Sycamore Place 54% of those residents that responded preferred nothing to be done and in Rowan Avenue 49% were against any action.

Other Options

Weight Restriction

A number of residents suggested a weight restriction to prevent HGVs using Woodend Drive. However, the junction improvements would need to be carried out to provide the alternative route for a weight restriction to be viable.

Road Humps/Chicanes

Road humps work well at slowing traffic if speed is a problem. Also, traffic does revert to other routes to avoid the road humps. However, as the main complaint is one of HGVs using Woodend Drive, for which there is no suitable alternative without the junction improvements, road humps or chicanes would not deter this use.

One-Way System

Very few residents favoured this option which would result in increased speed.

Other Routes

Angle Road is very narrow at one end with a tight junction and therefore not suitable for general use by large vehicles.

Residents in favour of a road closure consider Cortachy Road/Golf Road/Shielhill Road to be the more suitable alternative route. However residents on these roads have also expressed concern about increasing traffic and large vehicles struggling to negotiate junctions.

Shielhill Road and Cortachy Road are main roads out of Kirriemuir and although they are only 6 metres wide in places they are currently used by

buses. These roads have historic origins and it is not possible to increase their width owing to the proximity of properties.

To allow all through traffic and large vehicles to negotiate Cortachy Road/Golf Road/Shielhill Road as a ring road, the junctions would need considerable improvements. Were these to remain substandard the route would be unworkable for some traffic. The plans shown in Appendix 4 show the amount of land required at the junctions to provide the necessary minimum 10.5 metre radii.

If these junction improvements were carried out, the improved route would be more likely to be used. A road closure on Woodend Drive might then be deemed unnecessary, or alternatively an improved route would allow a road closure to be installed on Woodend Drive.

The cost of junction improvements at Golf Road/Cortachy Road and Golf Road/Shielhill Road is in the region of £87,000 without the cost of land acquisition, public utility and consultancy costs. If Angle Road junctions are included the cost rises to £185,000. Unfortunately these costs of the scheme, compared to the environmental problems that would be solved, do not justify the expenditure.

4 **FINANCIAL IMPLICATIONS**

There are no financial implications if the “do nothing” recommendation is accepted.

5 **CONSULTATION**

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

6 CONCLUSION

Whilst it is recognised that residents of Woodend Drive do suffer from problems of through traffic using the road, there are not large volumes of traffic, high speeds or accidents on the road. The cost of improvements to develop an alternative ring route and install the preferred solution of a road closure is prohibitive at this time.

It may be that increased traffic levels in the future might make the improvements worthy of further consideration but the current problems do not justify the expensive remedial action.

The Committee is therefore asked to note the Director of Roads' consultative approach to resolve residents' concerns and agree that no action be taken at the present time.

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:- (list papers concerned).

TRC report dated 29th August 1995.

KC/JSG
20 April 1998
REPORTS/woodend

Woodend Drive, Kirriemuir.

Residents of Woodend Drive have complained that HGVs and cars are cutting through the road at speed.

A survey has been carried out in Woodend Drive during the busiest hour, 8 - 9am. when approximately 95 vehicles use the road. The speed of most traffic was 30 mph, with 96% travelling within the speed limit. 700 vehicles a day use Woodend Drive. 2% of these vehicles are HGVs and farm vehicles. Residents on Woodend Drive, Sycamore Place and some residents of Rowan Avenue would be expected to use Woodend Drive. There are no business premises in the area although there would be some deliveries. Therefore it is calculated that most of the traffic using Woodend Drive travel straight through.

There are a number of options to prevent the problem of through traffic on Woodend Drive which would effect your travel.

YOUR OPINIONS ARE NEEDED. Please read this leaflet, fill in the questionnaire and return it to the Roads Department, Angus Council.

The options are:

1 Road humps on Woodend Drive;

ADVANTAGES

Road humps would reduce the speed of traffic on Woodend Drive and may discourage its use as some traffic would transfer to other roads.

DISADVANTAGES

The disadvantages of road humps are that residents would constantly have to travel over them to reach their homes and additional noise would be created by HGVs that would continue to use the road. The road humps would need to be spaced at approximately 75 metre intervals to slow the speed of cars. They would be positioned between driveways in front of some houses.

Woodend Drive is a bus route. Road humps are uncomfortable for passengers and dangerous for standing passengers.

Cortachy Road, Shielhill Road, Rowan Avenue and Angle Road would be likely to have extra traffic. It may become necessary to install road humps on part of Rowan Avenue.

2 Chicanes on Woodend Drive;

ADVANTAGES

Chicanes would reduce the speed of traffic on Woodend Drive and may discourage its use as some traffic would transfer to other roads.

DISADVANTAGES

Chicanes are constructed as build-outs which would prevent some residents being able to park outside their homes. The chicanes would need to be close together to prevent speeding which could cause difficulties for buses, HGVs and the emergency services who need to use the road.

Cortachy Road, Shielhill Road, Rowan Avenue and Angle Road would be likely to have some extra traffic.

3 Road Closure on Woodend Drive;

ADVANTAGES

A road closure would prevent any through traffic and speeding as the road would be in shorter sections.

DISADVANTAGES

The disadvantage of a road closure is that residents would have further to travel. The emergency services may also have the disadvantage of having further to travel to reach their destination. It may be necessary to change the name of Woodend Drive to add 'East' and 'West' to the name to prevent confusion for the emergency services attending incidents.

Cortachy Road, Shielhill Road, Angle Road and part of Rowan Avenue would be used more by more traffic.

4 A One way system alternatively on Angle Road and Woodend Drive;

ADVANTAGES

A one way system around Woodend Drive and Angle Road would reduce traffic flows as traffic could only travel in one direction.

DISADVANTAGES

Residents would be inconvenienced as they would only be able to travel in one direction and would need to drive around the block.

As there would be no opposing traffic flow, Woodend Drive and Angle Road would have an increase in traffic speeds which may require the introduction of road humps.

One way systems are generally not implemented on wide residential streets without road humps. Angle Road would have an increase in traffic.

HGV's that need to use the roads would have difficulties manoeuvring in the junction of Angle Road and Shielhill Road.

5 Do Nothing;

ADVANTAGES

Residents would not be inconvenienced and traffic problems would not be transferred to less suitable roads.

DISADVANTAGES

If no action is taken, Woodend Drive will continue to have traffic cutting through the road with no control over the speed of vehicles.

FILL IN THE QUESTIONNAIRE WITH YOUR PREFERRED OPTION

RETURN IT TO:- ANGUS COUNCIL, ROADS DEPARTMENT, COUNTY BUILDINGS, MARKET STREET, FORFAR. DD8 3WR.

YOU WILL BE NOTIFIED OF THE RESULTS OF THE QUESTIONNAIRE

If you have any enquiries about this questionnaire please contact Kathryn Campion on (01307) 473285 or Norman Johnston on (01307) 473296.

QUESTIONNAIRE

WOODEND DRIVE, KIRRIEMUIR - TRAFFIC PROBLEMS

Name.....

Address.....

.....
Do you agree that Woodend Drive has traffic problems * delete as appropriate *YES / NO

If you do not live on Woodend Drive do you travel along it? *YES /NO

If YES do you use Woodend Drive
*occasionally / weekly / daily / every journey

Of those options described which would you prefer
Why?.....

Which option do you most dislike.....
Why?.....

If a road closure was put on Woodend Drive where would you want it to be?
.....

If a one way system was introduced which way should it be?.....
.....

Do you have any other comments ?.....
.....
.....
.....
.....
.....

THANK YOU FOR TAKING THE TIME TO FILL IN THIS
QUESTIONNAIRE.

Please return before 12th December 1997 to:
Angus Council, Traffic Management Section, Roads Department,
County Buildings, Market Street, Forfar DD8 3WR



WOODEND DRIVE

NOT TO SCALE

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Option	Road Name										
	Woodend Drive	Sycamore Place	Rowan Avenue	Shielhill Road	Cortachy Road	Angle Road	Others				
1= Road Humps	11	0	3	0	1	0	1				
2= Chicanes	1	3	3	1	0	1	0				
3= Road Closure	18 (45%)	2	1	0	0	0	0				
4= One Way System	1	0	2	1	0	1	1				
5= Do Nothing	3 (54%)	7 (49%)	8	5	2	3	8				
6= None	5	0	2	3	0	0	2				
7= Other Suggestion	2	1	1	0	1	0	2				
Total Household Replies	38 (52%)	13 (45%)	18 (26%)	10	4 (45%)	5	14				

Director of Roads,
Angus Council.
Traffic Management Section
Roads Dept.
County Buildings
Market St.
Forfar DD8 3WR

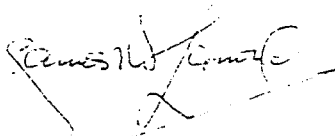
73 Woodend Drive
Northmuir
Kirriemuir
Angus DD8 4TG

29th. January 1998

Dear Sir,

I herewith enclose the questionnaire with my comments within the
time limit specified.

Yours faithfully,



(James N.S.Lamond)

Other Comments

Your statement that "a survey has been carried out" begs the question, When ? A fact established by you is that "approximately 95 vehicles use the road", i.e. between the hours of 8am and 9am. Do you not know then how many vehicles used the road during that hour ? On the 27th. November, 150 vehicles used the road, 5% being H.G.V's etc. On 5th. December, 142 vehicles used the road, 6% being H.G.V's etc. all observations being taken between 8am and 9am. Quite a difference from your "approximate" figures, yet this is the facts on which people are supposed to make a reasoned judgement in the completion of the questionnaire ! I am unable to check your statement on the speed of traffic but the comment that " The speed of most traffic.....30mph, with 96% travelling within the speed limit."By my simple arithmetic therefore, 4% was outwith the speed limit. This means that 4% of "700 vehicles a day use Woodend Drive" i.e. **28 vehicles a day** were outwith the speed limit.An astounding fact especially since a total of 330 people were reported and warned for speeding over a 14 day period i.e.**23/24 persons per day over the whole of Angus !** (These figures are by the courtesy of Tayside Police).

Judging by this, therefore, Woodend Drive has a very serious problem with speeding, so what is to be done about it ? Was the seriousness of the problem emphasised sufficiently when the questionnaire was being framed ?

Another issue with which I must take issue is the statement "Therefore it is calculated that most of the traffic using Woodend Drive travel straight through". On what basis and using which information was this "calculation" made ? Surely the only reliable way was for an Origin and Destination survey to be carried out. I would be extremely interested to know when this was done ?

Option 1.

The most glaring disadvantage is that "Woodend Drive is a bus route". Certainly buses going to and from school(s) pass through Woodend Drive, but the buses do not carry fare- paying passengers and children in these buses must use seat belts,therefore, there are **no** standing passengers ! Is Woodend Drive a bus route approved by the Traffic Commissioners in the same way as Cortachy Rd., Golf Road and Shielhill Road are on a designated bus route ? I doubt it, unless the Authority are wishing to hide something and be sparing with the truth !

Option 3.

The disadvantage of aresidents would have further to travel " Further to travel to where ? Are we speaking about kilometres, meters or what ? A ridiculous statement to say the least ! "Emergency Services.....etc." Even more ridiculous !. I hope the Emergency Services never have to go to Tillyloss ! Surely no big event to change a road name ? The supposition that more traffic would find its way elsewhere begs the question where does it come from in the first place ? A proper investigation into this would provide the answer but may I suggest, Cortachy Road, Shielhill Road, Easthill Road ?

2.

Option 4.

Whether you know it or not, Angle Road already accommodates H.G.V's and buses. They may not need to use the road but they do nevertheless ! During the Summer of 1996, Angle Road was signposted as an alternative route for H.G.V's. The same information was in situ at the top of Woodend Drive. What was wrong with Golf Road ? Strathtay double deck buses use the authorised bus route every day, to remind you, that is Cortachy Road, Golf Road and Shielhill Road, surely "suitable" roads ?


Option 5.

I found this one to be particularly distasteful as an advantage of "doing nothing" as it is targeted at non-residents of Woodend Drive as the residents here are already inconvenienced. Does Angus Council, where problems have been identified, adopt a "do nothing" policy and do they rely on the public to provide an answer to technical problems ?

In my humble opinion, I would expect an Authority to identify a problem research the problem, set forward proposals for consultation (over a period of time) and provide the solution.

Conclusion.

My overall impression of the pre-amble is that it presents "doubtful" information, is loaded in favour of the Authority in "doing nothing" (look at the list of disadvantages), is divisive, (only the Authority knows how often the goal posts have been moved to include areas where people are completely unaware of what happens in Woodend Drive, and yet these same people are being asked if there is a traffic problem in Woodend Drive) and leaves one with a sense of disappointment at the overall standard of the pre-amble. I mean by that the general unawareness of the complaint, despite the information already held on your files. I attach this statement as forming part of my response to the questionnaire, and is made without prejudice.



29th. January 1998.

