

ANGUS COUNCIL

SPECIAL ARRANGEMENTS COMMITTEE – 26 MAY 2020

U329 WOODSIDE ROAD, LIFF – AMENDMENTS TO EXISTING SPEED LIMITS

REPORT BY THE DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report informs the Committee of concerns raised over speeding on U329 Woodside Road, Liff, 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 U329, Woodside Road, Liff

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

Concerns were recently raised by local residents over the speed of traffic on the westbound approach into Liff on the U329 Woodside Road. A request has been made for consideration to be given to the extension of the existing 30mph speed limit eastwards on Woodside Road.

4. DETAILS

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.

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.

A review of "C" Class roads in Angus was completed and findings were detailed in Report No 51/13 (Infrastructure Services Committee 22 January 2013, article 17 refers).

A review of Unclassified roads in Angus was completed and findings were detailed in Report No 35/14 (Communities Committee 21 January 2014, article 15 refers).

The review of A, B, C and Unclassified 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.

The assessment of the A, B, C and Unclassified 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, C and Unclassified 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.

In addition to the framework assessment of the A, B, C and Unclassified 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.

The broad definition of a village was used to assess the rural villages on A, B, C and Unclassified 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.

As part of the A, B, C and Unclassified roads speed limit reviews, the U329 Woodside Road, Liff 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 Liff and that the National Speed Limit was the appropriate speed limit for other sections of the road. In terms of the layout of the U329 at the eastern end of the village, the 30mph speed limit signage is located adjacent to the most eastern property (Rose Cottage, 2 Woodside Road).

A recent speed survey was carried out on the U329 Woodside Road at Liff. 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 20m within the 30mph speed limit. The survey returned results, over a 7 day period, of an average recorded speed of 26mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 32mph. There were approximately 501 vehicles detected per day over the recording period. Over the period the recording device detected 127 vehicles travelling at a speed between 35 and 40mph, 11 vehicles travelling at a speed between 40 and 50mph and 1 vehicle travelling at a speed between 50 and 60mph.

A search of the Angus Road Traffic Accident Database confirms that there have been no “recorded” injury accidents on the U329 Woodside Road, Liff in the most recent 3 year recording period (1 November 2016 – 31 October 2019).

There have been reports of several ‘damage only’ accidents on the U329 Woodside Road, Liff in recent years, with residents reporting damage to their property.

At present the village gateway and 30mph speed limit signs are located adjacent to the most eastern property, however this signage is obscured by vegetation and is not particularly visible to approaching westbound drivers. It is proposed that the village gateway and 30mph speed limit signs are relocated approximately 40 metres eastwards from their current location. A plan (**Appendix 1**) has been attached to this report to show the proposed amendments to the existing speed limits.

The changes to the speed limit will be undertaken as and when Covid19 restrictions allow and approval of this report allows work to progress timeously to progress these proposed changes.

5. FINANCIAL IMPLICATIONS

The costs associated with the required Traffic Order and signage is estimated at £1,000 which can be contained within the 2020/21 Traffic Road Safety Revenue Budget; and £100 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 U329 Woodside Road, Liff.

7. CONSULTATION

The Chief Executive, Director of Finance, 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
- Report No.51/13 “Speed Limit Review – C Class Local Roads” – Infrastructure Services Committee on 22 January 2013
- Report No. 35/14 “Speed Limit Review – Unclassified Local Roads” – Communities Committee on 21 January 2014

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List of Appendices:

- Appendix 1: Proposed Amendments to Existing Speed Limits – U329 Woodside Road, Liff

PLAN INSERTED