

SERVICE DESCRIPTION FORM

Department: Environmental Services	
Service: Transportation	
Income	(£000s)
Customer & client receipts	856
Recharge to capital	91
Total	947

Various sources of income. Income from charges for issuing Road Opening Permits and other permissions under the Scottish Road Works Register. These charges are reviewed annually.

Income also from car park charges (pay-and-display car parks in Elgin only). Whilst these have historically been reviewed annually with incremental increases, in recent years larger increases and reductions in charges have been applied by Committee. Developer contributions are received in respect of planning permissions to assist with road or public transport infrastructure improvements. Contributions to assist with various transportation projects are received on an *ad hoc* basis from the regional transport partnership HITRANS. ERDF (European Union) grants and grants from the cycling organisation Sustrans are obtained for specific active travel projects.

Description:

This part of the service includes:-

- Traffic engineering and traffic management, including road safety engineering
- Active travel and school travel planning
- Management of Council car parks
- Transport Strategy and transport input to the planning process

Wide variety of functions.

Traffic engineering and management encompasses co-ordination of roadworks for external contractors and public utility organisations as a statutory requirement (Transport (Scotland) Act 2005 – done by all Local Roads Authorities). This a national register, up-dated continually, for public and contractors to consult.

Road Traffic Regulation Orders (TRO's) are investigated, processed and implemented to control parking, speed limits, road closures etc. The process is a statutory one but no statutory obligation to make more Orders. New road signs are designed and erected as required and maintenance of existing road signs and road markings are managed. Disabled parking spaces are provided and managed according to needs criteria. A statutory function for Local Roads Authorities since 2009. An annual programme of work is also carried out on minor modifications to footways to assist disabled and elderly pedestrians.

Road Safety staff work closely with Grampian Police and the other NE Scotland Councils to keep records of all road traffic accidents and casualties and to implement measures to reduce them (both these functions are statutory requirements with potentially serious claims implications if not carried out, but the extent of works carried out in response to accidents is discretionary).

Active Travel includes provision of walking and cycling facilities and encouraging their use to reduce reliance on the car. It functions alongside promotion of public transport. School travel plans are drawn up in schools to encourage active travel for

the journey to school. Travel plans are also drawn up for the Council to encourage more sustainable transport for employee and business travel.

Pay-and-display car park operations in Elgin, and “free” car parks in other locations are managed and maintained. Enforcement is carried out by 4 car park attendants.

Transport Strategy is managed along with transport input to the Council’s Development Plans and other strategies, and also the planning application process. This is to ensure that road infrastructure and public transport provision keeps pace with additional traffic generated by new developments. It also ensures that road design standards are applied to all sizes of development to maintain road safety standards and efficient flow of traffic.

Other statutory roles include maintaining the list of Public Roads, street naming and numbering, and the management of the Roads Construction Consent (RCC) process whereby permission to alter a public road is granted.

Outcomes / impacts:

The service contributes to the SOA target of helping a *growing and diverse economy*. Many aspects of transportation are fundamental to the local economy and in particular the Moray Economic Strategy. The road safety work contributes to adults living *healthier, sustainable lives safeguarded from harm* and the work of active travel and school travel plans help to support *healthier citizens* as well as contributing significantly to carbon management.

Transport Strategy is aimed at promoting the A96 corridor as a social and economic driver as a Council priority.

Transportation input to the planning process contributes to the ‘Best Value for Moray’, helping to ensure *that local people live in an attractive natural and built environment that is sustainable and enhanced for future generations*. This key outcome is also assisted by work in active travel and traffic engineering. Much of the work in Transportation contributes in various ways to help *Moray residents have easier access via sustainable modes of transport*.

The Government has road casualty reduction targets for year 2020 with milestones at 2015. There are a number of targets with base dates of 2004 – 2008 relating to different road users, and different severity of casualty. Moray can achieve all the targets generally, with the exception of the requirement to reduce road fatalities by 40% by 2020. This is difficult to achieve as a percentage reduction only because Moray starts off with such a low number of fatal accidents.