

DRAFT ROAD SPEED POLICY FRAMEWORK

1.0 EXECUTIVE SUMMARY

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.

The policy effectively formalises the approach taken when determining speed limits in the past in Argyll and Bute and provides a framework to ensure there is a consistency of approach across the Council Area.

The Policy Framework also provides for Gateways to Towns and Villages, Buffer Speed Limits, Countdown Signs, Speed Management Measures, Vehicle Activated Signs and confirms that Area Committees can set local speed limits within the Policy Framework.

RECOMMENDATIONS

Members endorse the proposed draft Road Speed Limit Policy Framework and approve that Police Scotland and Transport Scotland are consulted on the draft prior to the Policy and Resources Committee considering the Policy Framework for adoption as Council Policy.

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2.0 INTRODUCTION

- 1.1 This policy establishes a framework for Argyll and Bute Council for the selection, prioritisation and approval of speed limits.
- 1.2 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.
- 1.3 Sections 5 & 6 of this Policy report outline the environments and road characteristics suitable for appropriate urban and rural speed limits respectively, in accordance with Scottish Executive Circular 1/2006. Tables 1 & 2 summarise the recommended policy framework for the application of speed limits on local roads in the Council area. This report proposes a Road Speed Limit Policy Framework for Argyll & Bute which will provide a framework to ensure a consistent area based approach.

3.0 RECOMMENDATIONS

- 3.1 Members endorse the proposed draft Road Speed Limit Policy Framework and approve that Police Scotland and Transport Scotland are consulted on the draft prior to the Policy and Resources Committee considering the Policy Framework for adoption as Council Policy.

4.0 DETAIL

- 4.1 Argyll and Bute Council currently has no formal policy for determining speed limits. Changes to speed limits have generally followed national guidance and have been established in consultation with the police. This Policy Framework has been designed 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, Countdown Signs, Speed Management Measures, Vehicle Activated Signs and confirms that Area Committees can set 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 urban and rural speed limits respectively, in accordance with Scottish Executive Circular 1/2006. Tables 1 & 2 summarise the recommended policy framework for the application of speed limits on local roads in the Council area. This report proposes a draft Road Speed Limit Policy Framework for Argyll & Bute which will provide a framework to ensure a consistent area based approach.

5.0 CONCLUSION

- 5.1 This report proposes a draft Road Speed Limit Policy Framework for Argyll & Bute which will provide a framework to ensure a consistent area based approach.

6.0 IMPLICATIONS

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| 6.1 | Policy | Supports the long term outcomes of the Council's Single Outcome Agreement through Outcomes 2, 5 and 6 (2 - We have Infrastructure that supports sustainable growth, 5 - People live active, healthier and independent lives, and 6 - People live in safer and stronger communities). |
| 6.2 | Financial | Cost implication of changes to speed limits and speed management measures are detailed in the report. |
| 6.3 | Legal | Traffic Regulation Orders required for speed limit changes |
| 6.4 | HR | None |
| 6.5 | Equalities | Road Traffic Speed Limits need to accommodate all road users' needs |
| 6.6 | Risk | None |
| 6.7 | Customer Services | None |

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APPENDICES

Appendix 1 – Road Speed Policy Framework