

ANGUS COUNCIL

Statement of Reasons

for proposing to make The Angus Council (Andover, Carlogie, Letham, Liff, and Southesk Primary Schools) (Prohibition of Motor Vehicles and Prohibition of Waiting and Loading) Experimental Order 2022

Angus Council proposes to introduce an Experimental Traffic Regulation Order for School Exclusion Zones and associated measures at Andover Primary School, Brechin; Carlogie Primary School, Carnoustie; Letham Primary School, Letham; Liff Primary School, Liff; Southesk Primary School, Montrose.

The proposals have been assessed by the council's Roads officers in consultation with Police Scotland and in terms of the locations listed below it is considered that the introduction of School Exclusions Zones is appropriate for the reasons given and in the interest of pedestrian and traffic safety.

Experimental Traffic Order for School Exclusion Zones

- 1). Drumachlie Park (cul-de-sac), Brechin.
- 2). Caesar Avenue, Carnoustie.
- 3). Braehead Road, Letham.
- 4). Dykes of Gray, Liff.
- 5). Apple Wynd, Hill Place, Lower Craigo Street, Southesk Street, Montrose.

Related measures

- 1). No loading and no waiting restrictions at various locations on Drumachlie Park, Brechin.
- 2). No loading and no waiting restrictions on Caesar Avenue; Chapman Drive; Craigmill Gardens; Linefield Road; Manor Gardens; Panbride Road; Spencer Crescent, Carnoustie.
- 3). No loading and no waiting restriction on Braehead Road; East Blairs Road; Gardyne Street, Letham.
- 4). No loading and no waiting restriction on Church Road, Dykes of Gray road, Gourdie Brae, Liff.
- 5). No loading and no waiting restriction on Apple Wynd; Balmain Street; Hill Place; Hill Street; Lower Balmain Street; Lower Craigo Street; Provost Johnston Road; River Street; Shore Wynd; Southesk Street; Wharf Street, Montrose.

Experimental Traffic Regulation Order for School Exclusion Zones

Angus Council is promoting School Exclusion Zones which aim to offer a proactive solution for school communities:

- to encourage fewer car trips - increase walking and cycling journeys.
- to provide improved road safety outside schools during peak periods due to less motor vehicle movements.
- for avoiding danger to persons or other traffic using the road or any road or for preventing the likelihood of any such danger arising.
- to tackle air pollution and poor health.
- to encourage a healthier lifestyle through active travel to school for families.
- to lead to a better environment for everyone.

Although the effect of the experimental measures on the directly affected streets are relatively predictable, Angus Council considers the use of an experimental order to be appropriate because the implications for the surrounding road network are uncertain. Road conditions on the directly affected streets and surrounding streets will be monitored during the experiment including the assessment of shorter-term impacts resulting from roadworks or other unforeseeable events on the road; the experimental order will allow Angus Council to react more quickly if circumstances require the measures to be modified or removed.

The experimental order will last for a maximum of 18 months. During the first six months of the experiment, there will be an opportunity for anyone who is opposed to its provisions remaining in force on a permanent basis

to submit an objection. Objections will be considered carefully – they may lead to the modification of the measures in order to achieve improved results (in which case, there will be a further six months period for anyone wishing to submit an objection to the modified provisions remaining in force on a permanent basis) – this and any messages of support for the measures by road users or residents, will help to determine whether a permanent order should be made.

Related measures

The no waiting and no loading restrictions are being proposed at locations that may become congested where vehicles displaced from the streets where the School Exclusion Zones are proposed, may park to drop off school children.