

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 23 NOVEMBER 2021**

**AMENDMENTS TO EXISTING SPEED LIMITS - A930 BARRY ROAD ENTRANCE TO  
CARNOUSTIE, B9134 ENTRANCES TO ABERLEMNO AND THE C46 SEATON ROAD  
ENTRANCE TO ARBROATH**

**REPORT BY THE DIRECTOR OF INFRASTRUCTURE**

**ABSTRACT**

This report informs the Committee of concerns raised over speeding on the A930 Barry Road eastbound approach into Carnoustie, the B9134 east and westbound approaches into Aberlemno and the C46 Seaton Road southbound entrance into Arbroath, requests to reduce the speed limits and details the findings of the engineering investigations carried out.

**1. RECOMMENDATIONS**

It is recommended that the Committee:

- (i) notes the concerns raised over speeding by 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 A930 Barry Road, Carnoustie;
- (iv) agrees to the implementation of the amendments to the existing speed limits on the B9134 at Aberlemno; and
- (v) agrees to the implementation of the amendments to the existing speed limits on the C46 Seaton Road, Arbroath.

**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 the A930 Barry Road, Carnoustie, particularly in the vicinity of its junction with the C2 Station Road, Barry and the difficulties drivers experience when exiting the junction onto the A930. A request has been received for consideration to be given to the introduction of a reduced speed limit at this location.

- 3.2 Concerns were recently raised by a local ward member on behalf of local residents regarding the speed of traffic on the northbound and southbound approaches into Aberlemno. A request has been made for consideration to be given to the introduction of intermediate (buffer) speed limits at these locations.
- 3.3 An application was also received from Stewart Milne Homes for an extension to the existing 30mph speed limit on the C46 Seaton Road, Arbroath adjacent to their new development.
- 3.4 Reference is made to Report Nos. 1397/06, 266/08 and 51/13, detailing the review of A, B and C Class roads speed limits, and the adoption of Angus Council's Speed Limit Strategy.

#### **4. CURRENT POSITION – A930 BARRY ROAD, CARNOUSTIE**

- 4.1 The A930 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 the National Speed Limit (60mph) was the appropriate speed limit to be imposed over the section of road from its junction with C610 Main Street, Barry to the 30mph speed limit at Monifieth. In terms of the layout of the A930 Barry Road at the western end of Carnoustie, the 30mph speed limit signage is located approximately 5m west of its roundabout junction with McDonald Smith Drive and Main Street, Barry.
- 4.2 A recent speed gun survey was carried out on the A930 Barry Road in the vicinity of its junction with the C2 Station Road, Barry. The recording device was used to pick up the speed of traffic approaching the junction from both directions on the A930 Barry Road. The speed gun recorded the speed of 100 vehicles over a period of 26 minutes. The survey returned results, over the recording period, of an average speed of 44mph and an 85<sup>th</sup> percentile speed (speed at or below which 85% of vehicles were travelling) of 50mph.
- 4.3 A search of the Angus Road Traffic Accident Database confirms that there have been no "recorded" injury accidents on the A930 Barry Road in the vicinity of its junction with the C2 Station Road Barry in the most recent 3-year recording period (27 September 2018 – 26 September 2021).
- 4.4 Roads officers recently surveyed the visibility splays at the junction of the A930 Barry Road/C2 Station Road, Barry measuring a visibility distance to the east of 100m and a visibility distance to the west of 60m. National guidance states that a minimum visibility sight distance of 215m in each direction should be provided on a carriageway with a 60mph speed limit and 90m on a carriageway with a 40mph speed limit. A one step below desirable minimum visibility sight distance of 70m is acceptable for a carriageway with a 40mph speed limit.
- 4.5 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 A930 Barry Road confirmed evidence of high approach speeds into Carnoustie.
- 4.6 The results of the speed gun survey carried out on the A930 confirmed evidence of high approach speeds in the vicinity of the A930/C2 junction and on the A930 western approach into Carnoustie. The visibility splay survey of the A930/C2 junction confirmed that at present the visibility sight distance at the junction falls short of the desirable minimum visibility distance for a carriageway with a 60mph speed limit. The introduction of an intermediate (buffer) 40mph speed limit on the approach into Carnoustie which would also cover the A930/C2 junction would, therefore, be appropriate.

#### **5. CURRENT POSITION – B9134 ABERLEMNO**

- 5.1 The B9134 was assessed as part of the A and B Class roads speed limit review (reference Report No. 266/08). At the time, it was found that 30mph was the most appropriate speed to be imposed over the length of the development within the village of Aberlemno and that the National Speed Limit (60mph) was the appropriate speed limit for other sections of the road. In terms of the layout of the B9134 at the eastern end of the village, the 30mph speed limit signage is located approximately 35m east of its junction with the U455 Balbinny road. At the western end of the village the 30mph speed limit signage is located approximately 25m from the junction of the B9134 with the U457 Pitkenney road.

- 5.2 A recent speed survey carried out on the B9134 to the north of Aberlemno recorded an average speed of 42mph and an 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles were travelling) of 49mph. Similarly, a speed survey carried out to the south of Aberlemno recorded an average speed of 37mph and an 85<sup>th</sup> percentile speed of 43mph. The recording devices were located approx. 50 metres outside the 30mph speed limit signage to pick up the speed of traffic approaching the village from both directions. Results were returned over a 4-day period.
- 5.3 A search of the Angus Road Traffic Accident Database confirms that there have been no “recorded” injury accidents on the B9134 at Aberlemno in the most recent 3-year recording period (27 September 2018 – 26 September 2021).
- 5.4 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 B9134 at Aberlemno confirmed evidence of high approach speeds into Aberlemno.
- 5.5 The results of the speed surveys carried out on the B9134 confirmed evidence of high approach speeds into Aberlemno on both northern and southern approaches. The introduction of intermediate (buffer) 40mph speed limits on both approaches would, therefore, be appropriate.

## **6. CURRENT POSITION – C46 SEATON ROAD, ARBROATH**

- 6.1 Planning permission was granted by the Development Standards Committee for the erection of approx. 338 houses and associated works on land at Montrose Road, Arbroath and an additional 46 houses and associated works on land at Buick Drive, Arbroath bounded on its east side by the C46 Seaton Road and on its north side by Bearfaulds Road, Arbroath.
- 6.2 The new development includes the formation of one new junction and dropped kerb crossing points on Seaton Road. It is therefore anticipated that with the completion of the development there will be an increased level of vehicular and pedestrian traffic on Seaton Road.
- 6.3 The planning permission (21/00155/FULL – Condition 3 (iii)) included the approval for the promotion of a Speed Limit Order that provides for the 30mph speed limit on Seaton Road (C46) being extended in a northerly direction to a point approved by the planning authority in consultation with the roads authority.
- 6.4 This section of the C46 Seaton Road is also designated on the National Cycle Network as part of NCN1.
- 6.5 The speed limit reduction proposal was recently considered by the Angus Area Traffic Co-ordination Group, which concluded that the introduction of a 30mph speed limit over the length of the development was appropriate in the interests of road user safety and that an additional intermediate (buffer) 40mph speed limits should be introduced on Seaton Road in the interests of road user safety and for the reduction of traffic approach speeds into Arbroath.

## **7. PROPOSAL**

- 7.1 In accordance with the Council’s Speed Limit Strategy and national guidance on visibility splay distances the introduction of an intermediate (buffer) 40mph speed limit on the western approach into Carnoustie would be appropriate. This is considered to confirm and address the concerns raised by the local residents. A plan (**Appendix 1**) has been attached to this report to show the proposed amendments to the existing speed limits on the A930 Barry Road, Carnoustie.
- 7.2 In accordance with the Council’s Speed Limit Strategy, based on the results of the speed surveys described in section 5 the introduction of intermediate (buffer) 40mph speed limits would be appropriate. This is considered to confirm and address the concerns raised by the local ward member and local residents. A plan (**Appendix 2**) has been attached to this report to show the proposed amendments to the existing speed limits on the approaches into Aberlemno on the B9134.
- 7.3 In accordance with the Council’s Speed Limit Strategy the introduction of a 30mph speed limit adjacent to the new development on Seaton Road and an intermediate (buffer) 40mph speed limit on Seaton Road (C46) would be appropriate. This is considered to confirm and address

the conditions set out in the planning permission. A plan (**Appendix 3**) has been attached to this report to show the proposed amendments to the existing speed limits on Seaton Road (C46).

## **8. FINANCIAL IMPLICATIONS**

- 8.1 The costs associated with the required Traffic Order and signage is estimated at £5,000, which can be contained within the 2021/22 Traffic Road Safety Revenue Budget; and £500 annual revenue costs, which need to be contained within the Roads Maintenance Revenue Budget.

## **9. EQUALITY IMPACT ASSESSMENT**

- 9.1 An Equality Impact Assessment has been completed for this report – see **Appendix 4**.
- 9.2 The Assessment concludes that there are either neutral or positive impacts on protected characteristic groups for the proposals contained in this report.

## **10. CONSULTATION**

- 10.1 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, 23 November 2006

Report No. 266/08 “Speed Limit Review – A & B Class Local Roads” – Infrastructure Services Committee, 4 March 2008

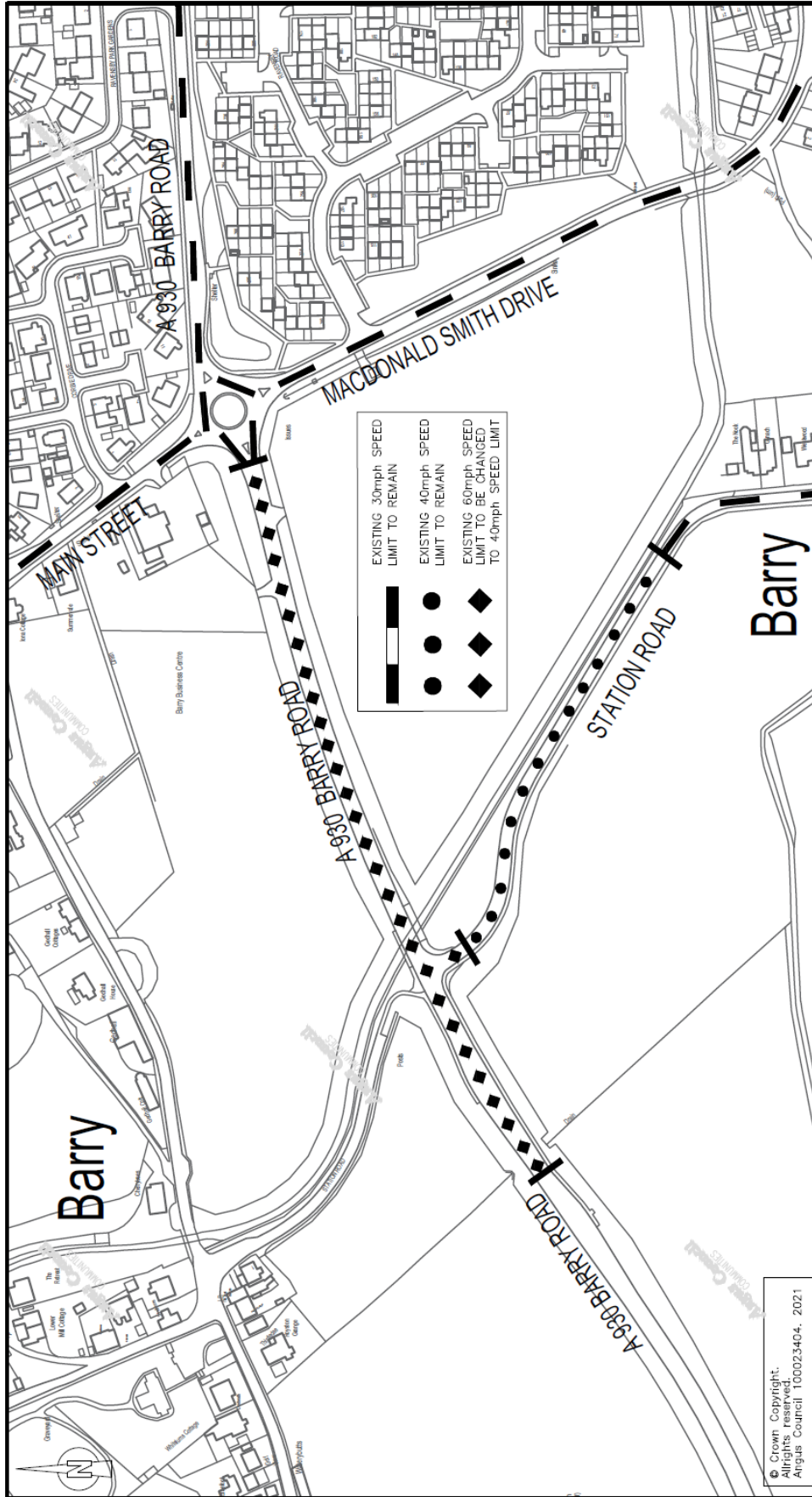
Report No. 51/13 “Speed Limit Review – C Class Local Roads” – Infrastructure Services Committee, 22 January 2013

**REPORT AUTHOR: Walter Scott, Service Leader – Roads & Transportation**

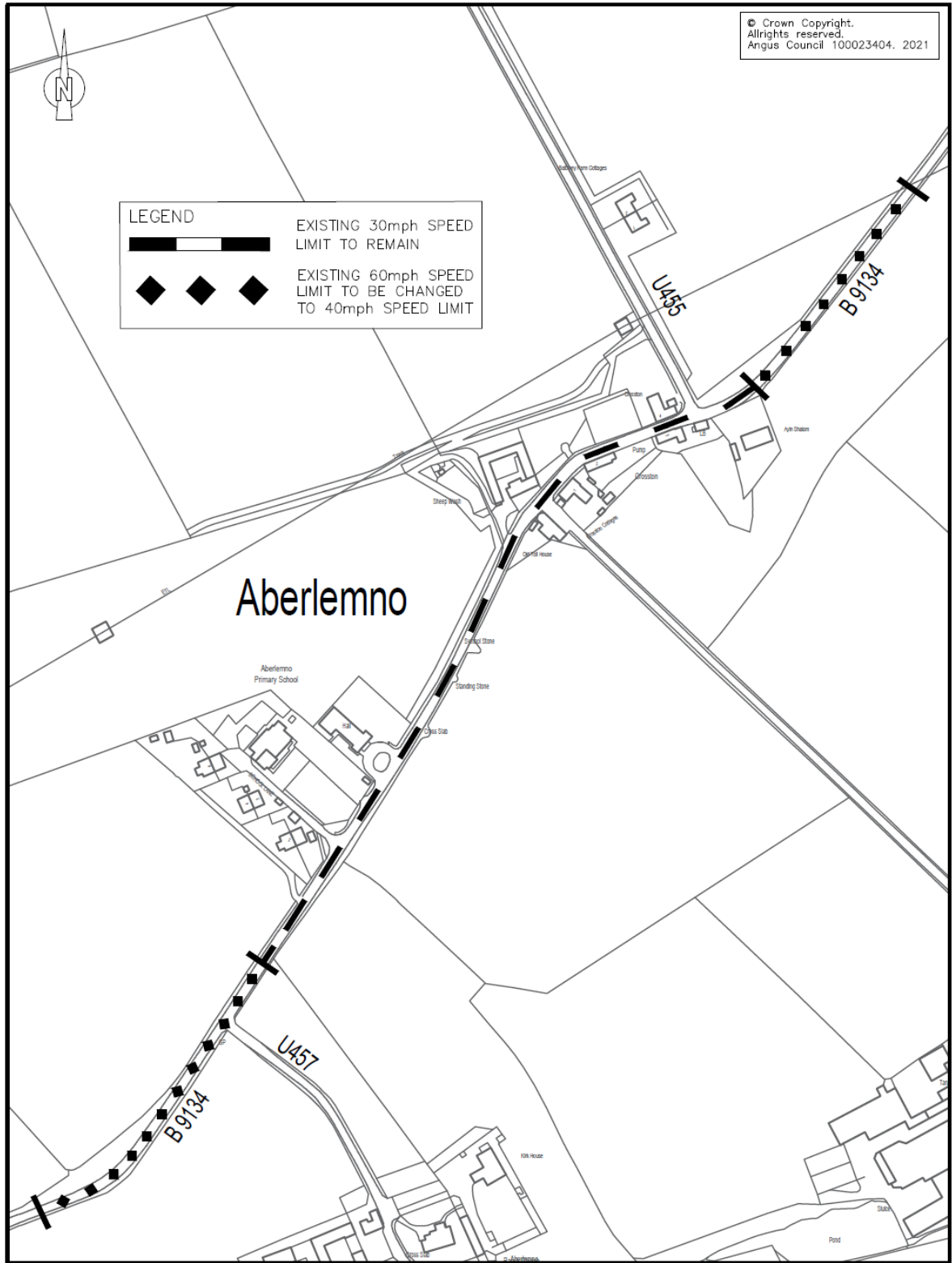
**EMAIL DETAILS: [Communities@angus.gov.uk](mailto:Communities@angus.gov.uk)**

List of Appendices:

- Appendix 1: Proposed Amendments to Existing Speed Limits – A930 Barry Road, Carnoustie
- Appendix 2: Proposed Amendments to Existing Speed Limits – B9134 Aberlemno
- Appendix 3: Proposed Amendments to Existing Speed Limits – C46 Seaton Road, Arbroath
- Appendix 4: Equality Impact Assessment



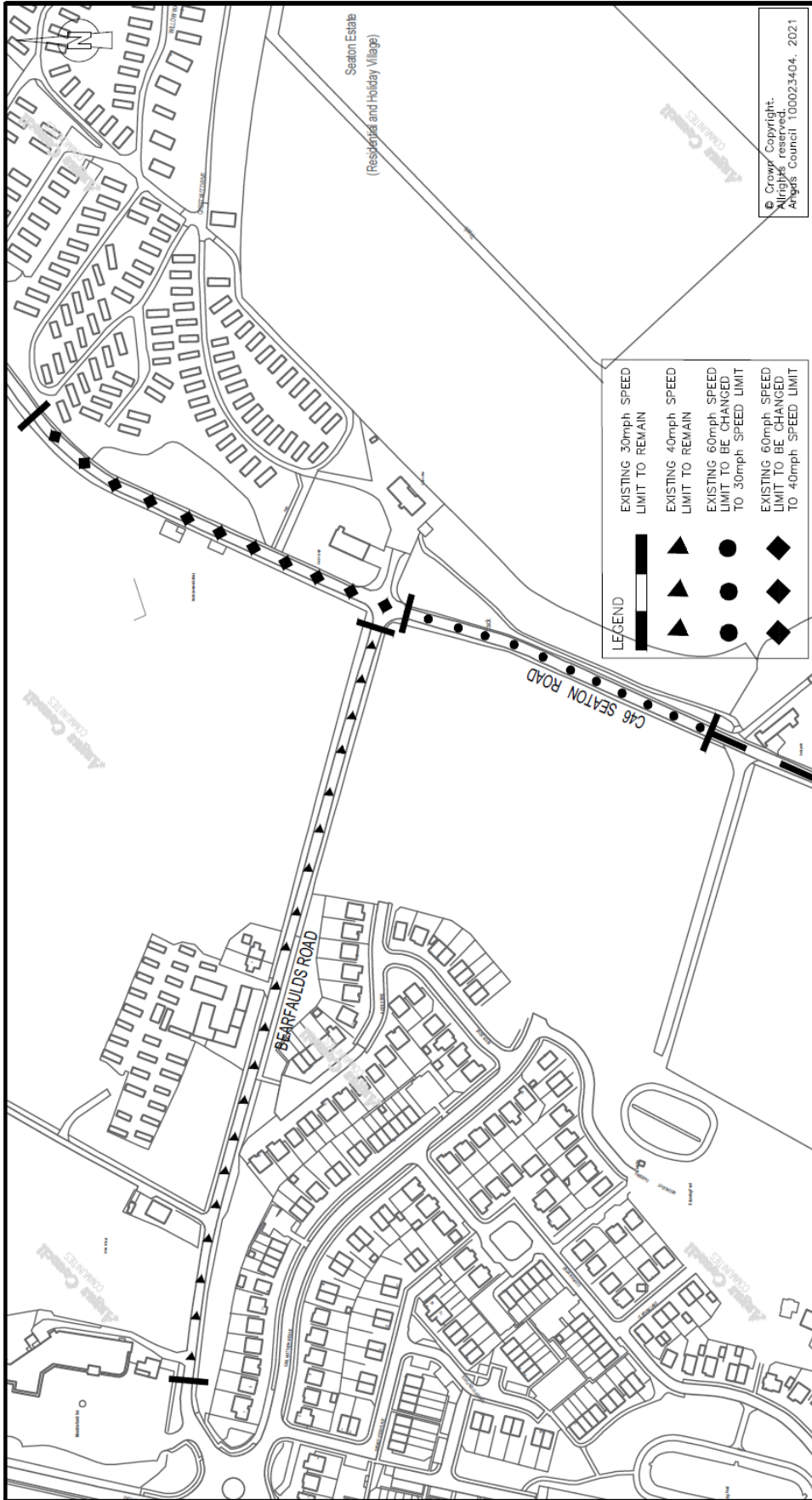
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Drawn By:	AS	Checked By:		Approved By:	
Date:	13/10/21	Date:		Date:	
Issue:					
<b>APPENDIX 1</b>					
Project Title: <b>A930 BARRY ROAD, CARNOUSTIE</b>					
Project No: <b>105000000</b>					
Drawing No: <b>A930/BR/C01</b>					
Revision: <b>-</b>					
<p style="text-align: center;"><b>Angus Council</b>          INFRASTRUCTURE SERVICES DEPARTMENT          Engineer-Head of Roads, Angus Council</p> <p style="text-align: right;">Tel: 01307 461460          Fax: 01307 473368</p> <p style="text-align: right;">TRAFFIC SECTION          Barry          Market Street          Forfar          DD8 3WR</p> <p style="text-align: right;">Path &amp; Filename:          C:\Users\j.mccormac\Documents\Projects          2021-22\Forfar\AS\Speed Limits Committee Report -          Limits.dwg</p>					



LEGEND	
	EXISTING 30mph SPEED LIMIT TO REMAIN
	EXISTING 60mph SPEED LIMIT TO BE CHANGED TO 40mph SPEED LIMIT

Drawing Size: <b>A4</b>	Plotting Scale: <b>N.T.S.</b>	Status: <b>Final</b>	<p><b>Angus Council</b> INFRASTRUCTURE SERVICES DEPARTMENT Engineer-Head of Roads, Angus Council</p> <p>TRAFFIC Section County Buildings Market Street Forfar DD8 3WR</p> <p>Tel: 01307 461460 Fax: 01307 473388</p>	Drawing Title: <b>APPENDIX 2</b>		
Drawn by: <b>AS</b>	Checked By:	Approved By:		Project Title: <b>B9134 ABERLEMNO AMENDMENTS TO EXISTING SPEED LIMITS</b>		
Date: <b>13/10/21</b>	Date:	Date:		Project No: <b>105000000</b>	Drawing No: <b>B9134/A01</b>	Revision: <b>-</b>
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**LEGEND**

	EXISTING 30mph SPEED LIMIT TO REMAIN
	EXISTING 40mph SPEED LIMIT TO REMAIN
	EXISTING 60mph SPEED LIMIT TO BE CHANGED TO 30mph SPEED LIMIT
	EXISTING 60mph SPEED LIMIT TO BE CHANGED TO 40mph SPEED LIMIT

<b>Rev.</b> Description Date Drawn Checked Approved	<b>INFORMATION</b>		Drawing Size: <b>A4</b> Drawn By: <b>AS</b> Date: <b>13/10/21</b>	Plotting Scale: <b>N.T.S.</b> Checked By: Date:	Status: <b>Final</b> Approved By: Date:	<b>Argus Council</b> INFRASTRUCTURE SERVICES DEPARTMENT Engineer-Head of Roads, Argus Council TRAFFIC Section 100023404 Market Street Farnham DDB 3WR Tel: 01307 461460 Fax: 01307 473388	Drawing Title: <b>APPENDIX 3</b>
	Project Title: <b>C46 SEATON ROAD, ABBROATH</b> <b>AMENDMENT TO EXISTING SPEED LIMITS</b>			Project No: <b>105000000</b>	Drawing No: <b>C46/SR/A01</b>	Revision: -	

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 ABBROATH - Speed Limits.dwg



## 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): **A930 Barry Road, Carnoustie, B9134 Aberlemno & C46 Seaton Road, Arbroath – 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	<del>Yes</del> /No
Is this a Fairer Scotland Duty Assessment	<del>Yes</del> /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 A930 Barry Road, Carnoustie, the B9134 through Aberlemno and on the C46 Seaton Road, Arbroath by installing 30mph and intermediate 'buffer' 40mph speed limits.**

(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	<b>Yes/No</b>
Job Applicants	<b>Yes/No</b>
Service users	<b>Yes/No</b>
Members of the public	<b>Yes/No</b>

**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 about the speed of traffic on the A930 Barry Road, particularly in the vicinity of the A930 Barry Road/C2 Station Road, Barry junction and on the approach into Carnoustie and visibility difficulties they experience whilst existing the A930/C2 junction.**

**Email received from a local ward member on behalf of a local resident complaining that drivers are failing to adhere to the 30mph posted speed limit on the B9134 through Aberlemno.**

**Application received from Stewart Milne Homes for the speed limit on Seaton Road, Arbroath in the vicinity of their new housing development to be reduced inline with approved planning permission conditions.**

**Speed survey results from surveys carried out between on the A930 Barry Road on 17 March 2021 and on the B9134 at Aberlemno between 30 June and 7 July 2021.**

**Visibility splay survey carried out at the A930 Barry Road/C2 Station Road, Barry junction on 8 October 2021.**

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

**Concerns and speed survey results discussed at the 31 August 2021 and 28 September 2021 meetings 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 being able to drive, walk and cycle in a safer road environment.**

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.**

**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: **Andrea Strachan, Traffic Engineer, Roads & Transportation, 18 October 2021**

Reviewed by: **Walter Scott, Service Leader – Roads & Transportation, 19 October 2021**

Approved by: **Ian Cochrane, Director of Infrastructure, 1/11/21**

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

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