

AGENDA ITEM NO 12

REPORT NO 295/24

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 1 OCTOBER 2024

B962 PANMURE STREET, MONIFIETH - AMENDMENTS TO EXISTING SPEED LIMITS

REPORT BY GRAEME DAILY, DIRECTOR OF INFRASTRUCTURE AND ENVIRONMENT

ABSTRACT

This report informs the Committee of concerns raised over speeding on the B962 (Panmure Street) southbound approach into Monifieth, requests to reduce the speed limit 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 regarding speeding on the B962 Panmure Street, Monifieth;
- (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 B962 Panmure Street, Monifieth.

2. ALIGNMENT TO THE COUNCIL PLAN

This report also contributes to the following priorities contained within the Angus Council Plan 2023-2028:

Caring for our Place:

- We will maintain our roads, pavements, lighting, and other infrastructure efficiently and will focus on our priority routes and infrastructure.

3. BACKGROUND

- 3.1 Concerns were recently raised by local residents over the speed of traffic on the B962 Panmure Street approach into Monifieth. A request has also been made for consideration to be given to the introduction of an intermediate (buffer) 40mph speed limit at this location.
- 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 B962 Panmure Street, Monifieth 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 town of Monifieth 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 B962 at the northern extents of the town, the 30mph/national speed limit signage is located approximately 2metres to the north of the most northern property (No.102 Panmure Street).

- 4.2 A speed survey carried out on the B962 Panmure Street opposite No.96 between 23/08/2023 and 05/09/2023 recorded an average speed of 30mph and an 85th percentile speed (the speed at or below which 85% of vehicles were travelling) of 37mph.
- 4.3 A search of our road traffic accident database confirmed that there have been no recorded injury accidents on the B962 Panmure Street during the most recent three-year recording period (26/10/2020 to 25/10/2023).
- 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".
- 4.5 The results from the speed survey on the B962 Panmure Street, Monifieth confirmed evidence of high approach speeds into Monifieth. The Angus Area Traffic Co-ordination Group assessed the results and agreed that the introduction of an intermediate (buffer) 40mph speed limit on this approach into Monifieth would be appropriate.

5. PROPOSALS

- 5.1 A plan (**Appendix 1**) has been attached to this report that shows the proposed amendment to the existing speed limit on the B962 Panmure Street, Monifieth.

6. FINANCIAL IMPLICATIONS

- 6.1 The cost associated with the required Traffic Order and signage is estimated at £2,000 which can be contained within the 2024/25 Traffic Road Safety Revenue Budget; and £200 annual revenue costs which need to be contained within the Roads Maintenance Revenue Budget.

7. RISK MANAGEMENT

There are no direct risk management implications arising from the recommendations of this report.

8. ENVIRONMENTAL IMPLICATIONS

There are no direct environmental implications arising from the recommendations of this report.

9. EQUALITY IMPACT ASSESSMENT, HUMAN RIGHTS AND FAIRER SCOTLAND DUTY

A full Equality Impact Assessment has been completed for this report, see Appendix 2 attached. The Assessment concluded that there are either neutral or positive impacts on protected characteristic groups for the proposal contained in this report.

10. CHILDRENS RIGHTS AND WELLBEING IMPACT ASSESSMENT

- 10.1 A Childrens Rights and Wellbeing Impact Assessment has been carried out.

11. CONSULTATION

- 11.1 The Director of Finance, Director of Legal, Governance and Change 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

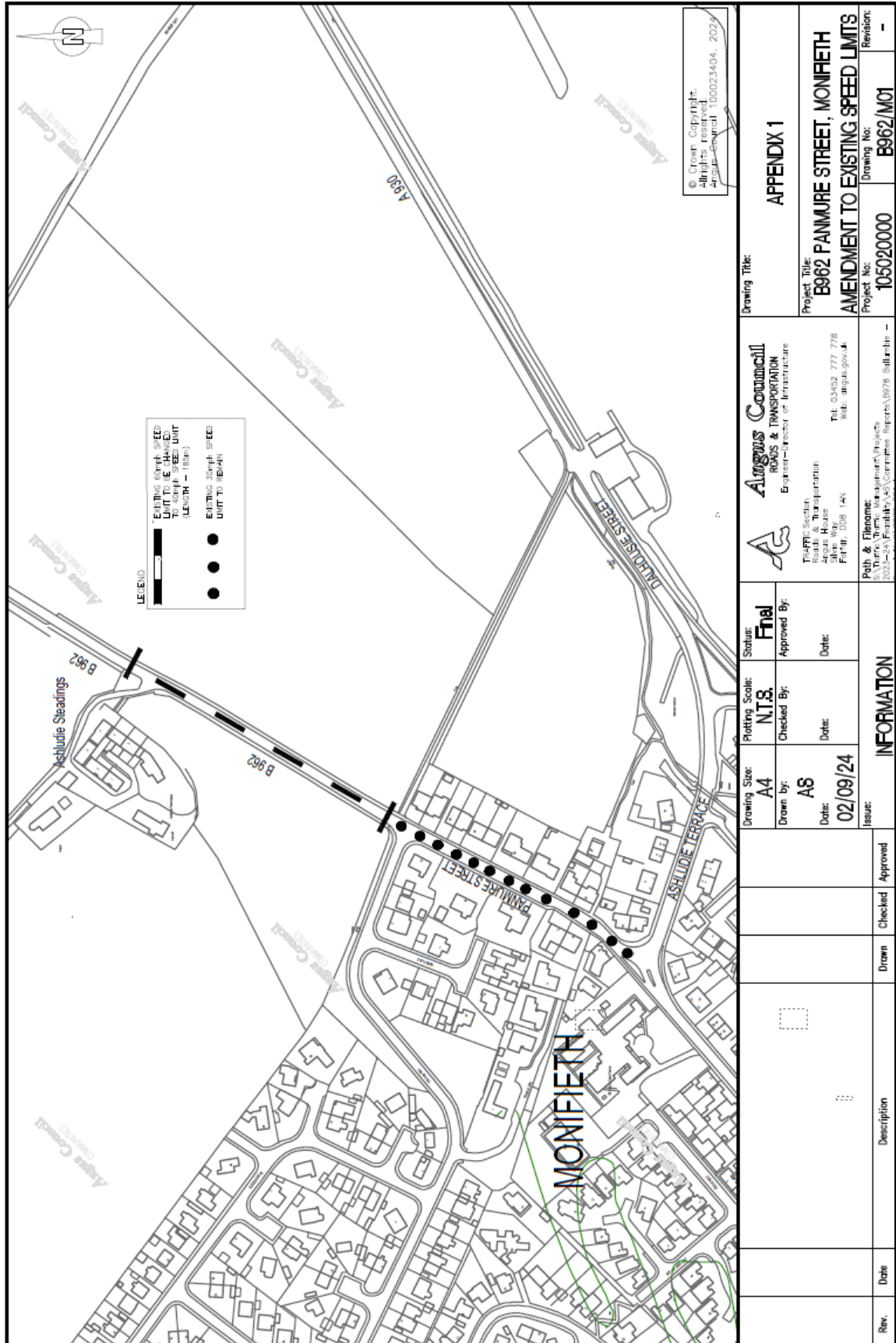
•Report No. 266/08 “Speed Limit Review – A & B Class Local Roads” – Infrastructure Services Committee on 4 March 2008

REPORT AUTHOR: Graeme Dailly, Director of Infrastructure and Environment

EMAIL DETAILS: Communities@angus.gov.uk

List of Appendices:

- Appendix 1: Proposed Amendment to Existing Speed Limit – B962 Panmure Street, Monifieth
- Appendix 2: Equality Impact Assessment



Rev.	Date	Description	Drawn	Checked	Approved	Issue	INFORMATION			
							Drawing Size: A4	Plotting Scale: N.T.S.	Status: Final	Approved By:
							Drawn by: AS	Checked By:	Approved By:	Date:
							Date: 02/09/24	Date:	Date:	Date:
							Angus Council ROADS & TRANSPORTATION Engineer - Director of Infrastructure Tel: 01342 777 778 web: angus.gov.uk			
							Project Title: B962 PANMURE STREET, MONIFIETH AMENDMENT TO EXISTING SPEED LIMITS Project No: 105020000 Drawing No: B962/M01 Revision: -			
							Drawing Title: APPENDIX 1			



Equality Impact Assessment Form

Step 1

Name of Proposal (includes e. g. budget savings, committee reports, strategies, policies, procedures, service reviews, functions):

B962 Panmure Street, Monifieth – 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 a percentage increase in fees which has no differential impact on protected characteristics | Yes/No |
| (iii) It is for information only | Yes/No |
| (iv) It is reflective e.g. of budget spend over a financial year | Yes/No |
| (v) 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 & Environment - Roads & Transportation**

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

Roads (Scotland) Act 1984 – sets out legislation relating to road safety legislation relevant to the Roads authority.

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

To improve road safety and reduce the speed of traffic entering and leaving Monifieth on the B962 Panmure Street.

(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).

Speed surveys carried out by Angus Area Traffic Co-ordination Group indicated that there is a speeding issue on the B962 Panmure Street on its southern approach into Monifieth.

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

Not Applicable

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

Complaints received from members of the public regarding the speed of vehicles travelling on the B962 and requests that consideration is given to the speed limit being reduced.

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

Complaints were considered by the Angus Area Traffic Co-ordination Group, who carried out speed surveys and agreed that the speed of vehicles on the B962 Panmure Street was an issue and that the introduction of an intermediate (buffer) 40mph speed limit was appropriate.

Other (general information as appropriate).

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.

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 safe road environment.

Disability

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

Not applicable.

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)?

Neutral or positive impact, hence no consultation undertaken.

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 of being able to drive, walk or cycle in a safe 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 14: What arrangements will be put in place to monitor and review the Equality Impact Assessment?

Speed of vehicles will be undertaken and road accident reports will be monitored following the introduction of the intermediate (buffer) 40mph speed limit.

Step 15: Where will this Equality Impact Assessment be published?

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

Prepared by: Andrea Strachan, Traffic Engineer 02/09/2024

Reviewed by: Craig Hudson, Manager – Traffic and Transport 02/09/24

Approved by: Graeme Dailly, Director of Infrastructure and Environment 03/09/24