

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 24 SEPTEMBER 2019

PROVISION OF VEHICULAR BARRIERS AT ARBROATH HARBOUR

REPORT BY THE DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report updates the Committee on the provision of two new vehicular barriers at Arbroath Harbour to allow the safe and effective use of parking spaces for visitors and harbour users.

1. RECOMMENDATIONS

It is recommended that the Committee:

- (i) notes the views of the Arbroath Harbour Joint Consultative Committee on the provision of vehicular barriers as per minutes from recent meeting, which have been reported to Communities Committee;
- (ii) agrees to the promotion and, if no objections are received or if any objections received are withdrawn, the making of a Traffic Regulation Order to prohibit the driving of vehicles on sections of Marketgate, Arbroath;
- (iii) approves the designation of thirteen parking spaces along the Western Quay of the inner harbour for use within The Shore Car Park where off-street parking charges apply; and
- (iv) notes the shared funding to pay for the installation of the two new vehicular barriers.

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

This 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 Reference is made to item 4(b)(vi) of the minute of the Arbroath Harbour Joint Consultative Committee of 29 March 2019, noted by Communities Committee on 28 May 2019, which said, "The barriers were considered necessary to deal with the increase in the use of "free" parking along the Western Quay of the Inner Harbour and overspill parking into the quayside area towards the Fishmarket and the fuel dispenser. The 18 parking spaces on the Western Quay would be designated for use by Harbour users only. The remaining 13 spaces on the north side of the Inner Harbour would be included in the Parking Order for charging. The Harbourmaster noted that, currently, members of the public were often leaving cars at the Harbour for the day, including taking advantage of the "free" parking, and in doing so, also affecting access/operations and RNLI twenty-four hour access. He had consulted Harbour users regarding the possible locations for the barriers and how to manage them. Any barriers installed could be locked in the upright position during the day while the RNLI duty officer

would have means to raise and lower barriers as appropriate during a “shout”. A second barrier would be located on the other side of the Harbour, although the legal process would be longer due to the road being fully adopted. There have been recent accidents on that side of the Harbour involving vehicles. Any obstructions could be dealt with by Police Scotland on the adopted and therefore public road.”

- 3.2 Further reference is made to the minute of the Arbroath Harbour Joint Consultative Committee of 30 August 2019 reported for noting to this meeting of the Communities Committee, which states “the proposed location for a barrier at Old Shorehead/Marketgate is across an adopted road. It will therefore be necessary for the Council to promote a Prohibition of Driving Order before the barrier can be installed at this location.”
- 3.3 On review, there will be no requirement to pursue a variation to a traffic order to include the 13 spaces on the north side of the Inner Harbour. A designation of the car park boundary will suffice, which is sought in this report. A plan showing the proposed locations of barriers and affected parking spaces is shown in **Appendix 1**.
- 3.4 Discussions have been held with designate harbour users, as well as officers responsible for the Arbroath Visitor Centre and with some occupiers. Provision of key fobs to harbour users and to leaseholders of the visitor centre has now been allowed for.

4. PROPOSALS

- 4.1 It is proposed that a Traffic Regulation Order be promoted and if no objections are received or if any objections received are withdrawn, that the Traffic Regulation Order be made to prohibit the driving of vehicles on sections of Marketgate, Arbroath.
- 4.2 It is proposed that thirteen existing parking spaces along the Western Quay of the inner harbour be designated for use within The Shore Car Park, where off-street parking charges apply, which will be signed accordingly.
- 4.3 Based on the approval by this Committee to the above proposals, the works order be placed for the installation of a vehicular barrier at:
- (i) Marketgate, Arbroath at the bridge over the Brothock Water; and
 - (ii) Adjacent to the RNLI Station at the boundary of the adopted road.

5. RISK IMPLICATIONS

- 5.1 The risk implications, particularly the safe access to the RNLI station in emergencies, have been discussed at the Arbroath Harbour Joint Consultative Committee, and are referenced in section 3.1 of this report.

6. FINANCIAL IMPLICATIONS

- 6.1 A competitive quotation for the provision of both vehicular barriers has been received through Public Contracts Scotland. The £18,146 figure was above the original estimate of £10,000 largely due to the additional costs associated with the constraints on location and the additional provisions to allow access for both designated harbour users and some visitor centre lease holders only.
- 6.2 A contribution of £2,000 towards the cost of the barrier at Marketgate has been committed by the residents of the Quayside Marina, Marketgate.
- 6.3 A contribution of £3,380 towards the cost of the barrier adjacent to the RNLI Station to allow the designation of the 13 parking spaces into The Shore Car Park is being committed from the Car Parking Reserve Fund. This contribution will be recouped by this Fund through income from the charging to park. These additional spaces will be served by the existing card-operated meter at The Shore and the new coin-operated meter, which was approved at the Angus Council on 20 June 2019 (Report No. 213/19).

- 6.4 The remainder of the cost of for the vehicular barriers, including £12,766 installation costs and costs to promote the Traffic Regulation Order is being committed from the Arbroath Harbour Reserve Fund.
- 6.5 Maintenance costs for the vehicular barriers will be provided by the Arbroath Harbour Revenue Budgets. Replacement costs will be subject to future consideration and identification of funding.

7. CONSULTATION

- 7.1 The Arbroath Harbour Joint Consultative Committee has been consulted on the recommendations in this report.
- 7.2 The Chief Executive, Director of Finance and Director of Legal and Democratic Services have been consulted in the preparation of this report.

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:

Minute of the Arbroath Harbour Joint Consultative Committee of 29 March 2019, noted by Communities Committee on 28 May 2019.

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Plan showing location of proposed barriers and affected car parking spaces



- Location A - Proposed location of Vehicle Access Barrier (Marketgate/Boatyard)**
Location B - Proposed location of Vehicle Access Barrier and Bollards (Lifeboat Stn. Area)
Location C - 18No. Car Parking Spaces to be retained within the harbour bounds
Location D - 13No. Car Parking spaces to be included as part of the Shore Car Park

Description of the Plan

The above plan shows the extent of the inner harbour at Arbroath.

A - Vehicular access to the inner harbour is taken from Marketgate to the east, which serves a number of residential dwellings, access to McKay Boatbuilders and the Black Shed storage units. A barrier is proposed across Marketgate, which will control access to these points.

Vehicular access to the inner harbour is also taken from Ladyloan off the roundabout. The access serves The Shore car park on the northern quay and provides access to the Visitor Centre and RNLI Station to the west of the inner harbour, and the Fishmarket, fuelling station and harbour staff units on the quay to the south of the inner harbour.

B - A barrier is proposed adjacent to the RNLI Station.

C – The barrier will segregate 18 current car parking bays on the southern ‘harbour’ side of the barrier.

D – The barrier will leave 13 current car parking bays on northern side of the barrier, which are proposed to be brought into the boundary of The Shore car parking, where charging will then apply.