TRAFFIC REGULATION ORDERS – A92 CHARLETON ROAD, MONTROSE
PROPOSED VARIATION OF SPEED LIMIT

REPORT BY THE DIRECTOR OF INFRASTRUCTURE SERVICES

This report informs the Committee of concerns raised by local residents over speeding on Charleton Road in Montrose and seeks authority to alter the extent of the current speed limit on the A92.

1 RECOMMENDATION

1.1 It is recommended that the committee:

   (i) notes the concerns of local residents regarding speeding on the A92 at Charleton Road and agrees to promote the Order necessary for the variation of the current extent of the existing speed limit.

2 INTRODUCTION

2.1 Earlier this year residents and local members from the Montrose and District ward raised concerns regarding the speed of vehicles travelling along the A92 on Charleton Road in Montrose.

2.2 Concerns were raised over the speed of vehicles travelling southbound into the 30mph section of the A92, known locally as Charleton Road, the speed of vehicles travelling northbound exiting Montrose and conflict with vehicles attempting to turn left into Charleton Place from Charleton Road.

2.3 Generally the process for the promotion of a speed limits order is as follows:

   a) A report is presented to committee for approval to commence the preparation and promotion of the order (this report);

   b) Schedules and/or plans describing the effects of the order are prepared by the Head of Roads and forwarded to Legal Services;

   c) Legal Services prepare a draft (legal) order which is returned to Head of Roads for confirmation;

   d) Upon agreement of the terms of the order, Legal Services send copies of the draft order to the consultees listed in Appendix C to this report, together with a copy of the Notice of Proposals and advise the consultees of the date on which the proposals are to be published;

   e) The order is formally advertised in The Courier and a statutory minimum 21 day objection period commences, which provides an opportunity for any party to make representation to the authority in respect of any of the terms of the proposed order;

   f) At the same time copies of the draft order with associated plans and a statement of reasons for proposing to make the order are made available to view by the public at various locations in the council area. In addition the details of the proposals can also be viewed on the council’s website.
g) Any objections or representations which have been raised must be considered by the authority prior to making the order. This may involve alterations to the schedules/plans and the terms of the order.

h) If objections cannot be resolved a further report is presented to committee where the decision is made on whether or not to approve the making of the order (modified or otherwise) taking full account of any unresolved objections.

3 DETAILS

3.1 The Head of Roads investigated the level of speeding on Charleton Road. Traffic speed surveys were undertaken on Charleton Road between 15th and 21st March 2011 and 11th and 18th April respectively. The results of the survey carried out in March 2011 show that the average speed of vehicles travelling south on Charleton Road at Charleton Park was 32.1mph and the 85th percentile speed of vehicles was 37.2mph (the speed at or below which 85% of vehicles were travelling). The results of the survey carried out in April 2011 show that the average speed of vehicles travelling north on Charleton Road at Charleton Place was 34.7mph and the 85th percentile speed of vehicles was 41.1mph.

3.2 The results of the traffic speed surveys confirmed that there was no significant speeding issue for southbound traffic entering Montrose; however the results confirmed that there was a speeding issue associated with traffic exiting Montrose in the vicinity of Charleton Place.

3.3 The matter was raised for discussion at the Traffic Co-ordination Group forum and it was agreed to visit the location with colleagues from Tayside Police’s Roads Policing Unit to discuss potential measures to prevent speeding.

3.4 The current signing layout on Charleton Road includes a standard signage arrangement with a national speed limit roundel for northbound traffic and a 30mph speed limit roundel for southbound traffic. The existing signage is approximately 20m north of Charleton Place. In addition to the existing speed limit signage, there is countdown signage in place for southbound traffic, warning of the approaching 30mph speed limit. (Appendix A).

3.5 It was agreed with Tayside Police that traffic could be travelling northbound at a greater speed on Charleton Road due to the current position of the speed limit signage in relation to Charleton Place and that this could lead to issues with traffic attempting to turn left into Charleton Place.

3.6 It is proposed to relocate the existing speed limit signage a further 155m north out of Montrose and to remove the existing countdown signage for southbound traffic. (Appendix B). Relocating the existing signage will reduce the prominence of the national speed limit signage to northbound traffic until that traffic stream is past Charleton Place and this should address the high exit speeds from Montrose.

3.7 In addition to the effect on the northbound traffic, relocating the speed limit signage further north out of Montrose will result in traffic seeing the 30mph speed limit earlier on approach to Montrose and this should result in lower speeds for southbound traffic on Charleton Road.

4 RISK

4.1 This report does not require any specific risk issue to be addressed.

5 FINANCIAL IMPLICATIONS

5.1 The costs of the signing works associated with this proposal are £1,300 and will be met from the Roads Revenue Budget for 2011/12. Additional maintenance costs will amount to £150 per annum and this will require to be met from future years’ Roads Revenue Budgets.
6 HUMAN RIGHTS IMPLICATIONS
6.1 There are no human rights implications arising from the proposals in this report.

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

8 SINGLE OUTCOME AGREEMENT
8.1 This report contributes to the following local outcome contained within the Single Outcome Agreement for Angus:

- Communities in Angus are safe, secure and vibrant.

9 CONSULTATION
9.1 The Chief Executive, Director of Corporate Services, Director of Neighbourhood Services, Director of Education, Head of Finance, Head of Law and Administration and the Chief Constable were consulted in the preparation of this report.

10 CONCLUSION
10.1 In the interest of traffic safety the above alterations to the existing speed limit on the A92 is considered appropriate. The variation of the current draft Traffic Regulation Order to alter or extend existing speed limits or impose new limits is therefore recommended for promotion.

ERIC S LOWSON
DIRECTOR OF INFRASTRUCTURE SERVICES

NOTE:
No 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:-

Roads/JG/CH
Appendix A
Appendix B

PROPOSED LOCATION OF SIGNS TO BE 10m FROM END OF LAYBY

LOCATION OF EXISTING SPEED LIMIT SIGNS

LOCATION PLAN

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CONSULTEES

- Statutory consultees
  - Freight Transport Association Ltd
  - Road Haulage Association Ltd

- Angus consultees
  - The Regional Officer  Ambulance Services
  - Chief Fire Officer  Fire Services
  - Chief Constable Tayside Police
  - Stagecoach Strathtay
  - Angus Access Panel
  - Montrose Community Council

- other parties such as local taxi operators, Cyclist Touring Club, etc. may at times also be consulted depending on the specific nature and location of an Order however it is not considered appropriate in this instance.