
Report To:	Environment & Regeneration Committee	Date:	27 October 2022
Report By:	Interim Director, Environment & Regeneration	Report	ERC/RT/GMcF/22.638
Contact Officer:	Gail MacFarlane	Contact No:	01475 714800
Subject:	Auchenbothie Quietways Cycle Route		

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 This report updates Committee on the Auchenbothie Quietways project and reports the results of the public consultation.
- 1.3 The purpose of the report is to inform Committee of the progress on a scheme to create a safer on road route from the Kilmacolm cycle path to the Port Glasgow cycle path.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Committee notes the results of the public consultation.
- 2.2 It is recommended that Committee notes the proposed scheme to move the N75 cycle route from Marloch Avenue to Auchenbothie Road.
- 2.3 It is recommended that Committee notes that as part of the scheme the entire areas of Mid Auchinleck, Slaemuir and Bardrainne will become a 20mph zone.
- 2.4 It is recommended that it be remitted to the Head of Service Roads and Transportation and the Head of Legal and Democratic Services to prepare and promote a Speed Limit Order (SLO) to reduce the speed to 20mph and to prepare and undertake a consultation on the proposed traffic calming measures in accordance with 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.

Gail MacFarlane.
Head of Service – Roads & Environmental Services

3.0 BACKGROUND AND CONTEXT

- 3.1 As part of the Scottish Government National Transport Strategy, Sustrans aims to help make it easier for people to walk and cycle for everyday journeys. They aim to encourage active travel as a means for people getting about, by working with local authorities to help make it safer, easier and more attractive to walk and cycle.
- 3.2 The National Cycle Network (NCN) is a UK-wide network of signed paths and routes for walking, cycling, wheeling and exploring outdoors. The NCN is also locally very important to help simplify everyday journeys and link trips for those travelling Nationally on the Public Transport network. Occasionally on-road sections of the NCN need to be re-aligned, such as in this case in Inverclyde with the NCN75.
- 3.3 The NCN75 proposed realigned route (as identified in green dashed line in Figure 1 (between A -C) has been considered a better route than existing highlighted in blue and purple line in Figure 1 (along Montrose Avenue). The advantages of this route are that there are lower gradients, better trip generation to local facilities such as shops and schools, and a safer proposed crossing of Dubbs Road where the sight lines are much better than the current option at the end of Montrose Avenue.

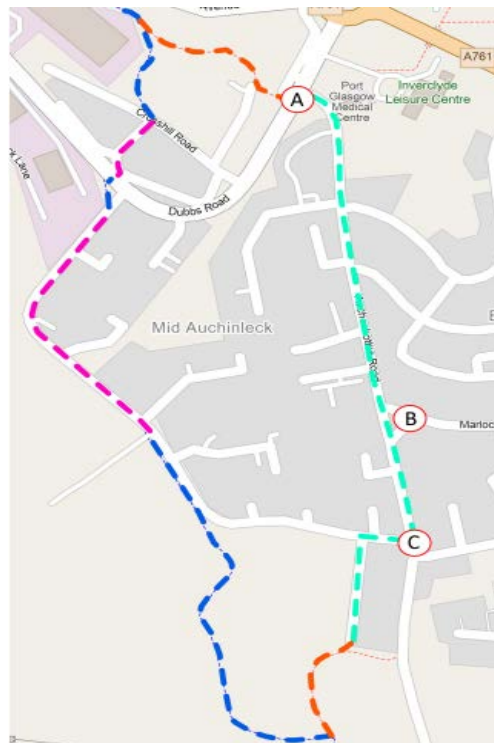


Figure 1

- 3.4 To improve cycling/wheeling and walking along Auchenbothie Road, a 20mph speed limit will be introduced along with traffic calming measure in the form of speed humps and lines and signs. The scheme will also improve the pedestrian crossings by widening the footways on the side roads off Auchenbothie Road to reduce the crossing width. These measures will not only improve cycling, walking and wheeling but will improve road safety. A new crossing will be installed across Dubbs Road.

- 3.5 The scheme has been design by Sustrans and the design and construction costs for Auchenbothie Road will be funded by Sustrans.
- 3.6 When looking at the speed reduction on Auchenbothie Road, some of the surrounding roads have 'Twenty's Plenty' speed limits and to prevent confusion with and a plethora of signs, it is proposed to make the Mid Auchinleck, Slaemuir and Bardrainne area all 20mph from Dubbs Road to Kilmacolm Road. This will improve vehicle and pedestrian safety over the entire area. These signs are outwith the scope of Sustrans and will be funded by Inverclyde Council. Officers have held discussion with Police Scotland they have no objections to the speed reduction proposals.
- 3.7 A public consultation was held in June and July 2022, with three drop in sessions organised at Boglestone Community Centre. A summary of the results are detailed below, with 57.5% of responses against and 42.5 in favour of the scheme.

Responses for;

- This is a route to school for children the cars go extremely fast at bottom of Auchenbothie Road, in both directions.
- It's a good idea which I think you should be extending it to Dubbs Road and Muirdykes Avenue you take your life in your hands crossing the road at the former police houses
- Good idea near shops and schools.
- Yes I do I have been trying to get speed restrictions put in place in Marloch Avenue for a number of years.
- Yes - must be mandatory on A 761 too.
- Moves toward active travel are an improvement.

Responses against;

- There are enough parked cars in this area that you go 20mph anyway.
- Waste of money.
- Your wrecking vehicles suspension cannot cope weir streets a riot because of these so called traffic calmers 20 mph zones is this part of a government network to reduce vehicle emissions by cutting speed.
- Not necessary in the housing schemes, the pavements are a disgrace.
- Why not install traffic calming on Montrose Avenue and leave Auchenbothie Road.
- Speed bumps unnecessary.
- No speeding issues.
- Fix the potholes.
- Accident waiting to happen.
- Widen Road to accommodate more traffic.
- Current set up is safe.

4.0 PROPOSALS

- 4.1 Officers will promote the SLO for an area wide 20mph scheme and will consult on the traffic calming measures. If there are maintained objections then these will be heard by a special meeting of the Committee or by an independent Reporter, depending on the nature of the objection
- 4.2 On completion of the consultation process the detailed design will be completed and an external stage 2 road safety audit will be undertaken. At this stage a detailed construction estimate will be obtained and the funding agreed with Sustrans.
- 4.3 After installation of the signs, lines and speed bumps an external stage 3 audit will be undertaken.

4.4 3 months after completion a traffic survey will be undertaken to show the outcome.

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
N/A	Sustrans	2023/24	£150k		Installation of Route along Authenbothie Road and footway widening works.
	CWSR	2023/24	£70k		Installation of signs and lines for 20mph zone
	Sustrans	2023/24	£5k		Cost of independent reporter if required.

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 Signs
	Roads and Feasibility Studies	2023/24	£3k		Traffic Surveys

5.3 Legal/Risk

The public consultation on both the 20mph SLO and the traffic calming measures may receive maintained objections which will require to be considered by the Council. This Committee will decide to either hear these before a special meeting of this Committee or through an independent

Reporter and the Head of Shared Services Roads and the Head of Legal and Democratic Services will then make the necessary arrangements for the public hearings.

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 creating an active travel routes.

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 project 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?

The project has been designed to promote active travel for all.

x	YES – Assessed as relevant and a CRWIA is required.
---	---

	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

Summarise any environmental / climate change impacts which relate to this report.

Has a Strategic Environmental Assessment been carried out?

x	YES – assessed as relevant and a Strategic Environmental Assessment is required.
	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.