

To: Petitions Board

On: 7 June 2021

Report by: Director of Finance and Resources

Heading: Speeding Traffic at Oxford Road, Renfrew

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 60 signatures has been received from Mr A MacLennan in the following terms: -

“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”.

- 1.4 The Supervisory Engineer (Lighting & Asset Management) has advised that the Council is presently working on a policy that will outline the criteria for all Traffic Calming requests. The criteria first examines current speeds, accident rates and the traffic volume, from the information gathered will determine if the location justifies a more detailed assessment. If a further assessment is required and carried out, this allows officers to prioritise areas most in need and rank in order of priority. If funding becomes available, work will begin on prioritised list.
- 1.5 The Supervisory Engineer (Lighting & Asset Management) has also advised that for this reason, it would assist to have a speed survey, traffic volumes recorded and look at the accident statistics on Oxford Road. The results of these surveys shall identify if further action is required.
- 1.6 The Supervisory Engineer (Lighting & Asset Management) has also indicated that currently the 20mph twenty's plenty signs at either end of Oxford Road are advisory only, and therefore cannot be enforced. It is intended to begin a rolling programme to change these signs throughout Renfrewshire to mandatory 20mph .
- 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**

(a) 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

List of Background Papers

- (a) Background Paper - 1 Petition

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