

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 13 AUGUST 2019**

**TRAILL DRIVE, MONTROSE - PROPOSED TRAFFIC CALMING: RESPONSE TO PUBLIC CONSULTATION**

**REPORT BY DIRECTOR OF INFRASTRUCTURE**

**ABSTRACT**

This report presents the results of the public consultation process regarding the proposed introduction of additional traffic calming measures on Traill Drive, Montrose.

**1. RECOMMENDATIONS**

It is recommended that the Committee:

- (i) notes the comments received during the consultation process regarding the proposed installation of additional traffic calming measures on Traill Drive, Montrose;
- (ii) notes the range of opinions expressed by those who have responded to the consultation;
- (iii) determines if additional traffic calming measures on Traill Drive, Montrose should be installed;
- (iv) notes the request from Local Members to consider alternative physical traffic measures;
- (v) notes the range of opinions expressed by those who have responded to the informal consultation;
- (vi) determines the preferred option of physical traffic calming measures;
- (vii) notes the request from Local Members to consider extending the existing 20mph speed limit on Traill Drive further west towards its junction with Whinfield Road and Faulds Road; and
- (viii) determines whether to proceed with the requested speed limit amendment.

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

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

**PLACE**

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

**3. BACKGROUND**

- 3.1 Report number 12/19 considered by the Communities Committee on 15 January 2019, detailed the format and timescale for public consultation regarding the proposal to install additional traffic calming measures on Traill Drive, Montrose. The location of the proposed traffic calming measures (**Appendix 1**) is presented on a plan appended to this report.

- 3.2 The consultation documents (**Appendix 2**) associated with these proposals were issued on Monday 4 February 2019 to approximately 23 residential/business addresses within the surrounding area of the proposed traffic calming (**Appendix 3**). Consultation documents were also sent to all affected groups listed in the list of consultees (**Appendix 4**) and were made available at Montrose Access Office for the general public who may wish to comment on the proposals.
- 3.3 The consultation questionnaire was also available for completion online via the council's website.
- 3.4 The number of responses to the consultation was relatively modest as set out below.

4 completed responses were received from households within the consultation catchment area by the closing date of 22 February 2019 (17% return). Of these responses 3 (75%) agreed and 1 (25%) disagreed with the proposed installation of the traffic calming measures on Traill Drive. The comments which were provided through the returned questionnaires (**Appendix 5**) are presented on a list appended to this report.

2 completed responses were received from members of the general public who reside outwith the consultation catchment area, all of whom (100%) were in favour of the proposal to install traffic calming measures on Traill Drive.

The following completed response was received from the Royal Burgh of Montrose Community Council:

"This road especially from spring to late autumn is an important road in the town. It has car parks so entering/leaving are important. A caravan site for touring caravans and an exit where pedestrians have to cross to reach a pavement. The Splash area has children and adults from all angles crossing for cafe, car park, recreation. Entrances to beach again need to cross road to enter. Golf course - putting green. Crossing road to play at starter's box. So we think with all facilities in and around Traill Drive it definitely requires some sort of traffic calming."

The following completed response was received from the Scottish Ambulance Service:

"As long as the speed humps are not high enough to cause damage to the ambulances."

#### **4. DETAIL**

- 4.1 Following the public consultation exercise Local Members requested that the proposed physical traffic calming measures (speed cushions) be changed to full road width road humps. The Local Members expressed concerns that the installation of speed cushions on Traill Drive would not be as effective in reducing the speed of vehicles and cited that asphalt round topped road humps would be more effective.
- 4.2 Although round topped speed humps are a low cost, highly effective method of speed control they do have the disadvantage of causing discomfort to vehicle occupants as well as potential noise disturbance to nearby residents and are more suitable for residential roads with few HGV's, buses and emergency service vehicles.
- 4.3 Road humps and speed cushions are both constructed to a height of 75mm above the existing road level and both have been designed to allow vehicles to drive over a series of them at a constant 20mph.
- 4.4 The location of the proposed road humps (**Appendix 6**) is presented on a plan appended to this report. The original proposal to install speed cushions took into consideration the potential use of Traill Drive by the type of vehicle noted above as well as the type of vehicle accessing the nearby caravan park.
- 4.5 Following this request a further informal consultation exercise was carried out with the emergency services, the coast guard and the caravan park.
- 4.6 The following comments were received from the caravan park:

“The majority of our customers use Marine Avenue to access the caravan park and would therefore be unaffected by the proposal to install traffic calming measures.”

A response to the informal consultation has not been received from the emergency services or the coast guard.

- 4.7 The Local Members also asked for consideration to be given to extending the existing 20mph speed limit on Traill Drive, westwards towards its junction with Whinfield Road and Faulds Road, with the limit to extend along the frontage of the golf clubs' clubhouses.
- 4.8 The location of the proposed reduced speed limit (**Appendix 7**) is presented on a plan appended to this report.
- 4.9 A speed survey undertaken along the frontage of the golf clubs' clubhouses on Traill Drive from 10 to 17 July 2019 recorded an average speed of 20.1mph and an 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles were travelling) of 25.8mph.
- 4.10 A search of the road traffic accident database confirmed that there have been no recorded injury accidents on Traill Drive (over the extents of the proposed reduced speed limit) during the most recent three year recording period from 1 April 2016 to 31 March 2019.
- 4.11 Demand for on-street parking on Traill Drive is high, particularly in the vicinity of the Royal Montrose Golf Clubhouse and Caledonian Golf Clubhouse. On-street parking at this location tends to act as a form of informal physical traffic calming and slows down the speed of vehicles.

## **5. PROPOSAL**

- 5.1 Overall, 75% of the responses received from the households within the public consultation catchment area agreed with the proposal to install additional traffic calming measures on Traill Drive.
- 5.2 Members are therefore asked to note the full range of opinions expressed and determine if the further traffic calming measures should be installed. Members are also asked to determine the type of traffic calming measure to be installed.
- 5.3 Should the Committee determine to proceed with the installation of the additional traffic calming measures on Traill Drive, it is proposed that the installation will be undertaken within this financial year 2019/20.
- 5.4 On the basis of the speed survey results, accident data and demand for on-street parking it is recommended that the existing 20mph speed limit is not extended westwards on Traill Drive towards its junction with Whinfield Road and Faulds Road.

## **6. FINANCIAL IMPLICATIONS**

- 6.1 The installation of the additional traffic calming measures on Traill Drive, Montrose is estimated to cost approximately £15,000 for speed cushions and £9,500 for road humps which can be funded from the Road Safety/Traffic Calming provision within the 2019/20 Roads (Traffic) Capital Budget.
- 6.2 The extension of the existing 20mph speed limit on Traill Drive, Montrose is estimated to cost approximately £575 which can be funded from the Road Safety/Traffic Calming provision within the 2019/20 Roads (Traffic) Capital Budget.

## **7. CONSULTATION**

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

## 8. CONCLUSION

- 8.1 This report details the result of the responses received to the public consultation regarding the proposed installation of additional traffic calming measures on Traill Drive, Montrose.
- 8.2 The Committee is asked to note views received in response to the consultation on the proposed additional traffic calming measures.
- 8.3 The Committee is asked to determine if the additional traffic calming measures should be installed in Traill Drive, Montrose and which type of traffic calming measure should be installed.
- 8.4 This report also details the findings of investigations undertaken to assess extending the existing 20mph speed limit westwards on Traill Drive towards its junction with Whinfield Road and Faulds Road.
- 8.5 The Committee is asked to determine if the existing 20mph speed limit on Traill Drive should be extended westwards.

**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:

- Report No. 12/19: Traill Drive, Montrose: Traffic Calming

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List of Appendices:

- Appendix 1 - Traffic Calming Layout Plan
- Appendix 2 - Public Consultation Questionnaire
- Appendix 3 - Public Consultation Catchment Area Plan
- Appendix 4 - List of Consultees
- Appendix 5 - Public Consultation Comments
- Appendix 6 - Road Hump Layout Plan
- Appendix 7 - Reduced Speed Limit Plan





## PUBLIC CONSULTATION

### Traill Drive, Montrose – Proposed Traffic Calming Installation

In April 2018, a Local Member for the Montrose area raised concerns regarding the speed of traffic on Traill Drive and additional concerns over anti-social driver behaviour in the same area. The Member requested that consideration be given to providing additional physical traffic calming measures to supplement the measures already in place.

The provision of physical traffic calming measures is based on evidence of road accidents and speeding. Although investigations have confirmed that neither is significant in Traill Drive, given the nature of the area and the type of traffic using the road the Angus Area Traffic Co-ordination Group agreed at their May 2018 meeting that consideration should be given to providing additional physical traffic calming measures at this location.

Report No. 12/19 submitted to Angus Council's Communities Committee on 15 January 2019 by the Head of Infrastructure details the concerns raised and the results of the detailed investigation. The Committee noted the concerns raised by the Local Member and agreed to the undertaking of a public consultation on proposals to introduce physical traffic calming measures (75mm high speed cushions) on Traill Drive to supplement the measures already in place.

If you have an opinion on this proposal Angus Council would like to hear from you.

Whatever your opinion, Angus Council would be obliged if you would take the time to look at the attached location plan, respond to the questions overleaf and return it to the Council by Friday 22<sup>nd</sup> February 2019 so that your views can be taken into consideration.

Please return completed questionnaires to:

<b>Traffic &amp; Transport Manager</b>	or	<b>Montrose ACCESS Office</b>
Angus House		Montrose library
Orchardbank Business Park		High Street
FORFAR		MONTROSE
DD8 1AN		DD10 8PH

Alternatively, your views and comments can be submitted online on the Consultation section of the council's website at [www.angus.gov.uk/hys](http://www.angus.gov.uk/hys)

No decision will be taken regarding this proposal until the feedback from the consultation has been considered by the council's Communities Committee.

Thank you for your participation.

Question: Do you agree with the installation of physical traffic calming measures on Traill Drive, Montrose:

Yes I agree

No I do not agree

Comments:

Name: .....

Name of Business (if applicable): .....

Address: .....

.....

.....

Do you use the area as a:

Pedestrian

Driver

Cyclist





**PUBLIC CONSULTATION – TRAILL DRIVE, MONTROSE – TRAFFIC CALMING  
LIST OF CONSULTEES**

**Montrose & District Local Ward Members:**

Bill Duff  
Mark Salmond  
Tommy Stewart  
Ron Sturrock

**Royal Burgh of Montrose Community Council**

**The Chief Executive**

**Depute Chief Executive**

**Director of Finance**

**Director of Legal & Democratic Services**

**Traffic & Transport Manager**

**Service Leader – Planning & Communities**

**Local Divisional Police Commander for Tayside**

**Scottish Fire & Rescue Service Area Manager**

**Scottish Ambulance Service Regional Officer**

**Angus Access Panel**

**North East Sensory Services**

**The Guide Dogs for the Blind Association**

## **TRAILL DRIVE, MONTROSE: PROPOSED TRAFFIC CALMING MEASURES**

### **COMMENTS RECEIVED FROM THE PUBLIC CONSULTATION**

#### **COMMENTS FROM RESIDENTS IN AGREEMENT WITH THE INSTALLTION OF THE ADDITIONAL TRAFFIC CALMING MEASURES**

1. Myself and my wife full support the installation of traffic calming measures. Our kitchen window overlooks Traill Drive between the golf clubs and the beach. Most days, especially in the evening we look out when we hear cars accelerating hard down Traill Drive towards the blind corner at the beach. It seems to be some sort of "right of passage" for teenagers who often then congregate in the Ashie car park. It is often the same vehicles. We have lived here for nearly twenty years and it has always been the same. Some drive hard from the beach even continuing at speed up Dorward Road. Hopefully if traffic calming makes the area less attractive they will move on.

#### **COMMENTS FROM RESIDENTS IN DISAGREEMENT WITH THE INSTALLTION OF THE ADDITIONAL TRAFFIC CALMING MEASURES**

1. I have looked at the plan of the proposed new speed bumps and think that you are using a sledgehammer to crack an egg. Whilst there is a large number of cars speeding around the beach circuit the first course of action should be to ensure that Police Scotland are doing the job they are receiving payment for doing by policing the area (they currently do nothing). The speeding is usually in the morning or in the evening with cars driving slower during the day. The speeding can be very bad late at night however it is not confined to Traill Drive and continues down Whinfield Road and Marine Avenue. I often see young drivers going faster down Whinfield Road than Traill Drive. I don't think the proposed positioning of the speed bumps are in the correct place, they may slow the cars down however they are not near to where people cross which is either at the first tee of the Medal course, the opening to the beach near the Ashy car park, opposite Traill pavilion/Seafront splash and opposite the Beach Cafe. Whilst it is annoying that cars speed down Traill Drive I do not think they are endangering lives where there are no pedestrians crossing. I think the most dangerous point on the whole road is at the junction of Traill Drive/Dorward Road & Whinfield Road. The reason I say this is often I have seen pedestrians and cyclists narrowly escaping injury from vehicles driving along Whinfield Road turning onto Traill Drive, they tend to be looking down Dorward Road when they turn left not looking for pedestrians and cyclists crossing from the old railway line footpath. The road is quite wide at that point and takes a bit longer to cross. I think it would be good to modify the road at that point raising the footpath like the big speed bump on the Main Road in Hillside to slow down the cars which may break their speed to continue around the beach at 20mph. Possibly one at the marine Avenue end and bringing the 20mph sign back off the railway bridge closer to the leisure Centre. As a keen cyclist I would also favour speed bumps which cyclists can avoid. The beach circuit is a popular training circuit for many cyclists especially in winter.

#### **COMMENTS FROM MEMBERS OF THE GENERAL PUBLIC IN AGREEMENT WITH THE INSTALLATION OF THE ADDITIONAL TRAFFIC CALMING MEASURES**

1. This has always been a safety issue especially at the sea front splash area; there should be real speed control measures at this point. Speeding is a big issue all over Montrose and needs looked into. Painting 20 on the roads makes no difference whatsoever.



