

# APPENDIX 1

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**ARGYLL AND BUTE COUNCIL**

**MID ARGYLL, KINTYRE AND THE  
ISLANDS AREA COMMITTEE**

**ROADS AND INFRASTRUCTURE**

**3 MARCH**

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ROADS AND INFRASTRUCTURE  
SERVICES

3 MARCH 2021

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## TRAFFIC MANAGEMENT - CAMPBELTOWN

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### 2.0 INTRODUCTION

2.1 This report provides Members with information relating to traffic in the residential areas Davaar and Meadows in Campbeltown.

### 3.0 RECOMMENDATIONS

3.1 The Area Committee is asked to:-  
3.1.13.1

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have confirmed that they have no information to suggest that there are any areas of concern.

### Collision Information

- 4.4 Within Meadows housing estate there has been only one reported non-injury crash within the last 5 years of data. The details are provided below but this safety concerns overall.

Reference LB0160216

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## Speed Policy

- 4.11 At the full Council meeting held on 23 February 2017, Members approved the revised Road Speed Limit Policy Framework. The Policy can be found at [Appendix 1 Road Speed Policy.pdf \(argyll-bute.gov.uk\)](#). The revised Policy took cognisance of a number of changes to national policy and up to date research.
- 4.12 The Policy includes a number of key points relating to the request by the Area Committee. Full detail can be found within the Policy but in summary (relevant sections of the Policy provided for ease):

Speed limit assessment is now made using mean traffic speeds rather than 85<sup>th</sup> percentile. It is considered that mean speeds are easier for road users to understand and also represent the speed that drivers consider is appropriate to the environment. (para 3.8);

Prior to changes in speed limits the Council will consult with Police Scotland; (para 4.3);

Speed limits or zones should be designed to be largely self-enforcing and not rely on enforcement activities by Police Scotland; (para 4.2 & 4.4);

20mph options (para 6.4 and sub-paras)

- 20mph zones  
Require appropriate traffic management measures,  
Generally more costly but also more effective at reducing traffic speeds.
- 20mph limits  
Only require speed limit signs, no other traffic management mandatory.  
Should only be introduced where mean speeds are recorded at 24mph or less.
- Variable/part time 20mph limits  
For use near schools.
- 20s Plenty  
In line with national policy it is now considered that if there is a need or desire to reduce speeds then mandatory limits or speed limit zones should be used instead of 20s Plenty.  
Where there are existing 20s Plenty then these can be left in place.

## Funding

- 4.13 Within current budgetary arrangements there is no Capital allocation for traffic calming measures. The overall Council funding forecasts means it is unlikely that such an allocation will be forthcoming in the current climate. Furthermore, the available Roads Infrastructure Capital budget is focussed on asset sustainability rather than asset improvement. As noted in paragraph 4.6, there is insufficient evidence supporting reallocation of funds to progress any traffic calming, moreover, there is no surplus funding currently available for such works. Officers

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continue to recommend that Members prioritise the limited capital funding available for roads towards asset sustainability schemes.

### **One way system**

4.14 Without appropriate physical traffic management measures in place, a one way system could actually result

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- 6.3 Legal: Road Traffic Regulation Act and The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999, Road Traffic Regulation Act 1984, Traffic Signs Regulations and General Directions 2016, Roads (Scotland) Act 1984 and the Road Humps (Scotland) Regulations 1998 apply.
- 6.4 HR: None
- 6.5 Fairer Scotland Duty: None
- 6.5.1 Equalities - protected characteristics - none
- 6.5.2 Socio-economic Duty not determined at this point
- 6.5.3 Islands N/A
- 6.6 Risk none
- 6.7 Customer Service None

**Executive Director with responsibility for Roads and Infrastructure, Kirsty Flanagan**

**Head of Roads and Infrastructure Services Jim Smith**

**Policy Lead Councillor Rory Colville**

January 2021

**For further information contact:**

Stuart Watson, Assistant Network & Standards Manager, 01546 604 889

## APPENDICES

Appendix 1 Road Speed Limit Policy Framework