

Head of Infrastructure
Angus Council
Angus House
Orchardbank Business Park
Forfar.
DD8 1AN

28th August 2018

Dear Sir or Madam

VARIATION OF SPEED LIMITS ORDER 201X (Forfar A926 40 mph)

I would like to take this opportunity to reply to the above proposal as Chairperson of Paddy Action Group and Planning contact member of the Royal Burgh of Forfar Community Council.

The current A926 40 mph restriction heading west from the Community Campus and the proposed extension do not go far enough and may infact exacerbate speeding traffic issues and driving behaviours onwards on the A926.

If the 40mph ceases just before the A90/A926 slip road/roundabout then effectively the speed becomes a 60/70 mph. Continuing over the A926/A90 bridge overpass and taking right westwards towards Padanaram, the 60/70mph traffic has a limited road distance and 4 rural exits before reaching the 30 mph sign (distance unknown from Motech mini roundabout and Padanaram 30mph sign).

This area is already a flashpoint for speeding traffic affecting pubic users such as pedestrians, children walking or cycling to school, recreational footfall traffic, prams and buggies and dog walkers all sharing a metre wide pavement. Often pedestrians have to use the A926 road to allow other users to pass.

The extended 40 mph and the reduced length of the A926 60/70 mph then a 30mph on the A926 will have a confusing impact on drivers and have the potential of affecting pedestrians. Three speed limits in a short distance seems unrealistic.

Example: Colliston village have speed reductions of 40mph to 30 mph with no exits off between these points unlike Padanarm with 4 exits despite similar straight road on either side.

Summary: I hope Roads will reconsider the variation of Forfar speed limit to extend the 40mph to continue along the A926 heading west over the A90/A926 bridge overpass and A926 towards the 30mph traffic sign at Padanaram village entry point.

Yours sincerely

[Redacted signature]

[Redacted contact information]

Our ref CH/DAM/TR TO2.4

14 September 2018



PLACE
Strategic Director:
Alan McKeown

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]

Dear [REDACTED]

THE ANGUS COUNCIL (GOWANBANK, LUNANHEAD, MUIRHEAD AND KIRRIEMUIR ROAD, FORFAR) (VARIATION OF SPEED LIMITS) ORDER 201X.

I refer to your letter dated 28 August 2018 regarding the above and I note your 'objection' on the grounds that you consider that the 40mph speed limit should be extended beyond the current proposals to Padanaram village.

In terms of the current draft Speed Limits Order which has been published, the procedure regulations pertaining to such Orders does not permit the draft Order to be modified such that would extend the application of the Order or increase the stringency of any prohibition or restriction contained in the Order. As such your request to extend the 40mph speed limit would therefore not be permitted in respect of the current draft Order.

Notwithstanding the above, a similar request raised by a local elected member for an extension of the 40mph speed limit on the A926 from Forfar to Padanaram was considered at a recent Angus Area Traffic Co-ordination Group Forum, which was held on Tuesday 28 August 2018.

The group which comprises various Angus Council departments and divisions and Police Scotland, all of whom have an interest in road safety and traffic management, agreed that an extension of the 40mph speed limit on Kirriemuir Road, Forfar to the 30mph speed limit at Padanaram fails to meet the criteria set out in Angus Council's Speed Limit Strategy for a 40mph speed limit and its introduction would therefore not be appropriate. The group at a previous meeting did however agree to the extension of the 40mph speed limit on Kirriemuir Road to cover the new Guild Homes development at Turfbeg.

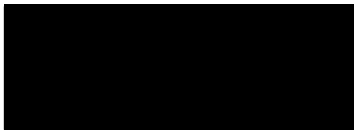
The group considered the need to have a consistent approach to speed limits across the county so that drivers understand the need for appropriately reduced speed limits in areas where there is a clear risk and that if a reduced speed limit was introduced on the A926 between Forfar and Padanaram there is a risk that it would

have little effect on current driver behaviour and would lead to a greater onus on Police Scotland for speed enforcement.

I hope the above clarifies the situation and on that basis I would be obliged if you would advise me if you wish me to continue to consider your representation as an objection to the current draft Order or that you are willing to withdraw your objection.

If you have any queries regarding any of the above please don't hesitate to contact Daniel Munro on 01307 473395 or email munroda@angus.gov.uk .

Yours sincerely



Craig Hudson
Traffic & Transport Manager

From: [REDACTED]

Sent: 15 September 2018 08:51

To: ENVHEALTH

Cc: damunro@angus.gov.uk

Subject: Re: Letter - Speed Objection Reply Letter

I object to the current order as stated and would like to add why a local representative is not included in your methodology decisions.

An additional order should be introduced and invite anyone to walk this route at peak times to get a local perspective, especially in the dark evenings of winter.

In reply to the letter sent to me regarding your decision regarding 40mph from the A926 eastmost roundabout (Motech) I would like Roads to consider the safety of pedestrians, schoolchildren who walk and cycle on this road to reach the village. On a daily basis, the traffic has to reduce from 60mph to 30mph and instead of slowing to reach the 30mph use the road (with 4 access points before reaching the 30mph sign) within the village to reduce their speed, if at all. When the 'speed monitor' (eastmost) was installed every car activated overspeeding.

Local residents have conducted various surveys (not outwith school holidays such as Angus Council conducted) and found some 500 vehicles per hour including heavy farm traffic, delivery lorries, wide loads etc.

Children who use public transport have to cross this road to access the bus stops.

Question: Why does Colliston have 40 to 30 mph at both ends of their village and do not have the same 'access points or the 'speeding traffic as such coming from a dual carriageway of the A90? There is no consistency here for drivers and differs from our experience.

Question: Can Roads conduct a proper survey (outwith school holidays) and monitor the traffic numbers at least the Eastmost side (from Motech roundabout) of Padanaram?-

Thank you Without prejudice

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Dear [REDACTED],

Thank you for your email of 15th September 2018 to Angus council regarding your objection to the proposed Traffic Regulation Order for the change of speed limit on the A926.

In 2008 Angus Council carried out a review of the speed limits on all A and B class routes within Angus in accordance with their Speed Limit Strategy and the Scottish Government guidance on setting local speed limits (Circular 01/2006) and I can confirm that both Colliston and Padanaram were included within this review.

In accordance with the Speed Limit Strategy and the Scottish Government Guidance the review implemented government policy that, where appropriate, 30mph speed limits should be the norm in villages. Angus Council's Speed Limit Policy adopted the definition of a village from the government's Traffic Advisory Leaflet 1/04 – "Village Speed Limits". This definition is based on simple criteria relating to frontage development and distance. All roads within Angus will therefore be subject to a 30mph speed limit through a village if the following criteria are met:

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

In situations where the development density is met over a much shorter distance, a 30mph speed limit was imposed over the length of the development and an intermediate (buffer) limit of 40mph will be implemented prior to the 30mph terminal signs at the entrance to the village to ensure a 'minimum speed restricted' length of 600m.

With regards to Colliston, this development met the housing density criteria over a shorter distance therefore intermediate 40mph speed limits were introduced at both entrances to the village in order to ensure a minimum speed restriction of 600m.

Similarly Padanaram met the housing density criteria over a shorter distance, however due to the close proximity of the roundabout to the east of the village the intermediate 40mph limit was only installed at the west entrance to the village.

With regards to traffic numbers our most recent survey, which was carried out between 16th April 2015 and 23rd April 2015, shows that the average daily number of vehicles travelling eastbound was 2,811 and the average daily number of vehicles travelling westbound was 4,862. I would be happy to arrange for another survey to be carried out. Please note that list of survey request is quite long at present therefore it may be several weeks before the survey can be carried out. I will contact you again in due course with the results of the survey.

I hope the above clarifies the situation, however if you have any further queries please don't hesitate to contact me.

Regards,

Andrea

Andrea Strachan, Traffic Engineer (Roads), Angus Council, Angus House, Orchardbank Business Park, Forfar DD8