

EAST RENFREWSHIRE COUNCIL

14 May 2014

Report by Director of Environment

THE EAST RENFREWSHIRE COUNCIL, NEILSTON ROAD, NEILSTON AND
NEILSTON ROAD & KELBURN STREET, BARRHEAD (REDETERMINATION OF MEANS
OF EXERCISE OF PUBLIC RIGHT OF PASSAGE) ORDER 20**

PURPOSE OF REPORT

1. To submit for the approval of the Council the making and confirmation of “The East Renfrewshire Council, Neilston Road, Neilston and Neilston Road & Kelburn Street, Barrhead (Redetermination of Means of Exercise of Public right of Passage) Order 20**”. The effect of the Order will be such that sections of the roads, at present footways, shall become a cycle track and footway, the right of passage being exercisable on pedal cycle and foot only. (See Appendix 1).

RECOMMENDATIONS

2. The Council is asked to approve the making and confirmation of “The East Renfrewshire Council, Neilston Road, Neilston and Neilston Road & Kelburn Street, Barrhead (Redetermination of Means of Exercise of Public right of Passage) Order 2014”.

BACKGROUND

3. Following an assessment by East Renfrewshire Councils Roads Service, it is considered appropriate to make the above redetermination order to facilitate the safe passage of cyclists along the footway to which the order relates.

4. The road currently carries an average of 8,500 vehicles per day on a carriageway with an average width of 6.5 metres. As a result, the carriageway is not suitable to accommodate vehicles travelling in opposite directions whilst safely passing a cyclist.

5. The footway has recently been widened as much as practically possible within the constraints of the adjacent carriageway and existing road boundary. The footway width varies between 1.8 metres and 2.5 metres with the majority being not less than 2.0 metres wide. This provision enables cyclists and pedestrians to share the footway.

6. There is a 66m rise in level from one end of the proposed cycle-track in Barrhead to the other end in Neilston. It is anticipated that cyclists would predominately use the cycle-track when travelling uphill between Barrhead and Neilston whilst more proficient cyclists travelling from Neilston to Barrhead would be inclined to travel downhill on the carriageway.

7. The Council has a duty under the Road Traffic Regulation Act 1984 to secure the safe movement of traffic on the local road network. One aim of the Councils’ Local Transport Strategy is to adapt and manage the road network so that it can efficiently and safely meet the needs of all road users. (*Sect 12.5 Local Transport Strategy*)

REPORT

8. In order to secure the safe movement of pedestrian and cycle traffic on the public road network it is considered necessary to re-determine sections of the road to permit shared use by pedestrians and cyclists.

FINANCE AND EFFICIENCY

9. There will be an additional cost of approximately £200 occurred in implementing this Traffic Regulation Order for the supply and erection of the regulatory signing required to support the Order.

10. By approving this proposed Order there will be an immediate safety benefit offered to the public.

CONSULTATION

11. Consultation with regards to this order has been carried out in compliance with "The Local Authorities' Traffic Orders (Procedure) Scotland Regulations 1999 (and subsequent amendments)" and "The Stopping Up of Roads and Private Accesses and the Redetermination of Public Rights of Passage (Procedure) (Scotland) Regulations 1986". The emergency services and all other organisations / persons likely to be affected by any provision in the order (including Neilston and Barrhead Community Councils and the local members) were notified individually of the proposals. Notice of the proposal was also published in the local newspaper, the 'Barrhead News'.

12. At the end of the statutory consultation period no objections were received regarding this proposed Redetermination Order.

PARTNERSHIP WORKING

13. The proposed introduction of this Traffic Regulation Order did not involve partnership working other than seeking advanced approval of the proposal from Police Scotland.

IMPLICATIONS OF THE PROPOSALS

14. By approving this proposed Order there will be minimal future financial and staffing implications resulting from normal maintenance cost associated with occasional sign replacements. There will be no property, legal, IT, equalities and sustainability implications.

CONCLUSIONS

15. It is proposed that the Council approve this Order so that:

- the section of road, at present a footway, shall become a cycle track and footway, the right of passage being exercisable on pedal cycle and foot only.

RECOMMENDATIONS

16. The Council is asked to approve the making and confirmation of “The East Renfrewshire Council, Neilston Road, Neilston and Neilston Road & Kelburn Street, Barrhead (Redetermination of Means of Exercise of Public right of Passage) Order 2014”.

Director of Environment

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BACKGROUND PAPERS

East Renfrewshire Council Local Transport Strategy 2008-2011, Sections 3.6 and 9.3

KEY WORDS

Traffic Regulation Order, TRO, footway redetermination, transport.

APPENDIX 1

EAST RENFREWSHIRE COUNCIL

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NEILSTON ROAD, NEILSTON AND NEILSTON ROAD & KELBURN STREET, BARRHEAD
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