
Report To:	Environment & Regeneration Committee	Date:	12 January 2023
Report By:	Interim Director, Environment & Regeneration	Report No:	ERC/RT/GMcF/22.648
Contact Officer:	Gail MacFarlane	Contact No:	01475 714800
Subject:	Traffic Calming Priority 2022/23 - Update		

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 This is an update to the 27 October 2022 report on the proposed traffic calming measures for Union Street and Newark Street, Greenock.
- 1.3 The report also presents the priority list up to December 2021; however, the position of each road on the list will change after the 2022 surveys have been added and evaluated.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Committee notes that Newark Street and Union Street, Greenock are at the top of the traffic calming priority list for 2022.
- 2.2 It is recommended that the Committee notes the proposed traffic calming proposals are funded from Roads RAMP as the external Roads Safety Fund has been paused indefinitely by the Scottish Government as a consequence of the cost of living crisis.
- 2.3 That the Committee notes a revision to the proposed scheme, with the removal of the Vehicle Activated signs. The scheme will now consist of 3 mini roundabouts on Newark Street, Greenock and signs and lines on Union Street, Greenock and will only require one year's funding allocation.
- 2.4 The Committee notes that a public consultation will be undertaken on the implementation of the Traffic Calming Measures, and the results will be presented to this committee.
- 2.5 The Committee notes the 2021 traffic calming priority list.

Gail MacFarlane
Shared Head of Roads & Environmental Services

3.0 BACKGROUND AND CONTEXT

3.1 On 27 October 2022 this Committee asked Officers to review the proposed traffic calming for Newark Street and Union Street, Greenock.

3.2 The proposed calming measures in the report to the Committee meeting of 27 October 2022 r entailed the installation of Vehicle Activated Signs (VAS) prior to the junctions on Union Street/Newark Street, Greenock 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, Greenock the proposal is to introduce 3 mini-roundabouts at the junctions of Johnston Street, Bentinck Street and Wood Street, Greenock. The roundabouts will be a change of priority and will encourage cars driving on Newark Street, Greenock to slow down. An indicative layout is shown in Appendix 1.

3.3 Officers have reviewed the different traffic calming measures and evaluated the effectiveness of each along Union Street and Newark Street, Greenock.

- **Road Humps and Bumps**

- Effective measures for reducing speed but they are costly to install. Would divert cars onto other roads, therefore just moving the problem. The surrounding roads take less than half the volume of traffic, at the moment, and any change will have a major impact on these surrounding roads. There would be a loss of parking at bumps as the road is wide, this prevents cars avoiding the bumps. Anticipated cost **£170k**.

- **Rumble Device**

- They can generate considerable noise and are not normally installed in residential areas, they do not reduce speed significantly and they are expensive to install and maintain.

- **Narrowing & Chicanes**

- To allow for large HGVs and buses to pass through chicanes they must be large and wide and consequently this allows smaller passenger vehicles to drive through them without a significant reduction in speed. There would be a significant loss of parking along both streets. These are costly to install, anticipated budget **£200k**.

- **Gateway & Entry Treatments**

- Not applicable at this location.

- **Roundabouts**

- At this location min-roundabouts are cheap to install as they consist of road markings only and minor road modifications. There would only be a minimal loss of parking. These are soft traffic calming measures that would not encourage road users to use another road. The anticipated budget is **£20k**.

- **Vehicle Activated Signs (VAS)**

- These signs are expensive to install, however, the on-going maintenance is minimal and as they are hybrid signs that use both electricity and mains power the on-going cost is minimal. These signs warn drivers of the junction ahead and also warn them of the speed limit if they are speeding. This highlights junctions ahead and they have been proven to reduce speeds by 3mph to 9mph. Budget cost estimate **£70k**.

- **Signs and Lines**

- These should be the first measures that are considered. The "SLOW" markings, however, are not recommended to be installed indiscriminately and should only be used at locations like sharp bends. These measures are noted as having the least effect and as the speeds that require to be reduced by over 5mph they were not considered appropriate on Newark Street, Greenock; however, for the 2mph reduction on Union Street they are appropriate. Budget cost estimate **£30k**.

- 3.4 Officers having evaluated the measures above, have concluded that on Newark Street, Greenock mini-roundabouts are the appropriate traffic calming measures; however on Union Street, Greenock since the Road Safety fund has been removed and the speeds are only 2mph above the speed limit the proposal is to install signs and lines on this section, therefore keeping the measures within the annual budget.
- 3.5 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.
- 3.6 A public consultation will be undertaken on the implementation of the Traffic Calming Measures, and the results will be presented to this committee.

TRAFFIC CALMING POLICY

- 3.7 The Traffic Calming Policy as agreed by this committee in August 2017 allowed for the following factors to be taken into consideration.
- A greater points allocation given to collisions involving vulnerable road users such as pedestrians and cyclists.
 - More detailed consideration of the facilities on the road in question such as schools, bus stops, shops, etc.
 - More detailed points allocation based on the number of vehicles using the road.
 - A points allocation for the assessed width of the road as it becomes more difficult for pedestrians to cross wider roads.
- 3.8 Officers assess the requests for traffic calming annually in January and then develop outline schemes within the allocated budget and these are presented in the March capital update.

4.0 PROPOSALS

- 4.1 The proposed calming measures will result in the installation of signs and lines prior to the junctions on Union Street/Newark Street, Greenock in both directions. On Newark Street, Greenock the proposal is to introduce 3 mini-roundabouts at the junctions of Johnston Street, Bentinck Street and Wood Street, Greenock. The roundabouts will result in a change of priority and will encourage cars driving on Newark Street, Greenock to slow down. An indicative layout is shown in Appendix 1.
- 4.2 The proposed roundabouts will result in a minor loss of on street parking, however there are ample parking opportunities on the side streets and along Newark Street, Greenock.
- 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.

TRAFFIC CALMING POLICY

- 4.5 The attached Traffic Calming Priority list is for roads surveyed up to December 2021. Surveys that are over 3 years old are removed from the list, however, if the road is in the top twenty it is surveyed and assessed again.

4.6 All the surveys undertaken in 2022 will be added to the list in January 2023 and this will change some of the priorities.

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	2023/24	£50k		Improvements to road markings, signs and installation of mini roundabouts.

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A	Roads Revenue	2023-	£0.4k		Maintenance of the route will be contained within existing budgets

5.3 Legal/Risk

The public consultation on the traffic calming measures may receive maintained objections which will require to be considered by the Council.

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 have 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

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.

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 2 – Traffic Calming Priority List up to December 2021

	Location		Total Score
Priority	Street	Description	
1	Newark St, Greenock (East)	Between Bedford St and Wood St	37.0
2	Union St, Greenock	Between Bedford St and Robertson St	36.3
3	Larkfield Road, Gourrock	Between Broomberry Drive and George Road	35.9
4	A770 Cloch Rd Nr Levan Point	Between Dunvegan Ave and Ferry access	33.2
5	Broomberry Drive, Gourrock	Between King St and Chapel St	32.7
6	Dubbs Road	Between Muirdykes Ave and Muirdykes Ave (survey btwn Muirdykes East & Knocknair)	32.0
7	A761 Bridge of Weir Road at Longridge	Between Porterfield Rd & Silverlake Access	31.0
8	Kirn Drive	Between Drumshantie Rd & Arran Rd	31.0
9	B788 Kilmacolm Rd	between Shandon Place & Leven Road	30.0
10	A770 Cloch Road adj McInroys Point	Between Farm Rd and Cloch Brae	29.7
11	A770 Cloch Rd old Gantock Hotel Site	Between Faulds Park Rd and Dunvegan Ave	28.0
12	Boglestone Ave, Port Glasgow	Full length	27.9
13	High Carnegie Rd, Port Glasgow	Full length	27.5
14	Carwood St nr Auchendarroch St	Between Auchendarroch St and Sinclair St	27.3
15	Carwood St at Elliot Court	Between Auchendarroch St and Ratho St	27.3
16	A761 Port Glasgow Rd	Between Wateryetts Drive and Auchenbothie Gardens	27.1
17	Belville St at Stilts	Between Belville Ave and B788 Kilmacolm Road	27.0
18	Barrs Brae	Between Moray Road and Dubbs Road	27.0
19	Cornhaddock Street	Full length	26.7
20	Newark St, Greenock (West)	Between Eldon St and Wood St	26.1
21	Finnart St	Between Newark St and Madiera St	26.1
22	A770 Albert Rd Nr No. 90	Between Ashton Rd & Promenade	26.0
23	A770 Cloch Rd Nr Cloch Brae	Between Cloch Brae and Victoria Rd	26.0
24	Brachelston St (E)	Between Dempster St and Holmscroft St	26.0
25	Lyle Rd, Greenock	Between Grieve Rd and Lyle Grove	25.9
26	Auchmead Road	North (Between Cumberland Rd and Lincoln Rd)	25.5

27	Ardmore Rd downhill of Berwick Rd	Between Bouverie St and Selkirk Rd	25.2
28	Bow Rd, Greenock	Between Grieve Rd and Nicol St	25.0
29	Dempster Street	Between Mount Pleasant St and Mearns St	25.0
30	Grieve Rd Middle	Auchneagh Farm Rd to Bow Rd	25.0
31	Burns Road, Greenock	Between Berwick Rd and Glencairn Rd	24.6
32	Glasgow Road East	Between Woodhall Rbt and Brightside Ave	24.5
33	Springhill Rd	Between Glenhuntly Rd and Bouverie St	24.5
34	Drumshantie Rd	Between Tower Drive and Broomberry Drive	24.5
35	Gryffe Road (South), Kilmacolm	Between Lochwinnoch Rd and Duchal Rd	24.0
36	Earnhill Road	Between Larkfield Rd and Fife Rd	23.4
37	East Crawford St	Full length	23.0
38	Old Inverkip Rd Centre, Greenock	Between Thom St and Brachelston St	22.6
39	Grosvenor Rd, Greenock	Full length	22.2
40	A770 Albert Rd Nr No. 17	Between Kempock St & Promenade	22.0
41	Auchmead Rd, Greenock	Between Pembroke Rd & Burns Rd	22.0
42	Mearns St, Greenock	Between Drumfrochar St & Dempster St	22.0
43	Wellington Street	Between Murdieston St and Duncan St	22.0
44	Burns Road	Between Berwick Rd and Minerva Terrace	22.0
45	Newton St	Between Campbell St and Fox St	21.7
46	Glasgow Road West	Between Heggies Ave and Brightside Ave	21.5
47	A761 Port Glasgow Rd	Between Woodrow Ave & Wateryetts Dr	21.0
48	Madeira St	Between Newark St and Newton St	20.6
49	Murdieston St	Between Dunlop St and Brachelston St	20.5
50	Cowal View	Between Kirn Drive and St Andrews Drive	20.4
51	Montrose Ave	Full length	20.3
52	A761 Port Glasgow Road nr Cross	Between Gibson Lane and Woodrow Ave	20.0
53	Finlaystone Rd, Kilmacolm	Between Leperstone Rd and Yetts Ave	20.0
54	Lochwinnoch Road	Between Whitelea Road and Belmont Rd	20.0
55	Esplanade West	Eldon St W to Madiera St	19.5
56	Finnart St, Greenock	Between Fox St and Campbell St	19.4

57	A761 Bridge of Weir Road nr Cross	Between Market Place and Manse St	19.0
58	Barrhill Road	Between Broomberry Drive and Tower Drive	19.0
59	Grieve Rd South	Bow Rd to Old Inverkip Rd	19.0
60	Drumshantie Road	Between Kirn Drive and Tower Drive	18.0
61	Gryffe Road (North), Kilmacolm	Between Duchal Rd and Bridge of Weir Rd	18.0
62	Brachelston St (W)	Between Inverkip Rd and Dempster St	15.0
63	Arran Avenue, Port Glasgow	Between Mull Avenue and Eriskay Avenue	15.0
64	Blairmore Rd, Greenock	Between Kilmacolm Rd and Cardross Crescent	15.0
65	Barrhill Road	Between Broomberry Drive and St John's Road	14.0
66	Bridgend Ave, Port Glasgow	Between Bridge Rd and North Rd	14.0
67	Esplanade East	Madiera St to Campbell St	12.0
68	Fox St, Greenock	Between Union St and Eldon St	12.0
69	Grieve Rd North	Lyle Rd to Auchneagh Farm Rd	12.0
70	Glenhuntly Road, Port Glasgow	Full length	11.3
71	Glen Kinglas Road	Full length	11.0
72	Lochwinnoch Road	Between Hazelmere Rd and Knockbuckle Rd	11.0
73	Old Inverkip Rd East, Greenock	Between Inverkip Rd and Grieve Rd	10.0
74	Ardmore Road	Lomond Avenue to Selkirk Road	10.0
75	Chalmers Street	Full length	10.0
76	Lyle Road	Between Newark Street and Lyle Grove	10.0
77	Thom Street	Full length	10.0
78	Banff Rd, Greenock	Between Nairn Rd & Caithness Rd	9.0
79	Belhaven St, Port Glasgow	Between Chapelton St and Lower Mary St	9.0
80	Burnside Road, Gourrock Nr No. 17	Full length	9.0
81	Waverley St, Greenock	Full length	8.9
82	Slaemuir Ave, Port Glasgow (West)	Between Pentland Rd and Cuillins Ave	8.1
83	Old Inverkip Rd West, Greenock (prison)	Between Inverkip Rd and Thom St	8.0
84	Ardgowan Rd, Wemyss Bay	Between Castle Wemyss Dr & Lomond Rd	7.0
85	Gallahill Ave, Port Glasgow	Full length	7.0
86	Glen Douglas Road	Full length	7.0
87	Mathie Crescent, Gourrock	Full length	7.0
88	Poplar St, Greenock	Between Cobham St and East St	7.0

89	Rankin St, Greenock	Between Gael St and Iona St	7.0
90	Slaemuir Ave, Port Glasgow (East)	Between Cuillins Ave and Marloch Ave	7.0
91	Lilybank Road West (outside no 48)	Between Shankland Road and Birkmyre Avenue	5.0
92	Victoria Road, Gourock	Between Ashton Rd and Golf Rd	5.0
93	Barnhill Street	Between Bawhirley Road and Garvald Street	4.0
94	Drums Terrace	Full length	4.0
95	Firth Crescent, Gourock	Full length	4.0
96	Grampian Rd, Port Glasgow	Full length	4.0
97	Leitch St, Greenock	Full length	4.0
98	Lower Mary Street	Between Belhaven Street and Brown Street	4.0
99	Moffat St	Full length	4.0
100	Nursery Grove, Kilmacolm	Between Nursery Lane and Victoria Gardens	4.0
101	Pladda Ave	Full length	4.0
102	Victoria Gardens, Kilmacolm	Between Castlehill Rd and Whitelea Rd	4.0
103	West Woodside Ave, Port Glasgow	Full length	2.6
104	Morris Street	Between Border Street and Auchmountain Road	1.0
105	Rona Ave	Full length	1.0
106	Sutherland Rd, Greenock	Full length	1.0