

## REPORT TO INFRASTRUCTURE SERVICES COMMITTEE – 3 OCTOBER 2019

### ROADS POLICY REVIEW UPDATE

#### 1 Reason for Report/Summary

- 1.1 The Committee is invited to note the forthcoming review of three key roads related policies. The policies to be reviewed are Speed Limit Assessment Policy, Pedestrian Crossing Assessment Policy and Street Trading and Occupation of Road Policy.

#### 2 Recommendations

**The Committee is recommended to:**

**2.1 Consider the important role that our framework of policies plays in delivering our overall strategic approach to transport at local, regional and national level; and**

**2.2 Acknowledge the forthcoming review of three key roads policies.**

#### 3 Purpose and Decision Making Route

- 3.1 National, Regional and Local Transport Strategies have increasingly emphasised the importance of promoting non-motorised transport. Indeed, this Council's own Local Transport Strategy has travelling actively at its core. Walking is the most widely adopted element in this and well sited pedestrian crossing facilities can increase its attractiveness. However, signal controlled crossings are expensive to provide and maintain and many existing crossings are reaching the end of their service life. It is, therefore, an appropriate time to review the Council's policy on the assessment of pedestrian crossings so that the available funds can be deployed to optimum effect.
- 3.2 A Member's Bill proposing to change the default speed limit for C class and unclassified roads in built up areas from 30mph to 20mph was recently put before the Scottish Parliament by Mark Ruskell MSP. The Parliament decided not to enact the bill. One of the reasons put forward for this was that local authorities already have the power to set local speed limits within the framework of national guidance and were best placed to determine local needs. It is, therefore, an appropriate time to carry out a review of the Council's policy on the assessment of speed limits.
- 3.3 Poorly regulated occupation of the road by trailers, caravans, street traders and street cafes can cause a number of problems. Grouping these together in a single policy should help the Council deal with these more consistently and effectively.
- 3.4 These policies will be taken to Area Committees in the last quarter of 2019 for consideration and following on from other policy development work they will

also be put to key stakeholders. The intention would then be to report to Infrastructure Services Committee in early 2020.

#### 4 Discussion

- 4.1 It is necessary for the Council to be able to demonstrate that it is acting reasonably in exercising its powers and undertaking its duties as a roads authority and a traffic authority. Consistent application of rationally based policies greatly facilitates this whilst also allowing efficient and effective use of available budgets.
- 4.2 Council budgets are under considerable pressure at present. Difficult choices must be made in assessing requests for new infrastructure and priorities for maintaining existing infrastructure. It is recognised that the communities that campaign most vociferously for new infrastructure may not be those where it would provide the greatest benefit. The recently published National Transport Strategy has identified an example of this in relation to the over-representation of children in areas of multiple deprivation in our national road safety statistics. Appropriately structured policies will help the Council in prioritising spending where it will deliver the best outcomes.

#### 5 Council Priorities, Implications and Risk

- 5.1 This report helps deliver Council Priority 2 – Having the best possible transport and digital links across our communities; and

This report helps deliver Council Priority 8 – Working to reduce poverty and inequality within our communities.

- 5.2 The table below shows whether risks and implications apply if the recommendations are agreed.

Subject	Yes	No	N/A
Financial			X
Staffing			X
Equalities			X
Fairer Scotland Duty			X
Town Centre First			X
Sustainability			X
Children and Young People's Rights and Wellbeing			X

- 5.3 There may be risks and implications applying to each individual policy but these will be identified and reported to Committee when the reviews have been completed.

5.4 The following Risks have been identified as relevant to this matter on a Corporate Level:

- ACORP006 - Reputation Management (including social media) - Management and Control by General Policy and Procedures.

## **6 Scheme of Governance**

6.1 The Head of Finance and Monitoring Officer within Business Services have been consulted in the preparation of this report and had no comments to make and are satisfied that the report complies with the Scheme of Governance and relevant legislation.

6.2 The Committee is able to consider this item in terms of Section F.1.1.d and f of the List of Committee Powers in Part 2A of the Scheme of Governance as it relates to Roads and Transportation functions of the Council which have not been reserved to the full Council or specifically delegated to any other Committee of the Council.

**Stephen Archer**  
**Director of Infrastructure Services**

Report prepared by David Armitage, Roads Policy and Asset Manager  
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