
ARGYLL AND BUTE COUNCIL

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

**ROADS AND INFRASTRUCTURE
SERVICES**

3 MARCH 2021

TRAFFIC MANAGEMENT - CAMPBELTOWN

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.
- 1.3 The Area Committee is asked to:-
 - 1.3.1 Note the information and data provided in the report in relation to the desktop exercise, accident statistics and the consultation with Police Scotland; and
 - 1.3.2 Agree that the available data does not support the introduction of traffic calming measures in the Davaar Avenue and Meadow's Housing schemes at this time.

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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:-
- 3.1.1 Note the information and data provided in the report in relation to the desktop exercise, accident statistics and the consultation with Police Scotland; and
- 3.1.2 Agree that the available data does not support the introduction of traffic calming measures in the Davaar Avenue and Meadow's Housing schemes at this time.

4.0 DETAIL

- 4.1 The MAKI Area Committee, held on Wednesday 2 December 2020, agreed to instruct the appropriate Officers within the Department of Development and Infrastructure to bring forward a report to the March 2021 MAKI Area Committee meeting which will allow Members the opportunity to discuss and explore possible measures which will enhance road safety in the two Campbeltown housing developments commonly known as the Meadows and Davaar Avenue. The decision of the Area Committee thereafter being referred to the EDI Committee for action.
- 4.2 Officers have carried out a desktop study to analyse the data available which has also incorporated information from discussions with Police Scotland.
- 4.3 Officers and the Policy Lead for Roads and Infrastructure Services meet on a quarterly basis with colleagues from Police Scotland, Transport Scotland and the Trunk Road Operating Company (BEAR Scotland) regarding the co-ordination of traffic and roads management across both the trunk road and council roads network. A standard agenda item is road safety/policing issues. The 2 locations detailed in this report were considered at a recent meeting and 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 represents a very low incident rate and doesn't form any cluster site or raise road safety concerns overall.
- Reference LB0160216
 - 15/02/16 at 16.23 hours on Crosshill Avenue;
 - 2 vehicle incident but no casualties reported;
 - Contributory factor reported "poor turn or manoeuvre" as very likely.
- 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 represents a very low incident rate and doesn't form any cluster site or raise road safety concerns overall.
- Reference LB0130716
 - 11/07/16 at 9.50 hours on Davaar Avenue;
 - 2 vehicle incident but no casualties reported;
 - Contributory factor reported "poor turn or manoeuvre" as possible.

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 data doesn't support making infrastructure changes at potentially significant costs. 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 85th 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 driver's 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 calming shouldn't be placed at spacing's greater than 100m in order to prevent 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 areas already have a 20s Plenty Scheme in place.
- 5.2 There is no collision data or other supporting evidence within either of the housing areas. In addition to this, Police Scotland have confirmed they are not aware of anything out the ordinary.
- 5.3 Officers would advise Members that no budget is currently available.
- 5.4 Any proposal to amend the speed limits and implement traffic calming should be based on evidence and must comply with the Councils Road Speed Limit Policy Framework.
- 5.5 Once the COVID-19 restrictions are lifted and traffic behaviour returns to normal, Officers will carry out traffic and speed surveys. This will provide data on actual conditions within the housing areas.
- 5.6 Based on current available information, Officers are unable to make any recommendation in regard to traffic calming measures.

6.0 IMPLICATIONS

- 6.1 Policy: Road Speed Limit Policy Framework
- 6.2 Financial: Cost of TROs or physical works will impact current budgets. There is no budget currently allocated to for traffic calming measures.

- 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

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Policy Lead Councillor Rory Colville

January 2021

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APPENDICES

Appendix 1 – Road Speed Limit Policy Framework