ABSTRACT
This report relates to the proposed alterations to current speed limits at Montrose Road (A92) and Seaton Road Arbroath.

1 RECOMMENDATIONS

1.1 It is recommended that the committee agree to the promotion of a speed limits order to effect changes to the speed limits:

   i) from 60mph to 30mph on a section of Montrose Road (A92) and
   ii) from 60mph to 40mph on a section of Seaton Road, both Arbroath.

2 INTRODUCTION

2.1 Generally the process for the promotion of a speed limits order is the same as that periodically reported to committee in the context of Traffic Orders and 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 2 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 Planning permission has been granted subject to certain conditions for the erection of approx 350 houses on that area of land in Arbroath bounded on its west, north and east sides by Montrose Road, Bearfauld Road and Seaton Road respectively.

3.2 The approved development includes certain off site road improvements including the formation of a new roundabout in the vicinity of the existing Montrose Road/Bearfauld junction. This will form a feature ‘Gateway’ entrance to the town from the north and will also have a speed reduction effect for traffic entering the built up area.

3.3 On Montrose Road the current 30 mph speed limit extends to a point just north of its junction with Tarry Road beyond which the national speed limit (60mph) applies. In view of the impact of the new development it is proposed, in the interest of pedestrian and traffic safety, to alter the existing speed limit on Montrose Road (A92) from 60mph to 30mph from the existing 30mph termination point on Montrose Road northwards to a point just north of the new roundabout junction.

3.4 On Seaton Road, due to its classification, the extent of the current 30mph speed limit is by virtue of the presence of a system of street lighting. As part of the new development it is proposed to provide a new footway on the west side of Seaton Road and associated street lighting adjacent to the development boundary extending northwards to Bearfauld Road. On that basis when the new street lighting is installed the 30mph speed limit will automatically extend to Bearfauld Road and no formal Traffic Order is necessary to implement this alteration.

3.5 However there is the potential for high approach road traffic speeds entering the 30mph speed limit area from the rural hinterland and as such it is proposed to introduce an intermediate (buffer) speed limit of 40mph on a section of Seaton Road for a distance of 150 metres or thereby northwards from the junction with Bearfauld Road.

3.6 The affected lengths of roads are indicated on the attached plan.

4 RISK

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

5 FINANCIAL IMPLICATIONS

5.1 There are no financial implications arising for the council as a result of the recommendation contained in this report as the costs of signing, etc. associated with these proposals will be met by Stewart Milne Homes as developer of the housing site. There are no additional maintenance costs arising from the proposals.

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 within this report fall within an approved category that has been confirmed as exempt from an equalities perspective.

8 CONSULTATION

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

9.1 In the interest of pedestrian and traffic safety taking into consideration the changes to the road layout with increased traffic movements arising as a result of a large new housing development at Montrose Road Arbroath, alterations to speed limits are 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.
Appendix 1
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
  - Royal Burgh of Arbroath 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.