

AGENDA ITEM NO 6

REPORT NO 13/25

ANGUS COUNCIL

COMMUNITIES COMMITTEE – 21 JANUARY 2025

PETITION – TRAFFIC CALMING, B9113 GOWANBANK, FORFAR

REPORT BY GRAEME DAILLY, DIRECTOR OF INFRASTRUCTURE & ENVIRONMENT

1. ABSTRACT

- 1.1 This Report advises members of a petition received in connection with residents' concerns with the speeding of vehicles on the B9113 in Gowanbank, Forfar. The Report details findings of engineering investigations and brings forward an options appraisal on potential mitigation measures to be deployed if deemed appropriate.

2. ALIGNMENT TO THE COUNCIL PLAN AND COUNCIL POLICIES

- 2.1 This Report contributes to the achievement of our priorities in our Council Plan for 2023 –2028.

Caring for our Place

- Enable inclusive, empowered, resilient and safe communities across Angus Council.
- Make our local services accessible.
- Improve connectivity in and around Angus Council.

3. RECOMMENDATIONS

- 3.1 It is recommended that the Committee:

- (i) notes receipt of the petition;
- (ii) notes the detail set out in the findings of engineering investigations;
- (iii) notes the detail set out in the options appraisal in **Appendix 2**; and
- (iv) agree, at this time, to adopt Option 1 – Do Nothing, as outlined in Appendix 2, taking into account the evidence regarding speeds and accidents, and the proposals in Report No. 12/25 for a review of the Angus Council Speed Limit Strategy. The situation would be reviewed following the conclusion of the Speed Limit Strategy Review.

4. BACKGROUND

- 4.1 Gowanbank is currently accessed from the east, on the B9113 Montrose Road, via National Speed Limit and a short length of 40mph buffer speed limit, leading into a 30mph limit just before the first property in the area when approaching from the east. Westbound from Forfar, the 30mph speed limit on Montrose Road in Forfar extends out to Gowanbank. A Vehicle Activated Signage (VAS) is located at both the eastbound and westbound access points.
- 4.2 Historically Gowanbank consisted of a number of properties, both to the south and north of the B9113, with green space separating the village from the eastern edge of Forfar. In more recent years the area has been developed to both the north and south.
- 4.3 The developments have included further housing accessed from the B9113 itself, along with four new side roads leading to housing.
- 4.4 Members are advised that a petition of 51 valid signatures was lodged on 19 August 2024 by residents of Gowanbank, Forfar highlighting concerns with speeding vehicles in both directions of all types and sizes at Gowanbank.

- 4.5 A copy of the petition with the signatures, duly redacted, is included as **Appendix 1** in this report. Elected members will note the points raised in terms of the petition.
- 4.6 The Petition was received by the Director of Legal, Governance and Change on 19 August 2024 and in accordance with Standing Order 13(3) was presented to the Scrutiny and Audit Committee of 22 October 2024 for its further consideration. The Scrutiny and Audit Committee heard from a delegate from Gowanbank and subsequently agreed to refer the matter to the Communities Committee for further consideration.
- 4.7 Residents request that members consider various traffic calming options. These are outlined in the petition as follows:
- (i) Reduction of the speed limit from 30mph to 20mph.
 - (ii) The construction of speed humps.
 - (iii) The construction of islands left and right to create a chicane effect; and
 - (iv) The installation of a speed camera.
- The petition also details that some Communities in Scotland have roadside verge signs with symbols of elderly and/or school children.
- 4.8 The report to the Scrutiny and Audit Committee of 22 October 2024 (Report No. 300/24) included some information provided by the Roads and Transportation Service to assist members in their deliberation. This included investigations which were undertaken upon receipt of the petition from Gowanbank residents, historical data and previous requests. This information is reported below along with a fuller examination of the site and the wider context.
- 4.9 A search of the Roads and Transportation Service's accident database confirmed that there has been one recorded slight injury accident on the B9113 at Gowanbank within the most recent five-year recording period from 30 August 2019 and 29 August 2024. The 2-vehicle slight injury accident occurred at the access to Laird's Quarry. Speed was not listed as a contributory factor in this accident.
- 4.10 A speed survey was carried out on the B9113 in Gowanbank, opposite Brier Cottage between 28 August 2024 and 4 September 2024. The 24hour/7-day recording period returned an average recorded speed of 29mph and an 85th percentile speed (speed that 85% of vehicles were travelling at OR under) of 34mph.
- 4.11 This replicated the previous speed data, in October 2022, from Gowanbank (taken in the middle of the settlement) that returned an average recorded speed of 29mph and an 85th percentile speed of 34mph.
- 4.12 There is a high volume of heavy/farm traffic travelling on the B9113 through Gowanbank, which does create noise/vibration and can be perceived to be created by traffic speed, however, speed survey data confirms that there is not a significant speeding issue.
- 4.13 There is a history of complaints from residents of Gowanbank regards speeding and as a result and based on evidence (approach speeds into Gowanbank) Vehicle Activated Signage (VAS) and a 40mph buffer speed limit for westbound traffic have previously been provided.

Wider Context

- 4.14 The council adopted the Angus Council Speed Limit Strategy 2008 as set out in Report No 266/08 to the then Infrastructure Services Committee in March 2008. This strategy has served the council over a number of years and following national guidance at the time. At the time, the national guidance provided a consistent approach to the setting of speed limits across Scotland and within individual settlements, which enabled an understanding by drivers of the required restrictions and encouraged compliance.
- 4.15 For context on the provision of 20mph speed limits; in response to the COVID-19 pandemic, Scottish Government through their agency, Transport Scotland made available funding from April 2020 for temporary measures to improve the uptake of walking, cycling and wheeling. The Spaces for People funding was administered by Sustrans on behalf of Transport Scotland. Temporary measures introduced in Angus, which were discussed that the Road Safety Member

Officer Working Groups over that period, included the introduction of temporary speed limit reductions from 30mph to 20mph in all Burgh towns and many villages across Angus.

- 4.16 Report No 329/22 presented at the Communities Committee of 27 September 2022, gained approval to make all the temporary 20mph speed limits permanent. Vehicle Activate Signage (VAS) was introduced along with signing and lining of the 20mph speed limits. The VAS was used as a flashing reminder to traffic that the 20mph was in place. The VAS also allowed for the collection of traffic data, which was to be used for assessment of the compliance and success of the temporary 20mph speed limits.
- 4.17 Following the implementation of the 20mph speed limits in Angus, the Roads and Transportation Service have regularly received complaints from residents of areas with a 20mph limit regards speeding and subsequent surveys have confirmed there to be speeds in excess of 20mph in most villages as illustrated by the records provided in Report No 329/22. The Roads and Transportation Service have compiled a programme of works to provide physical traffic calming measures in villages to address said concerns and works have been carried out in 2023/24 and 2024/25.
- 4.18 The Roads and Transportation Service receive numerous individual requests for traffic speed reductions and 20mph speed limits, which are currently addressed through the approved strategy.
- 4.19 Police Scotland have made their position clear in that they will not enforce 20mph speed limits unless the limit is at a school or unless there is an identified road safety issue (accident record). Police Scotland have prioritised speed enforcement in rural areas where accident severity is seen to higher, accounting for nearly two thirds of road fatalities.

5. CURRENT POSITION

- 5.1 The B9113 Montrose Road, has a 30mph limit through Gowanbank with VAS located at both the eastbound and westbound access points.

6. PROPOSALS

- 6.1 **Appendix 2** presents an options appraisal for potential measures to be considered for Gowanbank following the concerns raised in the petition. Members are requested to consider the options and the engineering data provided in this report to make an informed decision on the next steps for Gowanbank. In doing so Members are asked to consider the wider context and national changes, as set out in Report No. 12/25 Angus Council Speed Limit Strategy – Proposed Review, presented to this Committee. Option 1 – Do Nothing at present, is recommended based on the evidence base and with the proviso that at the B9113 Gowanbank will be re-examined in light of the future Angus Council Speed Limit Strategy review.

7. FINANCIAL IMPLICATIONS

- 7.1 There are no costs associated with the recommended Option 1
- 7.2 The alternative options have associated costs. For Option 2, the required Traffic Order and signage to amend the speed limit in Gowanbank is estimated at £5,700 which would be contained within the 2025/26 Traffic Road Safety Revenue Budget; and £600 annual revenue costs which need to be contained with the Roads Assets Revenue Budget.
- 7.3 The installation of “chicane effect” traffic calming measures in Gowanbank on the B9113 would cost approximately £13,700 (Option 4) if installed alone, or £19,400 (Option 2 & 4) if combined with a 20mph speed limit, which could be funded from the Road Safety/Traffic Calming provision within the 2025/26 Roads (Traffic) Capital Budget.
- 7.4 In either instance of paragraphs 7.2/7.3 above being agreed, any costs would displace other priorities within the respective budgets.

8. RISK MANAGEMENT

- 8.1 The risks associated with this report are considered in Appendix 2.

9. ENVIRONMENTAL IMPLICATIONS

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

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

- 10.1 An Equality Impact Assessment has been carried out and is attached in **Appendix 4**.

11. CHILDRENS RIGHTS AND WELLBEING IMPACT ASSESSMENT

- 11.1 A Childrens Rights and Wellbeing Impact Assessment has been carried out within the EIA.

12. CONSULTATION

- 12.1 The Chief Executive, Director of Legal, Governance & Change, Director of Finance, and Director of Education & Lifelong Learning 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: (list them below)

- Report No 266/08 - Speed Limit Review – A & B Class Local Roads, Infrastructure Services Committee, 4 March 2008.
- Report No. 329/22 – Angus Council (Spaces for People Variation of Speed Limits) Order, Communities Committee, 27 September 2022.
- Report No. 300/24 – Petition – Traffic Calming, Gowanbank, Forfar, Scrutiny & Audit Committee 22 October 2024.
- Report No. 12/25 Angus Council Speed Limit Strategy – Proposed Review, Communities Committee, 21 January 2025.

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List of Appendices:

Appendix 1 – Petition
Appendix 2 – Options Appraisal
Appendix 3 – Gowanbank 20mph speed limit plan
Appendix 4 – Equality Impact Assessment