

To: Infrastructure, Land and Environment Policy Board

On: 25 August 2021

Report by: Director of Environment & Infrastructure

Heading: Traffic Calming Oxford Road, Renfrew

1 Summary

- 1.1 A petition, signed by 60 people, as detailed in section 3 of this report, requested that traffic calming measures be installed to reduce excessive speeding and to deter Oxford Road, Renfrew being used as a shortcut by larger vehicles and HGV vehicles. The petition was considered by the Petitions Board at its meeting held on 7 June 2021 when it was agreed that a sample speed survey be undertaken and a report thereon be submitted to a future meeting of the Infrastructure, Land and Environment Policy Board for consideration.
 - 1.2 As a result, officers have carried out assessments of speeding on Oxford Road between Paisley Road and Cambridge Road. The assessments resulted in the speeds of 200 vehicles being recorded during the survey, a traffic volume considered sufficient for speeds recorded to be an accurate reflection of average road speeds, and that no further detailed surveys at that location would be required in consideration of the survey outcomes.
 - 1.3 The Council considers further action to be necessary if the 85th percentile speed of surveyed vehicles exceeds the posted speed limit. The 85th percentile speed was recorded as 29mph. Oxford Road has a 30mph speed limit, therefore no further action is planned for at this time.
 - 1.4 Whilst this initial assessment has highlighted there is no case for traffic calming measures at the current time, officers will continue to monitor the area and should the situation change in the future will be able to assess the position again.
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2. Recommendation

- 2.1 It is recommended that the Infrastructure, Land and Environment Policy Board agree that as the 85th percentile speed did not exceed the posted speed limit of 30 mph that no further action be taken and that the petitioner be notified accordingly.
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3. Background

- 3.1 A petition, signed by 60 people, in the following terms, was considered by the Petitions Board at its meeting held on 7 June 2021 when it was agreed that that a sample speed survey be undertaken and a report thereon be submitted to a future meeting of the Infrastructure, Land and Environment Policy Board for consideration.

“Petition Statement

The purpose of this statement is to bring to your attention the speeding traffic in Oxford Road. There are now young children living in Oxford Road, as well as visiting grandchildren, and our concern is that one day there will be an accident in the road that will result in a fatality or at the very least a severe injury to one of the Oxford Road residents. There is a sign at one end of Oxford Road as well as the other end, suggesting that twenty is plenty, to which no one pays the slightest heed. I have no means of measuring the speed of some of the cars and vans, however I would suggest that they are travelling at more than the speed limit of 30mph, let alone the suggested speed of 20mph. There has been in the past, two accidents at the junction of Oxford Road and Cambridge Road that I'm aware of, when thankfully it was only cars that were involved, as well as cars coming off Paisley Road into Oxford Road.

Ever since the introduction of traffic lights at the junction of Oxford Road and Paisley Road, we regularly observe cars and vans increase their speed, in order to make sure they catch the lights, and in quite a few cases, pay no attention to the red light, as there are no traffic officers available to police the junction. Also recently, we now observe school buses using the road as a shortcut, and along with the use of the road by HGV trucks, we feel some of the houses vibrating, make us ask the question, is the road sufficiently strong to accept the weight of those vehicles. We fully understand that refuse vehicles and the like, require to use the road in the nature of their business, but not as a shortcut. That coupled with cars parked on both sides of the road, it doesn't leave a lot of space in the middle of the road for the larger vehicles passing each other, as well as the cars.

Action taken prior to resolve the issues.

The action taken prior to the submission of this petition has been, to engage with our local councillors in the past, the Police, our MSP and the Local MP, and it's as a result of the last contact with our MP, Mr Gavin Newlands, that we are taking this action. On one occasion, when we had the police at the door discussing the problem, a car went by, well over the speed limit, and it was noted by the Police officers.

What we are suggesting.

Is that traffic calming be installed to reduce the excessive speeding, and hopefully deter the road being used as a shortcut by larger vehicles and HGV vehicles.

4 Assessment Process

- 4.1 Renfrewshire Council assesses requests for traffic calming in a two-stage process. An initial sample speed and accident survey to measure the severity of the problem and, if survey results exceed trigger levels, a more detailed survey with an associated scoring system to prioritise the location for action as funds become available.
- 4.2 The initial assessments recorded 216 vehicle speeds on Oxford Road between Paisley Road and Cambridge Road. This is a significant enough number of vehicles for the survey to be considered valid and a good indicator of true traffic speeds. Renfrewshire Council considers further action to be necessary if the 85th percentile speed of surveyed vehicles exceeds the posted speed limit. The 85th percentile speed was recorded as 29mph. Oxford Road has a 30mph speed limit.
- 4.3 The website CrashMapUK holds all road injury accidents reported by the Police. This website was interrogated for accident records on Oxford Street, Renfrew and found no reported injury accidents in the last three years.
- 4.4 Renfrewshire Council considers further action to be necessary if two or more pedestrian or cyclist injury accidents have been recorded in the last three years, through the length of the proposed scheme.
- 4.5 The results of the initial surveys of Oxford Road Renfrew do not trigger consideration of any further action in this case.

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** - 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** - none
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List of Background Papers

- (a) Background Paper - 1 Petition
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