

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 28 MAY 2019

PROHIBITION OF DRIVING AT ALLAN STREET AND APPLGATE, ARBROATH

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report recommends that a permanent Order be promoted to prohibit the driving of vehicles on sections of Allan Street and Applegate, Arbroath.

1. RECOMMENDATION

It is recommended that the Committee agree to the promotion and, if no objections are received or if any objections received are withdrawn, the making of a Traffic Regulation Order to prohibit the driving of vehicles on sections of Allan Street and Applegate, Arbroath.

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

2.1 This report contributes to the following local outcomes contained within the Angus Local Outcomes Improvement Plan Locality Plans:

PLACE

- Safe, secure, vibrant and sustainable communities.

3. BACKGROUND

3.1 In the early 1980s, the section of Arbroath High Street between Kirk Square and Lordburn was pedestrianised and formally converted to footpath along with short sections of Allan Street and Applegate; each extending for a distance of 5 metres from their respective junctions with High Street – see plan in **Appendix 1**.

3.2 Further areas of Allan Street and Applegate, additional sections of the above sections, were environmentally enhanced including block paving of the road surface similar to that in the pedestrianised section of High Street.

3.3 At that time, these further areas on Allan Street and Applegate, made up of the carriageway and footways, were not converted legally to a singular footpath for the entire road width. The entire road widths in these further areas effectively remain as a shared surface, which are open to vehicular traffic. The remainder of Allan Street and Applegate are traditional carriageways with separate footways on each side.

4. CURRENT POSITION

4.1 The current waiting restrictions Order relating to both Allan Street and Applegate are 'No Waiting At Any Time' on both sides for their entire lengths, which include the block paved sections of these streets. However, there are no physical double yellow lines marked on the block paved sections, which means that the inappropriate parking of vehicles on the block paved section of these streets cannot be enforced.

4.2 Options to address this situation include marking with double yellow lines and, erection of physical barriers, or the introduction of a 'Prohibition of Driving' restriction on the further block paved areas of Allan Street and Applegate. Each option would require the promotion of a Traffic Regulation Order, which would be subject to public consultation and possible objections.

4.3 Yellow lines on the block paved sections of these streets would detract from the character and appearance of the overall area and can be difficult and expensive to maintain. Therefore,

it is considered that this option to lay double yellow lines and enforce an order prohibiting waiting, i.e. parking, on these sections is not appropriate.

- 4.4 An alternative option to extend the 'conversion to footpath' restriction to cover the block paved sections of Allan Street and Applegate along with the relocation of the bollards accordingly would prevent parking on these areas. This option would however prevent all vehicular access to these areas and impact significantly on the servicing of the properties located along their lengths. It should also be noted that a fixed pitch stall is located on the affected section of Applegate on a regular basis, which may be adversely affected by the removal of vehicular access to this area. Therefore, it is considered that this option is not appropriate.
- 4.5 The last option considered is the introduction of a 'Prohibition of Driving' restriction on the further block paved areas of Allan Street and Applegate, which would be signed but not lined. A general exemption to the prohibition of driving restriction for delivery and collection of goods or furniture would be included. These proposed restrictions would not be enforceable by the Council's Enforcement Wardens as it would be classed as a moving vehicle offence, which would be enforced by Police Scotland. This is similar to the current situation in Market Place Arbroath. This is considered to be the most appropriate solution.

5. PROPOSALS

- 5.1 It is proposed that a 'Prohibition of Driving' restriction on the further block paved areas of Allan Street and Applegate is introduced with the processing of the Traffic Regulation Order.

6. FINANCIAL IMPLICATIONS

- 6.1 The estimated cost of implementing these proposals is £350, which can be met from the 2019/20 Roads Revenue Budget. Additional maintenance costs will amount to £35 per annum and this will require to be provided for in future years Roads Maintenance Revenue Budgets.

7. CONSULTATION

- 7.1 The Chief Executive, Depute Chief Executive, Director of Finance, Director of Legal & Democratic Services, and Local Police Commander for Tayside Division have been consulted in the preparation of this report.

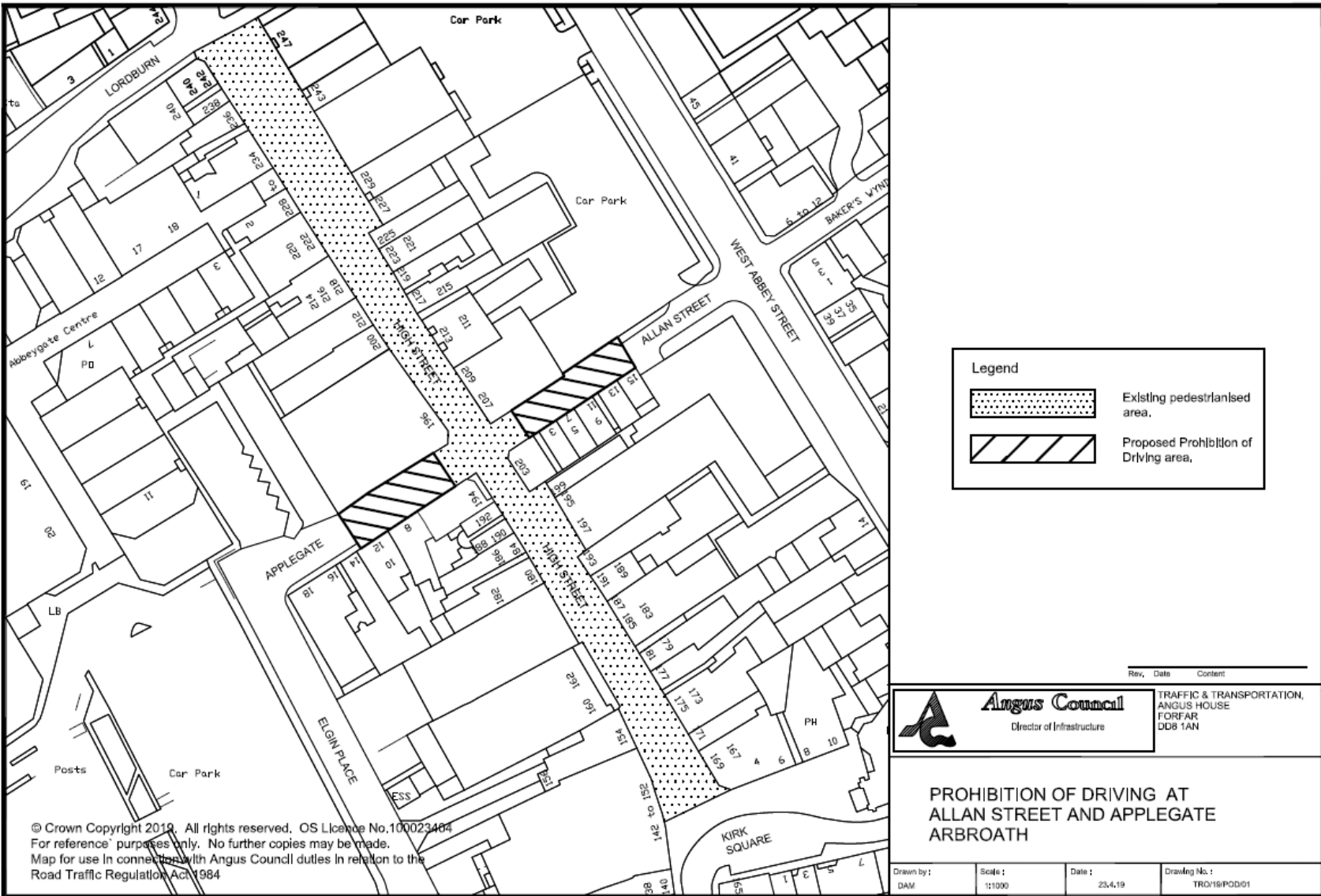
NOTE: No background papers, as detailed by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) were relied on to a material extent in preparing the above report.

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List of Appendices:

Appendix 1 - Location plan of affected roads



Legend

-  Existing pedestrianised area.
-  Proposed Prohibition of Driving area.

Rev. Date Content



Angus Council
Director of Infrastructure

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**PROHIBITION OF DRIVING AT
ALLAN STREET AND APPLGATE
ARBROATH**

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Map for use in connection with Angus Council duties in relation to the
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