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| Report To: | Inverclyde Council | Date: | 30 November 2017 |
| Report By: | Corporate Director Environment, Regeneration & Resources | Report No: | LP/112/17 |
| Contact Officer: | Peter MacDonald | Contact No: | 01475 712618 |
| Subject: | The Inverclyde Council Bearhope Street, Greenock (One Way and Prohibition of Right Turn) Order 2016 The Local Authorities' Traffic Orders (Procedure) (Scotland) Regulations 1999 | | |

1.0 PURPOSE

- 1.1 The purpose of this report is to request the Council to consider a remit from the Environment and Regeneration Committee.

2.0 SUMMARY

- 2.1 The Environment and Regeneration Committee held a Special Meeting on 28 November 2017 at which it:-

- (a) conducted a hearing, in accordance with the Rules of Procedure recommended by Officers for the same, to allow the objector who maintained his objection to be heard, and considered the representation of the objector; and
- (b) considered a report by the Corporate Director, Environment, Regeneration and Resources:
 - (i) advising of the outcome of the statutory public consultation, including the objection not withdrawn, and discussions with the objector undertaken by Officers; and
 - (ii) asking the Committee, having considered the objection received and the representation made at the Special Meeting, to decide either to dismiss the maintained objection and recommend approval of the proposed Traffic Regulation Order ("TRO") or uphold the outstanding objection and seek modifications to the proposed TRO.

- 2.2 At the Special Meeting, following the conduct of the hearing in consideration of the report in terms of 2.1 above, the Committee decided that the maintained objection be dismissed and that the proposed TRO as detailed in said report be approved and referred to the next meeting of the Inverclyde Council with a recommendation that it approve formally the proposed TRO and authorise the Head of Legal and Property Services and the Head of Environmental and Commercial Services to take all necessary action in accordance with the statutory procedure.

3.0 RECOMMENDATION

- 3.1 It is recommended that the Council approves and makes the TRO as detailed in Appendix 2 and authorise the Head of Legal and Property Services and the Head of Environmental and Commercial Services to take all necessary action in connection therewith.

4.0 BACKGROUND

- 4.1 Local authorities are empowered to make Orders under the Road Traffic Regulation Act 1984 and the Roads (Scotland) Act 1984 and under the Council's Scheme of Administration the Head of Environmental and Commercial Services is responsible for the making, implementation and review of Traffic Management Orders and Traffic Regulation Orders.
- 4.2 Officers proceeded with a public consultation process in accordance with the legislation. At its meeting of 5 October 2017, this Committee considered the terms of a report by the Corporate Director Environment, Regeneration and Resources advising the Committee of the progress of the statutory consultation process and the proposed TRO and authorised Officers to make arrangements for the holding of a public hearing in the form of a Special Meeting into the maintained objection as part of that process.
- 4.3 The report to the Committee of 5 October 2017 (which forms Appendix 1) provided background information on and details of the implications of the recommendations, and details of the consultations undertaken.
- 4.4 The Council is asked to note that, if approved, the Order may not be implemented until the making of the Order has been advertised to allow any persons who so wish a period of six weeks to question the validity of the Order in terms of the Road Traffic Regulation Act 1984.

5.0 IMPLICATIONS

Finance

- 5.1 There are no financial implications arising from this report.

Financial Implications:

One off Costs

| Cost Centre | Budget Heading | Budget Years | Proposed Spend this Report | Virement From | Other Comments |
|--------------|----------------|--------------|----------------------------|---------------|----------------|
| Carriageways | RAMP Capital | 2017/18 | £2,500 | N/A | None |

Annually Recurring Costs/ (Savings)

| Cost Centre | Budget Heading | With Effect from | Annual Net Impact | Virement From (If Applicable) | Other Comments |
|-------------|----------------|------------------|-------------------|-------------------------------|----------------|
| N/A | N/A | N/A | N/A | N/A | N/A |

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 equalities implications arising from this report.

Repopulation

5.5 There are no repopulation implications arising from this report.

6.0 CONSULTATIONS

6.1 The proposed TRO has been advertised in the Greenock Telegraph and full details of the proposals have been made available for public consultation during normal office hours at the Head of Environmental and Commercial Services, Inverclyde Council Customer Service Centre and at Central Library.

7.0 LIST OF BACKGROUND PAPERS

7.1 See paragraph 4.3 above and Appendix 2 attached.

AGENDA ITEM NO.

Report To: ENVIRONMENT & REGENERATION COMMITTEE **Date:** 5 OCTOBER 2017

Report By: CORPORATE DIRECTOR, ENVIRONMENT, REGENERATION & RESOURCES **Report No:** ERC/ENV/WR/17.315

Contact Officer: WILLIE RENNIE **Contact No:** 01475 714800

Subject: PROPOSED TRAFFIC REGULATION ORDER: BEARHOPE STREET, GREENOCK ONE WAY OPERATION

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:
 - a. 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.
 - b. 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

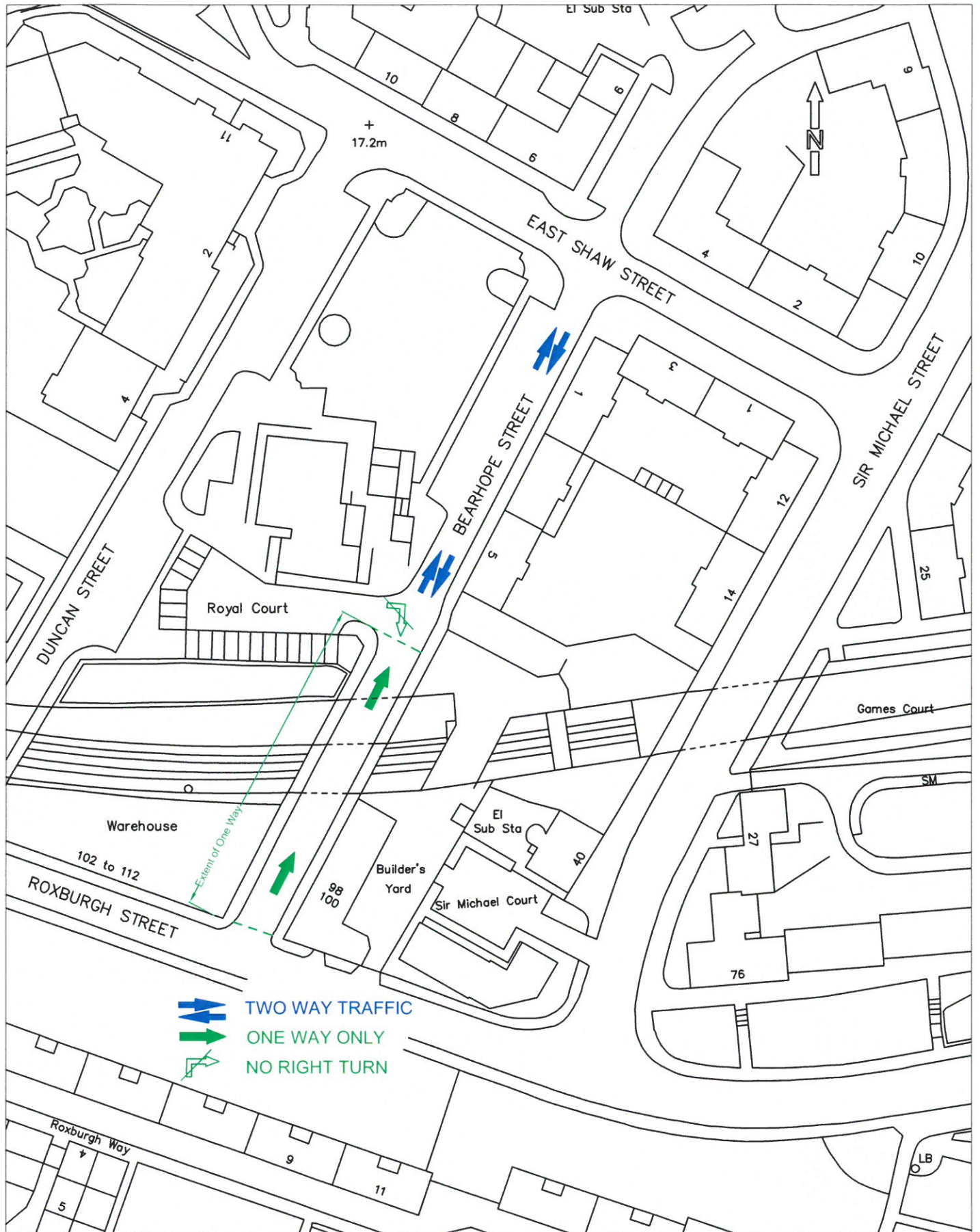
Length of Road in Inverclyde
within the Town of Greenock




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