
Report To:	Environment & Regeneration Committee	Date:	27 October 2022
Report By:	Interim Director, Environment & Regeneration	Report No:	ERC/RT/GMcF/22.638
Contact Officer:	Gail MacFarlane	Contact No:	01475 714800
Subject:	Spaces for People Update After 1 Year		

1.0 PURPOSE AND SUMMARY

- 1.1 For Decision For Information/Noting
- 1.2 This report updates Committee on the further six months of survey results along the cycle route from Battery Park to Laird Street.
- 1.3 The purpose of the report is to seek authority to make the entire cycle route a permanent feature.
- 1.4 On approval Officers will detail improvements works with Sustrans. These measures will be funded by Sustrans and/or Cycling Walking Safer Roads.

2.0 RECOMMENDATIONS

- 2.1 It is recommended that Committee notes the survey results, that annually 25,221 cyclists have used the cycle route and that the delays on Brougham Street at Patrick Street have reduced.
- 2.2 It is recommended that Committee approves the proposal to make the cycle route permanent.
- 2.3 That it be remitted to the Head of Service Roads and Transportation and the Head of Legal and Democratic Services to prepare and promote an order to re-designate the road and cycleway.
- 2.4 That it be remitted to the Head of Service Roads and Transportation to allocate external funding to improve the route, as detailed in paragraph 4.3.

Gail MacFarlane
Head of Shared Services – Roads & Environmental Services

3.0 BACKGROUND AND CONTEXT

- 3.1 On 28 April 2020, the Cabinet Secretary for Transport, Infrastructure and Connectivity, Michael Matheson MSP, announced a £10m funding package for temporary walking and cycling measures which to be administered by Sustrans. The funding stream was for temporary infrastructure projects with a view to making them permanent to support and make it safer for people to walk, cycle or wheel for essential trips during Covid-19.
- 3.2 The project brief for this cycle route was to clearly define the areas for cycling, walking and wheeling and be safe to be used by an unaccompanied 12 year old. The route was to promote health, wellbeing and exercise and assist users who were anxious about public transport and did not have access to private cars.
- 3.3 The route has been designed in accordance with current design standards and changes the priority of some junctions to give cyclists priority over vehicles. The route accords with National Priorities to reduce car travel by 20% per km by 2030 and the new roads hierarchy shown below with priority starting with walking and wheeling, then cycling, public transport, taxis and shared transport and finally private car.
- 3.4 The cycle route is the first section of segregated cycle path in Inverclyde and is part of a vision to create a dedicated safe cycle route from Gourock to Port Glasgow. This route will be off road and safe for families as well as commuters. The route will also be used as a tourist attraction -travel to Inverclyde by train or bus, start at Gourock and cycle on a relatively flat route to Port Glasgow and depart on the train or bus again. Along the route there will be many areas of interest and places to stop:-
- Gourock Town Centre
 - Battery Park – football, rugby, gym, skate park, play park
 - Large buoy
 - Telescope
 - Container Terminal
 - Greenock Town Centre
 - Historical fire station
 - Ginger the Horse
 - Greenock Historic Quarter
 - Greenock Ocean Terminal
 - Waterfront
 - Beacon Arts Centre
 - James Watt Dock – Crane
 - Inch Green Dry Dock
 - Port Glasgow Lighthouse
 - Coronation Park – play park
 - Sculpture
 - Port Glasgow Town Centre
- 3.5 The cycle route construction works started in February 2021 and were completed in June 2021. The project consisted of sections that were permanent and some that were temporary with a view to becoming permanent.
- Battery Park to Esplanade - Temporary, proposed permanent
 - Esplanade – Permanent
 - Campbell Street - Permanent
 - Brougham Street - Temporary, proposed permanent
 - Grey Place - Temporary, proposed permanent
 - Dalrymple Street - Temporary, proposed permanent
 - Laird Street – Permanent

3.6 Cycle and vehicle counts were undertaken over a 4 week period in July and September 2021 and another week long survey in February and June 2022. The table below summarises the cycle data and averages the figures over the summer period from March to September and winter from October to February. The cycling figures below are higher, during the summer, but then, with the poorer weather, as we move into winter, it shows a decline; this is normal and to be expected. Across the country more people cycle in the summer compared to the winter months.

Week Starting	Eldon Street		Esplanade		Brougham Street		Dalrymple Street	
	Average Number Cyclists		Average Number Cyclists		Average Number Cyclists		Average Number Cyclists	
	Day	Week	Day	Week	Day	Week	Day	Week
05-Jul-21	170	1190	173	1211	117	819	63	441
12-Jul-21	203	1421	208	1456	130	910	No results	
19-Jul-21	245	1715	242	1694	156	1092	68	476
26-Jul-21	180	1260	181	1267	124	868	63	441
13-Sep-21	104	728	58	406	73	511	32	224
20-Sep-21	69	483	48	336	59	413	33	231
27-Sep-21	51	357	32	224	41	287	26	182
04-Oct-21	51	357	31	217	43	301	24	168
04-Feb-22	14	98	11	77	5	35	5	35
21-Jun-22	98	686	91	637	67	469	30	210
Average Annual summer total from Mar to Sept		27440		25309		18792		7718
Average Annual winter total from Oct to Feb		4550		2940		3360		2030
Annual Total		31990		28249		22152		9748

Two way cumulative figures

3.7 The above cycle count figures highlight that on average annually 21,992 cyclists have used the route and if the Dalrymple Street figure is removed, it can be seen that the section from the Battery Park to Greenock Town Centre was used by just over 26,000 cyclists. The recorded data does show that some cyclists are still not using the route and are cycling on the road. It is

proposed that a media campaign will be developed to promote and encourage cyclists to use the dedicated lane.

3.8 A traffic survey was undertaken in October 2019 on Brougham Street at the junction with Patrick Street, prior to the construction of the cycle route. In 2019 the results showed that the queue length was back to Campbell Street 15 times during the am peak. The results below show that there has been a continual decrease in the queues since the project was implemented and now the queues are only back to Campbell Street from Patrick Street once a day compared to 15 times a day.

Blocking from	Blocking to	Occurrences	
		Am peak	Pm peak
Site 3 – Brougham Street / Patrick Street / Grey Place Junction Oct 2019	Site – 4 Brougham Street / Campbell Street	15	0 (Tues)

Blocking from	Blocking to	Occurrences	
		Am peak	Pm peak
Site 3 – Brougham Street / Patrick Street / Grey Place Junction. Feb 2022	Site – 4 Brougham Street / Campbell Street	1	0 (Wed)
		0	(0) (Tues)
		0	1 (Sat)

Blocking from	Blocking to	Occurrences	
		Am peak	Pm peak
Site 3 – Brougham Street / Patrick Street / Grey Place Junction. June 2022	Site – 4 Brougham Street / Campbell Street	0	1 (Wed)
		0	(0) (Tues)
		0	1 (Sat)

3.9 Comparing the volume of traffic traveling through the junction from 2019 to 2021, averaging the data collected from 2021-22 shows that 91 additional vehicles travel through the lights at Patrick Street compared to 2019 which is a 12% increase.

- Vehicle Survey Information at Patrick and Brougham Street
- Number of vehicles in the peak hour towards Greenock

2019	2021-2022 Average
139	178
623	658
9	12

- An additional 91 vehicles per hour compared to 2019
- 12% increase travelling through the junction in the peak hour

3.10 The traffic and cycle survey results in paragraphs 3.7 to 3.10 highlight that the installation of the cycle lane has not had a negative impact on the traffic flow. The traffic queues are less frequent and more vehicles pass through the junction. The results over the last year show that there are over 25,000 thousand cycle movements between Greenock and the Battery Park.

4.0 PROPOSALS

- 4.1 The recommendation is to make the entire route permanent as the data in the previous sections shows that the route is well used and there has been no impact on or delay to vehicular traffic.
- 4.2 To enable the route to become permanent it is necessary to re-designate sections by changing road to cycleway and footway to cycleway.
- 4.3 As some of the areas along the route will change from temporary to permanent, additional works will be required to improve the route further. A list of proposed improvements are listed below:-
- Improve the cycle track surface along Brougham Street. Programmed as part of the Brougham Street resurfacing.
 - Install a dedicated cycle phase on the signalised crossing at Brougham / Patrick Street junction and remove the requirement for cyclists to dismount and cross the junction with the pedestrian phase.
 - Install Gateway features.
 - Improve cycle route on Dalrymple Street.
 - Improve the route on Container Way.
 - Improve the route on Custom House Way to Greenock Ocean Terminal.
 - Install delineation kerb between the footway and cycleway.
 - Replace bollards with permanent rigid bollards.
 - Media campaign to promote the route and also a campaign “be courteous Inverclyde” to promote that cyclists, pedestrians and wheelers can all use the same space courteously.
- 4.4 Officers will continue in dialogue with Sustrans and Transport Scotland to source external funding for the improvements listed above.

5.0 IMPLICATIONS

- 5.1 The table below shows whether risks and implications apply if the recommendation(s) is(are) agreed:

SUBJECT	YES	NO	N/A
Financial	X		
Legal/Risk	X		
Human Resources		X	
Strategic (LOIP/Corporate Plan)	X		
Equalities & Fairer Scotland Duty	X		
Children & Young People's Rights & Wellbeing	X		
Environmental & Sustainability	X		
Data Protection			X

5.2 Finance

One off Costs

Cost Centre	Budget Heading	Budget Years	Proposed Spend this Report	Virement From	Other Comments
N/A	Roads RAMP	2022/23	£10k		Resurfacing of Brougham Street to remove the cobbles.
	CWSR / Sustrans	2023-25	£150k		Install a dedicated cyclist's phase at Patrick Street junction.
	CWSR / Sustrans	2023/24	£20k		Gateway features.
	CWSR / Sustrans	2023-25	£70k		Improve route, by installing a kerb to delineate between footway and cycle route.
	CWSR / Sustrans	2023/24	£50k		Install permanent bollards along the route between the cycleway and the road.

Annually Recurring Costs/ (Savings)

Cost Centre	Budget Heading	With Effect from	Annual Net Impact	Virement From (If Applicable)	Other Comments
N/A	Roads Revenue	2022-	£1k		Maintenance of the route will be contained within existing budgets

5.3 Legal/Risk

A Redetermination Order which entails public consultation on the redetermination of the road will be required.

5.4 Human Resources

There are no HR implications arising from this report.

5.5 Strategic

This project accords with the Corporate Management Plan, by creating an active travel route that is safe unaccompanied children over age of twelve to use. It will also after it is linked from Port Glasgow to Gourock serve as a tourist destination as a flat safe route to visit Inverclyde.

5.6 Equalities and Fairer Scotland Duty

(a) Equalities

This report has been considered under the Corporate Equalities Impact Assessment (EqIA) process with the following outcome:

X	YES – Assessed as relevant and an EqIA is required.
	NO – This report does not introduce a new policy, function or strategy or recommend a substantive change to an existing policy, function or strategy. Therefore, assessed as not relevant and no EqIA is required. Provide any other relevant reasons why an EqIA is not necessary/screening statement.

(b) Fairer Scotland Duty

If this report affects or proposes any major strategic decision:-

Has there been active consideration of how this report's recommendations reduce inequalities of outcome?

The route has been designed to be used by all, with no discrimination.

X	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
	NO – Assessed as not relevant under the Fairer Scotland Duty for the following reasons: Provide reasons why the report has been assessed as not relevant.

5.7 Children and Young People

Has a Children's Rights and Wellbeing Impact Assessment been carried out?

The route has been designed to be used by an unaccompanied twelve year old.

X	YES – Assessed as relevant and a CRWIA is required.
	NO – Assessed as not relevant as this report does not involve a new policy, function or strategy or recommends a substantive change to an existing policy, function or strategy which will have an impact on children's rights.

5.8 Environmental/Sustainability

Has a Strategic Environmental Assessment been carried out?

X	YES – assessed as relevant and a Strategic Environmental Assessment is required.
	NO – This report does not propose or seek approval for a plan, policy, programme, strategy or document which is like to have significant environmental effects, if implemented.

6.0 CONSULTATION

6.1 The Head of Legal and Democratic Services and the Chief Financial Officer have been consulted on this report.

7.0 BACKGROUND PAPERS

7.1 None.