

To: Audit, Risk and Scrutiny Board

On: 21 January 2019

Report by: LEAD OFFICER

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

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 information for the Board's consideration and outlines the final witness for the review.
 - 1.2 Incorporating the final witness' views this report also sets out the findings of the review for the Board's consideration.
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2. Recommendations

2.1 The Board is asked to:

- Note the progress of the review and content of this report;
- Consider the information provided in this report and the views of the final witnesses at this Board;
- Agree the findings of the review, as set out in Section 6 of this report, along with any additional findings arising from information presented to the Board at this meeting

3. Background

- 3.1 The scoping paper presented to the Board in August 2018 set out the specific context and focus 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 30mph.
- 3.5 The Board agreed the scope of the review would be limited to hearing from three key witness groups. These were Renfrewshire Council, Police Scotland and local representation by Brookfield Community Council.

4. Previous Board Meeting on 5 November

- 4.1 Two witnesses attended this Board. An officer from Renfrewshire Council's Environment and Communities Services provided a written report and answered the Board's questions. A Traffic Management officer from Police Scotland also attended and answered members' questions.
- 4.2 In short, the Environment and Communities Council Officer advised his service holds the view that the current speed limit is appropriate and it would not recommend any increase at this time. Similarly, Police Scotland advised it felt the current speed limit was suitable, has been successfully implemented and it too would not support an increase. Both witnesses noted a reduction in incidents since the implementation of the new speed limit. Accident comparison information was also shared in the previous Board report which evidenced a reduction in incidents since the new speed limit was implemented.

5. Witnesses to Board Meeting 21 January 2018

- 5.1 As previously agreed a representative from Brookfield Community Council will attend this meeting to answer any of the Board's questions. The Community Council has provided a written report which articulates its view. This is attached in **Appendix 1**.
- 5.2 Brookfield's Community Council view is unambiguous. It supports the current speed limit of 30 mph and is opposed to any potential increase.
- 5.3 A council officer from Environment and Communities Services will also be available to the Board to respond to any technical queries or provide any further information required.

6. Conclusion of the Review

- 6.1 In line with the agreed, specific scope of the Review no further witnesses or information will be presented unless the Board directs otherwise.
- 6.2 If there are no further requests or directions from the Board, the key findings of this review can be summarised as the following:
 - The key stakeholders and interested parties are all in clear agreement that the speed limit on this particular stretch of road should not be increased. This includes the services which have the authority and

technical expertise in this area. Significantly this also includes a strongly held view of the local Community Council.

- There is evidence that since the limit's introduction there have been less traffic incidents on this stretch of road.
- When the speed limit was introduced there were no objections lodged.
- The Scottish Government recommends that too many changes of speed limit along a route should be avoided to reduce confusion to drivers. The Environment and Communities Service views the 30 mph limit as consistent within the local road network.
- Brookfield Community Council describes longstanding concerns about poor visibility for vehicles entering into and exiting from the village from this road. It is concerned any speed limit increase would heighten the risks to both motorists and pedestrians further.
- There are new and further planned residential developments within this area. As well as potentially increasing both road and pedestrian use generally this may also lead to an increased use of Merchiston Drive. This Drive feeds onto this stretch. This could lead to more vehicles pulling out directly onto the A761 and also slowing down to turn in. This is a previously, mostly unused spot.

6.3 Within its agreed scope, the review has not found any directly involved party or evidence that favours an increase in the speed limit. Therefore it would suggest the current speed limit is appropriate and no further action is required at this time.

Implications of the Report

1.	Financial	- none
2.	HR & Organisational Development	- none
3.	Community/Council Planning	- none
4.	Legal	- none
5.	Property/Assets	- none
6.	Information Technology	- none

7. Equality & Human Rights - none

(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.

8. Health & Safety - none

9. Procurement - none

10. Risk - none

11. Privacy Impact - none

12. Cosla Policy Position - none

List of Background Papers

1. Report from Brookfield Community Council

The foregoing background papers will be retained within Social Work Services for inspection by the public for the prescribed period of four years from the date of the meeting. The contact officer within the service is David Wilson, Social Work Manager, 0141 207 7777

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Appendix 1

Report from Brookfield Community Council

REPRESENTATIONS OF BROOKFIELD COMMUNITY COUNCIL IN RELATION TO REVIEW OF SPEED LIMIT ON BRIDGE OF WEIR ROAD FROM DEAFHILLOCK ROUNDAABOUT TO BRANSCROFT

1. While Renfrewshire Council's Environment and Infrastructure Board, at its meeting on 8th. June 2011, approved the reduction in the speed limit to 30 m.p.h. in Bridge of Weir Road (A761) between Deafhillock Roundabout and Branscroft Brae, a statutory process required to be followed, including consultation with Strathclyde Police, before the new speed limit order could be implemented. The Report from Environment and Community Services, submitted to the Audit Risk and Scrutiny Board meeting on 5th. November 2018 confirmed that the speed limit order was promoted and as there were no objections to the speed limit order it was implemented. 30 m.p.h signs were put up on Bridge of Weir Road in late January/early February 2014. The Report from the Environment and Community Services also recommended that the current speed limit of 30 m.p.h. is appropriate and should not be raised.
2. The Report of Mr. David Wilson also submitted to the Audit Risk and Scrutiny Board meeting on 5th. November 2018 indicated that Police Scotland would not actively support any increase in the speed limit as there had been a reduction in incidents since implementation of the speed limit order and this was confirmed by the Police representative at the meeting of the Board on 5th. November 2018.
3. Brookfield Community Council had been supportive of the speed limit order and indeed had been pressing Renfrewshire Council to implement the order for the following reasons:-
 - a) Albert Road and Victoria Road, situated on the north side of Bridge of Weir Road are the main routes into and out of the Village of Brookfield. Because of poor visibility at both these junctions, it can be dangerous for

vehicles trying to get into and out of the Village into Bridge of Weir Road either going towards Johnstone or Bridge of Weir.

b) There are other junctions in Bridge of Weir Road between Deafhillock Roundabout and Branscroft Brae which are also dangerous because of poor visibility – Sandholes Road, the entrance to three private houses near to the premises of Brookfield Alarms and Merchiston Drive all situated on the north side of Bridge of Weir Road. The junction at the Branscroft Brae, the entrance to the White House of Milliken and another entrance to two private houses situated between Sandholes Road and Branscroft Brae, which are situated on the south side of Bridge of Weir Road are other difficult junctions particularly if vehicles in Bridge of Weir Road are travelling at speed.

c) The Village of Brookfield lies on the north side of Bridge of Weir Road. Between Albert Road and Victoria Road, there is a bus stop on either side of Bridge of Weir Road. Residents of Brookfield using the buses require to cross Bridge of Weir Road which can be very difficult and dangerous even with a 30 m.p.h. speed limit. While there is a slip road at the bus stop on the south side of Bridge of Weir Road, there is no slip road on the north side so traffic behind any bus usually requires to wait until the bus has deposited passengers or passengers have got onto bus. On occasions, vehicles try to overtake the stationary bus and this too can be dangerous particularly if vehicles are travelling at speed.

d) There is a pavement for pedestrians on the north side of Bridge of Weir Road only and at parts the pavement is very narrow. Even with a speed limit of 30 m.p.h. pedestrians walking in Bridge of Weir Road feel unsafe and vulnerable. In the Summer months walking can be even more difficult and dangerous because of overgrown hedges at parts of Bridge of Weir Road.

4. Since implementation of the speed limit order in 2014, there have been the following changes which will result in more vehicles and potentially more pedestrians using this stretch of Bridge of Weir Road:-

a) David Wilson Homes carried out improvements to Deafhillock Roundabout and it now includes a fifth arm which is the main access to and egress from Weirs Wynd (which is a development of 293 houses). David Wilson Homes also

widened the slip road leading to A737 at the Barochan Interchange as part of their planning permission. While widening the slip road has helped the flow of traffic, queuing still takes place at peak times and can extend around the Roundabout and into Bridge of Weir Road for traffic travelling from Bridge of Weir and Brookfield.

b) Merchiston Drive is situated on the north side of Bridge of Weir Road. Currently it is the means of access and egress for residents of the six houses in Merchiston Drive. However, when David Wilson Homes/Barratt complete the second phase of their development at Weirs Wynd, Merchiston Drive will be used by considerably more vehicles than at present. The intention of David Wilson/Barratt is to provide a slipway for buses to stop just before Merchiston Drive on the north side of Bridge of Weir Road. There is another bus stop near to Merchiston Drive adjacent to the entrance to the White House of Milliken on the opposite side of Bridge of Weir Road. In terms of their planning consent, David Wilson/Barratt are also going to put traffic islands in the middle of Bridge of Weir Road, the purpose of which is to slow traffic to allow passengers to cross Bridge of Weir Road.

Within the last few weeks, Barratt has submitted to the Planning Department an application to substitute Barratt houses for David Wilson Houses. The net effect will be to increase the number of houses being built in the development to 303. This latest application, which has yet to be determined, affects the part of the development near to Merchiston Drive and if this application is granted, the number of houses using Merchiston Drive as a means of access to and egress from Weirs Wynd will be further increased.

5. Also since implementation of the speed order in 2014, the speed limit in Barochan Road from Johnstone/Barochan Interchange to Deafhillock Roundabout is 30 m.p.h. The speed limit in Barochan Road from Deafhillock Roundabout travelling towards Houston is 30 m.p.h. and then it becomes derestricted adjacent to the site traffic entrance to Weirs Wynd. The speed limit in Bridge of Weir Road from Deafhillock Roundabout to Linwood is 30 m.p.h. and it becomes 20 m.p.h. shortly before St. Benedict's School. The speed limit in Bridge of Weir Road from Deafhillock Roundabout to Kilbarchan Cemetery is 30 m.p.h. It would be inappropriate therefore to increase the

speed limit in Bridge of Weir Road from Deafhillock Roundabout to Branscroft Brae.

The changes detailed in 4 and 5 above and also the fact that members of Brookfield Community Council regularly raise with the Community Police, at Community Council meetings, their concern about the speed of cars and lorries travelling on Bridge of Weir Road through the Village, enforce Brookfield Community Council's view that the speed limit in Bridge of Weir Road from Deafhillock Roundabout to Branscroft Brae should not be increased from 30 m.p.h.