

To: Petitions Board

On: 31 January 2022

Report by: Acting Director of Finance and Resources

Heading: Traffic Calming Measures – Kilbarchan Road, Bridge of Weir

1. Summary

1.1 The Council has agreed procedures in relation to the submission of petitions including parameters for determining valid petitions and those areas where petitions would not be valid.

1.2 All valid petitions are to be submitted to the Board for consideration and a summary report is to be prepared on any petitions which are not considered to be valid in terms of the procedures. It is for the Board to determine the validity of such petitions.

1.3 A petition containing 35 signatures has been received from Ms A MacKinnon in the following terms: -

“As residents of Kilbarchan Road and the surrounding area, we call upon Renfrewshire Council to implement effective traffic calming and slowing measures – speed humps, or similar – on Kilbarchan Road, as a matter of urgency.

Kilbarchan Road is the only route into the village for well in excess of one thousand residents and offers nothing in the way of protection for pedestrians. Pavements are narrow (where there are pavements) and kerbs are in line with the fast-paced road.

The measures are much needed on the section of road between the Locher Road and Ranfurly Road junctions, but the problem of traffic driving at dangerous speeds applies to the entire length of Kilbarchan Road, particularly within the village of Bridge of Weir. Not only do elderly residents and young families live on this stretch of road, the designated speed limit of 30mph (60mph prior to this from Kilbarchan) is above that which would be regarded as safe given the residential nature of the road

and its use by pedestrians. The council is currently running a speed test on the road and fixing the broken speed sign. Whilst these actions are greatly welcomed, it is the speed of the fastest vehicles that creates real danger - not any calculation of average speed. While speed limit reminder signs may slow responsible drivers, they have no impact on those who choose not to act responsibly.

Numerous accidents have taken place on this road (many not involving police, so not necessarily recorded), and local pets have been killed. Please do not wait until the same happens to a child or elderly person before taking action

Several approaches to the Council over the years. Representations made recently to Cllr Maclaren. Numerous emails/inputs to the Council's #YouDecide programme. The attached petition has been supported unanimously by all households in Kilbarchan Road, Bankend Road, Northview and Locher Road.”

1.4 The Transportation & Development Manager has indicated that process for identifying where traffic calming measures are appropriate is outlined below: -

- Initial speed surveys to ascertain if there is a case for intervention – done and agreed there is a case to take forward;
- Undertake more detailed surveys to score the location against others in a priority list for action. The most deserving locations in road safety terms are attended to first – next step;
- When this location’s turn comes around, prepare designs of the types and locations of interventions for consultation with the Members and residents;
- If agreed arrange any necessary statutory consultations for certain types of traffic calming or traffic orders;
- If successful, add the works to a programme of works for funding; and
- Procure a contractor to do the work.

1.5. The Transportation & Development Manager has advised that he has been corresponding with Ms MacKinnon for some time and has undertaken two speed surveys in recent months. Steps have begun to repair or replace the vehicle activated speed sign on Kilbarchan Road, Bridge of Weir. He has indicated that in his most recent email he concluded from the latest speed survey that the results justified further work to prioritise the location for consideration of traffic calming and/or a 20mph speed limit as appropriate. He intimated that Officers would score the location, in accordance with the council’s Road Safety Policy, and list it for action when funding allowed.

1.6 The Transportation & Development Manager has further advised that he speed test equipment was re-installed on 13 November (red cross on photo facing both ways, appendix 1). For operational reasons this equipment could not be erected further out of the village. The results, taken continuously from 13 to 19 November, showed an increase in recorded speeds compared to the first survey. That in itself did not trigger further consideration but combined with a heavy peak hour flow and the presence of places where pedestrians were attracted, meant that the road would be included in a list for prioritisation as funding allowed. The Transportation & Development Manager has advised that he does not have an update on the new speed sign as yet.

1.7 The role of the Board is to consider the petition and take the appropriate action in respect of the petition which will be one of the following: (a) that no action is taken,

in which case the reasons will be specified and intimated to the petitioner;
(b) that the petition be referred to the relevant director/and or policy board for further investigation, with or without any specific recommendation; or (c) refer the petition to another organisation if the petition relates to that organisation. The principal petitioner, together with one supporter has been invited to attend the meeting.

2. Recommendation

2.1 That the Board hears from the principal petitioner.

Implications of the Report

1. **Financial** – none
2. **HR & Organisational Development** – none
3. **Community/Council Planning** - none
4. **Legal** – none
5. **Property/Assets** – none
6. **Information Technology** - none.
7. **Equality & Human Rights** - none

The Recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.

8. **Health & Safety** - none
9. **Procurement** - none
10. **Risk** - none.
11. **Privacy Impact** - none
12. **Cosla Policy Position** – not applicable.
13. **Climate Risk** – not applicable

List of Background Papers

- (a) Background Paper - 1 Petition

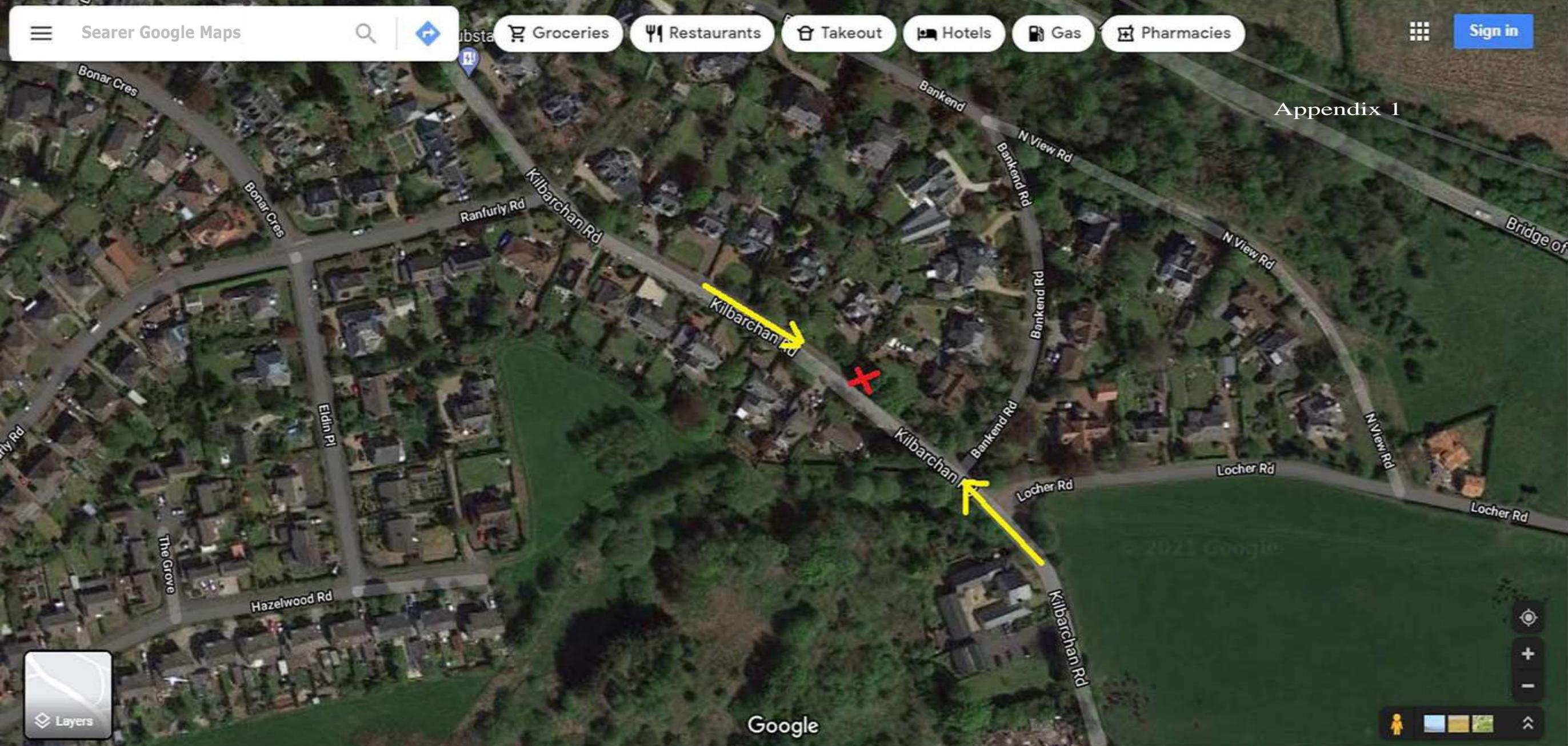
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Appendix 1



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