ABSTRACT
This report informs the committee of the making of four Traffic Orders relating to permanent weight restrictions on several bridges, the introduction of part time 20mph speed limits at eight schools, the introduction of new waiting restrictions at Friockheim and the enforcement of on street Disabled Persons Parking Places.

1 RECOMMENDATIONS
1.1 It is recommended that the committee agree to note the making of the following Orders:
   (i) The Angus Council (Weight Limits on Bridges) (Variation) Order 2011;
   (ii) The Angus Council (Various Roads adjacent to Schools) (20mph Variable Speed Limit)(Variation) Order 2011;
   (iii) The Angus Council (Friockheim Waiting Restrictions) Order 2011;

2 INTRODUCTION
2.1 Angus Council's Scheme of Delegation authorises the Head of Roads to approve the making of a Traffic Order by the Head of Law and Administration in instances where no objections are received or no significant amendments are proposed to an Order.

3 DETAILS
3.1 Reference is made to Article 17 of the minute of the Infrastructure Services Committee of 25 August 2009 and Article 27 of the minute of the Infrastructure Services Committee of 24 August 2010 instructing and authorising the preparation of an Order for the purpose of restricting the weight of vehicles permitted to be driven on bridges at Bog Road, Brechin, Lunan Bridge, Lunan and Westhaven Bridge, Carnoustie. This arose from the Council’s structural inspections of these bridges which identified that weight restrictions of 3 Tonnes, 7.5 Tonnes and 16 Tonnes respectively should be applied.

3.2 Reference is made to Article 29 of the minute of the Infrastructure Services Committee of 24 August 2010 instructing and authorising the preparation of an Order for the purpose of establishing part time 20mph speed limits adjacent to the primary schools at Arbirlot, Inverarity, Maisondieu Brechin, Murroes, Stracathro Tannadice, and Tealing as well as at Montrose Academy.

3.3 Reference is made to Article 13 of the minute of the Infrastructure Services Committee of 2 March 2010 instructing and authorising the preparation of an Order for the purpose of introducing new waiting restrictions at Friockheim. This arose from a situation of kerbside parking creating difficulties for use of the disabled persons parking place located adjacent to the Health Centre in Westgate.
3.4 Reference is made to Article 23 of the minute of the Infrastructure Services Committee of 24 August 2010 instructing and authorising the promotion of Traffic Regulation Orders to implement the requirements of the Disabled Persons’ Parking Places (Scotland) Act 2009. This Order relates to street parking places only.

3.5 The proposed Orders were duly advertised and no objections were received.

3.6 The Angus Council (Weight Limits on Bridges) (Variation) Order 2011 was made on 26 April 2011 and became operational from 16 May 2011. All necessary signing of the restriction has been erected.

3.7 The Angus Council (Various Roads adjacent to Schools) (20mph Variable Speed Limit) (Variation) Order 2011 will become operational from 31 August 2011. All necessary signing of the restriction has been erected.

3.8 The Angus Council (Friockheim Waiting Restrictions) Order 2011 was made on and became operational from 28 March 2011. All necessary signing and road markings associated with the restrictions have been provided.

3.9 The Angus Council (Disabled Person Parking Places) (Street Parking Places) Order 2011 was made on 30 May 2011 and became operational from 6 May 2011. All necessary signing and road markings associated with the restrictions have been provided.

4 FINANCIAL IMPLICATIONS

4.1 There were no costs associated with implementation of weight limits on bridges as signs had previously been erected in association with temporary weight limits on these bridges which have been retained.

4.2 The estimated costs of implementing the part time 20mph speed limits at schools proposals are £85,000 which can be met from the Traffic Section of the Roads Division 2011/12 Revenue Capital Budget. The increased maintenance costs arising from this proposal will amount to approx £2,000 per annum which will be met from the Roads Division Revenue Budget in future years.

4.3 The cost of implementing the Friockheim waiting restrictions proposals was £350 which was met from the Traffic Section of the Roads Division 2011/12 Revenue Budget. The increased maintenance costs arising from this proposal will amount to approx £30 per annum which will be met from the Roads Division Revenue Budget in future years.

4.4 The cost of implementing the requirements of the Disabled Persons Parking Places to date was £10750 which has been met from the Roads revenue budget in 2010/11 and 2011/2012. The increased maintenance costs arising from this proposal will amount to approx £500 per annum which will be met from the Roads Division Revenue Budget in future years.

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 the report fall within an approved category that has been confirmed as exempt from an equalities perspective.

7 CONSULTATION

7.1 The Chief Executive, the Director of Corporate Services, Head of Finance, Head of Law and Administration and the Head of Planning were consulted in the preparation of this report.
8 CONCLUSION

8.1 Following a structural assessment of the bridges at Bog Road Brechin, Lunan and Westhaven Carnoustie a restriction on the weight of vehicles permitted to be driven on these bridges was considered necessary and accordingly a Traffic Regulation Order to implement this restriction has been made.

8.2 The introduction of part time 20mph speed limits adjacent to various schools were instructed by the Infrastructure Services Committee. The necessary Traffic Regulation Order to implement these restrictions has been made.

8.3 The introduction of waiting restrictions in Westgate Friockheim were considered necessary following complaints about kerbside parking preventing use of the disabled persons parking place adjacent to the Health Centre. The necessary Traffic Regulation Order to implement these restrictions has been made.

8.4 Under the terms of the Disabled Persons’ Parking Places (Scotland) Act 2009, all local authorities are duty bound to promote a Traffic Regulation Order to make advisory street parking places mandatory and enforceable. This has now been done.

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. 874/09 - Angus Council Infrastructure Services Committee - 24 November 2009
- Report No. 879/09 - Angus Council Infrastructure Services Committee - 24 November 2009
- Report No. 190/10 - Angus Council Infrastructure Services Committee - 2 March 2010