
To: Petitions Board

On: 27 January 2025

Report by: Director of Finance and Resources

Heading: Installation of a Path at Drumcross Road

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 petitions are to be submitted to the Board for consideration. Where the Head of Corporate Governance does not consider a petition to be valid in terms of the Council's Petitions Procedure a summary will be provided to the Board outlined the reasons why. However, it is for the Board to determine the validity of such petitions.

1.3 A petition containing one signature has been received from Mrs S Arrol in the following terms: -

"I am petitioning for a walking path at Drumcross Road, Bishopton. I would like the Council to action this.

Some years ago the farmer at Drumcross Farm was willing to give up land to facilitate this.

The road is now very dangerous due to the speeding of vehicles/increased volume of traffic/many delivery vans + larger + wider cars now.

I walk this route every week (others walk too) to Bishopton Parish Church and am increasingly feeling unsafe in doing so.

Ferry Road pavement is not a good alternative again due to the speed of very busy traffic on this road."

1.4 The Head of Corporate Governance has reviewed this petition and has considers it valid in terms of the procedures.

- 1.5 The Council's Infrastructure and Transportation Manager has provided a response to the concerns raised in the petition and where appropriate suggested actions to resolve them as outlined below: -

"As a result of the concerns raised by a resident on 13 May 2024 to our Transportation and Active Travel Manager, the Service undertook surveys of the traffic speeds on Drumcross Road as well as monitoring pedestrian usage over a 7-day period. The vehicle speeds recorded, averaged out at 35mph in both directions with the greater majority of drivers not exceeding 41mph.

The speed limit on the B815 Ferry Road to the north is 40mph and we are proposing to reduce the speed limit on Drumcross Road to the same in a forthcoming Traffic Regulation Order. It is beneficial that the speed limit on Drumcross Road is consistent with the surrounding area and matches the surveyed behaviour of drivers, an important consideration in ensuring that the speed limit is accepted and adhered to.

In general, fewer than 15 pedestrians (in each direction) used the road in any 24-hour period. There have been no recorded pedestrian or cyclist injury accidents in the 24 years for which we hold records. In addition, the location had been assessed against our Road Safety Policy for traffic interventions and found not to hit any of the triggers which justify intervention.

The process by which we consider the need for road safety interventions is based on an objective assessment of observed data. This evidence-based approach, as defined by our Road Safety Policy, enables us to direct our finite resources to where the need is greatest. This ensures that as officers, we are using public resources as efficiently and effectively as possible.

The cost for constructing a footway at this location based on market prices would be £100 per square metre. Providing a new footway for the approximately 1 kilometre of this road would cost in the region of £200k. That is assuming the adjacent land is flat in nature, however, the land slopes down at sections along the road, therefore, a partial retaining structure would be required. This will significantly increase the cost of construction. Furthermore, this cost could increase if we need to provide drainage and, potentially, streetlighting. Added to this would be the cost and legal implications of acquiring the significant strip of land required to construct the path, as this lies in private ownership.

The Service considers that the surveyed usage and lack of accidents at this location are too small to justify the progression of the proposed footway construction. Furthermore, there is an alternative pedestrian route along Ferry Road on a made footway. We have also previously erected 'pedestrians in road' warning signs at both ends of the road."

- 1.6 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.

- 1.7 The principal petitioner, together with one supporter has been invited to attend the meeting.

2 Recommendation

- 2.1 That the Board considers the petition.
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3. 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 - Petition

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