

ANGUS COUNCIL

**PLANNING AND TRANSPORT POLICY COMMITTEE
ROADS COMMITTEE**

**22 NOVEMBER 2001
22 NOVEMBER 2001**

SUBJECT: BROTHOCK BRIDGE, ARBROATH

**JOINT REPORT BY DIRECTOR OF PLANNING AND TRANSPORT and
ACTING DIRECTOR OF ROADS**

<p>Abstract: This report recommends that the proposed gateway project at Brothock Bridge, Arbroath does not proceed and advises on how the Council funds could be re-allocated.</p>
--

1 RECOMMENDATIONS

(a) It is recommended that the Planning and Transport Policy and Roads Committee agree:-

not to proceed with the proposed gateway project at Brothock Bridge, Arbroath;
and

(b) It is recommended that the Planning and Transport Policy Committee agree that the allocation of £28,000 within the Planning and Transport Financial Plan for 2001/02 for this project be re-allocated to the resurfacing of the section of Abbey Street, Arbroath as outlined in this report.

(c) It is recommended that the Roads Committee agree that the allocation of £10,000 within the Roads Financial Plan for 2001/02 for this project be re-allocated to Milton Mill, Monifieth – Coast Protection Works.

2 INTRODUCTION

2.1 In October 1997, Angus Council approved the Arbroath Economic and Environmental Strategy (Report No. 1078/97 refers). The Strategy had been commissioned by Scottish Enterprise Tayside in consultation with the Council and contained a rolling programme of co-ordinated projects capable of addressing the problems of Arbroath's central area.

2.2 Most of the projects contained in the Strategy are either underway or completed, the only remaining project of significance being the creation of a gateway into Arbroath Town Centre at Brothock Bridge.

3 CURRENT SITUATION

3.1 The rationale behind this project was that visitors find access to Arbroath Town Centre difficult and the creation of a single welcoming gateway point was seen by the consultants who prepared the Strategy as an important element. Brothock Bridge was seen as presenting the only opportunity along Burnside Drive to create such a gateway.

- 3.2 The project as originally outlined in the Strategy entailed the re-introduction of two-way vehicular entry and exit to and from the town centre. The removal of the current light controlled junction and its replacement with a small roundabout was envisaged. This would have been allied with environmental improvements of the space to create a welcoming gateway.
- 3.3 Allocations have been made within both the Roads and Planning and Transport's Financial Plans for this project (see Financial Implications). However, these coupled with the agreed contribution from SET were insufficient to meet the cost of the roundabout and a light controlled junction would have had to be retained. This has brought into question the value of the project. As the environmental quality of Brothock Bridge is currently fairly good, expenditure to further enhance this quality would be difficult to justify. It is therefore recommended that this project does not proceed and that the available funds be re-allocated as detailed in Financial Implications.

4 FINANCIAL IMPLICATIONS

- 4.1 The financial allocations and phasing contained within the Financial Plan 2000/04 are set out below.

Project	Total Estimated Cost £000's	Phasing of Expenditure	
		2001/02 £000's	2002/03 £000's
Planning and Transport	50	28	22
Roads	10	10	
SET	200	100	100
TOTAL	260	138	122

- 4.2 Scottish Enterprise Tayside has agreed in principle to consider re-allocating its contribution of £200,000 towards the proposed improvements in Forfar Town Centre. This would allow these works to proceed earlier than anticipated and will be the subject of a separate report in due course.
- 4.3 Members may recall that the development at Arbroath Abbey originally included the resurfacing of the section of Abbey Street through the Abbey Arch in natural stone. Unfortunately, this had to be deleted as part of an early cost saving exercise but it was hoped that some means of funding these works at a later date could be identified. The design consultants have confirmed that the contractor for the Abbey project, Clachan Construction Ltd, is willing to undertake the resurfacing as an extension to the contract at a cost of £23,586.15. The consultant Quantity Surveyor has confirmed that this cost is reasonable for the works involved. Some additional fees would be incurred, mainly in relation to site supervision, but a ceiling limit of £500 plus expenses can be set. In view of this, it is recommended that the allocation of £28,000 within the Planning and Transport Financial Plan for 2001/02 be re-allocated to meet the cost of the above. The allocation of £22,000 for 2002/03 will be redirected to other capital works within that financial year.

- 4.4 The Coastal Protection Works at Milton Mill, Monifieth are nearing completion. During the course of these works the need for additional coastal protection works in proximity to the site have been identified.

Monifieth beach has rock armour revetments to protect the coastline. There are also timber groynes located at various locations.

There are several locations along the revetment that require additional topping up of rock armour to ensure adequate protection of the coast.

In addition to this, the timber groynes require maintenance and repairs to help re-establish the sand levels along the beach. It is therefore proposed to re-allocate the £10,000 from the Brothock Bridge project to carry out this necessary protection work in conjunction with the on-going contract for Milton Mill Coast Protection Works.

5 HUMAN RIGHTS

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

6 CONSULTATION

- 6.1 The Chief Executive, Director of Finance, Director of Law & Administration and Director of Property Services have been consulted during the preparation of this report.

7 CONCLUSION

- 7.1 The proposed gateway project at Brothock Bridge recommended by the consultants in the Strategy would be difficult to justify at the present time both on traffic management and environmental grounds. Its abandonment and the re-allocation of funds as recommended in this report is felt to represent the most appropriate and cost effective course of action.

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.

AA/RM/SC/IAL
13 November 2001

Alex Anderson
Director of Planning and Transport

R McNeil
Acting Director of Roads