ABSTRACT
This report informs the Committee of the making of three Traffic Orders relating to the variation of speed limit at Woodville Arbroath, deletions of part time 20mph speed limits at Pitkennedy and Forfar and introduction of new waiting restrictions at Letham.

1 RECOMMENDATIONS

1.1 It is recommended that the Committee agree to note the making of the following Orders:

- The Angus Council (Woodville Arbroath) (40mph Speed Limit) Order 2010;
- The Angus Council (Various Roads adjacent to Schools) (20mph Variable Speed Limit)(Variation) Order 2010 and
- The Angus Council (Letham Waiting Restrictions) Order 2010.

2 INTRODUCTION

2.1 Angus Council’s Scheme of Delegation authorises the Head of Roads to approve the making of a Traffic Order by the Head of Law and Administration in instances where no objections are received or no significant amendments are proposed to an Order.

3 DETAILS

3.1 Reference is made to Articles 17 of the minute of the Infrastructure Services Committee of 24 November 2009 instructing and authorising the preparation of an Order for the purpose of varying the current speed limit at Woodville Arbroath from 60mph to 40mph. This arose from a request on behalf of a number of residents of the area for a reduced speed limit on the Arbroath – Hillend Road in view of the number and density of residential development in the area.

3.2 Reference is made to Article 22 of the minute of the Infrastructure Services Committee of 24 November 2009 instructing and authorising the preparation of an Order for the purpose of deleting from the ‘parent’ Order the part time 20mph speed limits adjacent to Pitkennedy Primary School and Forfar Academy. This arose from the closure of Pitkennedy Primary School prior to the implementation of the speed limit whilst the introduction of a permanent 20mph speed limit in Taylor Street adjacent to Forfar Academy resulted in the part time 20mph speed limit being no longer necessary.

3.3 Reference is made to Article 13 of the minute of the Infrastructure Services Committee of 2 March 2010 instructing and authorising the preparation of an Order for the purpose of introducing new waiting restrictions at Letham. This arose from a situation of kerbside parking creating difficulties for school bus drivers restricting various turns in Letham town centre.

3.4 The proposed Orders were duly advertised and no objections were received.

3.5 The Angus Council (Woodville Arbroath) (40mph Speed Limit) Order 2010 was made on 27 April 2010 and became operational from 3 May 2010. All signing of the restriction has been erected.
The Angus Council (Various Roads adjacent to Schools) (20mph Variable Speed Limit) (Variation) Order 2010 was made on 27 April 2010 and became operational from 3 May 2010.

The Angus Council (Letham Waiting Restrictions) Order 2010 was made on 22 November 2010 and became operational from 29 November 2010. The marking of the approved waiting restrictions have been delayed due to the unsuitable weather conditions for carrying out such works.

FINANCIAL IMPLICATIONS

The costs of implementing the variation of speed limits at Woodville Arbroath are £3,000 which was met from the Traffic Section of the Road Division 2010/11 Revenue Budget. The increased maintenance costs arising from this proposal will amount to approx £300 per annum which will be met from the Roads Division Revenue Budget in future years.

There are no costs arising from the deletion of the part time speed limits at Pitkennedy or at Taylor Street Forfar as the necessary signing for that restriction had not previously been installed at Pitkennedy and the signing at Taylor Street had been removed as part of the works for the permanent 20mph speed limit.

The estimated costs of implementing the Letham waiting restrictions proposals are £350 and have been met from the Traffic Section of the Roads Division 2010/11 Revenue Budget. The increased maintenance costs arising from this proposal will amount to approx £50 per annum which will be met from the Roads Division Revenue Budget in future years.

HUMAN RIGHTS IMPLICATIONS

There are no human rights implications arising from the proposals in this report.

EQUALITIES IMPLICATIONS

The issues contained in the report fall within an approved category that has been confirmed as exempt from an equalities perspective.

CONSULTATION

The Chief Executive, the Director of Corporate Services, Head of Finance, Head of Law and Administration were consulted in the preparation of this report.

CONCLUSION

Following a request by residents at Woodville Arbroath a reduction in the speed limit in this area was considered appropriate. The promotion of a Traffic Regulation Order to implement this change was required, and has now been made.

Part time 20mph speed limits adjacent to schools at Pitkennedy and Forfar are no longer necessary. The promotion of a Traffic Regulation Order to implement these changes was required, and has now been made.

Following complaints about school bus access to the local Primary School the introduction of waiting restrictions in Letham are considered necessary. The promotion of a Traffic Regulation Order to implement these changes was required, and has now been made.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES
NOTE:

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

Report No. 874/09 - Angus Council Infrastructure Services Committee - 24 November 2009
Report No. 879/09 - Angus Council Infrastructure Services Committee - 24 November 2009
Report No. 190/10 - Angus Council Infrastructure Services Committee - 2 March 2010

Reports/JG/DAM