

ANNEX B

Email exchange between SCOTS, COSLA and Transport Scotland -15/16 November

From: [redacted]
Sent: 16 November 2018 12:58
To: [redacted]@angus.gov.uk>; [redacted]@cosla.gov.uk; [redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk
Subject: RE: Pre-Implementation Group Meeting

Hi [redacted]

Happy to meet on the 3rd December.

[redacted]

From: [redacted]@angus.gov.uk>
Sent: 15 November 2018 18:03
To: [redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk; <[redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk
Subject: Pre-Implementation Group Meeting

Good evening.

As discussed, can we meet on Monday 3rd ahead of the meeting with Mark Ruskell MSP on 6th? It would be ideal to have reviewed our draft response to the Ministers points together. I will circulate a draft in advance that we can each contribute to.

Regards,

[redacted]

PS – apologies for missing Monday's meeting. I have been rewarded with preparing the first draft, [redacted]

Write up of 12 November meeting between COSLA and Transport Scotland

From: [redacted]
Sent: Tuesday, 13 November 2018 12:58
To: [redacted] [redacted]
Cc: [redacted]
Subject: Note of meeting with COSLA - 12 November

[redacted]

I thought that it would be helpful to provide you with an update following the meeting that myself and [redacted] had with [redacted] and [redacted] from COSLA. [redacted] from SCOTS was meant to be dialling in to the meeting but never managed to make it.

We discussed the meeting which we had with Mark Ruskell as part of the Implementation Group, the requests of the Cab Sec and the SG written response to REC Committee highlighting the areas to be answered with SG assistance:

- ◆ Assisting Traffic Authorities to identify the roads which will be affected, both in implementing 20 mph speeds limits and processing Traffic Regulation orders for those roads which will require to be retained at 30 mph;

- ◆ Assisting Traffic Authorities to understand the circumstances of each of the affected roads to help estimate all resource and costs involved in the implementation of the proposals and any potential consequences of them;

- ◆ Comparing the resource and costs consequences of the Bill against the current process of implementing Traffic Regulation Orders for 20 mph limits; and

- ◆ Identifying whether there are any factors which are preventing Local Authorities from implementing 20 mph speed limits in the right environments.

[redacted] confirmed that COSLA are in a similar position to us and that their members have said that they would continue to hold a collective neutral position on the Bill at the moment as they feel there is a lot of unknowns and unanswered questions much of which we highlighted in our response to the committee. He confirmed that he would be asking his members to contribute to the committee's call for evidence (ending 28 January) and to use the opportunity to highlight some of the unknowns, challenges etc. We then went on to discuss how the questions can be answered. It was agreed that this was more for SCOTS to take forward the detailed work. [redacted] said that they would be unlikely to start to look at these questions until the new year at the earliest. I asked that this happens earlier than that or that we at least take steps now to identify what work is required to begin to consider the questions posed by the Cab Sec. He agreed that this would be beneficial and is speaking with SCOTS today to get that process underway. We all agreed to meet again in advance of the next meeting of the implementation group (likely beginning of December) and that we would have a process map and timeframe for what is required at that meeting in early December.

I asked that we are kept updated on any progress and also the process and offered our assistance if requested (around methodology and identification of the roads impacted for example). [redacted] agreed and stated that it is essential that we all keep each other abreast of progress and work underway to ensure that we are all consistent with what we are saying and heading in a similar direction.

Myself and [redacted] chatted afterwards and confirmed that we will consider whether a consultant would be useful only once we know what type of assistance is required from SG/TS to address the points above. Another reason why I asked for the identification process to be carried out as quickly as possible.

COSLA are hoping to speak to SCOTS today to get this work started and will keep me updated on the outcome of that discussion. If I have not heard anything by tomorrow/Thursday I will phone [redacted] at COSLA for an update.

I hope that you find this update helpful.

Happy to discuss

[redacted]

Email from Transport Scotland to SCOTS and COSLA - dated 5 November

From: [redacted])

Sent: 05 November 2018 16:58

To: [redacted]@angus.gov.uk; [redacted]@cosla.gov.uk>; [redacted]@cosla.gov.uk>

Cc: [redacted]@transport.gov.scot>

Subject: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Good Afternoon

It was good to see you all last week. I thought it would be helpful to have a meeting to discuss the implications of Mr Ruskell's proposals and to discuss what steps we need and identify any barriers there may be to addressing the questions posed by the Cabinet Secretary in his response to the Committee. (this response can be found at: http://www.parliament.scot/S5_Rural/20181030_Cab_Sec_TIC_-_SG_views_on_20mph_Bill.pdf)

It would be helpful if we could have this meeting soon. I have relatively good availability this week and next and I am free the following would any of these times be suitable?

Thursday 8th November – all day
Friday 9th November – AM only
Monday 12 November – All Day
Tuesday 13th November – All Day
Friday 16 November - AM only

I hope that we can find a slot from these where we are all available.

Happy to discuss and I look forward to meeting with you all soon.

Thanks

[redacted]

Road Safety Policy and Framework Manager

Road Safety Policy

Transport Scotland

[redacted]



Email exchanges between SCOTS, COSLA and Transport Scotland 3-6 December
[Attachment not released under exemption 30 (b) (ii) – Free and frank exchange of views
for the purposes of deliberation]

From: [redacted])
Sent: 06 December 2018 12:58
To: [redacted]@angus.gov.uk>; [redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk;
[redacted]@cosla.gov.uk
Subject: RE: 20mph Pre-Implementation Group Meeting

Hi [redacted]

Thanks for pulling this together. I only two comments from me in the timeframe attached.

Happy to discuss

[redacted]

From: [redacted]@angus.gov.uk>
Sent: 06 December 2018 07:21
To: [redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk; [redacted]@cosla.gov.uk;
[redacted]@transport.gov.scot>
Subject: RE: 20mph Pre-Implementation Group Meeting

Good morning. How fast the days pass.

In light of that, I have adapted my action for today's meeting. I attach an abridged version of the previous paper. This gives the reasoning and recommendations on what the survey and impact/comparative assessments will include and seek to achieve. It also allows some of the timeframe issues to be highlighted and discussed today.

If there are any clangers, please feel free to highlight/delete or rework. I would suggest that what we get to this afternoon and seek Mark Ruskell's endorsement to our proposed path.

I will have time tomorrow to form this into an email and survey, but that proved unachievable for today.

Regards,

[redacted]

From: [redacted]
Sent: 03 December 2018 09:05
To: [redacted]@transport.gov.scot; [redacted]@cosla.gov.uk; [redacted]@cosla.gov.uk;
[redacted]@transport.gov.scot
Subject: RE: 20mph Pre-Implementation Group Meeting

As promised.

Regards,

[redacted]

From: [redacted]

Sent: 03 December 2018 08:46

To: [redacted]@transport.gov.scot; [redacted]@cosla.gov.uk; [redacted]@cosla.gov.uk;
[redacted]@transport.gov.scot

Subject: 20mph Pre-Implementation Group Meeting

Good morning.

I'll be sending you a draft paper for your perusal ahead of this afternoon's meeting. JIT, as is the new norm.

Regards,

[redacted].

20mph Pre-Implementation Group Meeting

Scheduled: Monday, 3 Dec 2018 from 14:00 to 16:00

Location: CoSLA Offices, Haymarket

Invitees: [redacted]@transport.gov.scot [redacted]@cosla.gov.uk, [redacted]@cosla.gov.uk,
[redacted]@transport.gov.scot'

Email exchanges between SCOTS, COSLA, Mr Ruskell's Office and Transport Scotland –
20 December 2018 -17 January 2019

From: [redacted]@angus.gov.uk>

Sent: 17 January 2019 12:55

To: [redacted]@transport.gov.scot>

Subject: RE: 20mph Implementation Group Meeting

Hello, [redacted].

I have nine responses. The emails went to the approx. 100 SCOTS nominated officers. I also shared this with [redacted] of TaRS on Monday as we have met last Friday. I asked him to send this out to his contact list directly.

Regards,

[redacted].

From: [redacted]@transport.gov.scot [[redacted]@transport.gov.scot]

Sent: 17 January 2019 11:40

To: [redacted]

Subject: RE: 20mph Implementation Group Meeting

Hi [redacted]

I hope that you are well.

Thanks for sending the survey out. I just wanted to touch base to see how things are going and to see what the feedback (if any) has been like. Are you also able to confirm who the survey went to? The reason I am asking is I was asked about this at the last TARS meeting in December and I had said that you would be sending something around so wanted to check whether it would actually get to the representatives of the TARS group. I usually get copied into papers which are circulated around the TARS group and I haven't seen anything yet.

Thanks

[redacted]

From: [redacted]@angus.gov.uk>
Sent: 09 January 2019 10:15
To: [redacted]@parliament.scot>
Cc: [redacted]@transport.gov.scot>; [redacted]@scotland.pnn.police.uk;
[redacted]@scotland.pnn.police.uk; [redacted]@cosla.gov.uk>; [redacted]@transport.gov.scot>
Subject: RE: 20mph Implementation Group Meeting

And a guid new year to you and yours, [redacted]

Survey was issued this very morning. I have asked for responses by Friday 18th and I will gauge responses as they come in. I copy emails to you and the others on the implementation group. Sorry there was no review of the questions beforehand.

Regards,

[redacted]

From: [redacted]@parliament.scot]
Sent: 09 January 2019 10:11
To: [redacted]
Subject: RE: 20mph Implementation Group Meeting

Hi [redacted]

Happy new year! I hope all is well with you. I was wondering if you had any update on the questionnaires for councils? Let me know if there's anything I can do to help.

Cheers,

[redacted]

Parliamentary Assistant for Mark Ruskell MSP (Mid-Scotland and Fife)
MG.17, The Scottish Parliament, Edinburgh, EH99 1SP
E: [redacted]@parliament.scot T: [redacted]

All correspondence with this office is treated in line with our privacy policy, linked [here](#).

From: [redacted]@angus.gov.uk]
Sent: 20 December 2018 09:36
To: [redacted]@transport.gov.scot; [redacted]@parliament.scot>; [redacted]@scotland.pnn.police.uk;
[redacted]@scotland.pnn.police.uk; [redacted]@cosla.gov.uk
Subject: 20mph Implementation Group Meeting

Season's greetings to you all.

As might be apparent from my lack of contact, I have been buried in other locally pressing endeavours, which seemed to start when I said I would have time to do my bits on Friday 7th. The 7th!

I and therefore we will therefore have to reset out timescales, but not necessarily the timing of outputs and expectations. The questionnaire will therefore be ready for issue first thing in the New Year.

Festive regards,

[redacted].

[redacted], **Service Leader – Roads & Transportation**, Infrastructure Services, **Place**, Angus Council, Angus House, Orchardbank Business Park, Forfar DD8 1AN Tel: [redacted] Mob: [redacted]

Email dated 4 February to COSLA and SCOTS

From: [redacted]@transport.gov.scot

Sent: 04 February 2019 13:35

To: [redacted]@angus.gov.uk>; [redacted]@cosla.gov.uk; [redacted]@cosla.gov.uk

Cc: [redacted]@transport.gov.scot>

Subject: Catch up meeting on 20 mph

Good Afternoon

I hope that you are all well.

I thought that it would be useful for us to have a catch up meeting sometime soon given that the call for evidence by the REC committee has now closed as has the closing date for the survey responses from LA's. Our evidence session will be quickly upon us also.

Would you be able to meet on any of the following dates 14th, 15th, or 19th February I am flexible on the time of day and am currently free for most of each of these dates.

Hope to catch up soon.

Thanks

[redacted]Road Safety Policy and Framework Manager
Road Safety Policy
Transport Scotland
Area 2-D (North), Victoria Quay, Edinburgh, EH6 6QQ
[redacted]



Email exchanges between COSLA, SCOTS and Transport Scotland – 25 February – 4 March

On 4 Mar 2019, at 13:29, "[redacted]@transport.gov.scot" wrote:

Hi [redacted]

Thank you for the update I have a chat with Mark Ruskell today at 3:30. I would very much welcome a chat with you both today and depending on how long my chat with Mark Ruskell takes I should be free to chat around 4.

[redacted]

From: [redacted]@angus.gov.uk>
Sent: 04 March 2019 13:17
To: [redacted]@cosla.gov.uk>; [redacted]@transport.gov.scot>
Subject: RE: Details for dialling in

Good day, folks.

I have just spoken with Mark Ruskell and Malachy Clark ahead of Wednesday's REC.

I am pretty clear on the detail of the SCOTS evidence, which is underlined by the survey results (updated as attached):

1. Support in principle
2. Needs to allow for national and local education and enforcement
3. Needs to allow for local application within a nationally consistent approach, which is supported by updated guidance/regulation
4. Needs fuller local assessment and implementation planning based on the above
5. All dependent on resource – staff, timescales, funding

I will work up some detail on how a rural setting might look, as I know this has been raised as an issue.

I welcome any other intelligence. Can we catch up later today at say 4pm (there's no Conveners briefing today!).

Regards,

[redacted]

From: [redacted]@angus.gov.uk>
Sent: 26 February 2019 11:43
To: [redacted]@cosla.gov.uk>
Cc: [redacted]@transport.gov.scot>
Subject: RE: Details for dialling in

Here are the results from survey. [redacted]

Regards,

[redacted].

From: [redacted]@cosla.gov.uk]
Sent: 25 February 2019 16:25
To: [redacted]
Cc: [redacted]@transport.gov.scot
Subject: Re: Details for dialling in

Hi [redacted]

That's ok. These things happen.

Is it possible to see the returns from local authorities to myself and [redacted] (even just the summary of responses).

We can set a call up at another time to discuss this further.

Kind regards

[redacted]

Sent from my iPhone

On 25 Feb 2019, at 16:10, [redacted] @angus.gov.uk> wrote:

Sorry...again. Stuck in meeting with Conveners!

Sent from my iPhone

On 25 Feb 2019, at 15:09, [redacted] @cosla.gov.uk> wrote:

Hi [redacted]

Sorry about this but can you use the details below to join the conference call. Technical issues at my end.

Hope this works. Speak to you at 4.

Dial in number [redacted]
Access code [redacted]
Pin [redacted]

Sent from my iPhone

On 25 Feb 2019, at 14:43 [redacted] @cosla.gov.uk> wrote:

Hi

Sorry I have had to work from home today. Can you give me the numbers you will be at and I will call you.

Thanks

[redacted]

Sent from my iPhone

On 25 Feb 2019, at 14:41, "[redacted] @transport.gov.scot" > wrote:

Hi [redacted]

You may have already sent (I seem to think that you did but I cant find them) the contact details for dialling in at 3? Are you able to send me them?

[redacted]

Road Safety Policy and Framework Manager

Road Safety Policy

Transport Scotland

[redacted]

Email exchanges between Transport Scotland, COSLA and SCOTS – 6 March 2019

From: [redacted])

Sent: 06 March 2019 15:10

To: [redacted] @cosla.gov.uk>; [redacted] @angus.gov.uk>

Cc: [redacted] @transport.gov.scot>; [redacted] @cosla.gov.uk>

Subject: RE: Rural Economy and Connectivity Committee - 20mph Bill

Thanks both for the helpful summary.

I think that it would be a good idea to meet ourselves again sooner rather than later and then possibly a meeting of the implementation group again however Mr Ruskell during discussions has not confirmed that he will be wanting another session but that he may hold another meeting. I had indicated to him that it would be a good idea to meet again with the implementation group ahead of his evidence session.

Would you have time to meet towards the end of next week?

[redacted]

From: [redacted] @cosla.gov.uk>

Sent: 06 March 2019 14:56

To: [redacted] @angus.gov.uk>

Cc: [redacted] @transport.gov.scot>; [redacted] @transport.gov.scot>; [redacted] @cosla.gov.uk>

Subject: Re: Rural Economy and Connectivity Committee - 20mph Bill

Hi All

I watched with interest from the office today and I agree with [redacted] that we should meet again as it would be beneficial to see where we currently are and what more needs to be done. Would [redacted] want the Implementation Group to meet again? He did make mention of it several times today. If not we can certainly meet again ourselves (I can host)

I felt the evidence was as expected and the questioning around the issues were similar to what we had all expected.

Hope to hear from you all soon.

Kind regards

[redacted] .

Sent from my iPhone

On 6 Mar 2019, at 14:34, [redacted] @angus.gov.uk> wrote:

Good afternoon, folks.

This morning's Rural Economy and Connectivity Committee went smoothly.

Overall, there appeared to be an acceptance that the Bill would struggle given the Parliamentary process and the need for further development of detailed implementation plans and costs by local authorities on which to base a decision.

What was also clear was that local authorities were broadly supportive of the Bill's aims but did not currently have this as a priority in terms of workload and funding.

Without the support of the Scottish Government to provide direct funding, the Bill seems doomed to fail at this time. If this were to happen, I would see this as an opportunity missed to bring road safety and a key aspect of health and wellbeing (close) to the top of local and national agenda political agenda: akin to the smoking ban and fixed alcohol pricing most recently; and drink driving and seat belts historically. None of these would have happened with national leadership backed with legislation.

I consider the TRO process issues to be somewhat of a red herring in all of this. That said, alongside the pavement parking, there may be a chance to streamline that to make things easier in future at the very least.

I suspect that Mark Ruskell MSP will still wish to continue his engagement with our implementation group, as would I be on behalf of SCOTS.

And to top today off, I left my umbrella at Holyrood and got soaked getting home either side of the train journey.

Regards,

[redacted] , **Vice-Chair SCOTS Liaison Committee & SCOTS Executive Committee Member**

Service Leader – Roads & Transportation, Technical & Property Services, **Place**, Angus Council, Angus House, Orchardbank Business Park, Forfar DD8 1AN Tel: [redacted] Mob: [redacted] <image001.gif>[Follow us on Twitter](#) <image002.jpg>[Visit our Facebook](#)

 **page** *Please consider the environment before printing this e-mail* 1 ream of paper = 6% of a tree; 5.4kg CO2 in the atmosphere and 3 sheets of A4 paper = 1 litre of water

Email of 14 March from Midlothian Council.

From: [redacted] @midlothian.gov.uk>

Sent: 14 March 2019 15:26

To: [redacted] @transport.gov.scot>

Subject: Restricted Roads Midlothian

Hi [redacted] . I have had a quick look at our speed limit orders and (as far as I saw) all but one of the 30mph limits on our A and B roads are due to them being Restricted Roads, including the ex-trunk A7. The exception to this is the A6106 through Dalkeith, which used to be the A68 Trunk Road and which was changed from being a restricted road in 2008. I think the limit here applies due to the Trunk Road Order https://www.legislation.gov.uk/ssi/2008/367/pdfs/ssi_20080367_en.pdf and would still apply due to <http://www.legislation.gov.uk/ukpga/1984/54/schedule/6>. unless there has been another order since – I thought it strange enough that the 2008 Order was made 2 months after the new A68 was already open.

There might be a problem here for the part-time limit on the A6106 as the Trunk Road Order said it should be shown by a specific type of sign, while on our other roads our Order says it should be shown by a sign “type prescribed or authorised under or having effect as though prescribed or authorised”. I think the Safety Camera unit is staying away until we know for sure.

Most (if not all) of our 30mph A and B roads are marked up on OpenStreetMap, which is fairly accurate for crowd-sourced data.

30mph A roads

<http://overpass-turbo.eu/s/GX2>

30mph B roads

<http://overpass-turbo.eu/s/GWS>

(If you scroll/zoom-out these maps from the area first shown you have to click on “run” to update them. zooming-in is ok though)

Cheers.

[redacted] ,
Midlothian Council,
Midlothian House,
Buccleuch Street,
Dalkeith
EH22 1DN
tel [redacted]

Email exchanges between COSLA and Transport Scotland dated 26 March 2019

From: [redacted] @cosla.gov.uk>

Sent: 26 March 2019 13:12

To: [redacted]@transport.gov.scot>

Subject: Re: 20 mph joint SG/COSLA commitment

Hi [redacted]

Thanks for your email, we appreciate you keeping us sighted on the emerging Scottish Government thinking on this.

As you will know the current COSLA agreed position on the Restricted Roads (20mph)(Scotland) Bill is:

“In general terms it seems sensible for COSLA to set out an initially positive position towards the proposed Bill, recognising that much detail must be established before we can offer more

concrete support. We recognise what Mark Ruskell is attempting to achieve and the constructive aims of the legislation. However, it is important that any proposal to change the speed limit to 20mph is resourced and is practical for Local Government to deliver. We understand the challenge of implementing Traffic Regulation Orders, and if the proposed Bill leads to an improvement or simplification in the process for Local Authorities there could be much to support in addition to its general principles. That said, we also should not underestimate that this will require a change in culture for many drivers and will, as a result, need a considerable and lengthy public information campaign."

While COSLA are keen to work in partnership with Scottish Government wherever possible the information you suggested be provided to the Cabinet Secretary today would be additional to and go beyond the currently agreed COSLA position on this Bill. As such, this proposal would require further political consideration by COSLA.

I hope this helps.

Kind regards

[redacted]

From: [redacted] @transport.gov.scot
Sent: 26 March 2019 12:00
To: [redacted]
Subject: 20 mph joint SG/COSLA commitment

Hi [redacted]

Further to our discussion yesterday I agreed to send over an email with some detail and possible suggestion for COSLA to consider.

As you know the Cabinet Secretary has asked whether it would be possible for Officials to work with COSLA to work up the concept of a joint SG/COSLA strategy for implementing more 20 mph speed limits in the right environments and to commit to developing such a strategy once TS/COSLA/SCOTS have completed the current scoping work.

As you are aware Mr Matheson is meeting with Mark Ruskell this afternoon at 4 and I now have a pre brief with him at 3:30. It is not clear whether or not it is his intention to announce these plans at that meeting however during the pre-brief it is my intention to share with him the outcome of our conversations on this. I understand that you would not be in a position to provide that commitment within the tight timescales involved as you will need to seek the views from colleagues and the Board. However I wonder if you would content with the following being given to the Cabinet Secretary this afternoon and would be able to provide me with something from yourselves around the work that we will continue to do.

[Redacted]

A quick response would be appreciated.

Happy to discuss

[redacted]
Road Safety Policy and Framework Manager

Road Safety Policy
Transport Scotland
Area 2-D (North), Victoria Quay, Edinburgh, EH6 6QQ
[redacted]



Email exchanges between Transport Scotland, COSLA and SCOTS – 4 -15 April

From: [redacted]
Sent: 15 April 2019 12:28
To: [redacted] @angus.gov.uk>
Cc: [redacted] @cosla.gov.uk
Subject: RE: 20 mph update

Hi [redacted]

Thanks for the update I am meeting with [redacted] tomorrow so can get an update from him then.

I don't have a date for the report yet but will let you know as soon as I hear anything.

I think the point that we were chatting about when we last spoke was that no matter what the stage 1 decision is SG and LA's will be under pressure to say how they will deliver more 20 mph areas and that was the point as well as seeking the views of the LA's on what it would take to do that road assessments. So would be good to still go out and find that information out in advance of the Stage 1 report/debate happening.

[redacted]

From: [redacted] @angus.gov.uk>
Sent: 15 April 2019 12:23
To: [redacted] @transport.gov.scot>
Cc: [redacted] @cosla.gov.uk
Subject: RE: 20 mph update

[redacted] ,

I spoke with [redacted] last week and I know that he was wanting to catch you. I think it best that we see what deficiencies in available data from LA is highlighted in the Stage 1 Report and then seek to fill that.

Do you know when the report is due?

Regards,

[redacted] .

From: [redacted] @transport.gov.scot
Sent: 15 April 2019 11:57
To: [redacted]

Cc: [redacted] @cosla.gov.uk
Subject: RE: 20 mph update

Hi [redacted]

Sorry to chase but I wondered if you were in a position to come back to me on my email below. I am very conscious that we are getting close to the Stage 1 debate and it would be helpful to have had a response back from LA's as we discussed during our conference call.

Happy to discuss

D

From: [redacted]
Sent: 04 April 2019 10:11
To: [redacted] @angus.gov.uk
Cc: [redacted] @cosla.gov.uk>
Subject: 20 mph update

Good Morning

I hope that you are well.

I just wanted touch base to see how things are progressing since our last telephone call. During our call you agreed to pull together a survey and note for LA's to respond to which covered their knowledge of the Restricted Road Network in their areas and what resource, steps etc would it take for them to be able to carry out the assessment of their Restricted Road Network.

If I remember correctly you were going to send something to us to look over before this went out but I have not received anything so just wanted to get a feel for where that is at.

Happy to discuss

[redacted]

[redacted]
Road Safety Policy and Framework Manager
Road Safety Policy
Transport Scotland
Area 2-D (North), Victoria Quay, Edinburgh, EH6 6QQ
[redacted]



Email from TS to COSLA updating on contacts for LA's

From: [redacted]
Sent: 15 May 2019 09:21
To: [redacted] @cosla.gov.uk>
Subject: RE: Question re Contacts - [OFFICIAL]

Hi [redacted]

No problem I will get [redacted] in my team to email them all and see where we get to. Will keep you posted.

Thanks

[redacted]

From: [redacted] @cosla.gov.uk>
Sent: 15 May 2019 09:16
To: [redacted] @transport.gov.scot>
Subject: Re: Question re Contacts - [OFFICIAL]

Hi [redacted]

I am easy either way. It might be beneficial to email them all and provide them with the questions and ask them to get back to us with a phone number for us to contact them. If we haven't heard back from them by early next week we can try and contact them through the switch boards.

I haven't had the chance to try [redacted] yet this week. I will try later this morning.

Kind regards

[redacted]

From: [redacted] @transport.gov.scot >
Sent: 14 May 2019 15:43
To: [redacted] @cosla.gov.uk
Subject: FW: Question re Contacts - [OFFICIAL]

Hi [redacted]

I hope that you are well.

Unfortunately I have not been successful in getting phone numbers for LA contacts this is something which SCOTS TARS do not hold. I attach the email addresses which they have provided me with.

Let me know if you get any further forward failing that we may just have to email people and ask to set up a 15 minute call with them to discuss 20 mph. The other option would be to go through the main Council switchboard number and ask to be transferred through the names we have.

Happy to discuss.

[redacted]

Email to SCOTS – 10 May [Attachment not released as personal information]

From: [redacted] @westlothian.gov.uk>
Sent: 14 May 2019 15:39
To: [redacted] @transport.gov.scot>
Subject: RE: Question re Contacts - [OFFICIAL]

DATA LABEL: OFFICIAL

Good afternoon [redacted]

Unfortunately we do not have phone numbers, however I have attached a list detailing all members electronic addresses.

I understand this is not what you required, however I hope it helps.

[redacted]

From: [redacted] @transport.gov.scot
Sent: 10 May 2019 15:06
To: [redacted] @transport.gov.scot @westlothian.gov.uk) [redacted] @transport.gov.scot @westlothian.gov.uk>
Subject: Question re Contacts

Hi [redacted]

I hope that you are well.

I wonder if you would be able to help. COSLA and Myself are looking to contact every local authority (cleared by [redacted] on behalf of SCOTS) with regards to 20 mph and I wonder if you would be able to provide me with contact details (phone numbers preferably) for the TARS members for each LA.

We are looking for this quickly if possible. Please let me know if this causes any problems or you would like to discuss.

Thanks

[redacted]
Road Safety Policy and Framework Manager
Road Safety Policy
Transport Scotland
[redacted]



Email exchanges between COSLA, SCOTS and Transport Scotland – 25 April - 10 May

From: [redacted] @cosla.gov.uk>
Sent: 10 May 2019 14:06
To: [redacted] @transport.gov.scot>
Subject: Re: 20mph Bill

Hi [redacted]

If you call me on [redacted] you will get me.

Kind regards

[redacted]

Sent from my iPhone

On 10 May 2019, at 11:27, "[redacted] @transport.gov.scot" < wrote:

Hi [redacted]

I need to leave today at 3 because I have an appointment but I should be around to chat at 2pm.

D

From[redacted] @cosla.gov.uk>
Sent: 09 May 2019 14:47
To[redacted] @transport.gov.scot>
Subject: Re: 20mph Bill

Hi [redacted]

I am in and out of meetings in Dundee tomorrow. I can probably talk on my way back around 2 if that suits?

[redacted]

Sent from my iPhone

On 9 May 2019, at 12:59, "[redacted]@transport.gov.scot" wrote:

Hi [redacted]

Apologies this week has been really hectic with back to back meetings. I am just about to head to another one for the rest of the afternoon. Are you around tomorrow to chat?

[redacted]

From: [redacted] @cosla.gov.uk>
Sent: 09 May 2019 12:13
To: [redacted] @transport.gov.scot>
Subject: Re: 20mph Bill

Hi [redacted]

Tried to call you the last few days but have missed you. Can you give me a call either before one or after 2.30 please?

Kind regards

[redacted]
Sent from my iPad

On 7 May 2019, at 16:06, "[redacted] @transport.gov.scot" < wrote:

Hi [redacted]

Can I just check where we got to with this? Have you heard back from [redacted] yet?

If you not would you mind chasing this up as the Stage 1 debate is getting closer.

Thanks

[redacted]

From: [redacted] @transport.gov.scot
Sent: 25 April 2019 11:59
To: [redacted] @cosla.gov.uk>; [redacted] @angus.gov.uk
Cc: [redacted] @cosla.gov.uk>; [redacted] @cosla.gov.uk>
Subject: RE: 20mph Bill

Hi [redacted]

Thank you for this. I am content with the wording of the questions.

Please let me know if you need me (or my team) to assist in making the connections with the Local Authorities.

Thanks

[redacted]

[redacted]
Road Safety Policy and Framework Manager
Road Safety Policy
Transport Scotland
Area 2-D (North), Victoria Quay, Edinburgh, EH6 6QQ
[redacted] <image001.jpg>

From: [redacted] @cosla.gov.uk>
Sent: 25 April 2019 10:42
To: [redacted] @transport.gov.scot>; [redacted] @angus.gov.uk
Cc: [redacted] @cosla.gov.uk>; [redacted] @cosla.gov.uk>
Subject: 20mph Bill

Hi [redacted] & [redacted]

After the discussion we have had over the last few days we have reached an agreement to contact the relevant persons within each local authority who will be able to assist us with the following questions.

1. Where does your local authority store your TRO's
2. How easily accessible are your local authorities TRO's
3. Do you know how many TRO's there are within your area
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.

If you are happy with the wording of the questions and I haven't missed anything can you let me know.

[redacted] , as agreed can you get us the contact details fro the relevant people for this work?

Anything else let me know.

Kind regards

[redacted]
Partnership & Support Officer
Trading Standards Scotland
Unit 6 Spiersbridge Way
Thornliebank
G46 8NG

[redacted]
[redacted] [@cosla.gov.uk](mailto:[redacted]@cosla.gov.uk)

<image002.png><image003.png>

<image004.jpg>

<image005.jpg>

Our Business Address is : COSLA, Verity House, 19 Haymarket Yards, Edinburgh, EH12 5BH. t: +441314749200 w: <http://www.cosla.gov.uk>

The following emails are the original request from Transport Scotland and the responses from each local authority.

From: [redacted] @transport.gov.scot
Sent: 17 May 2019 11:36
Cc: [redacted] @transport.gov.scot>
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Good morning all,

Apologies, we have had a few queries, we should have clarified that the TRO's we are considering are ones relating to speed limits.

Many thanks,
[redacted]

From: [redacted] @transport.gov.scot>
Sent: 15 May 2019 12:57
Cc: [redacted] @transport.gov.scot>
Subject: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Dear all,

As you are all aware the Restricted Roads (20 mph Speed Limits) (Scotland) Bill is currently being considered by the Rural Economy and Connectivity Committee as part of Stage 1 Parliamentary Scrutiny. As yet we do not have a confirmed date for when the committee report is likely to be released however we know that it is imminent. Following shortly after that is the Stage 1 debate in Parliament and Transport Scotland, COSLA and SCOTS have been working together to get as much information as we possibly can to inform this debate and suitable next steps for Government and Local Authorities. The Cabinet Secretary has expressed that he wants to ensure a partnership approach to the implementation of 20 mph speed limits.

With this in mind I would appreciate if you could please answer the following quick questions which have been pulled together collectively by COSLA, SCOTS and myself. The aim of these questions is allow us to consider the best next steps for local authorities and Government.

1. Where does your local authority store your TRO's
2. How easily accessible are your local authorities TRO's
3. Do you know how many TRO's there are within your area
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.

We would appreciate responses from all LA's on these questions which we hope won't be too onerous. A response by Wednesday 21 May would be appreciated.

Kind regards,
[redacted]
**Sent on behalf of [redacted]

[redacted] | **Policy Officer**
Transport Scotland Policy Directorate
Operations Roads, Road Safety Policy Team
Area 2F (North) | Victoria Quay | Edinburgh | EH6 6QQ
[redacted]

Response from Aberdeenshire Council

From: [redacted]@aberdeenshire.gov.uk>
Sent: 15 May 2019 16:30
To: [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>
Cc: [redacted]@aberdeenshire.gov.uk>; [redacted]@aberdeenshire.gov.uk>;

[redacted]@aberdeenshire.gov.uk>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Good Afternoon [redacted],

In response to your questions:

1. Aberdeenshire Council store paper copies of all our traffic orders centrally in our headquarters. 2-3 years ago we scanned all our paper copies to pdf format files and catalogued the restrictions.
2. Our traffic orders are easily accessible to our relevant staff.
3. Yes – 500
4. We would carry out any assessment work using in-house resources. We have already undertaken some initial work on this and, depending on the level of detail required, would anticipate that the assessments could be carried out relatively quickly.

Regards,

[redacted]

Roads Policy Officer

Transportation

Infrastructure Services

Aberdeenshire Council

Gordon House, Blackhall Road

INVERURIE AB51 3WA

Telephone: [redacted]

From: [redacted]

Sent: 15 May 2019 13:52

To: [redacted]@aberdeenshire.gov.uk>

Cc: [redacted]@aberdeenshire.gov.uk>

Subject: FW: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted]

Would you be able to provide answers to Transport Scotland?

Regards

[redacted]

[redacted]

Principal Road Safety Engineer

Road Safety Unit

Infrastructure Services

Aberdeenshire Council

Woodhill House

Tel [redacted]



Response from Clackmannanshire council

From: [redacted]@Clacks.Gov.Uk>

Sent: 16 May 2019 16:33

To: [redacted]@transport.gov.scot>

Subject: Fw: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

[redacted]

Information as requested.

1. Where does your local authority store your TRO's - **All TRO's are officially store by Legal**
2. How easily accessible are your local authorities TRO's - **A database held by Legal is easy access although Roads hold most of these aswell.**
3. Do you know how many TRO's there are within your area - **All ours streets are 20mph except on A and B class roads through settlements.**
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. - **This would be able to be handle in house as most of our streets are already 20mph.**

[redacted]

Traffic Regulation Officer
Development & Environment
Kilncraigs
Greenside Street
Alloa
FK10 1EB

[redacted]

Works Mobile: [redacted]
Work - Mon, Wed & Thur

Response from Dumfries & Galloway council

From: [redacted]@dumgal.gov.uk>
Sent: 20 May 2019 13:46
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>; [redacted]@dumgal.gov.uk>
Subject: RE: EXTERNAL: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

1. Where does your local authority store your TRO's the majority are stored electronically but some are in hard copy
2. How easily accessible are your local authorities TRO's reasonably easy to access
3. Do you know how many TRO's there are within your area approx. 250-300
4. Would you have the resources to be able to conduct road assessments in house? No.If no would you use consultants? Yes subject to funding If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. Yes

Regards

[redacted]

Roads Manager | Dumfries and Galloway Council | EEI | Cargen Tower | Garroch Business Centre | Dumfries | DG2 8PN | Drop Point 244

T: [redacted] | I: [redacted] | M: [redacted] | E: [redacted]@dumgal.gov.uk | W:
<http://www.dumgal.gov.uk>

Response from Dundee city council

-----Forwarded by Fiona Reid/CD/dundeecity on 22/05/2019 12:06 -----

To: [redacted]@dundeecity
From:[redacted]
Date: 17/05/2019 09:12
Subject: Restricted Roads

1. Where does your local authority store your TROs?

They are stored in two locations: 1: The original is kept with our Legal Section and most of them are archived and difficult to get to. 2. A photocopy is kept with our Transportation Section in ringbinders within a shelving unit.

2. How easily accessible are your local authorities TROs?

These are only easily accessed if you know where to look and can operate the card index system. No copies of TROs are kept online as a lot of them are of an age that will not scan clearly and thus we cannot upload them to our website. If a Legal copy is required, it can take days to retrieve from our archivists.

3. Do you know how many TROs there are within your area?

No. We operate a parent order system, so I cannot advise how many orders we have. I can only advise on which roads have a TRO on them. If I require information on one road in particular, I go into the alphabetical card index system which then advises on all restrictions in place on that road and then directs me where to look within the ringbinders for the copy containing the details.

4. Would you have the resources to be able to conduct road assessments in house? If no, would you use consultants? If yes, would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments?

This would be dependant on the timescale allowed for completion of the assessments.

Kind regards,

[redacted]

Assistant Engineer (City Development)

Floor 5, Dundee House

50 North Lindsay Street

Dundee, DD1 1LS

Tel: [redacted]

Fax: [redacted]

Email: [redacted]@dundeecity.gov.uk

Response from East Lothian council

From: [redacted] @eastlothian.gov.uk>

Sent: 23 May 2019 12:14

To: [redacted]@transport.gov.scot>

Cc:[redacted]@eastlothian.gov.uk>; [redacted]@eastlothian.gov.uk>; [redacted]@eastlothian.gov.uk>; [redacted]@eastlothian.gov.uk>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

[redacted],

Comments added (in red) to email below – for East Lothian Council.

I realise the request is only relating to speed limits but we have included TRO's related to parking too for completeness.

Best Regards,

[redacted]Senior Roads Officer

[redacted]

From: [redacted]@transport.gov.scot <

Sent: 22 May 2019 11:42

To: [redacted]

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Importance: High

Hi all,

Many thanks to those who have already responded to this.

Would it be possible to have responses from those who haven't by COP tomorrow.

Thanks again and best wishes,

[redacted]

From: [redacted]

Sent: 17 May 2019 11:36

Cc: [redacted]@transport.gov.scot>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Good morning all,

Apologies, we have had a few queries, we should have clarified that the TRO's we are considering are ones relating to speed limits.

Many thanks,

[redacted]

From: [redacted]

Sent: 15 May 2019 12:57

Cc: [redacted]@transport.gov.scot>

Subject: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Dear all,

As you are all aware the Restricted Roads (20 mph Speed Limits) (Scotland) Bill is currently being considered by the Rural Economy and Connectivity Committee as part of Stage 1 Parliamentary Scrutiny. As yet we do not have a confirmed date for when the committee report is likely to be released however we know that it is imminent. Following shortly after that is the Stage 1 debate in Parliament and Transport Scotland, COSLA and SCOTS have been working together to get as much information as we possibly can to inform this debate and suitable next steps for Government and Local Authorities. The Cabinet Secretary has expressed that he wants to ensure a partnership approach to the implementation of 20 mph speed limits.

With this in mind I would appreciate if you could please answer the following quick questions which have been pulled together collectively by COSLA, SCOTS and myself. The aim of these questions is allow us to consider the best next steps for local authorities and Government.

1. Where does your local authority store your TRO's? Council committee reports on website and also Tell me Scotland website. Permanent Parking Orders are also kept on Parking & Bus Lane Tribunal for Scotland TRO Library. Older orders are held on internal council directories!
2. How easily accessible are your local authorities TRO's? Publically available via ELC website and Tell me Scotland website. Other Authorities can see them on PBLTS Site as above. TellmeScotland stores live and archive documents – much older TRO's are not accessible at the moment as held internally.
3. Do you know how many TRO's there are within your area? Yes, and we recently consolidated a number of our TRO's therefore reducing the numbers.
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. No we do not have the resources to be able to conduct road assessments in house. We would likely need to use consultants remotely!

We would appreciate responses from all LA's on these questions which we hope won't be too onerous. A response by Wednesday 21 May would be appreciated.

Kind regards,
[redacted]

**Sent on behalf of [redacted]

[redacted] | **Policy Officer**
Transport Scotland Policy Directorate
Operations Roads, Road Safety Policy Team
Area 2F (North) | Victoria Quay | Edinburgh | EH6 6QQ
[redacted]

Response from East & South Ayrshire council

From: [redacted]@ayrshireroadsalliance.org>
Sent: 21 May 2019 09:17
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill [PUBLIC]

CLASSIFICATION: PUBLIC

[redacted]
I have tried to answer your queries below. This response is on behalf of both East Ayrshire and South Ayrshire Councils.

Regards
[redacted]

[redacted]
Traffic, Transportation & Road Safety Manager
Ayrshire Roads Alliance
The Johnnie Walker Bond | 15 Strand Street | Kilmarnock | KA1 1HU
Telephone [redacted] Mobile [redacted]

From: [redacted]@transport.gov.scot
Sent: 15 May 2019 12:57
Cc: [redacted]@transport.gov.scot
Subject: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Dear all,

As you are all aware the Restricted Roads (20 mph Speed Limits) (Scotland) Bill is currently being considered by the Rural Economy and Connectivity Committee as part of Stage 1 Parliamentary Scrutiny. As yet we do not have a confirmed date for when the committee report is likely to be released however we know that it is imminent. Following shortly after that is the Stage 1 debate in Parliament and Transport Scotland, COSLA and SCOTS have been working together to get as

much information as we possibly can to inform this debate and suitable next steps for Government and Local Authorities. The Cabinet Secretary has expressed that he wants to ensure a partnership approach to the implementation of 20 mph speed limits.

With this in mind I would appreciate if you could please answer the following quick questions which have been pulled together collectively by COSLA, SCOTS and myself. The aim of these questions is allow us to consider the best next steps for local authorities and Government.

1. Where does your local authority store your TRO's Mostly hard copy but moving towards electronic records
2. How easily accessible are your local authorities TRO's Fairly accessible
3. Do you know how many TRO's there are within your area Yes, it should be fairly easy to establish the number of speed limit orders
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. We have very limited staff resources to dedicate to a task like this. We could use consultants but our experience is that lack of local knowledge can be a serious issue and so a significant amount of supervision is required. Office space is also limited due to new flexible working practices within Councils and may be an issue

We would appreciate responses from all LA's on these questions which we hope won't be too onerous. A response by Wednesday 21 May would be appreciated.

Kind regards,
[redacted]

**Sent on behalf of [redacted]

[redacted] **Policy Officer**
Transport Scotland Policy Directorate
Operations Roads, Road Safety Policy Team
Area 2F (North) | Victoria Quay | Edinburgh | EH6 6QQ
[redacted]



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Email from East Renfrewshire Council to TS

From: [redacted]@eastrenfrewshire.gov.uk>
Sent: 10 June 2019 09:16
To: [redacted]@transport.gov.scot>
Subject: FW: Mail Ref 117846 Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted] – apologies for late response – please see below in red,

Regards

[redacted]
[redacted]
Roads & Transportation Controller
East Renfrewshire Council
Unit 2 Spiersbridge Business Park
Thornliebank
G46 8NG
[redacted]



From: [redacted]@transport.gov.scot]
Sent: 15 May 2019 12:57
Cc: [redacted]@transport.gov.scot
Subject: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Dear all,

As you are all aware the Restricted Roads (20 mph Speed Limits) (Scotland) Bill is currently being considered by the Rural Economy and Connectivity Committee as part of Stage 1 Parliamentary Scrutiny. As yet we do not have a confirmed date for when the committee report is likely to be released however we know that it is imminent. Following shortly after that is the Stage 1 debate in Parliament and Transport Scotland, COSLA and SCOTS have been working together to get as much information as we possibly can to inform this debate and suitable next steps for Government and Local Authorities. The Cabinet Secretary has expressed that he wants to ensure a partnership approach to the implementation of 20 mph speed limits.

With this in mind I would appreciate if you could please answer the following quick questions which have been pulled together collectively by COSLA, SCOTS and myself. The aim of these questions is allow us to consider the best next steps for local authorities and Government.

1. Where does your local authority store your TRO's TRO's – ERC's TRO's are stored internally, the majority of them being held electronically.
2. How easily accessible are your local authorities TRO's – Copies of ERC's TRO's can be obtained on request from the Council via our Customer Services department.
3. Do you know how many TRO's there are within your area – There are in excess of 72 TRO's within the ERC area.
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. – additional resource would be required either in the form of temporary staff or consultants who would be supported by our own staff – it is likely that office space could be found to accommodate them if required

We would appreciate responses from all LA's on these questions which we hope won't be too onerous. A response by Wednesday 21 May would be appreciated.

Kind regards,
[redacted]

**Sent on behalf of [redacted]

[redacted] **Policy Officer**
Transport Scotland Policy Directorate
Operations Roads, Road Safety Policy Team
Area 2F (North) | Victoria Quay | Edinburgh | EH6 6QQ
[redacted]

Response from Falkirk council

From: [redacted]@falkirk.gov.uk>
Sent: 21 May 2019 14:49
To: [redacted]@transport.gov.scot>
Subject: FW: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Good afternoon [redacted],

I have been asked to provide a response, on behalf of Falkirk Council, in relation to your email below.

In response to the 4 questions posed, in relation to speed limits, we have the following responses.

1. Where does your local authority store your TRO's

All Falkirk Council TRO's are stored electronically.

2. How easily accessible are your local authorities TRO's

TRO's are easily accessible to staff via an Access Database and Council server. TRO's are made available to members of the public on request.

3. Do you know how many TRO's there are within your area

The exact number is unknown. Estimate in the region of 70 speed limit TRO's (but whether current or revoked would require further investigation).

4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work consultants with office space and the support of staff to enable them to undertake assessments

Any road assessments would require to be undertaken by consultants (term consultant WSP) due to staffing limitations and existing workload priorities. If required, office space may be provided to allow consultants to work in house amongst existing staff who could provide some support.

Regards,

[redacted]

Response from Fife council

From: [redacted]@fife.gov.uk>

Sent: 17 May 2019 13:32

To: [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>

Cc: [redacted]@fife.gov.uk>; [redacted]@fife.gov.uk>; [redacted]@fife.gov.uk[redacted]@fife.gov.uk>; [redacted]@fife.gov.uk>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted],

Fife Council position:

1. *Where does your local authority store your TRO's*
Fife Council Legal Services hold the master copies of all TRO's at a central store.
2. *How easily accessible are your local authorities TRO's*
Reasonably accessible.
3. *Do you know how many TRO's there are within your area*
Yes, 517 speed limit TRO's of which 308 are for 20mph limits.
4. *Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.*
Fife Council has been rolling out 20mph speed limits in residential areas over the last 15 years and this process is now complete, as such any assessment work should be manageable without the need for Consultants. The significant part of the work in Fife would in fact be assessing the existing 30mph road network and promoting orders to retain that limit, which we would not envisage engaging consults to do.

Any queries, please let me know.

Regards

[redacted]

Lead Consultant - Road Safety & Travel Planning

Sustainable Transport & Parking

Roads & Transportation Services

Assets, Transportation & Environment

Bankhead Central

Glenrothes

Fife KY7 6GH

Phone [redacted]

Response from Glasgow City council

From: [redacted]@glasgow.gov.uk>

Sent: 21 May 2019 16:14

To: [redacted]@transport.gov.scot>

Subject: FW: Restricted Roads (20 mph Speed Limits) (Scotland) Bill (OFFICIAL)

Dear [redacted],

Please find response below from Glasgow City Council:

1 – Generally original copies of TRO's are kept by the Chief Executives department, a physical working copy is kept within the operation teams filing cabinet, a copy is kept by our Customer and Business Service for any appeals and electronic versions are now being kept on the Council's Electronic Document and Records Management System (EDRMS).

2 – TRO's are not currently published.

3 – Our records show that we have 38 speed limit TRO's

4 – All Council resources are fully committed and because of this we would not be able to conduct road assessments or support consultants at this time.

Kind regards

[redacted]

Assistant Group Manager - Parking and Projects

Neighbourhoods and Sustainability
Glasgow City Council
231 George Street
Glasgow G1 1RX

Phone [redacted]

Email [redacted]@glasgow.gov.uk

www.glasgow.gov.uk

Response from Glasgow City council

From: [redacted]@glasgow.gov.uk>

Sent: 21 May 2019 16:49

To: [redacted]@transport.gov.scot>

Subject: FW: Restricted Roads (20 mph Speed Limits) (Scotland) Bill (OFFICIAL)

OFFICIAL

Dear [redacted],

Please find response below from Glasgow City Council:

1 – Generally original copies of TRO's are kept by the Chief Executives department, a physical working copy is kept within the operation teams filing cabinet, a copy is kept by our Customer and Business Service for any appeals and electronic versions are now being kept on the Council's Electronic Document and Records Management System (EDRMS).

2 – TRO's have been filed since 1935 so it depends how the filing system worked at the time the Order was made.

3 – Our records show that we have 38 speed limit TRO's

4 – All Council resources are fully committed and because of this we would not be able to conduct road assessments or support consultants at this time.

[redacted] Group Manager
Traffic and Road Safety
Glasgow City Council
231 George Street
Glasgow
[redacted]

Response from Highland council

From: [redacted]@highland.gov.uk>
Sent: 23 May 2019 10:31
To: [redacted]@transport.gov.scot>
Cc: [redacted]@highland.gov.uk>; [redacted]@highland.gov.uk>
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Please see responses from Highland below.

1. As they are legal documents, TROs are stored as paper copies by our Legal department.
2. We have some scanned copies (PDFs) available to us but we cannot guarantee this is a complete resource. Additionally, some paper copies of the originals are stored in files in various offices which are only accessible to the people in that office. Otherwise, we ask Legal to provide a copy of the original TRO.
3. There are over 100 30mph speed limits in Highland. (This doesn't include 40 or 50 limits.) Additionally, there are extensive lengths of road where in accordance with paras 81 and 82 of the Road Traffic Regulation Act 1984 30mph limits apply.
4. No, we would not have the resources to conduct assessments in-house. To manage the additional work and ensure delivery within a 5 year time scale would require recruitment of additional officers and allocation of funding. It is estimated that to ensure implementation of speed limits in line with the Good Practice Guidance would require 2 FTE for the period. Consultants could be used but, again, additional funding would be required. Available office space would depend on the number and location required. As Highland is a large geographical area, staff available to support them may be based in different locations.

Regards.

[redacted] Senior Engineer (Asset Management)
Roads and Transport
Community Services
Headquarters
Glenurquhart Road
Inverness
IV3 5NX
E-mail: [redacted]@highland.gov.uk

Response from Midlothian council

From: [redacted]@midlothian.gov.uk>
Sent: 15 May 2019 15:01
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>; [redacted]@midlothian.gov.uk>
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted]. We won't be able to respond in detail before end of next week.

1. I hope our original TROs are saved somewhere safe! We mainly work from scanned copies which are stored on our network.
2. There are about 700Mb of scans (and many of these are non-speed related so I presume not of interest) so maybe they could be copied to a CD-rom
3. There are over 300 TROs on file but many of these are non-speed related so I presume not of interest. 30mph limits are mainly defined in one Restricted Roads Order (with lots of amendments from other Orders). There is one 30mph limit order which is not a restricted road, as it was done by Transport Scotland before road was de-trunked. There may be some other Restricted Roads Order eg B6455
4. What would be involved in the assessments? Personally I would not usually want to use external consultants as in the past some have needed more input than doing the work ourselves.

[redacted],
tel [redacted]

Response from Moray council

From: [redacted]@moray.gov.uk>
Sent: 20 May 2019 08:46
To: [redacted]@transport.gov.scot>
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted]

1. Where does your local authority store your TRO's – ***electronically on our teams file path***
2. How easily accessible are your local authorities TRO's – ***very to all team members***
3. Do you know how many TRO's there are within your area – ***No not without reviewing each individual document as we store multiple TRO's within an single order sometimes***
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. - ***No we do not feel we would have the resources to undertake road assessments in house. Yes consultants would be required and it is feasible we could find them space within our existing building while they undertook the work***

Thanks

[redacted]


Response from North Lanarkshire council

From: [redacted]@northlan.gov.uk>
Sent: 24 May 2019 08:12
To: [redacted]@transport.gov.scot>
Subject: FW: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

[redacted],
Response to your request in red below.

Regards,
[redacted]

[redacted] | Senior Engineer / Officer
Traffic Management | Environmental Strategy & Design | Environmental Assets
[redacted]

 Save Paper - Do you really need to print this e-mail?



From: [redacted]@transport.gov.scot [redacted]@transport.gov.scot]
Sent: 17 May 2019 11:36
Cc: [redacted]@transport.gov.scot
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Good morning all,

Apologies, we have had a few queries, we should have clarified that the TRO's we are considering are ones relating to speed limits.

Many thanks,
[redacted]

From: [redacted]@transport.gov.scot
Sent: 15 May 2019 12:57
Cc: [redacted]@transport.gov.scot>
Subject: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Dear all,

As you are all aware the Restricted Roads (20 mph Speed Limits) (Scotland) Bill is currently being considered by the Rural Economy and Connectivity Committee as part of Stage 1 Parliamentary Scrutiny. As yet we do not have a confirmed date for when the committee report is likely to be released however we know that it is imminent. Following shortly after that is the Stage 1 debate in Parliament and Transport Scotland, COSLA and SCOTS have been working together to get as much information as we possibly can to inform this debate and suitable next steps for Government and Local Authorities. The Cabinet Secretary has expressed that he wants to ensure a partnership approach to the implementation of 20 mph speed limits.

With this in mind I would appreciate if you could please answer the following quick questions which have been pulled together collectively by COSLA, SCOTS and myself. The aim of these questions is allow us to consider the best next steps for local authorities and Government.

1. Where does your local authority store your TRO's – Our TRO's are stored on our network. Some TRO's promoted after NLC's inception in 1997 are listed online on the Council's Committee Minute Reporting System, MARS.
2. How easily accessible are your local authorities TRO's – As above, but there will be an element of search and find involved.
3. Do you know how many TRO's there are within your area. There are approximately 500 TRO's in total, with the number of speed limit related TRO's estimated at around 100.
4. Would you have the resources to be able to conduct road assessments in house? It will be difficult with the current staffing levels and workload to undertake any in house assessments If no would you use consultants? We would consider allowing consultants although costs could be a constraint. If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. We would expect consultants to work from their own office and they would be given access to all of our orders and left to produce the work outputs.

We would appreciate responses from all LA's on these questions which we hope won't be too onerous. A response by Wednesday 21 May would be appreciated.

Kind regards,

[redacted]

**Sent on behalf of [redacted]

[redacted] | **Policy Officer**

Transport Scotland Policy Directorate

Operations Roads, Road Safety Policy Team

Area 2F (North) | Victoria Quay | Edinburgh | EH6 6QQ

[redacted]

Response from Orkney Island council

From: [redacted]@orkney.gov.uk>

Sent: 17 May 2019 13:00

To: [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>

Cc: [redacted]@orkney.gov.uk>

Subject: FW: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Classification: OFFICIAL

Good afternoon

Please see response from Orkney Islands Council below. This email was sent to the wrong section in the Council. Please send any similar correspondence to me or to developmentandinfrastructure@orkney.gov.uk, thank you.

1. Where does your local authority store your TRO's

All TRO's are retained in paper copy by the Roads Services Team and Legal Services team. They are also stored in pdf format.

2. How easily accessible are your local authorities TRO's
Fairly easily accessible to staff who know where to find them.
3. Do you know how many TRO's there are within your area
There are approximately 45 TRO's covering various speed limits
4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.
No at present we would not have the resource to carry out in house assessment without reprioritising or work load. It may be possible to support consultants however this would need to be reviewed at the time.

Regards

[redacted]

[redacted] Roads Support Manager

Orkney Islands Council

[redacted]

Response from Perth & Kinross council

From: [redacted]@pkc.gov.uk>

Sent: 22 May 2019 14:24

To: [redacted]@transport.gov.scot>

Cc: [redacted]@pkc.gov.uk>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted]

I'd offer the following responses on behalf of Perth and Kinross Council :

- 1) Where does your local authority store your TROs - Paper documents held by our Legal Services (not available online)
- 2) How easily accessible are your local authorities TROs - We can provide copies as we store most of them but otherwise it would be a request to Legal to get documents from Archive
- 3) Do you know how many TROs there are within your area - There are currently 4 parent orders that are speed related (1 for each of the speed limits of 20mph, restricted roads (30mph, 40mph and 50mph)
- 4) Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. - We currently do all of our road assessments in house, however, it would be challenging to undertake such assessments in addition to our existing workload. Therefore, we

would probably use consultants to help deliver these assessments and would support them by providing office space and support staff.

Regards

[redacted]

[redacted]

Traffic and Network Manager

Pullar House

35 Kinnoull Street

Perth

PH1 5GD

T [redacted]

M [redacted]

F [redacted]

E [redacted]@pkc.gov.uk



Response from Shetland Island council

From: [redacted]@shetland.gov.uk

Sent: 22 May 2019 13:19

To: [redacted]@transport.gov.scot>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Hi [redacted]

Sorry for the delay in responding. Our answers are:-

1. Where does your local authority store your TRO's?

The originals are held by our Corporate Legal Service department in their secure/ protected records system.

2. How easily accessible are your local authorities TRO's?

Obtaining sight or a copy of the originals is by prior request only, which may take a few days to arrange. Copies of most TROs are held by the Roads Service, and these can be accessed on request and often just by calling along our offices if the relevant staff are on-site.

3. Do you know how many TRO's there are within your area?

We have a record of how many TROs have been logged as made but no note of how many have been subsequently revoked or replaced. This applies to all our TROs, not just speed limit ones.

4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.

We would prefer to carry out any assessments of the road network ourselves, although this would have significant impacts on our current staff resources and work priorities. If consultants were to be used we would expect to supervise them and their output, which would still have resource/ work priority implications. We may well be able to accommodate some staff for short periods in order that they could

inspect our records, but providing a greater level of facilities/ servicing/ support for external consultants would have to be discussed at a higher level.

Regards

[redacted]r

Traffic & Road Safety Engineer
Roads Service
Shetland Islands Council
Gremista Depot
Lerwick
ZE1 0PX

T:: [redacted]

Response from South Lanarkshire council

From: [redacted]@southlanarkshire.gov.uk>
Sent: 17 May 2019 12:43
To: [redacted]@transport.gov.scot>
Cc: [redacted]@southlanarkshire.gov.uk>; [redacted]@southlanarkshire.gov.uk>
Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill

[redacted]

Please find South Lanarkshire Council's response.

1. Where does your local authority store your TRO's, and, 2. How easily accessible are your local authorities TRO's?

South Lanarkshire Council has paper copies of the 98 speed limit Orders, the Transitional Order and some Trunk Road Orders held. These are kept in the office in Montrose House and are readily accessible to Parking Unit colleagues. Most of the 98 are also held electronically within our Fileplan system. Hard or scanned copies can be provided, though obviously there would be resource implications, which will be covered in the response to 4. Data on all 20mph Orders and some of the more recently promoted other speed limits has been input into our Traffic Regulation Order software package "ParkMap". Historical, pre 1996, data is not on ParkMap. A small number of licences are available for access to ParkMap.

Only Orders currently being promoted and out to consultation can be accessed on the Council's website. Made Orders are not uploaded to the website.

3. Do you know how many TRO's there are within your area?

South Lanarkshire Council has copies of 98 speed limit Orders. The majority of these are ones promoted post 1996 by South Lanarkshire as we did not receive copies of all the Orders in existence prior to that. There are a variety of reasons for this such as some of the speed limits crossed the boundaries of what were to become the new unitary authorities and multiple copies were not distributed to each new authority, most likely a copy went to the authority with the greatest length of that road in its area. Some Orders went to the wrong authority. Also we have looked for some historical Orders which we should have, because they are wholly within what became South Lanarkshire, and can find no record or trace of them.

The 98 Orders do not include the "Strathclyde Regional Council (Restricted Road) (Transitional) Order 1985", which we do have a copy of. We do not think that we have copies of all of the speed limit Orders on the Trunk Roads within South Lanarkshire, but Transport Scotland themselves obviously should have.

4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.

At this time South Lanarkshire Council would find it difficult to resource undertaking assessments. It would therefore be likely that we would engage with consultants through our Professional Services Framework Contract. Support would be available within the office with respect to access to a desk/PC etc.

I trust this will be of assistance and should you require further information please contact me.

Regards

[redacted]

**Traffic and Transportation Engineer
Community and Enterprise Resources**

South Lanarkshire Council

Montrose House

154 Montrose Crescent

Hamilton

ML3 6LB

Tel: [redacted]

Email: [redacted]@southlanarkshire.gov.uk

Website: www.southlanarkshire.gov.uk

Response from West Lothian council

From: [redacted]@westlothian.gov.uk>

Sent: 24 May 2019 16:21

To: [redacted]@transport.gov.scot>

Subject: RE: Restricted Roads (20 mph Speed Limits) (Scotland) Bill - [OFFICIAL]

DATA LABEL: OFFICIAL

Good afternoon [redacted]

Apologies for the lateness of this reply, however please see below which I hope is of use to you :

1. Where does your local authority store your TRO's
West Lothian Council stores its speed limit TROs electronically in pdf format.
2. How easily accessible are your local authorities TRO's
They are accessible through the councils Electronic Data Record Management filing software.
3. Do you know how many TRO's there are within your area
A quick search indicates there are around 115-120, including variations.

4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.

No, West Lothian Council would not have the resource to conduct in-house road assessments. There is also no available funding that the council has at the present time to employ external consultants to carry this work out either.

[redacted]

Email exchanges between Transport Scotland, COSLA & SCOTS – 31 May - 3 June



TROs table of
Responses.docx

From: [redacted]
Sent: 03 June 2019 11:22
To: [redacted]@angus.gov.uk>; [redacted]@cosla.gov.uk
Cc: [redacted]@cosla.gov.uk; [redacted]@cosla.gov.uk
Subject: RE: 20mph Bill

Good Morning

We got 19 responses back from LA's and a summary of these is attached for your information.

Thanks

[redacted]

[redacted]
Road Safety Policy and Framework Manager
Roads Directorate | Road Safety Policy | Transport Scotland | Area 2-F (North) | Victoria Quay | Edinburgh |
EH6 6QQ
[redacted]



From: [redacted]@angus.gov.uk>
Sent: 31 May 2019 08:33
To: [redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk
Cc: [redacted]@cosla.gov.uk; [redacted]@cosla.gov.uk
Subject: RE: 20mph Bill

Any feedback on the survey results, particularly given news of REC Committee's judgement. Increasing interest back at the Ranch on 20s and TRO process, so would be good to get a feel for this, please.

Regards,

[redacted]

Local Authority	Response	Attachment
Aberdeenshire Council	<ol style="list-style-type: none"> 5. Aberdeenshire Council store paper copies of all our traffic orders centrally in our headquarters. 2-3 years ago we scanned all our paper copies to pdf format files and catalogued the restrictions. 6. Our traffic orders are easily accessible to our relevant staff. 7. Yes – 500 8. We would carry out any assessment work using in-house resources. We have already undertaken some initial work on this and, depending on the level of detail required, would anticipate that the assessments could be carried out relatively quickly. 	
Clackmannanshire Council	<ol style="list-style-type: none"> 1. All TRO's are officially store by Legal 2. A database held by Legal is easy access although Roads hold most of these aswell. 3. All ours streets are 20mph except on A and B class roads through settlements. 4. This would be able to be handle in house as most of our streets are already 20mph. 	
South Lanarkshire Council	<ol style="list-style-type: none"> 1. South Lanarkshire Council has paper copies of the 98 speed limit Orders, the Transitional Order and some Trunk Road Orders held. Only Orders currently being promoted and out to consultation can be accessed on the Council's website. Made Orders are not uploaded to the website. 3. Do you know how many TRO's there are within your area? South Lanarkshire Council has copies of 98 speed limit Orders. 4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. At this time South Lanarkshire Council would find it difficult to resource undertaking assessments. It would therefore be likely that we would engage with consultants through our Professional Services Framework Contract. Support would be available within the office with respect to access to a desk/PC etc. 	
Orkney Islands Council	<p>All TRO's are retains in paper copy by the Roads Services Team and Legal Services team. They are and also stored in pdf format. It is fairly easily accessible to staff who know where to find them.</p>	

	<p>There are approximately 45 TRO's covering various speed limits</p> <p>Would not at present have the resource to carry out in house assessment without reprioritising or work load. It may be possible to support consultants however this would need to be reviewed at the time.</p>	
<p>Moray Council</p>	<ol style="list-style-type: none"> 1. TROs are stored electronically on our teams file path 2. TRO's are very accessible to all team members 3. Do not know how many TROs without reviewing each individual document as we store multiple TRO's within an single order sometimes 4. No we do not feel we would have the resources to undertake road assessments in house. Yes consultants would be required and it is feasible we could find them space within our existing building while they undertook the work. 	
<p>Midlothian Council</p>	<ol style="list-style-type: none"> 5. I hope our original TROs are saved somewhere safe! We mainly work from scanned copies which are stored on our network. 6. There are about 700Mb of scans (and many of these are non-speed related so I presume not of interest) so maybe they could be copied to a CD-rom 7. There are over 300 TROs on file but many of these are non-speed related so I presume not of interest. 30mph limits are mainly defined in one Restricted Roads Order (with lots of amendments from other Orders). There is one 30mph limit order which is not a restricted road, as it was done by Transport Scotland before road was de-trunked. There may be some other Restricted Roads Order eg B6455 8. What would be involved in the assessments? Personally I would not usually want to use external consultants as in the past some have needed more input than doing the work ourselves. 	
<p>Fife Council</p>	<ol style="list-style-type: none"> 5. Fife Council Legal Services hold the master copies of all TRO's at a central store. 6. Reasonably accessible TROs 7. 517 speed limit TRO's of which 308 are for 20mph limits. 4. Fife Council has been rolling out 20mph speed limits in residential areas over the last 15 years and this process is now complete, as such any assessment work should be manageable without the need for Consultants. The significant part of the work in Fife 	

	would in fact be assessing the existing 30mph road network and promoting orders to retain that limit, which we would not envisage engaging consultants to do.	
Dumfries and Galloway Council	<ol style="list-style-type: none"> 1. TRO's the majority are stored electronically but some are in hard copy 2. TRO's reasonably easy to access 3. area approx. 250-300 TROs 4. Would you have the resources to be able to conduct road assessments in house? No. If no would you use consultants? Yes subject to funding If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. Yes 	
Glasgow City Council	<ol style="list-style-type: none"> 1. Generally original copies of TRO's are kept by the Chief Executives department, a physical working copy is kept within the operation teams filing cabinet, a copy is kept by our Customer and Business Service for any appeals and electronic versions are now being kept on the Council's Electronic Document and Records Management System (EDRMS). 2. TRO's are not currently published. 3. Our records show that we have 38 speed limit TRO's 4. All Council resources are fully committed and because of this we would not be able to conduct road assessments or support consultants at this time. 	
East Ayrshire and South Ayrshire Councils	<ol style="list-style-type: none"> 1. TRO's mostly hard copy but moving towards electronic records 2. TRO's Fairly accessible 3. It should be fairly easy to establish the number of speed limit orders 4. We have very limited staff resources to dedicate to a task like this. We could use consultants but our experience is that lack of local knowledge can be a serious issue and so a significant amount of supervision is required. Office space is also limited due to new flexible working practices within Councils and may be an issue. 	
Falkirk Council	<ol style="list-style-type: none"> 1. All Falkirk Council TRO's are stored electronically. 2. TRO's are easily accessible to staff via an Access Database and Council server. TRO's are made available to members of the public on request. 3. The exact number is unknown. Estimate in the region of 70 speed limit TRO's 4. Any road assessments would require to be undertaken by consultants (term consultant WSP) due to staffing limitations and existing workload priorities. If required, office 	

	<p>space may be provided to allow consultants to work in house amongst existing staff who could provide some support.</p>	
<p>Dundee City</p>	<ol style="list-style-type: none"> 1. TROs are stored in two locations: 1: The original is kept with our Legal Section and most of them are archived and difficult to get to. 2. A photocopy is kept with our Transportation Section in ring binders within a shelving unit. 2. These are only easily accessed if you know where to look and can operate the card index system. No copies of TROs are kept online as a lot of them are of an age that will not scan clearly and thus we cannot upload them to our website. If a Legal copy is required, it can take days to retrieve from our archivists. 3. No. We operate a parent order system, so I cannot advise how many orders we have. I can only advise on which roads have a TRO on them. If I require information on one road in particular, I go into the alphabetical card index system which then advises on all restrictions in place on that road and then directs me where to look within the ring binders for the copy containing the details. 4. Would you have the resources to be able to conduct road assessments in house? If no, would you use consultants? If yes, would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments? <p>This would be dependent on the timescale allowed for completion of the assessments.</p>	
<p>Shetland Island Council</p>	<ol style="list-style-type: none"> 1. The originals are held by our Corporate Legal Service department in their secure/protected records system. <p>Obtaining sight or a copy of the originals is by prior request only, which may take a few days to arrange. Copies of most TROs are held by the Roads Service, and these can be accessed on request and often just by calling along our offices if the relevant staff are on-site.</p> <p>We have a record of how many TROs have been logged as made but no note of how many have been subsequently revoked or replaced. This applies to all our TROs, not just speed limit ones.</p>	

	<p>Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments.</p> <p>We would prefer to carry out any assessments of the road network ourselves, although this would have significant impacts on our current staff resources and work priorities. If consultants were to be used we would expect to supervise them and their output, which would still have resource/ work priority implications. We may well be able to accommodate some staff for short periods in order that they could inspect our records, but providing a greater level of facilities/ servicing/ support for external consultants would have to be discussed at a higher level.</p>
Aberdeen City Council	<ol style="list-style-type: none"> 1. TRO documents are stored in archives with digital copies stored on our server. 2. Access to digital copies are available to officers as required and the public on request. 3. 188 TROs related to speed limits. 4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. – ACC would require additional resource to carry out the road assessments, it would be expected that consultants would be required. These could be accommodated within the building at present however there are future plans for the floorspace so this cannot be guaranteed into the future.
Perth and Kinross Council	<ol style="list-style-type: none"> 5) TROs stored as paper documents held by our Legal Services (not available online) 6) We can provide copies as we store most of them but otherwise it would be a request to Legal to get documents from Archive 7) There are currently 4 parent orders that are speed related (1 for each of the speed limits of 20mph, restricted roads (30mph, 40mph and 50mph) 8) Currently do all of our road assessments in house, however, it would be challenging to undertake such assessments in addition to our existing workload. Therefore, we

	<p>would probably use consultants to help deliver these assessments and would support them by providing office space and support staff.</p>	
Highland Council	<ol style="list-style-type: none"> 5. As they are legal documents, TROs are stored as paper copies by our Legal department. 6. We have some scanned copies (PDFs) available to us but we cannot guarantee this is a complete resource. Additionally, some paper copies of the originals are stored in files in various offices which are only accessible to the people in that office. Otherwise, we ask Legal to provide a copy of the original TRO. 7. There are over 100 30mph speed limits in Highland. (This doesn't include 40 or 50 limits.) Additionally, there are extensive lengths of road where in accordance with paras 81 and 82 of the Road Traffic Regulation Act 1984 30mph limits apply. 8. No, we would not have the resources to conduct assessments in-house. To manage the additional work and ensure delivery within a 5 year time scale would require recruitment of additional officers and allocation of funding. It is estimated that to ensure implementation of speed limits in line with the Good Practice Guidance would require 2 FTE for the period. Consultants could be used but, again, additional funding would be required. Available office space would depend on the number and location required. As Highland is a large geographical area, staff available to support them may be based in different locations. 	
East Lothian Council	<ol style="list-style-type: none"> 1. Where does your local authority store your TRO's? Council committee reports on website and also Tell me Scotland website. Permanent Parking Orders are also kept on Parking & Bus Lane Tribunal for Scotland TRO Library. Older orders are held on internal council directories! 2. How easily accessible are your local authorities TRO's? Publically available via ELC website and Tell me Scotland website. Other Authorities can see them on PBLTS Site as above. TellmeScotland stores live and archive documents – much older TRO's are not accessible at the moment as held internally. 3. Do you know how many TRO's there are within your area? Yes, and we recently consolidated a number of our TRO's therefore reducing the numbers. 	

	<p>4. Would you have the resources to be able to conduct road assessments in house? If no would you use consultants? If yes would you be able to support the work of the consultants with office space and the support of staff to enable them to undertake the assessments. No we do not have the resources to be able to conduct road assessments in house. We would likely need to use consultants remotely!</p>	
West Lothian Council	<ol style="list-style-type: none"> 1. West Lothian Council stores its speed limit TROs electronically in pdf format. 2. TROs are accessible through the councils Electronic Data Record Management filing software. 3. A quick search indicates there are around 115-120, including variations. 4. No, West Lothian Council would not have the resource to conduct in-house road assessments. There is also no available funding that the council has at the present time to employ external consultants to carry this work out either. 	
North Lanarkshire Council	<ol style="list-style-type: none"> 1. Our TRO's are stored on our network. Some TRO's promoted after NLC's inception in 1997 are listed online on the Council's Committee Minute Reporting System, MARS. 2. As above, but there will be an element of search and find involved. 3. There are approximately 500 TRO's in total, with the number of speed limit related TRO's estimated at around 100. 4. It will be difficult with the current staffing levels and workload to undertake any in house assessments. We would consider allowing consultants although costs could be a constraint. We would expect consultants to work from their own office and they would be given access to all of our orders and left to produce the work outputs. 	

Summary:

In total there was 19 local authorities that responded.

14 LAs said they store them as hard copies to question 1.

5 LAs said they store them electronically/pdf to question 1.

7 LAs said it was easy to access their TROs to question 2.

11 LAs said it was fairly easy to access TROs

And 1 said it was fairly easy but more difficult for older TROs

16 LAs said **yes** they know how many TROs they have.

3 LAs said **no** they don't know how many TROs they have.

3 LAs said **yes** they would have resource to carry out assessment in house.

11 LAs said **no** they do not have resource to carry out assessment in house and would like use of consultants.

3 LAs said **no** they do not have resource to carry out assessment in house and do not want to use consultants.

1 LA responded to say would depend on timescales.

1 LA responded to say they would not have the resource to carry out assessment in house, but would require funding for consultants.

Email Dated 13 May COSLA requesting a meeting between Cllr Heddle and Cabinet Secretary.

From: [redacted]@cosla.gov.uk>
Sent: 13 May 2019 12:12
To: [redacted]@transport.gov.scot>
Cc: [redacted]@transport.gov.scot>; [redacted]@cosla.gov.uk>
Subject: Meeting with the Cabinet Secretary and COSLA

Hi [redacted]

I have spoken to [redacted] about the meeting with Mr Matheson and this is the position at our end:

- The 22 May does not suit Cllr Heddle, so is ruled out;
- We had broached a phone call rather than a face to face meeting and Cllr Heddle was happy with this if it allows for a quicker meeting.
- Based on Cllr Heddle's travel plans it looks like we will really struggle this side of the summer recess at least for a face to face meeting. On the basis that a phone call might be the only option we will see what could work at our end. If you could give us an indication of the Cab Sec's availability, that would be good too and we will see what's possible give existing commitments
- We'd want to cover a range of matters at the meeting so once we have a date we will need to work out a draft agenda

I have copied [redacted] into this email and she was looking for the Cab Sec and Cllr Heddle to meet to discuss the specific issue of the Restricted Roads (20mph) Bill. This would be one of the matters we'd likely wish to discuss.

Happy to discuss

Cheers

[redacted]
Chief Officer - Environment and Economy
COSLA
t. [redacted]
m. [redacted]
e. [redacted]@cosla.gov.uk
www.cosla.gov.uk

Email exchanges between COSLA and Transport Scotland – 31 May - 6 June

From: [redacted]
Sent: 06 June 2019 16:28
To: [redacted]@cosla.gov.uk>
Cc: [redacted]@cosla.gov.uk>; [redacted]@cosla.gov.uk>
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted]

Apologies for the delay in coming back to you it has been a manic day trying to finalise the speaking notes.

Thank you for the statement and confirming that it now has political clearance. I think it is really good and sets the joint position clearly. I have pretty much cut and pasted most of what you have sent me into the Cabinet Secretaries' opening statement response. This has not yet been cleared by the Cabinet Secretary once Mr Matheson has cleared I will ensure that you are sighted of how it will be used within the speaking note in advance of the debate.

Thanks again for your help

[redacted]

[redacted]

Road Safety Policy and Framework Manager

Roads Directorate | Road Safety Policy | Transport Scotland | Area 2-F (North) | Victoria Quay | Edinburgh | EH6 6QQ

[redacted]



From: [redacted]@cosla.gov.uk>

Sent: 06 June 2019 16:17

To: [redacted]@transport.gov.scot>

Cc: [redacted]@cosla.gov.uk>; [redacted]@cosla.gov.uk>

Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted],

We have had political clearance for the statement in the previous email, however we would like to see any final document before it is made public and know what purpose it was being used for. Again happy to discuss this over the phone with you.

Kind regards,

[redacted]

From: [redacted]

Sent: 05 June 2019 16:10

To: [redacted]@transport.gov.scot

Cc: [redacted]@cosla.gov.uk>; [redacted]@cosla.gov.uk>

Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted],

Please see the draft below. I must be clear that, due to time constraints, this hasn't received any kind of political endorsement yet and therefore is not a position to be used more widely, but it gives you an idea of the sort of thing we are working on. I have sent it on to our spokesperson and I will be in touch with a finalised version once it is ready.

While COSLA has always recognised the ambition of this Bill and understand the rationale for its presentation, the practical challenges and financial implications of a one-size-fits-all approach were significant – too significant in the end for the Committee it would appear. We remain supportive of creating

safer roads for all road users, but this must be achieved through identifying alternative, more flexible ways of widening the implementation of 20mph zones in Scotland. We will continue to work with Scottish Government and our partners, taking time to reflect on what the Bill was trying to achieve by helping to identify more straightforward, efficient and effective procedures for Local Authorities who wish to introduce more 20mph zones. Solutions may be found through collaborative working between stakeholders, but we do not wish to pre-empt any work by suggesting where this could lead, and any new proposal will need joint political agreement between COSLA and Scottish Government.

I hope this proves helpful at this stage and I'm happy to discuss in more detail with you if necessary.

Kind regards,
[redacted]
Policy Officer
Environment and Economy
COSLA

t: [redacted]
email: [redacted]@cosla.gov.uk

From: [redacted]@transport.gov.scot <
Sent: 04 June 2019 17:08
To: [redacted]@cosla.gov.uk>
Cc: [redacted]@cosla.gov.uk>
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted]

Thank you for keeping me updated.

Look forward to hearing from you tomorrow.

[redacted]

From: [redacted]@cosla.gov.uk>
Sent: 04 June 2019 17:03
To: [redacted]@transport.gov.scot>
Cc: [redacted]@cosla.gov.uk>
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted],

Just a quick update to let you know we are working on this and will have a draft with you tomorrow.

Cheers,
[redacted]

From: [redacted]@transport.gov.scot <
Sent: 03 June 2019 10:40
To: [redacted]@cosla.gov.uk>
Cc: [redacted]@cosla.gov.uk>; [redacted]@transport.gov.scot; [redacted]@transport.gov.scot
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted]

Thank you for coming back to me. I appreciate the tight timeframes around this which are unfortunately outwith any of our control.

I would be happy to try to pull together a statement paragraph based on the bullets you have provided but I would have preferred the first draft coming from COSLA. I need to get the speaking notes to the Cab Sec on Thursday morning do you think that you would be in a position to have something to me by say lunchtime Wednesday?

I would also be happy to meet or chat over the phone to draft it together if that would be easier.

I need to have an agreement in place for the speaking notes therefore if this still proves difficult let me know and I will draft something quickly and share it with you for your comments.

Happy to discuss

[redacted]

From: [redacted]@cosla.gov.uk>
Sent: 03 June 2019 10:14
To: [redacted]@transport.gov.scot>
Cc: [redacted]@cosla.gov.uk>; [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted]

Thanks for letting us know about the report. I was off sick Thursday/Friday so I'm just in the office today.

We are up against it I'm afraid or we'd have had a draft of the text to you by now. I am interviewing over the next three days which cuts the time I have available to me but for me the basics are as follows.

- We always recognised why the Bill was being presented but the practical challenges were significant – too significant in the end for the Committee it would appear
- We are happy to continue to work with Scottish Government and our partners and reflect on what the Bill was trying to achieve to see if we can make it more straightforward for councils that want to introduce more 20mph zones to do so
- We don't want to pre-empt any work by suggesting where this could lead and any new proposal will need to be jointly politically agreed between COSLA and Scottish Government.

The words will need to change to but I would suggest that the Cab Sec sticks closely to these three point during the debate on the 13th it should be broadly acceptable to us.

I think less if definitely more and I would not want to say too much. We are resource constrained so the amount of time we have to dedicated to this work will be limited and it remains uncertain what we can actually do that won't run into the same problems as the Bill. I, therefore, don't want to promise too much and fail to deliver.

How does this sound? If you are looking for something more akin to an actual statement then we will do our best but I doubt we will be able to get something to you before the middle of the week at the earliest.

Thanks

[redacted]
Chief Officer - Environment and Economy
COSLA
t. [redacted]
m. [redacted]
e. [redacted]@cosla.gov.uk
www.cosla.gov.uk

Our Business Address is : COSLA, Verity House, 19 Haymarket Yards, Edinburgh, EH12 5BH. t: +441314749200 w: <http://www.cosla.gov.uk>

From[redacted])
Sent: 31 May 2019 11:33
To: [redacted]@cosla.gov.uk>
Cc: [redacted]@cosla.gov.uk; [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>
Subject: Joint SG/COSLA commitment for Stage 1 debate

Good Morning

I hope that you are well. You will wish to note the Stage 1 report has now been published and can be found at:

<https://sp-bpr-en-prod-cdnep.azureedge.net/published/REC/2019/5/31/Stage-1-Report-on-the-Restricted-Roads--20-mph-Speed-Limit---Scotland--Bill/RECS052019R11.pdf>

Their main conclusion is that The Committee is unable to recommend the general principles of the Bill to the Parliament. It is now even more crucial that we have a confirmed way forward in advance of the debate.

Following the meeting between Mr Matheson and Cllr Heddle you had agreed to pull together a first draft of a potential joint commitment for the Stage 1 debate. The Stage 1 debate has now been arranged for 13 June and the speaking notes etc need to me finalised by 6th June.

I was just emailing to check how you are getting on with it as I would assume that we will have a bit of going back and forward and then you will need to get Board sign off and we don't have much time to get it all done before the 6th June.

Happy to discuss or to meet if that would be better.

Look forward to hearing from you soon

Thanks

[redacted]Road Safety Policy and Framework Manager
Roads Directorate | Road Safety Policy | Transport Scotland | Area 2-F (North) | Victoria Quay | Edinburgh | EH6 6QQ
[redacted]



Email exchanges between COSLA and SCOTS – 3 June

From: [redacted]
Sent: 03 June 2019 10:44
To: [redacted]@cosla.gov.uk>
Cc: [redacted @cosla.gov.uk>; [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

The Cab Sec is looking to say this as part of his opening or closing statements during the debate. Happy for you to draft it in the form of a media release though and I can use that to frame the speaking note.

[redacted]

From: [redacted]@cosla.gov.uk>
Sent: 03 June 2019 10:43
To: [redacted]@transport.gov.scot>
Cc: [redacted]@cosla.gov.uk>; [redacted]@transport.gov.scot>; [redacted]@transport.gov.scot>
Subject: RE: Joint SG/COSLA commitment for Stage 1 debate

Hi [redacted]

Will the statement form part of the Cab Sec's speak or will it be issued separately like a press statement? The latter will be easier to write as I won't need to think how it might fit within a wider speech.

[redacted]
Chief Officer - Environment and Economy
COSLA
t. [redacted]
m. [redacted]
e. [redacted]@cosla.gov.uk
www.cosla.gov.uk

Email dated 2 July to COSLA:

From: [redacted]
Sent: 02 July 2019 10:17
To: [redacted]@cosla.gov.uk>; [redacted]@cosla.gov.uk>
Subject: 20 mph next steps

Good Morning

I hope that you are both well.

Given that the Stage 1 debate has now concluded and the decision of the Parliament was not to support the Bill through to Stage 2 I think that it would be good for us to meet to take stock and to consider next steps in relation to the implementation of 20 mph speed limits in Scotland.

In terms of availability over the next few weeks I can be free the following:

Monday 8 July – all day
Wednesday 10 July – all day
Thursday 11 July – all day
Monday 15 July – all day
Tuesday 16 July – all day (preference am)
Wednesday 17 July – all day.

Hope to speak to you both soon

Thanks

[redacted]

Road Safety Policy and Framework Manager

Roads Directorate | Road Safety Policy | Transport Scotland | Area 2-F (North) | Victoria Quay | Edinburgh |

EH6 6QQ

[redacted]



SCOTS Traffic and Road Safety Working Group Meeting
1045 Hrs, Tuesday 11th September 2018
City of Edinburgh Council, Edinburgh

[redacted]
Minutes:

1	Apologies																																
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10	Restricted Roads 20mph Speed Limit Bill	
	GB is attending the SCOTS liaison meeting in January 2019 and asked for any issues that need raised. DT explained the legislative process involved in passing a bill and outlined what stage it is at. Details can be found here: http://www.parliament.scot/parliamentarybusiness/Bills/109191.aspx LA's have concerns regarding the resources required to implement the changes and the enforcement of the lower speed limit. Concern was also raised over continuity between local authorities. GB is planning on asking [redacted] to attend the next TaRS meeting give a presentation on this matter. The group can then provide feedback on the bill.	GB
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Minutes of the SCOTS Traffic and Road Safety Working Group meeting – 12 March 2019

SCOTS Traffic and Road Safety Working Group Meeting
1045 Hrs, Tuesday 12th March 2019
City of Edinburgh Council, Edinburgh

MINUTES

Present:

[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]	[redacted]
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Minutes:

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10	Restricted Roads 20mph Speed Limit Bill	

The Rural Economy and Connectivity Committee met on the 6th of March 2019 and heard evidence from Kevin Hamilton and Walter Scott along with representatives from Police Scotland, Scottish Government, and local authorities.

It was reported that there was not much discussion on the implementation costs and a lot of the discussion focused on the effect of the Bill in rural areas.

SCOTS are generally supportive of the Bill but, like others, have concerns regarding the “one size fits all” approach.

There was a discussion on what roads would be affected by the Bill in its current form. Many A/B class roads have been designated as restricted roads by the TRO process while others may be subject to a speed limit order to give them a 30mph speed limit.

[redacted] made it clear that that the Governments views on the Bill are based on comments they have received from LA’s.

Stage 1 of the Bill is due to end on 21st June 2019.

Notes and minutes from the meeting can be found here:

<https://www.parliament.scot/parliamentarybusiness/CurrentCommittees/99825.aspx>

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11 [redacted]

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14 [redacted]

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[redacted]

Summary of meetings and telephone calls involving the Cabinet Secretary for Transport, Transport Scotland, COSLA, and SCOTS:

20 August 2018 – meeting with COSLA re Road Safety Framework Position was in relation to the Bill.

Discussion points: Whilst at this meeting [redacted] and [redacted] asked for an update on the Government position in relation to the proposed forthcoming legislation on 20 mph. [redacted] confirmed the Government's position. No notes taken or write up of this meeting.

12 November 2018 – Meeting with COSLA and SCOTS.

Discussion points: Note of this meeting was sent to Director and Team Leader for information. Email dated 13 November (released with the request).

3 December 2018 - Pre implementation group meeting – No notes taken or write up of this meeting.

19 February 2019 – Meeting with COSLA and SCOTS - No notes taken or write up of this meeting.

25 February 2019 – Teleconference with COSLA (SCOTS were meant to be on the call but were not) - No notes taken or write up of this meeting.

4 March 2019 - Telephone call with [redacted] and [redacted] - No notes taken or write up of this meeting.

15 March 2019 - Teleconference with COSLA and SCOTS - No notes taken or write up of this meeting. The purpose of this meeting was to have a catch up following the Committee Evidence Sessions to discuss next steps prior to the debate – Including surveying LA's to ask how many TRO's they have and how they are stored. – This survey and responses is attached elsewhere in this release.

16 April 2019 – Meeting with COSLA - Meeting to discuss the possibility of building the partnership approach to delivering 20 mph. No notes taken or write up of this meeting.

21 May 2019 - Meeting between the Cabinet Secretary and Cllr Heddle - Many subjects were discussed predominantly relating to the National Transport Review and the Transport (Scotland) Bill. During this meeting 20 mph was discussed in relation to what the position of COSLA was and what the Cab Sec's position was. It was at this meeting that it was agreed that a joint statement would be produced on between COSLA and SG which formed part of the opening speech during the debate. - No notes taken or write up of this meeting.

10 July 2019 – Meeting with COSLA - Purpose was to discuss next steps following the debate and what action we should be doing to gather evidence on the current position in relation to the implementation of 20 mph and what LA's would want in relation to 20 mph but can't and the reasons why they can't. No notes taken or write up of this meeting.



T: 0300 244 4000
E: scottish.ministers@gov.scot

[REDACTED]

[REDACTED]

Our ref: 2019/0014803
5th June 2019

Dea [REDACTED]

Thank you for your email of 23 April to the First Minister, Nicola Sturgeon regarding the 20 mph Restricted Roads (Scotland) (Bill). I am replying as Cabinet Secretary for Transport, Infrastructure & Connectivity.

The Scottish Government is committed vision where no one is killed on our roads and communities are shaped around people, with walking and cycling the most popular choice for shorter everyday journeys. We know that the perception of urban roads as unsafe is a barrier against these everyday journeys and the reduction of traffic speed can be a positive step in making our towns and cities safer places, where people are confident to walk and cycle more often.

When 20 mph speed limits are implemented in the right environment it has potential to improve traffic flow and reduce congestion. However there are a number of factors which need to occur to ensure this happens in any given location. I must stress that, whilst I support active travel and any measures which improve people's physical and mental health and air quality, I am not able to confirm that this will happen as a result of the sign-only speed limits as proposed in the 20 mph Restricted Roads (20 mph Speed Limits) (Scotland) Bill. Changing a speed limit does not guarantee that actual vehicle speeds will change. The guidance on setting all speed limits is clear that they should be reasonable and consistent if they are to be credible to road users and obeyed as a result.

When considering the introduction of a 20 mph speed restriction there should be an awareness that speed limits are only one element of speed management. They should not be set in isolation, but should be considered as part of a range of other measures to manage speeds, improve safety, and meet other objectives, including the encouragement of active travel.

Notwithstanding the above, the Scottish Government recognises the importance of giving full consideration to Mark Ruskell's Bill, to not only ensure we achieve our shared objectives of

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safe roads and increased walking and cycling, but to be confident there are no unintended consequences. This Bill brings two different issues which we need to ensure are not conflated: the first is whether 20 mph limits are beneficial; and the second, is whether the blanket approach proposed is the best way of achieving these desired benefits.

We are clear that 20 mph speed limits are a good idea when implemented in the right environment because they have real potential to encourage more active travel and increase people's perceptions of 'feeling safe', but further consideration needs to be given to the impact and consequences of a nationwide 20 mph limit, including an assessment of Scotland's road network, before we can fully support this Bill. Without this assessment and an understanding of the roads that will be impacted by the proposals we are not satisfied that the Bill will achieve its aims and there will be no unintended consequences. Transport Scotland officials remain in active discussions with the Society of Chief Officers of Transportation in Scotland (SCOTS) and CoSLA to assist with this assessment to better understand the potential benefits, challenges, costs and consequences of the proposals on both the trunk road network and local roads.

If passed, the proposed Bill would divert precious resource away from existing road safety activity that is evidenced to be more effective at reducing casualties so we want to ensure that the potential benefits of 20 mph in the right environments could be achieved as a result of this Bill.

Given the varied nature of Scotland's urban road network and the number of factors which need considered when setting appropriate limits, we still believe that decisions on 20 mph speed limits are best taken at local authority level. This is why Transport Scotland Officials are also working with SCOTS and COSLA to identify any barriers for local authorities which are presenting them from implementing 20 mph speed in the areas where they deemed them required.

One potential barrier which has been highlighted is the Traffic Regulations Order (TRO) process. As a result we are carrying out a review of the current TRO process to determine whether this creates a barrier to the implementation of 20 mph speed limits. The review will also consider if the process could be streamlined. A questionnaire was issued seeking the views of local authorities on the TRO process and provided an opportunity for local authorities to detail their concerns in relation to the TRO process and consider whether there is any ways in which the process could be streamlined. Once the analysis has been completed, we will share the results with stakeholders and outline what options may be available for consideration.

Finally, you may also wish to note that the Rural Economy and Connectivity Committee published their findings on the 31st May. The Committee noted that the 'one-size-fits all' approach proposed in the Bill is not appropriate, as it does not give local authorities the flexibility to devise 20 mph limits that they consider appropriate for their areas.

We agree with this assessment and our approach is about empowering local authorities with flexible tools to respond to local and specific transport challenges.

You can read the full report at the following link; sp-bpr-en-prod-cdnep.azureedge.net/published/REC/2019/5/31/Stage-1-Report-on-the-Restricted-Roads--20-mph-Speed-Limit---Scotland--Bill/RECS052019R11.pdf

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St Andrew's House, Regent Road, Edinburgh EH1 3DG
www.gov.scot

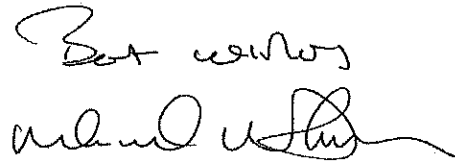


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Accredited
Until 2020



I hope this has been of assistance.

A handwritten signature in black ink, appearing to read "Michael Matheson". The signature is fluid and cursive, with a long horizontal stroke at the end.

MICHAEL MATHESON

Scottish Ministers, special advisers and the Permanent Secretary are covered by the terms of the Lobbying (Scotland) Act 2016. See www.lobbying.scot

St Andrew's House, Regent Road, Edinburgh EH1 3DG
www.gov.scot



INVESTORS
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Tel: [REDACTED]
Fax: [REDACTED]
Email: [REDACTED]
Contact: [REDACTED]
Date: 10 May 2019

Public Engagement Unit
14 MAY 2019
Received



The Right Honourable Nicola Sturgeon MSP
The Scottish Parliament
EDINBURGH
EH99 1SP

Dear First Minister

At the meeting of the Renfrewshire Council held on 9 May 2019, the following motion was approved:

"20mph road signs in residential areas -

Council agrees to write to the Scottish Government to provide a swift solution to the issue of 20mph roads in residential areas.

This must allow individual councils to judge which roads or areas are suitable for 20mph directives, allowing them to designate where this would be appropriate to the needs of local residents.

It is recognised that there may be extra cost to the council in the erection of new signage and, possible, the production of information materials to ensure that they do not cause confusion."

I would ask you to consider the terms of the Council's decision and let me have your response in due course.

Yours faithfully

[REDACTED SIGNATURE]

Finance & Corporate Services

[REDACTED ADDRESS]

Renfrewshire House, Cotton Street, Paisley PA1 1TT
www.renfrewshire.gov.uk



From: Sturgeon N (Nicola), MSP
Sent: 23 April 2019 18:08:19
To: First Minister
Subject: Fwd: 20mp for urban & village roads

Nicola Sturgeon MSP
Glasgow Southside
Constituency Office (constituent enquiries only)
Govanhill Workspace
Unit 3, 69 Dixon Road
G42 8AT
Tel: 0141 424 1174
nicola.sturgeon.msp@parliament.scot

All other enquiries to nicola.sturgeon@snp.org

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Sent: Tuesday, April 23, 2019 4:56:29 PM
To: Sturgeon N (Nicola), MSP
Cc: Arthur T (Tom), MSP
Subject: 20mp for urban & village roads

Hi,

I have been asked to contact you regrading the up and coming policy change to the speed limit in built up areas in our towns and villages.

My community wish a general 20mp limit, which we believed would be put in place with the new policy coming forward. It now appears that is might not be SNP policy.

Can you confirm what will be the SNP policy and why it will not be a 20mp limit policy for urban and village areas in all of Scotland?

SNP Councillor
Renfrewshire Council

Renfrewshire Council Website -<http://www.renfrewshire.gov.uk>

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T: 0300 244 4000
E: scottish.ministers@gov.scot

Our ref: 2019/0011162
7th May 2019

Dea [REDACTED]

Restricted Roads (20 mph Speed Limits) (Scotland) Bill

Thank you for your email of 8 April 2019 asking the Scottish Government to support the above Bill.

The Government is committed to the long-term vision for active travel in Scotland where communities are shaped around people, with walking and cycling the most popular choice for shorter everyday journeys. We know that the perception of urban roads as unsafe is a barrier against these everyday journeys and the reduction of traffic speed can be a positive step in making our towns and cities safer places, where people are confident to walk and cycle more often.

To address this, you will be aware that we have doubled the already record level of investment in walking and cycling from £39.2 million in 2017-18 to £80 million per year in 2018-19 and 2019-20.

When 20 mph speed limits are implemented in the right environment it has potential to improve traffic flow and reduce congestion. However there are a number of factors which need to occur to ensure this happens in any given location. I must stress that, whilst I support active travel and any measures which improve people's physical and mental health and air quality, I am not able to confirm that this will happen as a result of the sign-only speed limits as proposed in the 20 mph Restricted Roads (20 mph Speed Limits) (Scotland) Bill. Changing a speed limit does not guarantee that actual vehicle speeds will change. The guidance on setting all speed limits is clear that they should be reasonable and consistent if they are to be credible to road users and obeyed as a result.

When considering the introduction of a 20 mph speed restriction there should be an awareness that speed limits are only one element of speed management. They should not be set in isolation, but should be considered as part of a range of other measures to manage speeds, improve safety, and meet other objectives, including the encouragement of active travel.

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Notwithstanding the above, the Scottish Government recognises the importance of giving full consideration to Mark Ruskell's Bill, to not only ensure we achieve our shared objectives of safe roads and increased walking and cycling, but to be confident there are no unintended consequences. This Bill brings two different issues which we need to ensure are not conflated: the first is whether 20 mph limits are beneficial; and the second, is whether the blanket approach proposed is the best way of achieving these desired benefits.

We are clear that 20 mph speed limits are a good idea when implemented in the right environment because they have real potential to encourage more active travel and increase people's perceptions of 'feeling safe', but further consideration needs to be given to the impact and consequences of a nationwide 20 mph limit, including an assessment of Scotland's road network, before we can fully support this Bill. Without this assessment and an understanding of the roads that will be impacted by the proposals we are not satisfied that the Bill will achieve its aims and there will be no unintended consequences. Transport Scotland officials remain in active discussions with the Society of Chief Officers of Transportation in Scotland (SCOTS) and CoSLA to assist with this assessment to better understand the potential benefits, challenges, costs and consequences of the proposals on both the trunk road network and local roads.

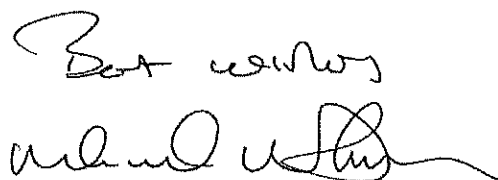
Transport Scotland officials are currently carrying out a review of the current Traffic Regulations Order (TRO) process and whether this creates a barrier to the implementation of 20 mph speed limits. The review will also consider if the process could be streamlined. A questionnaire was issued seeking the views of local authorities on the TRO process. This provides an opportunity for local authorities to detail their concerns in relation to the TRO process and consider whether there is any way of it being streamlined. Once the analysis has been completed, we will share the results with stakeholders and outline what options may be available for consideration.

If passed, the proposed Bill would divert precious resource away from existing road safety activity that is evidenced to be more effective at reducing casualties so we want to ensure that the potential benefits of 20 mph in the right environments could be achieved as a result of this Bill.

I look forward to receiving the Rural Economy and Connectivity Committees Stage 1 report in relation to this Bill in due course.

I hope this has been of assistance.

Kind regards



MICHAEL MATHESON

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Cabinet Secretary for Transport, Infrastructure and
Connectivity
Michael Matheson MSP



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██████████
Renfrewshire Council, ██████████
Renfrewshire House, Cotton Street
PAISLEY
Renfrewshire
PA1 1TT

Our ref: 2019/0014627
June 2019

Dea ██████████,

Thank you for your letter of 10 May to the First Minister, Nicola Sturgeon, regarding 20 mph roads in residential areas and highlighting a motion recently approved by Renfrewshire Council in the context of Mark Ruskell's Restricted Roads (20 mph Speed Limit) (Scotland) Bill. I am replying as Cabinet Secretary for Transport, Infrastructure & Connectivity.

The Scottish Government is committed to reducing risk on Scotland's roads and recognises that vehicle speed is a crucial factor in this endeavour. We are clear that 20 mph speed limits are a good idea when implemented in the right environment but, given the varied nature of Scotland's urban road network and the number of factors which need considered when setting appropriate limits, we believe decisions on 20 mph speed limits are best taken at local authority level. Your approved motion is fully aligned with this.

We are committed to protecting vulnerable road users such as children, pedestrians and pedal cyclists, and have already published guidance for local authorities to help reduce speeds in residential areas. The Good Practice Guide on 20 mph speed restrictions, in 2015 and updated in 2016, was produced in partnership with the Society of Chief Officers of Transportation in Scotland:

www.transportscotland.gov.uk/news/new-guidance-20-mph-limits-released

The Guide aims to ensure greater consistency on setting 20 mph speed restrictions throughout Scotland, and encourages Local Authorities to introduce them near schools, in residential zones and in other areas of towns and cities where there is a significant volume of pedestrian and/or cyclist activity. We want to see 20 mph limits and zones implemented in Scotland where they are appropriate and are keen to encourage initiatives that cut speed, particularly near schools and in residential areas.

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The 20 mph Restricted Roads (20 mph Speed Limits)(Scotland) Bill fell at Stage 1 of the Scottish Parliamentary legislative process on 13 June 2019, with 83 members of the Scottish Parliament opposing the bill, 26 voting in favour and 4 abstaining. You can find the Official Report of the debate here:

<http://www.parliament.scot/parliamentarybusiness/report.aspx?r=12183>

During the debate, I set out why the Scottish Government recommended that Parliament not agree to the general principles of the Bill. This rationale is provided below:

This Bill brings two different issues which we need to ensure are not conflated:

The first is whether 20 mph limits are beneficial; and the Government is very clear that we support 20 mph speed limits implemented in the right environment because they have real potential to encourage more active travel and increase people's perceptions of 'feeling safe'.

The second is whether the blanket approach is the best way of achieving these desired benefits. I am of the view that further consideration needs to be given to the process, impact and consequences of a nationwide default 20 mph limit including an assessment of Scotland's road network before we can be sure that the proposed Bill will achieve its aim.

We need to ensure that there are no unintended consequences from the Bill such as whether reducing speed limits on restricted roads where a 20 mph limit could have detrimental effects or whether not reducing the limit on non-restricted roads, where a 20 mph limit would be desirable, inhibits consistency across Scotland.

We know that many drivers assess the speed limit not just by reading road signs but by using other road features such as the width of the carriageway, road markings, traffic level, and location to schools etc.

In order to achieve the benefits that 20 mph speed limits bring, particularly on road safety, we need to ensure their compliance. Police Scotland advise that speed limits should be effectively self-enforcing and seen to be appropriate by a significant majority of motorists.

By implementing speed limits which are appropriate to the road design and conditions, rather than applying a blanket 20 mph signs-only speed limit, it ensures that other speed limits are not brought into disrepute.

I note the Committee's conclusions. The approach proposed in the Bill to make all Restricted Roads defaulting to 20 mph before carrying out an assessment of these - to examine whether the current speed profile and road design would mind themselves to sign only 20 mph speed limits - is not appropriate, as it restricts local authorities flexibility to devise 20 mph limits that they consider appropriate for their areas. I remain convinced that local authorities are best placed to make local decisions based on local knowledge and evidence on where 20 mph speed limits should be implemented.

Both the Government and CoSLA have always recognised the ambition of this Bill and understand the rationale. However, the practical challenges and financial implications of a one-size-fits-all approach are significant. Both remain supportive of creating safer roads for all road users, but this must be achieved through identifying alternative, more flexible ways of widening the implementation of 20 mph zones and speed limits in Scotland.

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Therefore we are committed to continuing to work with CoSLA and with our partners such as the Society of Chief Officers of Transportation in Scotland, taking time to reflect on what the Bill was trying to achieve by helping to identify more straightforward, efficient and effective procedures for Local Authorities in order to encourage wider use of 20 mph speed limits.

One example of work being undertaken is a review of the current Traffic Regulation Order process which will determine whether this does create a barrier to the implementation of 20 mph speed limits. We have sought the views of local authorities on the TRO process and provided an opportunity for them to detail their concerns and consider whether the process could be streamlined. Once the analysis is complete, we will share the results with stakeholders and outline what options may be available for consideration.

I consider that the blanket 'sign only' approach proposed within this Bill, without the identification of the roads which will be affected, will not achieve its aims. The road assessment is required in order to examine whether the current speed profile and road design would mind themselves to sign only 20 mph speed limits and will achieve the benefits that we would all wish to see.

We have a commitment in Scotland's Road Safety Framework to 2020 to encourage the implementation of 20 mph speed limits and have clear guidance for local authorities to support them in making decisions. We have also seen many local authorities taking those decisions in accordance with our guidance including Edinburgh and Fife.

And, as mentioned previously, we will continue to work together and with our partners, taking time to reflect on what the Bill was trying to achieve by helping to identify more straightforward, efficient and effective procedures for Local Authorities who wish to introduce more 20 mph speed limits.

I hope this has been of assistance.

MICHAEL MATHESON

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Cabinet Secretary for Transport, Infrastructure and
Connectivity
Michael Matheson MSP



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██████████
Renfrewshire Council
██

Our ref: 2019/0013069
14th May 2019

Dear ██████

Thank you for your letter of 25 April 2019 to the First Minister, Nicola Sturgeon, regarding the Restricted Roads (20 mph Speed Limits) (Scotland) Bill. I am replying as Cabinet Secretary for Transport, Infrastructure & Connectivity.

The Scottish Government is committed to achieving our shared desired outcomes of a more active and healthier nation, with ultimate visions for Scotland to have the cleanest air in Europe and no fatalities on roads.

The Government has a long-term vision for active travel in Scotland where communities are shaped around people, with walking and cycling the most popular choice for shorter everyday journeys. We know that the perception of urban roads as unsafe is a barrier against these everyday journeys and the reduction of traffic speed can be a positive step in making our towns and cities safer places, where people are confident to walk and cycle more often.

To address this, you will be aware that we have doubled the already record level of investment in walking and cycling from £39.2 million in 2017-18 to £80 million per year in 2018-19 and 2019-20. Transport Scotland invests over £1 billion per year in active and sustainable transport.

I am clear that implementing 20 mph speed limits in the right environment has potential to improve traffic flow and reduce congestion. However there are a number of factors which need to occur to ensure this happens in any given location. I must stress that, whilst I support active travel and any measures which improve people's physical and mental health and air quality, I am not able to confirm that this will happen as a result of the sign-only speed limits as proposed in the 20 mph Restricted Roads (20 mph Speed Limits) (Scotland) Bill. Changing a speed limit does not guarantee that actual vehicle speeds will change. The guidance on setting all speed limits is clear that they should be reasonable and consistent if they are to be credible to road users and obeyed as a result.

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When considering the introduction of a 20 mph speed restriction there should be an awareness that speed limits are only one element of speed management. They should not be set in isolation, but should be considered as part of a range of other measures to manage speeds, improve safety, and meet other objectives, including the encouragement of active travel.

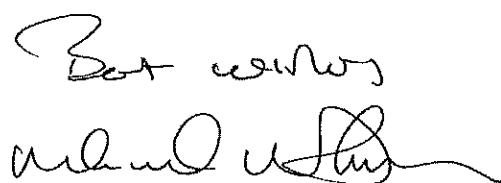
The Scottish Government recognises the importance of giving full consideration to Mark Ruskell's Bill, to not only ensure we achieve our shared objectives of safe roads and increased walking and cycling, but to be confident there are no unintended consequences. This Bill brings two different issues which we need to ensure are not conflated: the first is whether 20 mph limits are beneficial; and the second, is whether the blanket approach proposed is the best way of achieving these desired benefits.

We are clear that 20 mph speed limits are a good idea when implemented in the right environment because they have real potential to encourage more active travel and increase people's perceptions of 'feeling safe', but further consideration needs to be given to the impact and consequences of a nationwide 20 mph limit, including an assessment of Scotland's road network, before we can fully support this Bill. Without this assessment and an understanding of the roads that will be impacted by the proposals we are not satisfied that the Bill will achieve its aims and there will be no unintended consequences.

Transport Scotland officials remain in active discussions with the Society of Chief Officers of Transportation in Scotland and the Convention of Scottish Local Authorities to assist with this assessment to better understand the potential benefits, challenges, costs and consequences of the proposals on both the trunk road network and local roads. They are also working with them to identify whether there are any current barriers (such as the Traffic Regulation Orders process) which are preventing local authorities from implementing 20 mph fully as per the current guidance. With the aim of considering ways in which the processes and practices could be streamlined and promote consistency.

I hope this has been of assistance.

Kind regards



MICHAEL MATHESON

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From: [REDACTED]
Sent: 08 April 2019 16:10:20
To: Scottish Ministers
Subject: Glasgow City Council motion

Attachments: 20mph speed limit motion 040419 - Letter to SG.pdf

Please see attached letter to the Cabinet Secretary for Transport, Infrastructure and Connectivity.

[REDACTED]
[REDACTED]
Chief Executive's Department
[REDACTED]

Glasgow - UK Council of the Year 2015

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Chief Executive's Department
Glasgow City Council
City Chambers
Glasgow
G2 1DU

Date: 8 April 2019

Our Ref: GCC040419/NL

Michael Matheson MSP
Cabinet Secretary for Transport, Infrastructure and Connectivity
The Scottish Government
St. Andrew's House
Regent Road
Edinburgh
EH1 3DG

Dear Mr Matheson

I am to advise you that on 4th April 2019 Glasgow City Council approved the following motion:-

“Council aims to protect residents and visitors from road danger, and promote greater use of streets for active travel by all ages and abilities.

Council notes the introduction of the Proposed Restricted Roads (20mph Limit) (Scotland) Bill to the Scottish Parliament by Mark Ruskell MSP and understands this Bill seeks to make 20mph the default speed limit on most residential streets in Scotland. Council believes that this is a cost-effective public health measure which will reduce road deaths and injuries, improve air quality and encourage more walking and cycling.

Council further notes that this Bill is supported by evidence from NHS Health Scotland, the Royal College of Paediatrics and Child Health, British Lung Foundation, Brake and other road safety and public health experts as well as being supported by the SCOTS network of local authority transport officers.

Council notes the commitment in the Strategic Plan to introduce a 20mph limit on suitable residential roads and commends the work undertaken so far to implement these zones across the city. The Council's response to the consultation outlines that we are fully supportive of this Bill and believe it would act as a mechanism to simplify this process.

Council therefore agrees to instruct the Chief Executive to write to the Scottish Minister for Transport and to MSPs on the Parliament's Rural Economy and Connectivity Committee urging them to support the Proposed Restricted Roads (20mph Limit) (Scotland) Bill through Parliament to become law.”

I shall be grateful if you will give consideration to this matter.

Yours sincerely

[Redacted signature]

[Redacted line]

[Redacted line]
Glasgow City Council
Chief Executive's Department

[Redacted line]

[Redacted line]

From: [REDACTED]
Sent: 29 April 2019 16:07:26
To: Public Engagement Unit
Cc: First Minister
Subject: Safer Streets Bill

Attachments: u202529_29-04-2019_15-57-51.pdf

MACCS case please for MR for the relevant portfolio Minister

Thanks

[REDACTED]
Office of the First Minister
Scottish Government
5TH floor/St Andrews House/Regent Road
Edinburgh EH1 3DG
[REDACTED]

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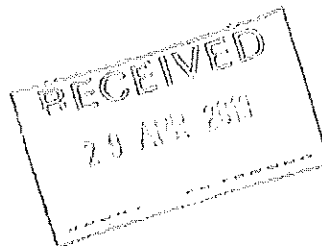
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[Redacted]

Tel: [Redacted]
Fax: [Redacted]
E-Mail: [Redacted]
Our Ref: [Redacted] Sturgeon/Safer Streets
Date: 25 April 2019



Nicola Sturgeon MSP
First Minister
The Scottish Parliament
T4.25
Edinburgh
EH99 1SP



Dear First Minister

Safer Streets bill

I write in support of the above bill seeking your support also. Many in my ward including local MSP's and community councils have long campaigned on this issue in order to reduce accidents and give our streets back to the pedestrians, including our children.

Yours sincerely

[Redacted Signature]