

A special meeting of the Environment & Regeneration Committee will be held on Tuesday 16 April 2019 at 3pm within the Municipal Buildings, Greenock.

GERARD MALONE
Head of Legal and Property Services

BUSINESS

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2.	Proposed Traffic Calming Measures – Lyle Road, Greenock Report by Corporate Director Environment, Regeneration & Resources	p
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Enquiries to – **Rona McGhee** – Tel 01475 712113

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- Facilitate the effective, fair and proper hearing by the Committee of the Objectors who have not withdrawn their objections in order that the Committee can consider the objections (the Objections) and decide whether or not to approve the Proposal.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

COPY

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.

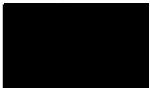
Please do not hesitate to contact Elaine Provan, Supervisory Engineer – Traffic & Transportation (Tel: 01475 714800) should you require any further information.

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
PA15 1LX
Tele: 01475 712123
Email: Joanna.Dalglish@inverclyde.gov.uk

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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,
Municipal Buildings,
Clyde Square,
GREENOCK,
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Inverclyde Council website – www.inverclyde.gov.uk Inverclyde on Twitter – twitter.com/inverclyde

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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 Dagleish

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

Dear Ms Dagleish,

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.

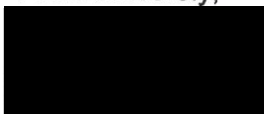
As you know, a Special Meeting of the Environment & Regeneration Committee is to be held in this connection and will commence at **3.00pm on Tuesday 16th April 2019** in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1L.

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

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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 Dalgleish

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

COPY

Dear Ms Dalgleish,

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

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

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.

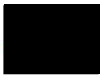
I trust the above addresses all of your concerns and allows you to consider your position on your objection to these proposed traffic calming measures. However, should you feel that this information does not address your concerns so that you maintain your objection, the Council will arrange a Special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

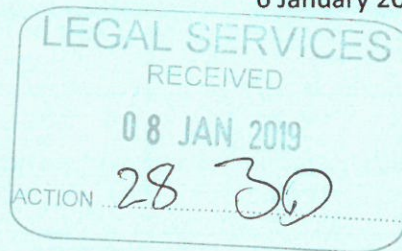
Yours sincerely,

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 existing 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,

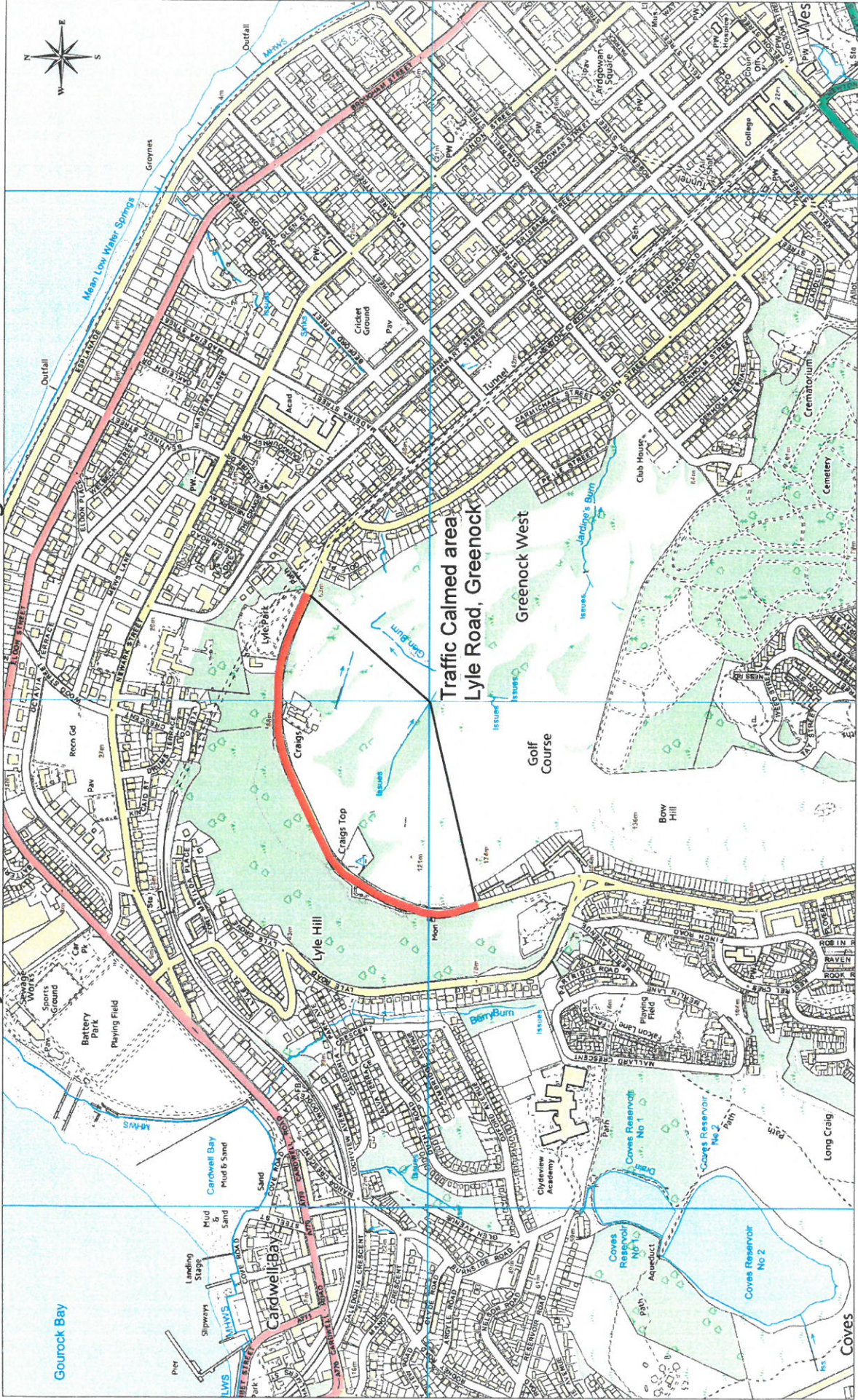
A black rectangular redaction box covering the signature of John and Margaret MacDougall.

John and Margaret MacDougall

c.c. Cllr. Graeme Brooks

APPENDIX 3

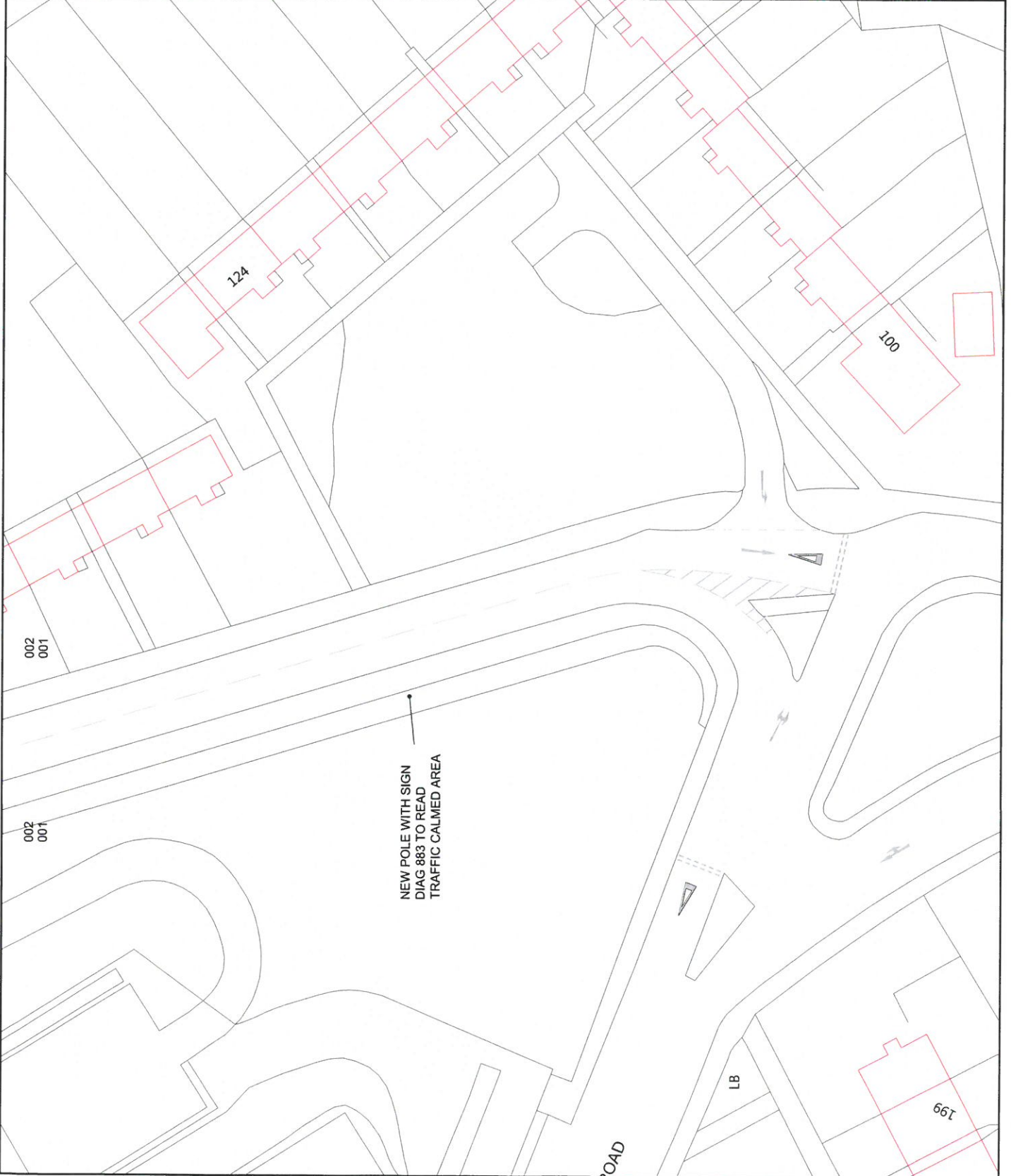
Lyle Road, Greenock - Traffic Calming location



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 712272
 Fax: 01475 712277
 sco@inverclyde.gov.uk

Notes:



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

GS Group
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Rev	Date	Revised	Checked By	Approved Date

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		

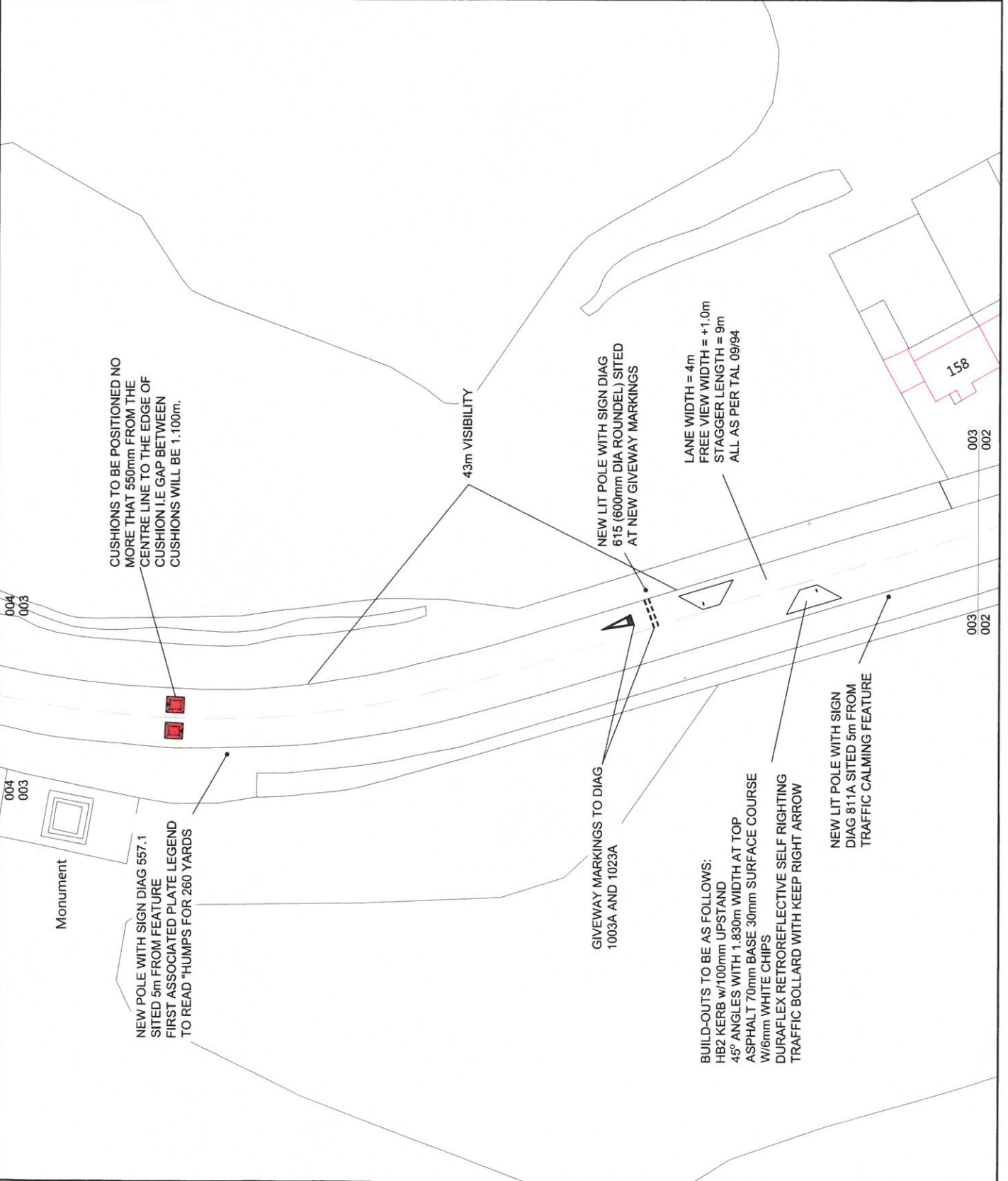
Design Office:
 8 Pottery Street,
 Greenock PA15 2UH

Lyle Road
 Traffic Calming Proposal
 Greenock
 Plan

Drawing No:	ENV0306P/L/LEHD001
Rev:	
File No:	

Design Section
 Original Drawing No: B11594(A1)

Notes:



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Tender	<input type="checkbox"/>
Record	<input checked="" type="checkbox"/>

GS Group
 Glasgow City Council
 Planning Department
 1000 Galloway Road
 Glasgow G4 0JH
 Tel: 0141 276 2000
 Fax: 0141 276 2001
 Email: planning@glasgow.gov.uk

Rev:	Date:	Revised:	Checked:	Approved:

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

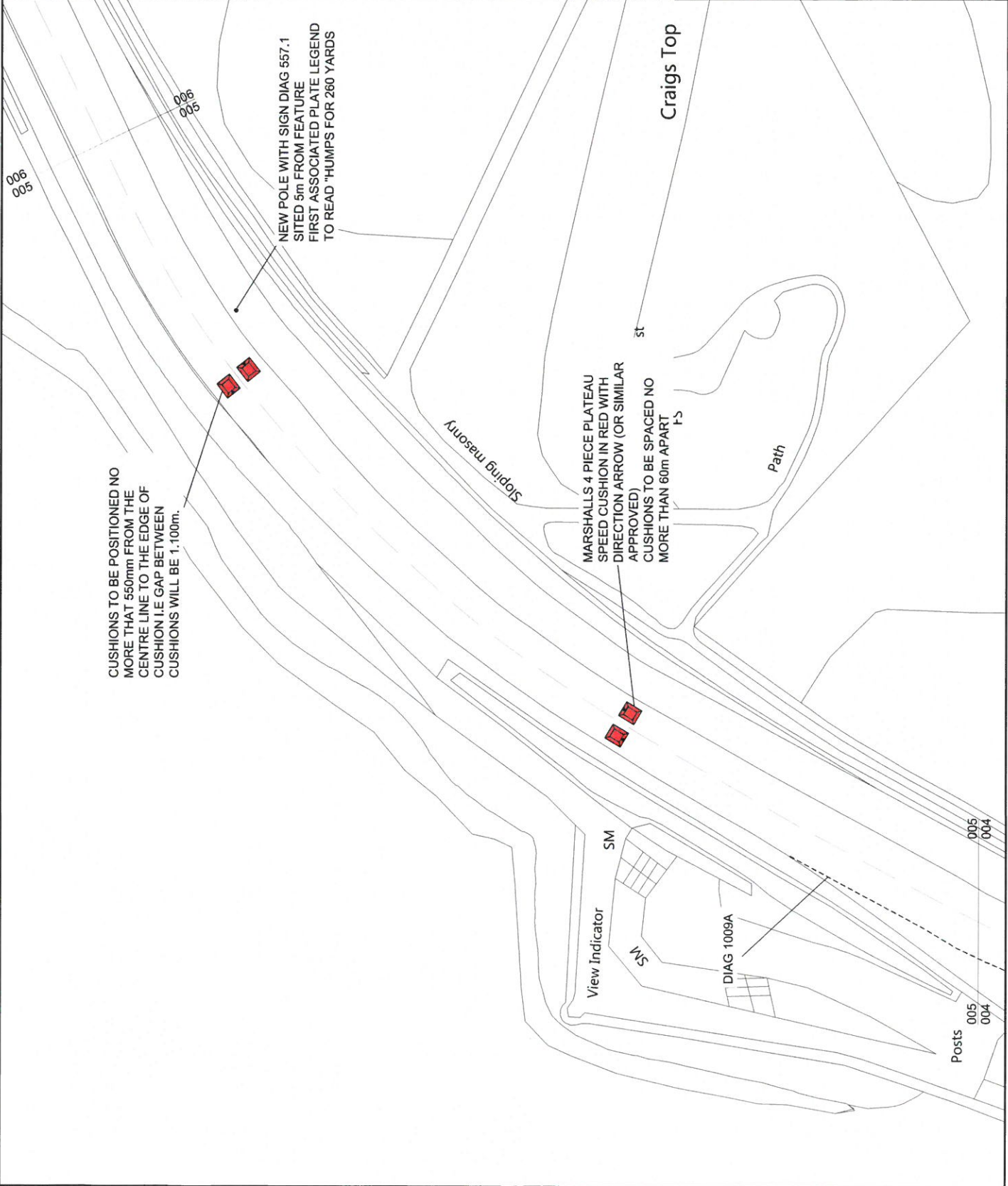
Martin McNab
 8 Pottery Street,
 Greenock PA15 2UH

Lyle Road
 Traffic Calming Proposal
 Greenock
 Plan

Drawing No:	EW0305PULYERD003
Rev:	
File No:	

Design
 Section
 Original Drawing Size
 A1 (594x841)

Notes:



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

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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

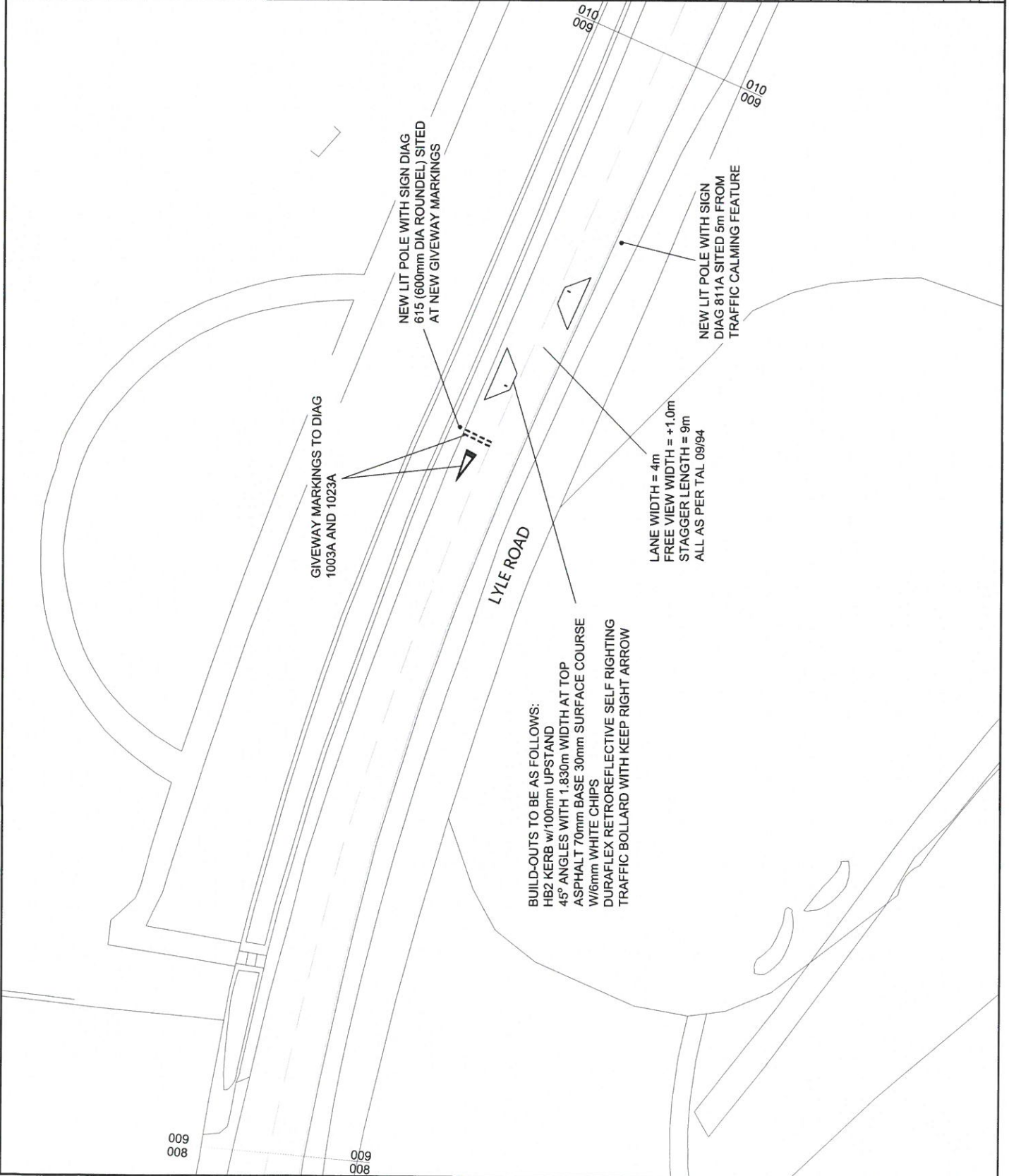
Design Office:
 Martin McNab
 8 Pottery Street
 Greenock PA15 2UH

Lyle Road
 Traffic Calming Proposal
 Greenock
 Plan

Drawing No: ENV0005/PLLYLERD005
 File No:

Design
 Section
 Original Drawing Size
 B41584 (A1)

Notes:



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

GS
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Rev	Date	By	Check	Approved

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
 Design Officer: Martin McNab
 8 Pottery Street,
 Greenock PA15 2UH

Lyle Road
 Traffic Calming Proposal
 Greenock
 Plan

Drawing No:	ENV036P/LYLE/009
Rev:	
File No:	

Design Section
 Original Drawing Size
 M1:504 (A1)

Notes:



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Contract	<input type="checkbox"/>
Record	<input checked="" type="checkbox"/>

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.

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,



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 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. 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.

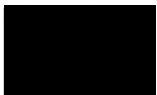
Please do not hesitate to contact Elaine Provan, Supervisory Engineer – Traffic & Transportation (Tel: 01475 714800) should you require any further information.

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.

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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 17^h 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,

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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

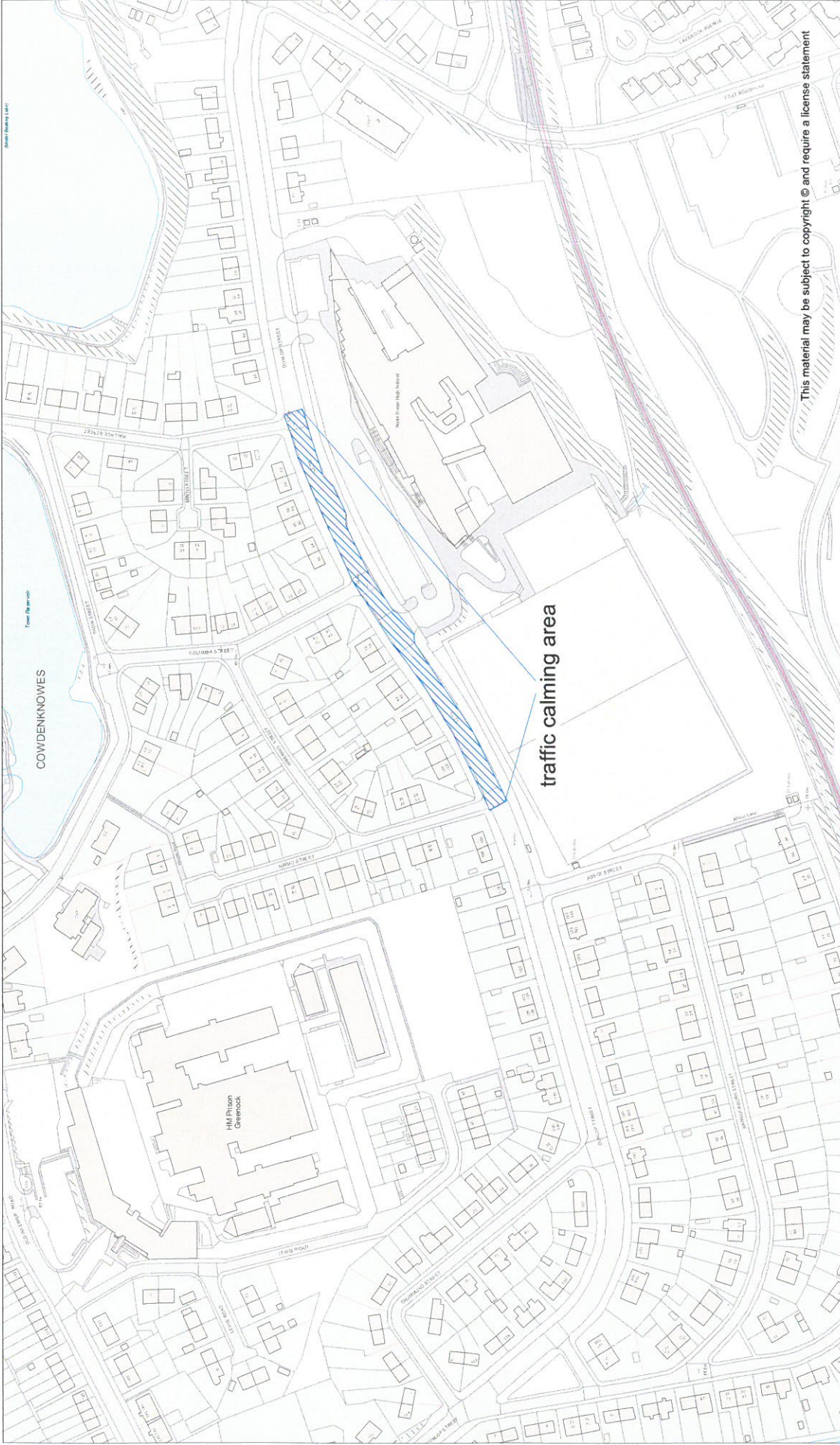
Chair

Notre Dame PC



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APPENDIX 3



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Sterling Court
 Norton Road
 Stevenage
 Herts SG1 2JY
 United Kingdom

Tel : +44 (0)1438 747996
 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	<input type="checkbox"/> Contract
Tender	<input checked="" type="checkbox"/> 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		
<p>Dunlop Street Proposed Traffic Calming Plan Layout Wallace St side</p>			

Drawing No:	ENV0305FPL/DUNL/OPST/001A	
Rev:		
File No:		Original Drawing Size 841,594 (A1)

Notes:



Drawing Status	
Preliminary	Contract
Tender	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**

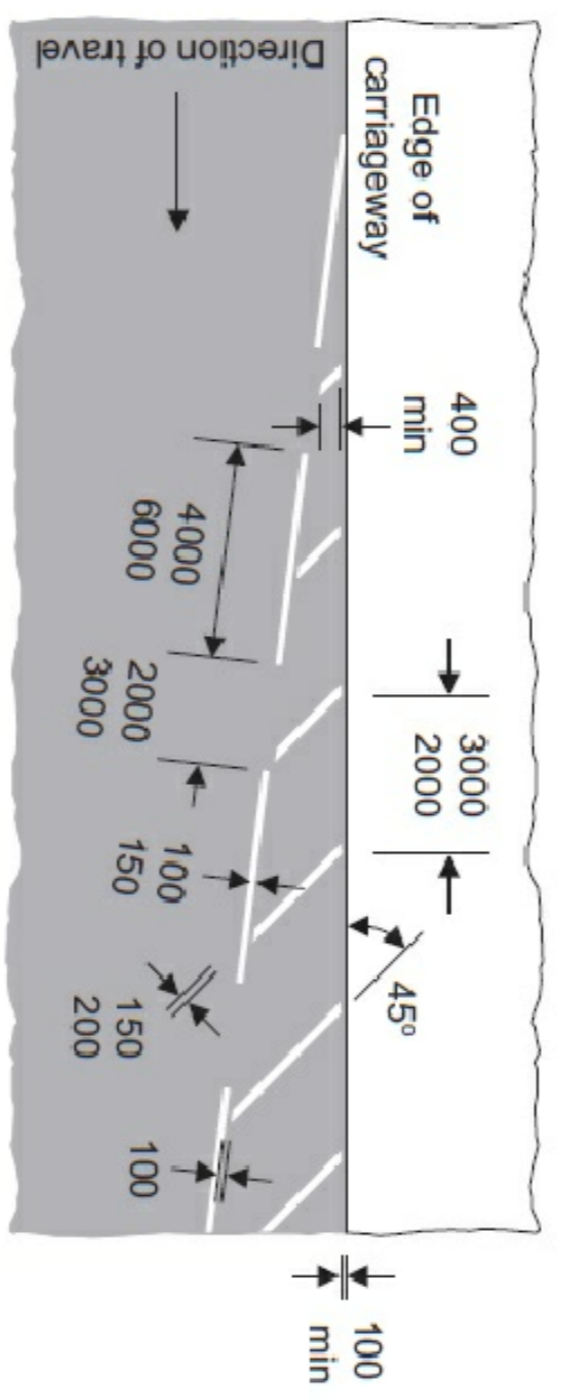
Dunlop Street
 Proposed Traffic Calming
 Plan Layout
 Nimmo St side

Drawing No:	ENV/0305/P/L/DUNL/OPST/002A	Design Section
Rev:		Original Drawing Size
File No:		841.594 (A1)

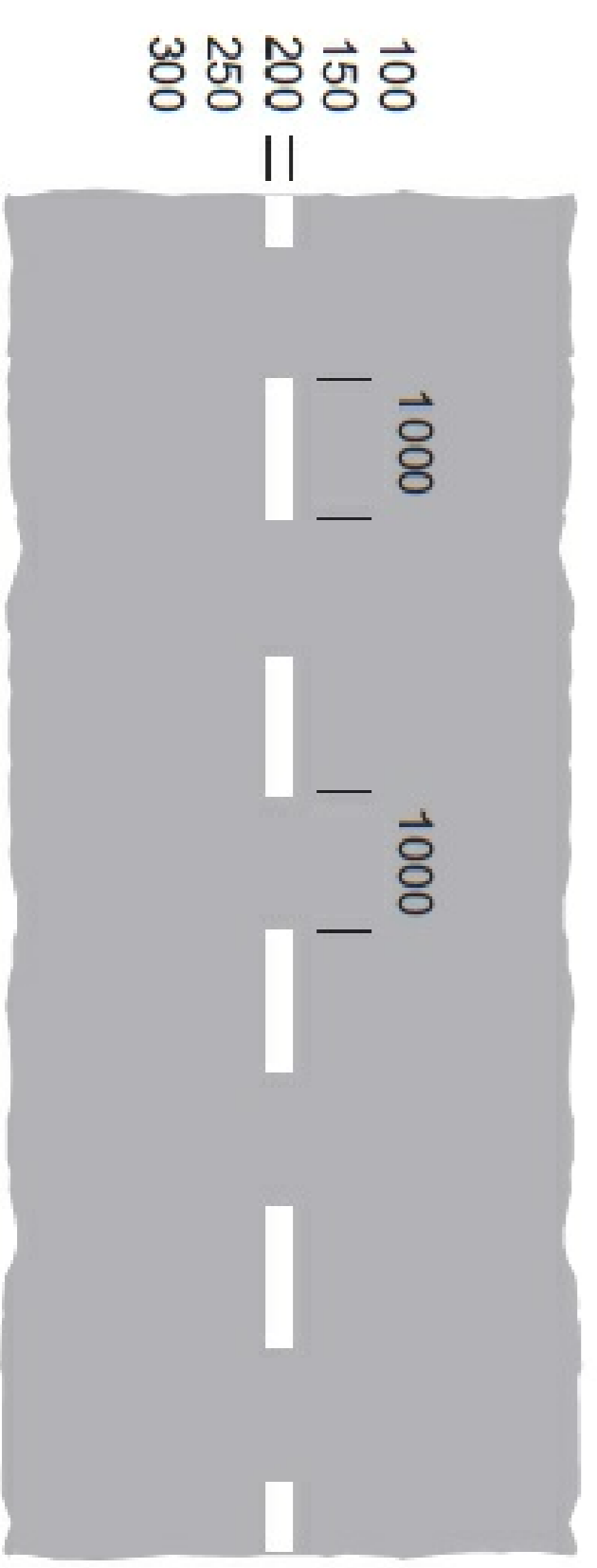
(1) Item	(2) Description	(3) Diagram	(4) Variants by reference to Part 5	(5) Applicable provisions in Part 6	(6) Schedule 11 General Directions
31	End of designated quiet lane in England				
32	Diagram 883 Indication of the start of area with traffic calming features (within the meaning of paragraph 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
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Dunlop Street
Proposed Traffic Calming
Sign and Lines
Diagram numbers
Guidance

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 2	PROBLEM LOCATION PLAN	
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.

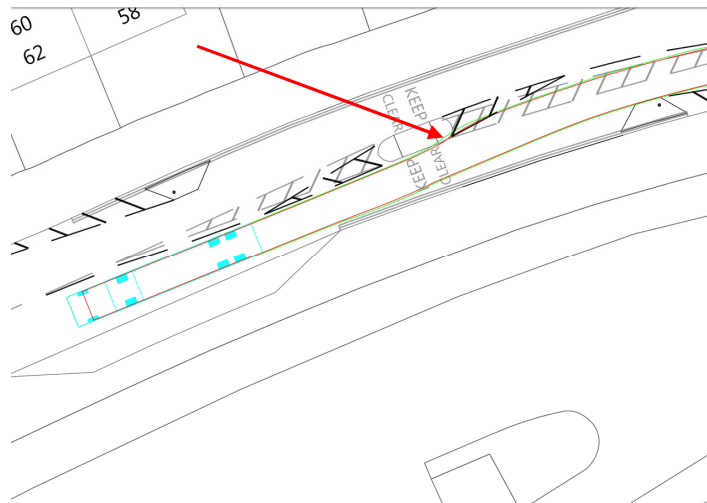
3.2 LOCAL ALIGNMENT

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] 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] 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

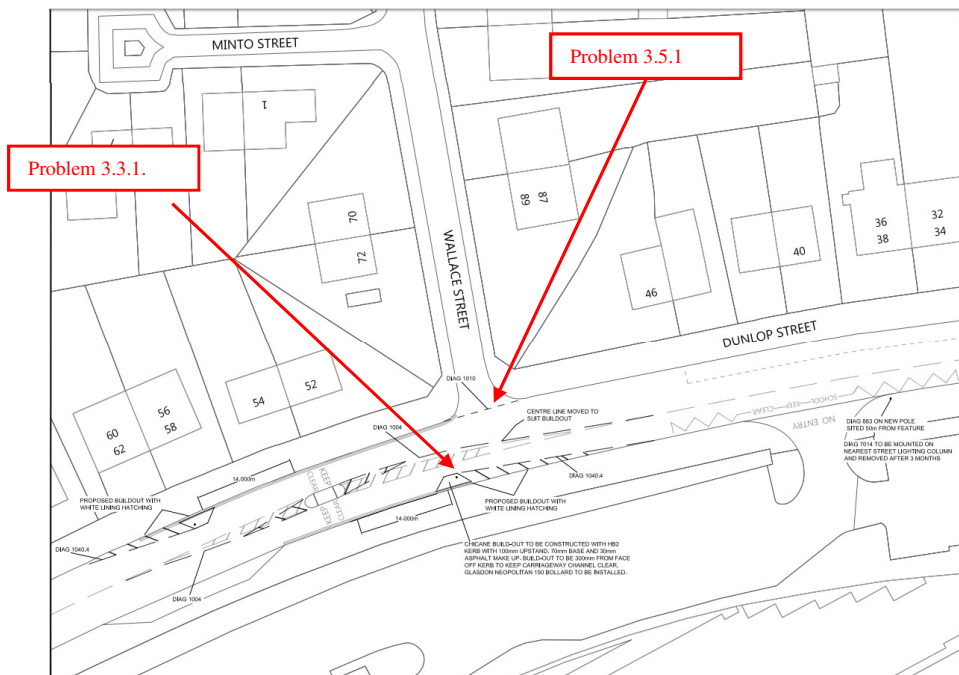
Speed Survey

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



Annex 3 ACCIDENT RECORD

