This report advises committee on the proposed closure of the A92 to allow Network Rail and their contractor to renew the bridge deck over the Kelly Burn (Elliot Water) on the main east coast rail line at the southern end of Arbroath over the Christmas weekend 2011. It is proposed that the closed section of the former A92 alignment will be reopened to allow a through flow of road traffic during the period of the closure of the A92.

1 RECOMMENDATIONS

1.1 It is recommended that the Committee:

(i) notes the proposed work and the associated implications.

2 DETAILS

2.1 The rail bridge adjacent to the A92 just to the Arbroath side of the A92 Elliot golf course roundabout, is currently subject to a weekly structural monitoring regime as a result of its poor deck condition. Given this Network Rail proposes to replace the bridge deck as a matter of urgency. Network Rail considers that these essential works (the bridge deck replacement) should be conducted during the Christmas period 2011 and accordingly intend to close the A92 single carriageway section from 6:00am on 24 December 2011 for a 72 hour period in order to undertake the work.

2.2 The road closure is needed for the siting and operation of a crane. In order to maintain road traffic flows during the period it is proposed to reopen the former A92 carriageway and divert traffic from the roundabout at Elliot to the point at which the current A92 alignment lies in with the former alignment of the road (see attached plan). Preparation works by Network Rail’s contractor before and after will be necessary mostly off carriageway but may require temporary traffic signal control at times on the current A92 carriageway outwith the period of the proposed closure.

2.3 Before allowing the work to progress in the manner suggested above rigorous consideration of alternative options has been undertaken. Access from the South East golf course is not possible due to difficulties of accessing though a Site of Special Scientific Interest and getting close enough to the rail bridge due to the proximity of existing utility major apparatus. Similarly from the North East the difficulties are accessing through the west links area, ground conditions and again the proximity of utilities’ major apparatus. The use of a rail mounted crane has problems of reach and would still require a road closure because of the movement of the loads coming in to the site by road. On balance therefore and in order to allow these essential rail infrastructure repairs works to be undertaken the Head of Roads has agreed that the temporary road arrangements are required.

2.4 All works and costs associated with the closure, reopening of the old A92 to road traffic temporarily, removal and reerection of safety fences and reinstatement would be a matter for Network Rail and their contractor. Similarly all consultation with affected parties, neighbours, residents, statutory bodies including utilities and any regulation authorities will be a matter for Network Rail and their contractor.
3 RISK

3.1 There is the possibility of the work over running and the road closure needing to stay on for a longer period. This might arise due to unforeseen eventualities such as the weather at this time of year. Given that two way flow of road traffic is to be maintained along the former alignment of the A92 this could be accommodated.

4 FINANCIAL IMPLICATIONS

4.1 There are no additional financial implications as a result of this report. As outlined in paragraph 2.3 above, all costs associated with the road closure will be met by Network Rail.

5 HUMAN RIGHTS IMPLICATIONS

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

6 EQUALITIES IMPLICATIONS

6.1 The issues dealt with in this report have been the subject of consideration from an equalities perspective. An equalities impact assessment is not required.

7 ANGUS COMMUNITY PLAN AND SINGLE OUTCOME AGREEMENT

7.1 This report contributes to the following local outcome contained with the Angus Community Plan and Single Outcome Agreement for 2011 - 2014

- Our communities are safe, secure and vibrant.

8 CONSULTATION

8.1 The Chief Executive, Director of Corporate 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 This report advises committee on the proposed temporary closure of the A92 to allow Network Rail and their contractor to renew the rail bridge deck over the Kelly Burn (Elliot Water) on the main east coast rail line at the southern end of Arbroath over the Christmas weekend 2011. The section of the former A92 which was closed following the construction of the new alignment in 2005 will be temporarily reopened to allow a through flow of road traffic during the closure period.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

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 this Report:-

Roads/JG/JDH