

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 28 FEBRUARY 2017**

**B955 CORTACHY ROAD, KIRRIEMUIR  
AMENDMENTS TO EXISTING SPEED LIMITS**

**REPORT BY HEAD OF TECHNICAL AND PROPERTY SERVICES.**

**ABSTRACT**

This report informs the Committee of concerns raised by local residents over speeding and road traffic accidents on the B955 Cortachy Road, Kirriemuir and details the findings of engineering investigations that were carried out.

**1. RECOMMENDATIONS**

It is recommended that the Committee:

- (i) Notes the concerns of the local residents in Kirriemuir.
- (ii) Notes the findings of the engineering investigations carried out to assess the concerns.
- (iii) Agrees to the implementation of amendments to the existing speed limit on the B955 Cortachy Road, Kirriemuir.

**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:

- Angus is a good place to live in, work in and visit,
- Our communities are safe, secure and vibrant

**3. BACKGROUND**

- 3.1 Concerns have been raised on a number of occasions in previous years and again recently by local residents regarding speeding and the number of accidents on the B955 Cortachy Road, Kirriemuir.

**4. DETAILS**

- 4.1 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 Committee Report No 1397/06 (23 November 2006) an undertaking was made to complete the review of A and B Class roads by the end of 2007.
- 4.2 The review of speed limits on the “A” and “B” Class roads in Angus was completed and the findings were detailed in Committee Report No 266/08 (4 March 2008). 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. The approved strategy has been attached for reference purposes as **Appendix 1** to this report.

- 4.3 The review of A and B 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.
- 4.4 The assessment of the A and B 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 and B 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.
- 4.5 In addition to the framework assessment of the A and B Class roads, a review of speed limits through rural villages on A and B Class roads was carried out. It is Government policy that, where appropriate, a 30mph speed limit should be the norm in villages.
- 4.6 The assessment for applying a 30mph speed limit (usually in the situation of being through a village) is 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.
- 4.7 In situations where the criteria are not strictly met, and there are just fewer than 20 houses, extra allowances will be made for buildings such as schools and churches. In order to avoid ambiguity of this definition, a minimum of 80% of the required housing (16 houses) plus significant other building(s) is necessary for a 30mph limit. Housing density in the 50% to 80% range will be considered for a 40mph speed limit.
- 4.8 Cortachy Road, Kirriemuir was assessed in 2008 as part of the A and B Class review using the above criteria and it was concluded that it did not meet the requirements for 30mph speed limit and that a 40mph speed limit was the appropriate speed limit.
- 4.9 Following receipt of concerns raised by residents of Kirriemuir regarding speeding on Cortachy Road a speed survey was carried out in January 2016. The results of the survey returned results of an average recorded speed (over 7 days) of 32.9mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 39.3mph.
- 4.10 An analysis of the road traffic accident database showed that there had been no recorded injury accidents on Cortachy Road during the most recent 3 year recording period between 1 November 2013 and 31 October 2016. There is, however a history of damage only accidents on Cortachy Road particularly in the vicinity of the bend near the junction with Angle Road.
- 4.11 A re-assessment of the speed limit on the section of the B955 Cortachy Road from Golf Road to Woodend Drive was carried out using the criteria set out in the Speed Limit Strategy. The assessment noted the following:
- The length of the main residential development with direct access to Cortachy Road is approximately 1,000m (Golf Road to Woodend Drive).

- The number of houses fronting on to Cortachy Road with direct access to the road is 18. There is direct access to Cairn Yard and Sawmill and Thrums Yard (James Meffan Ltd – bus & coach operator) taken from Cortachy Road.
- There are 5 properties taking access to Cortachy Road from unadopted access roads between Golf Road and Woodend Drive.
- When the 'significant' non-residential properties are taken into account, the maximum number of properties which are classified as frontagers with direct access to Cortachy Road is 20 which is equal to the 20 set out in Traffic Advisory Leaflet 1/04 and Angus council Speed Limit Strategy 2008 therefore this section of Cortachy Road meets the criteria for a 30mph speed limit. A plan (**Appendix 2**) has been attached to this report to show the proposed amendments to the existing speed limit.
- The density of housing along Cortachy Road meets the criteria of 3 houses per 100m length between Golf Road and Woodend Drive.
- There is no footway provision on the south verge of Cortachy Road between Golf Road and Angle Road. Engineers have investigated the possibility of installing a footway at this location but due to the restricted verge width on this stretch of road they would be unable to construct a footway adjacent to the residential properties on the south verge.

4.12 In light of the findings, it is proposed that the existing 40mph speed limit between Golf Road and Woodend Drive is amended to 30mph for a length of approximately 1,000m. It is intended that by reducing the speed limit to 30mph, this in turn will reduce the speed of vehicles approaching the bend near Angle Road.

4.13 The local members have been consulted on these proposals and are agreeable to the proposal.

## 5. FINANCIAL IMPLICATIONS

The estimated cost of implementing the Traffic Order proposal including signage is £2,750 which will be met from the 2017/18 Communities Roads Division (Traffic) Revenue Budget.

## 6. CONSULTATION

The Chief Executive, Strategic Director of Resources, Head of Corporate Improvement & Finance, Head of Legal & Democratic Services and the local Divisional Police Commander for Tayside 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:

- 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.

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List of Appendices:

**Appendix 1:- Angus Council Speed Limit Strategy 2008**

**Appendix 2:- Proposed amendment to speed limit – B955 Cortachy Road, Kirriemuir**