

**ANGUS COUNCIL**

**COMMUNITIES COMMITTEE – 27 SEPTEMBER 2022**

**AMENDMENTS TO EXISTING SPEED LIMITS - C51 AND U494 ENTRANCES TO WOODVILLE  
AND THE C59 ENTRANCE TO ARBIRLOT**

**REPORT BY THE ACTING DIRECTOR OF INFRASTRUCTURE (ROADS & TRANSPORTATION)**

**ABSTRACT**

This report informs the Committee of concerns raised over speeding on the C51 eastbound approach into Woodville, the U494 westbound approach into Woodville and the C59 westbound approach into Arbirlot, 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 of local residents about the speed of traffic at C51 at Woodville, U494 at Woodville and C59 Arbirlot Road, Arbirlot;
- (ii) notes the findings of the engineering investigations carried out to assess the concerns;
- (iii) agrees to the implementation of the amendments to the existing speed limits on the C51 at Woodville;
- (iv) agrees to the implementation of the amendments to the existing speed limits on the U494 at Woodville; and
- (v) agrees to the implementation of the amendments to the existing speed limits on the C59 Arbirlot Road, Arbirlot.

**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 local residents over the speed of traffic on the C51 and U494 approaches into Woodville. A request has also been received for consideration to be given to the introduction of intermediate (buffer) 40mph speed limits at these locations.
- 3.2 Concerns were also recently raised by a local ward member on behalf of local residents regarding the speed of traffic on the C59 Arbirlot Road adjacent to the newly developed farm steading (Bank Farm Steading). A request has been made for consideration to be given to the extension of the existing intermediate (buffer) 40mph speed limit on the westbound approach into Arbirlot to cover the farm steading development.

- 3.3 Reference is made to Report Nos. 1397/06, 266/08, 51/13 and 35/14, detailing the review of A, B and C Class roads and unclassified roads speed limits, and the adoption of Angus Council's Speed Limit Strategy.

#### **4. CURRENT POSITION – C51 AND U494 AT WOODVILLE**

- 4.1 The C51 was assessed as part of the C Class roads speed limit review (reference Report No. 51/13 and the U494 was assessed as part of the unclassified roads speed limit review (reference Report No. 35/14). At that time, it was found that 30mph was the appropriate speed limit over the length of the development within the village of Woodville and that the National Speed Limit (60mph) was the appropriate speed limit for other sections of the roads. In terms of the layout at the western end of the village, the 30mph speed limit signage is located on the C51 approximately 20m west of its most western property (Brax Bungalow) and at the eastern end of the village the 30mph speed limit signage is located on the U494 approximately 200m west of its junction with the A933 Arbroath to Brechin road.
- 4.2 A speed survey carried out on the C51 near the centre of Woodville opposite Bellfield House between 1 September 2021 and 8 September 2021 recorded an average speed of 32mph and an 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles were travelling) of 38mph.
- 4.3 A speed survey carried out on the C51 at the western entrance into Woodville at Highfield House between 8 December 2021 and 15 December 2021 recorded an average speed of 35mph and an 85<sup>th</sup> percentile speed of 43mph. The recording device was located approx. 190 metres within with the 30mph speed limit signage to pick up the speed of traffic entering/exiting the village and returned results over a 10-day period.
- 4.4 Similarly, a speed survey carried out on the U494 at the eastern entrance into Woodville at Woodville Fruit Farm between 8 December 2021 and 15 December 2021 recorded an average speed of 36mph and an 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles were travelling) of 44mph. The recording device was located approx. 120 metres within with the 30mph speed limit signage to pick up the speed of traffic entering/exiting the village and returned results over a 10-day period.
- 4.5 A search of the Angus Road Traffic Accident Database confirms that there have been no "recorded" injury accidents on the C51 or U494 at Woodville in the most recent 3-year recording period (13 July 2019 – 12 July 2022).
- 4.6 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".
- 4.7 The results of the speed surveys carried out on the C51 and U494 at Woodville confirmed evidence of high approach speeds into Woodville from both approaches. The introduction of an intermediate (buffer) 40mph speed limit on all approaches into Woodville would, therefore, be appropriate.

#### **5. CURRENT POSITION – C59 AT ARBIRLOT**

- 5.1 The C59 was also assessed as part of the C Class roads speed limit review (reference Report No. 51/13). At the time, it was found that 30mph was the most appropriate speed over the length of the development within the village of Arbirlot and that the National Speed Limit (60mph) was the appropriate speed limit for other sections of the road. As part of Angus Council's Spaces for People initiative, a Scottish Government funded public health measure to help promote walking, cycling and wheeling during the Covid-19 pandemic, a 20mph speed limit was introduced at Arbirlot for an 18-month trial period. In terms of the layout of the C59 at the eastern end of the village, the 20mph speed limit signage is located approximately 10m east of its most eastern property (Walkerbank) and the existing 40mph signage is located approximately 130m to the east of the 20mph signage.
- 5.2 A speed survey carried out on the C59 to the east of Arbirlot at Bank Farm Steading between 2 March 2022 and 9 March 2022 recorded an average speed of 33mph and an 85<sup>th</sup> percentile speed (the speed at or below which 85% of vehicles were travelling) of 39mph. The recording

devices were located on a bend warning sign opposite the steading to pick up the speed of traffic approaching/exiting the village and returned results over an 8-day period.

- 5.3 A search of the Angus Road Traffic Accident Database confirms that there have been no “recorded” injury accidents on the C59 at Arbirlot in the vicinity of Bank Farm Steading in the most recent 3-year recording period (13 July 2019 – 12 July 2022).
- 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”.
- 5.5 Although the results of the speed surveys carried out on the C59 did not confirm evidence of high approaches speeds into Arbirlot, outlying houses, namely Bank farm Steading, are located just beyond the village boundary. The C59 is very popular with walkers and cyclists and the numbers of both increased significantly during the Covid-19 lockdowns and have remained at high levels since then. Traffic volumes are also particularly high on this route with traffic using Arbirlot and the C59 as a ‘rat run’ between the A92 and Arbroath. The introduction of an extension to the existing intermediate (buffer) 40mph speed limit to cover Bank Farm Steading would, therefore, be appropriate.

## **6. PROPOSAL**

- 6.1 In accordance with the Council’s Speed Limit Strategy, based on the results of the speed surveys described in section 4 the introduction of intermediate (buffer) 40mph speed limits would be appropriate on all approaches into Woodville. 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 Woodville on the C51 and U494.
- 6.2 In accordance with the Council’s Speed Limit Strategy the introduction of an extension to the existing 40mph (Buffer) speed limit on the C59 to the east of Arbirlot 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 C59 at Arbirlot.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 The costs associated with the required Traffic Order and signage is estimated at £4,000, which can be contained within the 2022/23 Traffic Road Safety Revenue Budget; and £500 annual revenue costs, which need to be contained within the Roads Maintenance Revenue Budget.

## **8. EQUALITY IMPACT ASSESSMENT**

- 8.1 An Equality Impact Assessment has been completed for this report – see **Appendix 3**.
- 8.2 The Assessment concludes that there are either neutral or positive impacts on protected characteristic groups for the proposals contained in this report.

## **9. CONSULTATION**

- 9.1 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

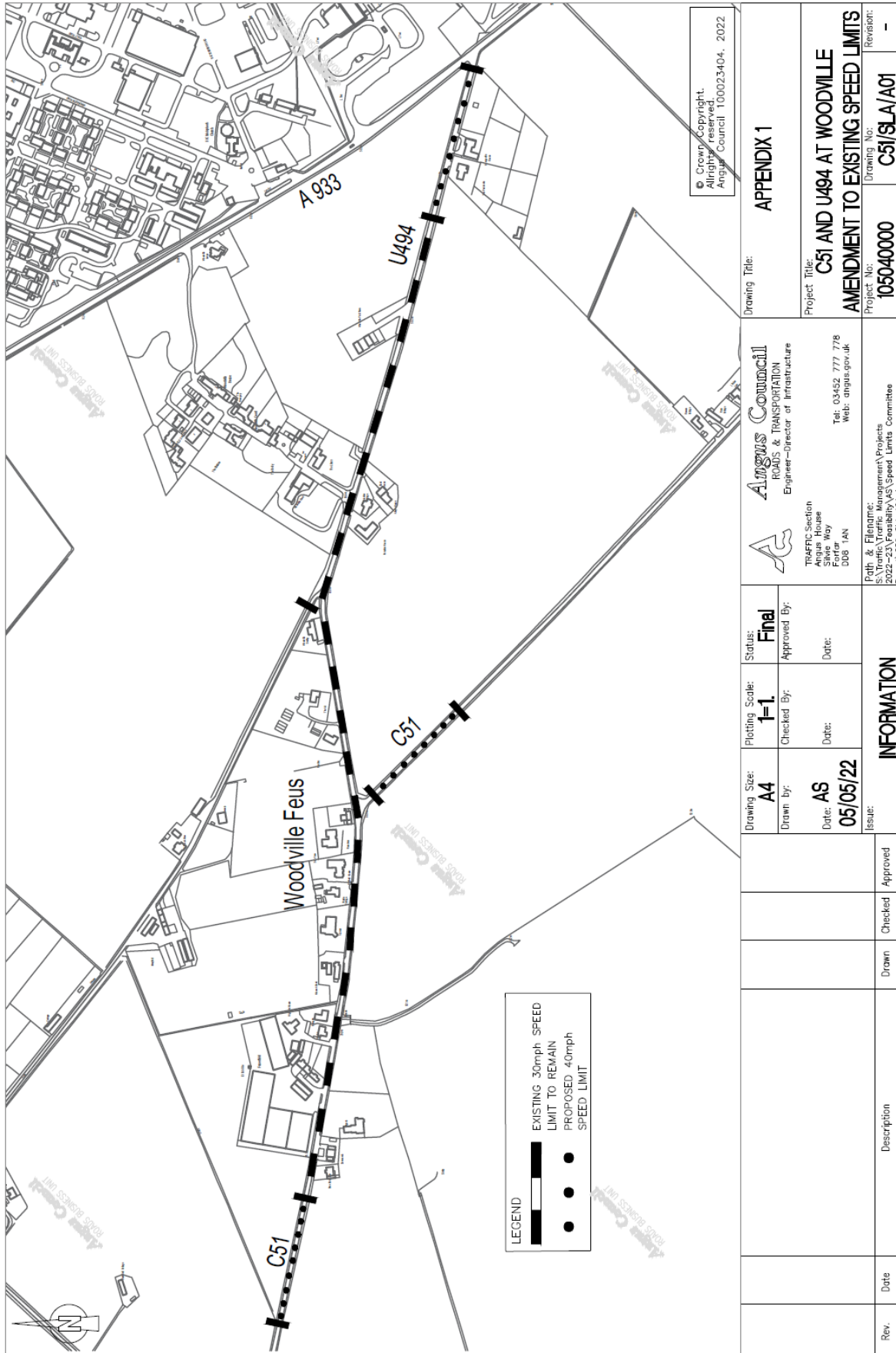
Report No. 35/14 “Speed Limit Review – Unclassified Local Roads” – Communities Committee 21 January 2014

**REPORT AUTHOR: Walter Scott, Acting Director of Infrastructure (Roads & Transportation)**

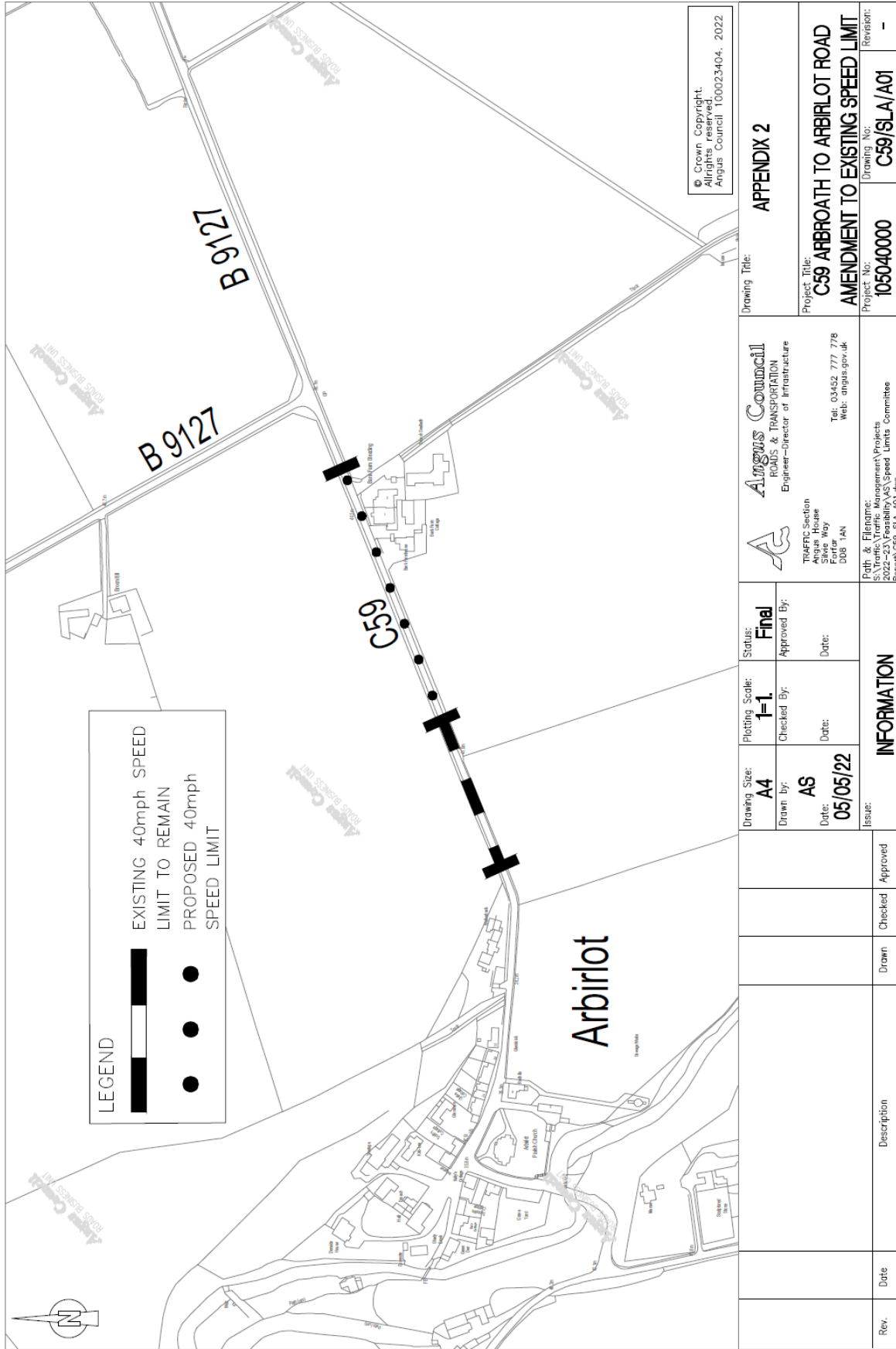
**EMAIL DETAILS: [CommunitiesBusinessSupport@angus.gov.uk](mailto:CommunitiesBusinessSupport@angus.gov.uk)**

List of Appendices:

- Appendix 1: Proposed Amendments to Existing Speed Limits – C51 and U494 at Woodville
- Appendix 2: Proposed Amendments to Existing Speed Limits – C59 at Arbirlot
- Appendix 3: Equality Impact Assessment



Rev.	Date	Description	Drawn	Checked	Approved
<b>INFORMATION</b>					
Drawing Size:	A4	Plotting Scale:	1=1	Status:	Final
Drawn by:	AS	Checked By:		Approved By:	
Date:	05/05/22	Date:		Date:	
Issue:					
<p><b>Angus Council</b> ROADS &amp; TRANSPORTATION Engineer—Director of Infrastructure</p> <p>TRAFFIC Section Shilpie House Ferry Road DDB 1AN Tel: 03452 777 778 Web: angus.gov.uk</p> <p>Path &amp; Filename: C:\Users\j\Documents\Projects\2022-23\Speed Limits Committee\Report\2022_SLA_A01.dwg</p>			<p><b>APPENDIX 1</b></p> <p>Drawing Title: <b>C51 AND U494 AT WOODVILLE AMENDMENT TO EXISTING SPEED LIMITS</b></p> <p>Project No: <b>105040000</b></p> <p>Drawing No: <b>C51/SLA/A01</b></p> <p>Revision: -</p>		



**LEGEND**

EXISTING 40mph SPEED LIMIT TO REMAIN

PROPOSED 40mph SPEED LIMIT

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Rev.	Date	Description	Drawn	Checked	Approved
<b>INFORMATION</b>					
Drawing Size: <b>A4</b>	Plotting Scale: <b>1=1</b>	Status: <b>Final</b>	Angus Council ROADS & TRANSPORTATION Engineer-Supervisor of Infrastructure		
Drawn by: <b>AS</b>	Checked By:	Approved By:	TRAFFIC SECTION Angus House Shire Way DORRIS DORRIS 14AN Tel: 03452 777 778 Web: angus.gov.uk		
Date: <b>05/05/22</b>	Date:	Date:	Path & Filename: S:\Traffic\Traffic Management\Projects 2022-23\Foalbury\AS_Speed Limits Committee Report\Report_Sub_26.dwg		
Issue:			<b>105040000</b>		
Project Title:			<b>APPENDIX 2</b>		
Project No:			<b>C59/SLA/A01</b>		
Drawing No:			<b>C59/SLA/A01</b>		
Revision:			<b>-</b>		
Project Title:			<b>C59 ARBROATH TO ARBIRLOT ROAD AMENDMENT TO EXISTING SPEED LIMIT</b>		



## 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): **Amendments to existing speed limits - C51 & U494 at Woodville and C59 at Arbirlot**

### 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	<b>Yes/No</b>
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 C51 and U494 through Woodville and on the C59 approach into Arbirlot by installing new/extending existing 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                      **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).

**Emails received from local residents complaining about the speed of traffic travelling through Woodville.**

**Email received from a local ward member on behalf of a local resident complaining about the speed of drivers approaching/exiting Arbirlot and the safety of walkers and cyclists using the C59 between Arbroath and Arbirlot.**

**Speed survey results from surveys carried out on the C59 and U494 at Woodville in September and December 2021 and on the C59 at Arbirlot in March 2022.**

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

**Concerns and speed survey results discussed at the 28 September 2021 and 29 March 2022 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, 29 August 2022**

Reviewed by: **Walter Scott, Acting Director of Infrastructure (Roads & Transportation), 29 August 2022**

Approved by: **Walter Scott, Acting Director of Infrastructure (Roads & Transportation), 29 August 2022**

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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