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| Report To: | Environment & Regeneration Committee | Date: | 16 April 2019 |
| Report By: | Corporate Director Environment, Regeneration and Resources | Report No: | LP/053/19 |
| Contact Officer: | Peter MacDonald | Contact No: | 01475 712618 |
| Subject: | Proposed Traffic Calming Measures Dunlop Street, 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 Dunlop Street, 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- Facilitate the effective, fair and proper hearing by the Committee of the Objectors who have not withdrawn their objection in order that the Committee can consider the objections (the Objections) and decide whether or not to approve the Proposal.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 from 46 Dunlop Street to 106 Dunlop 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 them made by the Objectors and Officers at the special meeting and thereafter **either**:
 - 3.4.1 Dismisses the Objections, approve the Proposal as detailed in Appendix 3 and remit 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 remit 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. Digital images have been received from one of the Objectors and arrangements will be made for the Committee to view these at the special meeting.
- 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 | £17,000 | 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 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. B MacDonald
42 Waverley Street
GREENOCK

COPY

Dear Mr. MacDonald,

**Proposed Traffic Calming Measures
Dunlop Street, 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,

[Redacted Signature]

pp Gerard Malone
Head of Legal and Property Services

TRANSCRIBED FROM ORIGINAL

21-3-19

Dear Sir

Proposed Traffic Calming Measures
Dunlop Street, Greenock

I would like to accept the opportunity to be heard at the Special Meeting of the Committee in support of my objections.

I will endeavour to supply documents which support my case.

Yours faithfully

B MacDonald

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. B MacDonald
42 Waverley Street
GREENOCK

KX 5949 1398 3GB

Dear Mr. MacDonald,

**Proposed Traffic Calming Measures
Dunlop Street, 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 LTR0106
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. B MacDonald
42 Waverley Street
GREENOCK

COPY

Dear Mr. MacDonald,

**Proposed Traffic Calming Measures
Dunlop Street, 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.

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.

Enquiries to: Joanna Dalgleish
Telephone: 01475 712123
E-mail: joanna.dalgleish@inverclyde.gov.uk
Our Ref: JK/JD ECO0106
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. B MacDonald
42 Waverley Street
GREENOCK



COF

Dear Mr. MacDonald,

Proposed Traffic Calming Measures Dunlop Street, Greenock

I refer to your undated letter received on 11th 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 Dunlop Street would be more dangerous for pedestrians.

The speed of vehicles going along this road has been an issue noted by several complaints and requests for action from members of the public, hence the development of these proposals.

The intention of the proposed traffic calming measures is to improve road safety on this section of road for all road users i.e. pedestrians, cyclists and vehicles by reducing the speed of vehicles on Dunlop Street. As part of the design of the traffic calming, a Road Safety Audit was undertaken. This is when an independent safety review is undertaken of the design to identify any safety concerns. As a result of this Audit small changes were made to the design to engineer out the identified issues and the re-design has now been signed off by the Road Safety Audit Team.

We recognise that a reduced speed limit of 20mph is safer for children coming in and out of school and this is why there is a mandatory part-time speed limit of 20mph during school hours on this stretch of road. Recent guidelines from the Scottish Government on 20mph speed limits advises that in order for the speed limit to be reduced vehicles must already be travelling at a low speed. If vehicles are not travelling at a low speed already then measures should be put in place to encourage low speeds. This is what the proposals aim to achieve.

We understand you have concerns about there not being enough room between the pedestrian guardrail on the build outs and the road for someone to stand, however, the guardrails are being introduced at the request of Police Scotland to discourage pedestrians from using these build outs as crossing points. The existing pedestrian



crossing points have been retained at these locations and should be used by pedestrians.

We realise you are also concerned about the distance between the pedestrian island and the chicanes, however, the chicanes are designed to a specific standard where safety is of highest importance. These standards advise what the spacing should be to encourage a certain speed, in this case 20mph. We have also used software to track the path of the largest vehicles likely to use this road which shows that they can manoeuvre through the chicanes safely.

The traffic calming measures are proposed between Nimmo Street and Wallace Street which is a relatively short length of road, therefore diverting along several side roads to avoid the traffic calming will take longer and the journey will likely be slower with vehicles having to give way to each other when they reach parked cars on these narrow roads. It is also unlikely in our view that they will divert along Thom Street to and from Inverkip Road for these reasons.

We understand that this is a busy road through Greenock and we put the proposals out for consultation to all of Inverclyde to comment on them, including the Emergency Services who raised no objection to the proposals.

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

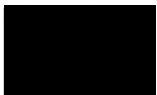
Please do not hesitate to contact Elaine Provan, Supervisory Engineer – Traffic & Transportation (Tel: 01475 714800) should you require any further information.

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 LTR0106
Your Ref:
Date: 14 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

Mr. B MacDonald
42 Waverley Street
GREENOCK

Dear Mr MacDonald,

Proposed Traffic Calming Measures Dunlop Street, Greenock

I acknowledge safe receipt of your undated letter of objection to the above proposals received by me on 11th January 2019.

I shall ensure that a copy of your letter is forwarded to the Head of Environmental & Public Protection (Roads) for consideration and upon receipt of his comments, I will provide you with a full response.

I look forward to hearing further from you.

Yours sincerely,



 Gerard Malone
Head of Legal and Property Services

TRANSCRIBED FROM ORIGINAL

Mr B MacDonald
42 Waverley Street
Greenock

Dear Sir

I object to the proposed road layout of chicanes on Dunlop Street, as I believe this would make Dunlop Street and joining roads more dangerous for children and there are other methods (proven) for traffic calming – such as 20 Plenty the length of school.

1. Pedestrian guard rail on buildout, as the street at this point is to be narrowed to 3.500m wide. Bus for example are 2.55m wide. Anyone on the outside of rail will only have 500mm approx. leeway of safety.
2. Chicane placements are too close to the islands forcing traffic towards said island where people could be congregated in numbers. In wintery and ice conditions this would be dangerous. There appears to be only 14m to 20m between end of chicane and island. A lorry can be 16.500m long and 2.55m wide. It would have to squeeze through putting people on island at risk where at the moment there are none. This layout seems to be done to a minimum requirements. Our children deserve better.
3. Due to the impact of chicanes, at peak times drivers will use side roads (not runs) which will impact surrounding streets/roads which would make those streets/roads more dangerous for children. Safety is paramount on all roads. Has there been a study of traffic flows on adjacent roads or impact of traffic entering or leaving from or into side streets. This would have an impact at traffic lights at Murdieston Street and as far back as Barr's Cottage roundabout.
4. As this is a main through road from west to east and east to west and is used as a bypass from Greenock town centre means this should XXXX be looked at as a residential issue it has wider implications to all Inverclyde drivers and business.

B MacDonald

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

BY EMAIL

Mr. Joe Keith,
Chair,
Notre Dame Parent Council.

COPY

Dear Mr. Keith,

**Proposed Traffic Calming Measures
Dunlop Street, 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,

[Redacted Signature]

 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 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

BY EMAIL

Mr. Joe Keith,
Chair,
Notre Dame Parent Council.

Dear Mr. Keith,

Proposed Traffic Calming Measures Dunlop Street, 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**.

I also take this opportunity to attach a copy of Inverclyde Council's Privacy Notice which explains how the Council will use any personal data you have provided as part of the traffic calming proposal process.

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

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.

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.

Enquiries to: Joanna Dalglish
Telephone: 01475 712123
E-mail: joanna.dalglish@inverclyde.gov.uk
Our Ref: JK/JD ECO0106
Your Ref:
Date: **14 February 2019**

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

Municipal Buildings
Clyde Square
Greenock
PA15 1LY

BY E-MAIL

Mr. Joe Keith
Chair, Notre Dame Parent Council.

Dear Mr. Keith,

Proposed Traffic Calming Measures Dunlop Street, Greenock

I refer to your email received on 17th January 2019 in connection with the above proposed traffic calming measures.

The Head of Service – Roads and Transportation has considered your comments received after the date of expiry of the period to object to the proposals and would respond as follows:-

Thank you for taking the time to consider and respond to the consultation. Your comments have been considered and I would respond as follows:-

Chicane design – This design is untested in Inverclyde, however, the design has been assessed by an independent party through a Road Safety Audit. As the name suggests, this Audit considers the safety implications of the proposals. As a result of this Audit, the independent party accepted that the spacing of the chicanes and islands do not present any issues for those using the pedestrian island. The aim of the chicanes is to encourage drivers to reduce their speeds which will make it safer for pedestrians to cross.

Traffic signal crossing – The volume of pedestrian demand is not high enough to warrant a further signalised crossing. If we were to put a signalised crossing in with little demand there is a risk that drivers would become used to seeing a green light and could then run through a red light endangering those on the crossing.

Speed cameras – Inverclyde Council do not have control over where speed cameras are installed. This is the responsibility of the Safety Camera Partnership (SCP) who work with Police Scotland. We do of course review our roads network with the SCP, however, Dunlop Street has never met the criteria for the installation of speed cameras.

Speed bumps – Whilst speed bumps could be installed, the Council have chosen not to install such measures on Dunlop Street as it is regularly used by ambulances and buses and our experience is that speed bumps create difficulty for their passengers.

We believe that the proposed chicanes are the best solution for this location by encouraging vehicles to reduce their speeds and in turn making Dunlop Street safer for all road users.

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

Yours sincerely,



Gerard Malone
Head of Legal and Property Services

Joanna Dalgleish

From: Joanna Dalgleish
Sent: 18 January 2019 10:10
To: 'Joe Keith'
Subject: RE: (Official) Road Calming Dunlop Street....Notre Dame PC Mtg Wednesday 16th December 2019. Response

Classification: Official

Dear Mr. Keith,

I thank you for your undernoted email and acknowledge safe receipt. I have noted your comments, received after the date of expiry of the period to object to the proposals, and shall ensure that your comments are forwarded to my client service (Roads) for consideration and response.

Kind Regards,
Joanna Dalgleish

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

COPY

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: Joe Keith [mailto: [REDACTED]]
Sent: 17 January 2019 16:52
To: Joanna Dalgleish
Cc: Sean Crossan; Catherine Couttie
Subject: Road Calming Dunlop Street....Notre Dame PC Mtg Wednesday 16th December 2019. Response

Dear Joanna,

Apologies for delay in responding we did not have a PC meeting in December 2019. I did have a meeting with Gordon Leech Inverclyde Roads, Pottery Street. 11am 5th December 2018 from that meeting I was able to give the parents copies of Chicane plan for Dunlop Street. I also gave the reasons why the pedestrian islands could not be re-located (resident parking/driveways and access roads). We appreciate the pressure Inverclyde Roads is under from local residents to slow the flow of traffic but have concluded that safety concerns should be paramount when considering road calming, the chicane is

untested in Inverclyde and looking at the plans the traffic is directed away from the pavement and out towards the pedestrian islands, if the vehicles do not slow down we believe this layout increases the danger to pedestrian safety and on coming traffic.

The Notre Dame Parent Council request Inverclyde Roads consider an alternative solution i.e.

a) Another Lights crossing

b) Speed Cameras

c) Speed bumps

or a combination of all three.

Best Regards

Joe

Chair

Notre Dame PC



Virus-free. www.avg.com

Joanna Dalglish

From: Joe Keith <[REDACTED]>
Sent: 17 January 2019 16:52
To: Joanna Dalglish
Cc: Sean Crossan; Catherine Couttie
Subject: Road Calming Dunlop Street....Notre Dame PC Mtg Wednesday 16th December 2019. Response

Dear Joanna,

Apologies for delay in responding we did not have a PC meeting in December 2019. I did have a meeting with Gordon Leech Inverclyde Roads, Pottery Street. 11am 5th December 2018 from that meeting I was able to give the parents copies of Chicane plan for Dunlop Street. I also gave the reasons why the pedestrian islands could not be re-located (resident parking/driveways and access roads).

We appreciate the pressure Inverclyde Roads is under from local residents to slow the flow of traffic but have concluded that safety concerns should be paramount when considering road calming, the chicane is untested in Inverclyde and looking at the plans the traffic is directed away from the pavement and out towards the pedestrian islands, if the vehicles do not slow down we believe this layout increases the danger to pedestrian safety and on coming traffic.

The Notre Dame Parent Council request Inverclyde Roads consider an alternative solution i.e.

- a) Another Lights crossing
 - b) Speed Cameras
 - c) Speed bumps
- or a combination of all three.

Best Regards

Joe

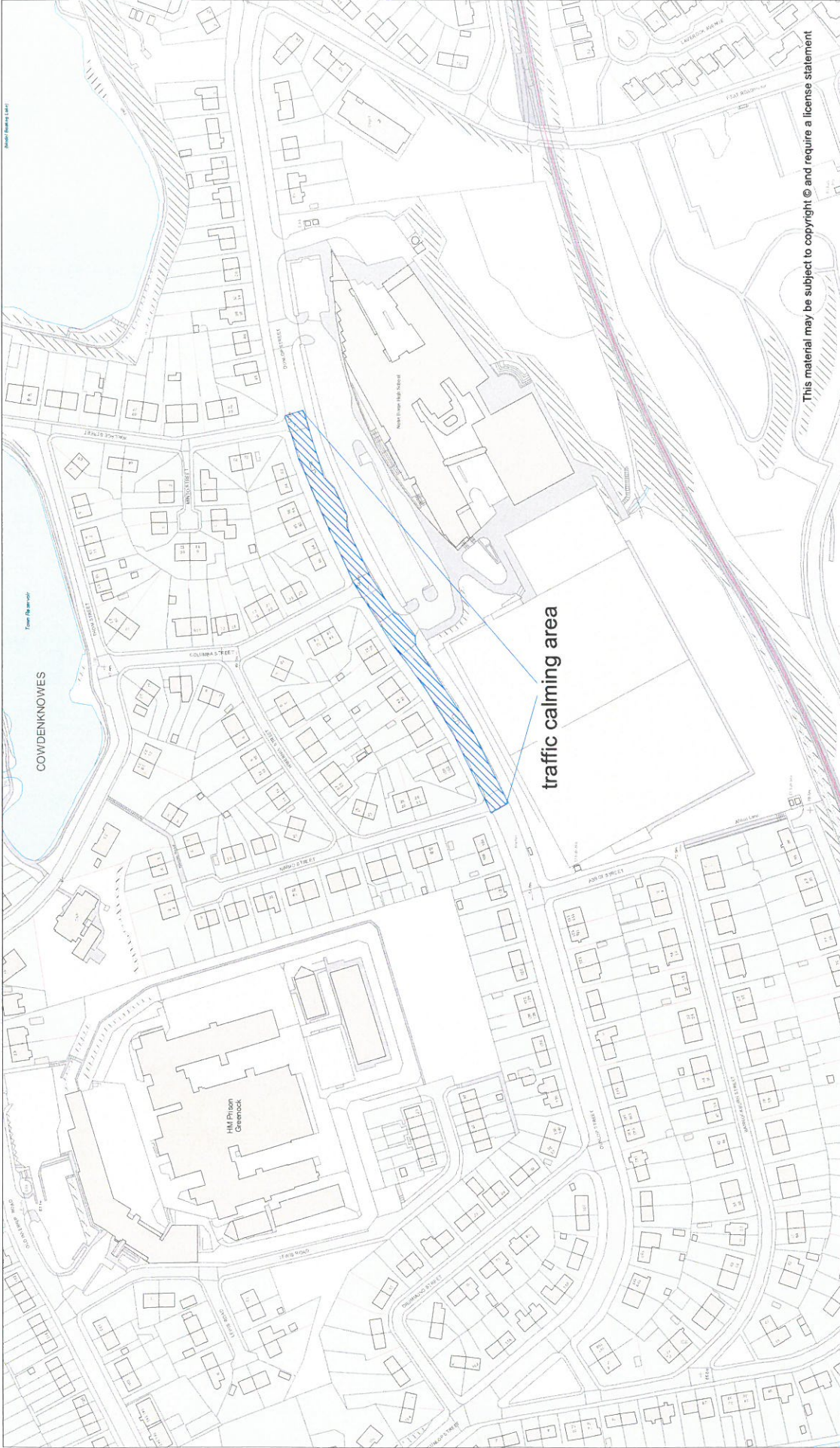
Chair

Notre Dame PC



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APPENDIX 3



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Sterling Court
 Norton Road
 Stevenage
 Herts SG1 2JY
 United Kingdom

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 Fax : +44 (0)1438 747997
 E-mail: info@cadcorp.com

| | |
|-------------|------------|
| Operator: | Name |
| Department: | Department |
| Drawing No: | 1234-A |
| Date: | 27/11/2018 |
| Scale: | 1:? |

Notes:



| Drawing Status | |
|----------------|----------|
| Preliminary | Contract |
| Tender | Record |

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| Rev. | Date | Revision | Checked | Approved |
|------|----------|---|----------|----------|
| A | 31/10/18 | GIVE WAY MARKINGS ADDED TO WALLACE ST AND BUILD-OUT MOVED 2m AS PER SAFETY AUDIT COMMENTS | 31/10/18 | 31/10/18 |



ENVIRONMENTAL & PUBLIC PROTECTION SERVICES

| | | | |
|-----------------|--|-------------|-----------|
| Scale | : 1:200@A1 | Date | : 04/2018 |
| 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 | | |

Dunlop Street
Proposed Traffic Calming
Plan Layout
Wallace St side

| | | |
|-------------|--------------------------|-----------------------|
| Drawing No: | ENV0305/P/DUNL/OPST/001A | Design Section |
| Rev: | | Original Drawing Size |
| File No: | | 841.594 (A1) |

Notes:



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

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| Rev | Date | Revision | Checked Date | Approved Date |
|-----|----------|--|--------------|---------------|
| A | 31/10/18 | REVISED TO REFLECT SAFETY AUDIT COMMENTS | 31/10/18 | 31/10/18 |






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 Officer:
**8 Pottery Street,
 Greenock PA15 2UH**

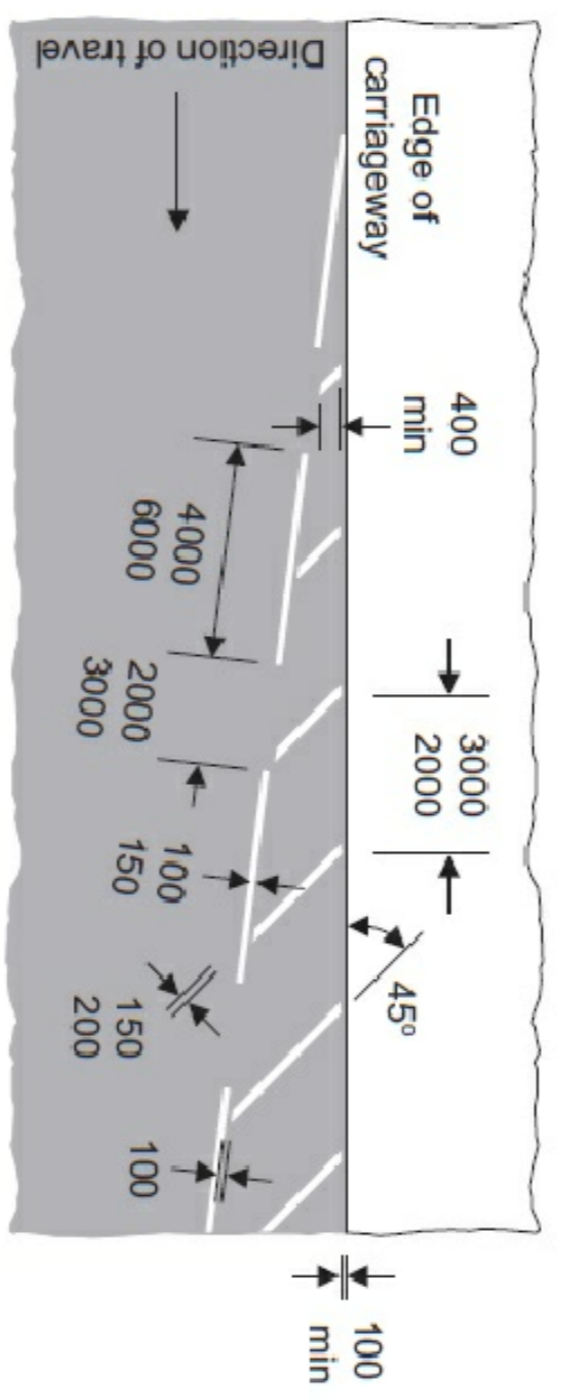
**Dunlop Street
 Proposed Traffic Calming
 Plan Layout
 Nimmo St side**

| | | |
|-------------|----------------------------|-----------------------|
| Drawing No: | ENV0305/P/L/DUNL/OPST/002A | Design Section |
| Rev: | | Original Drawing Size |
| File No: | | 841.594 (A1) |

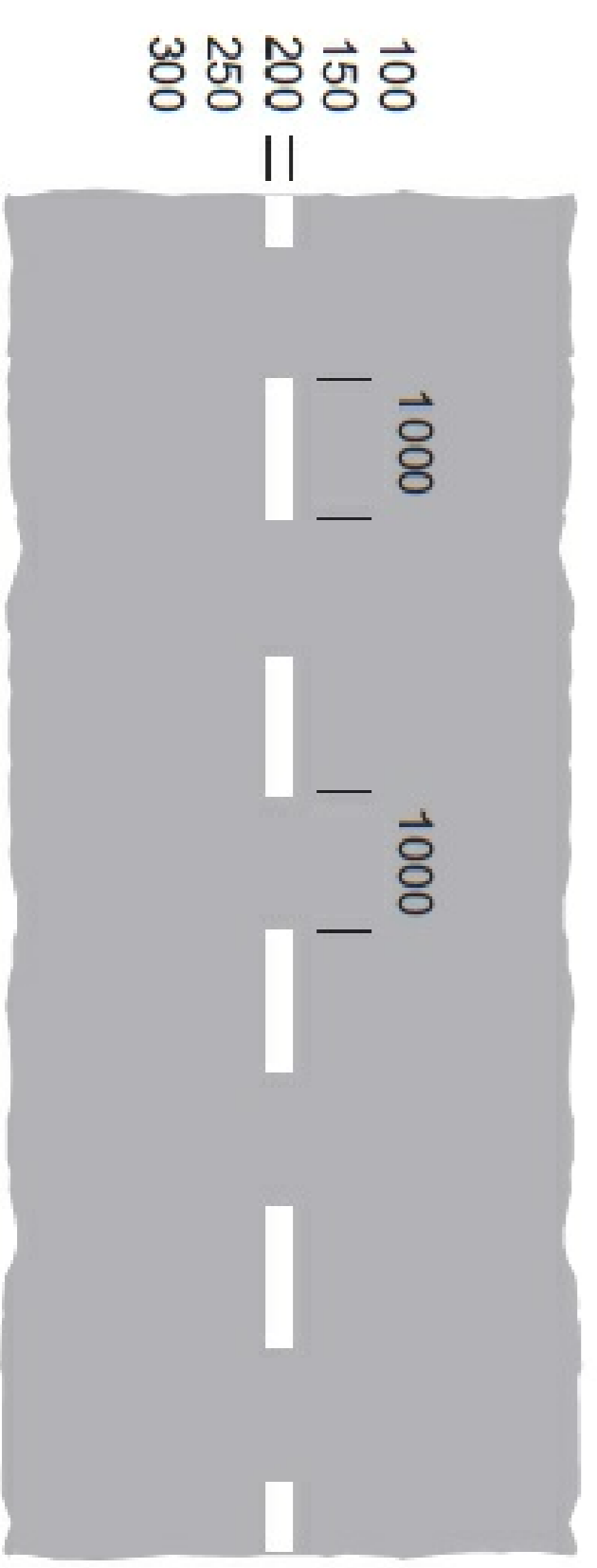
| (1) Item | (2) Description | (3) Diagram | (4) Variants by reference to Part 5 | (5) Applicable provisions in Part 6 | (6) Schedule 11 General Directions |
|-------------|---|---|--|--|---------------------------------------|
| 31 | End of designated quiet lane in England |  | | | |
| 32 | Diagram 883 Indication of the start of area with traffic calming features (within the meaning of paragraph 1(3) of the Schedule 10 (General Directions)) |  = 20 min = 40 max | 1, 5(1), 24 | | |
| 33 | Diagram 953.3 Entrance to a bus station, depot or garage |  | | 5 | |

Sign table — Schedule 11, Part 4

| (1) Item | (2) Description and diagram | (3) Permitted or required variants in Part 5 | (4) Requirements applicable in Part 6 |
|-------------|---|---|--|
| 25 | Diagram 1040.4 Part of the carriageway adjacent to the edge which vehicular traffic should not enter unless it is seen by the driver to be safe to do so | 49 | 7, 8, 11, 12 |



| (1) Item | (2) Description and diagram | (3) Permitted or required variants in Part 5 | (4) Requirements applicable in Part 6 |
|-------------|---|---|--|
| 10 | Diagram 1010 (a) edge of the carriageway at a road junction or a lay-by, or at an exit from a private drive onto a public road; (b) the start of a traffic lane, the boundary of which is indicated by the road marking shown at item 11 of the table in Part 6 of Schedule 9; (c) when used in conjunction with the road marking at item 4 of the sign table in Part 4 of Schedule 2, the most suitable path to be taken by high vehicles under a low bridge or to avoid an overhanging structure; (d) when laid alongside rails used by trams, the edge of the part of the carriageway used by the trams; (e) the division between the main carriageway and a traffic lane which leaves the main carriageway at a junction ahead; (f) the boundary between the main carriageway and either a diverging or merging traffic lane at a road junction; (g) the boundary between an emergency refuge area and either an actively managed hard shoulder or the edge of carriageway of a motorway; or (h) the division between the main carriageway and a cycle lane through a junction (Longitudinal marking) | 41 | 7, 8, 11, 12 |



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

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ENVIRONMENTAL & PUBLIC PROTECTION SERVICES

| | | | |
|-------------|-------|-------------|------------|
| Scale | : NTS | Date | : Oct 2018 |
| Prepared by | : GS | Checked by | : EP |
| Drawn by | : GS | Approved by | : GL |

Head of Service
Martin McNab

Design Officer:
8 Pottery Street,
Greenock PA15 2UH

Dunlop Street
Proposed Traffic Calming
Sign and Lines
Diagram numbers
Guidance

| | | |
|-------------|---------------------------|-----------------------|
| Drawing No: | ENV/0305/PL/DUNL/OPST/003 | Design Section |
| Rev: | | Original Drawing Size |
| File No: | | 841594 (A1) |

APPENDIX 4

**PROPOSED TRAFFIC CALMING, MEASURES IN THE
FORM OF CHICANES
DUNLOP STREET, GREENOCK**

STATEMENT OF CASE

Introduction

Inverclyde Council ("IC") 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 Dunlop Street in Greenock. It came second top of the priority list for traffic calming and Officers have promoted a traffic calming scheme consisting of chicanes 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 Statement of Case considers and responds to these objections.

Benefits

IC consider benefits will be achieved in road safety terms by reducing the speed of traffic on Dunlop Street. This would have a positive benefit on the speed of traffic adjacent to Notre Dame High School which has 2 entrances/exits onto this road.

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 B MacDonald

Objection: I object to the proposed layout of chicanes on Dunlop Street, as I believe this would make Dunlop Street and joining roads more dangerous for children and there are other methods (proven) for traffic calming such as 20 plenty the length of the school.

1. Pedestrian guardrail on build out, as the street at this point is to be narrowed to 3.500m wide. Bus for example are 2.55m wide anyone on the outside of the rail will only have 500mm approx. leaway of safety.
2. Chicane placements are too close to the islands forcing traffic towards, said island, where people could be congregated in numbers, in wintery and ice conditions, this would be dangerous there appears to be only 14m to 20m between end of chicane and island. A lorry can be 16.500 long and 2.55m wide. It would have to squeeze through putting people on island at risk where at the moment there are none. This lay out seems to be done to a minimum requirements. Our children deserve better.

3. Due to the impact of chicanes, at peak times drivers will use side roads (rat runs) which will impact surrounding streets/roads which would make those streets/ roads more dangerous for children. Safety is paramount on all roads, has there been a study of traffic flows, on adjacent roads or impact of traffic entering or leaving from on into side streets. This would have a impact at traffic lights at Murdieston Street and as far back as Barr's Cottage roundabout.
4. As this is a main through road, from west to east and east to west and is used as a bypass from Greenock town centre means this should not be looked at as a residential issue it has wider implications to all Inverclyde drivers and businesses.

Response: I am sorry to hear that you feel the proposed traffic calming measures on Dunlop Street would be more dangerous for pedestrians.

The speed of vehicles going along this road has been an issue noted by several complaints and requests for action from members of the public, hence the development of these proposals.

The intention of the proposed traffic calming measures is to improve road safety on this section of road for all road users i.e. pedestrians, cyclists and vehicles by reducing the speed of vehicles on Dunlop Street. As part of the design of the traffic calming, a Road Safety Audit was undertaken. This is when an independent safety review is undertaken of the design to identify any safety concerns. As a result of this Audit small changes were made to the design to engineer out the identified issues and the re-design has now been signed off by the Road Safety Audit Team.

We recognise that a reduced speed limit of 20mph is safer for children coming in and out of school and this is why there is a mandatory part-time speed limit of 20mph during school hours on this stretch of road. Recent guidelines from the Scottish Government on 20mph speed limits advises that in order for the speed limit to be reduced vehicles must already be travelling at a low speed. If vehicles are not travelling at a low speed already then measures should be put in place to encourage low speeds. This is what the proposals aim to achieve.

We understand you have concerns about there not being enough room between the pedestrian guardrail on the build outs and the road for someone to stand, however, the guardrails are being introduced at the request of Police Scotland to discourage pedestrians from using these build outs as crossing points. The crossing points have been retained at these locations and should be used by pedestrians.

We realise you are also concerned about the distance between the pedestrian island and the chicanes, however, the chicanes are designed to a specific standard where safety is of highest importance. These standards advise what the spacing should be to encourage a certain speed, in this case 20mph. We have also used software to track the path of the largest vehicles likely to use this road which shows that they can manoeuvre through the chicanes safely.

The traffic calming measures are proposed between Nimmo Street and Wallace Street which is a relatively short length of road, therefore diverting along several side roads to avoid the traffic calming will take longer and the journey will likely be slower with vehicles having to give way to each other when they reach parked cars on these narrow roads. It is also unlikely in our view that they will divert along Thom Street to and from Inverkip Road for these reasons.

We understand that this is a busy road through Greenock and we put the proposals out for consultation to all of Inverclyde to comment on them, including the Emergency Services who raised no objection to the proposals.

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

Notre Dame High School, Parent Council

Objection: I did have a meeting with Gordon Leech Inverclyde Roads, Pottery Street. 11am 5th December 2018 from that meeting I was able to give the parents copies of Chicane plan for Dunlop Street. I also gave the reasons why the pedestrian islands could not be re-located (resident parking/driveways and access roads).

We appreciate the pressure Inverclyde Roads is under from local residents to slow the flow of traffic but have concluded that safety concerns should be paramount when considering road calming, the chicane is untested in Inverclyde and looking at the plans the traffic is directed away from the pavement and out towards the pedestrian islands, if the vehicles do not slow down we believe this layout increases the danger to pedestrian safety and on coming traffic.

The Notre Dame Parent Council request Inverclyde Roads consider an alternative solution i.e.

- a) Another Lights crossing
- b) Speed Cameras
- c) Speed bumps

or a combination of all three.

Response: Thank you for taking the time to consider and respond to the consultation. Your comments have been considered and I would respond as follows:-

Chicane design – This design is untested in Inverclyde, however, the design has been assessed by an independent party through a Road Safety Audit. As the name suggests, this Audit considers the safety implications of the proposals. As a result of this Audit no concerns were raised regarding the potential risk of vehicles being directed towards the pedestrian island. The aim of the chicanes is to encourage drivers to reduce their speeds which will make it safer for pedestrians to cross.

Traffic signal crossing – The volume of pedestrian demand is not high enough to warrant a further signalised crossing. If we were to put a signalised crossing in with little demand there is a risk that drivers would become used to seeing a green light and could then run through a red light endangering those on the crossing.

Speed cameras – Inverclyde Council do not have control over where speed cameras are installed. This is the responsibility of the Safety Camera Partnership (SCP) who work with Police Scotland. We do of course review our roads network with the SCP, however, Dunlop Street has never met the criteria for the installation of speed cameras.

Speed bumps – Whilst speed bumps could be installed, the Council have chosen not to install such measures on Dunlop Street as it is regularly used by ambulances and buses and our experience is that speed bumps create difficulty for their passengers.

We believe that the proposed chicanes are the best solution for this location by encouraging vehicles to reduce their speeds and in turn making Dunlop Street safer for all road users.

Council Comments

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

1. Guardrail on build outs – The guardrail on the build outs has been included in the design at the request of Police Scotland. They were concerned that pedestrians would use the build out as a crossing point and they do not feel that this is safe. The guardrail is on the pavement and not on the build out itself.
2. Rat running – The traffic calming features are over a relatively small length of road. To avoid them drivers would require take a lengthy diversion which we do not feel they would do more than once. If they take the diversion we believe they would recognise that it is less attractive than manoeuvring through 2 chicanes.
3. Impact on wider road network – The traffic calming features are proposed to reduce the speed of traffic. It is not anticipated that they will result in significant delays to vehicles using this road.
4. Dangerous for children – The features are designed to reduce the speed of traffic on Dunlop Street. This should make it safer for children crossing the road at this point.
5. Other forms of Traffic Calming – It has been suggested that other forms of Traffic Calming would be better at this location i.e. 20s Plenty, additional traffic signal crossing, speed cameras or speed bumps. Recent guidelines from the Scottish Government entitled “Good Practice Guide on 20 mph Speed Restrictions” removes the ability to use 20s Plenty going forward. It outlines the conditions for introducing a 20mph speed limit and this road only fits the criteria if the speed limit is self-enforcing i.e. has some form of traffic calming. There is a signalised crossing already in place at the junction of Dunlop Street/ Cornhaddock Street/ Murdieston Street. Installing a further signalised crossing as close as this would likely result in further delays to traffic and would not be used very frequently. This could result in drivers becoming used to seeing a green light and not noticing when the lights turn red. Finally Police Scotland control the installation and maintenance of speed cameras. Roads officers meet with them annually to identify any locations which may be suitable for the installation of traffic signals. These meetings have not identified a requirement for a speed camera on this road.
6. Design and placement of chicanes – Officers have used the appropriate design standards in the design of this scheme. This establishes the recommended spacing of chicanes to reduce speeds to a particular level, in this case 20mph. The design has also been subject to a Stage 2 Road Safety Audit. As a result of the findings of the Audit the design was amended slightly to design out any issues raised. This was sent to the Auditor who reissued the Stage 2 Audit accepting the design changes. A copy of the Road Safety Audit is included as Appendix A.

Conclusion

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

APPENDIX A – STAGE 2 - ROAD SAFETY AUDIT



STEWART PATON ASSOCIATES

Consulting Engineers and Forensic Investigation Specialists

**PROPOSED TRAFFIC CALMING
B7054 DUNLOP STREET
GREENOCK**

STAGE 2 ROAD SAFETY AUDIT
(SPA Ref No: 4955)

Roads Authority: Inverclyde Council

Client: Inverclyde Council



Report prepared by:

Stewart Paton Associates Limited

69 Barnton Park Avenue, Edinburgh, EH4 6HD

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| Annex 3 | ACCIDENT RECORD | |

DOCUMENT CONTROL

General

| | |
|---------------|---|
| Project | Proposed Traffic Calming, Dunlop Street, Greenock |
| Client | Inverclyde Council |
| Document Type | Stage 2 Road Safety Audit |
| SPA Ref No | 4955 |

Report Revisions

| | Originator | Date | Reviewer | Date | Status |
|---------------|--------------------------|-------------|---------------------------|-------------|------------------|
| Draft –Rev 0 | ██████████ ██████████ | 25/10/2018 | N/A | N/A | For Review |
| Draft –Rev 1 | N/A | N/A | ████████████████████ | 29/10/2018 | Convert to Final |
| Final – Rev 0 | ████████████████████ | 29/10/2018 | N/A | N/A | Issue to Client |
| Final – Rev 1 | ████████████████████ | 16/11/2018 | Designers response added. | | Issue to Client |

1.0 INTRODUCTION

1.1 The report has been prepared for Inverclyde Council as a Stage 2 Road Safety Audit of the proposed traffic calming on the B7054 at Dunlop Street, Greenock. The audit was on behalf of Inverclyde Council and requested by [REDACTED]. The Road Safety Audit was carried out during October 2018.

1.2 The Road Safety Audit Team membership was as follows:

[REDACTED] [REDACTED]
[REDACTED] Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists

[REDACTED]

[REDACTED] [REDACTED]
[REDACTED] Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists.

[REDACTED] [REDACTED]
[REDACTED] Stewart Paton Associates Ltd., Consulting Engineers and Forensic Investigation Specialists

[REDACTED]

1.3 The Road Safety Audit took place at the New Stevenston office of Stewart Paton Associates during October 2018. The Road Safety Audit was undertaken in accordance with the Road Safety Audit Brief / Instruction provided by Gary Sweeney. The Road Safety Audit comprised an examination of the documents provided and these are listed in Annex 1. The documents consisted of a design drawings and speed survey data. The Audit Team visited the site of the proposed traffic calming on the afternoon of 23 October 2018 between 15:15 and 16:15. During the site visit the weather was light showers and the existing road surface was wet. Traffic conditions were moderate.

1.4. The terms of reference of the Road Safety Audit are as described in HD 19/15. The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.5 All comments and recommendations are referenced to the detailed design drawings and the locations have been indicated on plan included in the Annex 2. Where appropriate photographs have been included within the body of the report to illustrate issues identified.

1.6 The scheme consists of the introduction of traffic calming measures on Dunlop Street Greenock near to its junction with Wallace Street. A build out will be positioned in advance of the existing pedestrian refuge islands to reduce speeds by means of a horizontal deflection.

The B7054 Dunlop Street is a local distributor road in a mainly residential area. It runs generally east to west and is a single carriageway with footways and street lighting. Dunlop Street is governed by a 30 MPH speed limit which reduces to 20 MPH at times when children are going to and from Notre Dame High School which is located adjacent to where the proposed traffic calming is to be introduced. Parking restrictions are provided on Dunlop Street in the vicinity of the High School.

The Audit Team observed the traffic / pedestrian patterns in the period around school exit time. There appeared to be a system in place whereby those pupils being collected by car were picked up within the school grounds. Several cars were noted parked on the street outside, possibly waiting for the intended person to emerge from the school building. A large number of pupils departed the school on foot and crossed the Dunlop Street at various locations, there being no obvious clear desire line. The Audit Team did not have any particular concerns during this period, for example no vehicle was observed to park on the footway or at any crossing point.

The results of the speed survey carried out in 2017 is noted. The 85%ile speed of 31.3 mph would concur with the observations of the Audit Team during the site visit. During periods of free-flow conditions, speeds tended to be high (at or around 30-mph) but not excessively so. However, it was further noted that due to increased congestion levels during the school exit time (and during the 20-mph operation), speeds tended to be lower and more akin to the prevailing 20 mph limit in force.

Note 1:

The Audit Team notes the following in relation to the DMRB standard HD19/15: Road Safety Audits:-

HD 19 /15. Clause 2.97 – I (Black Box - i) (Stage 1, 2 and 3 Road Safety Audit Reports shall include:). A statement, signed by both the Road Safety Audit Team Leader and the Road Safety Audit Team Member(s) in the format given in Annex D.

That being: -

We certify that this Road Safety Audit has been carried out in accordance with HD 19/15.

It is this practice's interpretation that once an Audit Team has been approved this statement within a report is solely related to the processes as detailed in HD19/15 associated with reviewing the scheme in terms of the documentation provided in the Audit Brief, undertaking site inspections and producing draft and final Road Safety Audit Reports.

The Audit Team is not responsible or the actions of other stakeholders in relation to other management and approval processes contained within the overall audit process.

The Audit Team does however reserve the right, within the introduction of its reports, to highlight and/or explain any areas where the overall audit process has not followed that laid down in the standard.

Note 2:

Any reference to a Chapter is a reference to a Chapter of the Traffic Signs Manual, reference to the Regulations is a reference to the Traffic Signs Regulations and General Directions 2016 and any reference to a Diagram (Diag) is a reference to a sign Diagram number in those Regulations. References to standards are those found in the Design Manual for Roads and Bridges.

2.0 ACCIDENT RECORD

- 2.1 In the absence of any specific accident records being provided the Road Safety Audit Team have examined the website www.crashmap.co.uk for injury accidents recorded at the site. No accidents were recorded at the site between 2013 and 2017.
- 2.2 A map-based plan showing the search location used has been provided in Annex 2

3.0 ITEMS ARISING FROM THIS STAGE 2 AUDIT

3.1 GENERAL

The Audit Team have not identified any road safety issues relative to this section at this time.

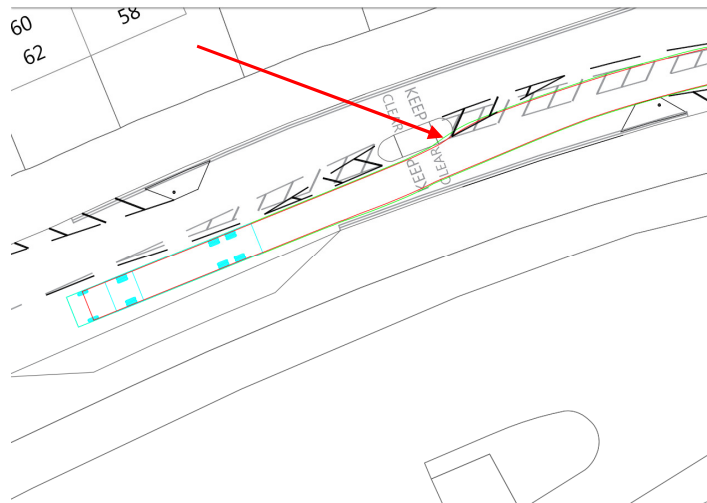
3.2 LOCAL ALIGNMENT

3.2.1 PROBLEM

Location: Various (refer to text)
Drawing(s): Swept Path Drawings 001 - 005
Summary: Constrained geometric layout can result in large vehicles mounting islands, footways etc leading to conflict with pedestrians and other road users.

The swept path drawings have been assessed and the Audit Team would comment as follows;

Drawing 001 HGV Westbound Dunlop Street; It is noted that there is a minor over-run of the overhang over the traffic island (see below).



Extract from Swept Path Drg. 001

Drawing 003 Right Turn Out of Wallace Street; This drawing shows a 4x4. The Audit Team would recommend that a further assessment be carried out of a rigid HGV (refuse vehicle) making this turn, given that such vehicles would likely carry out this manoeuvre.

RECOMMENDATION

Both these locations should be reviewed and in the case of the noted over-hang, minor adjustment/s be made where possible to eliminate any possible conflict points.

The swept path of the rigid HGV right turn from Wallace Street should be produced and assessed to ensure no over-run occurs.

Designers Response: It is noted that a minor overhang of approx. 200mm occurs with the Large HGV on the existing pedestrian refuge island travelling westbound. It was considered moving the build-out east to the other side of Wallace St but as a result of this the stagger length would increase thus reducing the effectiveness of the chicane. The most viable option is to move the build-out slightly to the east by approx. 2m, but not to the detriment of vehicles turning right from Wallace Street. Tracking has been carried out to ensure no overhang or overrun occurs with the new location of the build-out.

Rigid HGV (refuse vehicle) has been tracked turning right from Wallace Street onto Dunlop Street with the chicane build-out in its original position and also its revised position approx. 2m east. In both circumstances there is no conflict.

Audit Team Response: Noted and accepted

3.3 JUNCTIONS

3.3.1 PROBLEM

Location: Dunlop Street at junction with Wallace Street

Drawing(s): Dunlop Street PL 001

Summary: Road users not immediately aware of traffic calming features may be forced into sudden turning or stopping manoeuvres resulting in skidding and loss of control type accidents.

The presence of the west bound build-out at the junction of Wallace Street may not be immediately apparent to traffic turning right out of Wallace Street. It is noted that a combination of traffic bollard and hatched markings will be in place, however these are primarily of benefit to traffic approaching on Dunlop Street and may not be sufficiently visible to emerging traffic from the side road. This would be of particular concern during the hours of darkness where any reflective surface would be less apparent to side road traffic.

RECOMMENDATION

It is appreciated that the existing crossing points may be in the most suitable locations and that the proposed traffic calming is being designed around these. Given the concerns raised above however, the Audit Team would recommend that the siting of the build out be reviewed. It may be desirable to move the build out to a position slightly further to the east, at or beyond the centre line of the side road, to avoid any possible conflict with turning traffic. The obvious disadvantage of this would be that the horizontal deflection will be reduced, resulting in a lesser traffic calming effect. Alternatively, measures could be considered to make the build out more obvious to side road traffic.

Designers Response: As mentioned above and noted by the audit team moving the build-out east of Wallace Street would reduce the effectiveness of the horizontal deflection significantly and is not a viable solution. The tracking of the 4x4 and refuse vehicle turning right from Wallace St is sufficient enough to suggest that there will be no conflict with vehicles striking the proposed Build-out. Upon review it is suggested to have a retroreflective blank face bollard (below) facing Wallace Street.

Audit Team Response: Noted and accepted

3.4 NON-MOTORISED USERS (NMU)

The Audit Team have not identified any road safety issues relative to this section at this time.

3.5 ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING

3.5.1 PROBLEM

Location: At junction of Wallace Street / Dunlop Street
Drawing(s): Dunlop Street PL 001
Summary: Incorrect road markings can lead to road user confusion resulting in unexpected manoeuvres.

The above drawing shows new road markings to diag. 1010 being provided at the Wallace Street junction. This may give the impression that this is an entrance to a one-way street. This is obviously incorrect, these should be the appropriate give way markings (diag.1003/1009). It is assumed that confusion may have arisen due to the present markings being similar to diag 1010, however this appears to be due to the existing marking being worn.

RECOMMENDATION

The Design Team should note the above and correct the relevant drawing.

Designers Response: Noted and drawing has been changed to reflect this recommendation

Audit Team Response: Noted and accepted

3.5.2 PROBLEM

Location: At crossing points (existing markings)
Drawing(s): N/A
Summary: Worn or absent road markings can lead to road user confusion resulting in unexpected manoeuvres.

It was noted during the site visit that some of the existing road marking were worn, including the 'Keep Clear' at the crossing points.

RECOMMENDATION

The Design Team would recommend that given the relatively low cost involved, the opportunity be taken to renew the existing 'Keep Clear' markings as part of the project.



Worn markings at crossing point

Designers Response: Noted and drawings have been changed to reflect this recommendation

Audit Team Response: Noted and accepted

3.5.3 PROBLEM

Location: At build outs, all approaches.

Drawing(s): Dunlop Street PL 001 & 002

Summary: Inadequate warning of traffic calming features can result in road users striking or sudden evasive manoeuvres leading to loss of control type accidents.

It is noted that bollard type Glasdon Neapolitan 150 type bollard is to be provided at each build out. With reference to the manufacturers catalogue (see below), several variations are available, including black with reflective markings, and all white also with reflective markings. It is not clear which type is being specified.

Regardless however, these bollards may not be the most effective version available, and whilst it is not the purpose of this report to specify any particular type, given that speeds along the route are of concern, a higher specification type may be more appropriate, such as those already used on the refuge islands, being the keep left reflective rebound type.

RECOMMENDATION

The Design Team should note the above and review the type of bollard being proposed.



Glasdon Neapolitan 150 bollard (picture from manufacturers website)



Existing keep left bollards at traffic islands

Designers Response: The type specified shall be 150mm retroreflective strip at the top half red and half white appropriately positioned for traffic flow. It is noted the existing keep left bollards and the use of a retroreflective keep right bollard (below) would be more suited rather than the specified Glasdon Neapolitan 150 bollard. Drawing have been changed to reflect this.



Audit Team Response: Noted and accepted

4. AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with HD 19/15

AUDIT TEAM LEADER

Name: [REDACTED]
[REDACTED]

Signed: [REDACTED]

Position: Director

Dated: 16 November 2018

Organisation: Stewart Paton Associates Ltd
Consulting Civil Engineers

Address: 69 Barnton Park Avenue
Edinburgh
EH4 6HD

AUDIT TEAM MEMBER

Name: [REDACTED]
[REDACTED]

Signed: [REDACTED]

Position: Consultant

Dated: 16 November 2018

Organisation: Stewart Paton Associates Ltd
Consulting Civil Engineers

Address: 69 Barnton Park Avenue
Edinburgh
EH4 6HD

Annex 1 LIST OF PLANS AND DOCUMENTS

Drawings;

Dunlop Street Swept Path 001
Dunlop Street Swept Path 002
Dunlop Street Swept Path 003
Dunlop Street Swept Path 004
Dunlop Street Swept Path 005
Dunlop Street PL 001
Dunlop Street PL 002
Dunlop Street Signs & Lines 001
Dunlop Street Signs & Lines 002

Other Documents

Speed Survey

Updated Drawings November 2018;

Dunlop Street Swept Path 001/A
Dunlop Street Swept Path 006/A
Dunlop Street PL 001/A
Dunlop Street PL 002/A

Annex 2 PROBLEM LOCATION PLAN

- Specific problem areas have been identified and referenced by the comment number in the text
- General issues covering multiple areas have not been highlighted on this plan so as to avoid clutter and potential misinterpretation

