

# **supporting information for items 4, 8 and 10 Kilfinan Community Council meeting 15.00 30<sup>th</sup> September 2025**

## **4 LAG members**

- Highlands and Islands Enterprise
- Argyll and Bute Health and Social Care Partnership
- Community Planning and Development
- Argyll & Bute TSI
- Argyll and the Isles Tourism Co-operative
- An Tobar and Mull Theatre
- Isle of Luing Community Trust
- North West Mull Community Woodland Company
- Isle of Bute Trust/ Rothesay Pavillion
- Home Start Lorn
- Argyll & Bute Citizens Advice
- The Poverty Alliance
- Loch Lomond & The Trossachs National Park Authority

## **8 Speed limits and road safety**

We heard at our last meeting that the lack of a speed limit in Millhouse has been raised with A and B council and no progress has been made. Argyll and Bute Council do have Road Speed Limit Policy Framework, dating back to 2017, the full document is at the link below followed by an extract of the section on village speed limits.

[Appendix 1 Road Speed Policy.pdf](#)

5.2 Village Speed Limits 5.2.1 In order to implement the Government policy that, where appropriate, 30 mph speed limit should be the norm in villages, it is necessary to define a 'village'. For the purpose of this speed limit policy the definition from Traffic Advisory Leaflet 1/04 – "Village Speed Limits" is used. This definition is based on simple criteria relating to frontage development and distance. Both upper and lower tier roads will therefore be subject to a 30 mph speed limit through a village if the following criteria are met; · 20 or more houses (on one or both sides of the road); · A minimum density of 3 houses per 100m; and · a minimum length of 600m. 5.2.2 The minimum length of 600m is recommended to avoid frequent changes of speed limit and because many drivers are unlikely to reduce their speed to a new 30 mph limit if it is over a very short stretch of road, particularly if the end of the limit can be seen from the entry point. 5.2.3 This minimum density should generally also apply for each 100m section, but particularly for the first 100 metres of the speed limit at each end of the village, to reinforce the visual message for drivers. 5.2.4 In situations where the criteria for a 'village' are not strictly met, and there are slightly less than 20 houses, extra allowances will be made for public amenity buildings such as schools, churches, post offices, etc. In order to avoid ambiguity, a minimum of 80% of the required housing (16 houses) plus significant other building(s) is necessary for a 30 mph limit. One public amenity building is effectively equal to 4 houses. Housing density in the 50% to 80% range will be considered for

a 40 mph speed limit. 5.2.5 However, in the Council area there may be settlements where the development density criteria are met over a shorter distance. In these instances the 30 mph limit can be imposed over the length of the development (minimum length 400m), and in such cases an intermediate 'buffer' speed limit of 40 mph may be implemented prior to the 30 mph terminal signs at the entrances to a village to ensure a minimum 'speed restricted' length of 600m. 5.2.6 Intermediate 40 mph limits may also be considered where there are outlying houses beyond the village boundary, houses are set back from the road, there are junctions and/or accesses present or on roads with high approach speeds. 5.2.7 Where there is a lesser degree of development than described above or where engineering measures are not practicable or cost effective, but outlying properties make a reduction from the national speed limit of 60mph desirable, a 50mph speed limit can be considered. 5.2.8 It may be necessary to consider other speed management measures to support the message of the speed limit and help encourage compliance so that no enforcement difficulties are created for the police. Where appropriate, such measures might include a vehicle activated sign, centre hatching or other measures that would have the effect of narrowing or changing the nature and appearance of the road. In addition to engineering measures, it may also be worth using, for example, gateway type features to highlight a change in environment to road users. 5.2.9 Sections of road where 30mph speed limits are proposed will be monitored and should mean speeds be found to be higher than the proposed limit then further measures designed to reinforce the new speed limit, such as vehicle activated signs, would be considered. 5.2.10 Villages on 'C' and Unclassified roads are predominantly subject to a 30 mph speed limit by virtue of the presence of street lighting. Any changes to existing limits where required will be made by Traffic Regulation Order. 5.2.11 Village speed limits will be signed in accordance with The Traffic Signs Regulations and General Directions 2016 (TSRGD). Speed limit signs should be placed as near as practicable to the start of development so that drivers can easily associate housing with the lower speed limit, reinforcing the visual message that lower speeds are appropriate. 8 5.2.12 Start and end points of village speed limits will be assessed and agreed by the local Traffic Engineer and Police Scotland. Where possible, however, this should be at a distance no further than 20 metres from the first property in the settlement, unless a lack of visibility makes this impractical or where additional speed reducing features are to be used. 5.2.13 In most cases village boundaries will coincide with the start of lower speed limits and combination signs will be appropriate.

**10 CC scheme of establishment consultation feedback and next stage** This email sets out issues from phase one consultation to A and B want further views on. Also, is there anything we think should be amended?

Dear Community Councillor,

I refer to my email dated 15th August 2025 regarding the above and would advise that the Policy and Resources Committee agreed yesterday to commence a second stage consultation on further amendments proposed following the stage one review.

The Committee has set out that a further second stage consultation, including consideration of grant funding and any final proposals will, in line with the timetable,

now take place and that the results of this will be presented to a specially convened council meeting on 26 November 2025.

I have attached a copy of the amended Scheme for the Establishment of Community Councils and the amended Best Practice Guidance. These documents set out the changes proposed in the phase one consultation and incorporate three amendments proposed during phase one. Those are the amendments which are now the focus of further consultation. To aid your consideration, the additional amendments are:

**Scheme – Page 5**, clarify that it is draft minutes that require to be submitted to the CCLO within 21 days of the meeting having taken place. This is replicated on page 11, 10.4, and page 20, 12(e)

**Scheme – Page 14**, 13.5 - We have amended the Scheme to provide further clarity “the breach is of such minimal significance and materiality (de minimis).”

**Scheme – Page 22**, 15(c) – wording from the Best Practice Agreement (page 14, 5.2) has been added here for consistency.

While the Committee did ask for further information on grant funding to be brought forward, those of you who studied the responses will note that the budgets which this team has only meet the costs of the current grants provided and as such any increase would require further funding to be identified. Ultimately this is a decision for the Council to reach when considering their budget but given their decision to invite further information on grant funding, please do feel free to submit any thoughts (or further thoughts if you have already submitted feedback on grant provision) that you may wish to be considered as part of this consultation process.