

POLICY NOTE

THE SCOTTISH ROAD WORKS REGISTER (PRESCRIBED FEES) REGULATIONS 2015

SSI 2015 No. 89

1. The above instrument was made in exercise of powers conferred on the Scottish Ministers by Sections 112A of the New Roads and Street Works Act 1991 (c.22) and is subject to negative resolution procedure.

Policy Objectives

2. The Transport (Scotland) Act 2005, amongst other matters, aims to improve the co-ordination, planning and quality of road works carried out in Scotland. Part 2 of the Act, which included amendments to the New Roads and Street Works Act 1991 provides a framework for the appointment of the Scottish Road Works Commissioner, and subsequent provisions for the Commissioner to be the keeper of *the Scottish Road Works Register* which is also created under the 2005 Act - and for the collection of prescribed fees from local authorities and utility companies as a condition of access to the Register.

3. This instrument exercises the powers to prescribe the fees payable for the 2015/16 and 2016/17 financial years; and replaces the Scottish Road Works Register (Prescribed Fees) Regulations 2014 (SSI 2014/58).

4. Regulation 3 prescribes the methodology and formula for calculating the fees payable by each road authority and utility company operating in Scotland in each year. The cost of operating the register in 2015/16 has been estimated at £855,838. This figure has been reduced to £783,150 by using some deferred income. Similarly it is calculated that £919,179 will be required to operate the register in 2016/17, and again this figure has been reduced to £831,566 by using deferred income.

Consultation

5. To comply with the requirements of Section 163A of the New Roads and Street Works Act 1991, the Scottish Government carried out a public consultation which they also drew to the attention of relevant roads authorities and statutory undertakers. In addition, the underlying proposals had been discussed and agreed through RAUC(S). A list of those consulted and who agreed to the release of this information is attached to the consultation report which will be published on the Transport Scotland website.

Impact Assessments

6. There is no aspect of the proposals which have a differential or discriminatory impact on equality groups.

Financial Effects

7. A Business and Regulatory Impact Assessment (BRIA) has been completed and is attached. The impact of this policy reduces the cost of access to the Scottish Road Works Register.

Scottish Government
Transport Scotland
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