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<b>Report To:</b>	<b>ENVIRONMENT &amp; REGENERATION COMMITTEE</b>	<b>Date: 5 OCTOBER 2017</b>
<b>Report By:</b>	<b>CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION &amp; RESOURCES</b>	<b>Report No: ERC/ENV/WR/17.315</b>
<b>Contact Officer:</b>	<b>WILLIE RENNIE</b>	<b>Contact No: 01475 714800</b>
<b>Subject:</b>	<b>PROPOSED TRAFFIC REGULATION ORDER: BEARHOPE STREET, GREENOCK ONE WAY OPERATION</b>	

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### 1.0 PURPOSE

- 1.1 The purpose of this report is to inform the Committee of the outcome of the consultation procedure undertaken for the Traffic Regulation Order (TRO) associated with the proposal to make Bearhope Street, Greenock one way northbound from Roxburgh Street to the access to Royal Court entitled The Inverclyde Council, Bearhope Street, Greenock, (One Way and Prohibition of Right Turn) Order 2016. The report also seeks a decision whether the Committee will hear the objection relating to the TRO or appoint an independent Reporter. Appendix 1

### 2.0 SUMMARY

- 2.1 Correspondence was received from a business on Bearhope Street, Greenock seeking help to address difficulties they have with loading and unloading at their business. An officer of the Roads Service met with the owner to discuss these issues and try to provide a solution.
- 2.2 Following a site visit and having witnessed the travel patterns at this location a scheme was developed which will not only address the loading issues but will address traffic management issues on Bearhope Street and Roxburgh Street.
- 2.3 The solution requires 2 separate TROs: one to address the parking at the junction of Roxburgh Street and Bearhope Street and one to make the road one way. There is a need to make the road one way due to the width of Bearhope Street and the fact that it is not possible to maintain two way operation and allow a loading bay for HGVs. The one way operation is not dependent on the forthcoming parking TRO.

### 3.0 RECOMMENDATION

- 3.1 It is recommended that the Committee:
- Note the requirement to hold a Public Hearing to consider the maintained objection, and decides either to hear this before a Special Meeting of this Committee or by an Independent Reporter, and remits the Head of Environmental and Commercial Services and the Head of Legal and Property Services to make the necessary arrangements.
  - Note that, if the Committee decides to appoint an independent Reporter, the cost associated with this is approximately £10,000 which would come from the RAMP Carriageway Budget.

**Willie Rennie**  
**Acting Head of Environmental & Commercial Services**

## 4.0 BACKGROUND

- 4.1 Correspondence was received from a business on Bearhope Street, Greenock seeking help to address difficulties they have with loading and unloading at their business. An officer of the Roads Service met with the owner to discuss these issues and try to provide a solution.
- 4.2 Following a site visit and having witnessed the travel patterns at this location a scheme was developed which will not only address the loading issues but will address traffic management issues on Bearhope Street and Roxburgh Street.
- 4.3 The solution requires 2 separate TROs: one to address the parking at the junction of Roxburgh Street and Bearhope Street and one to make the road one way. There is a need to make the road one way due to the width of Bearhope Street and the fact that it is not possible to maintain two way operation and allow a loading bay for HGVs. The one way operation is not dependent on the forthcoming parking TRO.
- 4.4 The TRO was promoted and issued for public consultation on 10 November 2016 with responses invited by 1 December 2016.
- 4.5 During the public consultation 2 objections were received. Both were concerned about the impact the proposed one way would have on the adjacent junction of Regent Street, Roxburgh Street and Sir Michael Street.
- 4.6 To address these concerns a study was commissioned by the Roads Service to investigate the likely impact of the one way system on the Sir Michael Street junction. This study found that although there would be more delay at this junction it would still operate within capacity with the additional traffic from Bearhope Street.
- 4.7 Following a review of the study report officers wrote to the 2 objectors to address the concerns they had raised and 1 of the objectors maintained their objection.

## 5.0 IMPLICATIONS

### Finance

#### 5.1 One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Carriageways	RAMP Capital	17/18	£2,500	N/A	-
Carriageways	RAMP Capital	16/17	£10,000	N/A	If Committee approve appointment of Independent Reporter, costs will be contained within overall RAMP budget

### Legal

- 5.2 There are no legal implications arising from this report.

### Human Resources

- 5.3 There are no HR implications arising from this report.

## **Equalities**

5.4 There are no equality issues arising from this report.

## **Repopulation**

5.5 There are no repopulation implications arising from this report.

## **6.0 CONSULTATIONS**

6.1 The Head of Legal and Property Services and the Chief Financial Officer have been consulted on this report.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 None.

**THE INVERCLYDE COUNCIL**

**BEARHOPE STREET, GREENOCK  
(ONE WAY AND PROHIBITION OF RIGHT TURN)  
ORDER 2016**

**TRAFFIC REGULATION ORDER**

**THE INVERCLYDE COUNCIL  
BEARHOPE STREET, GREENOCK  
(ONE WAY AND PROHIBITION OF RIGHT TURN) ORDER 2016**

We, The Inverclyde Council in exercise of the powers conferred on us by Sections 1(1), 2(1) to (3) of the Road Traffic Regulation Act 1984 (as amended) ("the Act") and of all other enabling powers and after consulting with the Chief Constable of the Police Service of Scotland (Seirbheis Phoilis na h-Alba) in accordance with Part III of Schedule 9 to the Act, hereby make the following Order:

**1.0 Commencement and citation**

1.1 This Order may be cited as "The Inverclyde Council, Bearhope Street, Greenock (One Way and Prohibition of Right Turn) Order 2016" and shall come into operation on the ## day of ## Two Thousand and Seventeen.

**2.0 Interpretation**

2.1 In this Order, except where the context otherwise requires, the following expression has the meaning hereby respectively assigned to it:

"Vehicle" means a vehicle of any description and includes a machine or implement of any kind drawn or propelled along roads whether or not by mechanical power.

**3.0 Prohibition and restriction**

3.1 No person shall drive or cause or permit to be driven any Vehicle on the length of road specified in Column 1 of Schedule 1 to this Order otherwise than in the direction specified in Column 2 of the said Schedule, as referred to in the plan annexed to this Order.

3.2. No person shall drive or cause or permit to be driven any Vehicle on the road specified in Column 1 of Schedule 2 to this Order so as to make a right turn in to the road specified in Column 2 of the said Schedule, as referred to in the plan annexed to this Order.

**SCHEDULE 1**

**BEARHOPE STREET, GREENOCK**

**ONE-WAY ONLY**

Length of Road in Inverclyde  
within the Town of Greenock

Permitted Direction  
of Travel

Bearhope Street  
From the junction with Roxburgh Street to the  
junction with Royal Court for a distance of  
62 metres or thereby.

Northeastwards

**SCHEDULE 2**

**BEARHOPE STREET, GREENOCK**

**RIGHT-TURN BAN**

FROM

Length of Road in Inverclyde  
within the Town of Greenock

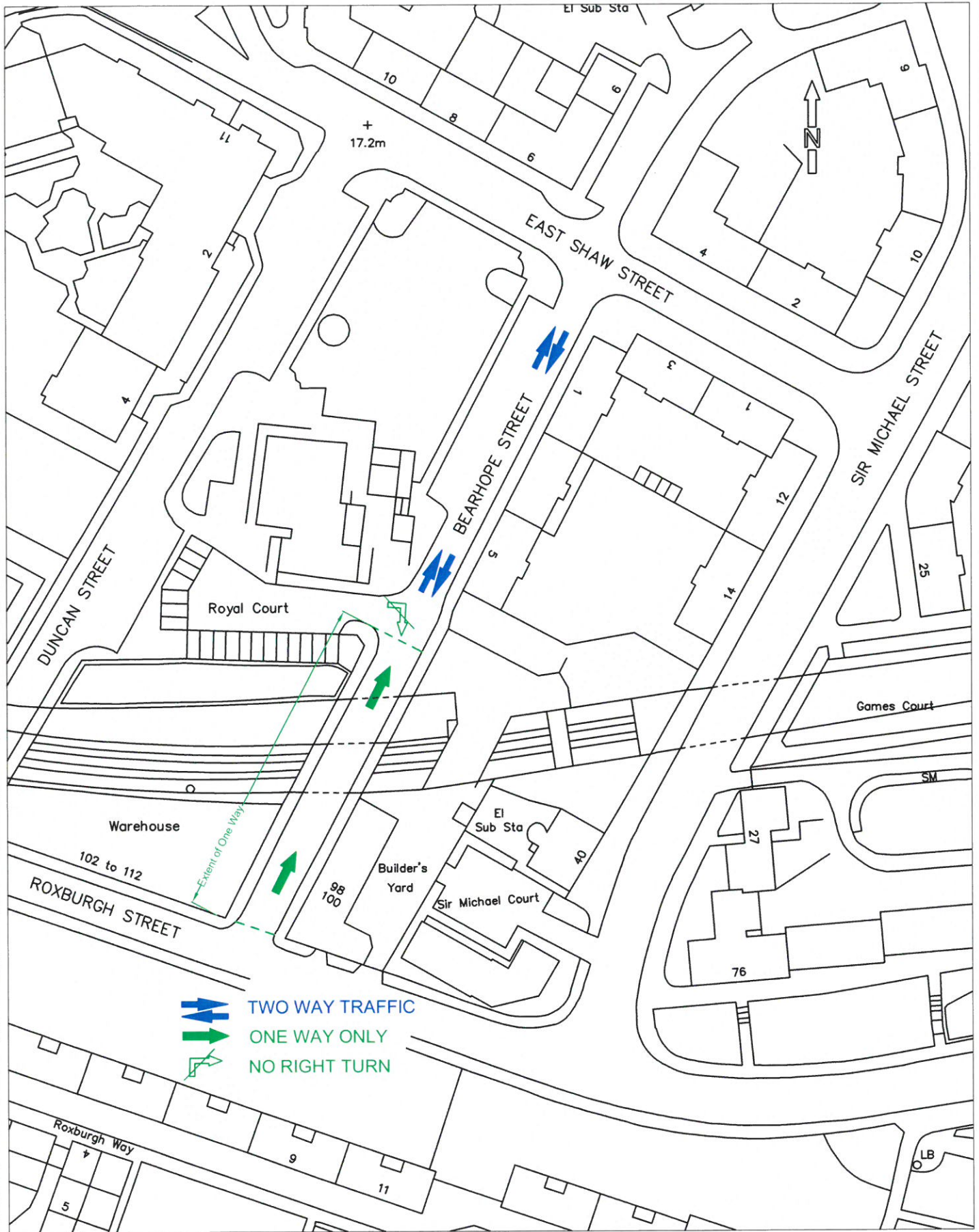
Royal Court




TO


Length of Road in Inverclyde  
within the Town of Greenock

Bearhope Street





 TWO WAY TRAFFIC  
 ONE WAY ONLY  
 NO RIGHT TURN

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<p><i>Consultancy Section</i></p> <p>Original Drawing Size 297x210 (A4)</p>	<p>HEAD OF SERVICE</p> <p>Robert M Graham</p>	<p><b>TRAFFIC REGULATION ORDER C179</b>  <b>BEARHOPE ST, GREENOCK</b>  <b>ONE WAY ONLY</b></p>	<p>Scale : NTS</p>	<p>Date : SEPT 2016</p>
	<p>71 EAST HAMILTON STREET                  GREENOCK, PA15 2UA</p>		<p>Prepared by : R.Mackay</p>	<p>Checked by :</p>
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			<p>Drawing No. :</p>	<p>File No. : 19/38</p>