

ANGUS COUNCIL

ROADS COMMITTEE

27 AUGUST 1998

CARSEVIEW ROAD, FORFAR - IMPROVEMENT

REPORT BY THE DIRECTOR OF ROADS

**ABSTRACT**

This Report considers the problems associated with pedestrian and vehicle usage of the southern section of Carseview Road, Forfar, which is unadopted.

1 **RECOMMENDATIONS**

It is recommended that the Committee agree that:-

- (i) in the interests of pedestrian safety the Director of Roads investigate:
  - (a) the provision of a footway improvement on Carseview Road between Market Street and the former railway bridge;
  - (b) the provision of street lighting along the length of the unadopted section; and
  - (c) the repair and cleaning out of the existing surface water drainage system to bring it back into working order;

notwithstanding the fact that the road is and would remain a private road;

- (ii) ownership and possible sources of funding should be investigated with a view to this work being carried out on behalf of the person(s) responsible for the maintenance of the road;
- (iii) a further report should be brought back to Committee advising on the prospect of the owner(s) or road manager(s) of this section of road meeting the costs involved or any other possible sources of funding.

## 2 INTRODUCTION

Carseview Road, Forfar between Market Street and Station Park is not on the List of Public Roads maintained by Angus Council as local roads authority. Together with Suttieside Road, it provides access to Suttieside Industrial Estate but is restricted in its use due to the limited headroom imposed by the existing disused railway bridge. For some years there has been concern regarding vehicle and pedestrian access to the area and the matter has again been raised recently by the local member and by the Community Council.

## 3 DETAILS

There are a large number of industrial premises within the Suttieside Industrial Estate. These premises generate a significant amount of vehicle and pedestrian movement, including articulated lorries. Access to the area is available from Suttieside Road, but this involves passage over a narrow bridge across the disused railway line. The footways at this bridge on Suttieside Road are very narrow and at times there is a lot of pedestrian movement related to the ice rink.

The direct pedestrian access to the area from the town centre is from Market Street via Carseview Road. Pedestrian movements can be high in relation to the Saturday market, football matches, auction sales, and the industrial premises.

The carriageway of the road in question is setted, and the mortar is being washed out of the joints at certain points. There are gulleys but these are blocked with silt and the

road under the bridge regularly floods. There is a footway on the east side, south of the railway bridge which is formed using railway sleepers as kerbs and many of these have rotted away. The surface of the footway is very rough and uneven. There is no footway on the unadopted section north of the bridge.

The possibility of improving the road has been considered on a number of occasions over the years and discussions have taken place with the Director of Planning and Transport, Scottish Enterprise (Tayside), British Rail, the frontagers and owners of industrial premises in the area. A detailed feasibility was carried out in 1992. This indicated that to demolish the bridge and reform the road to adoptable standards would cost in the region of £150,000 (1992 prices) including construction costs, design and supervision. Sources of funding were investigated but did not materialise.

Other options, such as serving notice on frontagers to bring the road up to adoptable standard are not considered to be appropriate given the high costs involved.

It is the owners' responsibility to ensure that the road is kept in a safe state but over the years little action has been taken. The local roads authority has power to carry out emergency repairs on unadopted roads but cannot recoup its costs in so doing.

Overall, however, the existing situation could be considerably improved by carrying out work on the footway south of the bridge, providing new street lighting along the length of the unadopted section and bringing the surface water drainage system back into working order.

This would go a long way to resolve the immediate problems and give time to further consider possible sources of funding to bring the road up to an adoptable standard.

In the current financial climate, with severe pressure on the funding available for structural and cyclic maintenance of public roads it is not considered appropriate that the Council should fund the costs of maintaining and improving this unadopted road. However, the Council could provide a service by arranging to have this work carried out on the owner's/owners' behalf and with the owner's/owners' consent.

It is proposed therefore to establish current ownership/maintenance responsibility and to contact the person(s) responsible to determine the prospects of the owner(s) or road manager(s) meeting the costs of the proposed improvement works.

Possible alternative sources of funding (eg SET, owners of premises serviced by this section of road, Common Good Fund, etc) should also be investigated.

#### 4 **FINANCIAL IMPLICATIONS**

The cost of providing new kerbing for the footway, digging out/renewing the existing surface and bringing the surface water drainage system back into working order would be in the region of £5,000. New lighting would cost £6,500 making a total cost of £11,500. These costs should be met by the owner(s) of the road. The work involved in drawing up, procuring, supervising and measuring the proposed improvements could be carried out by the Roads Department and the cost of this consultancy service could be contained within the Roads Department's Administration Budget.

#### 5 **CONSULTATION**

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

#### 6 **CONCLUSION**

Carseview Road is used by a large number of local people and visitors. The section which is not on the List of Public Roads is in a poor state and it is likely that it will continue to deteriorate unless Angus Council prompts some action. Improvements to the footway, lighting and drainage will solve the immediate problems leaving time for

a longer term solution to be investigated. The owners should be approached regarding the funding and any other sources of funding should also be investigated.

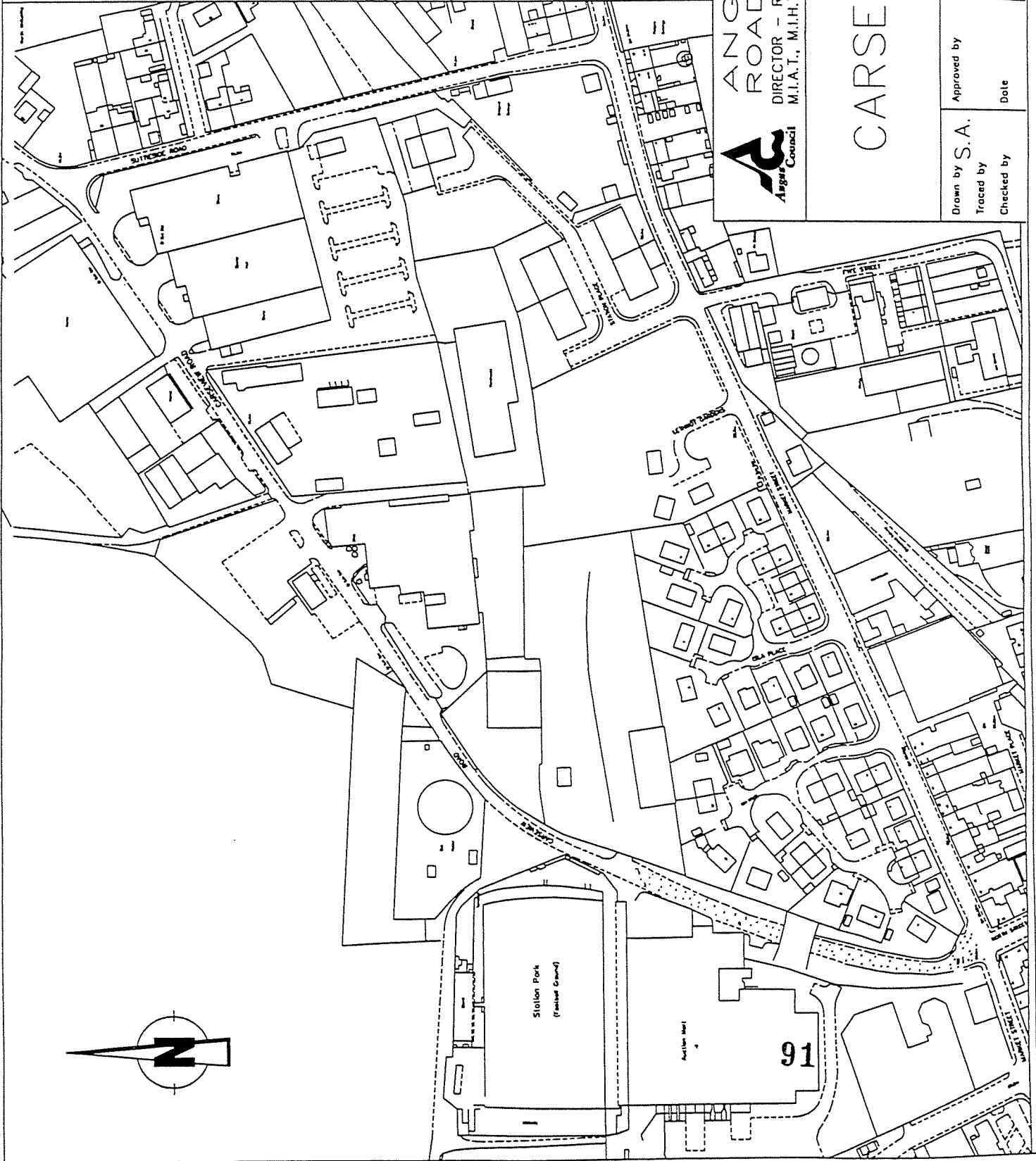
Dr Bob McLellan  
DIRECTOR OF ROADS

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.

FDCN/JSG  
4 August 1998  
REPORTS/carseview





Unadopted Section



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# CARSEVIEW ROAD

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