

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 26 SEPTEMBER 2017**

**A923 ENTRANCE TO MUIRHEAD & C51 ENTRANCE TO BOWRIEFAULD  
AMENDMENT TO EXISTING SPEED LIMIT**

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

**ABSTRACT**

This report informs the committee of concerns raised by local residents, over speeding on the A923 eastbound approach in to Muirhead; the concerns raised by a Local Member on behalf of residents over speeding on the C51 northbound approach into Bowriefauld the requests to reduce the speed limits and details the findings of the engineering investigations carried out.

**1. RECOMMENDATIONS**

It is recommended that the Committee:

- (i) notes the concerns of local residents;
- (ii) notes the findings of the engineering investigations carried out to assess the concerns; and
- (iii) agrees to the implementation of the amendment to the existing speed limit on the A923.
- (iv) agrees to the implementation of the amendment to the existing speed limit on the C51.

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

3.1 Concerns have been raised recently by local residents over the speed of traffic on the eastbound approach into Muirhead from Coupar Angus on the A923. A request has been made for consideration to be given to the introduction of a reduced “buffer” speed limit at this location.

3.2 Concerns have also been raised recently by local residents, over the speed of traffic on the northbound approach into Bowriefauld on the C51. A request has been made for consideration to be given to the extension of the existing 30mph speed limit at this location.

**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 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.

- 4.2 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.
- 4.3 A subsequent review of “C” Class road in Angus was completed and the findings were detailed in Report No 51/13 (Infrastructure Services Committee 22 January 2013, article 17 refers).
- 4.4 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.
- 4.5 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.
- 4.6 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.
- 4.7 The broad definition of a village was to assess the rural villages on A and B 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.
- 4.8 As part of the A and B Class speed limit review, the A923 from Dundee to the Angus Council boundary with Perth & Kinross Council 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 of Muirhead and that the National Speed Limit was the appropriate speed limit for other sections of road. In terms of the layout on the A923 at the west end of the village, the 30mph speed limit signage is located close to the westernmost property.
- 4.9 A recent speed survey was carried out on the A923 Coupar Angus Road, Muirhead at School Wynd. A recording device was placed so as to pick up the speed of traffic on the eastbound approach into the village; positioned to record speeds approximately 50m 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 34mph and an 85<sup>th</sup> percentile speed (speed at or

under which 85% of vehicles were travelling) of 40.4mph. There were approximately 5,083 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 4,849 vehicles travelling at a speed between 40 and 50mph, 620 vehicles travelling at a speed between 50 and 60mph and 70 vehicles travelling at a speed over 60mph.

- 4.10 A search of the Angus Accident Database confirms that there have been no “recorded” road traffic injury accidents on the A923 Coupar Angus Road, Muirhead in the most recent 3 year recording period (1 May 2014 – 30 April 2017).
- 4.11 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 A923 confirmed evidence of high approach speeds into Muirhead and therefore, considering the survey results the introduction of an intermediate (buffer) 40mph speed limit would be appropriate. A plan (**Appendix A**) has been attached to this report to show the proposed amendment to the existing speed limit.
- 4.12 As part of the C Class speed limit review, the C51 from Hillend to Arbroath was assessed and it found that 30mph was the appropriate speed limit to be imposed over the length of the development within the village of Bowriefauld and that the National Speed Limit was the appropriate speed limit for other sections of road. In terms of the layout at the south end of the village, the 30mph speed limit signage is located close to the southernmost property, but does not cover the adjacent junction with the U464 Letham road.
- 4.13 A recent speed survey was carried out on the C51 at the south end of Bowriefauld. A recording device was placed so as to pick up the speed of traffic on the northbound 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 36.3mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 43.5mph.
- 4.14 A search of the Angus Accident Database confirms that there have been no “recorded” road traffic injury accidents in the vicinity of the C51/U464 junction in the most recent three year recording period (1 May 2014 – 30 April 2017). There has, however, been evidence of “damage only” road traffic accidents at this location on numerous occasions over the last 3 years.
- 4.15 The results of the speed survey carried out on the C51 confirms evidence of high approach speeds into Bowriefauld and therefore, considering the survey results and the evidence of damage only accidents that have occurred at the junction with the U464 Letham road, the extension of the existing 30mph speed limit would be appropriate at this location to cover the C51/U464 junction area. A plan (**Appendix B**) has been attached to this report to show the proposed amendment to the existing speed limit.

## **5. FINANCIAL IMPLICATIONS**

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

## **6. CONCLUSION**

This report highlights the concerns received from residents of Muirhead and Bowriefauld with regards to 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 amendments to the speed limits on the A923 at the west end of Muirhead and on the C51 at the south end of Bowriefauld.

## **7. CONSULTATION**

The Chief Executive, Strategic Director – Place, Head of Corporate Finance, Head of Legal & Democratic Services and the local Police Commander for Tayside Division 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
- 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 22 January 2013

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List of Appendices:

- Appendix A: Proposed amendment to speed limit – A923 Muirhead
- Appendix B: Proposed amendment to speed limit – C51 Bowriefauld