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**ARGYLL AND BUTE COUNCIL**

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

**ROADS AND INFRASTRUCTURE  
SERVICES**

**3 MARCH 2021**

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## **TRAFFIC MANAGEMENT - CAMPBELTOWN**

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### **1.0 EXECUTIVE SUMMARY**

- 1.1 The MAKI Area Committee, held on Wednesday 2 December 2020, asked officers to bring forward a report to the March 2021 MAKI Area Committee meeting relating to road safety at two Campbeltown housing developments known as the Meadows and Davaar Avenue.
- 1.2 This report provides Members with background information in relation to known traffic conditions and has been informed through discussions with Police Scotland



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

- 15/02/16 at 16.23 hours on Crosshill Avenue;
- 2 vehicle incident but no casualties reported;
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- 4.5 Within Davaar housing estate there has been only one reported non-injury crash within the last 5 years of data. The details are provided below but, as above, this safety concerns overall.

Reference LB0130716

- 11/07/16 at 9.50 hours on Davaar Avenue;
- 2 vehicle incident but no casualties reported;
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#### Current Arrangements & Risk

- 4.6 Officers are not aware of any history of significant road traffic incidents, complaints from residents or road safety concerns raised by Police Scotland. The available

In addition to survey, consultation, design and implementation costs; Members should note that all options, other than maintaining the current arrangements, will incur an additional burden on already pressured maintenance budgets.

- 4.7 Both housing areas are currently subject to a 30mph speed limit but note that advisory 20s Plenty scheme are already in place.
- 4.8 Police Scotland have confirmed that they were not aware of any issues within the current 20s Plenty areas over and above what would be expected in any residential area in relation to pedestrians and children.
- 4.9 Any options proposed which require physical measures to be installed are likely to result in a loss of on-street parking. This may be met with objections from residents who require an on-street parking facility.
- 4.10 Any change in mandatory speed restriction could create a demand on Police Scotland resources which they are unable to service.

## **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

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 in an increase in mean speeds and may result in an increase in the likelihood and severity of an incident. This is due to perception that there is no opposing traffic and less risk of collision as such. A one way system may work within a 20mph limit or zone provided adequate traffic management is installed. For speed cushions an ideal spacing for limiting the effects of noise has been found to be around 50m. In addition to this traffic

drivers accelerating between humps.

4.15 The introduction of a one way system requires a traffic regulation order and the system must be signed in accordance with the TSRGD 2016. This includes a requirement for signs to be illuminated, which can incur prohibitive installation costs.

## **5.0 CONCLUSION**

5.1 As noted earlier, both housing

- 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