

ANGUS COUNCIL

COMMUNITES COMMITTEE - 17 AUGUST 2021

B961 KINGENNIE – AMENDMENTS TO EXISTING SPEED LIMITS

REPORT BY THE DIRECTOR OF INFRASTRUCTURE

ABSTRACT

This report informs the Committee of concerns raised over speeding on the B961 approaches into Kingennie and details the findings of the engineering investigations carried out in response to a request to reduce the existing speed limits.

1. RECOMMENDATION

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 B961 at Kingennie.

2. ALIGNMENT TO THE COUNCIL PLAN

This report contributes to the Council Plan 2019-2024 priorities:

PEOPLE: We want to maximise inclusion and reduce inequalities

- We will work collaboratively for and with our citizens to keep them safe in resilient communities

PLACE: We want our communities to be strong, resilient and led by citizens

- We will engage with citizens and communities to deliver the right services in the right place at the right time

3. BACKGROUND

3.1 Concerns were recently raised by local residents over the speed of traffic on both approaches into Kingennie on the B961. A request has been made for consideration to be given to the introduction of reduced “buffer” 40mph speed limits on both approaches.

3.2 Reference is made to Report Nos. 1397/06 and 266/08, detailing the review of A and B Class roads speed limits, and the adoption of Angus Council’s Speed Limit Strategy.

4. CURRENT POSITION

4.1 The B961 was assessed as part of the A and B Class roads speed limit review (reference Report No 266/08). At that time, it was found that 30mph was the appropriate speed limit to be imposed over the length of the development within the village of Kingennie 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 western end of the village, the 30mph speed limit signage is located approximately 5m west of the most western property (1 Drumsturdy Cottages) and at the eastern end of the village, the 30mph speed limit signage is located approximately 5m east of the most eastern property (Old School House).

4.2 A recent speed survey was carried out on the B961 at Kingennie. A recording device was placed to pick up the speed of traffic in the centre of the village. The device recorded speeds

approximately 320m within the 30mph speed limit. The survey returned results, over a 7-day period, of an average recorded speed of 33.7mph and an 85th percentile speed (speed at or below which 85% of vehicles were travelling) of 40.9mph. There were approximately 2,060 vehicles detected per day over the recording period. Over the 7-day period, the recording device detected an average of 321 vehicles travelling at a speed between 40 and 50mph, 28 vehicles travelling at a speed between 50 and 60mph and 1 vehicle travelling at or above 60mph each day.

- 4.3 A search of the Angus Road Traffic Accident Database confirms that there have been no “recorded” injury accidents on the B961 at Kingennie in the most recent 3-year recording period (2 April 2018 – 1 April 2021).
- 4.4 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 B961 at Kingennie confirmed evidence of high approach speeds into Kingennie.

5. PROPOSAL

- 5.1 In accordance with the Council’s Speed Limit Strategy, based on the results of the speed survey described in section 4 the introduction of intermediate (buffer) 40mph speed limits would be appropriate. This is considered to confirm and address the concerns raised by local residents. A plan (**Appendix 1**) has been attached to this report to show the proposed amendments to the existing speed limits on the approaches into Kingennie on the B961.

6. FINANCIAL IMPLICATIONS

- 6.1 The costs associated with the required Traffic Order and signage is estimated at £2,000, which can be contained within the 2021/22 Traffic Road Safety Revenue Budget; and £200 annual revenue costs, which need to be contained within the Roads Maintenance Revenue Budget.

7. EQUALITY IMPACT ASSESSMENT

- 7.1 An Equality Impact Assessment has been completed for this report – see **Appendix 2**.
- 7.2 The Assessment concludes that there are either neutral or positive impacts on protected characteristic groups for the proposals contained in this report.

8. CONSULTATION

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

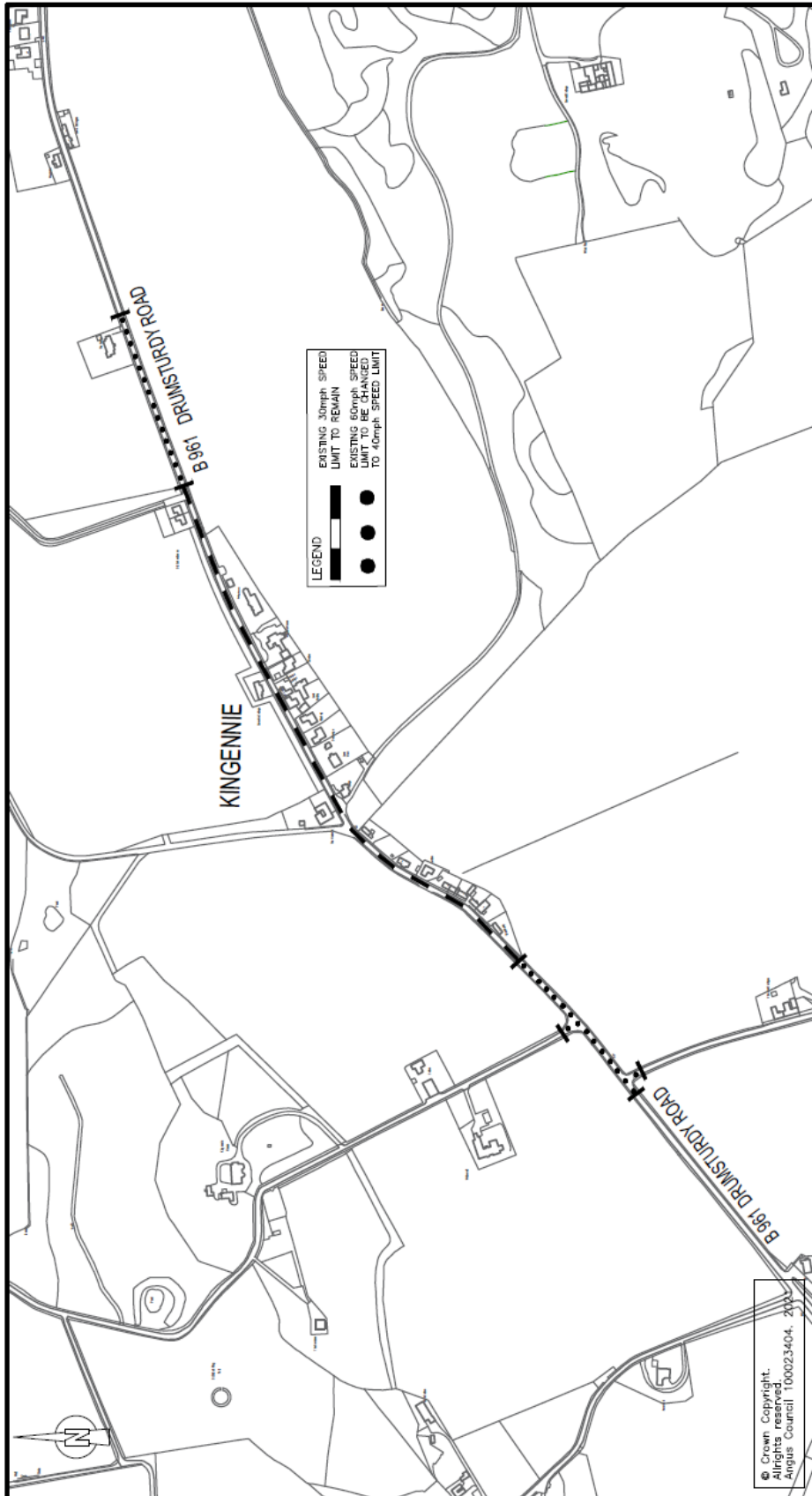
NOTE: The background papers, as defined by Section 50D of the Local Government (Scotland) Act 1973 (other than any containing confidential or exempt information) which were relied on to any material extent in preparing the above report are:

- 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 AUTHOR: Walter Scott, Service Leader – Roads & Transportation
EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices:

- Appendix 1: Proposed Amendments to Existing Speed Limits – B961 Kingennie
- Appendix 2: Equality Impact Assessment



Rev.	Date	Description	Drawn	Checked	Approved
INFORMATION					
Drawing Size: A4		Plotting Scale: 1=1		Status: Final	
Drawn by: AS		Checked By:		Approved By:	
Date: 26/05/21		Date:		Date:	
Issue:					
APPENDIX A					
Project Title: B961 DRUMSTURDY ROAD, KINGENNIE					
Project No: 105040000					
Drawing No: K01					
Revisions: -					
<p>Angus Council TECHNICAL & PROPERTY SERVICES Engineer-Head of Tech & Property Services</p> <p>TRAFFIC SECTION County Buildings Market Street DUNELM DUNELM</p> <p>Tel: 01307 461480 Fax: 01307 473388</p> <p>Path & Filename: S:\Traffic\Traffic Management\Projects 2021-22\Feasibility\AS\Kingennie - Speed Limit\K01.dwg</p>					



Equality Impact/Fairer Scotland Duty Assessment Form

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions): **B961 Kingennie – Amendments to existing speed limits**

Step 2

Is this only a **screening** Equality Impact Assessment ~~Yes~~/No

(A) If Yes, please choose from the following options **all** reasons why a full EIA/FSD is not required:

- | | |
|---|--------|
| (i) It does not impact on people | Yes/No |
| (ii) It is for information only | Yes/No |
| (iii) It is reflective e.g. of budget spend over a financial year | Yes/No |
| (iv) It is technical | Yes/No |

If you have answered yes to any of points above, please go to **Step 16**, and sign off the Assessment.

(B) If you have answered No to the above, please indicate the following:

Is this a full Equality Impact Assessment	Yes/No
Is this a Fairer Scotland Duty Assessment	Yes /No

If you have answered Yes to either or both of the above, continue with Step 3.
If your proposal is a **strategy** please ensure you complete Step 13 which is the Fairer Scotland Duty Assessment.

Step 3

(i) Lead Directorate/Service: **Infrastructure/Roads & Transportation**

(ii) Are there any **relevant** statutory requirements affecting this proposal? If so, please describe.

No.

(iii)What is the aim of the proposal? Please give full details.

- **To improve road safety on the B961 through Kingennie by installing 'buffer' 40mph speed limits on both approaches to the village.**

(iv)Is it a new proposal? **Yes/No** Please indicate OR

Is it a review of e.g. an existing budget saving, report, strategy, policy, service review, procedure or function? **Yes/No** Please indicate

Step 4: Which people does your proposal involve or have consequences for?

Please indicate all which apply:

Employees **Yes/No**

Job Applicants **Yes/No**

Service users **Yes/No**

Members of the public **Yes/No**

Step 5: List the evidence/data/research that has been used in this assessment (links to data sources, information etc which you may find useful are in the Guidance). This could include:

Internal data (e.g. customer satisfaction surveys; equality monitoring data; customer complaints).

Email received from a local resident complaining that drivers are failing to adhere to the 30mph posted speed limit on the B961 through Kingennie.

Speed survey results from survey carried out between 24 and 31 March 2021.

Internal consultation (e.g. with staff, trade unions and any other services affected).

Concerns and speed survey results discussed at the 27 April 2021 meeting of the Angus Area Traffic Co-ordination Group.

External data (e.g. Census, equality reports, equality evidence finder, performance reports, research, available statistics)

Not applicable.

External consultation (e.g. partner organisations, national organisations, community groups, other councils.

Not applicable.

Other (general information as appropriate).

Not applicable.

Step 6: Evidence Gaps.

Are there any gaps in the equality information you currently hold? ~~Yes~~/No

If yes, please state what they are, and what measures you will take to obtain the evidence you need.

Step 7: Are there potential differential impacts on protected characteristic groups? Please complete for each group, including details of the potential impact on those affected. Please remember to take into account any particular impact resulting from **Covid-19**.

No.

Please state if there is a potentially positive, negative, neutral or unknown impact for each group. Please state the reason(s) why.

The Active Travel network is open to all to use, and access does not depend on any protected characteristic.

Age

Impact: Neutral or positive impact on people of all ages, but particularly young and old being able to drive, walk and cycle in a safer road environment.

Disability

Impact: Neutral or positive impact on people of all ages, but particularly young and old and being able to drive, walk and cycle in a safer road environment, and those with certain disabilities.

Gender reassignment

Impact: Neutral.

Marriage and Civil Partnership

Impact: Neutral.

Pregnancy/Maternity

Impact: Neutral or positive impact on people with this protected characteristic being able to drive, walk and cycle in a safer road environment.

Race - (includes Gypsy Travellers)

Impact: Neutral.

Religion or Belief

Impact: Neutral.

Sex

Impact: Neutral.

Sexual orientation

Impact: Neutral.

Step 8: Consultation with any of the groups potentially affected

If you have consulted with any group potentially affected, please give details of how this was done and what the results were.

Neutral or positive impact, hence no consultation undertaken.

If you have not consulted with any group potentially affected, how have you ensured that you can make an informed decision about mitigating action of any negative impact (Step 9)?

Not applicable.

Step 9: What mitigating steps will be taken to remove or reduce potentially negative impacts?

Not applicable.

Step 10: If a potentially negative impact has been identified, please state below the justification.

Not applicable.

Step 11: In what way does this proposal contribute to any or all of the public sector equality duty to: eliminate unlawful discrimination; advance equality of opportunity; and foster good relations between people of different protected characteristics?

The proposal identifies the positive impact in being able to drive, walk and cycle in a safer road environment for a range of people with different protected characteristics.

Step 12: Is there any action which could be taken to advance equalities in relation to this proposal?

No actions to be taken.

Step 13: FAIRER SCOTLAND DUTY – NOT APPLICABLE

This step is only applicable to **strategies** which are key, high level decisions. If your proposal is **not** a strategy, please leave this Step blank, and go to Step 14.

Links to data sources, information etc which you may find useful are in the Guidance.

Step 13(A) What evidence do you have about any socio-economic disadvantage/inequalities of outcome in relation to this strategic issue?

Step 13(B) Please state if there are any gaps in socio-economic evidence for this strategy and how you will take measures to gather the evidence you need.

Step 13(C) Are there any potential impacts this strategy may have specifically on the undernoted groupings? Please remember to take into account any particular impact resulting from **Covid-19**.

Please state if there is a potentially positive, negative, neutral or unknown impact for each grouping.

Low and/or No Wealth (e.g. those with enough money to meet basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future).

Material Deprivation (i.e. those unable to access basic goods and services e.g. repair/replace broken electrical goods, warm home, leisure and hobbies).

Area Deprivation (i.e. where people live (e.g. rural areas), or where they work (e.g. accessibility of transport)).

Socio-economic Background i.e. social class including parents' education, people's employment and income.

Other – please indicate

Step 13(D) Please state below if there are measures which could be taken to reduce socio-economic disadvantage/inequalities of outcome.

Step 14: What arrangements will be put in place to monitor and review the Equality Impact/Fairer Scotland Duty Assessment?

As noted in Step 13(B), the importance of monitoring and evaluating outcomes from the Strategy, Action Plan and deliverables do need to be strengthened.

Step 15: Where will this Equality Impact/Fairer Scotland Duty Assessment be published?

With the published report to council committee.

Step 16: Sign off and Authorisation. Please state name, post, and date for each:

Prepared by: **Walter Scott, Service Leader – Roads & Transportation, 8 June 2021**

Reviewed by: **Doreen Phillips, Senior Practitioner (Equalities), 09/06/21**

Approved by: **Ian Cochrane, Director of Infrastructure, 02/08/21**

NB. There are several worked examples of separate EIA and FSD Assessments in the Guidance which may be of use to you.
