

**To: Audit, Risk and Scrutiny Board**

**On: 5 November 2018**

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**Report by: LEAD OFFICER**

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**Heading: Review of the newly introduced speed limit in Brookfield (A761)**

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## **1. Summary**

- 1.1 At its meeting on 15 September 2017 members of the Audit, Risk and Scrutiny Board agreed the purpose and scope of this review. This report provides background information for the Board's interest and details of who will be attending the Board meeting to share relevant information and answer Board members' questions.
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## **2. Recommendations**

### **2.1 The Board is asked to:**

- Note the progress of the review;
- Consider the information provided in this report and presented at this Board;
- Agree the next steps and advise of any further information or action required

### 3. Background

- 3.1 The scoping paper presented to the Board in August 2018 set out the specific context for this review. The next steps were agreed by the Board.
- 3.2 In 2006 the Scottish Government provided new guidance to Local Authorities regarding the speed limit on roads under their control. The guidance provided a detailed framework for how speed limits should be assessed and imposed. Within this guidance was an instruction for each Local Authority to carry out a “Speed Limit Review” on all A and B class roads by 2011.
- 3.2 In carrying out this review in 2011 the following information was gathered and considered for all A and B class roads in Renfrewshire:
- Accident records
  - Traffic volumes
  - Existing mean speeds
  - Geographical layout and physical characteristics
  - Location and type of existing speed limit

The review identified several locations where the existing speed limit did not meet the framework’s criteria and requested consideration to reducing the speed limit on those locations. The review did identify some locations where a technical evaluation suggested a raised speed limit. At this time Council officers suggested that there was little or no support for raising speed limits and consequently proposed no increased speed limits.

- 3.3 In 2011 the Environment and Infrastructure Policy Board approved, subject to police agreement, a list of speed limit reductions on nine A and B class roads. This included the section of the A761 going through Brookfield being reduced to 30mph, from the original speed of 60 mph.
- 3.4 In the original proposal for this review it is suggested this reduction was excessive and 40 mph was quite adequate with the old restricted stretch through Brookfield village staying at 30 mph.

#### **4. Information on A761 stretch going through Brookfield**

- 4.1 An officer from Renfrewshire Council's Environment and Communities Services will attend this Board meeting as agreed. A short report has been prepared by the service in advance for the Board's information. This is attached as Appendix 1.

- 4.2 In terms of incidents, statistics are sourced from the "Crash Map" website. This site uses official data from incidents reported to the police and provides information about recorded injury collisions on the roads of Great Britain. Incident severity is graded at "slight", "serious" or "fatal".

For the stretch between the Deafhillock Roundabout to the Branscroft junction:

2005 -2011 -There were 10 "slight" incidents recorded. No serious or fatal.

2012 -2017 -There were 5 "slight" incidents recorded. No serious or fatal.

- 4.3 An officer from Police Scotland will also attend this Board meeting, offer its perspective verbally and answer any questions from the Board. The key message anticipated from Police Scotland is that the limit has been successfully implemented and there has been a reduction in incidents since its implementation. Therefore, increasing the limit is unlikely to be actively supported. Additionally, it is anticipated Police Scotland will recognise there was heightened enforcement of the limit during its initial implementation but in the last few years there has been little enforcement required. The Council officer's report states average speeds were recorded in June 2016. This showed speeds of 30 and 32mph.
- 4.4 It is anticipated that a representative and a view from the local Brookfield community will be available for the Board's consideration at its next meeting on 21 January 2019. This will be from Brookfield Community Council.
- 4.4 Following this, no further witnesses or exploration of information sources are planned. The Lead Officer will take direction from and respond to any further requests of the Board.
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## **Implications of the Report**

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| 1. | <b>Financial</b>                           | <b>- none</b> |
| 2. | <b>HR &amp; Organisational Development</b> | <b>- none</b> |
| 3. | <b>Community/Council Planning</b>          | <b>- none</b> |
| 4. | <b>Legal</b>                               | <b>- none</b> |
| 5. | <b>Property/Assets</b>                     | <b>- none</b> |
| 6. | <b>Information Technology</b>              | <b>- none</b> |
| 7. | <b>Equality &amp; Human Rights</b>         | <b>- none</b> |

(a) The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

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| 8.  | <b>Health &amp; Safety</b>   | <b>- none</b> |
| 9.  | <b>Procurement</b>           | <b>- none</b> |
| 10. | <b>Risk</b>                  | <b>- none</b> |
| 11. | <b>Privacy Impact</b>        | <b>- none</b> |
| 12. | <b>Cosla Policy Position</b> | <b>- none</b> |

**List of Background Papers - none**

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## **Appendix 1**

### **Report from Environment and Communities Services**

#### **Background**

The Scottish Government provided guidance on how to set speed limits in 2006.

Renfrewshire Council completed its review of speed limits in 2011 and reported its recommendations to the Environment & Infrastructure Policy Board on the 8<sup>th</sup> June 2011. This included the reduction in the speed limit on the A761. From Linwood Toll to the west of Brookfield which was reduced to 30mph over its entire length.

The review considered

- Accident records
- Traffic volumes
- Average speeds
- Geographical layout
- Existing speed limits

It was reported in the Board Report, that there was no support for raising speed limits

For the length of the A761 from the Glasgow City boundary in the east to the Inverclyde boundary in the west there are currently 8 separate sections of speed limit. The Scottish Government recommends that too many changes of speed limit should be avoided along a route. Some of these sections, whilst above the recommended minimum, are very short. In addition, the current limits do not accurately reflect the current road conditions.

The section of the A761 from west of Kilbarchan Road to Brookfield had an accident history.

The section of the A761 between Linwood and Linwood Toll is dual carriageway however the nature of the road and the accident history make the 30mph speed limit more appropriate. At the time new projects such as Linwood Lades, Barskiven Hill, and the ongoing developments at the Phoenix have resulted in increases in both pedestrian and vehicular traffic which makes the 30mph speed limit a more suitable one. The 30mph speed limit would also create a consistent limit within the urban area

It was therefore proposed to rationalise the limits as follows:

A new 30mph would extend from the west of the Barnscroft junction through Brookfield and the Deafhillock Roundabout to the edge of the urban area at the new St Benedicts school and continuing through to Linwood Toll.

The new speed limit order was then promoted through the speed limit order process. There were no objections to this order and it was implemented.

### **Current Position**

Since this new limit was implemented there has been 2 slight injury accidents there on the 5/12/15 and 13/8/16 on the section of the A761 near Brookfield in a 3 year period. Traffic volumes have been consistent over the last 10 years with traffic flows of between 8,000 and 9,000 a day.

Average speeds were recorded in June 2016 with speeds of 30 and 32mph. The road has been resurfaced therefore the carriageway condition has improved.

### **Recommendations**

The Department would propose that the current speed limit is appropriate and should not be raised.

Andrew McNab  
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