
Report To:	Environment & Regeneration Committee	Date:	16 April 2019
Report By:	Corporate Director Environment, Regeneration and Resources	Report No:	LP/052/19
Contact Officer:	Peter MacDonald	Contact No:	01475 712618
Subject:	Proposed Traffic Calming Measures Lyle Road, Greenock		

1.0 PURPOSE

1.1 Further to the statutory consultation process undertaken in terms of the Roads (Scotland) Act 1984, the Roads (Traffic Calming) (Scotland) Regulations 1994, the Road Humps (Scotland) Regulations 1998, the Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and the Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002 in relation to proposed traffic calming measures at Lyle Road, Greenock (the Proposal), the purpose of this report is to:-

- Request that the Committee adopt the Rules of Procedure for the purposes of the special meeting;
- Advise the Committee in relation to the Proposal of the discussion between Council Officers and the persons who have, as part of the public consultation, objected to the Proposal (the Objectors); and
- Facilitate the effective, fair and proper hearing by the Committee of the Objectors who have not withdrawn their objections in order that the Committee can consider the objections (the Objections) and decide whether or not to approve the Proposal.

2.0 SUMMARY

2.1 Local authorities are empowered to construct traffic calming measures and road humps under the Roads (Scotland) Act 1984, the Roads (Traffic Calming) (Scotland) Regulations 1994, the Road Humps (Scotland) Regulations 1998, the Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and the Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002. Under the Council's Scheme of Delegation, the Shared Head of Service Roads is authorised to carry out the Council's functions under the relevant legislation.

2.2 Officers have undertaken a public consultation process in relation to the Proposal as a result of which two Objections were received and maintained. It is proposed to install horizontal traffic calming measures in the form of chicanes and road humps in the form of speed cushions to be located between 158 Lyle Road to 139 Newton Street or thereby.

2.3 It is necessary that the Objectors be given an opportunity to be heard before the Committee before it reaches a decision on whether or not to approve the Proposal. The special meeting has been convened to provide such an opportunity.

2.4 Because of the requirements of natural justice and the formal nature of the special meeting, it is vital that the Objectors have a fair and impartial hearing and the Rules of Procedure provide for this.

3.0 RECOMMENDATIONS

It is recommended that the Committee:

- 3.1 Approves the Traffic Calming Measures Rules of Procedure as detailed in Appendix 1.
- 3.2 Considers the terms of Appendix 2 in relation to the Objections.
- 3.3 Allows the Objectors an opportunity to be heard at the special meeting in accordance with the Rules of Procedure.
- 3.4 Considers the Objections and such oral representations on it made by the Objectors and Officers at the special meeting and thereafter **either**:
 - 3.4.1 Dismisses the Objections, approves the Proposal as detailed in Appendix 3 and remits it to the Shared Head of Service Roads and the Head of Legal and Property Services to arrange for its implementation;
 - or**
 - 3.4.2 Upholds in whole or in part the Objections and remits it to the Shared Head of Service Roads and the Head of Legal and Property Services to vary the terms of the Proposal to deal with the part or parts of the Objections so upheld in accordance with the decision of the Committee. The Committee may vary the terms of the Proposal provided that it would not extend the application of the Proposal or increase the stringency of any prohibition or restriction contained in it. In the event that the Committee decides to vary the Proposal so as to extend the application of the Proposal or increase the stringency of any prohibition or restriction contained in it, the Shared Head of Service Roads and the Head of Legal and Property Services will require to carry out a consultation thereon and (a) in the event of further objection being received to the varied Proposal, report to a future meeting of the Committee with the varied Proposal for approval before implementation; or (b) in the event of no further objection being received to the varied Proposal, arrange for its implementation without the need for a further report to a future meeting of the Committee.

all in accordance with the Rules of Procedure.

Gerard Malone
Head of Legal and Property Services

4.0 BACKGROUND

- 4.1 Local Authorities are empowered to construct traffic calming measures and road humps under the Roads (Scotland) Act 1984, the Roads (Traffic Calming) (Scotland) Regulations 1994, the Road Humps (Scotland) Regulations 1998, the Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and the Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002. Under the Council's Scheme of Delegation, the Shared Head of Service Roads is authorised to carry out the Council's functions under the relevant legislation.
- 4.2 Officers proceeded with a public consultation process in accordance with the legislation. At its meeting of 7 March 2019 this Committee was updated as to the consultation process and it authorised officers to make arrangements for the holding of a public hearing in the form of this special meeting.
- 4.3 Officers have continued to engage with the Objectors since that date to advise them of the arrangements for and proposed procedure at this special meeting. Officers have provided the Objectors with a Statement of Case which sets out the position of the Shared Head of Service Roads as regards the Proposal; the Statement of Case is in Appendix 4.
- 4.4 Appendix 2 provides the full text of both the Objections and the correspondence with officers.
- 4.5 The Council is, in terms of the Act and the Regulations, required to consider any objections sent to it. This special meeting is therefore necessary to permit the Committee to consider the Objections.
- 4.6 As the consideration of the Objections by the Council is a statutory entitlement for the Objectors, the Committee will be discharging legal responsibilities at the special meeting effectively as if it were a formal tribunal or board with the obligations which are already familiar to Elected Members as regards hearing and continuity of attendance.

5.0 PROPOSALS

- 5.1 The Proposal which officers are recommending for approval is included at Appendix 3 of this report.
- 5.2 The special meeting will proceed effectively as if a formal tribunal or board. In the interests of fairness, openness and transparency it is therefore necessary that the basis on which the hearing element of the meeting will proceed be formalised. Officers have therefore prepared draft Rules of Procedure of this meeting per Appendix 1. These have been circulated to the Objectors prior to this meeting and are recommended for approval by the Committee.
- 5.3 Because of the formality of the hearing process and the statutory process for traffic calming measures, only certain decisions of the Committee in this matter are competent. Further it is vital that the Objectors have a fair and impartial hearing and the Rules of Procedure provide for this. The decisions which the Committee can competently make are: to dismiss the Objections; to uphold the Objections; or to uphold part of the Objections and dismiss other parts of the Objections. These eventualities are addressed in the possible Committee outcomes specified in paragraph 3.4.

6.0 IMPLICATIONS

Finance

6.1 Financial Implications:

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Traffic Measures	Traffic calming priority list	2019/20	£25,000	N/A	Contained within overall Traffic Measures budget

Annually Recurring Costs/ (Savings)

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

Legal

- 6.2 As a local authority, The Inverclyde Council has power in terms of the Roads (Scotland) Act 1984, the Roads (Traffic Calming) (Scotland) Regulations 1994, the Road Humps (Scotland) Regulations 1998, the Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999 and the Roads Humps and Traffic Calming (Scotland) Amendment Regulations 2002 to construct traffic calming measures and road humps. In accordance with the statutory procedure, the Proposal has been publicised and two Objections have been received and maintained. The Council must consider any Objections timeously received.

Human Resources

- 6.3 There are no Human Resources implications associated with the Proposal.

Equalities

- 6.4 There are no Equalities implications associated with the Proposal.

Repopulation

- 6.5 There are no Repopulation implications associated with the Proposal.

7.0 CONSULTATIONS

- 7.1 The Shared Head of Service Roads has been consulted on the terms of this report.

8.0 LIST OF BACKGROUND PAPERS

- 8.1 None.

APPENDIX 1

Appendix 1 – Rules of Procedure

INVERCLYDE COUNCIL

ENVIRONMENT AND REGENERATION COMMITTEE

PROCEDURE AT PUBLIC HEARING INTO OBJECTIONS IN RELATION TO TRAFFIC CALMING PROPOSALS

At the hearing, the order of the proceedings will be as follows:

- a) The Chair will conduct the hearing. Immediately after opening it, he will introduce the members of the Committee and the officer(s) present and identify and list those persons who wish to be heard during the hearing. It is therefore vital that any person who wishes to participate attends the opening.
- b) The Chair will outline the procedure, explaining that the hearing will take the form of a discussion which he will lead based on the agenda issued to those objectors who have indicated to the Council that they wish to attend and be heard at the hearing.
- c) The arrangements for the hearing have been designed to create the right atmosphere for discussion, to eliminate or reduce formalities and to give everybody a fair hearing.
- d) As each objection listed on the agenda is reached, the Chair will identify those persons who wish to engage in the discussion of the particular issue(s) raised by the objection. Several objectors with shared concerns may choose a spokesperson and this will be helpful to the process; in the event that a number of objectors decide to act together in this way, the Chair will allow a reasonable extension of the time limits set out below.
- e) The Council officer(s) will be invited to describe and present the case for the proposed traffic calming measures in respect of which the objection has been made, to set the scene for the discussion, with a time limit of 5 minutes per objection.
- f) Each objector will be invited to speak to his objection and comment on the description/presentation by the Council officer(s), with a time limit of 5 minutes. Repetition of similar points is to be avoided and will be managed by the Chair.
- g) The Council officer(s) will be invited to reply to the speech of the objector (introducing no new material), restricted to a time limit of 5 minutes. The Chair will allow the objector the final word (introducing no new material), if he/she wishes it, restricted to a time limit of 5 minutes. The Chair will discourage repetitive or superfluous comments. He will indicate when he considers that sufficient clarification of a topic has been achieved, and the discussion will then move on to the next item on the agenda. At no time will cross examination be permitted.

h) The members of the Committee will then be invited by the Chair to ask questions of both the Council officer(s) and the objector. The role of the members of the Committee is only to hear, consider and make a decision on the evidence given by Council officer(s) and objectors.

i) The members of the Committee will then adjourn to consider their decision. The decision of the Committee will be intimated to the Council officer(s) and the objectors orally. Any votes will be held in public. It is anticipated that the decision of the members of the Committee will be intimated on the day of the public hearing but, if that is not possible for any reason, the public hearing will be re-convened. If the decision of the members of the Committee is to uphold an objection in whole or in part, the matter may be remitted to Council officer(s) to modify the proposed traffic calming measures to deal with the objection in accordance with the decision of the members.

APPENDIX 2

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD LTR0106
Your Ref:
Date: 22 March 2019

Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS SIGNED FOR

Mr. Charlie Webster
139 Newton Street
GREENOCK
PA16 8SJ

COPY

Dear Mr. Webster,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I refer to our previous correspondence in relation to the above proposed traffic calming measures and in particular to my letter of 11 March 2019 in this connection.

As you know, a Special Meeting of the Environment & Regeneration Committee is to be held in this connection and will commence at **3.00pm on Tuesday 16th April 2019** in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1L.

I am now pleased to provide you with a copy of the Council's Statement of Case in relation to the proposals to which the Council intends to refer at the Special Meeting.

It is open to you to withdraw your objection at any time before the Special Meeting of the Committee.

I look forward to hearing further from you in this connection.

Yours sincerely,


Gerard Malone
Head of Legal and Property Services

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD LTR0106
Your Ref:
Date: 11 March 2019

Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS SIGNED FOR

Mr. Charlie Webster
139 Newton Street
GREENOCK
PA16 8SJ

Dear Mr. Webster,

KX 5949 1400 3GB

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I refer to our previous correspondence in relation to the above proposed traffic calming measures.

I now write to confirm that a Special Meeting of the Environment & Regeneration Committee is to be held in this connection and will commence at **3.00pm on Tuesday 16th April 2019** in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1LX.

I attach for your information a copy of the Council's Procedure for Hearings and I shall also in due course arrange to provide you with a copy of the Council's Statement of Case in relation to the proposals to which the Council intends to refer at the Special Meeting.

As a person who has objected to the proposed traffic calming measures, if you so desire, an opportunity will be afforded to you to be heard at the Special Meeting of the Committee in support of your objection. Should you wish to accept this opportunity, I would be obliged if you could respond to me **no later than 14 days of the date of this letter** to confirm your desire to attend the Special Meeting of the Committee.

I confirm that you have the right to send written representations for the consideration of the Committee. Should you wish to provide the Council with written representations, please ensure that these are delivered to the Council no later than **2nd April 2019**. In addition, if you wish the Committee to have regard to any documents which support your case, please ensure that these are also delivered to the Council no later than **2nd April 2019**.

It is open to you to withdraw your objection at any time before the Special Meeting of the Committee.

I look forward to hearing further from you in this connection.

Yours faithfully,


Gerard Malone
Head of Legal and Property Services



Enquiries to: Joanna Dagleish
Telephone: 01475 712123
E-mail: joanna.dagleish@inverclyde.gov.uk
Our Ref: JK/JD LTR0105
Your Ref:
Date: 5 February 2019

Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS

Mr. Charlie Webster
139 Newton Street
GREENOCK
PA16 8SJ

COPY

Dear Mr. Webster,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I refer to our previous correspondence in relation to the above proposed traffic calming measures. I have noted that your objection to the proposal is maintained.

In this connection, Inverclyde Council's Privacy Notice explains how the Council will use any personal data you have provided as part of the traffic calming proposal process and a copy of this Notice is attached for your information.

Yours faithfully,

Gerard Malone
Head of Legal and Property Services

Enc.

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD ECO105
Your Ref:
Date: 21 January 2019

Scott Allan BSc., C.Eng., M.I.C.E.
Corporate Director
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS SIGNED FOR

Mr. Charlie Webster
139 Newton Street
GREENOCK
PA16 8SJ

KX 5949 1373 1GB

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Dear Mr. Webster,

Proposed Traffic Calming Measures Lyle Road, Greenock

I refer to your undated letter received by email on 5 January 2019 objecting to the above proposed traffic calming measures.

The Head of Service – Roads and Transportation has noted and considered your objection and would respond to your grounds for objection as follows:-

I am sorry to hear that you feel the proposed traffic calming measures on Lyle Road will have little effect on the speed of vehicles on Newton Street, especially at the bend in the road near Alt-Na-Craig Nursing Home.

The speed of vehicles on Lyle Road has been an issue noted by complaints and requests for action from members of the public.

We recognise that, after the last chicanes on Lyle Road, the speed of some vehicles may start to increase again by the time they reach the bend, however, having reduced their speed through the traffic calmed area vehicles will be travelling at a slower speed than normal and this should have a similar positive impact on speeds on Newton Street. The intention of the proposed traffic calming measures is to improve road safety Lyle Road for all road users i.e. pedestrians, cyclists and vehicles.

When determining the locations for the installation of traffic calming measures, each street we receive concerns about is assessed in accordance with the Council's Traffic Calming Policy which produces a priority list which is scored by considering accident and speed data among other factors such as close proximity to pedestrian generators such as shops, schools, nursing homes, etc. Newton Street is on the prioritised list, however, it is lower on the list than Lyle Road and this is why only Lyle Road has been targeted at this time. If we were to treat Newton Street at this time, it would be unfair to those streets which are higher on the priority list.

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You have mentioned a number of accidents in your objection. As advised above, the traffic calming policy scoring system considers and allocates points dependent on the number and severity of accidents. The accidents which are considered are those reported to and recorded by Police Scotland. It may be that some of the accidents you mention have not been reported to the Police in which case we are not aware of them.

Following the introduction of traffic calming on Lyle Road, we will continue to monitor this area on Newton Street and the appropriate actions will be taken if any measures are needed based on the priority list.

I trust the above addresses your concerns and allows you to consider your position on your objection to the traffic calming measures.

Please do not hesitate to contact Elaine Provan, Supervisory Engineer – Traffic & Transportation (Tel: 01475 714800) should you require any further information.

I trust the above addresses all of your concerns and allows you to consider your position on your objection to these proposed traffic calming measures. However, should you feel that this information does not address your concerns so that you maintain your objection, the Council will arrange a Special Meeting of the relevant Council Committee to consider maintained objections.

I would be obliged if you could advise me if you intend to withdraw your objection to the proposals. Unless I hear from you to the contrary within 14 days of the date of this letter, I will assume that your objection is being maintained.

You will be notified of your right to be heard by or represented before the Special Meeting of the relevant Council Committee. If you wish to exercise this right, you will be given at least 21 days' notice of the date of the Special Meeting. Please also note that any person having an interest in the subject matter of any Special Meeting which may be convened has the right to send written representations for the consideration of the Special Committee.

Yours sincerely,



PP Gerard Malone
Head of Legal and Property Services

Joanna Dalglish

From: Joanna Dalglish
Sent: 07 January 2019 15:55
To: [REDACTED]
Subject: RE: (Official - Sensitive) Copy of my objection to existing plan for Traffic Calming measures on Lyle Road

Classification: Official - Sensitive

Dear Mr. Webster,

Following on from the undernoted email exchange, I acknowledge safe receipt of your objection to the Council's proposed traffic calming measures on Lyle Road. We will be in further contact with you in this connection in due course.

Meantime, in response to the question raised by you, I can confirm that after expiry of the period to object to the proposals, those who have not expressed a view will have no right to object or to contribute to the discussion at any meeting which may follow. The only persons who may contribute to the discussion at any meeting which may follow will be those who have objected to the proposal. I trust that this clarifies the position.

Kind Regards,
Joanna Dalglish

Joanna Dalglish
Senior Paralegal Officer
Legal & Property Services,
Environment, Regeneration & Resources,
Municipal Buildings,
Clyde Square,
GREENOCK,
INVERCLYDE
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Joanna Dalglish

From: Graeme Brooks
Sent: 07 January 2019 14:45
To: Joanna Dalglish
Cc: Steven Walker; [REDACTED]
Subject: (Official - Sensitive) Copy of my objection to existing plan for Traffic Calming measures on Lyle Road
Attachments: Traffic calming.doc

Classification: Official - Sensitive

Joanna,


Could you please log this email and attached letter from Mr Webster as a formal response to our current Proposed Traffic Calming Measures - Lyle Road?

Could you please further respond to Mr Webster's question, "Do you know if residents will have a further chance to contribute to the discussion after the closing date?"

Regards,

Graeme Brooks
Councillor, Inverclyde North

Would you like to receive my e-newsletter? [Sign up here](#)

 You can now register to vote online. Click [here](#) to make sure your vote matters

From: WEBSTER CHARLES [REDACTED]
Sent: 27 December 2018 22:26
To: Graeme Brooks <Graeme.Brooks@inverclyde.gov.uk>
Subject: Copy of my objection to existing plan for Traffic Calming measures on Lyle Road

Hi Graeme, for your information I have attached a copy of my letter objecting to the existing proposal.

I feel that it is vitally important that the measures are extended past the bend in Newton Street (near to Alt-Na-Craig Nursing Home) to provide a level of protection to motorists emerging from Golf Place, and also my neighbours emerging from driveways on Newton Street. I know that a number of neighbour have also expressed their opinions about the limited effectiveness of the proposals

Do you know if residents will have a further chance to contribute to the discussion after the closing date?

Charlie Webster

139 Newton Street
Greenock
PA16 8SJ



Dear Sir/Madam,

Traffic Calming Proposals – Lyle Road to Grieve Road, Greenock

With reference to the proposed measures to reduce traffic speeds on Lyle Road and Grieve Roads, Greenock, I would like to say that I am fully in support of any attempt to reduce the instances of speeding on this stretch of road, but I feel that these proposals fail to address the stretch of Newton Street which presents a very real danger to residents, drivers and pedestrians.

It has been a long-standing complaint that speeding vehicles travelling in both directions to/from Lyle Hill have been travelling at excessive speed past the sharp corner (near to Alt-Na-Craig Nursing Home) causing danger to motorists emerging from Golf Place and South Street.

I am aware of a number of road accidents in recent years involving damage to parked cars, emerging cars and residential walls and gardens in the area of Newton Street/Golf Place/South Street.

I am also aware that there have been a number of accidents in the area of the intended measures which have resulted in damage to the perpetrator's cars, but no other drivers or domestic property has been damaged.

I feel that the proposed measures are completely failing to address the driver behaviour within the populated area with a troublesome road layout (the Grieve Road section is a long straight stretch of road with little potential to cause accidents). The area of Newton Street near to Golf Place and South Street has a blind bend with two emerging roads, and a Nursing Home (with numerous pedestrians and vehicles emerging at all times of day and night, i.e. staff, visitors, suppliers). The reason that this area has attracted numerous, repeated concerns is as a result of drivers 'attacking' the slope and blind bend (from both directions) with wanton disregard for any other road user and at speeds in excess of their driving ability.

The proposals do nothing to prevent drivers travelling west, uphill towards Lyle Hill, from entering this bend at excess speed before braking

in plenty of time before the restrictions. They also do nothing to protect the motorists emerging from Golf Place (and attempting to turn right) who will continue to be faced with a blind bend and excess speed.

The proposals will certainly reduce the speed of motorists travelling east (through a sparsely populated area) but in my opinion when motorists intent on speeding pass the final chicane (adjacent to Lyle Park) they will find the urge to fully accelerate into the corner, thus endangering pedestrians, drivers and property in the densely populated area they have just entered.

In my opinion the proposals should be extended to include the roadway as far as the junction with South Street. After this point the slope in the roads is significantly less (and will eliminate some of the anticipated excessive acceleration), and there is no problematic bend in the road to contend with.

I personally know of at least eight road accidents in recent years in the area from the proposed restrictions to the junction with South Street, I don't know of any accidents between that point and the crest of the Lyle hill. It is my fear, that if speeding drivers in that particular section of road are not restricted, there will be a serious/fatal accident at the bend in the road adjacent to Alt-Na-Craig either involving a vehicle emerging from Golf Place or from a vehicle losing control on that bend.

A further set of chicanes at the corner would not only reduce vehicle speed, but would also allow drivers from Golf Place to emerge further onto the carriageway of Newton Street before safely completing a right turn.

Having witnessed speeding drivers on a daily basis, and accidents on a frequent basis, I welcome any attempt to address this behaviour, but I feel passionately that this proposal fails to safeguard the very residents who have been complaining about this for a number of years.

Yours sincerely,

Charlie Webster

Joanna Dalglish

From: Joanna Dalglish
Sent: 25 March 2019 11:28
To: [REDACTED]
Subject: RE: (Official) LTR0106, Lyle Road
Categories: Purple Category, Orange Category, Red Category

Classification: Official

Dear Mr. MacDougall,

Many thanks for your undernoted email. I have noted that your objection is maintained and you will attend the Special Meeting to be held in this connection.

Please note that the Special Meeting is to be held on **Tuesday 16th April 2019 at 3.00pm** in the Council Chambers.

You may submit any documents which support of your case no later than 2nd April 2019.

Kind Regards
Joanna Dalglish

Joanna Dalglish
Senior Paralegal Officer
Legal & Property Services,
Environment, Regeneration & Resources,
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From: [REDACTED]
Sent: 25 March 2019 11:10
To: Joanna Dalglish
Subject: LTR0106, Lyle Road

Dear Ms Dalglish,

Further to your letter dated 11 March, I wish to maintain my objection to the above order and would appreciate being able to address the committee at their meeting on 2 April 2019.

Joanna Dalglish

From: [REDACTED]
Sent: 25 March 2019 11:10
To: Joanna Dalglish
Subject: LTR0106, Lyle Road

Dear Ms Dalglish,

Further to your letter dated 11 March, I wish to maintain my objection to the above order and would appreciate being able to address the committee at their meeting on 2 April 2019.

Yours sincerely,

John MacDougall

142 Newton Street,
Greenock,
PA168SJ.

COPY

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD LTR0106
Your Ref:
Date: **22 March 2019**

Corporate Director: **Scott Allan BSc., C.Eng., M.I.C.E.**
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS SIGNED FOR

Mr. & Mrs. John MacDougall
142 Newton Street
GREENOCK
PA16 8SJ

COPY

Dear Mr. & Mrs. MacDougall,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I refer to our previous correspondence in relation to the above proposed traffic calming measures and in particular to my letter of 11 March 2019 in this connection.

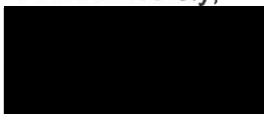
As you know, a Special Meeting of the Environment & Regeneration Committee is to be held in this connection and will commence at **3.00pm on Tuesday 16th April 2019** in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1L.

I am now pleased to provide you with a copy of the Council's Statement of Case in relation to the proposals to which the Council intends to refer at the Special Meeting.

It is open to you to withdraw your objection at any time before the Special Meeting of the Committee.

I look forward to hearing further from you in this connection.

Yours sincerely,



Gerard Malone
Head of Legal and Property Services

Enquiries to: Joanna Dalgleish
Telephone: 01475 712123
E-mail: joanna.dalgleish@inverclyde.gov.uk
Our Ref: JK/JD LTR0106
Your Ref:
Date: 11 March 2019

Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS SIGNED FOR

Mr. & Mrs. John MacDougall
142 Newton Street
GREENOCK
PA16 8SJ

KX 5949 1399 7GB

Dear Mr. & Mrs. MacDougall,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I refer to our previous correspondence in relation to the above proposed traffic calming measures.

I now write to confirm that a Special Meeting of the Environment & Regeneration Committee is to be held in this connection and will commence at **3.00pm on Tuesday 16th April 2019** in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1LX.

I attach for your information a copy of the Council's Procedure for Hearings and I shall also in due course arrange to provide you with a copy of the Council's Statement of Case in relation to the proposals to which the Council intends to refer at the Special Meeting.

As a person who has objected to the proposed traffic calming measures, if you so desire, an opportunity will be afforded to you to be heard at the Special Meeting of the Committee in support of your objection. Should you wish to accept this opportunity, I would be obliged if you could respond to me **no later than 14 days of the date of this letter** to confirm your desire to attend the Special Meeting of the Committee.

I confirm that you have the right to send written representations for the consideration of the Committee. Should you wish to provide the Council with written representations, please ensure that these are delivered to the Council no later than **2nd April 2019**. In addition, if you wish the Committee to have regard to any documents which support your case, please ensure that these are also delivered to the Council no later than **2nd April 2019**.

It is open to you to withdraw your objection at any time before the Special Meeting of the Committee.

I look forward to hearing further from you in this connection.

Yours faithfully,


Gerard Malone
Head of Legal and Property Services

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD LTR0105
Your Ref:
Date: 5 February 2019

Corporate Director: Scott Allan BSc., C.Eng., M.I.C.E.
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS

Mr. & Mrs. John MacDougall
142 Newton Street
GREENOCK
PA16 8SJ

Dear Mr. & Mrs. McDougall,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

COPY

I refer to our previous correspondence in relation to the above proposed traffic calming measures. I have noted that your objection to the proposal is maintained.

In this connection, Inverclyde Council's Privacy Notice explains how the Council will use any personal data you have provided as part of the traffic calming proposal process and a copy of this Notice is attached for your information.

Yours faithfully,

Gerard Malone
Head of Legal and Property Services

Enc.

Proposed Traffic Calming Measures Privacy Notice

How to contact us

Inverclyde Council will act as the 'Data Controller' in regard to the personal data you provide to us. The 'Data Controller' is based at Inverclyde Council, Information Governance, Municipal Buildings, Clyde Square, GREENOCK, PA15 1LY.

The Council's Data Protection Officer is Andrew Greer who can be contacted at dataprotection@inverclyde.gov.uk and by telephone on 01475 712498.

What information do we need?

Unless specifically agreed with you, we will only collect personal data about you which does not include any special categories of personal information about you. The information will however include details such as:

- name
- address
- previous address
- date of birth
- email address
- telephone number

Why we need this information?

You are giving the Council your personal information to allow us to make fully informed decisions when carrying out the statutory process of a public consultation with regard to proposed traffic calming measures. The Council also use your information to verify your identity where required, contact you by post, email or telephone and to maintain our records.

Legal basis for using information:

Processing is necessary for compliance with a legal obligation, specifically in accordance with the provisions of The Roads (Scotland) Act 1984; The Roads (Traffic Calming) (Scotland) Regulations 1994; The Road Humps (Scotland) Regulations 1998; The Road Humps and Traffic Calming (Scotland) Amendment Regulations 1999; and The Road Humps and Traffic Calming (Scotland) Amendment Regulations 2002. Processing your personal information is necessary for the performance of a task carried out in the public interest by the Council.

You can find more details of our role on the [Council's website](#).

What we will do with your information?

All of the information we collect from you will be processed by staff in the United Kingdom.

The Council is legally obliged to safeguard public funds so we are required to verify and check your details internally for fraud prevention. The Council may share this information with other public bodies (and also receive information from these other bodies) for fraud checking purposes. The Council are also legally obliged to share certain data with other public bodies, such as HMRC and will do so where the law requires this. The Council will also generally comply with requests for specific information from other regulatory and law enforcement bodies where this is necessary and appropriate.

Your information will be shared with other Council departments, such as Roads and Legal Services. It will form part of any relevant Inverclyde Council Committee Report(s) in respect of the proposed measures and may also be shared with an independent Reporter should the Council elect to appoint a Reporter to hold a Local Inquiry/Public Hearing to consider the proposed traffic calming measures. Your information could therefore also form part of any Report issued by an independent Reporter.

The Council analyses your information internally to help us improve the Council's services. This data sharing is covered in the Council's full [privacy notice](#) on the Council's website. It also forms part of the Council requirements in line with the Council Records Management Plan approved in terms of the Public Records (Scotland) Act 2011.

In general the Council does not transfer personal data outside either the UK or the European Union and on the rare occasions when it does so the Council will inform you. The Council will only transfer data outside the UK and the EU when it is satisfied that the party which will handle the data and the country it is processing it in will provide adequate safeguards for personal privacy.

How long will we keep your information?

The Council maintains a Policy for the Retention and Disposal of Documents and Records Paper and Electronic which sets out how long we hold different types of information for. This is available on the Council's website at <https://www.inverclyde.gov.uk/law-and-licensing/freedom-of-information> or you can request a hard copy from the contact address previously stated above.

Your Rights

When you provide information to the Council, you will have the following rights:

- To withdraw consent at any time, where the "legal basis for using information" specified above is consent
- To request access to your personal data
- To object, where the legal basis specified above is: i) performance of a task carried out in the public interest or ii) legitimate interests
- To data portability, where the legal basis specified above is i) consent or ii) performance of a contract
- To request rectification or erasure of your personal data, as so far as the legislation permits

Automated Decision Making

Not Applicable

Complaints

In addition, if you are unhappy with the way the Council have processed your personal data you have the right to complain to the UK Information Commissioner's Office, Wycliffe House, Water Lane, Wilmslow, Cheshire, SK9 5AF, 08456 30 60 60, Email: www.ico.gov.uk but you should raise the issue with the Council's Data Protection Officer first.

More information

For more details on how the Council processes your personal information visit www.inverclyde.gov.uk/privacy

If you do not have access to the internet you can contact the Council via telephone to request hard copies of our documents.

Joanna Dalglish

From: Joanna Dalglish
Sent: 22 January 2019 13:47
To: [REDACTED]
Subject: RE: (Official) Traffic calming Lyle Road

Classification: Official

COPY

Dear Mr. MacDougall,

I acknowledge safe receipt of your undernoted email and thank you for your prompt response. I have noted that your objection to the above proposals is being maintained and I shall advise my client service (Roads) accordingly. We will be in further contact with you in this connection in due course.

Kind Regards,
Joanna Dalglish

Joanna Dalglish
Senior Paralegal Officer
Legal & Property Services,
Environment, Regeneration & Resources,
Municipal Buildings,
Clyde Square,
GREENOCK,
INVERCLYDE
PA15 1LX
Tele: 01475 712123
Email: Joanna.Dalglish@inverclyde.gov.uk

Inverclyde Council website – www.inverclyde.gov.uk Inverclyde on Twitter – twitter.com/inverclyde

Inverclyde Council is an accredited Living Wage employer

Inverclyde Council - Best Government Services Employer in the UK 2016 – Bloomberg Business Best Employer Awards 2016

Please note that this email (and any attachments) contains legal advice for internal Council use only and should not be copied or forwarded without the permission of the author.

From: [REDACTED]
Sent: 22 January 2019 13:31
To: Joanna Dalglish
Subject: Traffic calming Lyle Road

Dear Ms Dalglish,

I do not wish to withdraw my objection and shall make further comments on the contents of your letter. However, tis will be after the 4th February as I am not available until that date.

Yours sincerely,

John MacDougall

COPY

Joanna Dalglish

From: [REDACTED]
Sent: 22 January 2019 13:31
To: Joanna Dalglish
Subject: Traffic calming Lyle Road

COPY

Dear Ms Dalglish,

I do not wish to withdraw my objection and shall make further comments on the contents of your letter. However, this will be after the 4th February as I am not available until that date.

Yours sincerely,

John MacDougall

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD ECO0105
Your Ref:
Date: 21 January 2019

Inverclyde
council

Scott Allan BSc., C.Eng., M.I.C.E.
Corporate Director
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

FIRST CLASS SIGNED FOR
Mr. & Mrs. John MacDougall
142 Newton Street
GREENOCK
PA16 8SJ



COPY

Dear Mr. & Mrs. MacDougall,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I refer to your letter of 6th January 2019 objecting to the above proposed traffic calming measures.

The Head of Service – Roads and Transportation has noted and considered your objection and would respond to your grounds for objection as follows:-

I am sorry to hear that you feel the proposed traffic calming measures on Lyle Road are in the incorrect location and should be further down Newton Street.

The Council receives numerous requests for traffic calming every year and has a limited budget to address such requests. As a result, a Traffic Calming Policy has been adopted which allocates scores to each site based on various factors including accidents, vehicles speeds and flows, road widths and pedestrian generators such as care homes, schools, bus stops, etc. Using the points allocated to each site, a priority list is developed. Those sites with the highest scores are actioned. Newton Street has been assessed using the Policy and unfortunately it is not at the top of the priority list. If we were to treat Newton Street at this time, it would be unfair to those streets which are higher on the priority list.

As advised above, the assessment includes a review of accident rates. The accident data is obtained from accidents reported to and recorded by Police Scotland. It may be that some accidents that you mention have not been reported to Police Scotland and therefore we are unable to consider these within our assessment.

Although the speed of some traffic is over the 30mph speed limit on Newton Street, the speeds on Lyle Road are higher which explains why it appears higher on the priority list.

Although Lyle Road may be less populated than Newton Street it is popular with pedestrians whether walking to work or school, on a leisurely walk or for dog walking.

/.



Whilst we recognise that after the last chicanes on Lyle Road the speed of some vehicles may start to increase again, their speed will have reduced through the traffic calmed area. This means that vehicles will be travelling at a slower speed than they would normally and this should have a similar positive impact on speeds on Newton Street. The intention of the proposed traffic calming measure is to improve road safety Lyle Road for all road users i.e. pedestrians, cyclists and vehicles.

The speed cushions are designed to reduce the speed of the majority of vehicles whilst buses and emergency vehicles straddle them more easily to make the journey more comfortable for their passengers. The majority of vehicles travelling over the speed cushions will be cars and will therefore need to reduce their speed which will have a positive impact on reducing speed.

Unfortunately, funds are not available to undertake extensive works such as narrowing the road over the length between Madeira Street and Alt-Na-Craig. Such measures would also reduce the road space available for vehicles to park, which could result in vehicles parking on the increased footway instead. This would not be acceptable for pedestrians.

Although traffic calming may not be placed on Newton Street at this time, we will continue to monitor that area on Newton Street and the appropriate actions will be taken if any measures are needed based on the priority list.

Unfortunately Inverclyde Council do not have the powers to address pavement parking. This responsibility lies solely with Police Scotland.

Although you believe the chevron markings near Golf Road do not offer any benefit to the road they are intended to encourage vehicles to drive at a safer speed by making the road appear narrower.

We notice that you have suggested that further measures be introduced between the summit of the hill and Lyle Park but the traffic calming measures have been designed to a standard and are designed this way due to the limited visibility going around the bends and the distance from the two entrances to properties at either side of the road which means that, unfortunately, there is not enough space to fit further traffic calming measures closer to the properties.

I trust the above addresses your concerns and allows you to consider your position on your objection to the traffic calming measures.

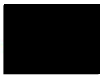
Please do not hesitate to contact Elaine Provan, Supervisory Engineer – Traffic & Transportation (Tel: 01475 714800) should you require any further information.

I trust the above addresses all of your concerns and allows you to consider your position on your objection to these proposed traffic calming measures. However, should you feel that this information does not address your concerns so that you maintain your objection, the Council will arrange a Special Meeting of the relevant Council Committee to consider maintained objections.

I would be obliged if you could advise me if you intend to withdraw your objection to the proposals. Unless I hear from you to the contrary within 14 days of the date of this letter, I will assume that your objection is being maintained.

You will be notified of your right to be heard by or represented before the Special Meeting of the relevant Council Committee. If you wish to exercise this right, you will be given at least 21 days' notice of the date of the Special Meeting. Please also note that any person having an interest in the subject matter of any Special Meeting which may be convened has the right to send written representations for the consideration of the Special Committee.

Yours sincerely,



PP Gerard Malone
Head of Legal and Property Services

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD ECO0105
Your Ref:
Date: **8 January 2019**

Scott Allan BSc., C.Eng., M.I.C.E.
Corporate Director
Environment, Regeneration & Resources

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

Tel: 01475 712123
joanna.dalglish@inverclyde.gov.uk

FIRST CLASS

Mr. & Mrs. John MacDougall
142 Newton Street
GREENOCK
PA16 8SJ

Dear Mr & Mrs MacDougall,

**Proposed Traffic Calming Measures
Lyle Road, Greenock**

I acknowledge safe receipt of your letter of 6th January 2019, received by me today, in which you object to the above proposals.

I have today forwarded your letter of objection to the Head of Environmental & Public Protection for consideration and upon receipt of his comments, I will provide you with a full response.

I will be in further contact in due course.

Yours sincerely,

Gerard Malone
Head of Legal and Property Services

COPY

142 Newton Street,
Greenock
PA168SJ
6 January 2019

Gerard Malone
Head of Legal & Property Services
Municipal Buildings
Greenock
PA151LX



Dear Sir,

TRO - Traffic Calming Measures Lyle Road

I wish to lodge an objection to the above order for the following reasons.

1. The proposal does not address speeding in both directions between Madeira Street and the Lyle Park. This is where people live, there are children going to school, dog walkers, elderly and visitors from Alt na Craig many of whom cross the road at or after the bend. There have been numerous serious accidents with cars exiting Golf Place and vehicles speeding up and down the hill. Only last year two youths exited left from South Street, spun their car 180 degrees at Alt na Craig and hit the wall at number 135 damaging the wall and finally facing down the hill. To do this they must have been doing at least 60 mph from South Street to Alt na Craig.
2. I estimate there are at least 10 cars a day speeding, in both directions, at over 60 Miles per hour. The TRO will not address this as speeders can easily reach 60 from Madeira Street to South Street and similarly in the other direction from the chicane to the bend.
3. The proposal does not address all the cars illegally parked on the north pavement between Alt na Craig and the Lyle Park. These cars force vehicles travelling down Lyle Road/Newton Street over the chevrons and sometimes over the double white lines. The chevrons serve no practical use and certainly in conjunction with the parked cars provide no safety for cars exiting Golf Place, which is the reason for which they were painted.
4. The vehicles parked on the pavement from 140 Newton Street uphill totally obstruct the view of vehicles exiting from 138/140/142 Newton Street as well as Alt na Craig. The latter includes ambulances, heavy goods vehicles and public service vehicles. Speeding downhill puts all these people at risk. There requires to be a prohibition on vehicles parking in this location.
5. The proposed chicane at Lyle Park is too far away to stop people accelerating downhill and they will still be travelling at 40/50 miles per hour by the time they reach the bend.
6. The proposal does not take account of speeding between the Lyle Park and Top of the Lyle Hill. The footpath here has children going to and from school and dog walkers coming from the West End. Nor does it allow for vehicles existing the new development of five houses at the old farm, which is on a blind bend.
7. Due to vehicles speeding downhill, vehicle owners between Alt na Craig and Madiera Street tend to do fast U-turns at 138 Newton Street in order to park facing downhill at their property.

8. The proposed speed bumps are of a shape and size where cars can easily straddle the bumps and commercial vehicles, which appear to be increasingly using the Lyle Hill, can easily speed over them.

9. For some reason all the speed bumps are on or over the crest of the hill. I'm not sure how many accidents have happened at this point, but am sure it will be far less than those between the Lyle Park and Madeira Street. These bumps appear to be a total waste of scarce resources.

10. The TRO proposals, as they stand, are a waste of Inverclyde Council's valuable resources.

To sum up, traffic calming measures are required between Madeira Street and the Lyle Park, or at the very minimum, between South Street and the Lyle Park. Newton Street requires to be narrowed above Madeira Street with end on parking towards the top to allow enough parking for workers and visitors to Alt na Craig. A Chicane should be further down Newton Street and further measures should be introduced between the Lyle Park and the summit of the hill. Parking should be prohibited on the north side of the road above the Alt na Craig entrance.

The Council should think themselves lucky they have not already had a fatality on this stretch of road. It is only a matter of time until such an event will happen and by then it is too late to introduce traffic calming measures.

I would like to attend any hearing into the above TRO.

Yours faithfully,

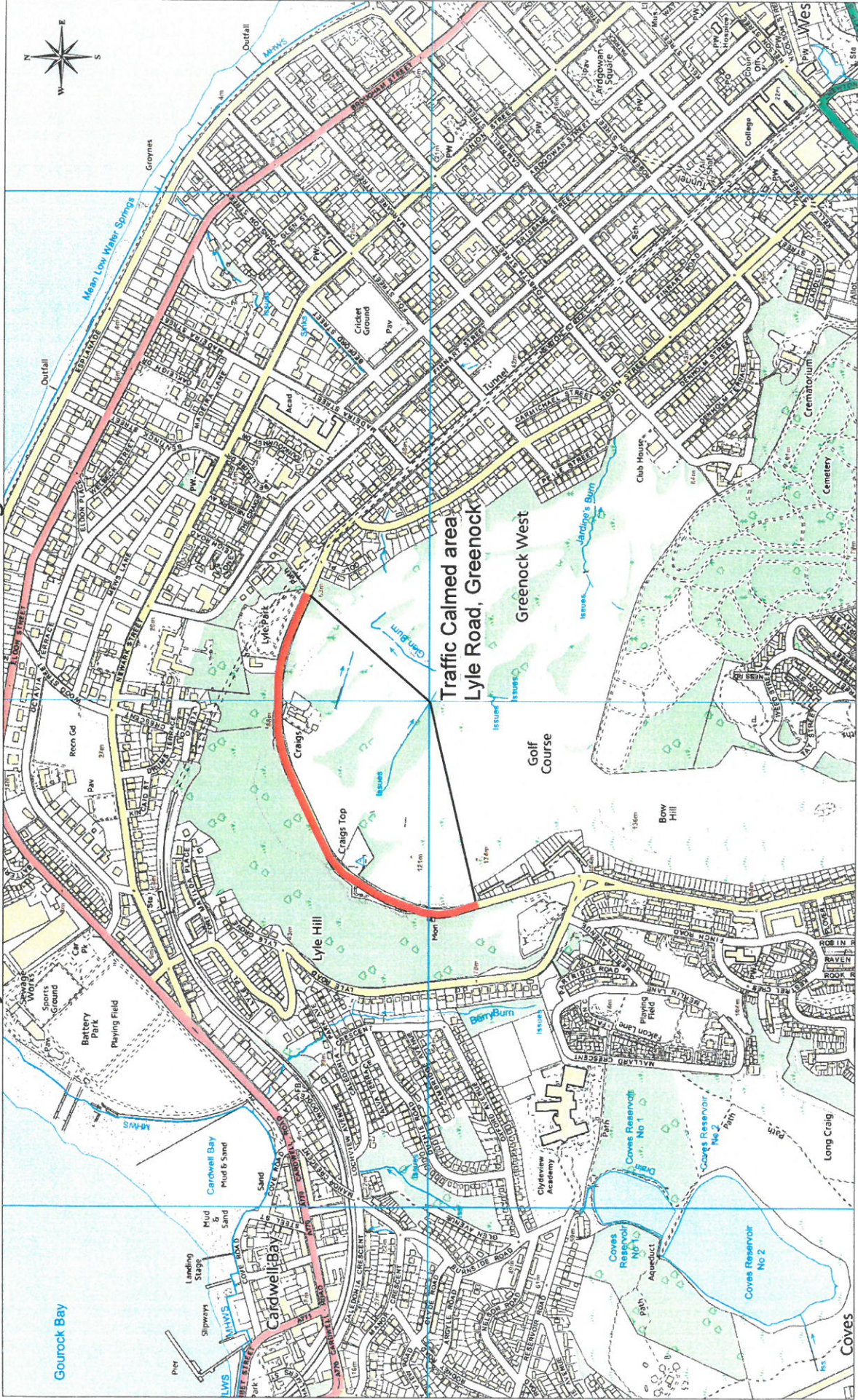
A black rectangular box redacting the signature of John and Margaret MacDougall.

John and Margaret MacDougall

c.c. Cllr. Graeme Brooks

APPENDIX 3

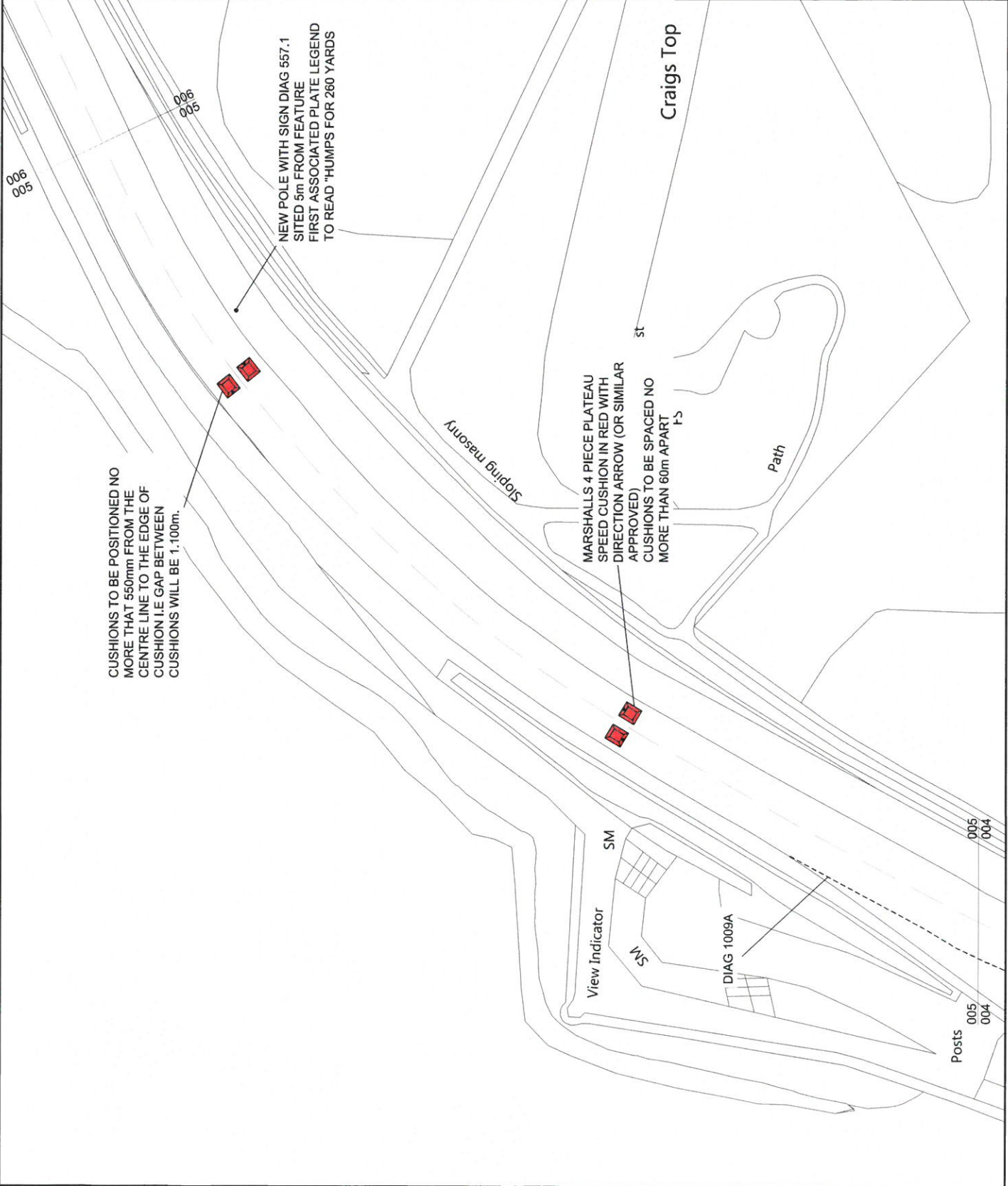
Lyle Road, Greenock - Traffic Calming location



Plan Creator: *James Preston*
Date: **01/11/2018**
Scale: **1:2**

Inverclyde council
 Environment and Public Protection
 Environment, Regeneration & Reservoirs
 Corporate Director: Brent Alan Blair, C.Eng., M.I.C.E.
 Municipal Buildings
 Civic Square
 PA15 1LY
 Tel: 01475 712172
 Fax: 01475 712277
 sco@inverclyde.gov.uk

Notes:



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Tender	Record

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Date	By	Checked	By

Inverclyde council
 ENVIRONMENTAL & PUBLIC PROTECTION SERVICES

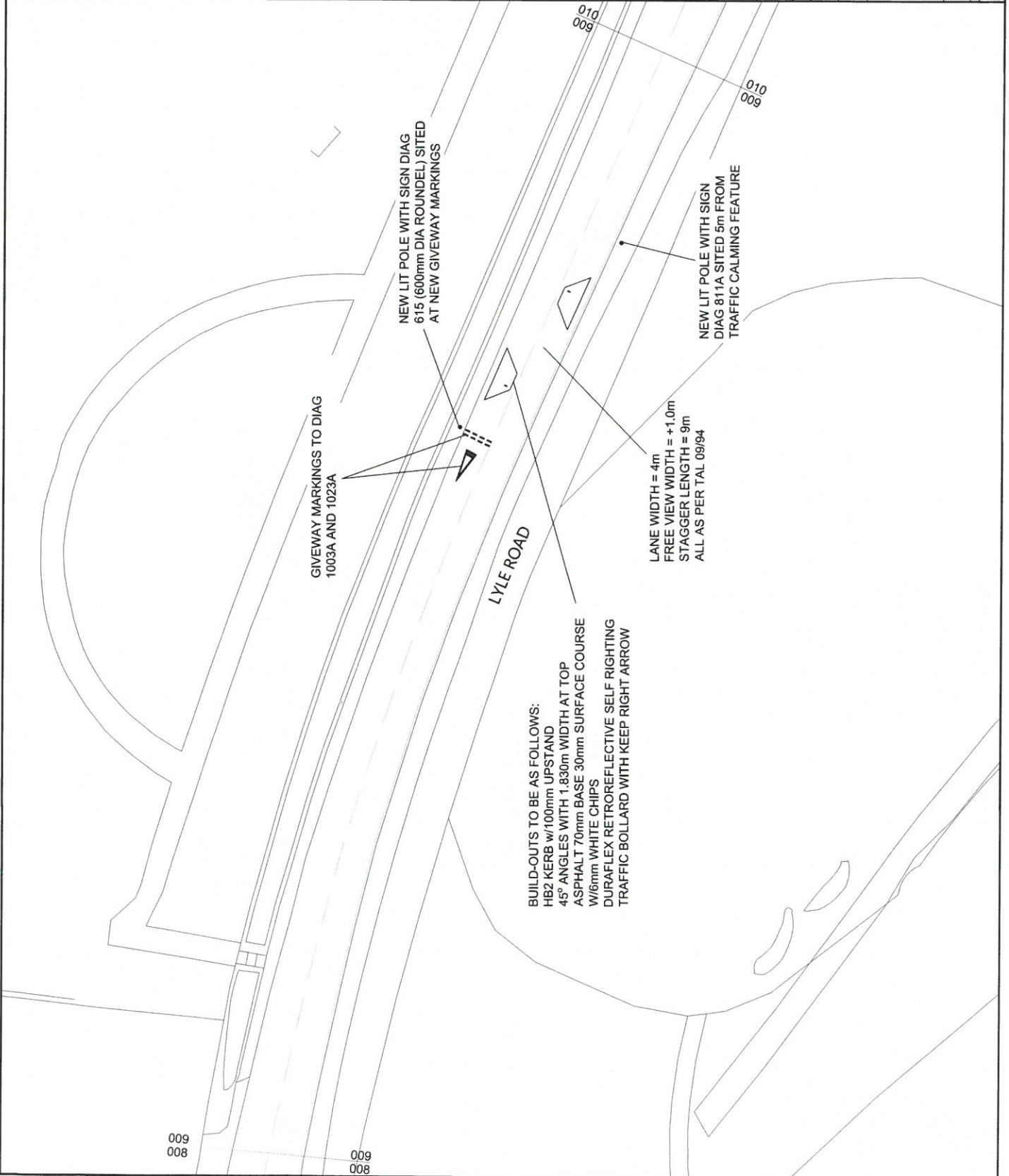
Scale : 1:200@A1 Date : Oct 2018
 Prepared by : GS Checked by : EP
 Drawn by : GS Approved by : GL
 Head of Service : Martin McNab
 Design Office : 8 Pottery Street, Greenock PA15 2UH

Lyle Road
Traffic Calming Proposal
Greenock
Plan

Drawing No: ENV0005/PLLYLERD005
 File No:

Design Section
 Original Drawing Size
 B41584 (A1)

Notes:



Drawing Status	
Preliminary	<input type="checkbox"/>
Contract	<input type="checkbox"/>
Tender	<input type="checkbox"/>
Record	<input checked="" type="checkbox"/>

GS
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Inverclyde
 council
 ENVIRONMENTAL & PUBLIC PROTECTION SERVICES

Scale : 1:200@A1 Date : Oct 2018
 Prepared by : GS Checked by : EP
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 Head of Service
 Design Officer: Martin McNab
 8 Pottery Street,
 Greenock PA15 2UH

Lyle Road
 Traffic Calming Proposal
 Greenock
 Plan

Drawing No: EN00905PL/LYLERD009
 File No:
 Original Drawing Size
 M11594 (A1)
 Design Section

Notes:



Drawing Status	
Preliminary	<input type="checkbox"/>
Contract	<input type="checkbox"/>
Record	<input checked="" type="checkbox"/>

ESQ **ESQ** **ESQ**
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Inverclyde
council
 ENVIRONMENTAL & PUBLIC PROTECTION SERVICES

Scale : 1:200@A1 Date : Oct 2018
 Prepared by : GS Checked by : EP
 Drawn by : GS Approved by : GL
 Head of Service : Martin McNab
 Design Office : 8 Pottery Street,
 Greenock, PA15 2UH

Lyle Road
 Traffic Calming Proposal
 Greenock
 Plan

Drawing No: EN0305P/LYLERD/010
 Original Drawing Size: A1 (594 x 841)
 File No:

Design
Sections

APPENDIX 4

**PROPOSED TRAFFIC CALMING MEASURES IN THE
FORM OF CHICANES AND ROAD HUMPS, LYLE
ROAD, GREENOCK**

STATEMENT OF CASE

Introduction

Inverclyde Council receive numerous requests for traffic calming throughout the area on an annual basis. As a result a Traffic Calming Policy was developed and agreed by the Environment and Regeneration Committee on 31 August 2017.

The Policy allocates points to each road based on accidents, speeds, traffic volumes, road width and pedestrian generators such as schools, shops, parks, nursing homes, etc. The locations with the highest scores will be considered for traffic calming.

Requests have been received for action to be taken to reduce the speed of vehicles on Lyle Road, Greenock in particular on the section between Newton Street and Grieve Road. It came top of the priority list for traffic calming and Officers have promoted a traffic calming scheme consisting of chicanes and road humps to reduce speeds.

As a result of the public consultation held between 30 November 2018 and 11 January 2019 two objections were received and maintained. This report considers and responds to these objections.

Benefits

IC consider benefits will be achieved in road safety terms by reducing the speed of traffic on Lyle Road which will have a positive impact on the speed of traffic on Newton Street and Lyle Road towards Grieve Road. Reducing the speed should reduce the number or severity of accidents.

Public Consultation

The proposal was issued for public consultation on 27 November 2018 with responses invited by 11 January 2019.

A total of three objections were received. Officers wrote to the objectors to give reasons for the proposed traffic calming measures and to address their objections. Following this there remain two maintained objections.

Maintained Objections and IC's Responses

The maintained objections raised key themes. The key themes are listed below and details of IC's responses to each of them are provided verbatim.

Mr Charles Webster

Objection: With reference to the proposed measures to reduce traffic speeds on Lyle Road and Grieve Roads, Greenock, I would like to say that I am fully in support of any attempt to reduce the instances of speeding on this stretch of road, but I feel that these proposals fail to address the stretch of Newton Street which presents a very real danger to residents, drivers and pedestrians.

It has been a long-standing complaint that speeding vehicles travelling in both directions to/from Lyle Hill have been travelling at excessive speed past the sharp corner (near to Alt-Na-Craig Nursing Home) causing danger to motorists emerging from Golf Place and South Street.

I am aware of a number of road accidents in recent years involving damage to parked cars, emerging cars and residential walls and gardens in the area of Newton Street/Golf Place /South Street.

I am also aware that there have been a number of accidents in the area of the intended measures which have resulted in damage to the perpetrator's cars, but no other drivers or domestic property has been damaged.

I feel that the proposed measures are completely failing to address the driver behaviour within the populated area with a troublesome road layout (the Grieve Road section is a long straight stretch of road with little potential to cause accidents). The area of Newton Street near to Golf Place and South Street has a blind bend with two emerging roads, and a Nursing Home (with numerous pedestrians and vehicles emerging at all times of day and night, i.e. staff, visitors, suppliers). The reason that this area has attracted numerous, repeated concerns is as a result of drivers 'attacking' the slope and blind bend (from both directions) with wanton disregard for any other road user and at speeds in excess of their driving ability.

The proposals do nothing to prevent drivers travelling west, uphill towards Lyle Hill, from entering this bend at excess speed before braking in plenty of time before the restrictions. They also do nothing to protect the motorists emerging from Golf Place (and attempting to turn right) who will continue to be faced with a blind bend and excess speed.

The proposals will certainly reduce the speed of motorists travelling east (through a sparsely populated area) but in my opinion when motorists intent on speeding pass the final chicane (adjacent to Lyle Park) they will find the urge to fully accelerate into the corner, thus endangering pedestrians, drivers and property in the densely populated area they have just entered.

In my opinion the proposals should be extended to include the roadway as far as the junction with South Street. After this point the slope in the roads is significantly less (and will eliminate some of the anticipated excessive acceleration), and there is no problematic bend in the road to contend with.

I personally know of at least eight road accidents in recent years in the area from the proposed restrictions to the junction with South Street, I don't know of any accidents between that point and the crest of the Lyle hill. It is my fear, that if speeding drivers in that particular section of road are not restricted, there will be a serious/fatal accident at the bend in the road adjacent to Alt-Na-Craig either involving a vehicle emerging from Golf Place or from a vehicle losing control on that bend.

A further set of chicanes at the corner would not only reduce vehicle speed, but would also allow drivers from Golf Place to emerge further onto the carriageway of Newton Street before safely completing a right turn.

Having witnessed speeding drivers on a daily basis, and accidents on a frequent basis, I welcome any attempt to address this behaviour, but I feel passionately that this proposal fails to safeguard the very residents who have been complaining about this for a number of years.

Response: I am sorry to hear that you feel the proposed traffic calming measures on Lyle Road will have little effect on the speed of vehicles on Newton Street, especially at the bend in the road near Alt-Na-Craig Nursing Home.

The speed of vehicles on Lyle Road has been an issue noted by complaints and requests for action from members of the public.

We recognise that, after the last chicanes on Lyle Road, the speed of some vehicles may start to increase again by the time they reach the bend, however, having reduced their speed through the traffic calmed area vehicles will be travelling at a slower speed than normal and this should have a similar positive impact on speeds on Newton Street. The intention of the proposed traffic calming measures is to improve road safety Lyle Road for all road users i.e. pedestrians, cyclists and vehicles.

When determining the locations for the installation of traffic calming measures, each street we receive concerns about is assessed in accordance with the Council's Traffic Calming Policy which produces a priority list which is scored by considering accident and speed data among other factors such as close proximity to pedestrian generators such as shops, schools, nursing homes, etc. Newton Street is on the prioritised list, however, it is lower on the list than Lyle Road and this is why only Lyle Road has been targeted at this time. If we were to treat Newton Street at this time, it would be unfair to those streets which are higher on the priority list.

You have mentioned a number of accidents in your objection. As advised above, the traffic calming policy scoring system considers and allocates points dependent on the number and severity of accidents. The accidents which are considered are those reported to and recorded by Police Scotland. It may be that some of the accidents you mention have not been reported to the Police in which case we are not aware of them.

Following the introduction of traffic calming on Lyle Road, we will continue to monitor this area on Newton Street and the appropriate actions will be taken if any measures are needed based on the priority list.

I trust the above addresses all of your concerns and allows you to consider your position on your objection to the traffic calming measures.

Mr & Mrs MacDougall

Objection: I wish to lodge an objection to the above order for the following reasons.

1. The proposal does not address speeding in both directions between Madeira Street and the Lyle Park. This is where people live, there are children going to school, dog walkers, elderly and visitors from Alt na Craig many of whom cross the road at or after the bend. There have been numerous serious accidents with cars exiting Golf Place and vehicles speeding up and down the hill. Only last year two youths exited left from South Street, spun their car 180 degrees at Alt na Craig and hit the wall at number 135 damaging the wall and finally facing down the hill. To do this they must have been doing at least 60 mph from South Street to Alt na Craig.
2. I estimate there are at least 10 cars a day speeding, in both directions, at over 60 Miles per hour. The TRO will not address this as speeders can easily reach 60 from Madeira Street to South Street and similarly in the other direction from the chicane to the bend.
3. The proposal does not address all the cars illegally parked on the north pavement between Alt na Craig and the Lyle Park. These cars force vehicles travelling down Lyle Road/Newton Street over the chevrons and sometimes over the double white lines. The chevrons serve no practical use and certainly in conjunction with the parked cars provide no safety for cars exiting Golf Place, which is the reason for which they were painted.
4. The vehicles parked on the pavement from 140 Newton Street uphill totally obstruct the view of vehicles exiting from 138/140/142 Newton Street as well as Alt na Craig. The latter includes ambulances, heavy goods vehicles and public service vehicles. Speeding downhill puts all these people at risk. There requires to be a prohibition on vehicles parking in this location.

5. The proposed chicane at Lyle Park is too far away to stop people accelerating downhill and they will still be travelling at 40/50 miles per hour by the time they reach the bend.
6. The proposal does not take account of speeding between the Lyle Park and top of the Lyle Hill. The footpath here has children going to and from school and dog walkers coming from the West End. Nor does it allow for vehicles existing the new development of five houses at the old farm, which is on a blind bend.
7. Due to vehicles speeding downhill, vehicle owners between Alt na Craig and Madeira Street tend to do fast U-turns at 138 Newton Street in order to park facing downhill at their property.
8. The proposed speed bumps are of a shape and size where cars can easily straddle the bumps and commercial vehicles, which appear to be increasingly using the Lyle Hill, can easily speed over them.
9. For some reason all the speed bumps are on or over the crest of the hill. I'm not sure how many accidents have happened at this point, but am sure it will be far less than those between the Lyle Park and Madeira Street. These bumps appear to be a total waste of scarce resources.
10. The TRO proposals, as they stand, are a waste of Inverclyde Council's valuable resources.

To sum up, traffic calming measures are required between Madeira Street and the Lyle Park, or at the very minimum, between South Street and the Lyle Park. Newton Street requires to be narrowed above Madeira Street with end on parking towards the top to allow enough parking for workers and visitors to Alt na Craig. A Chicane should be further down Newton Street and further measures should be introduced between the Lyle Park and the summit of the hill. Parking should be prohibited on the north side of the road above the Alt na Craig entrance.

The Council should think themselves lucky they have not already had a fatality on this stretch of road. It is only a matter of time until such an event will happen and by then it is too late to introduce traffic calming measures.

I would like to attend any hearing into the above TRO.

Response: I am sorry to hear that you feel the proposed traffic calming measures on Lyle Road are in the incorrect location and should be further down Newton Street.

The Council receives numerous requests for traffic calming every year and has a limited budget to address such requests. As a result, a Traffic Calming Policy has been adopted which allocates scores to each site based on various factors including accidents, vehicles speeds and flows, road widths and pedestrian generators such as care homes, schools, bus stops, etc. Using the points allocated to each site, a priority list is developed. Those sites with the highest scores are actioned. Newton Street has been assessed using the Policy and unfortunately it is not at the top of the priority list. If we were to treat Newton Street at this time, it would be unfair to those streets which are higher on the priority list.

As advised above, the assessment includes a review of accident rates. The accident data is obtained from accidents reported to and recorded by Police Scotland. It may be that some accidents that you mention have not been reported to Police Scotland and therefore we are unable to consider these within our assessment.

Although the speed of some traffic is over the 30mph speed limit on Newton Street, the speeds on Lyle Road are higher which explains why it appears higher on the priority list.

Although Lyle Road may be less populated than Newton Street it is popular with pedestrians whether walking to work or school, on a leisurely walk or for dog walking.

Whilst we recognise that after the last chicanes on Lyle Road the speed of some vehicles may start to increase again, their speed will have reduced through the traffic calmed area. This means that vehicles will be travelling at a slower speed than they would normally and this should have a similar positive impact on speeds on Newton Street. The intention of the proposed traffic calming measure is to improve road safety Lyle Road for all road users i.e. pedestrians, cyclists and vehicles.

The speed cushions are designed to reduce the speed of the majority of vehicles whilst buses and emergency vehicles straddle them more easily to make the journey more comfortable for their passengers. The majority of vehicles travelling over the speed cushions will be cars and will therefore need to reduce their speed which will have a positive impact on reducing speed.

Unfortunately, funds are not available to undertake extensive works such as narrowing the road over the length between Madeira Street and Alt-Na-Craig. Such measures would also reduce the road space available for vehicles to park, which could result in vehicles parking on the increased footway instead. This would not be acceptable for pedestrians.

Although traffic calming may not be placed on Newton Street at this time, we will continue to monitor that area on Newton Street and the appropriate actions will be taken if any measures are needed based on the priority list.

Unfortunately Inverclyde Council do not have the powers to address pavement parking. This responsibility lies solely with Police Scotland.

Although you believe the chevron markings near Golf Road do not offer any benefit to the road they are intended to encourage vehicles to drive at a safer speed by making the road appear narrower.

We notice that you have suggested that further measures be introduced between the summit of the hill and Lyle Park but the traffic calming measures have been designed to a standard and are designed this way due to the limited visibility going around the bends and the distance from the two entrances to properties at either side of the road which means that, unfortunately, there is not enough space to fit further traffic calming measures closer to the properties.

I trust the above addresses all of your concerns and allows you to consider your position on your objection to the traffic calming measures.

Council Comments

For the purposes of this Special Meeting, Roads officers would make the following additional comments:

1. Recorded Accidents – Inverclyde Council receives accident data from Police Scotland which is the organisation responsible for gathering and reporting this type of data. A review of accidents found there were fewer accidents per kilometre on Newton Street between Lyle Road and Fox Street than on Lyle Road. The Council can only consider accidents recorded by Police Scotland.
2. Exit from Golf Place – Vehicles exiting from Golf Place have the required visibility for a 30mph road, however, it is noted that vehicles parking adjacent to the junction obstruct this visibility which means they have to go further into Newton Street to determine if it is safe to exit. The visibility requirements increase where vehicles are travelling above the speed limit. Although a Traffic Regulation Order could be promoted to introduce waiting

restrictions on the south side of Newton Street, this would restrict the ability of residents to park and may lead to objections.

3. Extend traffic calming proposals – The objectors have requested that the traffic calming be extended to South Street or Madeira Street. That had not been included in this proposal as officers have actioned the locations which received the highest scores as a result of the Traffic Calming Policy. Newton Street is not at the top of the priority list and has therefore not been actioned. The speed of traffic and number of accidents on Newton Street are less than those on Lyle Road. If traffic calming measures were to be introduced on Newton Street these would need to be subject to a public consultation process to give everyone the opportunity to review and comment or object on these measures. By introducing traffic calming features on Lyle Road officers anticipate that they will have a positive impact on speed on Newton Street as well as vehicles travelling downhill will be travelling at a slower speed.
4. Parking – Parking on Newton Street is due to residents on Newton Street or staff and visitors to Alt na Craig. It is the responsibility of all drivers to park responsibly. Due to the width of Newton Street there is no need for drivers to park on the footway or close to junctions and accesses.
5. U-Turns –Such manoeuvres should only be performed by drivers when it is safe for them so to do. If it is not safe they should continue to a location where there is a safe opportunity to turn.
6. Specification of speed cushions - The cushions proposed are Marshall 4-piece Plateaux speed cushion of rubber construction. They are a maximum of 65mm in height from the road surface level which is 10mm below the limit stated in the Department for Transport Traffic Advisory Leaflet 4/94. Similar cushions have been installed in various areas throughout Inverclyde with no feedback that they still allow vehicles to speed over them. On the whole they appear to be effective in reducing the speed of all vehicles.

Conclusion

IC submits that the objections should not be upheld and the traffic calming measures should be introduced as proposed.