

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 15 NOVEMBER 2016**

**A930/B9128 MUIRDRUM CROSSROADS JUNCTION LAYOUT**

**REPORT BY HEAD OF TECHNICAL AND PROPERTY SERVICES**

**ABSTRACT**

This report informs the Committee of concerns raised by local residents and subsequently by Local Members over reported instances of dangerous driving at the junction of the A930 and B9128 in Muirdrum Village. The report details the findings of engineering investigations an options appraisal into amending the priorities at the junction at the location.

**1 RECOMMENDATIONS**

It is recommended that the Committee:

- (i) Notes the concerns of the local residents;
- (ii) Notes the findings of the engineering investigations and options appraisal carried out to assess the concerns; and
- (iii) Agrees the recommended option for the junction layout at the crossroads.

**2 ALIGNMENT TO THE ANGUS COMMUNITY PLAN/SINGLE OUTCOME AGREEMENT/COPORATE PLAN**

2.1 This report contributes to the following local outcomes contained within the Angus Community Plan and Single Outcome Agreement 2013-2016:

- Angus is a good place to live in, work in and visit.
- Our Communities are safe, secure and vibrant.

**3 BACKGROUND**

3.1 Concerns were raised in March 2016, via a Local Elected Member, on behalf of residents over several instances of dangerous and anti-social driver behaviour captured on CCTV camera from a property adjacent to the junction of the A930/B9128 at Muirdrum.

3.2 The issue was raised for discussion at the April 2016 meeting of the Angus Area Traffic Co-ordination Group and a site meeting was subsequently held with the Local Member in May 2016. Discussion at this Group meeting centred on the recent CCTV footage, the current accident record for the junction and the engineering difficulties associated with amending the priorities at the crossroads. Footage of the poor driving behaviour was posted onto various social media sites and subsequently was reported in the local press. The Group considered that no physical alteration of the junction priorities was required.

3.3 However, following a meeting with all Local Members in June 2016, it was agreed that a report would be presented to Committee, detailing options appraisal for appropriate engineering solutions, which would include amending the current priorities at the crossroads.

## 4 DETAILS

- 4.1 The crossroads at Muirdrum is approached from the north on the B9128 and from the south on the A930. The junction sits on a section of the old A92; leading to the east into Muirdrum village and to the west into what is now a section of the A92 Arbroath to Dundee cycle route. The section of road to the west also serves several private properties.
- 4.2 Traffic approaching the junction from the north and from the south is warned to “Give Way” to traffic travelling eastbound and westbound on the old A92. There are existing warning signs in place on the northbound and southbound approaches to the junction. This is in accordance with criteria set out in the relevant National Guidance. In addition to the road signs, there are supplementary “SLOW” road markings on the approach the junction. The junction is lit by street lighting. A plan of the existing arrangement is included in **Appendix 1**.
- 4.3 Analysis of accident statistics confirms that there have been no “recorded” injury accidents in the last 3 years at the junction. Further analysis highlights that there has been just 1 “recorded injury” accident at the crossroads in the 10-year period since the completion of the A92 dualling from Arbroath to Dundee. On the basis of the accident statistics, no intervention at this junction is merited, which can be considered as the ‘do nothing’ option. It should be noted that ‘do nothing’ would allow for other interventions by Police Scotland in enforcement activities and monitoring of accident statistics by traffic engineers.
- 4.4 The CCTV camera located in Muirdrum, which is privately owned and operated, captured footage showing instances of inappropriate driving. This included a vehicle losing control at the junction whilst the driver was on a mobile phone and a vehicle overtaking a heavy goods vehicle, travelling north, that had stopped at the junction to give way before crossing. On the basis of this footage and concerns expressed to and from Local members, consideration of intervention measures were requested and have been undertaken. The findings of these considerations are presented in this report.
- 4.5 The A930 and the B9128 do not align in a north to south direction and vice-versa. This creates a staggered arrangement at the junction with the old A92. In considering alterations to the priorities at the junction, i.e. providing a north to south main road, physical works would be required to realign this section of road to ensure it conforms to National Design Standards.
- 4.6 Options 1 and 2 as shown in **Appendices 2 and 3** respectively present two alternative layouts, both of which impinge on private property grounds adjacent to the A930 or the B9128. Realignment would require the purchase of private land on either the northwest or southeast corner of the crossroads. The purchase of land for road realignments have presented significant project risk and it is anticipated that there will be resistance from the residents to sell their garden ground. The council could seek to pursue compulsory purchase. However, the relatively minor scale of the works, lack of supporting accident statistics and the relative costs of pursuing compulsory purchase are considered to be present a high risk to these options.
- 4.7 Option 3 as shown in **Appendix 4** presents an alternative layout that requires only new road markings. No land purchase would be required as the existing kerblines would be retained. However, this would though represent a noticeable ‘kink’ in the north to south route. That is, amending the centre line to create a continuous line from north to south would create a sudden, sharp deviation in the road. This would not conform to National Design Standards and would not be appropriate as an alternative engineering solution. Option 3 is therefore discounted.
- 4.8 The costs associated with options 1 or 2 are detailed in the Financial Implications below. Initial estimates have been included for utility services diversions, as well as land purchase and construction. These would need to be confirmed following detailed design and further investigation if the project was taken forward. However, noting the limited funding available in the Council’s capital plan the project would have to be considered against competing other priorities.
- 4.9 The concerns raised regarding road safety at the junction from the video footage are understandable. Instances of inappropriate driving, overtaking at a junction and handheld mobile phone use have been reported at the junction. However, given the low accident record

over the last 10 years, compared to other sites, it is not considered that the alignment of the junction is merited. In addition, there is no funding allocation for the realignment of the junction. However, as detailed above, this would allow for other interventions by Police Scotland in enforcement activities and monitoring of accident statistics by traffic engineers. Such interventions will be considered by the Angus Area Traffic Co-ordination Group as are required and appropriate to manage road safety.

## 5 FINANCIAL IMPLICATIONS

5.1 There are no financial implications from the contents of this report. There is currently no inclusion for such a project in the council financial plan and capital funding would be required for a junction realignment to proceed. For the project to proceed, agreement would be required through the Policy Budget Sub-Group to establish the priority of this project against other council priorities.

5.2 A preliminary estimate of the project costs is presented below.

	£
Construction	40,000
Utility Diversions	5,000
Design & Supervision (10%)	4,000
Land Acquisition fees, and accommodation works	7,000
<b>Sub Total</b>	<b>56,000</b>
Contingencies	6,000
<b>Total</b>	<b>62,000</b>

## 6 CONSULTATION

The Chief Executive, Strategic Director – Resources, Head of Corporate Improvement & Finance, Head of Legal and Democratic Services and Police Scotland were consulted in the preparation of this report.

## 7 CONCLUSION

This report highlights the concerns received from residents of Muirdrum and the surrounding area regards road safety at the Muirdrum Crossroads and sets out the findings of investigations and options appraisal undertaken to assess the concerns and the feasibility of amending the priorities at the junction. The report seeks the Committee's agreement on the appropriate junction layout at the crossroads.

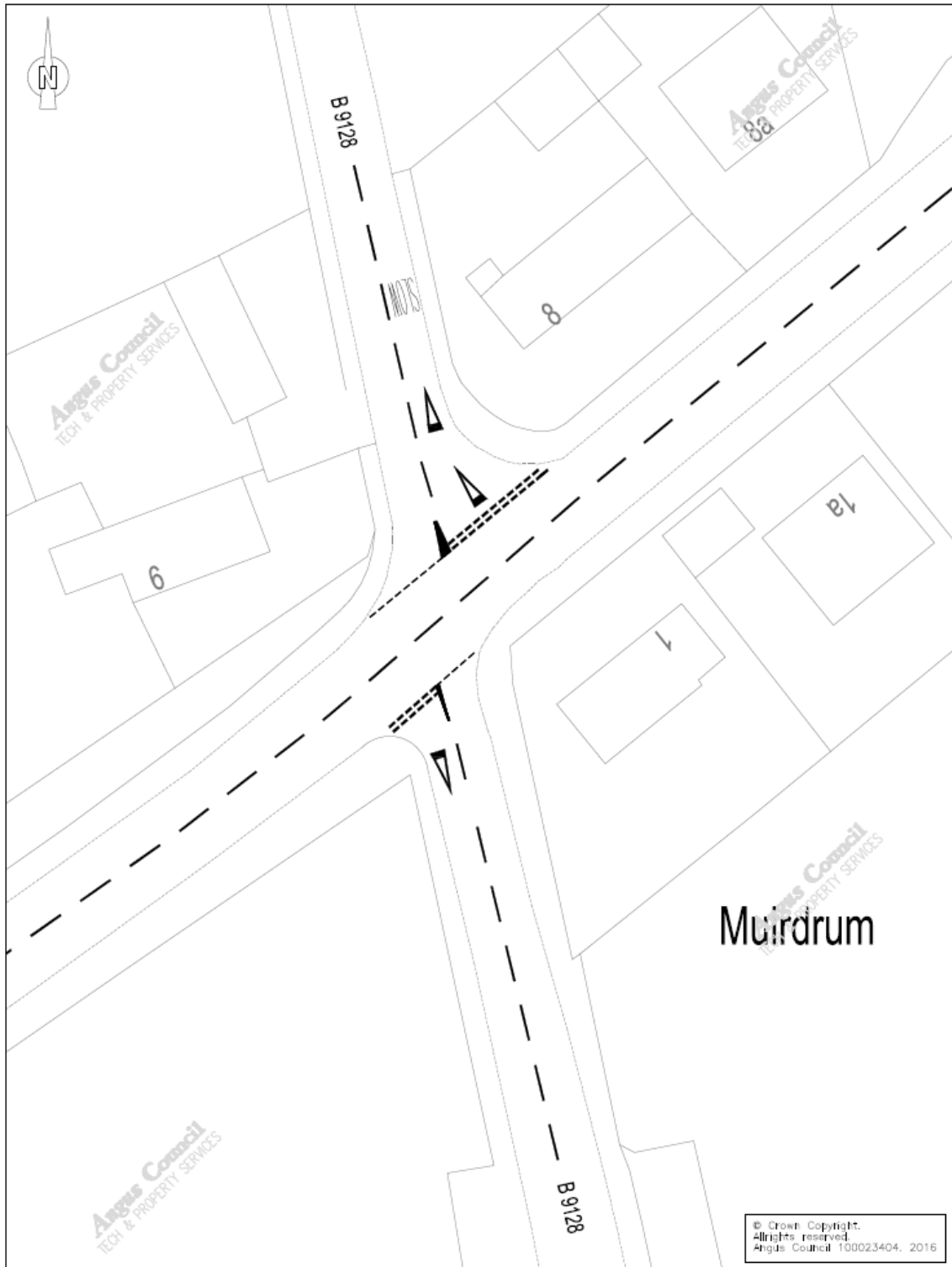
**Ian Cochrane, Head of Technical and Property Services**  
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**NOTE:** The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to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

List of Appendices:

- Appendix 1:- Existing junction layout
- Appendix 2 - Proposed realignment - option 1
- Appendix 3:- Proposed realignment – option 2
- Appendix 4:- Proposed realignment – option 3

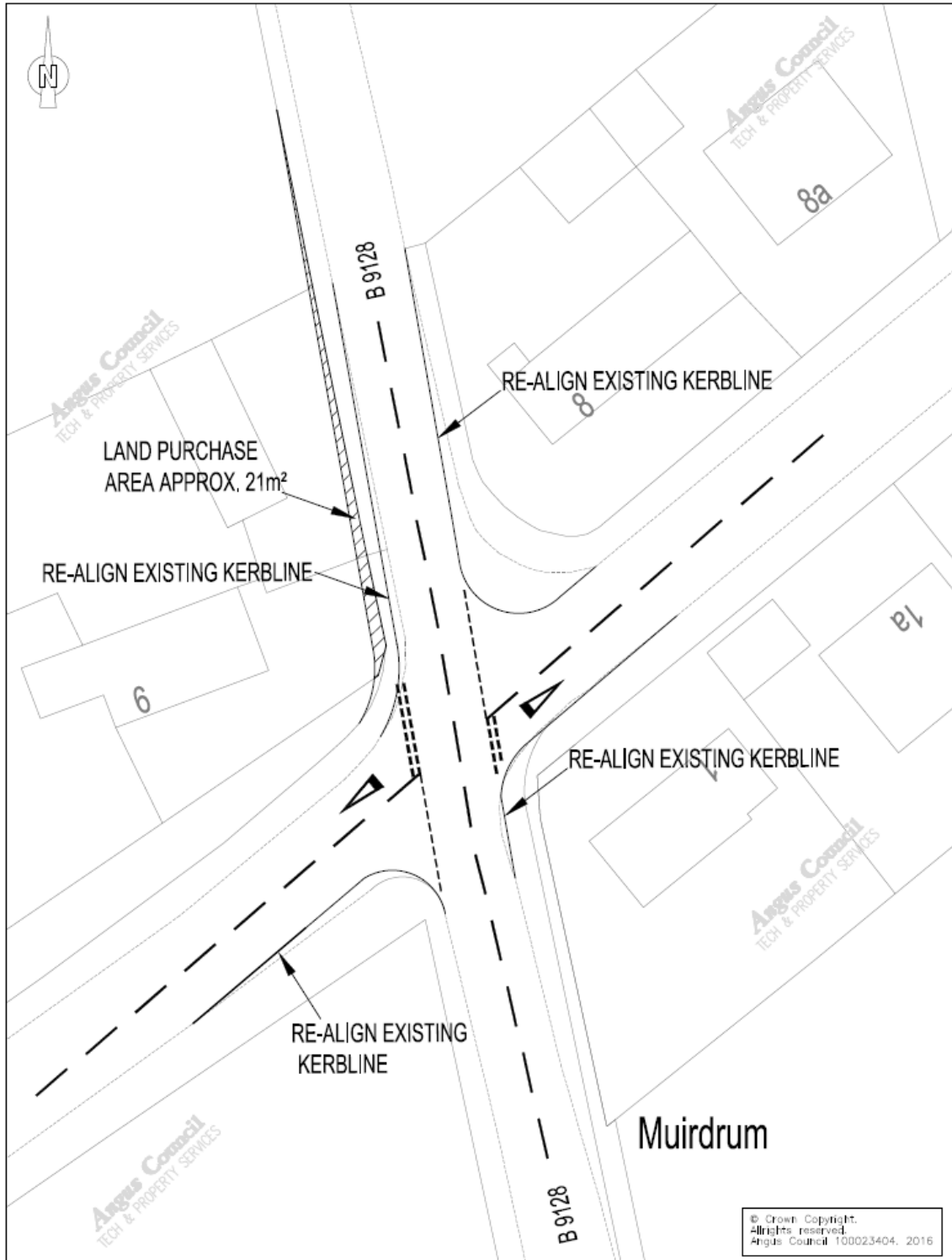
B9128 Junction at Muirdrum – Existing Junction Layout



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Drawing Size: <b>A4</b>	Plotting Scale: <b>1:1</b>	Status: <b>Final</b>	 <b>Angus Council</b> TECHNICAL & PROPERTY SERVICES Engineer-Head of Tech & Property Services  TRAFFIC Section County Buildings Market Street Forfar DD8 3WR  Tel: 01307 461460 Fax: 01307 473388	Drawing Title: <b>APPENDIX 1</b>		
Drawn By: <b>A.S.</b> Date: <b>26/08/16</b>	Checked By: Date:	Approved By: Date:		Project Title: <b>B9128 JUNCTION AT MUIRDUM                  EXISTING JUNCTION LAYOUT</b>		
Issue: <b>INFORMATION</b>			Path & Filename: S:\Roads\Traffic Management\Projects 2015-17\Feasibility\AS-Muirdrum Junction Redesign\Layout Layout.dwg	Project No:	Drawing No: <b>MUIR/APPI</b>	Revision: <b>-</b>

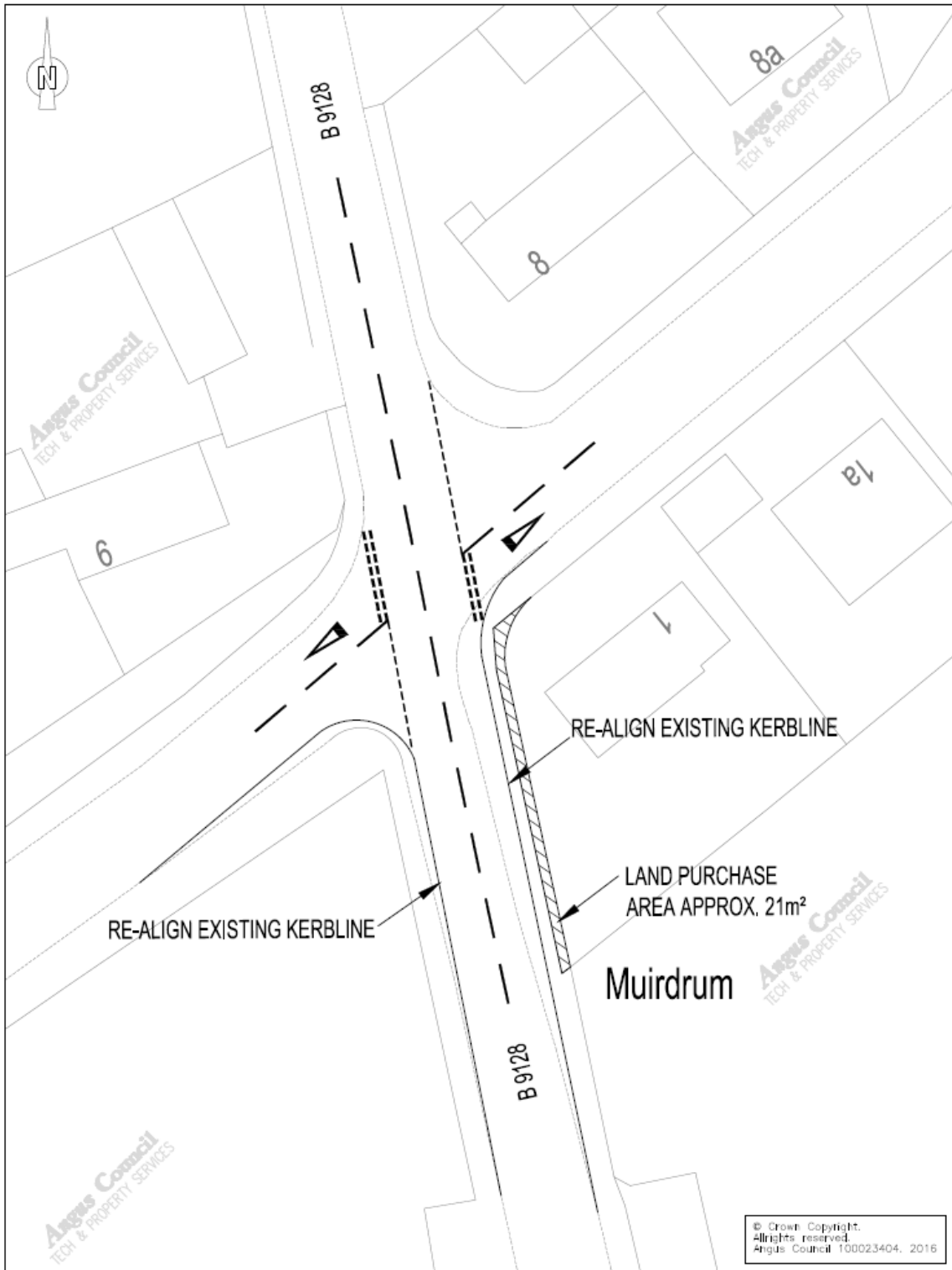
B9128 Junction at Muirdrum – Proposed Realignment – Option 1



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Drawn by: <b>A.S.</b>	Checked By:	Approved By:		Project Title: <b>B9128 JUNCTION AT MUIRDUM                  PROPOSED REALIGNMENT - OPTION 1</b>	
Date: <b>26/08/16</b>	Date:	Date:		Project No:	Drawing No: <b>MUIR/APP2</b>
Issue: <b>INFORMATION</b>			Path & Filename: S:\Roads\Traffic Management\Projects 2016\17\Proposals\B9128-Muirdrum Junction Realignment\Layout Drawings.dwg		

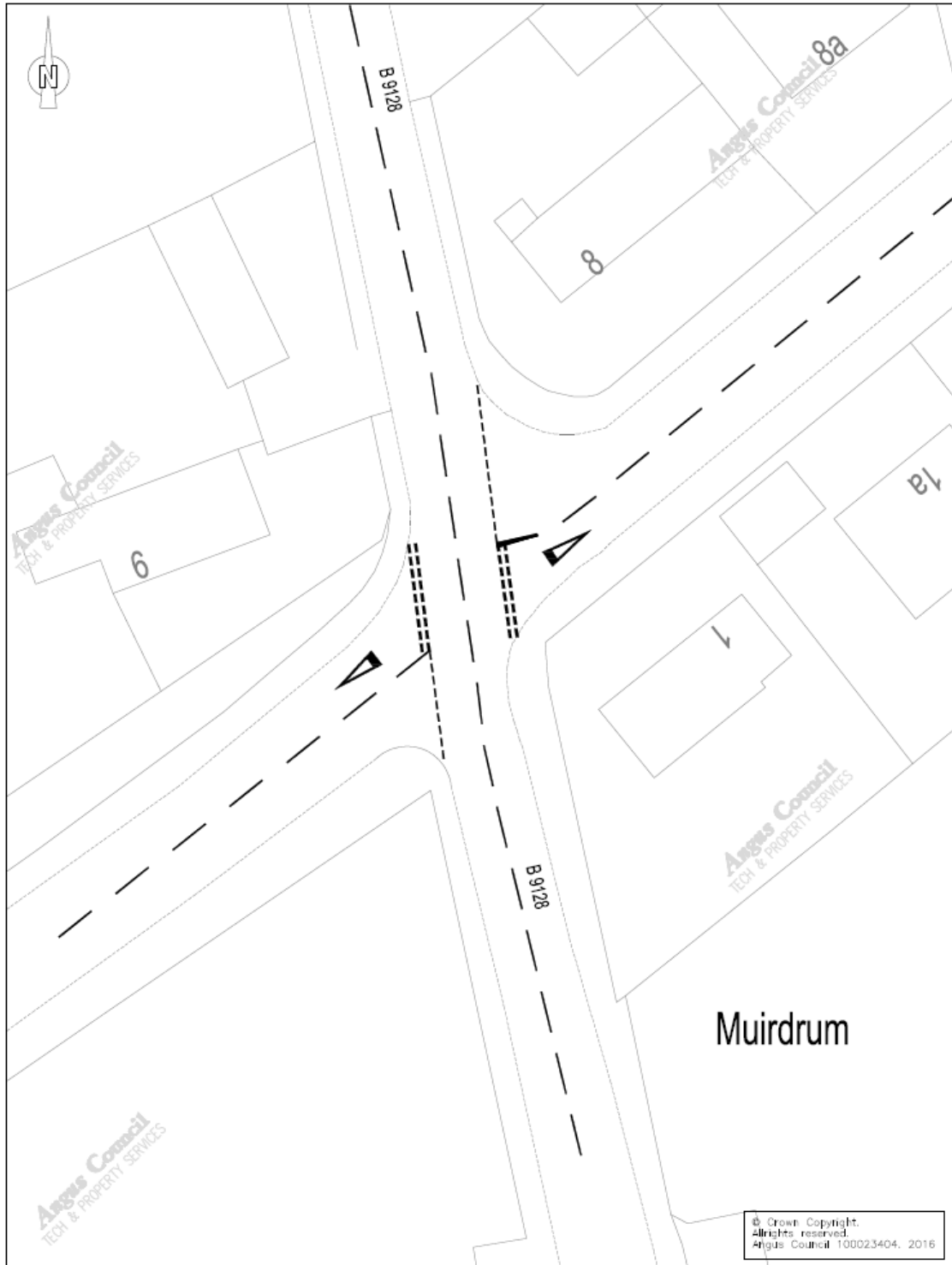
B9128 Junction at Muirdrum – Proposed Realignment – Option 2




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Drawn by: <b>A.S.</b>	Checked By:	Approved By:		Project Title: <b>B9128 JUNCTION AT MURDRUM PROPOSED REALIGNMENT - OPTION2</b>		
Date: <b>26/08/16</b>	Date:	Date:	TRAFFIC Section County Buildings Market Street Perth DD8 3WR Tel: 01307 461460 Fax: 01307 473388	Project No:	Drawing No: <b>MUR/APP3</b>	Revision: <b>-</b>
Issue: <b>INFORMATION</b>			Path & Filename: S:\Roads\Traffic Management\Projects 2016-17\Final\AS-Muirdrum Junction Realignment/Layout 260816.dwg			

B9128 Junction at Muirdrum – Proposed Realignment – Option 3



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Drawn By: <b>A.S.</b>	Checked By:	Approved By:		Project Title: <b>B9128 JUNCTION AT MURDRUM PROPOSED REALIGNMENT - OPTION 3</b>		
Date: <b>26/08/16</b>	Date:	Date:	TfWFR Section County Buildings Market Street Forfar DD8 3WR Tel: 01307 461460 Fax: 01307 473388	Project No:	Drawing No: <b>MUR/APP4</b>	Revisions: <b>-</b>
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