
Report To:	Environment & Regeneration Committee	Date:	4 May 2023
Report By:	Head of Service – Roads & Environmental Services	Report No:	ERC/RT/GMcF/22.651
Contact Officer:	Gail MacFarlane	Contact No:	01475 714800
Subject:	Pedestrian Crossing, Lochwinnoch Road, Kilmacolm Petition		

1.0 PURPOSE AND SUMMARY

1.1 For Decision For Information/Noting

1.2 A report entitled “Pedestrian Crossing, Lochwinnoch Road, Kilmacolm” was considered by The Petitions Committee on 16 March 2023 where the Petitioner sought:

“We are petitioning the Local Council to consider the construction of a new Pelican Crossing on the Lochwinnoch Road, Kilmacolm in the vicinity of the local shops. Over a period, the volume of road traffic through our village has increased significantly. At times, crossing the road is a major challenge and more worryingly a safety risk especially to younger and older members of our community”.

1.3 The decision was that The Petitions Committee considers the issues raised in the petition have merit and remits it to the Shared Head of Roads & Environmental Services to submit a report to a future meeting of the Environment & Regeneration Committee with recommendations on this matter.

1.4 Following a review of the number of pedestrians crossing adjacent to the car park access the Roads Service do not believe there is justification for moving the crossing 20m northeast.

2.0 RECOMMENDATIONS

2.1 It is recommended that Committee:

- a. Notes the contents of the report in relation to the petition; and
- b. Agrees that the crossing should remain in its current location due to the small difference in pedestrians crossing on the opposite side of the junction with the car park access.
- c. Notes that officers will continue to liaise with SCOTS and Transport Scotland to consider the development of a pedestrian crossing assessment criteria.

Gail MacFarlane
Head of Service – Roads & Environmental Services

3.0 BACKGROUND

3.1 At its meeting on 16 March 2023 The Petitions Committee considered a petition handed in to the Council by an individual residing in the Inverclyde Council area. It had gathered in excess of 100 signatures and sought that the Council consider the construction of a new Pelican Crossing on the Lochwinnoch Road in Kilmacolm in the vicinity of the local shops. As it had within the publication period received more than 100 signatures, the petition was brought forward for consideration by The Petitions Committee, all as provided for in the Council's Petitions Criteria.

3.2 The full description of this petition entered by the Petitioner and shown on the website is as follows:

"We are petitioning the Local Council to consider the construction of a new Pelican Crossing on the Lochwinnoch Road, Kilmacolm in the vicinity of the local shops. Over a period, the volume of road traffic through our village has increased significantly. At times, crossing the road is a major challenge and more worryingly a safety risk especially to younger and older members of our community".

3.3 The decision was that The Petitions Committee considers the issues raised in the petition have merit and remits it to the Shared Head of Roads & Environmental Services to submit a report to a future meeting of the Environment & Regeneration Committee with recommendations on this matter.

3.4 Prior to the meeting Roads & Environmental Services considered the request and provided the response provided in Appendix 1.

3.5 In the past the assessment of crossing points was undertaken in accordance with "Local Transport Note 1/95 The Assessment of Pedestrian Crossings". This considered the number of passengers crossing together with the number of vehicles using the road. It used the formula below:

PV^2

where P = Number of pedestrians

V = Number of vehicles

3.6 In 2018 Transport Scotland commissioned a study entitled "Review of Pedestrian Crossing Guidance LTN 1/95". The recommendation of the study was:

"that pedestrian crossing assessment guidance be revised to be more structured and evidence based than LTN 1/95. The revised guidance should be developed in consultation with key stakeholders. The findings of this study can input into the development of the guidance."

3.7 Following an enquiry to Transport Scotland's Standards Team they indicated that Chapter 6 of the Traffic Signs Manual has superseded LTN 1/95 and Transport Scotland do not have any proposals to produce alternative guidance.

3.8 Having reviewed the guidelines in Chapter 6 of the Traffic Signs Manual it is apparent that they are very subjective and offer no firm assessment process. This means that whilst one person could justify a signalised crossing another person may form a different view. For this reason Officers to not feel that it offers sufficient information to determine when a signalised crossing is justified.

3.9 Officers will continue to liaise with SCOTS and Transport Scotland to consider the development of a pedestrian crossing assessment criteria.

- 3.10 At the meeting of the Petitions Committee Councillor McCabe pointed out that since the installation of the improved crossing on Lochwinnoch Road adjacent to the Cargill Centre the Co-operative shop has moved from its location near Duchal Road to a site adjacent to Smithy Brae. Councillor felt this may have had an impact on the desire line of pedestrians within Lochwinnoch Road.
- 3.11 A pedestrian count was undertaken in September 2022 at several locations along the shopping area. It found the total number of pedestrians crossing as follows between 7am and 7pm as follows:

Location	Total pedestrians crossing (12 hours)	Peak hour pedestrians crossing
Between Duchal Road and Elphinstone Court	207	33 (12:20-13:20 hours)
Between Elphinstone Court and Pedestrian Crossing Build-Out at Cargill Centre	342	55 (14:20-15:20 hours)
Pedestrians Crossing Build Out at Cargill Centre	749	123 (15:40-16:40 hours)
Between Pedestrian Crossing Build-Out at Cargill Centre and Co-Op Food	816	113 (15:55-16:55 hours)
Between Co-Op Food and A76	261	46 (15:00-16:00 hours)

From this data it is apparent that the number of pedestrians crossing Lochwinnoch Road is highest on both sides of the access to Lochwinnoch Road car park. Over 12 hours there are 67 more pedestrians crossing near the Co-Op than at the pedestrian crossing build out, however, during the peak hour (pedestrian peak hour) more pedestrians cross at the build out.

- 3.12 Given there is little difference between the number of pedestrian crossing during the peak hour Officers do not feel there is justification for relocating the pedestrian crossing build out at a cost of approximately £15,000. Those who are concerned about crossing Lochwinnoch Road are advised to walk an extra 20m to cross at the build out.

4.0 IMPLICATIONS

- 4.1 The table below shows whether risks and implications apply if the recommendations 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	

4.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments

4.3 Legal/Risk

Were the location of the Pedestrian Crossing referred to in the report to be changed, it would be necessary to promote a variation of the "The Inverclyde Council (Various Roads) (Port Glasgow, Kilmacolm & Quarriers Village) (Waiting Restrictions) Order 2013" TRO to vary the limited waiting parking restrictions of the pedestrian crossing build outs. The promotion of such a variation would include a public consultation exercise with an opportunity for formal objections. Unresolved objections would be subject to a hearing.

4.4 Human Resources

None.

4.5 Strategic

None.

4.6 Equalities and Fairer Scotland Duty

(a) Equalities

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

	YES
X	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 EqIA is required.

(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?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
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X	NO
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4.7 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.

4.8 Environmental/Sustainability

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

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.

4.9 Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES
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.

5.0 CONSULTATION

5.1 The Head of Legal, Democratic, Digital & Customer Services and the Chief Financial Officer has been consulted on this report.

6.0 BACKGROUND PAPERS

6.1 A report entitled "Pedestrian Crossing, Lochwinnoch Road, Kilmacolm" was considered by the Petitions Committee on 16 March 2023.