

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 3 MARCH 2015

ANGUS COUNCIL (CANMORE STREET FORFAR) (ONE-WAY TRAFFIC) ORDER 2015

REPORT BY THE HEAD OF TECHNICAL AND PROPERTY SERVICES

ABSTRACT

This report relates to the making of an Order for the purpose of introducing one-way traffic restriction over a section of Canmore Street Forfar

1. RECOMMENDATIONS

It is recommended that the Committee note the objections received during the consultation process and approve the making of the Order as drafted.

2. BACKGROUND

- 2.1 A new traffic system was introduced in Castle Street, Forfar on Monday 27 June 2011, making the section between Canmore Street and Myre Road one-way southward. Before and after traffic surveys were undertaken in Castle Street and the streets in the immediate vicinity to assess the levels of traffic redistribution. The results of the survey indicated that the majority of displaced northbound Castle Street traffic was using Myre Road as an alternative route, with a smaller proportion using Queen Street / Canmore Street. Although the level of displaced traffic using Canmore Street was, and remains, relatively low, it was considered that the road alignment and characteristics were not best suited to cater for through traffic. A consultation exercise was carried to assess the views of those affected by the new traffic management system.
- 2.2 Reference is made to Item 18 of the minute of meeting of the Infrastructure Services Committee of 22 January 2013 at which the committee agreed:
- (i) to retain the current one way southwards traffic system in Castle Street, Forfar between Canmore Street and Myre Road;
 - (ii) to investigate options to review control of through traffic movement in Canmore Street
 - (iii) to investigate options to increase parking/servicing provision and/or consider future widening of footways in Castle Street
 - (iv) to note that a further report on the above actions be brought back to Committee prior to implementation
- 2.2 Reference is also made to Article 17 of the minute of meeting of the Communities Committee held on 19 August 2014, in regard to Report 333/14 when the Committee agreed to promote the necessary traffic regulation order to introduce one-way traffic in Canmore Street Forfar, in an eastbound/southbound direction, between the egress from East Greens car park and Queen Street.

3. CONSULTATION AND PUBLICATION.

- 3.1 Members will recall Report 333/14 detailed the consultation undertaken with premises on Canmore Street which was included in that report.
- 3.2 The Notice of Proposals to promote the necessary traffic regulation order was published on 6 November 2014. In addition individual letters were posted to all affected frontagers and Public Notices were erected at various locations along Canmore Street Forfar. The proposals are shown in Appendix 1.
- 3.3 In response to the publication of the proposals two letters of objection were submitted and the correspondence is provided in Appendix 2.
- 3.4 One of the objections is from a local resident in Queen Street with vehicular access/parking for his property via Canmore Street. The objector has no objection to the principle of one-way traffic in Canmore Street but feels that it should be in the opposite direction from that proposed. The objector intimates that the majority of traffic using Canmore Street travels in a northerly direction and as such the proposed restriction should reflect this. Also the objector feels the proposal would be a disadvantage to residents on the affected section of Canmore Street.
- 3.5 The Head of Technical and Property Services responded that although the overall level of traffic in Canmore Street is low, surveys indicate that the majority is travelling in a northerly direction with a high proportion being generated as a result of the one-way restriction southbound on Castle Street. It is felt that this displaced traffic is inappropriate in view of the road alignment and characteristics of Canmore Street. The proposed direction of flow would remove this unnecessary northbound traffic. Whilst the reduced level of traffic would benefit most local residents it is accepted that this direction of flow may be of slight disadvantage to a small number of affected residents in that access to their properties when travelling northwards would involve a longer alternate route.
- 3.6 The other letter of objection was from BT who operate from a Telephone Exchange building in Canmore Street. BT had been consulted by officers at the time of preparing Report 333/14. The basis of their objection is that they require 24/7 access to these premises for vehicles up to 38 Tonnes and consider that the current proposals will restrict their operations. A site trial was undertaken which showed that a 7.5 Tonne lorry with trailer attachment could safely negotiate the access in a forward gear in an eastbound direction (from the West) provided a footway widening was not provided on the south side of the street (please see photographs of vehicle and trailer type in Appendix 3). At the same trial it was shown that difficulties were experienced when entering the premises in reverse gear due to the vertical alignment of the private access serving the premises and visibility of the trailer from the cab.
- 3.7 No further trials were arranged and it can be assumed that larger vehicles would experience difficulties when reversing near the access in a safe manner without the assistance of a banksman. If larger vehicles are accessing the premises it can be assumed that they would require to either approach from the West and reverse northwards into the premises or approach from the south and turn within the premises to allow the vehicle to exit in a forward south-bound direction. Given the geometry of the BT exchange site it is not clear how a larger vehicle than the trial one used would turn to exit in a forward gear and it is likely that reversing onto Canmore Street would arise. This would be less advisable than such a vehicle arriving in the direction of the proposed one way and reversing into the site with a banksman and then being able to drive out in a forward gear on to the public road as advised by the Highway Code.
- 3.8 Given the characteristics of Canmore Street and the limitations for turning such large vehicles within the BT premises the Head of Technical and Property Services has requested additional information from BT to clarify how these larger vehicles presently access/egress these premises safely. BT have only indicated that the decision would be a matter for the driver of the vehicle on arrival and cannot guarantee the availability of a banksman.
- 3.9 The suggestions for alternative signing including 'Access Only' have been investigated and it is considered that alternatives to a One Way system would have limited success due to the need for enforcement.

- 3.10 A One Way system in the northbound /westbound direction would not significantly reduce the traffic flows along Canmore Street.
- 3.11 Both objectors are maintaining their objections.
- 3.12 The previous agreement by Committee to investigate options to review control of through traffic movement in Canmore Street has been completed including consultation with the residents, Community Council and taxi companies. In accordance with the council's Standing Orders, given the objections to the proposals, Committee are asked to note the objections and it is recommended that Committee confirm the Order.

4. RISK

The main risk with the proposals appears to be with the arrival of a larger vehicle than the one trialled by BT (see photographs attached) arriving at the BT exchange without a banksman (second person to help guide the driver back/reverse into the site). It is understood that the arrival of such a vehicle is not a common occurrence and like the arrival of household deliveries to many similar historic sites council wide can normally be accommodated in relative safety with some degree of pre planning and help from either the council or police especially on a relatively low speed, low volume road such as Canmore Street. This small risk needs to be balanced against the benefits to the wider community of the majority of the Canmore Street residents of a one way order.

5. FINANCIAL IMPLICATIONS.

- 5.1 The estimated cost of implementing the proposals is £13000 which will be met from the 2015/2016 Communities Roads Division (Traffic) Revenue Budget. The overall maintenance costs will remain unchanged.

6. CONSULTATION.

- 6.1 The Chief Executive, Strategic Director - Resources, the Head of Corporate Improvements & Finance, Head of Legal and Democratic Services and the Local Police Commander of Tayside Division were consulted in the preparation of this report.

7. CONCLUSION

- 7.1 As per Item 18 of the minute of meeting of the Infrastructure Services Committee of 22 January 2013, the options to review control of through traffic movement in Canmore Street has been undertaken. One-way traffic in Canmore Street Forfar, in an eastbound/southbound direction has been promoted. In light of the objections and in accordance with Standing Orders Committee are asked to determine the Order.

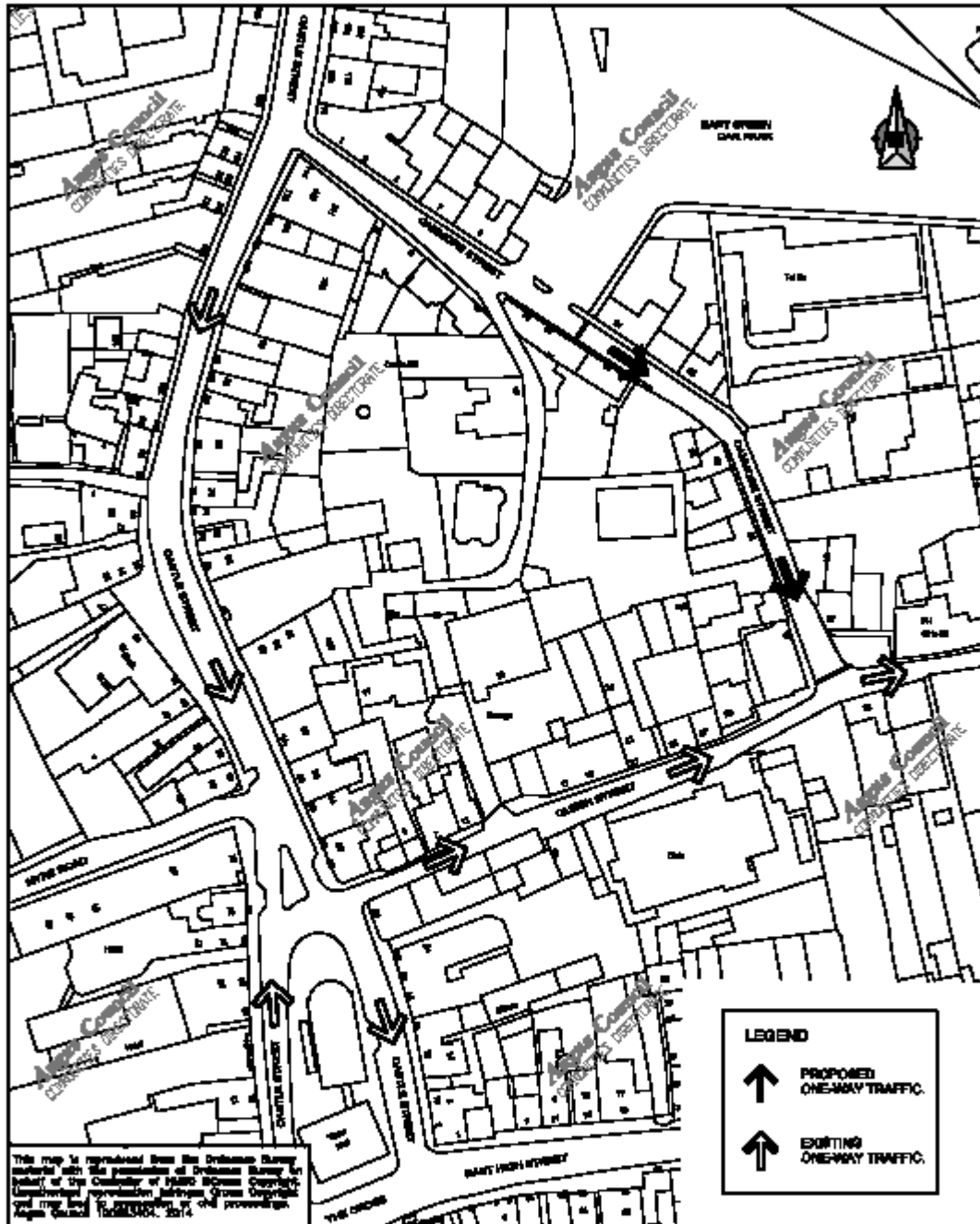
NOTE: The following background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information), were relied on to any material extent in preparing this Report :-

Report No. 333/14 - Canmore Street/Castle Street, Forfar - Traffic Management/Footway Widening - Communities Committee - 19 August 2014

Report No 52/13 –'Castle Street, Forfar – Consultation Report' –Infrastructure Services Committee on 22 January 2013

- Appendix 1 – Proposals
Appendix 2 - Copies of correspondence
Appendix 3 - Photograph of vehicle and trailer

REPORT AUTHOR: Ian Cochrane, Head of Technical and Property Services
EMAIL DETAILS: CommunitiesBusinessSupport



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SCALE 1:1250

No.	Date	Description	Drawn	Checked	Approved

Angus Council Angus Council Angus, Scotland Tel: 01334 874000 Fax: 01334 874001 www.anguscouncil.gov.uk	Angus Council Angus Council Angus, Scotland Tel: 01334 874000 Fax: 01334 874001 www.anguscouncil.gov.uk
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Drawing Title: THE ANGLUS COUNCIL (CANMORE STREET FORFAR) (ONE-WAY TRAFFIC) ORDER 201X.	Project No: TCS01111	Drawing No: 01	Edition: 0
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Mrs & Mrs Neil A. Turner esq.,
'Back Wynd House'
23a Queen Street,
Forfar,
Angus. DD8 3AJ

3rd December 2014

Dear Sir / Madam,

I write in response to the recent correspondence we received (28/11/14 Angus Council ref GH/SJ/JB TR1.5) regards the plans currently in place to make Canmore Street in Forfar mostly one way. Although our house is a Queen Street address our vehicular access is via 38a Canmore Street and will consequently be effected by the new one way proposal which we object to most strongly.

Since July of this year when the above proposal first came to light I have discussed in great detail with your Mr. S. Johnston on at least 3 occasions the pros and cons of making Canmore Street mostly one way. Since then I've also had a lengthy chat with Councillor Ian McLaren about the same thing. YES, great idea, make Canmore Street mostly one way, somebody should've suggested it years ago given that there are practicality issues with the width of the street, non-existent pavement and one particularly awkward corner. Believe me I know I've lived here 25 years !!!

However, the proposed direction of traffic flow over the new one way Canmore Street is **COMPLETELY** wrong ??! I've discussed in detail how up to 75% of Queen Street traffic uses Canmore Street to head back NW towards Castle Street. Should the proposal by the Council not be to go with the majority ? Would the common sense approach not be to go with the majority ? Would 'free traffic flow' as advocated by Angus Council not be better served heading NW ? Has anyone considered how Green Street might be effected by the proposal, because it will be and not to the advantage of residents there ? Traffic simply has to be allowed to flow freely from the Queen St Bar NW towards Castle Street.

There are issues with the practicality of Canmore Street as a two way street. Agreed. For 25 years I've put up with them, drivers unfamiliar with the street are a regular hazard and there is serious room for improvement. A one way system as proposed however is most **definitely not** the answer.

Yours faithfully,

Our Ref: GH/CM

TO2.3

29 December 2014



Mr Neil A Turner
 Back Wynd House
 23a Queen Street
 FORFAR
 DD8 3AJ

COMMUNITIES
 Strategic Director:
 Alan McKeown

Dear Mr Turner

Thank you for your letter dated 3 December 2014.

The introduction of a traffic management scheme can often result in an element of traffic displacement to adjacent roads.

It was found that the introduction of the one-way system south-bound in Castle Street displaced some north-bound traffic to Canmore Street via Queen Street, although traffic volumes were relatively low. However, as you have noted, the width of the road and footways in Canmore Street are narrow and there is a bend with limited forward visibility. Although it is not feasible to modify the road, it is possible to reduce the volume of traffic to a level more suitable for a road of this character by removing rat-running traffic. The reason for proposing a one-way traffic system in the same direction as the one-way system in Castle Street is to remove the unnecessary north-bound through traffic from such a restricted road albeit it is possible that an element of this traffic may further displace to Green Street although it is a longer route and perhaps not so attractive for some drivers.

I hope this explains the reason for the proposed direction of traffic flow and allows you to consider removing your objection to the proposals.

Can you please advise me if you wish to remove your objection?

Yours sincerely,

Graham Harris
 Traffic Manager

cc HEAD OF LEGAL & DEMOCRATIC SERVICES (N. FORDYCE)

From: Neil Turner
Sent: 27 January 2015 09:01
To: MunroDA
Subject: Re: letters re canmre street forfar

Good morning Daniel,
further to your latest email I can confirm that I do not intend to remove my objection to the proposed one way system and will write to you shortly to fully explain my reasons why.
Many thanks,
Neil A Turner.

Sent from my iPhone

On 26 Jan 2015, at 15:05, MunroDA <MunroDA@angus.gov.uk> wrote:

Dear Sir

I refer to my email dated 16 January 2015 with copy letters in response to your objection to the one-way proposals at Canmore Street Forfar.

In order to allow this matter to proceed can you advise me if you are in a position to respond to indicate whether you are willing to withdraw your objection or if you wish it to remain.

Yours

Daniel Munro | Traffic Engineer | Angus Council | COMMUNITIES | Roads |
County Buildings | Market Street | Forfar | DD8 3WR | Tel: 01307 473395

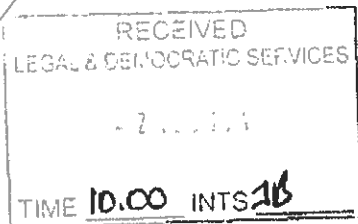
From: MunroDA
Sent: 16 January 2015 16:26
To: _____
Subject: letters re canmre street forfar

Dear Sir

I refer to your recent telephone discussion with Mr Ingram of the Councils Legal & Democratic Services division regarding the above.
I understand that the Councils recent letters to you in response to your letter dated 3 December 2014 appear to have gone missing in the post.
I apologise for this and I attach a copy of the Councils letter of acknowledgement of receipt of your letter and the subsequent reply to your letter from the Traffic Manager.

I trust the above is of assistance.

Daniel Munro | Traffic Engineer | Angus Council | COMMUNITIES | Roads |
County Buildings | Market Street | Forfar | DD8 3WR | Tel: 01307 473395



BT PLC
C/o Telephone Exchange
Canmore Street
Forfar
Angus
DD8 3HT

Ref – The Angus council (Canmore Street, Forfar) (one way traffic) Order 201x

Dear Sir / Madam,

During the consultation exercise to alter the follow of traffic in Canmore Street, BT has maintained the position that we need un-restricted access to the Telephone Exchange. This is needed to ensure we can conduct the day to day operation of the communication services for the town and surrounding area. Kirriemuir and the Glens, Glamis, Letham, Inverarity, Finavon and Foreside are all linked to Forfar for their communications needs (data, mobile and voice) for every carrier in the UK.

The proposed alteration to the street layout compromises our ability to perform this function. BT, and other providers, needs access to the property for all vehicles up to 38 Ton articulated Lorries.

In co-operation with the Angus Council traffic manager's office we have demonstrated that to access the grounds of the telephone exchange with anything greater than a 7.5 ton lorry from the proposed route is an impossible task. We have also demonstrated that the layout of the road restricts our ability to reverse vehicles into the grounds whist towing a trailer.

In the event that the telephone exchange, or its cabling infrastructure, is isolated every community within the Forfar and surrounding area would be demanding immediate rectification of service, ensuring communication links were restored. It cannot be under estimated the impact the failure of the communications infrastructure would have in the public's ability to communicate, let alone access to an emergency service.

We have held numerous meetings with Angus Council, including Mr Ian Cochrane, expressing our concerns about the proposed recommendations and, although sympathetic to the local residents, feel that an alternative proposal to subdue the increased volume of traffic traversing Canmore Street should be considered. It was put to the planners that a right of access, in both directions, be maintained within Canmore Street to ensure continuity of service can be maintained.

The current proposal being put forward compromises our ability to provide a 24x7 x365 unrestricted service and has the potential to put people's lives at risk.

BT, and on behalf of all Officially Licenced Operators, object to the current proposal and request that Angus Council's Traffic department review the current proposal to ensure that access to the telephone exchange can be maintained for all sizes and

shapes of vehicles needing access to the premises. The current proposal falls short on delivering this.

on behalf of BT plc

1/12/14

Our ref: GH/CM

TR1.5

15 January 2015



BT PLC
c/o Telephone Exchange
Canmore Street
FORFAR
Angus
DD8 3HT

COMMUNITIES
Strategic Director:
Alan McKeown

Dear Mr Reid,

The Angus Council (Canmore Street, Forfar) (one-way traffic) Order 201x

I refer to your letter received on 2 December 2014 in connection with the above proposal.

There has been extensive early consultation with both BT and local residents to ensure that an acceptable solution is delivered to minimise unnecessary through traffic in Canmore Street whilst maintaining access to all properties.

The proposed direction of the one-way traffic management system in Canmore Street will minimise through traffic. With early concerns from BT about access to their premises by large vehicles on an east-bound approach, a trial was arranged by BT in May for access by a 7.5 tonne vehicle with cable drum trailer attached. The trial was successful although it demonstrated that a footway could not be provided on the south side of Canmore Street opposite the entrance, as the resulting road width would be too restrictive for a vehicle of this size to access the premises in a forward direction. The trial also demonstrated the difficulties experienced by this vehicle when attempting to reverse into the premises with the trailer attachment, due to the difference in level from the road unless a banksman is present to guide and assist the driver.

I note that BT require assurance that access to the telephone exchange can be maintained for all vehicles up to 38 tonne and for all 'sizes and shapes' of vehicles. Although no further trials were arranged, it has been assumed that larger vehicles would also experience difficulties when reversing near the access in a safe manner without the assistance of a banksman. If larger vehicles (up to 38 tonnes) are accessing the premises I assume that they would require to either approach from the west and reverse northwards into the premises or approach from the south and turn within the premises to allow the vehicle to exit in a forward south-bound direction.

Can you please clarify how these larger vehicles presently take access, i.e. do any of these vehicles reverse into the premises and if so, is there someone to assist the driver, or do they all turn within the premises before exiting? I also assume from the trial that any vehicle over 7.5 tonnes would find it difficult to exit in a west-bound direction?

Yours sincerely

†
Graham Harris
Traffic Manager

cc Head of Legal & Democratic Services (FAO Sheona Hunter)

File

18

ANG	
No	68839
	GH
28 JAN 2015	
ANS	FILE REF



BT PLC
 C/o Telephone Exchange
 Canmore Street
 Forfar
 Angus
 DD8 3HT

Ref – The Angus council (Canmore Street, Forfar) (one way traffic) Order 201x

Dear Mr Harris,

Thank you for your letter dated 15th January 2015 seeking clarification to the stated objections below. I will try and respond to each specific question raised.

Early Consultation. – I and colleagues cannot deny that we have had quite a few consultation meetings with yourself and others from Angus Council. On each occasion, I on behalf of BT PLC, have continually stated that your proposed alterations to Canmore Street are not acceptable. On the last occasion I met with Mr Ian Cochrane to discuss the proposed alterations. During this consultation I asked that Angus council consider all the options open to them, such as “access only” from the south to allow larger vehicles to traverse the route from the opposite direction. It was also suggested that Angus Council had access to a complete variety of signs in their kit bag that could be used to make things easier for both parties. He agreed to take our concerns away and review the planned alterations.

Trial access

As you state BT went out of its way to demonstrate the access issues we would have, if the proposed alterations to the road were to be followed through. On the day in question access from both west and south into our property were conducted. It is of great disappointment that Angus Council only refer to access from the west “as the trial “ and have completely ignored access from the south from any decision or correspondence back to BT.

On the day, with a 7.5 ton lorry, of the trial we demonstrated the difficulty these vehicles had entering from the west and the ease they had from the south. It was also presented back to you that there were much larger vehicles than the one trialled that would find it impossible to access the site without the removal of the triangular piece of property adjacent to the site.

As you are aware BT is a large international organisation with many different departments utilising internal and external contractors. I have no direct access to these departments of BT or the other OLO’s that utilise the telephone exchange and therefore cannot offer you any additional trials.

It was felt that the trial, with the vehicle used, demonstrated the access issues that would need to be overcome.

Re larger vehicle access

Your assumptions are correct. I have seen both situations occur. The difficulties arise, as you saw, in any specific choice of access depending on what the vehicle may be towing, or whether it has, as an example, a forklift attached to the rear of a vehicle. I am no expert in driving HGV's so would need to defer that choice to the driver to make on the day.

Normally there is only the driver of the vehicle there to make the decision. There is no guarantee that there will be any other BT (or other OLO contractor) on site at that time.

BT's objection to your proposal

During the consultation exercise to alter the follow of traffic in Canmore Street, BT has maintained the position that we need un-restricted access to the Telephone Exchange. This is needed to ensure we can conduct the day to day operation of the communication services for the town and surrounding area. Kirriemuir and the Glens, Glamis, Letham, Inverarity, Finavon and Foreside are all linked to Forfar for their communications needs (data, mobile and voice) for every carrier in the UK.

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In the event that the telephone exchange, or its cabling infrastructure, is isolated every community within the Forfar and surrounding area would be demanding immediate rectification of service, ensuring communication links were restored. It cannot be under estimated the impact the failure of the communications infrastructure would have in the public's ability to communicate, let alone access to an emergency service.

We have held numerous meetings with Angus Council, including Mr Ian Cochrane, expressing our concerns about the proposed recommendations and, although sympathetic to the local residents, feel that an alternative proposal to subdue the increased volume of traffic traversing Canmore Street should be considered. It was put to the planners that a right of access, in both directions, be maintained within Canmore Street to ensure continuity of service can be maintained.

The current proposal being put forward compromises our ability to provide a 24x7 x365 unrestricted service and has the potential to put people's lives at risk.

BT , and on behalf of all Officially Licenced Operators ,object to the current proposal and request that Angus Council's Traffic department review the current proposal to ensure that access to the telephone exchange can be maintained for all sizes and shapes of vehicles needing access to the premises. The current proposal falls short on delivering this.

27/1/15

