

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 16 APRIL 2019

**B961 ENTRANCE TO REDFORD & C6 ENTRANCES TO TEALING –
AMENDMENT TO EXISTING SPEED LIMITS**

REPORT BY DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report informs the Committee of concerns raised over speeding on the B961 southbound approach into Redford; and on the C6 eastbound and westbound approaches into Tealing. The report details the findings of the engineering investigations carried out and recommends amendments to the existing speed limits.

1. RECOMMENDATIONS

It is recommended that the Committee:

- (i) notes the concerns over speeding at the two locations;
- (ii) notes the findings of the engineering investigations carried out to assess the concerns;
- (iii) agrees to the implementation of the amendments to the existing speed limit on the B961 at Redford; and
- (iv) agrees to the implementation of the amendment to the existing speed limits on the C6 at Tealing.

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

- 2.1 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 by Carmyllie Primary School staff over the speed of traffic on the southbound approach into Redford on the B961. 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 by Tealing Community Council over the speed of traffic on the eastbound and westbound approaches into Tealing on the C6. A request has been made for consideration to be given to the introduction of a reduced “buffer” speed limit at these locations.

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 roads 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, 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.
- 4.8 As part of the A and B Class speed limit review, the B961 from Dundee to Legaston 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 Redford and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout on the B961 at the north end of the village, the 30mph speed limit signage is located approximately 85m north of the northernmost property (Carmyllie Primary School).

- 4.9 A recent speed survey was carried out on the B961 in the vicinity of Carmyllie Primary School. A recording device was placed so as to pick up the speed of traffic on the southbound 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 32.7mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 42.2mph. There were approximately 1,211 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 190 vehicles travelling at a speed between 40 and 50mph and 18 vehicles travelling at a speed between 50 and 60mph.
- 4.10 The speed survey results confirmed that there was no discernible reduction in speed on the approach into Redford during the operation of the part time 20mph speed limit outside the school frontage. Investigations are ongoing into the feasibility of installing a part time vehicle activated school warning sign on the southern approach to the school, which will be operational during the same period each day as the part time 20mph speed limit signs.
- 4.11 A search of the Angus Accident database confirms that there have been no “recorded” road traffic injury accidents on the B961 at Redford in the most recent 3 year recording period (1 September 2015 – 31 August 2018).
- 4.12 Angus Council’s Speed Limit 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 survey carried out on the B961 confirmed evidence of high approach speeds into Redford and therefore, considering the survey results the introduction of an intermediate (buffer) 40mph speed limit would be appropriate. A plan (**Appendix 1**) has been attached to this report to show the proposed amendment to the existing speed limit.
- 4.13 As part of the C Class speed limit review, the C6 from the A90 to Auchterhouse 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 Tealing and that the National Speed Limit was the appropriate speed limit for other sections of road. In terms of the layout at the west end of the village, the 30mph speed limit signage is located close to the westernmost property. In terms of the layout at the east end of the village, the 30mph speed limit signage is located close to the easternmost property.
- 4.14 A recent speed survey was carried out on the C6 at the west end of Tealing. 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 36.8mph and an 85th percentile speed (speed at or under which 85% of vehicles were travelling) of 44.0mph. There were approximately 698 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 173 vehicles travelling at a speed between 40 and 50mph and 6 vehicles travelling at a speed between 50 and 60mph.
- 4.15 A recent survey was similarly carried out on the C6 at the east end of Tealing. 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 34.1mph and an 85th percentile speed (speed at or under which 85% of vehicles were travelling) of 40.6mph. There were approximately 1,067 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 138 vehicles travelling at a speed between 40 and 50mph.
- 4.16 A search of the Angus Accident Database confirms that there have been no “recorded” road traffic injury accidents in the vicinity of the C6 at Tealing in the most recent 3 year recording period (1 September 2015 – 31 August 2018).
- 4.17 The results of the speed surveys carried out on the C6 confirmed evidence of high approach speeds into Tealing on both eastern and western approaches and therefore, considering the survey results the introduction of intermediate (buffer) 40mph limits on both approaches would be appropriate. A plan (**Appendix 2**) has been attached to this report to show the proposed amendments to the existing speed limit.

5. FINANCIAL IMPLICATIONS

- 5.1 The estimated costs for the signage and the requisite Order for each buffer zone is estimated at £500. Thus the costs involved in agreeing this report is £1,500 which would be funded from the Traffic revenue funding for 2019/20.

6. CONCLUSION

- 6.1 This report highlights the concerns received from Carmyllie Primary School, Redford and Tealing Community Council 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 B961 at the north end of Redford and on the C6 at the west and east ends of Tealing.

7. CONSULTATION

- 7.1 The Chief Executive, Depute Chief Executive, Director of Finance, Service Leader - Legal and Democratic 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:

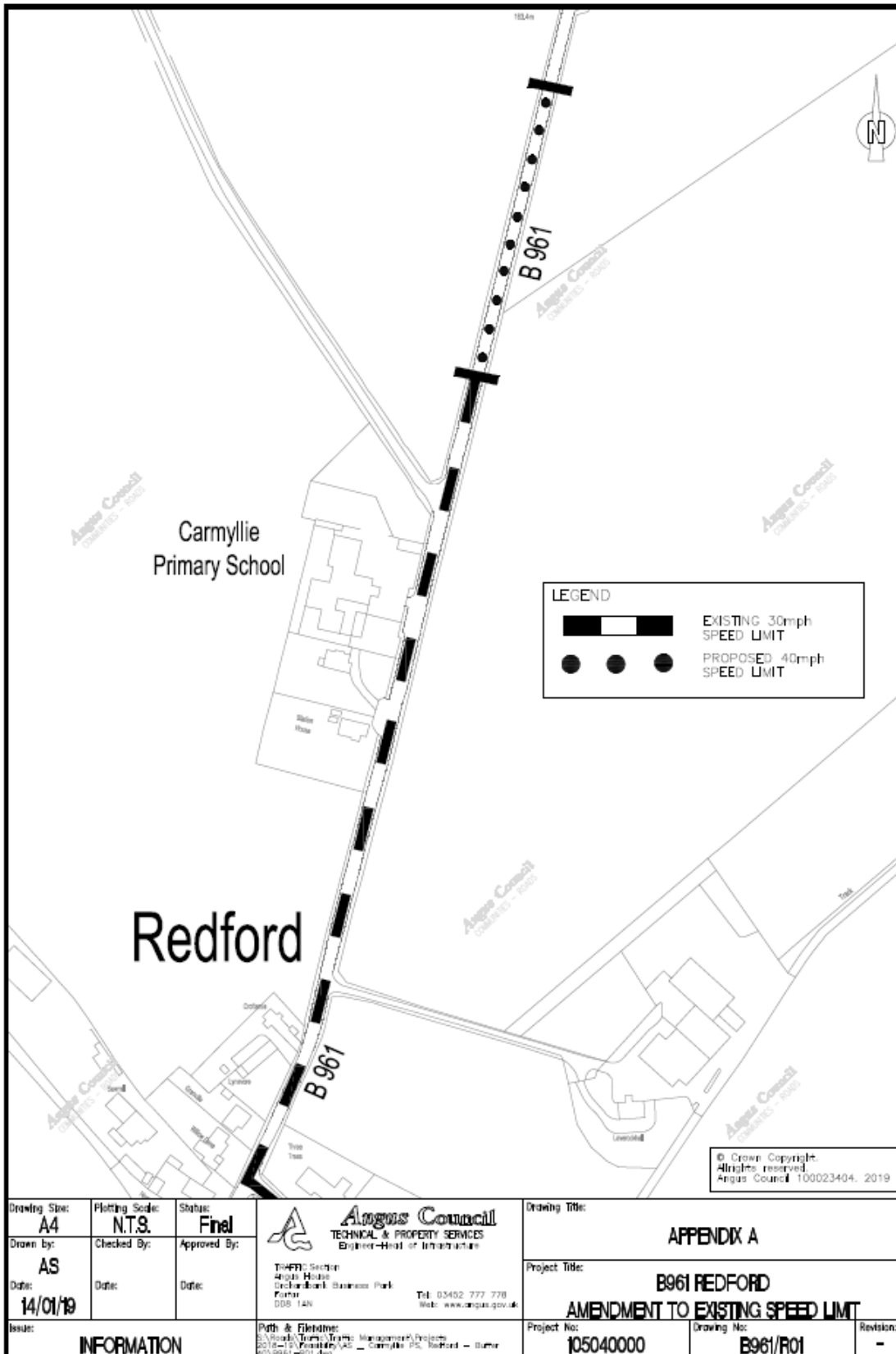
- Report No. 1397/06 "Setting Local Speed Limits" – Infrastructure Services Committee on 23 November 2006
- Report No. 266/08 "Speed Limit Review – A & B Class Local Roads" – Infrastructure Services Committee on 4 March 2008
- Report No. 51/13 "Speed Limit Review – C Class Local Roads" – Infrastructure Services Committee 22 January 2013

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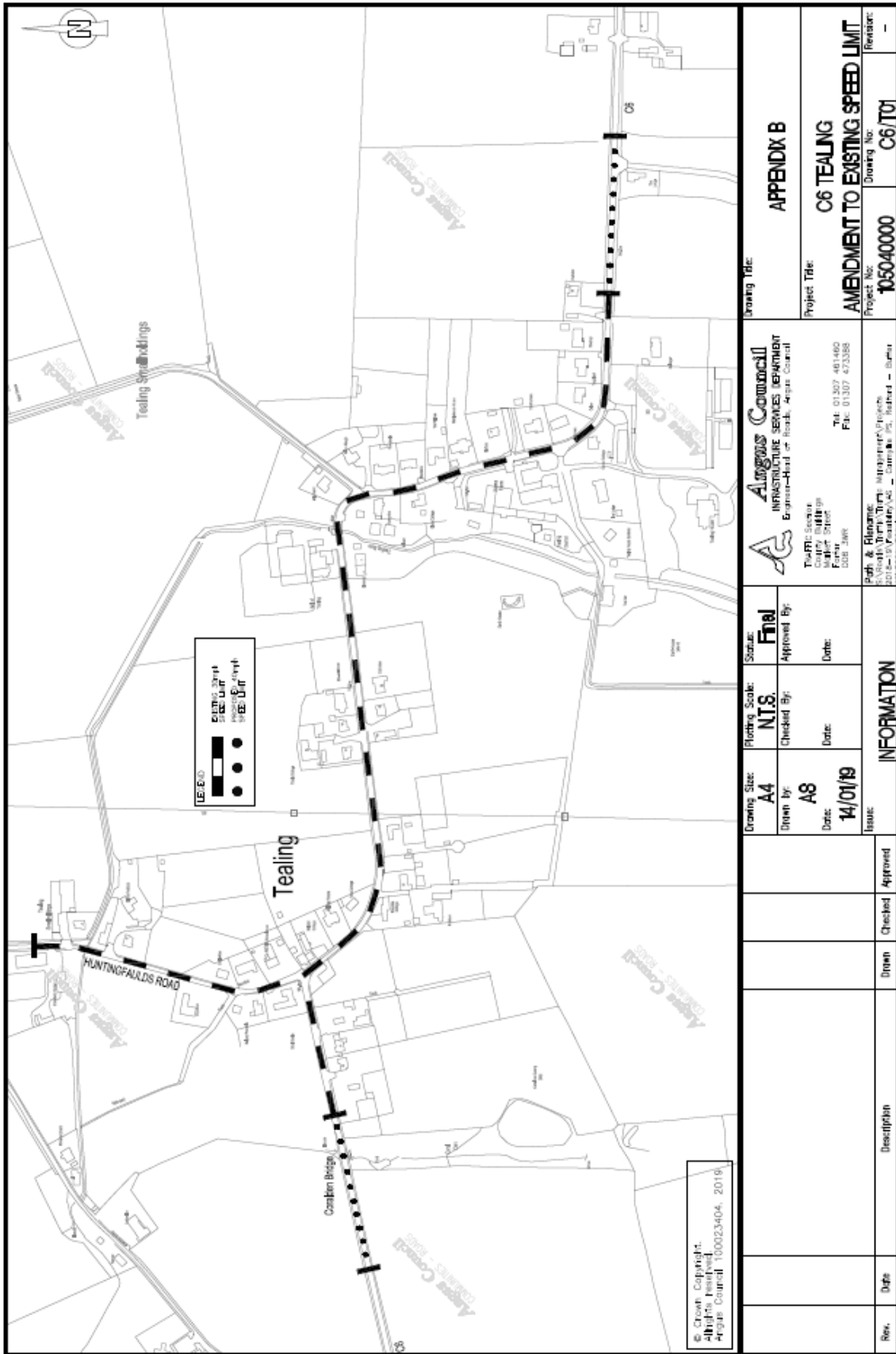
EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices:

- Appendix 1: Proposed Amendment to Speed Limit – B961 Redford
- Appendix 2: Proposed Amendment to Speed Limit – C6 Tealing



Plan showing the B961 at Redford and extent of proposed speed limit northwards from the existing 30mph just north of the Carmyllie Primary School



Plan showing the C6 at Tealing and extent of proposed speed limit northwards from the existing 30mph; and southwards from the existing 30mph