ABSTRACT
This report describes the findings of a review of the traffic management in Arbroath and presents for approval in principle a list of measures to improve access to the town centre and seeks authority to undertake further detailed investigations and consultations on the proposed list of measures.

1 RECOMMENDATIONS
1.1 It is recommended that the Committee:

(i) notes the contents of the traffic management review for Arbroath town centre;

(ii) instructs the Head of Roads to carry out further detailed investigation into the consequences of making Brothock Bridge two way;

(iii) instructs the Head of Roads in conjunction with the Director of Neighbourhood Services to prepare outline proposals for the enhancement of the Marketgate/Ladybridge Street car park;

(iv) instructs the Head of Roads to undertake further detailed investigations into re-designating Marketgate/Ladybridge Street car park as a short stay car park;

(v) approves in principle the provision of a cycle lane at East Port and the re-designation of the footpath between Millgate and Weavers Close as a cycleway and instructs the Head of Roads to consult with representative cycle organisations regarding this proposal;

(vi) instructs the Head of Roads to upgrade the cycle stands within the town centre as detailed;

(vii) instructs the Head of Roads to consult with Network Rail and local taxi operators regarding a proposal to formalise the taxi stance on the railway station forecourt and the associated removal of the Keptie Street taxi stance from the schedule of stances subject to complying with the necessary statutory procedures;

(viii) instructs the Head of Roads to consult with Network Rail regarding land availability at the sidings adjacent to Helen Street for parking purposes;

(ix) instructs the Head of Roads to review signage for eastbound high vehicles on the A92 Dundee Road to facilitate use of the appropriate diversion route thereby avoiding the railway bridge at Infirmary Brae;

(x) notes that a further report will be brought forward to this committee following completion of the above actions.

2 INTRODUCTION
2.1 The council has established a need to undertake a review of traffic management in Arbroath town centre as a key action in its Corporate Plan 2007-2012.
2.2 In February 1997 traffic consultants SIAS/Ironside Farrar produced a Traffic Assessment of Arbroath which was commissioned by the then Scottish Enterprise Tayside (SET). Arising from this a report (Report No. 1078/97), which recommended a rolling programme of projects, was approved by Angus Council in October 1997. The projects included the provision of a new roundabout on Burnside Drive at Brothock Bridge to provide access to and from the town centre parking at Gravesend and Marketgate. Subsequently in October 2004 this proposal was abandoned on traffic management and environmental grounds (Report No 1333/01 refers). A further report (Report No 755/07) was approved by the Infrastructure Services Committee to upgrade all of the traffic signals on Burnside Drive to increase their efficiency with improved linkage. The resulting traffic signal control along this section of Burnside Drive offers benefit to pedestrians when crossing this busy major route.

2.3 This review re-examines the access arrangements to the High Street area from Burnside Drive, considers the parking requirements in the town centre and assesses the suitability of the existing pedestrian, cycle and public transport infrastructure and access arrangements in the town centre and summarises the main outcomes.

2.4 Early consultation with the Arbroath and Area partnership was carried out in conjunction with the Community Planning Team to assess any local traffic issues. Subsequently the views of local elected members were sought on the draft report.

3 DETAILS

3.1 A full report on the findings and recommendations of the Arbroath traffic management review study has been provided separately to members of the committee. This committee report provides a summary of that study.

3.2 In general the road network copes well with the traffic flows being experienced. In addition the accident record does not highlight any significant issues requiring attention within the town centre. Traffic flows at the south end of High Street are relatively low and this combined with the wide footways and pedestrianised northern section has created a safe environment for shoppers.

3.3 The section of High Street, north of the pedestrianised area, between Abbey Path and the junction of Guthrie Port and Hamilton Green, is one way north-bound. The north section varies uniformly in width due to the proximity of the historic Abbey wall. The narrow road width at the northern extent is unsuitable for two-way traffic flow. The existing one-way traffic management allows some on-street parking and servicing of the adjacent shops.

3.4 Due to the narrow road widths to the east of Burnside Drive a one way traffic system is necessary on those streets. The existing one way arrangement is the best road layout to cater for the traffic routing and flows presently being experienced. However the main entry into the High Street area from Burnside Drive is poorly defined. The initial findings of the review has identified enhancement of the East Grimsby/Burnside Drive junction as the best option. Subsequent to the traffic management review being drafted some of the local elected members have expressed a desire for further consideration to be given to establishing Brothock Bridge, as the main vehicle entrance to the town centre, retaining the existing one way system but with Brothock Bridge itself becoming two way.

3.5 The study highlighted a shortage of short stay off-street parking close to the High Street. Redefining the Ladybridge Street/Marketgate car park as a short stay car park (presently long stay) is considered the best option to address this issue. However further more detailed surveys would be required to quantify the displacement of long stay commuter parking and its effect on adjacent parking areas. Assuming the above is implemented, improvement of the signing and landscaping within the Ladybridge Street/Marketgate car park would be required to make it more inviting for visitors and shoppers.
3.6 A shortage of long stay off street car parking in the West Port area was also highlighted. No suitable site was identified for specific provision in the West Port area. However enquiries could be made with Network Rail to identify any surplus land at the sidings adjacent to Helen Street that may be available for parking. This option would also be subject to available funding.

3.7 Angus Council is committed to encouraging the use of sustainable methods of travel such as cycling through the provision of cycle routes and facilities. Due to the one way restriction and parking/servicing requirements at West Port, the cycle lane approaching the town centre from the north (Keptie Road) stops short of the town centre. There is a desire to extend this provision to link with the North Sea Cycle Route. A recently completed housing development has created a footpath link between Millgate and Weavers Close. Redetermination of this footpath as a shared use cycleway/footpath and the provision of an on-street cycle lane (southbound only) on West Port, would allow extension of the Keptie Road cycle route.

3.8 The existing cycle parking facilities within the town centre were also checked as part of the review. Although the facilities provided at shopping developments, the rail station, and the harbour were found to be in good order, the individual cycle stands provided by Angus Council throughout the town centre were in a poor condition due to corrosion. The review proposes their replacement with stainless steel cycle stands.

3.9 The recently refurbished bus station at Catherine Street is ideally situated within easy walking distance of the rail station and the High Street with close access to the main road network. The majority of bus services also have drop-off facilities in or near to High Street. Extension of these facilities is not considered necessary at this time.

3.10 Taxi stances have been provided at key locations. The only alteration proposed by the review is the relocation of the Keptie Street stance. Separate provision has been made by Network Rail in front of the rail station. The agreement of Network Rail would be required to formalise this arrangement. Relocation of the stance would, in terms of the Civic Government (Scotland) Act 1982, require to be consulted upon and advertised. Any comments as a result of the advertising will require to be considered by the council.

4 FINANCIAL IMPLICATIONS

4.1 At this stage there are no financial implications arising from the report other than the costs of undertaking further investigations, developing proposals and consulting with interested parties. These costs can be contained within the Roads Division’s revenue budget for 2011/12.

4.2 On completion of the further work as detailed above, a further report will be submitted to this Committee including details and the costs associated with the recommended measures.

5 HUMAN RIGHTS IMPLICATIONS

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

6 EQUALITIES IMPLICATIONS

6.1 The issues contained in this report fall within an approved category that has been confirmed as exempt from an equalities perspective.

7 SINGLE OUTCOME AGREEMENT

7.1 This report contributes to the following local outcome contained within the Single Outcome Agreement for Angus:

- Communities in Angus are safe, secure and vibrant
8 CONSULTATION

8.1 The Chief Executive, Director of Corporate Services, Director of Neighbourhood Services, Head of Finance, Head of Law and Administration and the Chief Constable were consulted in the preparation of this report.

9 CONCLUSION

9.1 The existing one way system around the High Street area is considered the best arrangement for traffic. However there is a requirement to better define the entry to the High Street area from Burnside Drive. Although the review study concludes enhancement of the East Grimsby/Burnside Drive is the best option, further detailed investigation into the option to make Brothock Bridge two way should be carried out to reflect the views expressed by the local Arbroath members.

9.2 There is a shortage of short stay off-street car parking in the High Street area and this is best addressed by converting the long stay car park at Ladybridge Street/Marketgate to short stay. Further detailed parking duration surveys would be required to assess the likely impact of displaced commuter parking and the likely effects on other parking areas. Enhancement of the appearance of the car park should also be considered to make it more welcoming for visitors.

9.3 There is a demand for additional long stay parking in the West Port area. Consultation with Network Rail is required to identify any surplus land for parking at the sidings adjacent to Helen Street.

9.4 There is scope to extend the cycle route entering the town at Keptie Street by providing an on street cycle lane (southbound only) at West Port and by re-designating the footpath running between Millgate and Weavers Close as a shared use cycleway/footpath. Consultation with representative cycling organisations prior to promoting the required traffic regulation order is recommended.

9.5 The existing cycle stands installed by Angus Council within the town centre are in poor condition and require replacement.

9.6 The informal taxi stance at the rail station is used by operators in preference to the Keptie Street stance and formalisation of this arrangement should be pursued with Network Rail.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

NOTE:
The following 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 this Report:-

Report No 1078/97 Arbroath Economic and Environmental Strategy – Roads Committee, 16 October 1997

Report No 1333/01 Brothock Bridge, Arbroath, Joint Report - Planning & Transport Policy Committee & Roads Committee, 22 November 2001

Report No 755/07 Traffic Signals Improvements, Burnside Drive, Arbroath – Infrastructure Services, 28 August 2007

Roads/JG/RR