

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 13 AUGUST 2019**

**A928 GLAMIS ROAD & C31 SHIELHILL ROAD ENTRANCES TO KIRRIEMUIR; B954 DUNDEE ROAD, C16 COUPAR ANGUS ROAD AND C16 NORTH STREET ENTRANCES TO NEWTYLE; AND B961 NORTHBOUND ENTRANCE TO REDFORD – AMENDMENTS TO EXISTING SPEED LIMITS**

**REPORT BY THE DIRECTOR OF INFRASTRUCTURE**

**ABSTRACT**

This report informs the Committee of concerns raised over speeding on the A928 northbound approach into Kirriemuir, the C31 westbound approach into Kirriemuir, the B954 north and southbound approaches into Newtyle, the C16 east and westbound approaches into Newtyle and the B961 northbound approach into Redford, and requests to reduce the speed limits. The Report 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 A928 Glamis Road, Kirriemuir
- (iv) agrees to the implementation of the amendment to the existing speed limit on the C31 Shielhill Road, Kirriemuir
- (v) agrees to the implementation of the amendments to the existing speed limit on the B954 Dundee Road, Newtyle
- (vi) agrees to the implementation of the amendment to the existing speed limit on the C16 Coupar Angus Road, Newtyle
- (vii) agrees to the implementation of the amendment to the existing speed limit on the C16 North Street, Newtyle, and
- (viii) agrees to the implementation to the amendment to the existing speed limit on the B961 at Redford

**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 were recently raised by a local resident over the speed of traffic on the northbound approach into Kirriemuir on the A928 Glamis Road and by Kirriemuir Landward East Community Council over the speed of traffic on the westbound approach into Kirriemuir on the C31 Shielhill Road. Requests have been made for consideration to be given to the introduction of reduced “buffer” speed limits at these locations.
- 3.2 Concerns were recently raised by a local ward member over the speed of traffic on the north and southbound approaches into Newtyle on the B954 Dundee Road, the eastbound approach into Newtyle on the C16 Coupar Angus Road and the westbound approach into Newtyle on the C16 North Street. A request has been made for consideration to be given to the introduction of reduced “buffer” speed limits at these locations.
- 3.3 Concerns were recently raised by a local MP over the speed of traffic on the northbound approach into Redford on the B961. A request has been made for the consideration to be given to the introduction of reduced “buffer” speed limit at this location. A similar request for the introduction of a reduced “buffer” speed limit on the southbound approach into Redford on the B961 was approved by committee on 16 April 2019 (Report No. 109/19).

### **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 roads speed limit review, the A928 from Glamis to Kirriemuir was assessed and it was found that 30mph was the appropriate speed limit to be imposed over the length of the development within the town of Kirriemuir and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout of the A928 at the southern end of the town, the 30mph speed limit signage is located approximately 10m south of the most southern property (Taraleigh, 61 Glamis Road).
- 4.9 A recent speed survey was carried out on the A928 in the vicinity of 61 Glamis Road, Kirriemuir. A recording device was placed so as to pick up the speed of traffic on the northbound approach into the town; positioned to record speeds approximately 20m in advance of the 30mph speed limit, at the speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 42.1mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 50.3mph. There were approximately 1,797 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 816 vehicles travelling at a speed between 40 and 50mph, 251 vehicles travelling at a speed between 50 and 60mph and 29 vehicles travelling at or above 60mph.
- 4.10 A search of the Angus Road Traffic Accident database confirms that there have been no “recorded” injury accidents on the A928 Glamis Road, Kirriemuir in the most recent 3 year recording period (1 April 2016 – 31 March 2019).
- 4.11 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 survey carried out on the A928 Glamis Road, Kirriemuir confirmed evidence of high approach speeds into Kirriemuir 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 roads speed limit review, the C31 from Brechin to Kirriemuir was assessed and it was found that 30mph was the appropriate speed limit to be imposed over the length of the development within the town of Kirriemuir and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout on the C31 at the east end of the town, the 30mph speed limit signage is located approximately 5m west of the access into Kirriemuir Golf Club’s car park.
- 4.13 A recent speed survey was carried out on the C31 in the vicinity of Kirriemuir Golf Club Clubhouse. A recording device was placed so as to pick up the speed of traffic on the westbound approach into the town; positioned to record speeds approximately 100m into the 30mph speed limit, beyond the speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 29.6mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 38.7mph. There were approximately 703 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 335 vehicles travelling at a speed between 40 and 50mph and 19 vehicles travelling at a speed between 50 and 60mph.

- 4.14 A search of the Angus Road Traffic Accident database confirms that there have been no “recorded” injury accidents on the C31 Shielhill Road in the vicinity of the westbound approach at Kirriemuir in the most recent 3 year recording period (1 April 2016 – 31 March 2019).
- 4.15 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 survey carried out on the C31 Shielhill Road, Kirriemuir confirmed evidence of high approach speeds into Kirriemuir 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.
- 4.16 As part of the A and B Class roads speed limit review, the B954 from Dundee to Alyth 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 Newtyle and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout of the B954, the 30mph speed limit signage is located on Dundee Road approximately 3m south of the private access to Hatton Farm at the southern end of the village and on Dundee Road approximately 200m north of its junction with Coupar Angus Road and North Street at the northern end of the village.
- 4.17 A recent speed survey was carried out on the B954 Dundee Road in the vicinity of Newtyle Primary School at the southern end of the village. 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 speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 36mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 43mph. There were approximately 2,503 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 528 vehicles travelling at a speed between 40 and 50mph, 396 vehicles travelling at a speed between 50 and 60mph and 4 vehicles travelling at speeds at or above 60mph.
- 4.18 A recent speed survey was carried out on the B954 on Dundee Road between the 30mph speed limit signage and its junction with Coupar Angus Road and North Street at the northern end of the Newtyle. 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 speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 37mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 44mph. There were approximately 3,325 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 883 vehicles travelling at a speed between 40 and 50mph, 99 vehicles travelling at a speed between 50 and 60mph and 9 vehicles travelling at speeds at or above 60mph.
- 4.19 A search of the Angus Road Traffic Accident database confirms that there have been no “recorded” injury accidents on the B954 Dundee Road in the vicinity of the southern and northern approaches at Newtyle in the most recent 3 year recording period (1 April 2016 – 31 March 2019).
- 4.20 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 surveys carried out on the B954 Dundee Road, Newtyle confirmed evidence of high approach speeds into Newtyle and therefore, considering the survey results the introduction of intermediate (buffer) 40mph speed limits would be appropriate. A plan (**Appendix C**) has been attached to this report to show the proposed amendments to the existing speed limit.
- 4.21 As part of the C Class roads speed limit review, the C16 from Glamis to Coupar Angus 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 Newtyle and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout on the C16 the 30mph speed limit signage is located on Coupar Angus Road approximately 2m west

of the most western property (Pendle Cottage) at the western end of the village and on North Street approximately 5m east of its junction of with Bulb Park at the eastern end of the village.

- 4.22 A recording device was placed so as to pick up the speed of traffic on the eastbound approach into the town; positioned to record speeds approximately 100m into the 30mph speed limit, beyond the speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 30mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 37mph. There were approximately 465 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 27 vehicles travelling at a speed between 40 and 50mph and 0.6 vehicles travelling at a speed between 50 and 60mph.
- 4.23 A recent speed survey was also carried out on the C16 on North Street, Newtyle. A recording device was placed so as to pick up the speed of traffic on the westbound approach into the town; positioned to record speeds approximately 100m into the 30mph speed limit, beyond the speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 26mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 34mph. There were approximately 898 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 155 vehicles travelling at a speed between 40 and 50mph and 0.3 vehicles travelling at a speed between 50 and 60mph.
- 4.24 A search of the Angus Road Traffic Accident database confirms that there have been no “recorded” injury accidents on the C16 in the vicinity of the eastern and western approaches at Newtyle in the most recent 3 year recording period (1 April 2016 – 31 March 2019).
- 4.25 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 survey carried out on the C16 Coupar Angus Road confirmed evidence of high approach speeds into Newtyle and therefore, considering the survey results the introduction of an intermediate (buffer) 40mph speed limit would be appropriate. The speed survey results carried out on the C16 North Street, however confirmed that the approach speeds into Newtyle were not high for consistencies sake it would also be appropriate to introduce an intermediate (buffer) 40mph speed limit at this location. A plan (**Appendix C**) has been attached to this report to show the proposed amendments to the existing speed limit.
- 4.26 As part of the A and B Class roads speed limit review, the B961 from Friockheim to Dundee 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 of the B961 at the southern end of the village, the 30mph speed limit signage is located approximately 230m south of its junction with Burnhead Terrace.
- 4.27 A recent speed survey was carried out on the B961 in the vicinity of the telephone exchange. A recording device was placed so as to pick up the speed of traffic on the northbound approach into the town; positioned to record speeds approximately 120m into the 30mph speed limit, beyond the speed limit signage. The survey returned results, over a 7 day period, of an average recorded speed of 37mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 46mph. There were approximately 1,536 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 248 vehicles travelling at a speed between 40 and 50mph, 90 vehicles travelling at a speed between 50 and 60mph and 17 vehicles travelling at or above 60mph.
- 4.28 A search of the Angus Road Traffic Accident database confirms that there have been no “recorded” injury accidents on the B961 in the vicinity of the northern approach at Redford in the most recent 3 year recording period (1 April 2016 – 31 March 2019).
- 4.29 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 survey carried out on the B961 northern approach at Redford 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 D**) has been attached to this report to show the proposed amendment to the existing speed limit.

## **5. FINANCIAL IMPLICATIONS**

- 5.1 The costs associated with the required Orders and signage is estimated at £7,000 capital which can be contained within the 2019/20 Traffic Road Safety capital budget; and £700 annual revenue costs which need to be contained within the Roads Maintenance revenue budget.

## **6. CONCLUSION**

- 6.1 This report highlights the concerns received 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 amendment to the speed limit on the A928, Glamis Road at the south end of Kirriemuir, the C31 Shielhill Road at the east end of Kirriemuir, the B954 Dundee Road at the south and north ends of Newtyle, the C16 North Street at the east end of Newtyle and the C16 Coupar Angus Road at the west end of Newtyle and the B961 at the south end of Redford.

## **7. CONSULTATION**

The Chief Executive, Depute Chief Executive, Director of Finance and Director 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:

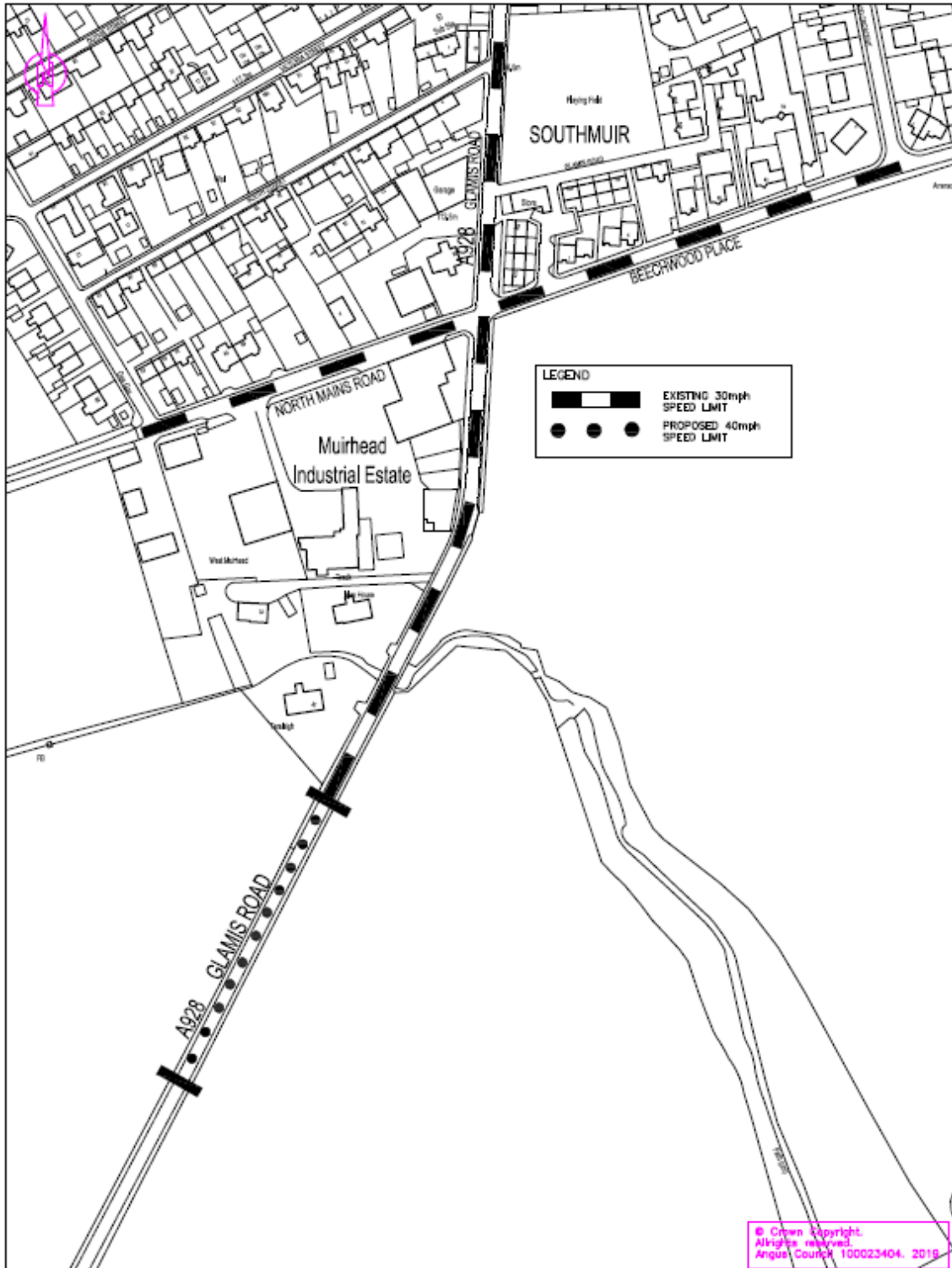
- Report No. 1397/06 "Setting Local Speed Limits" – Infrastructure Services Committee on 23 November 2006
- Report No. 266/08 "Speed Limit Review – A & B Class Local Roads" – Infrastructure Services Committee on 4 March 2008
- Report No. 51/13 "Speed Limit Review – C Class Local Roads" – Infrastructure Services Committee 22 January 2013
- Report No. 109/19 "B961 Entrance to Redford & C6 Entrances to Tealing – Amendments to Existing Speed Limits" – Communities Committee 16 April 2019

**REPORT AUTHOR: Ian Cochrane, Director of Infrastructure**

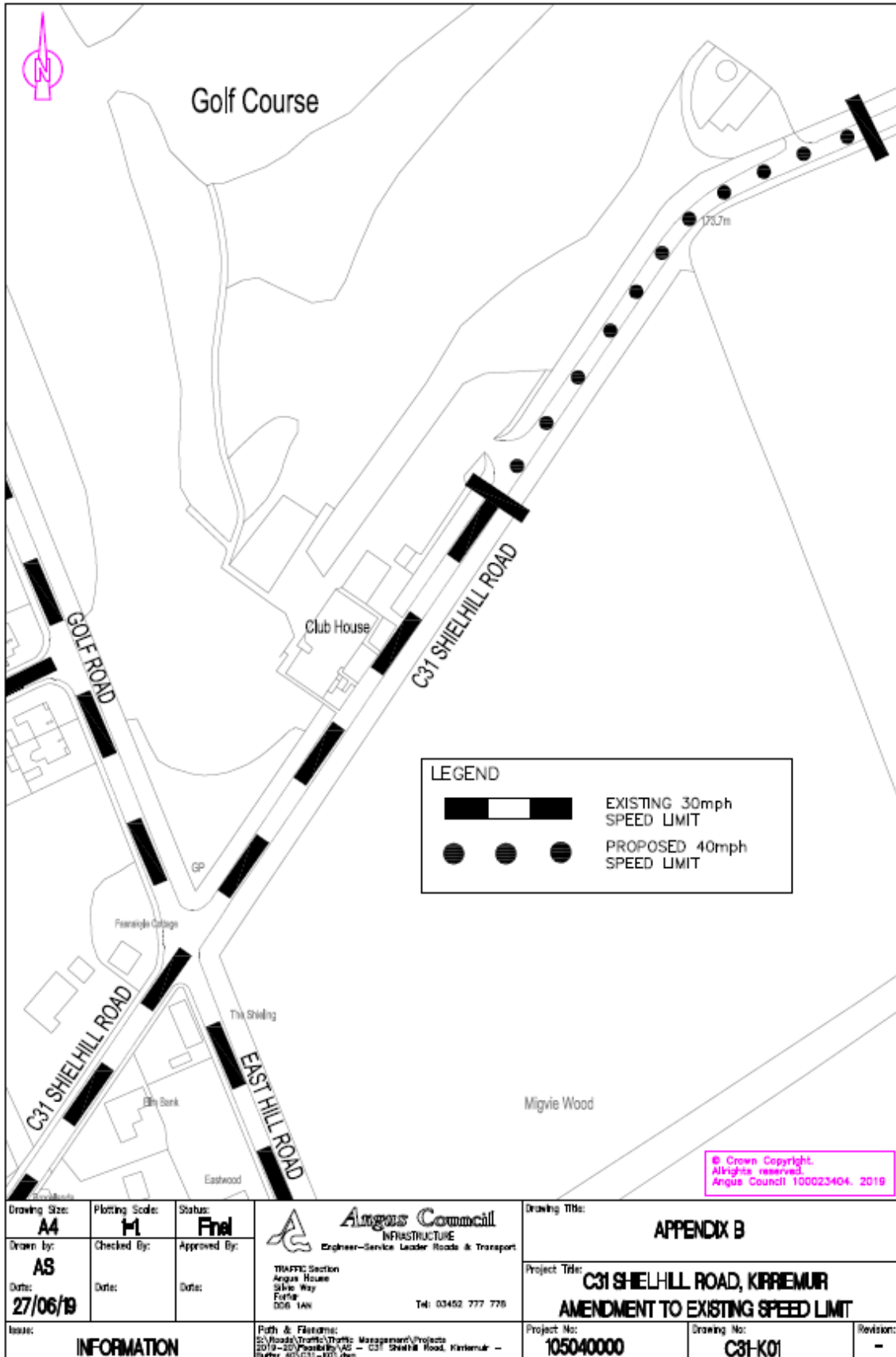
**EMAIL DETAILS: [Communities@angus.gov.uk](mailto:Communities@angus.gov.uk)**

List of Appendices:

- Appendix A: Proposed Amendment to Existing Speed Limit – A928 Glamis Road, Kirriemuir
- Appendix B: Proposed Amendment to Existing Speed Limit - C31 Shielhill Road, Kirriemuir
- Appendix C: Proposed Amendment to Existing Speed Limit – B954 & C16, Newtyle
- Appendix D: Proposed Amendment to Existing Speed Limit – B961 Redford

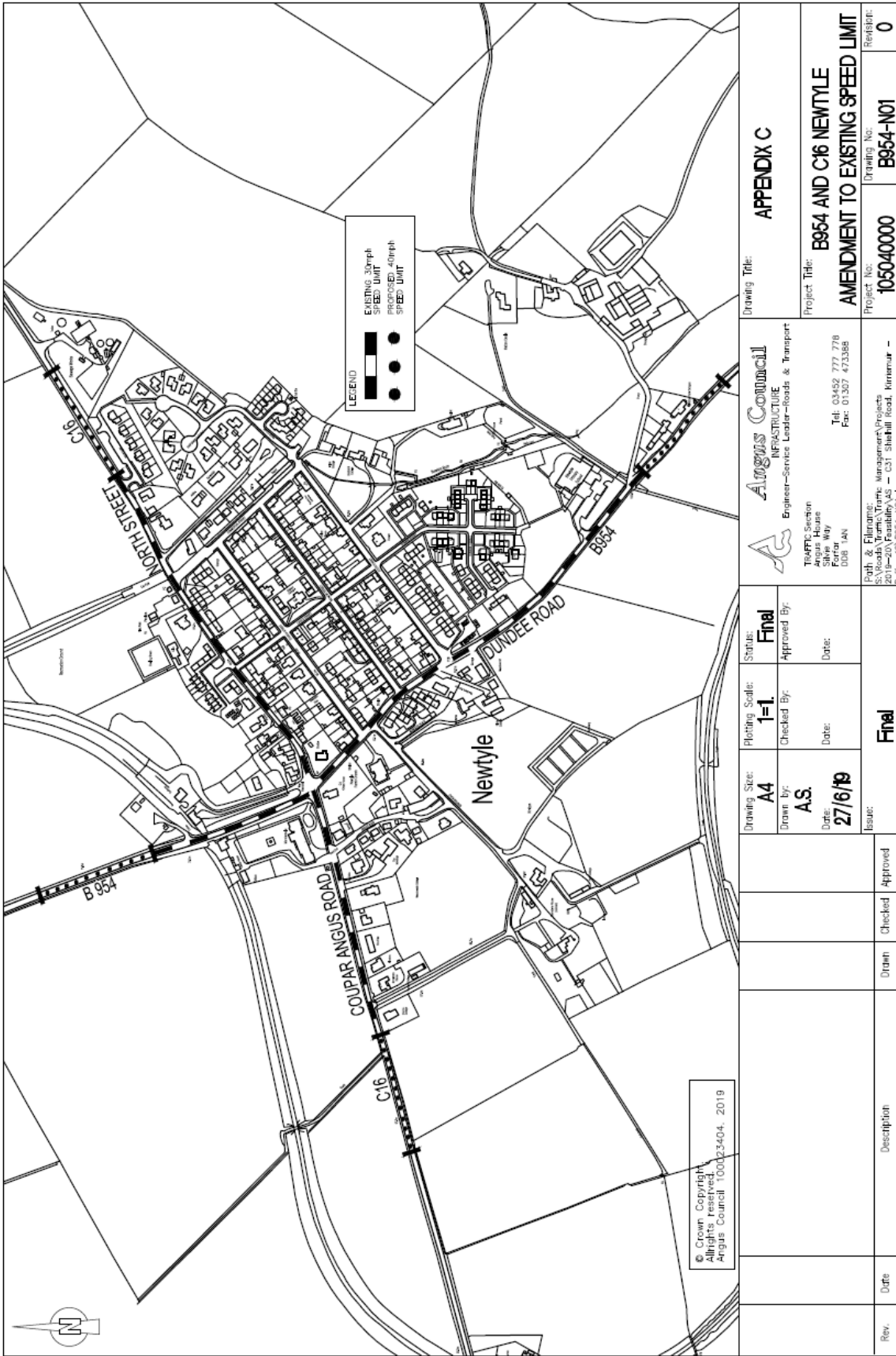


Drawing Size: <b>A4</b>	Plotting Scale: <b>M</b>	Status: <b>Final</b>	 <b>Angus Council</b> INFRASTRUCTURE Engineer-Service Leader Roads & Transport  TRAFFIC Section Angus House Silver Way Forth DD6 1AN Tel: 03452 777 778	Drawing Title: <b>APPENDIX A</b>	
Drawn by: <b>AS</b>	Checked By:	Approved By:		Project Title: <b>A928 GLAMIS ROAD, KFFRIEMUR AMENDMENT TO EXISTING SPEED LIMIT</b>	
Date: <b>27/06/19</b>	Date:	Date:	Project No: <b>105040000</b>	Drawing No: <b>A928-K01</b>	Revision: <b>-</b>
Issue: <b>INFORMATION</b>			Path & File name: S:\Roads\Traffic\Traffic Management\Projects 2019-2020\SpeedLimit\A4 - 031' Sheriff Road, KFFRIEMUR - SUMM. A928-K01.dwg		



Drawing Size: <b>A4</b>	Plotting Scale: <b>M</b>	Status: <b>Final</b>	 <b>Angus Council</b> INFRASTRUCTURE Engineer-Service Leader Roads & Transport  TRAFFIC Section Angus House Silver Way Forfar DD8 1AN Tel: 03452 777 778	Drawing Title: <b>APPENDIX B</b>		
Drawn by: <b>AS</b>	Checked By:	Approved By:		Project Title: <b>C31 SHIELHILL ROAD, KIRRIEMUR AMENDMENT TO EXISTING SPEED LIMIT</b>		
Date: <b>27/06/19</b>	Date:	Date:		Project No: <b>105040000</b>	Drawing No: <b>C31-K01</b>	Revision: <b>-</b>
Issue: <b>INFORMATION</b>			Path & Filename: S:\Roads\Traffic\Traffic Management\Projects 2019-20\Possibly\AS - C31 Shielhill Road, Kirriemur - Rover - 40\C31-2019.dwg			





© Crown Copyright  
All rights reserved.  
Angus Council 100023404, 2019

Rev.	Date	Description	Drawn	Checked	Approved	Issue	Plotting Scale:	Status:
						Final	1:1	Final
						AS.	Drawn by:	Approved by:
						27/6/19	Date:	Date:
						Final		

Drawing Title: **APPENDIX C**  
 Project Title: **B954 AND C16 NEWTYLE**  
 Project No: **AMENDMENT TO EXISTING SPEED LIMIT**  
 Drawing No: **B954-N01**  
 Revision: **0**

**Angus Council**  
 INFRASTRUCTURE  
 Engineer—Service Leader—Roads & Transport  
 TEAM'S SECTION  
 Angus House  
 Silver Way  
 100A  
 100A  
 100A  
 Tel: 01342 771 779  
 Fax: 01342 473388

Path & Filenames:  
 S:\Roads\Trams\Tram Management\Projects  
 2019-20\Feasibility AS - C16, Dundee Road, Kinnear -  
 100023404 - 100023404

