1 RECOMMENDATIONS

1.1 It is recommended that the committee:

(i) notes the findings of the further investigations into the consequences of making Brothock Bridge two way and agrees that this should not proceed;

(ii) instructs the Head of Roads in conjunction with the Director of Neighbourhood Services to prepare outline proposals for the enhancement of the East Grimsby / A92 Burnside Drive junction (as identified in the previous report No 284/11);

(iii) instructs the Head of Roads in conjunction with the Director of Neighbourhood Services to prepare detailed designs based on the outline proposals contained in this report for the enhancement of the Marketgate/Ladybridge Street car park;

(iv) instructs the Head of Roads to commence procedures to amend the Angus Council (Off-Street Car Parks) Order 1998 to make Marketgate/Ladybridge Street car park short stay (2 hours maximum); and

(v) notes the findings of consultation with Network Rail regarding land availability at the sidings adjacent to Helen Street for car parking and agrees that such provision should not be pursued at this time.

2 BACKGROUND

2.1 Reference is made to Article 15 of the minute of the meeting of the Infrastructure Services Committee of 19 April 2011 at which the Committee agreed:-

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

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

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

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

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

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

(ix) to instruct 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; and

(x) to note that a further report will be submitted to this committee following completion of these actions.

2.2 This report now updates committee on the progress made in relation to the above remits.

3 CURRENT POSITION

3.1 Siemens Mobility, Traffic Solutions were commissioned by the Head of Roads as consultants to assess any consequences on the Burnside Drive / Brothock Bridge junction of making Brothock Bridge two-way.

Their brief included surveys of the existing traffic flows on Burnside Drive, and to provide through traffic signal modelling advice of the likely effects on the traffic signal network of making Brothock Bridge two-way.

In addition further investigation was carried out on the structure of Brothock Bridge to assess its suitability to carry an additional traffic lane.

3.2 In conjunction with the Head of Planning and Transport, the Director of Neighbourhood Services was requested to prepare outline proposals for the enhancement of the Marketgate/Ladybridge Street car park. A summary of the outline proposals is detailed in Section 4.2 and a plan is available in the Members’ Lounge and will be displayed in the Council Chambers at the time of the committee meeting.

3.3 Nationwide Data Collection were commissioned by the Head of Roads as consultants to assess the consequences of re-designating Marketgate/Ladybridge Street car park as a short stay car park (2 hours maximum stay). Their brief was to undertake occupancy and duration parking surveys of Arbroath Town Centre (to the east of Burnside Drive) and, based on these findings, advise of the likely redistribution of parking under the above re-designation.

3.4 The footway running between Millgate and Weavers’ Close is not adopted and is presently the responsibility of Angus Housing Association. Enquiries are currently on-going with the housing association to seek their agreement of the proposal to re-designate the footway as a cycleway. Consultation with representative cycle organisations will be carried out thereafter.

3.5 Arrangements have been made to replace the existing corroding cast iron cycle stands, with new stainless steel cycle stands at the locations indicated in Appendix A.

3.6 Consultation with the taxi operators and Network Rail is currently being undertaken with regard to formalising the taxi stance on the railway station forecourt.

3.7 Consultation with Network Rail has established that the land at the sidings adjacent to Helen Street is presently unused and Network Rail would consider leasing the ground for use as a car park. However Network Rail have advised that they would require Angus Council to form a suitable temporary car park surface over the sidings, improve the vehicular access, pay a rental fee to Network Rail and agree to termination of the lease at short notice. To assess the need for additional car parking at Helen Street a car park survey of the local area was carried out by Roads Division staff. A summary of the findings is detailed in Appendix B.

3.8 A review of the existing signage for eastbound high sided vehicles has been undertaken by Roads Division staff and proposed additional signage to supplement the existing signage is indicated in Appendix C.
4 DETAILS

4.1 The option to make Brothock Bridge two-way would require Brothock Bridge to be widened to provide an extra lane for traffic and the junction layouts at Burnside Drive and Marketgate altered as indicated on Plan No ATCTM2 contained in Appendix D. This option would allow access to Gravesend and Marketgate via Brothock Bridge but would not permit through passage to High Street. It should be noted that the sightlines for traffic exiting from Marketgate on to Ladybridge Street are poor and this manoeuvre is currently prohibited on road safety grounds.

4.1.1 Burnside Drive / Brothock Bridge – Junction Alteration

The introduction of a full right turn facility from Burnside Drive into Brothock Bridge, similar to that provided at the Burnside Drive / Catherine Street junction, would have a detrimental effect on the capacity and queuing at the junction. Alternatively a right turn indicative signal, whereby right turning traffic travelling from Burnside Drive into Brothock Bridge could turn in gaps in the southbound flow, would ease the queuing and capacity issues, however it could give rise to safety issues as it would require traffic turning right to turn across the flowing south bound traffic.

(i) Right turning traffic from Burnside Drive would require to cross two lanes of opposing traffic and drivers may take more of a risk by turning in smaller gaps in the opposing traffic.

(ii) A full right turn signal is used at the Burnside Drive/Catherine Street junction. Alternatively, providing an indicative right turn signal at the Burnside Drive/Brothock Bridge junction would create a mix of right turn strategies in close proximity potentially leading to driver confusion.

(Explanatory Note – A full right turn facility requires right turning traffic to wait at the stop line until opposing traffic is stopped, by signals, before they are permitted to turn right. By contrast a right turn indicative arrow allows right turning traffic to turn in any gaps which may occur in the opposing traffic flow prior to the indicative arrow displaying for a short period once the opposing traffic flow has been stopped by the red light showing to that direction of flow.) The estimated cost of re-aligning the junction and altering the traffic signals would be approximately £40,000.

4.1.2 Brothock Bridge – Road Widening

To accommodate two way traffic on Brothock Bridge it would be necessary to provide an extra traffic lane by widening the carriageway by 3.5m. The structural survey of Brothock Bridge has indicated that the existing bridge deck over the Brothock Burn is insufficient to accommodate this widening and would require to be extended. In addition the plaza area on the south side of the carriageway would require to be re-landscaped to accommodate the carriageway widening and a CCTV camera would require to be relocated. The estimated cost of undertaking these works would be approximately £290,000.

4.1.3 Marketgate/Commerce Street/Gravesend / Brothock Bridge – Junction Alteration

To allow traffic entering Brothock Bridge from Burnside Drive to access the proposed visitor parking at Marketgate/Ladybridge Street car park, traffic would require to be able to turn right from Brothock Bridge into Marketgate. Due to the road layout, traffic on Commerce Street would require to give way to Marketgate traffic. The changing of the priorities and the additional traffic flow entering the town centre from Burnside Drive, would make this junction more hazardous for drivers and pedestrians. In addition, as traffic from Commerce Street would no longer have priority, lengthy queues would develop on Commerce Street at peak times.

4.1.4 Marketgate/Ladybridge Street Junction Restriction

Due to the poor sightlines for southbound traffic at the Marketgate/Ladybridge Street junction and the difficulty that particularly large vehicles would have turning left from Marketgate, a prohibition of exit from Marketgate (north leg) on to Ladybridge Street was previously introduced on road safety grounds. The narrowness of Ladybridge Street and the constraints imposed by adjacent buildings prevents improvement of the junction to the required standard.
Should the elected members wish to make Brothock Bridge two-way, vehicles entering Marketgate from Brothock Bridge would only be able to access Marketgate/Ladybridge Street car park or make a u-turn in Marketgate, exiting the area via their entry route.

4.1.5 Two way traffic on Brothock Bridge would not allow vehicles access to the High Street, would create a less safe traffic arrangement for both drivers and pedestrians and lead to increased delays for traffic exiting the town centre and on Burnside Drive. Accordingly it is recommended that this option should not be progressed.

4.2 Enhancement of the East Grimsby/Burnside Drive Junction.

4.2.1 As previously identified in the town centre study report which supported Report No 284/11 considered by this committee in April, the enhancement of the East Grimsby/Burnside Drive junction could create a gateway effect and make this access to the town centre more apparent to visitors. Kerbline adjustments, landscaping and signing may be considered. Accordingly and in light of the above it is proposed that the Roads Division staff in conjunction with the Director of Neighbourhood Services be instructed to prepare outline proposals for the enhancement of the Burnside Drive/East Grimsby junction area.

4.3 Marketgate/Ladybridge Street Car Park

4.3.1 The aim of the proposed enhancements to the Marketgate/Ladybridge Street car park is to make it more inviting to visitors and shoppers and to improve the pedestrian links with the town centre. The works include the provision of pedestrian walkways through the car park and along its eastern edge to create safe pedestrian links with both the Marketgate and Ladybridge Street entrances/exits. The walkways would be a buff coloured resin bonded surface applied to the existing car park surface. A decorative pedestrian railing and trees would be installed along the edge of the walkway on the eastern side of the car park to provide pedestrian separation and to partly screen various boundary walls. Trees would be introduced between parking bays within the car park to soften its appearance. The existing tourist information sign would be relocated to a more prominent location within the car park. The estimated cost of the enhancements is £121,000.

4.3.2 Some of the walls forming the boundary of the car park are in poor condition and their upgrading e.g. rendering, painting etc would further improve the appearance of the car park. It is understood that these are privately owned and, subject to the outline proposals being approved, further investigation and negotiation with the relevant owners would be required. The outcome of these investigations would be reported back to the committee in due course. The cost of any works to these walls would be in addition to the cost above.

4.3.3 The surveys carried out by Nationwide Data Collection indicated that changing the current parking restrictions in Marketgate/Ladybridge Street car park to short stay (two hours maximum stay) would result in the displacement of 112 vehicles (parking in excess of two hours) on an average week day and 94 vehicles (parking in excess of two hours) on a Saturday. Their survey indicated that this displacement could be accommodated in the nearby streets and car parks within a few minutes walk of Marketgate/Ladybridge Street car park. The parking would require to be monitored after the introduction of the reduced time limit at Marketgate/Ladybridge Street car park, to assess any localized issues which may arise.

4.4 Helen Street Area Car Parking

4.4.1 The surveys carried out in the Helen Street area of Arbroath indicated that although parking levels on-street in West Port and Helen Street and off-street in Helen Street car park are high there is sufficient spare capacity close by in Spink Street and Robert Street to meet current demand. Given the terms of the lease of this area as proposed by Network Rail it is not recommended that this option be progressed at this time.

5 RISKS

5.1 The risks associated with the recommendations are outlined within section 4 of this report.
6 FINANCIAL IMPLICATIONS

6.1 The estimated cost of the outline enhancements for Marketgate/Ladybridge Street car park is £121,000 inclusive of in-house fees. This expenditure can be met from the Planning and Transport 2012/13 capital budget.

6.2 The estimated cost of altering the signing at Marketgate/Ladybridge Street car park to reflect the change to short stay parking is £2,000. This can be met from the Roads Division 2012/13 revenue budget.

6.3 The car park is currently managed and maintained by Infrastructure Services and this will continue on completion of the works.

7 HUMAN RIGHTS IMPLICATIONS

7.1 There are no Human Rights implications arising from this Report.

8 EQUALITIES IMPLICATIONS

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

9 ANGUS COMMUNITY PLAN AND SINGLE OUTCOME AGREEMENT

9.1 This report contributes to the following local outcome contained within the Angus Community Plan and Single Outcome Agreement 2011-2014:

- Our communities are safe, secure and vibrant.

10 CONSULTATION

10.1 The Chief Executive, Director of Corporate Services, Director of Neighbourhood Services, Head of Finance and Head of Law and Administration have been consulted in the preparation of this report

11 CONCLUSIONS

11.1 The proposal to make Brothock Bridge two way would cost approximately £330,000. It would not improve vehicular access to the High Street, would create a less safe traffic arrangement for drivers and pedestrians and lead to increased delays for traffic exiting the town centre. The previously reported option to retain the present one way system and enhance the East Grimsby / Burnside Drive junction is considered the best arrangement for traffic.

11.2 The proposed enhancements to the Marketgate/Ladybridge Street car park will make it more inviting to visitors and shoppers and will improve the pedestrian links within the town.

11.3 The displacement of long stay parking which would result from making the Marketgate/Ladybridge Street car park two hours maximum stay can be accommodated in nearby streets and car parks within a few minutes walk. However a further survey would require to be undertaken after the introduction of measures at Marketgate/Ladybridge Street car park to consider if further measures are required in the local area.

11.4 There is sufficient spare car parking capacity in the near vicinity of the railway sidings at Helen Street to meet current demand. In addition the terms of lease proposed by Network Rail would not support the provision of a car park at the railway sidings

ERIC LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES
NOTE:

The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:


Siemens Mobility, Traffic Solutions – Technical report assessing the consequences of making Brothock Bridge two way on the traffic signal arrangement at Burnside Drive.

Nationwide Data Collection – Technical report assessing the effect on parking by making Marketgate/Ladybridge Street car park short stay.

ROADS/JG/RR
Arbroath Town Centre – Plan indicating locations where the cycle stands are to be replaced.

(Drawing Number SO/CYCPLAN/01)
Helen Street/West Port Area

Parking Survey Results –

Car Park Survey

**Location – Helen Street Area, Arbroath**

Date of Survey – Wednesday 29 June 2011

<table>
<thead>
<tr>
<th>Area</th>
<th>Parking Type</th>
<th>Capacity</th>
<th>Maximum Occupancy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Robert Street</td>
<td>Un-Restricted</td>
<td>44</td>
<td>5</td>
</tr>
<tr>
<td></td>
<td>Car Park (Private)</td>
<td>36</td>
<td>7</td>
</tr>
<tr>
<td>Spink Street</td>
<td>Un-Restricted</td>
<td>23</td>
<td>9</td>
</tr>
<tr>
<td>Helen Street</td>
<td>Un-Restricted</td>
<td>24</td>
<td>18</td>
</tr>
<tr>
<td></td>
<td>Limited Waiting</td>
<td>6</td>
<td>4</td>
</tr>
<tr>
<td></td>
<td>Car Park(s)</td>
<td>55</td>
<td>41</td>
</tr>
<tr>
<td>Keptie Street</td>
<td>Limited Waiting</td>
<td>15</td>
<td>13</td>
</tr>
<tr>
<td>(Catherine St to Garden St)</td>
<td></td>
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<tr>
<td>Gowan Street</td>
<td>Un-Restricted</td>
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<td>17</td>
</tr>
<tr>
<td>West Port</td>
<td>Limited Waiting</td>
<td>9</td>
<td>10</td>
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<td>Bank Street</td>
<td>Un-Restricted</td>
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<td>12</td>
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<tr>
<td>Rail Station</td>
<td>Car Park</td>
<td>18</td>
<td>16</td>
</tr>
</tbody>
</table>

| Total                       | Un-Restricted                 | 126      | 61 (48%)          |
| Total                       | Limited Waiting               | 38       | 33 (86%)          |
| Total                       | Car Parks                     | 109      | 64 (59%)          |
A92 Dundee Road at Westway, Arbroath

Proposed additional signing

Proposed Alterations to HGV Height Restriction
Signing at the A92/Westway Junction, Arbroath
Layout Plan of Brothock Bridge – (Drawing Number ATCTM2)