

**DRAFT REVISED ROAD SPEED LIMIT POLICY FRAMEWORK**

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**1.0 EXECUTIVE SUMMARY**

- 1.1 Speed Limits on the Local Road Network are governed by legislation and guidance which are summarised in the proposed policy document. The legislation and guidance have been established to regularise speed limits across the country to provide consistency of approach.
- 1.2 It is proposed that the draft policy updates the previous Road Speed Limit Framework (October 2014) having taken into consideration recent changes in legislation, for example the new Traffic Signs Regulations and General Directions 2016; and national guidance documents, for example the Good Practice Guide on 20mph Speed Restrictions issued by Transport Scotland.
- 1.3 The Policy formalises the approach taken when determining speed limits in Argyll and Bute and provides a framework to ensure there is a consistency of approach across the Council Area. Essentially this policy document brings together good practice previously used by the Council which has been refreshed by referencing recently published documents used at a national level.
- 1.4 It is recommended that Members endorse the proposed Road Speed Limit Policy Framework prior to the Policy and Resources Committee considering the Policy Framework for adoption as Council Policy.

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### 2.0 INTRODUCTION

- 2.1 This policy updates the existing framework for Argyll and Bute Council for the selection, prioritisation and approval of speed limits.
- 2.2 The speed of vehicles can be an emotive issue for communities that often generates intense local concern and debate. This can be due to the perception of what is an appropriate safe speed which can often differ greatly between, for example; drivers, pedestrians and pedal cyclists, many of whom live and work in the community. It is important, therefore, that Argyll and Bute Council clearly sets out its policy on how it will determine 'appropriate' speed limits and ensure consistency of application, in line with current Government recommendations.

### 3.0 RECOMMENDATIONS

- 3.1 That Members endorse the proposed Road Speed Limit Policy Framework prior to the Policy and Resources Committee considering the Policy Framework for adoption as Council Policy.

### 4.0 DETAIL

- 4.1 Recent changes and updates to legislation have required that the Policy Framework be amended. The draft Road Speed Limit Policy Framework has been amended and will continue to allow a consistent and logical approach to setting local speed limits.
- 4.2 The draft Policy Framework at Appendix 1 proposes a comprehensive Road Speed Policy Framework which also provides for Gateways to Towns and Villages, Buffer Speed Limits, Speed Management Measures, Vehicle Activated Signs, Speed Activated Signs and confirms that Area Committees approve the setting of local speed limits within the Policy Framework.
- 4.3 Sections 5 & 6 of this Policy report outline the environments and road characteristics suitable for appropriate rural and urban speed limits respectively, in accordance with Scottish Executive Circular 1/2006 and the Good Practice Guide on 20mph Speed Restrictions. Tables 1 & 2 summarise

the recommended policy framework for the application of speed limits on local roads in the Council area. This report proposes an amended version of the Road Speed Limit Policy Framework for Argyll and Bute which will provide a framework to ensure a consistent approach.

- 4.4 Police Scotland and Transport Scotland have been consulted and endorse this document.

## 5.0 CONCLUSION

- 5.1 This report proposes the amended version of the Road Speed Limit Policy Framework for Argyll and Bute, which will provide a framework to ensure a consistent approach, is approved by Members.

## 6.0 IMPLICATIONS

6.1 Policy	The previous Road Speed Limit Policy Framework October 2014 will be superseded with the proposed new policy.
6.2 Financial	Cost of signage and Traffic Regulation Orders for any new speed restrictions/zones will be met through the Traffic Management or Roads Revenue budgets. For new developments, these costs will be transferred to the developer as planning conditions.
6.3 Legal	Traffic Regulation Orders are required for speed limit changes.
6.4 HR	None
6.5 Equalities	New policy may drive improved access for all roads users.
6.6 Risk	Consistent speed limits contribute towards improving road safety, thereby reducing risk to the travelling public.
6.7 Customer Service	None

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## **APPENDICES**

Appendix 1 Road Speed Limit Parking Framework December 2016