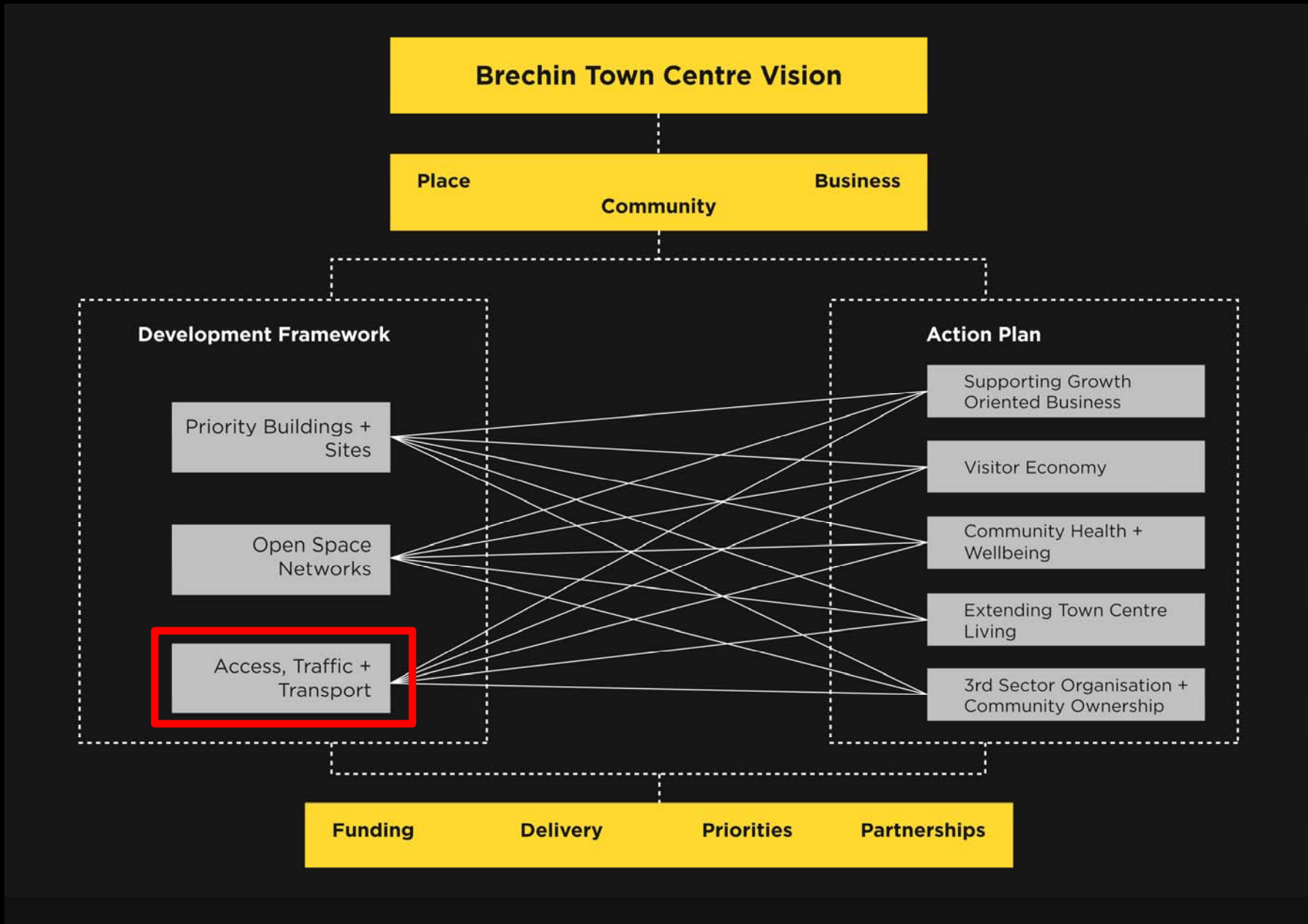


BRECHIN



charrette

Chapter 09
Access, Traffic +
Transport



Brechin Town Centre Vision

Place **Community** **Business**

Development Framework

Priority Buildings + Sites

Open Space Networks

Access, Traffic + Transport

Action Plan

Supporting Growth Oriented Business

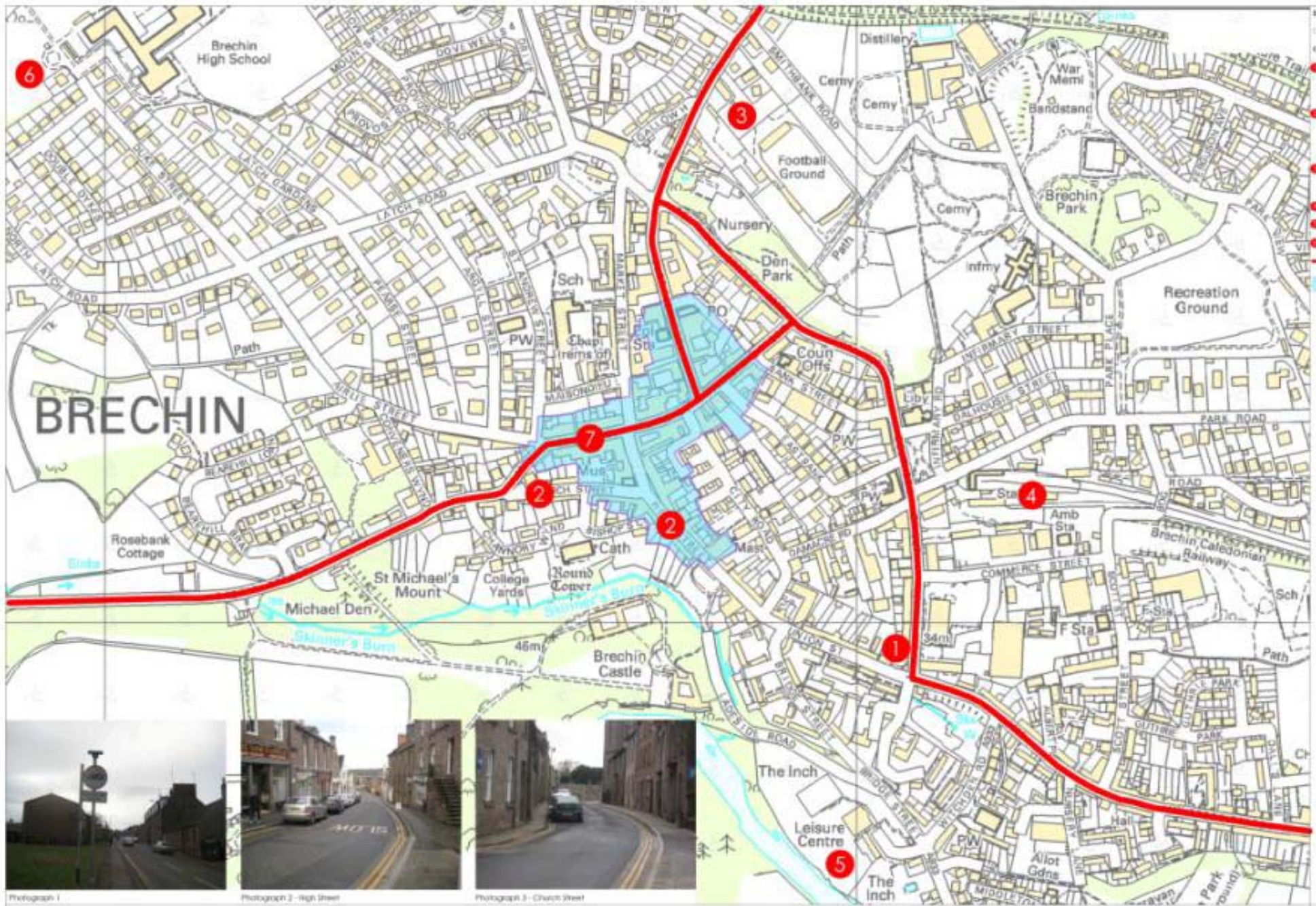
Visitor Economy

Community Health + Wellbeing

Extending Town Centre Living

3rd Sector Organisation + Community Ownership

Funding **Delivery** **Priorities** **Partnerships**



- Brechin, Angus
 Character analysis
- Key
- Weight limit of foot of Union street (Please see photo 1 below)
 - Restricted width on these streets - existing markings (Please see photos 2 and 3 below)
 - Possible parking / crash parking of Brechin City
 - Reopen railway
 - Leisure Centre area
 - Campus area
 - Main HGV routes
 - Local Plan Area Centre



Photograph 1



Photograph 2 - High Street



Photograph 3 - Church Street

Brechin, Angus

Austin-Smith:Lord

Plan A

Project Number: 19242 Plan A
 Scale: MW

Date: 013 8 A2
 Issue Date: Feb 2014
 AS



Traffic + Transport – General Emerging Action Plan

Short / Medium / Long term approaches dovetail with Smaller / Medium / Larger costs eg.

Short term

Signage review to include directional for those on foot / parking locations / look into A90 HGV signage etc.

Parking Decriminalisation

Examine possibilities around environmental weight limits

Brechin City Car Park / Co-op 'Park + Stride'

Review of key bus stop locations

Streetscape business case

Medium Term

Streetscape works

Development of information / attraction in town linked with public transport

Longer term

Rail case

Short term

- Signage review: - help wayfinding to and between attractions
- Better definition of town car parks
- Can A90 signage be used to divert traffic to north junction

Parking Decriminalisation – AC taking forwards – enforcement is a recurring issue

Examine possibilities around environmental weight limits – possible approach using Panmure Street / Clerk Street

Brechin City Car Park – worth pursuing as offers additional car parking and coach parking alternatives

Others? – Gasworks Site? Damacre Centre?

Review of key bus stop locations – Panmure Street?

Streetscape business case could be developed around creation of an 'arrival'

Medium Term

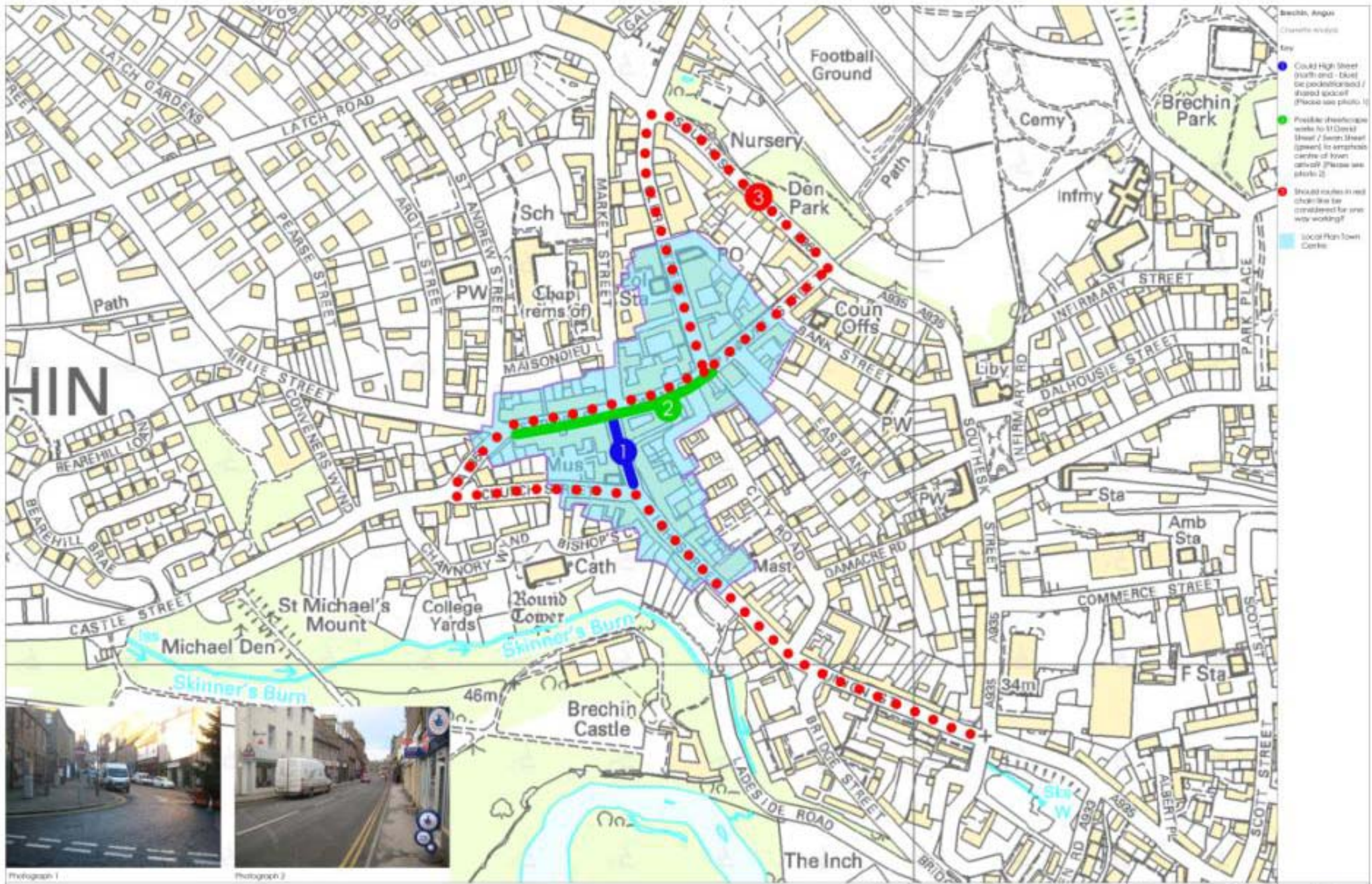
Streetscape works

- use business case to develop urban realm improvements
- Could north end of High Street be shared / pedestrianised?

Is there an opportunity to co-locate a (tourism?) information resource with a public transport node?

Longer term

- Can a case be made to connect rail back to the mainline?
- Should that possibility be protected in the Development Plan?



Photograph 1



Photograph 2

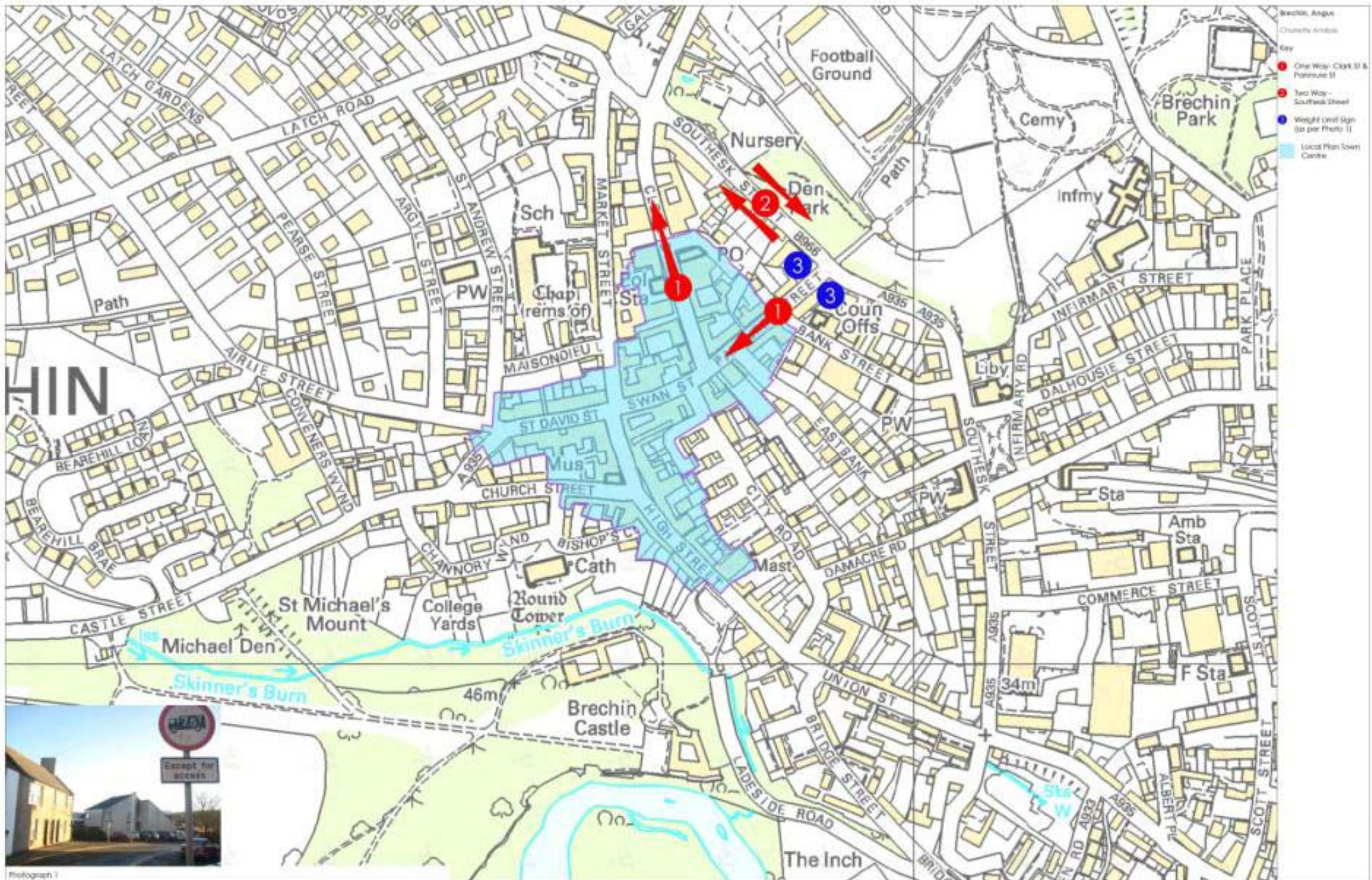
Brechin, Angus

Austin-Smith+Lord

Plan 8

Project Number	19242 Plan 8	Scale	N13 @ A2
Client	MW	Date	Feb 2014
Author	AS		





Photograph 1



Brechin Charette

Angus Council



Possible Arrangement to deter Westbound HGVs through Town Centre

Project Name: TP227 Plan C
 Date: Feb 2014

Scale: A5
 Drawing No: A5

Other Initiatives

- Park and Stride – Co-op / School
- Cycle route / core path connections
- Laurencekirk Junction

Montrose Harbour – Main Issues Report – “The relationship of Montrose with the oil and gas sector may extend to offshore renewables. Recent announcements of further investment in all aspects of the North Sea energy sector and inclusion of Montrose in the National Renewable Infrastructure Plan validates the findings of the South Montrose Study and the TAYplan allocation of Montrose Harbour as a Strategic Development Area with potential to capitalise on planned future investment.”

Traffic Quantified

- Southesk Street notional daily capacity approximately 48000 vehicles (2000 vehicles per hour)
- DFT counter for 2013 – 9981 Annual Average Daily Flow of which 527 HGVs (5.3%)
- Castle Street
- DFT counter also for 2013 – 4138 AADF of which 236 HGVs (5.7%)
- For comparison – A90 – 12238 AADF of which 2088 HGV (16.6%)