

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 27 FEBRUARY 2018**

**WESTWAY, ARBROATH: JUNCTION IMPROVEMENTS**

**REPORT BY IAN COCHRANE, HEAD OF TECHNICAL & PROPERTY SERVICES**

**ABSTRACT**

This report presents the results of the traffic assessment that was carried out to identify potential improvements to the road network in the vicinity of the Westway Retail Park in Arbroath.

**1. RECOMMENDATION**

It is recommended that the Committee:

- (i) notes the recommendations received during the traffic assessment regarding the identification of potential improvements to the road network in the vicinity of Westway Retail Park in Arbroath; and
- (ii) determines whether the proposals should be progressed, noting the financial implications as set out in Section 5.

**2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN**

The proposal contributes to the following local outcomes contained within the Angus Local Outcomes Improvement Plan and Locality Plans:

**ECONOMY**

- An inclusive and sustainable economy

**PLACE**

- Safe, secure, vibrant and sustainable communities
- An enhanced, protected and enjoyed natural and built environment

**3. BACKGROUND**

3.1 In 2016 Fairhurst carried out a Traffic Assessment for Angus Council to identify potential improvements to the road network in the vicinity of the Westway Retail Park in Arbroath following concerns being raised by local residents and Local Members regarding pedestrian and cyclist accessibility and traffic congestion in the area.

3.2 The purpose of the Traffic Assessment was to perform an audit of the existing transport infrastructure in the area in order to identify potential improvements to both junction capacity and pedestrian and cycling infrastructure.

3.3 The following three junctions were identified for consideration as part of the Traffic Assessment:

- Junction 1 – A92 Dundee Road/Westway mini roundabout junction
- Junction 2 – Westway/Retail park priority junction, and
- Junction 3 – Westway/Peasiehill Road priority junction

3.4 A summary of the results from the Traffic Assessment are as follows:

#### 3.4.1 **A92 Dundee Road/Westway Mini Roundabout Junction**

Results from the traffic modelling indicated that the junction is already under pressure during the peak hours and that with the addition of committed development traffic it is predicted that this will further exacerbate this, with queuing on the A92 Dundee Road west approach predicted to reach nearly 50 vehicles.

3.4.2 Vehicles on the west approach were observed as treating it as a single lane approach, despite it being marked as a two-lane approach over a distance of 25 metres, allowing for at least four cars to queue side by side.

3.4.3 There are various options for improvements to this junction; however the preferred option is to widen the A92 Dundee Road carriageway to the south to provide an additional lane on the west approach to the mini roundabout and to widen the east approach to the mini roundabout.

#### 3.4.4 **Westway/Retail Park Priority Junction**

The results of the modelling for this junction indicated that the junction is operating close to capacity in the peak hours however taking into consideration the addition of committed development traffic the junction's capacity will be well exceeded.

3.4.5 The junction and access to the retail park are unadopted and the responsibility of others.

3.4.6 Various options for improvement at this junction were considered; however the preferred option is to signalise the junction with pedestrian/cyclist crossing facilities over the north and west approaches. The signalisation of this junction will allow for the provision of two southbound lanes on the Westway from the Westway/Retail Park junction to the A92 Dundee Road/Westway junction, which would have a knock on effect of increasing the capacity of the A92 Dundee Road/Westway junction.

#### 3.4.7 **Westway/Peasiehill Road Priority Junction**

The results of the modelling for this junction indicated that the junction is under minimal pressure at present and that the addition of committed development traffic would have only a minor impact on the capacity of the junction. It is anticipated that queuing at this junction will not exceed two vehicles on any of the approaches. No improvements were deemed necessary for this junction, as the existing level of pedestrian and cycling connectivity, along with the modelled junction performance, are already at an acceptable level.

### **4. PROPOSAL**

4.1 It is proposed to widen the carriageway to the south of the A92 Dundee Road/Westway mini-roundabout junction in order to provide another lane for traffic approaching the junction from the west and to widen the approach lane to the east. This option was recommended by Fairhurst after carrying out a Traffic Assessment of the junction and it is anticipated that it will improve the capacity of the junction.

4.2 It is proposed to install traffic signals with Toucan crossing facilities on the north and west approaches at the Westway/Retail Park priority junction and to provide 2 southbound lanes between the Westway/Retail Park junction and the A92 Dundee Road/Westway junction. This option was recommended by Fairhurst after carrying out a Traffic Assessment of the junction and it is anticipated that it will increase the capacity not only at this junction but also the A92 Dundee Road/Westway junction. The provision of Toucan crossings at this junction will also greatly enhance the pedestrian and cycling connectivity in the area by linking the southbound bus stop on Westway with the Retail Park as well as providing a link across the Retail Park access road.

4.3 It is proposed that no improvements are carried out at the Westway/Peasiehill Road junction.

### **5. FINANCIAL IMPLICATIONS**

#### 5.1 **Capital**

The estimated cost of the proposed improvement works is £239,000 including an allowance for realigning utility apparatus. There is no specific funding provision at present within the Council's Financial Plan to enable it to be taken forward. The 2018/23 Financial Plan includes in 2018/19 £200,000 for Traffic Calming / Road Safety and £50,000 for Traffic Signals/Pedestrian Facilities and it is considered that these budgets should be used to

progress the proposals in this report. Given these budgets are reduced from previous years; have existing commitments; and the impact of taking nearly 95% of the funding for one project against other competing priorities, it is however proposed that these works are planned to span two financial years 2018/19 into 2019/2020 to mitigate the impact on these limited budgets.

## 5.2 **Revenue**

There will be ongoing maintenance costs associated with the establishment of a signal controlled junction, and asset management of approximately £5000 per annum, which would require to be met from the Revenue Budget for Traffic Signals maintenance, within the overall Roads Revenue Budget.

## 6. **CONSULTATION**

The Chief Executive, Strategic Director - People, Head of Corporate Finance, Head of Legal & Democratic Services, Scottish Fire & Rescue Services Area Manager and the local Police Commander for Tayside Division have been consulted in the preparation of this report.

## 7. **CONCLUSION**

7.1 This report details the recommendations received during the traffic assessment regarding the identification of potential improvements to the road network in the vicinity of the Westway Retail Park in Arbroath.

7.2 It is recommended that the committee considers the recommended potential road network improvements in the vicinity of the Westway Retail Park in Arbroath and directs the Head of Technical & Property Services accordingly.

**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.

**REPORT AUTHOR:** Ian Cochrane, Head of Technical and Property Services

**EMAIL DETAILS:** [CommunitiesBusinessSupport@angus.gov.uk](mailto:CommunitiesBusinessSupport@angus.gov.uk)

APPENDICES – Appendix 1 Existing Layout  
– Appendix 2 Proposed Layout