

TRAFFIC DATA SURVEYS GUIDANCE REPORT

1.0 EXECUTIVE SUMMARY

- 1.1 This report provides Members with notification of the proposed Traffic Data Surveys Guidance Document (Appendix 1). This report should be read in line with the Council's Road Speed Limit Policy Framework (Appendix 2). It is further proposed that a Members Seminar will take place where officers will brief members on the requirements for Traffic Data Surveys allowing a more in depth explanation on this matter.
- 1.2 Argyll and Bute Council Roads and Infrastructure Services regularly receive requests for surveys each year, these are generally prioritised based on a road's hierarchy. Generally, we do not accept requests from members of the public as this would be difficult to manage due to the sheer volume of requests.
- 1.3 Requests for traffic surveys should normally be made through Local Members or via the local Community Council. Where there is significant representation from a local group, consideration may be given to a traffic survey. Ultimately the setting of speed limits will be evidence led and reinforce people's assessment of what is a safe speed to travel on a given route.
- 1.4 Currently we have 46 Speed Surveys to carry out across the Argyll and Bute Area.

RECOMMENDATION

The Environment, Development and Infrastructure Committee are asked to consider this report and

- agree the listed measures be endorsed to ensure best use of the limited staff resource as well as a consistent protocol for assessing criteria in relation to speed limits.
- note that a members seminar will take place to provide further detail to Elected Members on this matter.

TRAFFIC DATA SURVEYS GUIDANCE REPORT

2.0 INTRODUCTION

- 2.1 This report provides members with notification of the proposed Traffic Data Surveys Guidance Document.
- 2.2 Argyll and Bute Council, along with other Local Authorities across Scotland, are experiencing increased requests for speed surveys across the whole area. This is particularly prevalent in relation to 20mph speed limits.
- 2.3 The Service undertakes traffic surveys using traffic data units (radar traffic classifiers). The Units are located on street furniture (street lighting columns, sign poles etc.) and the data is collected for 24 hours per day over a set period (usually 5 or 7 days) as considered appropriate. The data collected includes vehicle speed, traffic volume and vehicle length.
- 2.4 Argyll and Bute Council have in place a Road Speed Limit Policy Framework which provides guidance on setting speed limits and should be read alongside this report. Speed limits should not be used to attempt to solve the problem of isolated hazards, for example, a single road junction or reduced forward visibility at a bend
- 2.4 Police Scotland should be the initial contact where the requester believes the traffic is dangerous (e.g. high speeds in a housing scheme) for action before requesting a traffic survey from the Council.

3.0 RECOMMENDATION

- 3.1 The Environment, Development and Infrastructure Committee are asked to consider this report and
- agree the listed measures be endorsed to ensure best use of the limited staff resource as well as a consistent protocol for assessing criteria in relation to speed limits.
 - Note that a members seminar will take place to provide further detail to Elected Members on this matter.

4.0 DETAIL

- 4.1 There are various requirements which need to be considered when reviewing speed limits:
- **Site Selection:**
Using a wrong location for a survey can distort results rendering the data effectively useless (for example, collecting data at the approach to a corner or give way markings where traffic naturally slows down)
 - **Dates:**
Traffic surveys will only normally be carried out during Neutral Months and will seek to avoid school holidays and large events to avoid a distortion of the data
 - **Risk Assessments:**
High speed (>41mph) routes will generally require additional safety mitigation measures, e.g. traffic management, to ensure staff safety
- 4.2 A new 20mph speed limit will only be considered when current mean speeds are already 24mph or below; except for new housing developments where the developer is introducing appropriate traffic calming measures as part of the Roads Construction Consent or Planning requirements, i.e. traffic management measures that will encourage lower speeds to be realised.
- 4.3 A Traffic Survey Request form is contained within Appendix 1 which will allow more details to be gathered by the requestor as well as allowing an administrative log for comparison and future reference.

5.0 CONCLUSION

- 5.1 This guidance document supports our Road Speed Limit Framework as well as our legislative duty to provide a safe road network.

6.0 IMPLICATIONS

- 6.1 Policy – This guidance note supports the Road Speed Limit Policy Framework.
- 6.2 Financial – None known.
- 6.3 Legal – The Council, as a Roads Authority are legally obliged to manage speed limits.
- 6.4 HR – None known.
- 6.5 Fairer Scotland Duty: This would support our duty to provide a fair and equitable speed provision for local islands and rural areas.

- 6.5.1 Equalities - protected characteristics – None known.
- 6.5.2 Socio-economic Duty – None known.
- 6.5.3 Islands – None known.
- 6.6. Climate Change – None Known.
- 6.7 Risk – Failure to adequately manage speed limits would breach legislative requirements on the Council as a Roads Authority.
- 6.8 Customer Service – None known.
- 6.9 The Rights of the Child (UNCRC) – None known

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APPENDICES:

Appendix 1 – Traffic Data Surveys Guidance
Appendix 2 – Speed Limit Policy Framework