

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 19 JANUARY 2016

A933 & B965 ENTRANCES TO FRIOCKHEIM - AMENDMENT TO EXISTING SPEED LIMIT

REPORT BY HEAD OF TECHNICAL AND PROPERTY SERVICES

ABSTRACT

This report informs the Committee of concerns raised by Local Members, on behalf of local residents, over speeding on both the A933 and B965 approaches into Friockheim, the request for reduced speed limits and details the findings of engineering investigations carried out at both locations.

1. RECOMMENDATIONS

It is recommended that the Committee:

- (i) Notes the concerns of the local residents.
- (ii) Notes the findings of the engineering investigations carried out to assess the concerns.
- (iii) Agrees to the implementation of amendment to the existing speed limit on the B965.

2. ALIGNMENT TO THE ANGUS COMMUNITY PLAN/SINGLE OUTCOME AGREEMENT/COPORATE PLAN

This report contributes to the following local outcomes contained within the Angus Community Plan and Single Outcome Agreement 2013-2016:

- Our communities are prosperous and fair
- Our communities are safe and strong
- Our communities are sustainable

3. BACKGROUND

Concerns have been raised recently via Local Elected Members on behalf of Friockheim Community Council over speed of traffic on the approaches into Friockheim on both the A933 at Friockheim Toll and on the B965 westbound approach into the village. A request was made for consideration to be given to the introduction of reduced “buffer” speed limits at either location.

4. DETAILS

In August 2006 the Scottish Government published new guidance on setting local speed limits (Circular 1/2006). Within this guidance was the requirement for all Local Authorities to review their A and B Class road network by 2011. In Report No 1397/06 (Infrastructure Services Committee, 23 November 2006, article 16 refers)) an undertaking was made to complete the review of A and B Class roads by the end of 2007.

The review of speed limits on the “A” and “B” Class roads in Angus was completed and the findings were detailed in Report No 266/08 ((Infrastructure Services Committee, 4 March 2008, article 21 refers). In addition to reporting the findings of the review, the Infrastructure

Services Committee was requested to approve the adoption of an Angus Council Speed Limit Strategy 2008.

A subsequent review of "C" Class roads in Angus was completed and the findings were detailed in Report No 51/13 ((Infrastructure Services Committee 22 January 2013, article 17 refers).

The review of A, B and C Class roads was undertaken using the principles and criteria set out in Scottish Government Circular 01/2006. The key objectives of the guidance are:

- The provision of up-to-date and consistent advice,
- Improved clarity which will aid greater consistency of speed limits nationally,
- The setting of more appropriate local speed limits,
- Local speed limits that better reflect the needs of all road users,
- Improved quality of life for local communities and a better balance between road safety, accessibility and environment objectives,
- Improved respect for speed limits and therefore compliance, and
- Continued reductions in the number of road accidents in which excessive or inappropriate speed is a contributory factor.

The assessment of the A, B and C Class roads was carried out using the assessment framework recommended for use by the above guidance. Key information was gathered and considered for all rural A, B and C Class roads in the county, namely:

- Accident records,
- Traffic volumes,
- Existing speed limits,
- Geometric layout and physical characteristics, and
- Location and type of existing speed limit and village signing.

In addition to the framework assessment of the A, B and C Class roads, a review of speed limits through rural villages on A, B and C Class roads was carried out. It is Government policy that, where appropriate, a 30mph speed limit should be the norm in villages.

The broad definition of a village was used to assess the rural villages on A, B and C Class roads in Angus; the definition adopted for use in the Angus Council Speed Limit Strategy. The definition of a village was adopted from Traffic Advisory leaflet 1/04 – "village speed limits". The definition is based on simple criteria relating to frontage development and distance. Both upper and lower tier roads will be subject to a 30mph speed limit through a village if the following criteria are met:

- 20 or more houses (on one or both sides of the road)
- A minimum density of 3 houses per 100m, and
- A minimum length of 600m.

As part of the A and B Class speed limit review, the A933 from Arbroath to Brechin was assessed, including the section through Friockheim Toll and it was found that the National Speed Limit was the appropriate speed limit for that section of road. Similarly, the section of the B965 leading westbound into Friockheim and through the village itself was assessed and it was found that 30mph was the appropriate speed limit to be imposed over the length of the development within the village. In terms of the layout at the east end of the village, the 30mph speed limit signage is located close to the eastern boundary of the adjacent recreation ground/play park. The frontage of Friockheim Primary School is a further 250m into the village on the north side of the B965; there is a part-time 20mph speed limit over the frontage of the school that is in operation at times of school activity.

A speed survey was carried out on the B965, at the east end of Friockheim in September 2015. A recording device was placed so as to pick up the speed of traffic on the westbound approach into the village; positioned to record speeds approximately 100m into the 30mph speed limit, beyond the village gateway signage. The survey returned results, over a 7-day period, of an average recorded speed of 35.7 mph and an 85th percentile speed (speed at or under which 85% of vehicles were travelling) of 43.7mph. Further analysis of the results showed that there was no marked difference in speeds recorded at times of activity at the nearby Friockheim Primary School when the part time 20mph speed limit was in operation.

Angus Council's Speed Limit Strategy states that "Intermediate (buffer) 40mph limits may also be considered where there are outlying houses beyond the village boundary or on roads with high approach speeds". The results of the speed survey carried out on the B965 confirmed evidence of high approach speeds into Friockheim and therefore, considering the survey results and the close proximity of the school and adjacent recreation ground/playpark, an Intermediate (buffer) 40mph speed limit would be appropriate. A plan (+) has been attached to this report to show the proposed amendment to the existing speed limit.

With regards to the provision of buffer speed limits on the A933 on the north and southbound approaches to Friockheim Toll; the Angus Council Speed Limit Strategy states clearly that "speed limits should not be used to attempt to solve the problem of isolated hazards, such as single or staggered road junctions or reduced visibility such as a bend".

Friockheim Toll is signed well in advance on both the north and southbound approaches with advanced direction map-type signage (ADS) and speeds over the section of the A933 at the staggered junction tend to be low with the numerous turning manoeuvres associated with the road layout. A check of the Angus Accident Database confirms that there has been 1 "recorded" road traffic accident at the junction in the last 3 years and speed was not listed as a contributory factor in that accident.

Works have been undertaken at Friockheim Toll in recent years including the provision of upgraded signing, provision of road safety barriers and improvements to junction visibility. Taking into consideration the guidance from the Angus Speed Limit Strategy and the evidence taken from accident analysis; the introduction of "buffer" speed limits on the A933 would not be appropriate.

5. FINANCIAL IMPLICATIONS

There are no direct financial implications from the recommendations of this reports.

6. CONCLUSION

This report highlights the concerns received from residents of Friockheim regards road safety and speeding and sets out the findings of investigations undertaken to assess the concerns. The report seeks the Committee's agreement on the proposed amendment of the speed limit on the B965 at the east end of the village.

REPORT AUTHOR: Ian Cochrane, Head of Technical and Property Services

EMAIL DETAILS: CommunitiesBusinessSupport@angus.gov.uk

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 1397/06 – "Setting Local Speed Limits" – Infrastructure Services Committee on 23 November 2006.
- Enterprise, Transport & Lifelong Learning Department (ETLLD) Circular No 01/2006: "Setting Local Speed Limits".
- Report No 266/08 – "Speed Limit Review – A & B Class Local Roads" – Infrastructure Services Committee on 4 March 2008.
- Report No 51/13 – "Speed Limit Review C Class Local Roads" – Infrastructure Services Committee on 22 January 2013.

List of Appendices:

Appendix 1:- Proposed amendment to speed limit – B965 Friockheim