

Proposal for pedestrian crossing – Rosneath

1.0 EXECUTIVE SUMMARY

- 1.1 Three pedestrian crossings were considered by the Helensburgh and Lomond Area Committee in 2009. The locations considered were the Rosneath peninsula, Garelochhead and Kilcreggan. Crossings were installed at both Kilcreggan and Garelochhead. The Rosneath location was deferred pending the development of a food store by the Co-op.
- 1.2 The new Co-op has been constructed with the provision of a footway which would allow a crossing to be installed. A pedestrian survey has been carried out and whilst the volume of pedestrians does not justify the crossing on its own, other local factors such as errant parking justify the provision of a crossing and associated works.
- 1.3 A package of bollards, carriageway repairs and pedestrian crossing would improve traffic management and address several areas of concern in the village.
- 1.4 The overall cost of the works is estimated at £20,000.
- 1.5 It is recommended that Members approve the development of a pedestrian crossing in front of the Co-op in Rosneath, along with associated bollards and carriageway repairs.

Proposal for pedestrian crossing – Rosneath

2.0 INTRODUCTION

- 2.1 Three pedestrian crossings on the Rosneath peninsula were agreed at a series of area committees from 2009 onwards. Garelochhead and Kilcreggan have already been installed. The third location, Rosneath, has not yet been installed.
- 2.2 The Rosneath crossing was delayed until the old Community building was demolished and the new Co-op constructed with the provision of a footway, which would allow a crossing to be installed. The footway is now in place.

3.0 RECOMMENDATIONS

- 3.1 It is recommended that Members approve the development of a pedestrian crossing (zebra crossing) in front of the Co-op in Rosneath, along with associated bollards and carriageway repairs. The works are to be funded from revenue budgets as detailed in paragraph 4.10.

4.0 DETAIL

- 4.1 Three pedestrian crossings on the Rosneath peninsula were agreed at a series of area committees from 2009 onwards. Garelochhead and Kilcreggan have already been installed.
- 4.2 The Rosneath crossing was delayed until the old Community building was demolished and the new Co-op constructed with the provision of a footway, which would allow a crossing to be installed. The footway is now in place. Appendix B shows a photograph of the location.
- 4.3 A footfall survey was carried out in June, but the pedestrian numbers on their own do not justify a crossing. See Appendix A for the pedestrian count. No vehicle traffic count has been carried out, however we estimate less than 200 cars per hour at peak traffic. At 200 vehicles per hour we would require 500 pedestrians per hour to justify a crossing. However the footfall on the Garelochhead and Kilcreggan crossings are substantially less than at Rosneath. Their combined pedestrian numbers are less than Rosneath.
- 4.4 Current guidance indicates that local needs can be taken into account, allowing Local members to decide the best balance between needs and cost.

- 4.5 Rosneath village is split by the B833, and this crossing represents the main throughway for local children to walk to school and for elderly and High School children to cross for the bus.
- 4.6 The school crossing patroller at the B833 / Ferry Road Junction has opted for redundancy and there is currently no assistance at this crossing. Although we are undergoing a recruitment exercise, it will be challenging to fill this post due to the low number of hours worked and the rural location.
- 4.7 A Zebra crossing would require the drivers to give way to pedestrians waiting to cross, therefore this would have the effect of slowing down vehicles travelling through the village and this combined with a high friction road surface would increase road safety in the village. The current speed limit is 30mph but villagers and the Community Council have expressed their concerns about speed in this area. See Appendix C for a map of the proposed crossing.
- 4.8 Numerous complaints have been received about vehicles parking on the pavement outside the Co-op. Double yellow lines would be the usual remedy, but would be difficult to enforce as it is unlikely that parking wardens would regularly be in attendance. Residents would become wise to this and would park on the yellow lines. A more practical solution would be the installation of bollards which would physically prevent vehicles from mounting the pavement, and create a barrier between vehicles and pedestrians. Appendix D shows a map of the proposed bollards. The estimate for this work is £3,000.
- 4.9 To allow the high friction surface to be laid on the carriageway at the approach to the proposed zebra crossing point some repair work to the existing carriageway is required. This could be addressed as part of the crossing works. The estimate for this work is £5,000.
- 4.10 The estimate for the works are as follows, this would be funded from existing revenue budgets available in Helensburgh and Lomond as part of the 2017/18 programme.

Bollards	£3,000
Carriageway repairs	£5,000
Pedestrian crossing	£9,000
Provide power supply	£3,000
Total	£20,000

There would be a recurring impact on the Roads revenue budget of approximately £300 per year for maintenance.

5.0 CONCLUSION

- 5.1 The installation of a pedestrian crossing with accompanying bollards and carriageway repairs will improve the traffic management in the village in a number of ways:
- Increased safety for pedestrians crossing the B833 for shops, school etc
 - Increased safety for pedestrians outside the Co-op
 - Potential decrease in car speed

Although the pedestrian and vehicle numbers do not justify a crossing on their own, the crossing and associated works will impact the village in several positive ways and address a number of outstanding issues.

6.0 IMPLICATIONS

- 6.1 Policy - none
- 6.2 Financial – estimated £20,000 plus cost to revenue budget of £300 per year for maintenance. It is proposed that the works are funded from existing revenue budgets in financial year 2017/18. This will impact slightly in terms of reducing the volume of roads maintenance that will be delivered in H&L.
- 6.3 Legal - none
- 6.4 HR - none
- 6.5 Equalities - none
- 6.6 Risk – this proposal reduces the risk of a pedestrian accident in the village
- 6.7 Customer Service – this proposal addresses the road safety concerns of the Community Council and various members of the public.

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2nd November 2016

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APPENDICES

Appendix A – Pedestrian count

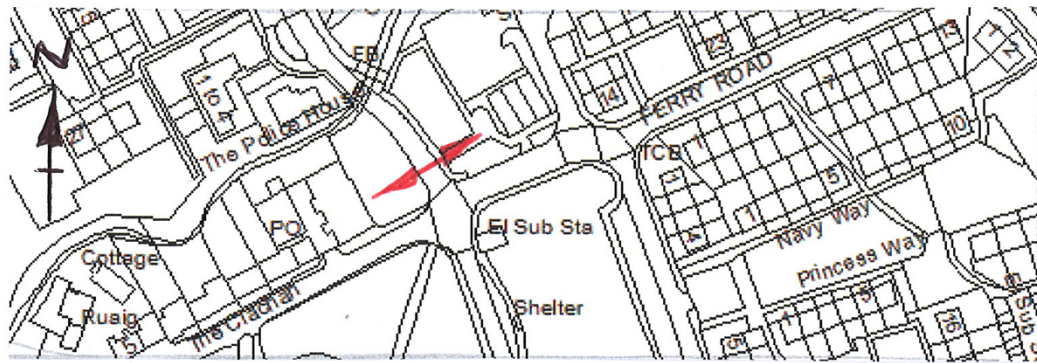
Appendix B – Photo of proposed location of crossing

Appendix C – Map showing proposed location of crossing

Appendix D – Proposed location of bollards

Appendix A – Pedestrian count

Location:..... **B 833 Kilcreggan Road, Rosneath**



Day & Date: **Monday 27th June 2016**

Time	North East/West	South East/West	West North/ South	East North / South				Total
8.00 - 8.30	20	0	2	5				
8.30 - 9.00	45	2	6	32				
8.00 - 9.00	65	2	8	37				112
9.00 - 9.30	38	2	5	16				
9.30 - 10.00	20	2	3	9				
9.00 - 10.00	58	4	8	25				95
10.00 - 11.00	51	5	15	24				95
11.00 - 12.00	49	9	9	23				90
12.00 - 1.00	40	6	10	25				81
1.00 - 2.00	20	4	2	10				36
2.00 - 3.00	38	2	7	22				69
3.00 - 3.30	55	6	7	26				
3.30 - 4.00	26	4	1	11				
3.00 - 4.00	81	10	8	37				104
4.00 - 4.30	25	5	5	15				
4.30 - 5.00								

Note: | School crossing patroller in attendance am & pm

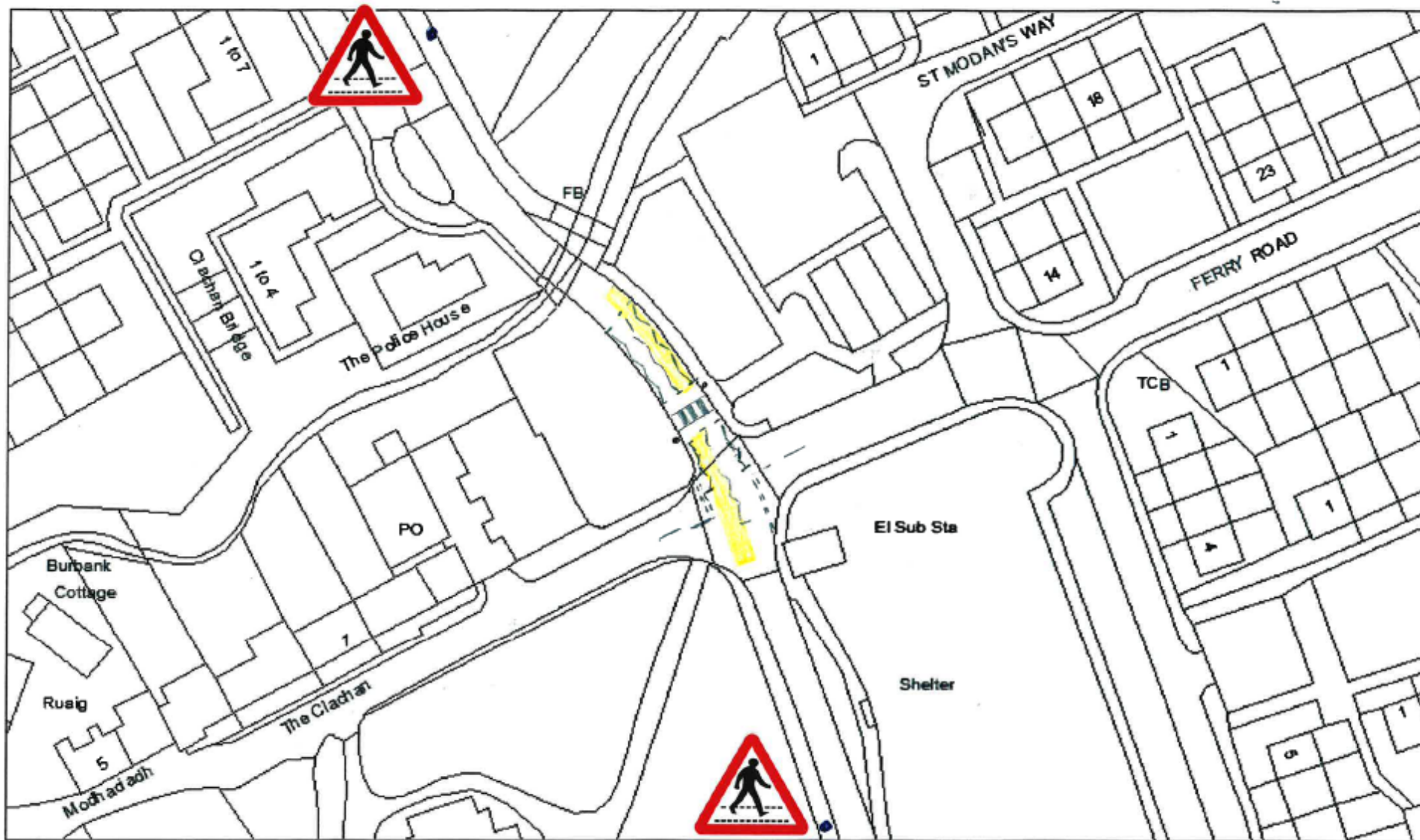
Comments:

Weather Morning - Mainly dry, bright with the occasional showres heavy at times
Afternoon - Dry, bright

Appendix B – Photo of proposed location for the pedestrian crossing, also showing vehicles parked on the pavement outside the Co-op.



Proposed Pedestrian Crossing - B 833 Kilcreggan Road, Rosneath



Appendix D – Proposed location of bollards

