
Report To:	Environment & Regeneration Committee	Date:	27 October 2022
Report By:	Interim Director, Environment & Regeneration	Report No:	ERC/RT/GMcF/22.639
Contact Officer:	Gail MacFarlane	Contact No:	01475 714800
Subject:	Traffic Calming Priority 2022/23.		

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 This report updates Committee on the traffic calming priority for 2022/23 and the proposed measures.
- 1.3 The report is to inform members that top priority for traffic calming measures in 2022/23 are now Newark Street and Union Street.
- 1.4 The report includes an outline of the proposed measures to install additional signs and lines to reduce speed along with the cost of the works which will exhaust the available budget over the next two financial years.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Committee notes that Newark Street and Union Street are at the top of the traffic calming priority list for 2022/23.
- 2.2 It is recommended that the Committee notes the proposed traffic calming proposals and that this project will now be funded from two years of Roads RAMP funding, resulting that this will be the only priority scheme until 2024.

Gail MacFarlane
Head of Shared Services – Roads & Environmental Services

3.0 BACKGROUND AND CONTEXT

- 3.1 On 31 August 2017 the Committee approved the revised Guidelines and Assessment Criteria within the Traffic Calming Policy.
- 3.2 The Traffic Calming Policy has been used since 2018 to assess all requests for traffic calming in a fair and uniform manner.
- 3.3 The top two streets after evaluation this year are Newark Street and Union Street from Wood Street to Robertson Street.
- 3.4 The speed surveys along these roads showed that 85% of vehicles are travelling at 35.3mph on Newark Street and 32.4mph on Union Street. As these sections of road have pedestrian generators with shops, churches, care homes, nurseries and play parks they have scored highest on the priority list.
- 3.5 Whilst it is recognised that speeding vehicles is an issue that only Police Scotland can enforce. Inverclyde do have a limited budget to improve the safety of the roads network, which was why the Traffic Calming Policy was introduced. The project was to be partially funded from Roads RAMP and externally through the Roads Safety Fund. Unfortunately the Road Safety Fund has been paused by the Scottish Government as a consequence of the cost of living crisis. Works will be funded over two years of Council funding.
- 3.6 The proposed traffic calming measure, given the length of road in question, is to install signs and lines to implement an effective scheme over the entire road. The roads in question are defined as distributor roads and the Traffic Calming Policy states that physical measures are not likely to be appropriate on distributor roads and signs and lines may be more appropriate.

4.0 PROPOSALS

- 4.1 The proposed calming measures will result in the installation of Vehicle Activated Signs (VAS) prior to the junctions on Union Street/Newark Street in both directions. These signs will flash with a triangular warning sign showing the 'crossroad junction ahead' sign as well as the 30mph speed limit sign. The signs will be activated for vehicles travelling over 30mph approaching the junctions. On Newark Street the proposal is to introduce 3 mini-roundabouts at the junctions of Johnston Street, Bentinck Street and Wood Street. The roundabouts will be a change of priority and will encourage cars driving on Newark Street to slow down. An indicative layout is shown in Appendix 1.
- 4.2 The proposed roundabouts will result in a loss of on street parking, however there are ample parking opportunities on the side street and along Newark Street
- 4.3 The proposals will also look to improve the pedestrian crossing points along the route.
- 4.4 The plans may change slightly as an external road safety audit has still to be undertaken on the proposed layouts.
- 4.5 The signs have auto dimming that features a four-stage auto dimming system which ensures the sign is highly visible day and night. The twin Light Dependant Resistor (LDR) sensors prevent accidental dimming from oncoming headlights. Dimming the Light-Emitting Diodes (LED) during the darker hours reduces energy consumption without impairing the visibility of the sign.

5.0 IMPLICATIONS

5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO	N/A
Financial	x		
Legal/Risk	x		
Human Resources		x	
Strategic (LOIP/Corporate Plan)	x		
Equalities & Fairer Scotland Duty	x		
Children & Young People's Rights & Wellbeing		x	
Environmental & Sustainability		x	
Data Protection			x

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
Traffic Calming	Roads RAMP	2022/23	£50k		Improvements to road markings and installation of mini roundabouts.
	Road Safety Improvement Fund or Roads RAMP 2023/24	2022-24	£50k		Purchase and installation of VAS signs, improve pedestrian crossings

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A	Roads Revenue	2022-	£0.5k		Maintenance of the route will be contained within existing budgets

5.3 Legal/Risk

No Legal risk.

5.4 Human Resources

There are no HR implications arising from this report.

5.5 Strategic

This project accords with the Corporate Management Plan, by improving road safety and improving access for all.

5.6 Equalities and Fairer Scotland Duty

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

X	YES – Assessed as relevant and an EqIA is required.
	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, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) 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?

The measures has been designed to be used by all, with no discrimination.

X	YES – A written statement showing how this report’s recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

5.7 Children and Young People

Has a Children’s Rights and Wellbeing Impact Assessment been carried out?

	YES – Assessed as relevant and a CRWIA is required.
X	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children’s rights.

5.8 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

	YES – assessed as relevant and a Strategic Environmental Assessment is required.
X	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

5.9 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO – Assessed as not relevant as this report does not involve data processing which may result in a high risk to the rights and freedoms of individuals.

6.0 CONSULTATION

6.1 The Head of Legal and Democratic Services and the Chief Financial Officer have been consulted on this report.

7.0 BACKGROUND PAPERS

7.1 None.

Appendix 1 – Proposed Mini-Roundabout



Similar sign except junction arms will be opposite. The sign will be dual and will flash the junction and 30mph sign if vehicles are traveling over 30mph.