

**A special meeting of the Environment & Regeneration Committee will be held on Wednesday 21 October 2020 at 3pm.**

**This meeting is by remote online access only through the videoconferencing facilities which are available to Members and relevant Officers. The joining details will be sent to Members and Officers prior to the meeting.**

**In the event of connectivity issues, Members are asked to use the *join by phone* number in the Webex invitation.**

**Please note that all public proceedings at this meeting will be recorded.**

GERARD MALONE  
Head of Legal and Property Services

## **BUSINESS**

- 1. Apologies, Substitutions and Declarations of Interest**

## **NEW BUSINESS**

- 2. Proposed Traffic Calming Measures and Road Humps, Lyle Road and Newton Street, Greenock**  
Report by Corporate Director Environment, Regeneration & Resources

Please note that because of the current COVID-19 (Coronavirus) emergency, this meeting will not be open to members of the public.

The reports are available publicly on the Council's website and the minute of the meeting will be submitted to the next standing meeting of the Inverclyde Council. The agenda for the meeting of the Inverclyde Council will be available publicly on the Council's website.

In terms of Section 50A(3A) of the Local Government (Scotland) Act 1973, as introduced by Schedule 6, Paragraph 13 of the Coronavirus (Scotland) Act 2020, it is necessary to exclude the public from the meetings of the Committee on public health grounds. The Council considers that, if members of the public were to be present, this would create a real or substantial risk to public health, specifically relating to infection or contamination by Coronavirus.

Enquiries to – **Rona McGhee** – Tel 01475 712113

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<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date:</b>	<b>21 October 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration and Resources</b>	<b>Report No:</b>	<b>LP/030/20</b>
<b>Contact Officer:</b>	<b>Peter MacDonald</b>	<b>Contact No:</b>	<b>01475 712618</b>
<b>Subject:</b>	<b>Proposed Traffic Calming Measures and Road Humps, Lyle Road and Newton Street, Greenock</b>		

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## 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 and Newton 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 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 Head of Roads & Environmental Shared Services 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 three Objections were received and maintained. It is proposed to install traffic calming measures in the form of road narrowing by the creation of footway build-outs located at the east and west corners of Madeira Street and Newton Street and at the east and west corners of South Street and Newton Street. The build-outs will be an extension of the existing footway which will narrow the carriageway on Newton Street and improve junction visibility at both Madeira Street and South Street. It is also proposed to install road humps, in the form of speed cushions, from approximately opposite 124 Lyle Road north for 180 metres and 53 metres west of the "Craig's" on Lyle Road easterly to the junction of Madeira Street and Newton Street.

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 Head of Roads & Environmental Shared Services 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 Head of Roads & Environmental Shared Services 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 Head of Roads & Environmental Shared Services 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 Head of Roads & Environmental Shared Services 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 5 March 2020 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 Head of Roads & Environmental Shared Services as regards the Proposal; the Statement of Case is in Appendix 4. The written representations/documents submitted by the Objectors are in Appendix 5.
- 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 Measures	2020/2021	£70,000		

##### 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 Equalities

Has an Equality Impact Assessment been carried out?

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

YES

NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, no Equality Impact Assessment is required

### Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

<input type="checkbox"/>
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YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.

NO

Data Protection

Has a Data Protection Impact Assessment been carried out?

<input type="checkbox"/>	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
<input checked="" type="checkbox"/>	NO

**Repopulation**

6.5 There are no Repopulation implications associated with the Proposal.

**7.0 CONSULTATIONS**

7.1 The Head of Roads & Environmental Shared Services 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

**From:** Roads

**Sent:** 01 October 2020 10:15

**To:** [REDACTED]

**Subject:** FW: (Official) FOI/20/0763 - Newton Street Traffic Calming

Dear Mr McArthur

Further to your FOI please see below response in red to your questions.

*Within the introduction of your letter, it states there have been numerous requests for calming.*

Please provide the exact number of requests.

8

Over what period have the requests have been made?

October 2015-October 2019

From how many households have the request been made from?

5 households plus 2 Ward Councillors and Greenock West & Cardwell Bay Community Council

Who made the requests?

Residents of Newton Street and Lyle Road. Under section 26(a) disclosure of personal details is prohibited under section 3(2) of Data Protection Act 2018.

*Points based scoring scheme.*

Please provide information on the scoring scheme.

Please see the attached Policy document

A copy of the scoring scheme in relation to this project.

Priority	Location		Total Score	Summary					Vehicle Speed (85th Percentile)						
	Street	Description		Vehicle Speed (85th Percentile)	Accident Level/per km.	Pedestrian Generators	Vehicle Flow (vehicles/ hour)	Crossing Width	Date of Survey	Recorded 85% speed	Speed Limit	1-5 above	6-10 above	>10 above	Score
1	Lyle Road	Newton Street to Greive Road	40.3	20	12	3	2	3	Jan-17	40.7	30	0	0	1	20
17	Newton Street	Between Fox Street and Golf Place	28.8	15	3.8	3	2	5	May-17	36.9	30	0	1	0	15

Priority	Location		Accident dates	Accident Level/per km.				Pedestrians			Score
	Street	Description		Fatal	Serious	Slight	Non-injury	Fatal	Serious	Slight	
1	Lyle Road	Newton Street to Greive Road	2015-17	0	0	2.4	7.2	0	0	0	12
17	Newton Street	Between Fox Street and Golf Place	2015-17	0	0.47	0.94	0	0	0	0	3.8

Priority	Location		Pedestrian Generators								Comments for "other"	Score
	Street	Description	School entrances	Shops	Bus stops	Community Centres/ Churches	Health Facilities	Elderly, nursing homes	Nurseries, play groups, play parks	Other (3 points)		
1	Lyle Road	Newton Street to Greive Road	0	0	0	0	0	0	0	1	Crossing to viewpoint on southside of road	3
17	Newton Street	Between Fox Street and Golf Place	0	0	0	0	0	0	1	0		3

Priority	Location		Vehicle Flow (vehicles/ hour)				Crossing Width			
	Street	Description	Max volume (vehicles/ hour)	0-999 (1 per 100 veh)	>1000 (10 points if over 1000)	Score	Width of road	5.6-8.5	>8.5	Score
1	Lyle Road	Newton Street to Greive Road	230	2	0	2	7	1	0	3
17	Newton Street	Between Fox Street and Golf Place	206	2	0	2	13	0	1	5

Details of the other calming schemes which were considered at the same time and the points attributed.

There were 95 locations considered at the same time and scores ranged from 0.2 to 40.3. You will note that Lyle Road has the highest score of 40.3. The next highest score was 38.4.

Will a new scoring scheme be made to take account of the recently announced fixed speed camera?

The proposed speed camera on Newton Street is a mobile speed camera and it will operate between South Street and east of Robertson Street. This does not cover the extent of the proposed traffic calming. The location is chosen by the Safety Camera Partnership based on their assessment criteria.

*Reducing the severity of Accidents.*

Please provide information you have obtained from Police Scotland or other sources on the number of accidents occurring on this section of road and the information which permitted comparison.

As we do not own this data we are unable to provide it as part of the FOI. You would need to ask Police Scotland for the data.

How many speeding offences have been recorded on this stretch of carriageway over the last five years?

Inverclyde Council are not the enforcement authority for speeding offences. You would need to ask Police Scotland for the data.

Section 6 of Council Comments

*On the whole, they appear to be effective*

This suggests there are instances where they are not effective can you clarify this?

The Roads Authority are not aware of any instances where the installation of these speed cushions have been ineffective. The term “on the whole” is a generalisation encompassing all traffic calming schemes implemented by the Roads Authority using this type of speed cushion and does not infer that they are ineffective in controlling speed.

Attached is a copy of Inverclyde Council’s Freedom of Information Review Procedures should you require them.

Kind regards

**Elaine Provan**

Supervisory Engineer – Traffic & Transportation  
Roads & Transportation  
Inverclyde Council  
Vehicle Maintenance Facility  
8 Pottery Street  
Greenock  
PA15 2UH



Please don't print this email unnecessarily

Inverclyde Council welcomes customer feedback on its Roads and Transportation services and would appreciate if you could take the time to complete the following survey <https://www.surveymonkey.co.uk/r/inverclyde-council-2>

Undernote:

Please note that the information provided in response to your request is, unless otherwise indicated, copyright © Inverclyde Council 2020. It is supplied to you in terms of the Freedom of Information (Scotland) Act 2002 or the Environmental Information (Scotland) Regulations 2004. Any further use by you of this information must comply with the terms of the Copyright, Designs and Patents Act 1988 as amended and/or the Copyright and Rights in Databases Regulations 1997. In particular, any commercial use or re-use of the information provided requires the prior written consent of the Council. Requests for such consent should be addressed to the Head of Legal & Property Services, Municipal Buildings, Clyde Square, Greenock PA15 1LX. Some or all of the information may be subject to third party copyright, in which case the permission of the third party copyright holder may be required. No claim is made in respect of third party copyright.

**Inverclyde Council – Environmental & Commercial Services**  
**Traffic Calming Policy (August 2017)**

***Guidelines for Initial Selection***

1. There are a range of circumstances where traffic calming would be considered appropriate. There is, therefore, no single threshold figure, but a series of factors which increase the justification for a scheme. Priority should be given to sites which either have a particularly acute problem, or which can be objectively assessed as measurable parameters.
2. Measurable parameters
  - i. Accidents involving injury to pedestrians or cyclists should remain a significant factor. Other accidents involving injuries and those involving damage only to vehicles should also be considered, but with a lesser weighting.
  - ii. The measured speed of vehicles at the site under consideration is also significant. Such observations are commonly expressed as the 85<sup>th</sup> percentile speed, which is the speed exceeded only by the fastest 15% of vehicles.
  - iii. There is also a case for traffic calming where vulnerable people are likely to cross the road such as near nursery school, primary schools, playgrounds, elderly lunch clubs, shops, etc.
  - iv. Both volume of traffic and the amount of 'Rat Run' traffic in residential areas can cause concern to local people. In this context, 'Rat Run' traffic comprises traffic which does not require access to addresses in the immediate vicinity but uses the road as a short cut. Such traffic can often take an alternative route.
3. When a request for traffic calming is received the set parameters in 2(i) to (iv) above are determined for the area in question. If they match or exceed any of the following they will be considered further and prioritised as indicated in Section 5 below.
4. Parameters:
  - i. Two or more vulnerable road user injury accidents per three years through the length of the proposed scheme.
  - ii. The observed 85th percentile speed as at or above the speed limit on the road in question.
  - iii. The length of road of the proposed scheme is directly associated with pedestrian movements from a facility such as a school, hospital, nursing home, etc.
  - iv. The through traffic in both directions exceeds 180 vehicles in the peak hour.

## Prioritisation of Sites

5. After the initial selection of sites as indicated in the Initial Selection Process above the points system below will be used to prioritise scheme meeting the justification criteria. Points will be allocated under the following headings:

- Accidents
- Speed
- Location/ Type of vulnerable facilities
- Volume of traffic
- Width of road

### Criterion Range Priority Factor

		<b>Points</b>
<b>Vehicle speed (85th percentile)</b> <i>Assessment criteria</i> (mph above speed limit)	1-5 above	10
	6-10 above	15
	>10 above	20
<b>Accident level, vehicle occupants</b> (personal injury accidents/km over 3 year study period)	fatal	x6
	serious	x4
	slight	x2
	non-injury	x1
<b>Accident level, vulnerable road users</b> (personal injury accidents/km over 3 year study period)	fatal	x7
	serious	x5
	slight	x3
<b>Pedestrian generators</b>  (this list is not exhaustive)	school entrances	6
	shops	3
	bus stops	3
	community centres	3
	hospital/ medical centres	3
	elderly, nursing homes	3
	hospitals	3
	elderly lunch clubs, nurseries, play groups	3
play park	3	
<b>Vehicle Flow</b> vehicles/hour (per 100 vehicles for peak hours)	per 100	1
	Over 1000	10
<b>Crossing width</b> (widths above 5.5m)	5.6m-8.5m	3
	>8.5m	5

6. The priority ratings achieved from the above criteria will take account of local knowledge and concerns, engineering judgement and expected best value regarding the particular concern.
7. For the sites being considered the priority ratings achieved from each of the criteria will be summed and the sites prioritised.



8. Due to the limited finance available to the Service it is proposed the traffic calming/ traffic management schemes will only be considered for those sites obtaining the highest priority from the summation of each of the above criteria. It is also proposed, as necessary, that any other remedial measures will be investigated for those sites with lower priority ratings.

**Notes:**

Traffic Calming takes different forms. It can be simple methods such as signing and lining or more complex physical measures such as changes to the vertical and horizontal alignment of the road. The majority of vertical and horizontal traffic calming measures require a consultation process with Police Scotland, Strathclyde Fire and Rescue, Scottish Ambulance Service and road users affected by the proposals. The consultation process follows a similar process to Traffic Regulation Orders.

On A and B class roads and other distributor roads that vertical and horizontal features are not likely to be appropriate, and that the use of signs, road markings, and vehicle actuated speed signs to encourage road users to reduce their speed will be adopted on such roads.

**FREEDOM OF INFORMATION (SCOTLAND) ACT 2002 (FOISA)  
AND THE ENVIRONMENTAL INFORMATION (SCOTLAND) REGULATIONS 2004 (EIRs)**

**YOUR RIGHT TO REQUEST A REVIEW AND APPLY TO THE  
SCOTTISH INFORMATION COMMISSIONER**

This leaflet is designed to be issued with any notice the Council may send in relation to a request for information made under the Freedom of Information (Scotland) Act 2002 or the Environmental Information (Scotland) Regulations 2004 (EIRs). It sets out your rights of recourse should you be dissatisfied with the way the Council has dealt with your request (including inaction) or the extent of the information you have or have not received.

**Requesting an Internal Review**

If you are dissatisfied with the way in which the Council has dealt with your request for information you may ask the Council to review its action and/or decisions. A request for review must be in writing (or in some other recordable form) and should be sent to:

Vicky Pollock  
Legal Services Manager  
Legal & Property Services  
Inverclyde Council  
Municipal Buildings  
Greenock  
PA15 1LX  
Email: [vicky.pollock@inverclyde.gov.uk](mailto:vicky.pollock@inverclyde.gov.uk)

Your requirement for a review must:

- (i) be made within 40 working days of receipt of the notice;
- (ii) specify your full name and address for correspondence;
- (iii) specify the request for information to which the review relates; and
- (iv) specify the reason for your dissatisfaction.

Your case will be reviewed within 20 working days.

You may also request a review if you have not received a response to your original request within the normal 20 working days of receipt of that request by the Council (40 days if extended by the Council under the EIRs). Your complaint in that case must be made within 40 working days of the last date you should have received the response.

**Application to the Commissioner**

Should you be dissatisfied with the review decision or not receive the review decision within the 20 working days you may apply to the Scottish Information Commissioner for a decision. You should apply to the Commissioner in writing (or in some other recordable form) at:

The Scottish Information Commissioner  
Kinburn Castle  
Doubledykes Road  
St Andrews  
Fife  
KY16 9DS  
Tel: 01334 464610  
Fax: 01334 464611

Your application must:

- (i) be made within six months of the review decision or the expiry of the 20 working days within which a review decision should have been made;
- (ii) specify your name and address for correspondence;
- (iii) specify the request for information to which the review relates; and
- (iv) specify the reason for your dissatisfaction.

**From:** KENNETH MCARTHUR <[REDACTED]>  
**Sent:** 16 September 2020 08:13  
**To:** Emma Peacock  
**Cc:** Lynne McArthur  
**Subject:** Your Ref LTR0110

Dear Mr Malone

I acknowledge receipt of your letter dated 09 September 2020.

I ask that you note will attend the meeting Wednesday 21st October remotely.

It is my intention to submit further written objections and a statement for consideration, in preparation I would be obliged if you would provide me with the following information it is my understanding that I have the right to do so under the Freedom of Information Act. Should there be any disbursement costs involved with this I would be grateful if you would provide details prior to any charges accruing.

*Within the introduction of your letter, it states there have been numerous requests for calming.*

Please provide the exact number of requests.  
Over what period have the requests have been made?  
From how many households have the request been made from?  
Who made the requests?

*Points based scoring scheme.*

Please provide information on the scoring scheme.  
A copy of the scoring scheme in relation to this project.  
Details of the other calming schemes which were considered at the same time and the points attributed.

Will a new scoring scheme be made to take account of the recently announced fixed speed camera?

*Reducing the severity of Accidents.*

Please provide information you have obtained from Police Scotland or other sources on the number of accidents occurring on this section of road and the information which permitted comparison.

How many speeding offences have been recorded on this stretch of carriageway over the last five years?

Section 6 of Council Comments

*On the whole, they appear to be effective*

This suggests there are instances where they are not effective can you clarify this?

Yours sincerely

Ken McArthur

115 Newton Street  
Greenock  
PA16 8SH

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 09 September 2020

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

**FIRST CLASS SIGNED FOR**

Ken and Lynne McArthur  
115 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr and Mrs McArthur,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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

Following the cancellation of the previous Special Meeting of the Environment & Regeneration Committee due to the coronavirus outbreak, I now write to confirm that a Special Meeting of the Environment & Regeneration Committee is to be held in connection with the proposal and will commence at **3pm on Wednesday 21<sup>st</sup> October 2020** 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 along 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.

Given the ongoing public health crisis caused by the COVID-19 pandemic, the Special Meeting of the Committee will take place online by way of the Council's WebEx platform. Should you wish to attend, a meeting invite will be sent to an email address which you should provide by return. To access the meeting your electronic device will require to have a camera and microphone.

If you cannot access appropriate equipment or provide an email address, or if you would simply prefer to, the Council has a 'safe room' set aside within the Customer Service Centre in the Greenock Municipal Buildings in which you can access the Special Meeting of the Committee. Should you wish to attend the Special Meeting of the Committee, I would be grateful if you would confirm to my assistant Emma Peacock whether you wish to attend via WebEx or at the Council offices.

Please note that all public proceedings at the Special Meeting of the Committee will be recorded.

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 **Wednesday 7<sup>th</sup> October 2020**. 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 **Wednesday 7<sup>th</sup> October 2020**.

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,

A black rectangular redaction box covering the signature of Gerard Malone.

 **Gerard Malone**  
**Head of Legal and Property Services**

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/JD/EP LTR0110  
Your Ref:  
Date: 24 March 2020

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Ken and Lynne McArthur  
115 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr and Mrs McArthur,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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

As you are aware, a Special Meeting of the Environment & Regeneration Committee was scheduled to be held on Tuesday 7th April at 3pm in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1LX.

Given the coronavirus outbreak, and recent instructions from Government intended to fight the spread of the virus, the Council has cancelled this meeting.

The Council shall arrange a further Special Meeting in order to hear the objections to the above proposal at a later date. You will receive at least 21 days' notice of the date of this Special Meeting.

Yours sincerely,

**Gerard Malone**  
**Head of Legal and Property Services**

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/JD/EP LTR0110  
Your Ref:  
Date: 09 March 2020

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

**FIRST CLASS SIGNED FOR**

Ken and Lynne McArthur  
115 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr and Mrs McArthur,

**LYLE ROAD and NEWTON STREET, GREENOCK – TRAFFIC CALMING PROPOSAL**

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 7<sup>th</sup> April 2020** 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 **24<sup>th</sup> March 2020**. 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 **24<sup>th</sup> March 2020**.

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: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/JD/EP LTR0110  
Your Ref:  
Date: 20 December 2019

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

**FIRST CLASS**

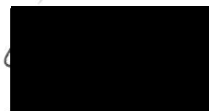
Ken and Lynne McArthur  
115 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr and Mrs McArthur,

**LYLE ROAD and NEWTON STREET, GREENOCK – TRAFFIC CALMING PROPOSAL**

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.



**Gerard Malone**  
**Head of Legal and Property Services**

 Enc.



Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 15 November 2019

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

## **FIRST CLASS SIGNED FOR**

Ken and Lynne McArthur  
115 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr and Mrs McArthur,

### **LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

I refer to your email dated 16 October 2019 objecting to the above traffic calming proposal.

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

**Objection Point 1** – “We have resided on Newton Street for a period in excess of twenty years, in this time there has been one accident which we were aware of, this was due to excess alcohol. Would it be safe to assume that the nuisance to be controlled is noise from vehicles accelerating towards the Lyle park as it can't be to control accidents?”

Roads Service response:

The principal objective of these proposals is to control vehicle speeds by installing traffic calming measures in the form of footway build-outs and speed cushions. The principal objective is not to control noise from vehicles accelerating towards Lyle Park.

**Objection Point 2** – “It is our opinion that the works proposed are not required”.

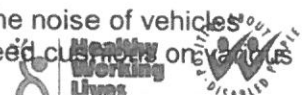
Roads Service response:

The Roads Authority has received representations with regard to speeding on Lyle Road and Newton Street, Greenock. The Roads Authority has carried out a traffic count which informs the Council of the number of vehicles and the speed at which they are travelling. The findings indicate that a significant number of vehicles are travelling above the speed limit of 30mph on Lyle Road and Newton Street. These proposals have also met criteria set in Inverclyde Council's Traffic Calming policy. This policy was implemented in August 2017 and can be viewed on the Council's website.

**Objection Point 3** – “Any introduction of measures will only serve to increase noise as vehicles accelerate and decelerate between speed bumps, noise from breaks will increase, noise of vehicles manoeuvring over speed bumps will be introduced. Given we sleep to the front of our home this is of concern”.

Roads Service Response:

The speed cushions to be introduced are of rubber construction and the noise of vehicles passing over them is low. The Roads Service have installed these speed cushions on Lyle



roads throughout Inverclyde. There have been no noise complaints received from any of the locations, all of which are located within residential areas. The Department for Transport Traffic Advisory Leaflet TAL 4/94 states *"The presence of a speed cushion can result in a substantial drop in traffic noise levels. The maximum vehicle noise for light vehicles can also be reduced, as a result of light vehicles slowing down at the cushion. It is possible that some nuisance could be caused, due to variations of noise that occur between cushions. This suggests that the spacing between the cushions should be chosen so that constant traffic speeds are encouraged along the route, resulting in less variation in noise"*.

**Objection Point 4** – "It may interest you to note that the speed warning device erected without any form of notification outside our home is being used to check vehicles it is our opinion that the display only serves to increase the acceleration of those who wish to see their speed in lights".

Roads Service Response:

The Vehicle Actuated Sign (VAS) does not display speeds of above 30mph to prevent drivers from using the signs to showcase how fast their vehicles can drive. Drivers exceeding 30mph will be reminded that the speed limit is 30mph. The Roads Service also acknowledge that there is no legal requirement to notify the erection of a VAS.

**Objection Point 5** – "Furthermore, it's perplexing why you have chosen to propose to invest in these measures on Newton Street when the road surfaces throughout Inverclyde are in such a poor state of repair there must be more worthwhile issues to tackle?"

Roads Service Response:

These proposals have no impact on the budget for the capital resurfacing programme nor do they impact upon the budget for the revenue maintenance programme. The Roads Authority considers that road safety is a worthwhile issue and acknowledges its duty to address such issues on the road network.

Please do not hesitate to contact Gary Sweeney, Technical Officer (Roads Design) Roads and 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 the traffic calming proposal. 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,



Gerard Malone  
Head of Legal and Property Services

*h*

## Emma Peacock

---

**From:** KENNETH MCARTHUR <[REDACTED]>  
**Sent:** 17 October 2019 17:52  
**To:** Emma Peacock  
**Subject:** Re: (Official) Traffic Calming Proposal - Lyle Road and Newton Street, Greenock

Thank you for your response our postal address is 115 Newton St, PA16 8SH  
[REDACTED]

On 17 Oct 2019, at 16:52, Emma Peacock <Emma.Peacock@inverclyde.gov.uk> wrote:

Classification: Official

Dear Mr McArthur,

I refer to your email dated 16 October 2019 and acknowledge safe receipt of your objection.

I can confirm that I will ask our client service (Shared Head of Service Roads) to consider the points raised and provide comment. A detailed response will be issued to you in due course. May we be provided with your postal address details for the purpose of our future correspondence in this connection?

Kind regards,

**Emma Peacock**  
Legal and Property Services  
Inverclyde Council  
Municipal Buildings  
Greenock  
PA15 1LX

Phone: 01475712115  
Email: Emma.Peacock@inverclyde.gov.uk

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Inverclyde Councils Privacy Notice is available at  
[www.inverclyde.gov.uk/privacy](http://www.inverclyde.gov.uk/privacy)

## Emma Peacock

---

**From:** Emma Peacock  
**Sent:** 17 October 2019 16:52  
**To:** [REDACTED]  
**Cc:** Joanna Dalglish  
**Subject:** (Official) Traffic Calming Proposal - Lyle Road and Newton Street, Greenock

---

Classification: Official

---

Dear Mr McArthur,

I refer to your email dated 16 October 2019 and acknowledge safe receipt of your objection.

I can confirm that I will ask our client service (Shared Head of Service Roads) to consider the points raised and provide comment. A detailed response will be issued to you in due course. May we be provided with your postal address details for the purpose of our future correspondence in this connection?

Kind regards,

**Emma Peacock**  
Legal and Property Services  
Inverclyde Council  
Municipal Buildings  
Greenock  
PA15 1LX

Phone: 01475712115

Email: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)

**From:** KENNETH MCARTHUR [mailto:████████████████████]  
**Sent:** 16 October 2019 20:11  
**To:** joanna.dalgleish@inverclyde.gov; Graeme Brooks <Graeme.Brooks@inverclyde.gov.uk>  
**Subject:** Reference JK/JD/EP LTR0110

Dear Mr Sweeny/Mr Brooks

I write to voice our concerns and register our objections with regard to the proposed traffic calming measures adjacent to our home. We have resided on Newton Street for a period in excess of twenty years in this time there has been one accident which we are aware of, this was due to excess alcohol. Would it be safe to assume that the nuisance to be controlled is noise from vehicles accelerating towards the Lyle park as it can't be to control accidents?

It is our opinion that the works proposed are not required. Any introduction of measures will only serve to increase noise as vehicles accelerate and decelerate between speed bumps, noise from breaks will increase, noise of vehicles manoeuvring over speed bumps will be introduced. Given we sleep to the front of our home this is of concern. It may interest you to note that the speed warning device erected without any form of notification outside our home is being used to speed check vehicles it is our opinion that the display only serves to increase the acceleration of those who wish to see their speed in lights.

Furthermore, it's perplexing why you have chosen to propose to invest in these measures on Newton street when the road surfaces thought Inverclyde are in such a poor state of repair there must be more worthwhile issues to tackle?

For any reason, our objections will not be recognised in electronic form we would be obliged to be informed at the soonest.

Yours  
Ken and Lynne McArthur

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 09 September 2020

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

**FIRST CLASS SIGNED FOR**

Graeme Kirkwood  
121 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Kirkwood,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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

Following the cancellation of the previous Special Meeting of the Environment & Regeneration Committee due to the coronavirus outbreak, I now write to confirm that a Special Meeting of the Environment & Regeneration Committee is to be held in connection with the proposal and will commence at **3pm on Wednesday 21<sup>st</sup> October 2020** 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 along 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.

Given the ongoing public health crisis caused by the COVID-19 pandemic, the Special Meeting of the Committee will take place online by way of the Council's WebEx platform. Should you wish to attend, a meeting invite will be sent to an email address which you should provide by return. To access the meeting your electronic device will require to have a camera and microphone.

If you cannot access appropriate equipment or provide an email address, or if you would simply prefer to, the Council has a 'safe room' set aside within the Customer Service Centre in the Greenock Municipal Buildings in which you can access the Special Meeting of the Committee. Should you wish to attend the Special Meeting of the Committee, I would be grateful if you would confirm to my assistant Emma Peacock whether you wish to attend via WebEx or at the Council offices.

Please note that all public proceedings at the Special Meeting of the Committee will be recorded.

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 **Wednesday 7<sup>th</sup> October 2020**. In addition, if you wish to have your views heard, please contact the Council's Community Development Officer on 01475 712115.





regard to any documents which support your case, please ensure that these are also delivered to the Council no later than **Wednesday 7<sup>th</sup> October 2020**.

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: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 24 March 2020

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Graeme Kirkwood  
121 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Kirkwood,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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

As you are aware, a Special Meeting of the Environment & Regeneration Committee was scheduled to be held on Tuesday 7th April at 3pm in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1LX.

Given the coronavirus outbreak, and recent instructions from Government intended to fight the spread of the virus, the Council has cancelled this meeting.

The Council shall arrange a further Special Meeting in order to hear the objections to the above proposal at a later date. You will receive at least 21 days' notice of the date of this Special Meeting.

Yours sincerely,

**Gerard Malone**  
**Head of Legal and Property Services**

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 09 March 2020

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

**FIRST CLASS SIGNED FOR**

Graeme Kirkwood  
121 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Kirkwood,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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 7<sup>th</sup> April 2020** 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 **24<sup>th</sup> March 2020**. 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 **24<sup>th</sup> March 2020**.

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: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 20 December 2019

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

**FIRST CLASS**  
Graeme Kirkwood  
121 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Kirkwood,

**LYLE ROAD and NEWTON STREET, GREENOCK – TRAFFIC CALMING PROPOSAL**

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 sincerely,



**Gerard Malone**  
Head of Legal and Property Services

 Enc.



Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 15 November 2019

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

**FIRST CLASS SIGNED FOR**

Graeme Kirkwood  
121 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Kirkwood,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

I refer to your letter dated 04 November 2019 objecting to the above traffic calming proposal.

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

**Objection Point 1** – “I would like to object to the Traffic Calming Proposal for Newton Street, Greenock. Particularly the built-out corners at the South Street junction. These will take away a parking space at my house resulting in my neighbour’s cars being moved down the street and parking in front of other people’s houses.”

**Roads Service response:**

The footway build-outs located on the eastern and western corners of South Street and Newton Street serve the following functions:

- They will improve junction visibility for vehicles exiting South Street travelling both eastwards and westwards. This will be achieved by increasing the visibility splay by moving the existing give way markings forward by approximately 2.5 metres.
- The build-outs will also narrow the existing carriageway (Newton Street) and in conjunction with the speed cushions, should slow vehicles (travelling west) turning left into South Street.
- The build-outs will also have a dedicated uncontrolled crossing point complete with dropped kerbs and tactile paving across South Street.
- The build-outs are also in compliance with Highway Code Rule 243 which states “*DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.*” The build-outs will enforce Rule 243 and prevent vehicles from parking within 10 metres of the junction.

Presently, in front of your property there is hatching at the junction and at your driveway, which prohibits vehicles from parking at this location. Therefore, the build out will only result in the loss of approximately half a parking space.



**Objection Point 2** – “It will also be more difficult for me to reverse my car up my drive as to stop me blocking the road waiting for a space I shall need to pull in further down the road to wait for a gap in the traffic and then when I move up to start my manoeuvre a car will probably come down the hill.”

Roads Service response:

You will still be able to safely reverse into your driveway. Vehicles speeds should be lower with the proposed traffic calming measures and given the proper indication of your intention to manoeuvre, other motorists should duly comply and give you time to complete your manoeuvre.

**Objection Point 3** – “It will not stop speeding as the cars use the outside lane on my side and not the inside lane as cars are parked there.”

Roads Service response:

The speed cushions are set not more than 100 metres apart. The Design Manual for Roads and Bridges (DMRB) states, “*the intention should be that measures are spaced to achieve a constant speed at an appropriate level. Physical speed controlling measures at not more than 100m spacing will be needed to control 85th percentile speeds to 30mph*”. At certain locations the cushions are four abreast to deter vehicles from using the designated parking areas as a way of avoiding the speed cushions.

**Objection Point 4** – “Also the built out corners cut down the vision of cars coming up the street, when going down Madeira Street to the junction of Newark Street I always stop where the Give Way lines used to be, in line with the back of the pavement as I can see what is coming from my right whereas if I stop at the line in line with the outside of the pavement I have to edge out to see if anything is coming from my right.”

Roads Service response:

As mentioned above, the build outs will improve junction visibility rather than restrict it. The visibility splay will be increased from the existing splay. The design proposals have been subject to a stage 2 Road Safety Audit (RSA) which complies with GG119 of the DMRB. This states:

*“Stage 2 RSA shall be undertaken at the completion of the detailed design stage. At stage 2, the RSA team focuses on the more detailed aspects of the highway scheme. The RSA team shall review the detailed design information provided with the RSA brief. Site visits shall be carried out in accordance with the requirements under section 5 road safety audit site visits.”*

The stage 2 RSA was submitted and contained no road safety concerns regarding the junction visibility at both South Street/Newton Street and Madeira Street/Newton Street.

**Objection Point 5** – “There are to be 4 speed cushions outside my house, the 2 outside ones will be half in the parking spaces and I will have to reverse over this one when reversing into a space and maybe even end up parking on top of it, could you not just put 3 in the middle/part of the road where cars drive. These built out corners at Madeira/Newton Street will probably cause similar problems.”

Road Service Response:

As mentioned above, at certain locations the cushions are four abreast to deter vehicles from using the designated parking areas as a way of avoiding the speed cushions. From Officers experience, should the cushions currently proposed for in the designated parking areas be removed, motorists will purposely drive in the parking areas to avoid the speed cushions and as parked vehicles are not always present at these locations then the cushions would be ineffective.

**Objection Point 6** – “These built out corners have been installed all over the west end and I have not heard anyone say a good thing about them, everyone you talk to complains about them and thinks they are a complete waste of money as will be the white lines parallel to the pavement showing parking places, by all means paint lines to mark spaces when it is right angle to the pavement parking but I think we all know how to parallel park without lines on the road and if it's to stop people parking over

drives the put a solid white line as is already at some drives, but personally I think both are a waste of paint and money.”

Roads Service Response:

The designated parking bays serve as to highlight on street parking area. They also act as an edge of carriageway marking to reduce the lane width of Newton Street and to encourage people to keep their speeds low.

**Objection Point 7** – “This Council is having to make cuts to its services due to cuts in its funding and I don’t think we should be spending £65,000 on this or other plans there might be in the town for built out corners and unnecessary white lines. I don’t know what a speed camera would cost but that would stop the speeding and be money much better spent in my opinion or, we are supposed to have a Road Policing Unit in Inverclyde, so get them to stop randomly on a regular basis for 10 minutes with a speed gun and that would stop the speeding.”

Roads Service Response:

Inverclyde Council do not have the authority to install speed cameras as we have no powers to enforce speeds, that power lies solely with Police Scotland. Although the initial cost of a speed camera may appear to be less than the figure you have quoted, as we understand it, there would be ongoing expenditure on an annual basis for reviewing data, issuing speeding tickets, maintenance of the camera and road markings, etc. Therefore, the cost of a speed camera over its lifetime is likely to be more than the installation of traffic calming measures. Police Scotland have attended on Newton Street recently but the effectiveness of speed control is only limited to the time Police Scotland are on site. The proposed traffic calming measure will be a permanent control measure.

Please do not hesitate to contact Gary Sweeney, Technical Officer (Roads Design) Roads and 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 the traffic calming proposal. 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,



**Gerard Malone**  
**Head of Legal and Property Services**



Enquiries to: Joanna Dalglish  
Telephone: 01475 712123  
E-mail: [Joanna.dalglish@inverclyde.gov.uk](mailto:Joanna.dalglish@inverclyde.gov.uk)  
Our Ref: JK/JD/EP LTR0110  
Your Ref:  
Date: 07 November 2019

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

**FIRST CLASS SIGNED FOR**

Graeme Kirkwood  
121 Newton Street  
GREENOCK  
PA16 8SH

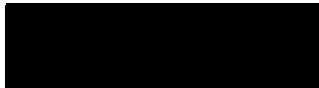
Dear Mr Kirkwood,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

I refer to your letter dated 04 November 2019 in relation to the above proposal. I acknowledge safe receipt of your objection and confirm that I will ask our client service, Shared Head of Service Roads, to consider the points raised and provide comment.

A detailed response will be issued to you in due course.

Yours sincerely,



 **Gerard Malone**  
Head of Legal and Property Services





121 Newton Street  
GREENOCK  
PA16 8SH

4/11/2019

Mr Gerald Malone  
Head of Legal and Property Services  
Municipal Buildings  
Clyde Square  
GREENOCK  
PA15 1LY

**LYLE ROAD and NEWTON STREET, GREENOCK – TRAFFIC CALMING PROPOSAL.**

Dear Sir,

I would like to object to the Traffic Calming Proposal for Newton Street, Greenock. Particularly the built-out corners at the South Street junction. These will take away a parking space at my house resulting in my neighbour's cars being moved down the street and parking in front of other people's houses. It will also be more difficult for me to reverse my car up my drive as to stop me blocking the road waiting for a space I shall need to pull in further down the road to wait for a gap in the traffic and then when I move up to start my manoeuvre a car will probably come down the hill. It will not stop speeding as the cars use the outside lane on my side and not the inside lane as cars are parked there. Also the built out corners cut down the vision of cars coming up the street, when going down Maderia Street to the junction of Newark Street I always stop where the Give Way lines used to be, in line with the back of the pavement as I can see what is coming from my right whereas if I stop at the line in line with the outside of the pavement I have to edge out to see if anything is coming from my right. There are to be 4 speed cushions outside my house, the 2 outside ones will be half in the parking spaces and I will have to reverse over this one when reversing into a space and maybe even end up parking on top of it, could you not just put 3 in the middle/part of the road where cars drive. These built out corners at Maderia/Newton Street will probably cause similar problems.

These built out corners have been installed all over the west end and I have not heard anyone say a good thing about them, everyone you talk to complains about them and thinks they are a complete waste of money as will be the white lines parallel to the pavement showing parking places, by all means paint lines to mark spaces when it is right angle to the pavement parking but I think we all know how to parallel park without lines on the road and if it's to stop people parking over drives then put a solid white line as is already at some drives, but personally I think both are a waste of paint and money.

This Council is having to make cuts to its services due to cuts in its funding and I don't think we should be spending £65,000 on this or on other plans there might be in the town for built out corners and unnecessary white lines. I don't know what a speed camera would cost but that would stop the speeding and be money much better spent in my opinion or, we are supposed to have a Road Policing Unit in Inverclyde, so get them to stop randomly on a regular basis for 10 minutes with a speed gun and that would stop the speeding.



Yours Faithfully

Graeme Kirkwood.

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 09 September 2020

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

**FIRST CLASS SIGNED FOR**

Stewart Alexander  
116 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Alexander,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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

Following the cancellation of the previous Special Meeting of the Environment & Regeneration Committee due to the coronavirus outbreak, I now write to confirm that a Special Meeting of the Environment & Regeneration Committee is to be held in connection with the proposal and will commence at **3pm on Wednesday 21<sup>st</sup> October 2020** 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 along 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.

Given the ongoing public health crisis caused by the COVID-19 pandemic, the Special Meeting of the Committee will take place online by way of the Council's WebEx platform. Should you wish to attend, a meeting invite will be sent to an email address which you should provide by return. To access the meeting your electronic device will require to have a camera and microphone.

If you cannot access appropriate equipment or provide an email address, or if you would simply prefer to, the Council has a 'safe room' set aside within the Customer Service Centre in the Greenock Municipal Buildings in which you can access the Special Meeting of the Committee. Should you wish to attend the Special Meeting of the Committee, I would be grateful if you would confirm to my assistant Emma Peacock whether you wish to attend via WebEx or at the Council offices.

Please note that all public proceedings at the Special Meeting of the Committee will be recorded.

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 **Wednesday 7<sup>th</sup> October 2020**. 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 **Wednesday 7<sup>th</sup> October 2020**.

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,

A black rectangular box redacting the signature of Gerard Malone.

 **Gerard Malone**  
**Head of Legal and Property Services**

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 24 March 2020

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Stewart Alexander  
116 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Alexander,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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

As you are aware, a Special Meeting of the Environment & Regeneration Committee was scheduled to be held on Tuesday 7th April at 3pm in the Council Chambers, Municipal Buildings, Clyde Square, Greenock, PA15 1LX.

Given the coronavirus outbreak, and recent instructions from Government intended to fight the spread of the virus, the Council has cancelled this meeting.

The Council shall arrange a further Special Meeting in order to hear the objections to the above proposal at a later date. You will receive at least 21 days' notice of the date of this Special Meeting.

Yours sincerely,

**Gerard Malone**  
**Head of Legal and Property Services**

Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 09 March 2020

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

**FIRST CLASS SIGNED FOR**

Stewart Alexander  
116 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Alexander,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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 7<sup>th</sup> April 2020** 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 **24<sup>th</sup> March 2020**. 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 **24<sup>th</sup> March 2020**.

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: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 20 December 2019

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

**FIRST CLASS**  
Stewart Alexander  
116 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Alexander,

**LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL**

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,

[Redacted Signature]

**Gerard Malone**  
**Head of Legal and Property Services**

4  
Enc.



Enquiries to: Emma Peacock  
Telephone: 01475 712115  
E-mail: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)  
Our Ref: JK/EP LTR0110  
Your Ref:  
Date: 15 November 2019

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

Municipal Buildings  
Clyde Square  
Greenock  
PA15 1LY

Tel: 01475 712123

## FIRST CLASS SIGNED FOR

Stewart Alexander  
116 Newton Street  
GREENOCK  
PA16 8SH

Dear Mr Alexander,

### LYLE ROAD and NEWTON STREET, GREENOCK– TRAFFIC CALMING PROPOSAL

I refer to your email dated 04 November 2019 objecting to the above traffic calming proposal.

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

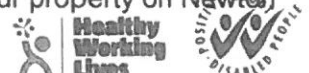
**Objection Point 1** – “I believe you can achieve the desired outcome with the individual road humps alone rather than widening the pavement in this area. My wife and I park in front of our house and we always leave sufficient space from the corner to avoid blocking any drivers line of sight at that junction. We park in front of the house rather than the side, on Madeira Street, as it allows us to see our vehicles from our living room which have been targeted by vandals in the past. If this alteration was to take place we could not park our vehicles in this space without encroaching our neighbour’s driveway.”

#### Roads Service response:

The footway build-outs located on the eastern and western corners of Madeira Street and Newton Street serve the following functions:

- They will improve junction visibility for vehicles exiting Madeira Street travelling both eastwards and westwards. This will be achieved by increasing the visibility splay by moving the existing give way markings forward by approximately 2.5 metres.
- The build-outs will also narrow the existing carriageway (Newton Street) and in conjunction with the speed cushions, should slow vehicles (travelling east) turning left into Madeira Street.
- The build-outs will also have a dedicated uncontrolled crossing point complete with dropped kerbs and tactile paving across Madeira Street.
- The build-outs are also in compliance with Highway Code Rule 243 which states “*DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.*” The build-outs will enforce Rule 243 and prevent vehicles from parking within 10 metres of the junction.

It is noted that your property has a driveway with a gate and garage to offer secure off-street parking for at least one vehicle. Although you cannot be forced to use your driveway, the Council are not required to provide residents with on-street parking. However, it is estimated that two average sized vehicles can still park within the frontage of your property on Newton Street.



**Objection Point 2** – “Secondly, the section of pavement being altered joins directly on to our front gate. This is our main access to the property. We have a new-born baby and would obviously need to be able to get a pram in and out of the house. How long would these proposed works take to complete? I imagine the ground works would involve heavy plant and machinery? The noise of the works alone, would be extremely distressing to my wife and child.”

Roads Service response:

Access will be maintained to your property at all times. At this time I cannot give a duration for this section of the works. The works will most likely be carried out using hand tools and small machinery i.e. pneumatic breaker and mini-excavator, although this would be confirmed when the Principal Contractor is appointed. Unfortunately due to the nature of the works there will be noise generated and I can only apologise for the inconvenience that this may cause. However, we cannot cancel or delay works on the public road particularly those with road safety benefits.

Please do not hesitate to contact Gary Sweeney, Technical Officer (Roads Design) Roads and 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 the traffic calming proposal. 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,



**Gerard Malone**  
**Head of Legal and Property Services**





## Emma Peacock

---

**From:** Emma Peacock  
**Sent:** 04 November 2019 17:08  
**To:** [REDACTED]  
**Cc:** Jim Kerr  
**Subject:** (Official) Traffic Calming Proposal - Lyle Road and Newton Street, Greenock

---

Classification: Official

Dear Mr Alexander,

I refer to your email in relation to the above proposal and acknowledge safe receipt of your objection.

I can confirm that I will ask our client service (Shared Head of Service Roads) to consider the points raised and provide comment. A detailed response will be issued to you in due course.

Kind regards,

**Emma Peacock**  
Trainee Solicitor  
Legal and Property Services  
Inverclyde Council  
Municipal Buildings  
Greenock  
PA15 1LX

Phone: 01475712115  
Email: [Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)

**From:** Stewart Alexander [mailto: [REDACTED]]  
**Sent:** 04 November 2019 12:27  
**To:** Gerard Malone <Gerard.Malone@inverclyde.gov.uk>  
**Cc:** Joanna Dalglish <Joanna.Dalglish@inverclyde.gov.uk>; Graeme Brooks <Graeme.Brooks@inverclyde.gov.uk>  
**Subject:** Ref: JK/JD/EP LTR0110 - Objection

Good afternoon Gerard,

I am writing in relation to the proposed traffic management alterations at the junction of Madeira St and Newton St. I am the resident of 116 Newton St and whilst I understand the need for the changes to deter speeding vehicles I would like to formally record by objection to this proposed scheme, in particular the widening of the pedestrian footpath at the corner on front of my house.

I believe you can achieve the desired outcome with the individual road humps alone rather than widening the pavement in this area. My wife and I park in front of our house and we always leave sufficient space from the corner to avoid blocking any drivers line of sight at that junction. We park in front of the house rather than the side, on Madeira Street, as it allows us to see our vehicles from our living room which have been targeted by vandals in the past. If this alteration was to take place we could not park our vehicles in this space without encroaching our neighbours driveway.

Secondly, the section of pavement being altered joins directly on to our front gate. This is our main access to the property. We have a new-born baby and would obviously need to be able to get a pram in and out of the house. How long would these proposed works take to complete? I imagine the groundworks would involve heavy plant and machinery? The noise of the works alone, would be extremely distressing to my wife and child.

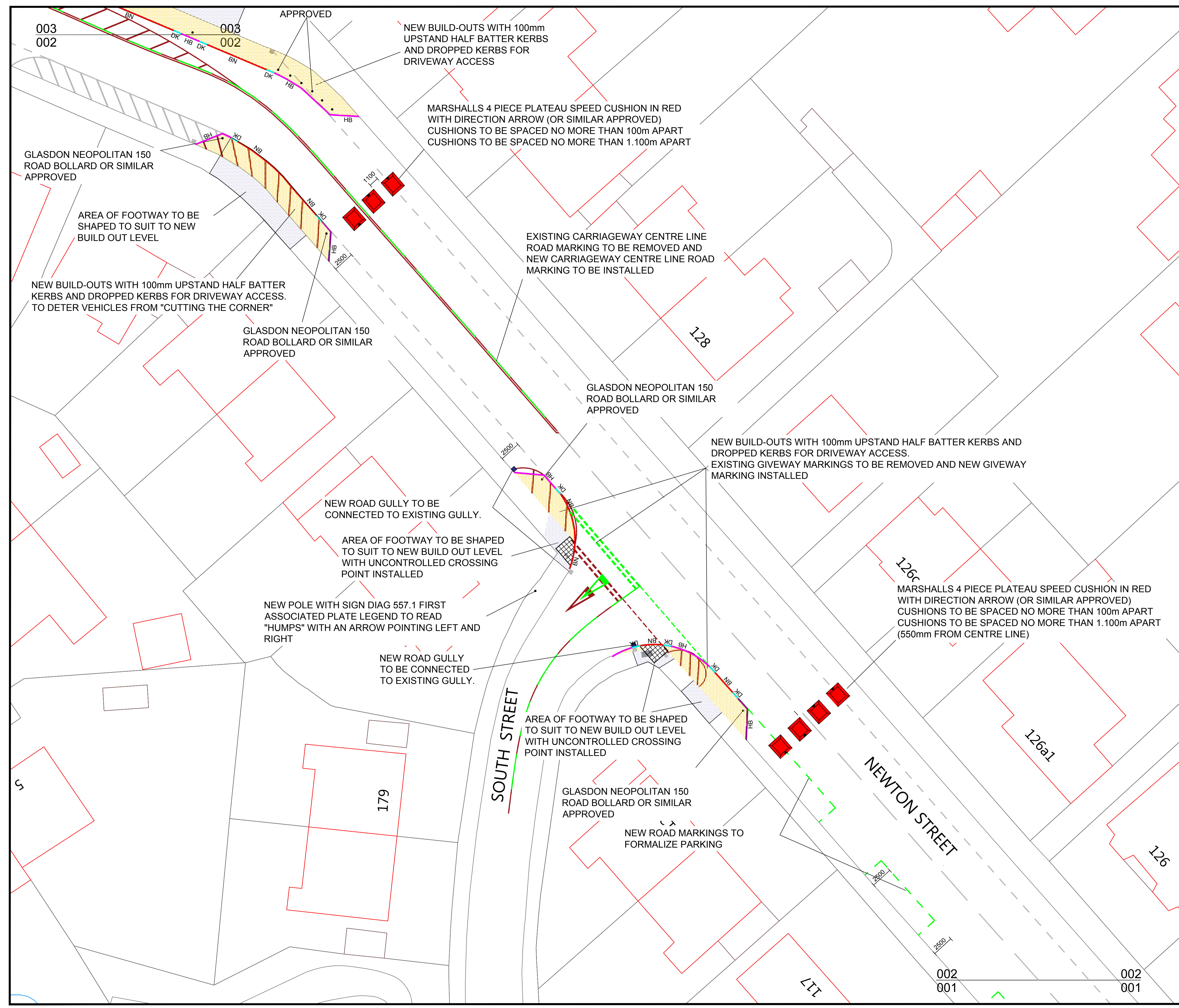
Therefore, for the reasons noted can I ask that you reconsider the alterations to the junction at the top of Madeira Street.

Kind regards  
Stewart Alexander






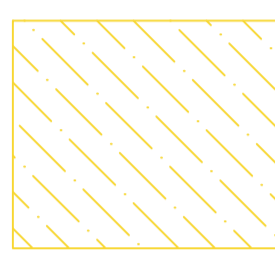
Stewart Alexander  
[REDACTED]

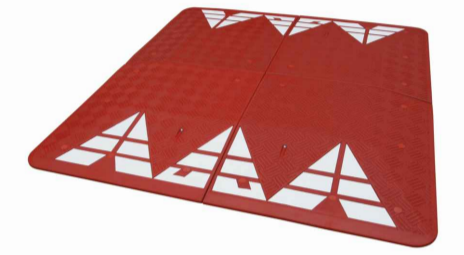
# APPENDIX 3






Notes:

-  (HB)HALF BATTER KERB 100mm UPSTAND
-  (DK)TRANSITION KERB
-  (BN)BULLNOSE KERB 20mm UPSTAND
-  NEW ROAD MARKINGS
-  ROAD MARKINGS TO BE REMOVED
-  NEW FOOTWAY CONSTRUCTION



TYPICAL SPEED CUSHION

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

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Rev.	Date:	Revision:	Checked Date:	Approved Date:
A	Oct 19	Drawing amended to suit RSA comments	Oct 19	Oct 19

# Inverclyde council

ROADS & TRANSPORTATION

Scale	: 1:200@A1	Date	: September 2019
Prepared by	: GS	Checked by	: EP
Drawn by	: GS	Approved by	: GL







Head of Service: **Gail MacFarlane**


Design Office: **8 Pottery Street, Greenock PA15 2UH**

**Lyle Road/Newton Street Traffic Calming Proposal Consultation Plan**

Drawing No:	Consultation 002	<b>Design Section</b>
Rev:	A	
File No:		Original Drawing Size: 841x594 (A1)


**Notes:**

-  (HB) HALF BATTER KERB 100mm UPSTAND
-  (DK) TRANSITION KERB
-  (BN) BULLNOSE KERB 20mm UPSTAND
-  NEW ROAD MARKINGS
-  ROAD MARKINGS TO BE REMOVED
-  NEW FOOTWAY CONSTRUCTION



TYPICAL SPEED CUSHION

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

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Rev.	Date:	Revision:	Checked Date:	Approved Date:
A	Oct 19	Drawing amended to suit RSA comments	Oct 19	Oct 19

# Inverclyde

council

ROADS & TRANSPORTATION

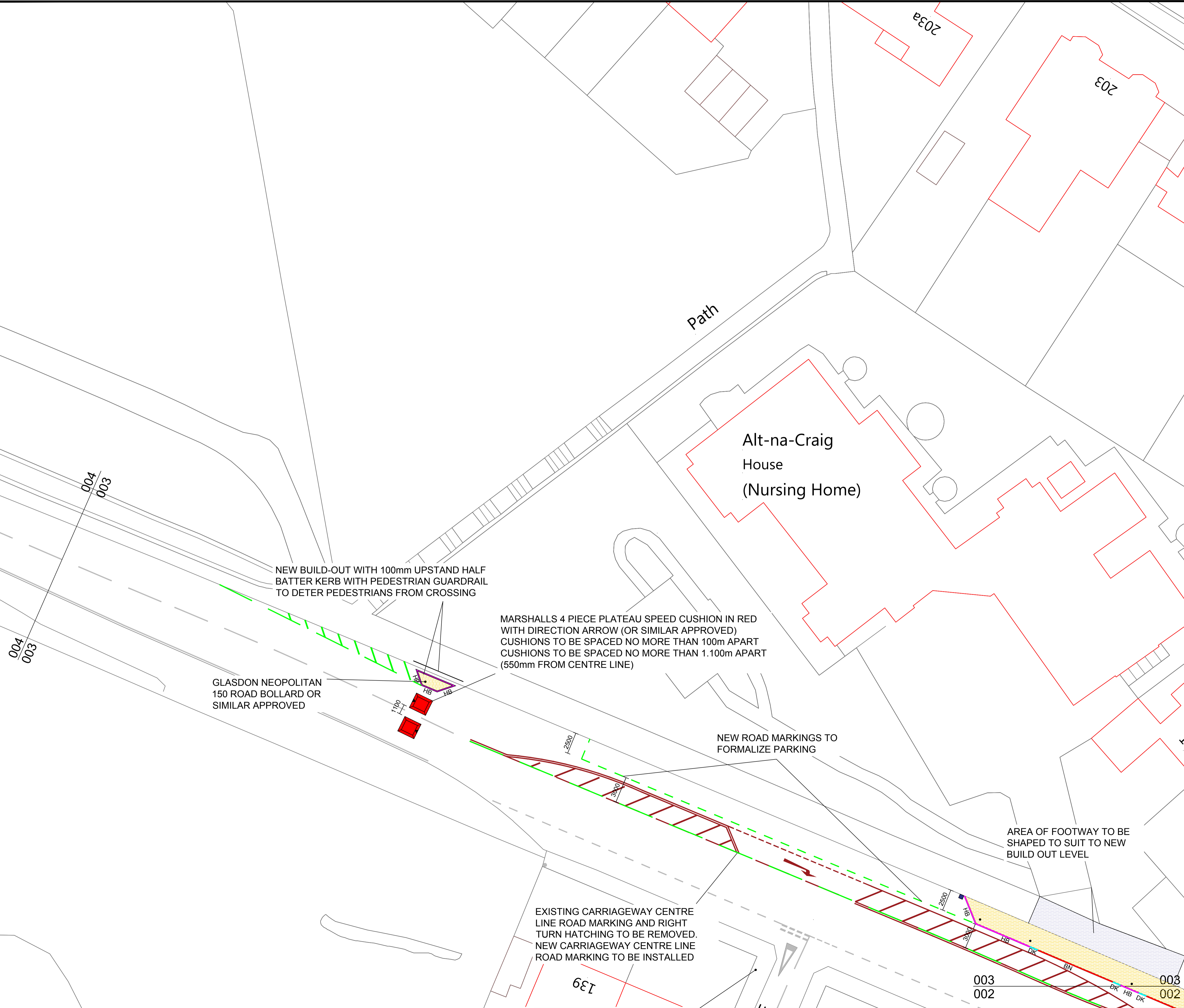
Scale : 1:200@A1	Date : September 2019
Prepared by : GS	Checked by : EP
Drawn by : GS	Approved by : GL

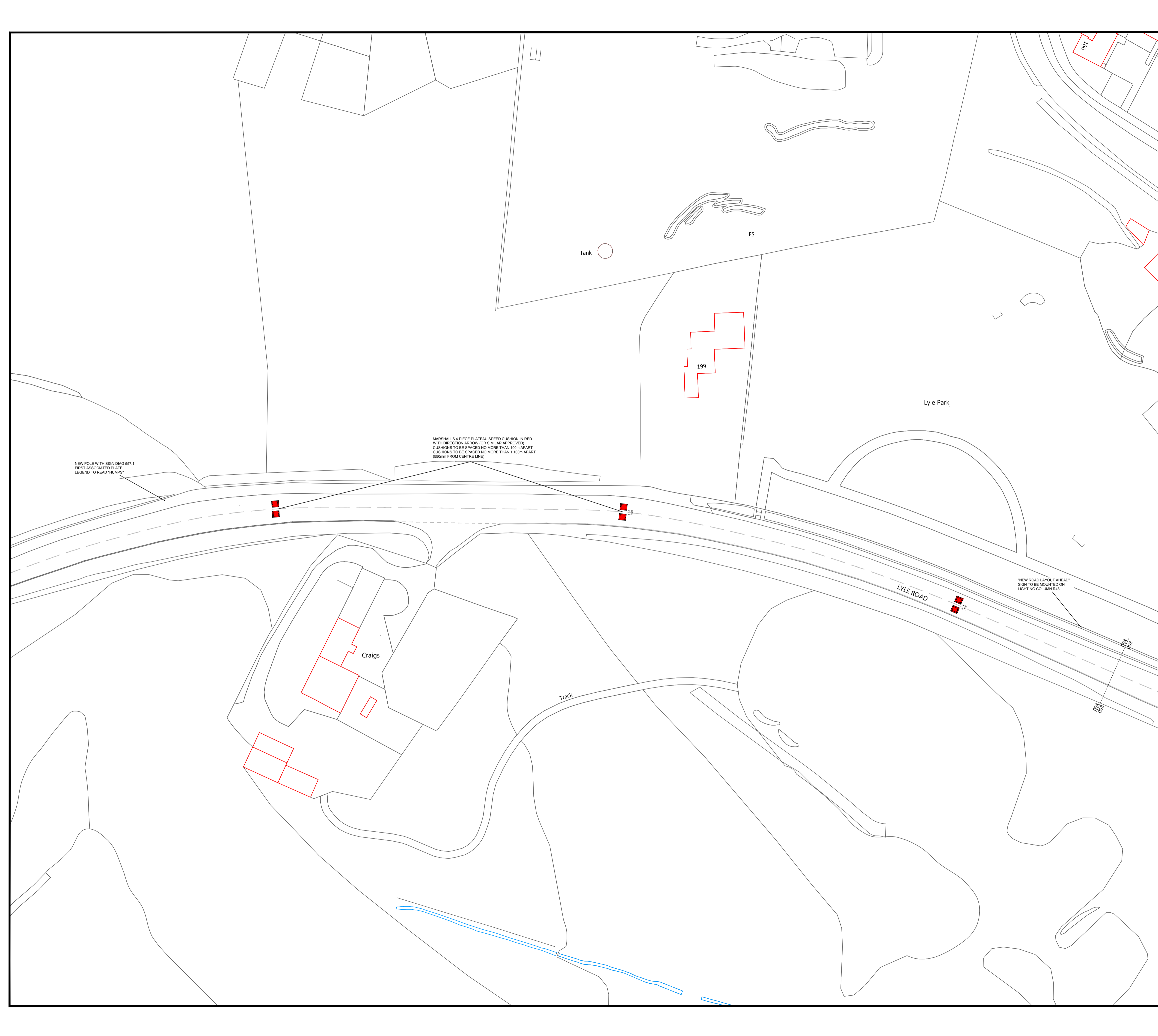
Head of Service: Gail MacFarlane

Design Office: 8 Pottery Street,  
Greenock PA15 2UH

## Lyle Road/Newton Street Traffic Calming Proposal Consultation Plan


Drawing No: Consultation 003	Design Section
Rev: A	Original Drawing Size
File No:	841x594 (A1)





- Notes:**
-  (HB) HALF BATTER KERB 100mm UPSTAND
  -  (DK) TRANSITION KERB
  -  (BN) BULLNOSE KERB 20mm UPSTAND
  -  NEW ROAD MARKINGS
  -  ROAD MARKINGS TO BE REMOVED
  -  NEW FOOTWAY CONSTRUCTION
  -  TYPICAL SPEED CUSHION

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

 Ordnance Survey

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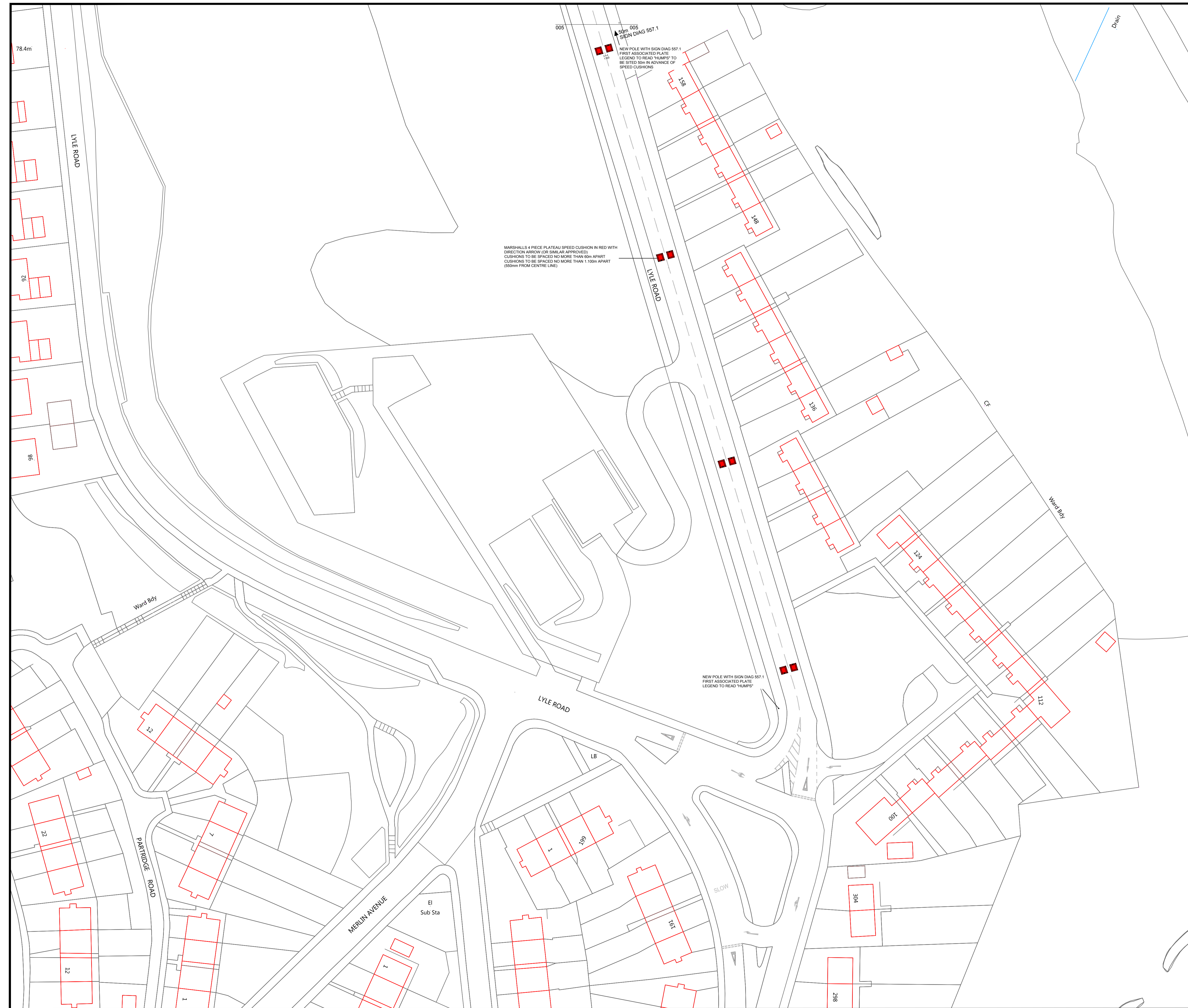
Rev.	Date:	Revision:	Checked Date:	Approved Date:

**Inverclyde**  
council  
ROADS & TRANSPORTATION

Scale	: 1:500@A1	Date	: September 2019
Prepared by	: GS	Checked by	: EP
Drawn by	: GS	Approved by	: GL
Head of Service	Gail MacFarlane		
Design Office:	8 Pottery Street, Greenock PA15 2UH		

**Lyle Road/Newton Street  
Traffic Calming Proposal  
Consultation  
Plan**

Drawing No:	Consultation 004	<b>Design Section</b>
Rev:		
File No:		Original Drawing Size 841x594 (A1)



**Notes:**

- (HB)HALF BATTER KERB 100mm UPSTAND
- (DK)TRANSITION KERB
- (BN)BULLNOSE KERB 20mm UPSTAND
- NEW ROAD MARKINGS
- ROAD MARKINGS TO BE REMOVED
- NEW FOOTWAY CONSTRUCTION

TYPICAL SPEED CUSHION

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

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Rev.	Date:	Revision:	Checked Date:	Approved Date:
A	Oct 19	Drawing amended to suit RSA comments	Oct 19	Oct 19

Inverclyde  
council

ROADS & TRANSPORTATION

Scale : 1:500@A1	Date : September 2019
Prepared by : GS	Checked by : EP
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**Lyle Road/Newton Street  
Traffic Calming Proposal  
Consultation  
Plan**

Drawing No: Consultation 005	Design Section
Rev: A	Original Drawing Size 841x594 (A1)



# APPENDIX 4

# **LYLE ROAD AND NEWTON STREET, GREENOCK – TRAFFIC CALMING PROPOSAL**

## **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 footway build-outs and road humps in the form of speed cushions to reduce speeds. A previous consultation process, based on prior traffic calming proposals, was carried out between 27 November 2018 and 11 January 2019. These prior proposals received 2 maintained objections which were upheld by the Environment and Regeneration Committee.

As a result of the public consultation held between 11 October and 11 November 2019, 3 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 parts of Lyle Road and Newton Street which will have a positive impact on the speed of traffic on Newton Street and Lyle Road towards Grieve Road. Reducing the speed should also have the benefit of reducing the number and severity of accidents.

## **Public Consultation**

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

A total of 3 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 3 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.

## **Mr and Mrs McArthur**

**Objection Point 1:** *We have resided on Newton Street for a period in excess of twenty years, in this time there has been one accident which we are aware of, this was due excess alcohol. Would it be safe to assume that the nuisance to be controlled is noise from vehicles accelerating towards the Lyle Park as it can't be to control accidents?*

**Response:** The principal objective of these proposals is to control vehicle speeds by installing traffic calming measures in the form of footway build-outs and speed cushions. The principal objective is not to control noise from vehicles accelerating towards Lyle Park.

**Objection Point 2:** *It is our opinion that the works proposed are not required*

**Response:** The Roads Authority has received representations with regard to speeding on Lyle Road and Newton Street, Greenock. The Roads Authority has carried out a traffic count which informs the Council of the number of vehicles and the speed at which they are travelling. The findings indicate that a significant number of vehicles are travelling above the speed limit of 30mph on Lyle Road and Newton Street. These proposals have also met criteria set in Inverclyde Council's Traffic Calming policy. This policy was implemented in August 2017 and can be viewed on the Council's website.

**Objection Point 3:** *Any introduction of measures will only serve to increase noise as vehicles accelerate and decelerate between speed bumps, noise from breaks will increase, noise of vehicles manoeuvring over speed bumps will be introduced. Given we sleep to the front of our home this is of concern.*

**Response:** The speed cushions to be introduced are of rubber construction and the noise of vehicles passing over them is low. The Roads Service have installed these cushions on various roads throughout Inverclyde. There have been no noise complaints from any of the locations, all of which are located within residential areas. The Department for Transport Traffic Advisory Leaflet TAL 4/94 states "The presence of a speed cushion can result in a substantial drop in traffic noise levels. The maximum vehicle noise for light vehicles can also be reduced, as a result of light vehicles slowing down at the cushion. It is possible that some nuisance could be caused, due to variations of noise that occur between cushions. This suggests that the spacing between the cushions should be chosen so that constant traffic speeds are encouraged along the route, resulting in less variation in noise."

**Objection Point 4:** *It may interest you to note that the speed warning device erected without any form of notification outside our home is being used to speed check vehicles it is our opinion that the display only serves to increase the acceleration of those who wish to see their speed in lights.*

**Response:** The Vehicle Actuated Sign (VAS) does not display speeds of above 30mph to prevent drivers from using the signs to "showcase" how fast their vehicles can drive. Drivers exceeding 30mph will be reminded that the speed limit is 30mph. There is no legal requirement to notify the erection of a VAS.

**Objection Point 5:** *Furthermore, it's perplexing why you have chosen to propose to invest in these measures on Newton street when the road surfaces thought Inverclyde are in such a poor state of repair there must be more worthwhile issues to tackle?*

**Response:** These proposals have no impact on the budget for the capital resurfacing programme nor does it have an impact on the budget for the revenue maintenance programme. The Roads Authority considers that roads safety is a worthwhile issue and acknowledges its duty to address such issues on the road network.

## Mr Kirkwood

**Objection Point 1:** *I would like to object to the Traffic Calming Proposal for Newton Street, Greenock. Particularly the built-out corners at the South Street junction. These will take away a parking space at my house resulting in my neighbour's cars being moved down the street and parking in front of other people's houses.*

**Response:** The footway build-outs located on the eastern and western corners of South Street and Newton Street serve the following functions:

- They will improve junction visibility for vehicles exiting South Street travelling both eastwards and westwards. This will be achieved by increasing the visibility splay by moving the existing give way markings forward by approximately 2.5m.
- The build-outs will narrow the existing carriageway (Newton Street) and in conjunction with the speed cushions should slow vehicles (travelling west) turning left into South Street.
- The build-outs will have a dedicated uncontrolled crossing point complete with dropped kerbs and tactile paving across South Street.
- The build-outs are in compliance with Highway Code Rule 243 which states "DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space" The build-outs will enforce Rule 243 and prevent vehicles from parking within 10 metres of the junction.

Presently in front of your property there is hatching at the junction and your driveway which prohibits vehicles from parking at this location. Therefore, the build out will only result in the loss of approximately half a parking space.

**Objection Point 2:** *It will also be more difficult for me to reverse my car up my drive as to stop me blocking the road waiting for a space I shall need to pull in further down the road to wait for a gap in the traffic and then when I move up to start my manoeuvre a car will probably come down the hill.*

**Response:** You will still be able to safely carry out reversing into your driveway. Vehicles speeds should be lower with the proposed traffic calming features and given the proper indication of your intention to manoeuvre, other motorists should duly comply and give you time to complete your manoeuvre.

**Objection Point 3:** *It will not stop speeding as the cars use the outside lane on my side and not the inside lane as cars are parked there.*

**Response:** The speed cushions are set not more than 100 metres apart. The Design Manual for Roads and Bridges (DMRB) "*the intention should be that measures are spaced to achieve a constant speed at an appropriate level. Physical speed controlling measures at not more than 100m spacing will be needed to control 85th percentile speeds to 30mph*". At certain locations the cushions are four abreast to deter vehicles from using the designated parking areas as a way of avoiding the speed cushions.

**Objection Point 4:** *Also the built out corners cut down the vision of cars coming up the street, when going down Madeira Street to the junction of Newark Street I always stop where the Give Way lines used to be, in line with the back of the pavement as I can see what is coming from my right whereas if I stop at the line in line with the outside of the pavement I have to edge out to see if anything is coming from my right.*

**Response:** As mentioned at Point 1, the build outs will improve junction visibility and not restrict it. The visibility splay will be increased from the existing splay. The design proposals have been subject to a stage 2 Road Safety Audit (RSA) which complies with GG119 of the DMRB. This states:

“Stage 2 RSA shall be undertaken at the completion of the detailed design stage. At stage 2, the RSA team focuses on the more detailed aspects of the highway scheme. The RSA team shall review the detailed design information provided with the RSA brief. Site visits shall be carried out in accordance with the requirements under section 5 road safety audit site visits.”

The stage 2 RSA was submitted and contained no road safety concerns regarding the junction visibility at both South Street/Newton Street and Madeira Street/Newton Street.

**Objection Point 5:** *There are to be 4 speed cushions outside my house, the 2 outside ones will be half in the parking spaces and I will have to reverse over this one when reversing into a space and maybe even end up parking on top of it, could you not just put 3 in the middle/part of the road where cars drive. These built out corners at Madeira/Newton Street will probably cause similar problems.*

**Response:** As mentioned above, at certain locations the cushions are four abreast to deter vehicles from using the designated parking areas as a way of avoiding the speed cushions. From Officers' experience, should the cushions currently proposed for in the designated parking areas be removed, motorists will purposely drive in the parking areas to avoid the speed cushions and as parked vehicles are not always present at these locations then the cushions would be ineffective.

**Objection Point 6:** *These built out corners have been installed all over the west end and I have not heard anyone say a good thing about them, everyone you talk to complains about them and thinks they are a complete waste of money as will be the white lines parallel to the pavement showing parking places, by all means paint lines to mark spaces when it is right angle to the pavement parking but I think we all know how to parallel park without lines on the road and if it's to stop people parking over drives the put a solid white line as is already at some drives, but personally I think both are a waste of paint and money.*

**Response:** The designated parking bays serve to highlight on-street parking areas. They also act as an edge of carriageway marking to reduce the lane width of Newton Street and to encourage people to keep their speeds low.

**Objection Point 7:** *This Council is having to make cuts to its services due to cuts in its funding and I don't think we should be spending £65,000 on this or other plans there might be in the town for built out corners and unnecessary white lines. I don't know what a speed camera would cost but that would stop the speeding and be money much better spent in my opinion or, we are supposed to have a Road Policing Unit in Inverclyde, so get them to stop randomly on a regular basis for 10 minutes with a speed gun and that would stop the speeding.*

**Response:** Inverclyde Council do not have the authority to install speed cameras as we have no powers to enforce speeds. That power lies solely with Police Scotland. Although the initial cost of a speed camera may appear to be less than the figure you have quoted, as we understand it, there would be ongoing expenditure on an annual basis for reviewing data, issuing speeding tickets, maintenance of the camera and road markings, etc. Therefore, the cost of a speed camera over its lifetime is likely to be more than the installation of traffic calming measures. Police Scotland have attended on Newton Street recently but the effectiveness of speed control is only limited to the time Police Scotland are on site. The proposed traffic calming measure will be a permanent control measure.

## Mr Alexander

**Objection Point 1:** *I believe you can achieve the desired outcome with the individual road humps alone rather than widening the pavement in this area. My wife and I park in front of our house and we always leave sufficient space from the corner to avoid blocking any drivers line of sight at that junction. We park in front of the house rather than the side, on Madeira Street, as it allows us to see our vehicles from our living room which have been targeted by vandals in the past. If this alteration was to take place we could not park our vehicles in this space without encroaching our neighbours driveway.*

**Response:** The footway build-outs located on the eastern and western corners of Madeira Street and Newton Street serve the following functions:

- They will improve junction visibility for vehicles exiting Madeira Street travelling both eastwards and westwards. This will be achieved by increasing the visibility splay by moving the existing give way markings forward by approximately 2.5 metres.
- The build-outs will also narrow the existing carriageway (Newton Street) and in conjunction with the speed cushions, should slow vehicles (travelling east) turning left into Madeira Street.
- The build-outs will also have a dedicated uncontrolled crossing point complete with dropped kerbs and tactile paving across Madeira Street.
- The build-outs are also in compliance with Highway Code Rule 243 which states “DO NOT stop or park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space.” The build-outs will enforce Rule 243 and prevent vehicles from parking within 10 metres of the junction.

It is noted that your property has a driveway with a gate and garage to offer secure off-street parking for at least one vehicle. Although you cannot be forced to use your driveway, the Council are not required to provide residents with on-street parking. However, it is estimated that two average sized vehicles can still park within the frontage of your property on Newton Street.

**Objection Point 2:** *Secondly, the section of pavement being altered joins directly on to our front gate. This is our main access to the property. We have a new-born baby and would obviously need to be able to get a pram in and out of the house. How long would these proposed works take to complete? I imagine the ground works would involve heavy plant and machinery? The noise of the works alone, would be extremely distressing to my wife and child.*

**Response:** Access will be maintained to your property at all times. At this time the Council cannot give a duration for this section of the works. The works will most likely be carried out using hand tools and small machinery i.e. pneumatic breaker and mini-excavator, although this would be confirmed when the Principal Contractor is appointed. Unfortunately due to the nature of the works there will be noise generated and the Council can only apologise for the inconvenience that this may cause. However, we cannot cancel or delay works on the public road particularly those with road safety benefits.

## **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. 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. The carriageway width will be reduced to two 3m wide lanes with both build-outs (north and south kerb lines) and speed cushions to control speeds to 30mph will increase safety for vehicles exiting Golf Place.
3. Extend traffic calming proposals – From a previous consultation period (27 November 2018 – 11 January 2019) objectors requested that the traffic calming be extended to South Street or Madeira Street. Following a Public Hearing at a Special Meeting of the Environment and Regeneration Committee on Tuesday 16 April 2019, the Committee instructed Roads Officers to consider extending the traffic calming proposal to Madeira Street.
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. These proposals will formalise parking and with the removal of the dedicated turn right lane into Golf Place, on-street parking can be provided on the north kerb line for staff/visitors to Alt-na-Craig Nursing Home which should remove the need for vehicles to park on the footway. Speed cushions in parking areas have been in place on Pennyfern Road and Maple Road for a number of years where parking is in higher demand. They do not prevent vehicles from parking at these locations.
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 Plateau 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 residential 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. There has also been no feedback received regarding noise complaints from vehicles passing over or travelling between cushions. The spacing of the cushions is not more than 100m to encourage vehicles to travel at 30mph in accordance with the Design Manual for Roads and Bridges (DMRB).

## **Conclusion**

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



# APPENDIX 5

**From:** KENNETH MCARTHUR [mailto: [REDACTED]]  
**Sent:** 06 October 2020 12:27  
**To:** Emma Peacock <[Emma.Peacock@inverclyde.gov.uk](mailto:Emma.Peacock@inverclyde.gov.uk)>  
**Cc:** Graeme Kirkwood < [REDACTED] >  
**Subject:** Your Reference JK/EP LTR0110

Dear Emma, I would be grateful to receive confirmation of submission

Lyle Road Traffic Calming Proposal

I ask for some clarity in this matter before the meeting on the following.

It is my understanding that the council intended to introduce traffic calming measures on Newton Street between Fox street and Golf Place which, by your scoring scheme, records a total score of 28.8. However, the carriageway between Newton Street and Grieve road has a total score of 40.3.

May I assume that Golf Place is the start of the carriageway section and Grieve road is the termination relating to the index of 40.3?

Can you confirm that the score of 20 was concerning one vehicle travelling at 40.7?

Written submission for consideration.

Again, I maintain that the introduction of these measures are simply not necessary and are a waste of financial resources. You are also failing to properly identify areas where a higher risk of fatality through vehicle accidents may occur. These measures are not being introduced to decrease a high accident risk which is supported with your own report.

I have resided in this area for twenty years, it is my understanding there has been one serious accident within the proposed area of calming. From my knowledge, the junction at Madeira street and Finnart street sees a continual and sustained rate of accidents with a high percentage of collisions requiring the attendance of emergency services and hospital admissions. Can you justify the expenditure in an area of low accidents over a higher risk junction which is now the site of a nursery?

I have spoken with residents who live adjacent to speed bumps. In a previous reply, the officer states the speed bumps in themselves create no noise. This is true in that an inert object will not create a nuisance, the noise is created by the condition and speed of vehicles crossing the bumps, again you are introducing a source of disturbance into a relatively quiet area. It is not entirely factual that the introduction of a rubber speed bump creates no additional sound when in use.

The call for speed calming has been requested by residents of five households. I understand the local community council and councillors have had involvement however the original source of the request for the measure is not clear and may be from the same households. Three households have objected. On a very approximate count Fox Street to Lyle park there are some seventy houses, the request for the measures are not overwhelming in balance and do not seem to have generalised support or rate of concern.

In conclusion – please consider using your limited resources in areas of the town which will truly benefit from expenditure to increase road safety. In my view, your documentation and reports show there is simply no need for the proposed calming plan on this street based on the figures provided. The need for calming is perhaps on the Lyle Hill section if my interpretation of your documentation is correct which I have asked to be clarified.

Ken McArthur