
KILBRIDE ROAD FOOTWAY

1. SUMMARY

- 1.1 The purpose of this report was to try and identify a suitable footway/walkway for pedestrians.

2. RECOMMENDATIONS

- 2.1 "That Members note the report and accept the current situation of pedestrians walking along the edge of the carriageway with the appropriate signage erected at either end of the section."

3. BACKGROUND

3.1 Kilbride Road is a back road in Dunoon utilised by both motorists and pedestrians, there is a pedestrian access to Bishops Glen nearby. The existing footway to the south of the bridge was always very narrow but it was necessary prohibit its use due to erosion. Currently signage has been erected advising all road users that there is no footway available and pedestrians may be on the carriageway. There have been no reports received regarding any incidents due to lack of a footway at this location.

4. DETAILS

4.1 Various options have been investigated at this location that may improve the current situation, partly due the footway being closed and the lack of footway over Kilbride Bridge to the north.

4.2 OPTIONS INVESTIGATED (none suitable after review)

1. Provide a walkway and a controlled pedestrian crossing point.
2. Provide controlled pedestrian crossing point near the bridge.
3. Pedestrian walkways and additional priority signs at passing places for vehicles
4. Pedestrian walkways and Give and Take at passing places for vehicles.

4.3 The section of road to the north of the bridge where no footway previously existed was included in the above consideration. One proposal to provide a footway / walkway from "Burnbank" at the north to tie in with the MAAS barrier system near Crochan Road would reduce the road to one lane. This area was previously subject to a proposal of a "twenty's plenty" advisory speed restriction but failed to attract sufficient local support. If the road is reduced in width as described it would be necessary to promote a traffic order to introduce a one way system between Burnbank and the quarry entrance.

The physical factors affecting any proposals are the available width of road and forward visibility. The width of the road will not support 2 lanes of vehicular traffic and footway, the overall minimum requirement being 7m. The actual widths range from 4.7m on the bridge to approx 6 m at the wider sections.

Due to the geometry of the road the forward visibility is poor for both pedestrians and motorists and any change in alignment could potentially lead to situations where motorists are directed towards the centre of the road and oncoming traffic.

5. CONCLUSION

5.1 Members are asked to accept the current situation of pedestrians walking along the edge of the carriageway with the appropriate signage erected at either end of this section of road. Given the volumes of traffic and numbers of pedestrians this is considered as a low risk solution. Any scheme requiring civil engineering works would be expensive; there is currently no budget provision for such a scheme.

6. IMPLICATIONS

6.1	Policy	None
6.2	Financial	N/A.
6.3	Personnel	Significant officer time has been required to develop this project to this stage.
6.4	Equalities Impact Assessment	None.
6.5	Legal	None

For further information, please contact Bill Weston
Traffic and Development Manager
Tel: 01631 562161