

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 17 APRIL 2018

B954 ENTRANCE TO MUIRHEAD, B9134 ENTRANCE TO LUNANHEAD & B9113 ENTRANCE TO GOWANBANK - AMENDMENT TO EXISTING SPEED LIMITS

REPORT BY HEAD OF INFRASTRUCTURE

ABSTRACT

This report informs the Committee of concerns raised by the Muirhead, Birkhill & Liff Community Council, over speeding on the B954 eastbound approach in to Muirhead; the concerns raised by a Local Elected Member on behalf of residents over speeding on the B9134 eastbound approach in to Lunanhead; the concerns raised by a Local Elected member on behalf of residents over speeding on the B9113 westbound approach in to Gowanbank, the requests to reduce the speed limits and details of 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;
- (iii) Agrees to the implementation of the amendment to the existing speed limit on the B954;
- (iv) Agrees to the implementation of the amendment to the existing speed limit on the B9134; and
- (v) Agrees to the implementation of the amendment to the existing speed limits on the B9113.

2. ALIGNMENT TO THE ANGUS LOCAL OUTCOMES IMPROVEMENT PLAN/CORPORATE PLAN

The proposal contributes to the following local outcomes contained within the Angus Local Outcomes Improvement Plan and Locality Plans:

ECONOMY

- An inclusive and sustainable economy

PLACE

- Safe, secure, vibrant and sustainable communities
- An enhanced, protected and enjoyed natural and built environment

3. BACKGROUND

- 3.1 Concerns have been raised recently by the Muirhead, Birkhill and Liff Community Council over the speed of traffic on the eastbound approach into Muirhead from Newtyle on the B954. 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 eastbound approach into Lunanhead on the B9134. A request has been made for consideration to be given to the introduction of a reduced “buffer” speed limit at this location.
- 3.3 Concerns have also been raised recently by local residents, over the speed of traffic on the westbound approach into Gowanbank on the B9113. A request has been made for consideration to be given to the extension of the existing 30mph speed limit and to the introduction of a reduced “buffer” speed limit at this location.
- 3.4 In September 2017 the Communities Committee agreed to the introduction of an intermediate (buffer) 40mph speed limit on the A923 at the west end of Muirhead. Details of the concerns raised and the findings of the engineering investigations are highlighted in Report No. 327/17.

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 2009, article 21 refers).
- 4.3 The review of the A and B Class roads was undertaken using the principles and criteria set out in Scottish Government Circular 1/2006. 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 environmental objectives,
 - Improved respect for speed limits and therefore compliance, and
 - Continued reductions in the number of road accidents in which excessive speed 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 broad definition of a village was used 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.

- 4.7 As part of the A and B Class speed limit review, the B954 from Dundee to the Angus Council boundary with Perth & Kinross 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 B954 at the west end of the village, the 30mph speed limit signage is located close to the westernmost property.
- 4.8 A recent speed survey was carried out on the B954 Newtyle road, Muirhead at No. 20. 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 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 33.8mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 40.5mph. There were approximately 3,813 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 2,685 vehicles travelling at a speed between 40 and 50mph, 366 vehicles travelling at a speed between 50 and 60mph and 29 vehicles travelling at a speed over 60mph.
- 4.9 A search of the Angus Accident Database confirms that there have been no “recorded” road traffic injury accidents on the B954 Newtyle Road, Muirhead in the most recent 3 year recording period (1 January 2015 – 31 December 2017).
- 4.10 Angus Council’s Speed Limit Strategy states that “Intermediate (buffer) 40mph limits may 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 B954 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.
- 4.11 As part of the A and B Class speed limit review, the B9134 from Forfar to Brechin was also assessed and it found that 30mph was the appropriate speed limit to be imposed over the length of the development within the village of Lunanhead and that the National Speed Limit was the appropriate speed limit for other sections of road. In terms of the layout on the B9134 at the west end of the village, the 30mph speed limit signage is located close to the westernmost property.
- 4.12 A recent speed survey was carried out on the B9134 Old Brechin Road, Lunanhead at No. 2A. 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 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 31.3mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 38.1mph. There were approximately 2,433 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 876 vehicles travelling at a speed between 40 and 50mph, 51 vehicles travelling at a speed between 50 and 60mph and 3 vehicles travelling at a speed over 60mph.
- 4.13 A search of the Angus Accident Database confirms that there have been no “recorded” road traffic injury accidents on the B9134 Old Brechin Road, Lunanhead in the most recent 3 year recording period (1 January 2015 – 31 December 2017).
- 4.14 The results of the speed survey carried out on the B9134 confirmed evidence of high approach speeds into Lunanhead and therefore, considering the survey results the introduction of an intermediate (buffer) 40mph speed limit would be appropriate. A plan (**Appendix B**) has been attached to this report to show the proposed amendment to the existing speed limit.
- 4.15 As part of the A and B Class speed limit review, the B9113 from Forfar to Montrose was also assessed and it found that 30mph was the appropriate speed limit to be imposed over the length of the development within the village of Gowanbank and that the National Speed Limit was the appropriate speed limit for other sections of road. In terms of the layout on the B9113 at the east end of the village, the 30mph speed limit signage is located close to the easternmost property.

- 4.16 A recent speed survey was carried out on the B9113 Montrose Road, Gowanbank at Lea Rig. 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 50m into the 30mph speed limit, beyond the 30mph speed limit signage. The survey returned results, over a 4 day period, of an average recorded speed of 32.2mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 39.0mph. There were approximately 1,178 vehicles detected per day over the recording period. Over the 4 day period the recording device detected 453 vehicles travelling at a speed between 40 and 50mph, 18 vehicles travelling at a speed between 50 and 60mph and no vehicles travelling at a speed over 60mph.
- 4.17 A search of the Angus Accident database confirms that there have been no “recorded” road traffic injury accidents on the B9113 Montrose Road, Gowanbank in the most recent 3 year recording period (1 January 2015 – 31 December 2017).
- 4.18 The results of the speed survey carried out on the B9113 confirmed evidence of high approach speeds into Gowanbank and therefore, considering the speed results the extension of the existing 30mph speed limit and the introduction of an intermediate (buffer) 40mph speed limit would be appropriate. A plan (**Appendix C**) has been attached to this report to show the proposed amendments to the existing speed limits.

5. FINANCIAL IMPLICATIONS

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

7. CONCLUSION

This report highlights the concerns received from residents of Muirhead and Lunanhead 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 B954 at the west end of Muirhead, on the B9134 at the west end of Lunanhead and on the B9113 to the east end of Gowanbank.

8. CONSULTATION

The Chief Executive, Strategic Director – Place, Head of Finance and Legal and the local Police Commander for Tayside Division have been consulted in the preparation of this report.

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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. 327/17 “A923 Entrance to Muirhead & C51 Entrance to Bowriefauld – Amendment to Existing Speed Limit” – Communities Committee on 26 September 2017

List of Appendices:

Appendix A – Proposed Amendment to Speed Limit – B954 Muirhead
 Appendix B – Proposed Amendment to Speed Limit – B9134 Lunanhead
 Appendix C – Proposed Amendment to Speed Limit – B9113 Gowanbank

