

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 12 NOVEMBER 2019

B966 INCHBARE – AMENDMENTS TO EXISTING SPEED LIMITS

REPORT BY THE DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report informs the Committee of concerns raised over speeding on the B966 approaches into Inchbare, of a request to reduce the existing 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 amendments to the existing speed limits on the B966 at Inchbare

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 Inveresk Community Council on behalf of local residents over the speed of traffic on both approaches into Inchbare on the B966. A request has been made for consideration to be given to the introduction of reduced “buffer” 40mph speed limits on both approaches.

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 The review of A and B 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.
- 4.4 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 the 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 roads speed limit review, the B966 from Brechin to Edzell 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 Inchbare and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout of the B966 at the southern end of the village, the 30mph speed limit signage is located approximately 90m south of the most southern property (Stracathro Hall) and at the northern end of the village, the 30mph speed limit signage is located approximately 40m north of Westwater Bridge.
- 4.8 A recent speed survey was carried out on the B966 at Inchbare within the vicinity of the crossroads. 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 50m within the 30mph speed limit. The survey returned results, over a 7 day period, of an average recorded speed of 35.7mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 42.5mph. There were approximately 2,398 vehicles detected per day over the recording period. Over the 7 day period the recording device detected 507 vehicles travelling at a speed between 40 and 50mph, 40 vehicles travelling at a speed between 50 and 60mph and 4 vehicles travelling at or above 60mph.
- 4.9 A search of the Angus Road Traffic Accident Database confirms that there have been no “recorded” injury accidents on the B966 at Inchbare in the most recent 3 year recording period (1 September 2016 – 31 August 2019).

- 4.10 Angus Council's Speed Limit Strategy states that "Intermediate (buffer) 40mph speed 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 B966 at Inchbare confirmed evidence of high approach speeds into Inchbare and therefore, considering the survey results the introduction of intermediate (buffer) 40mph speed limits would be appropriate. A plan (**Appendix 1**) has been attached to this report to show the proposed amendments to the existing speed limits.

5. FINANCIAL IMPLICATIONS

- 5.1 The costs associated with the required Traffic Order and signage is estimated at £2,000 which can be contained within the 2019/20 Traffic Road Safety Revenue Budget; and £200 annual revenue costs which need to be contained within the Roads Maintenance Revenue Budget.

6. CONCLUSION

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 limits on the B966 at the south and north ends of Inchbare.

7. CONSULTATION

The Chief Executive, Depute Chief Executive, Director of Finance and Director of Legal and Democratic Services, and the local Police Commander for Tayside Division have been consulted in the preparation of this report.

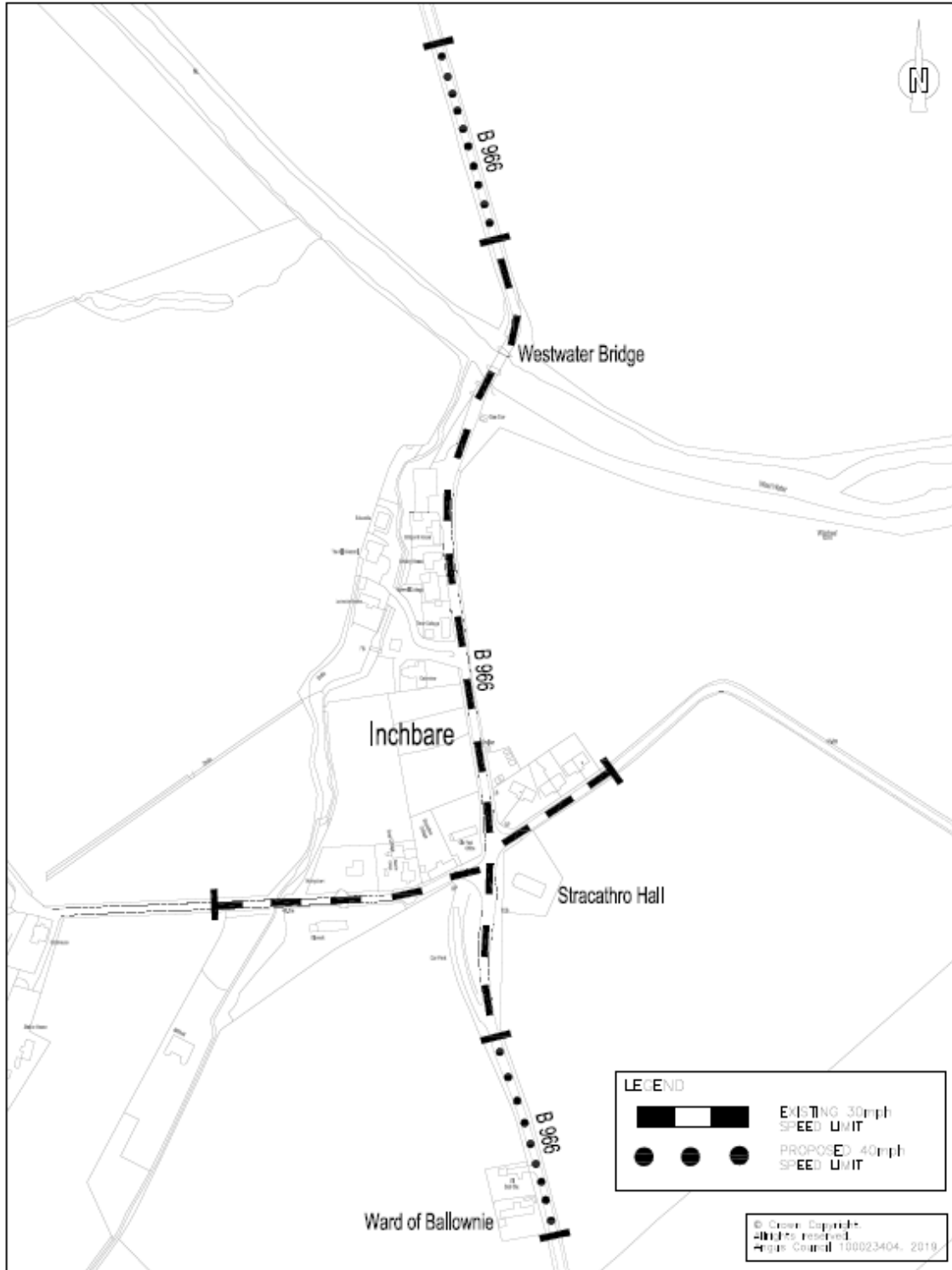
NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- 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

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List of Appendices:

- Appendix 1: Proposed Amendments to Existing Speed Limits – B966 Inchbare



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