

---

<b>Report To:</b>	<b>Environment &amp; Regeneration Committee</b>	<b>Date: 29 October 2020</b>
<b>Report By:</b>	<b>Corporate Director Environment, Regeneration &amp; Resources</b>	<b>Report No: ERC/RT/GMcF/18.617</b>
<b>Contact Officer:</b>	<b>Gail MacFarlane</b>	<b>Contact No: 01475 714800</b>
<b>Subject:</b>	<b>Spaces for People and CWSR Update</b>	

---

## **1.0 PURPOSE**

- 1.1 To advise the Committee of the Spaces for People and Safer Walking, Safer Roads approved funding for 2020/21 and the proposed cycling, walking and wheeling infrastructure improvements from Gourock to Port Glasgow and other minor improvement works.

## **2.0 SUMMARY**

- 2.1 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 will be administered by Sustrans. The Council made two bids totalling £0.585m to the 'Spaces for People' fund and were notified that we were successful in securing the full amount. We will continue to work with Sustrans (and other partners) to roll out measures over the coming months.
- 2.2 The funding stream is for temporary infrastructure projects to support and make it safer for people to walk, cycle or wheel for essential trips during Covid-19.
- 2.3 Projects should be delivered quickly and provide a visible improvement that has an immediate benefit.
- 2.4 The following measures have already been implemented to assist social distancing and businesses:
1. Installation of on Street Cafes;
  2. Additional Parking on Dalrymple Street, which will be removed when the advice on travelling on public transport changes; and
  3. Removal of parking in town centres to assist social distancing. These measures have since been amended and reduced to take cognisance of the reduced footfall and the number of shops that have reopened.
- 2.5 The Council has also received an increased budget allocation of £0.343m from Safer Walking, Safer Roads this financial year.
- 2.6 Bringing the two funding schemes together, Officers propose to introduce a mixture of permanent and temporary infrastructure measures to enhance and improve the cycling walking and wheeling infrastructure through Inverclyde.
- 2.7 The projects in section 4.8 will deliver a dedicated route from Gourock to Port Glasgow and in turn this could lead to a tourist route passing the following landmarks, Battery Park, Esplanade, Greenock Historic Centre, the Crane, Sugar Sheds and the Sculpture

in Port Glasgow. This may also lead onto dedicated cycle hire where people arrive on the train to Gourock hire a bike, cycle to Port Glasgow or Greenock leave their bike and get on a train again.

### **3.0 RECOMMENDATION**

- 3.1 It is recommended that the Environment & Regeneration Committee
- Approves the projects as generally described in paragraphs 4.8 and 4.9 against the ring fenced grant from Scottish Government 'Spaces for People' and 'Safer Walking and Safer Roads'.

**Gail MacFarlane**  
**Head of Service – Roads & Transportation**

## 4.0 BACKGROUND

- 4.1 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 will be administered by Sustrans. The Council made two bids totalling £0.585m to this 'Spaces for People' fund and were notified that we were successful in securing the full amount. We will continue to work with Sustrans (and other partners) to roll out measures over the coming months.
- 4.2 The funding stream is for temporary infrastructure projects to support and make it safer for people to walk, cycle or wheel for essential trips during Covid-19. Schemes should focus on;
- Journeys to and from hospitals and health services;
  - Journeys to shops, pharmacies, schools and other returning workplaces; and
  - Journeys for recommended exercise.
- 4.3 Projects should be delivered quickly and provide a visible improvement that has an immediate benefit.
- 4.4 The following measures have already been implemented to assist with social distancing and to assist businesses reopening after lockdown:
1. Installation of on Street Cafes;
  2. Additional Parking on Dalrymple Street, which will be removed when the advice on travelling on public transport changes; and
  3. Removal of parking in town centres to assist social distancing. These measures have since been amended and reduced to take cognisance of the reduced footfall and the number of shops that reopened.
- 4.5 The Council has also received an increased budget allocation of £0.345m from Safer Walking, Safer Roads this financial year.
- 4.6 Bringing the two funding schemes together, Officers propose to introduce a mixture of permanent and temporary infrastructure measures to enhance and improve the cycling, walking and wheeling infrastructure throughout Inverclyde.
- 4.7 Given the short timescales for implementation, a public consultation was published online to better understand the problems and restrictions on the existing network. A summary of the comments received is listed below;

### **Gourock Lunderston Bay to Battery Park**

- Vegetation needs cut back
- Speed of cyclists
- Widen footway
- Reduce road speed
- Less parking on footway
- Temporary keep left signs
- Move cycle lane onto the road
- Move cycle lane to edge of pavement
- Albert Road pinch point

### **Battery Park to Greenock**

- One-way system round Battery Park
- Temporary cycle path
- Speed of traffic and traffic calming
- Segregated cycle lane
- Move cyclists onto the road

- Cycle track is poor, some on footway some off footway
- Eldon street is wide enough for cycle lane
- Parking on Pavements
- Narrow footways
- Make Esplanade one-way and move cyclists onto the road
- Change timing of traffic lights to give longer time for pedestrians
- Close Esplanade after 8pm to residents only
- Footway not wide enough for cyclists and pedestrians

#### **Greenock to Port Glasgow**

- Congested Footways
- Obstructions on Footways
- Open up link through James Watt Dock
- Cycle route in new River Cycle Homes development
- Narrow Footways
- Remove a lane of traffic to create cycle lane
- Speed of traffic
- Segregated cycle lane
- Footway not wide enough for cyclist and pedestrians

4.8 The consultation responses along with local knowledge have helped shape the projects listed below;

#### **Gourock Lunderston Bay to Battery Park**

- Remove/cut back vegetation
- Clearly define the cycle route with road markings (Permanent)
- Widen the promenade (Permanent)
- Create a temporary cycle route on the south side of Albert Road at the flats (Temporary)
- Clearly define cycle lane along Tarbet Street (Permanent)
- Improve access at Cove Road and Tarbet Street (Permanent)
- Clearly define cycle lane along Cove Road (Permanent)

#### **Battery Park to Greenock**

- Improve pedestrian and cycle access into the Battery Park (Permanent)
- Create a dedicated cycle lane from Battery Park to Esplanade (Temporary/Permanent)
- Clearly define the cycle lane along the Esplanade by road markings widening and bollards (Permanent)
- Create a dedicated cycle/walking along Campbell Street (Permanent)
- Create a dedicated cycle lane along Brougham Street and Grey Place from Campbell Street to Laird Street (Temporary/Permanent)
- Create a dedicated cycle lane on Laird Street and Container Way (Permanent)
- Improvements to the missing links through Greenock at Beacon, Victoria harbour (Permanent)

#### **Greenock to Port Glasgow**

- Investigate a dedicated cycle route from Cartsydyke Roundabout to Kingston Dock (Temporary Permanent)
- Clearly define the cycle and walking route through Kingston Dock and through to the Coronation Park (Permanent)
- Dedicated cycle walking link from Lady Octavia Park to A8 route.

- 4.9 Additional minor projects may include some or all of the following measures:
- Changes to waiting and loading restrictions.
  - Making narrow footways with limited space one-way for pedestrians, with perhaps additional crossing points.
  - Identify how to encourage and facilitate responsible queuing at bus stops.
  - Identify and target the key walking routes from Port Glasgow's main public transport interchanges.
  - Identify and target potential cycle routes through Inverclyde linking to strategic routes.
  - Increase the green man time at junctions or reduce the traffic light cycle times to aid pedestrians.
  - Change pedestrian crossings to be automatically set at the green man and requiring to be activated by vehicles, rather than on pedestrian demand.
  - Discuss with Transport Scotland or Department for Transport, the possibility of a dispensation to trial e-scooters.
  - Installing additional on-street cycle parking where space is available

4.10 The projects listed above will deliver a dedicated route from Gourock to Port Glasgow and in turn this could lead to a tourist route passing the following landmarks, Battery Park, Esplanade, Historic Centre of Greenock, the Crane, Sugar Sheds and the Sculpture in Port Glasgow, which could link to Discover Inverclyde. This may also lead onto dedicated cycle hire where people arrive on the train to Gourock hire a bike, cycle to Port Glasgow or Greenock leave their bike and get on a train again.

4.11 The number of cycles and the number of walkers and wheelers along the route will be monitored.

## 5.0 IMPLICATIONS

### 5.1 Financial Implications:

#### One-off costs

Cost Centre	Budget heading	Budget years	Proposed spend this report £000	Virement from	Other comments
	Spaces for People Grant Income	2020/21	(585)		
	Spaces for People Expenditure		585		
	CWSR Grant Income	2020/21	(343)		
	CWSR Expenditure		343		

#### Annually recurring costs:

Cost Centre	Budget heading	With Effect From	Annual Impact	Net	Virement from	Other comments
N/A						

## 5.2 Legal

There are no legal implications arising from this report.

## 5.3 Human Resources

There are no HR implications arising from this report.

## 5.4 Equalities

- (a) There are no equalities implications in this report.

	YES
X	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, no Equality Impact Assessment is required

- (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?

	YES – A written statement showing how this report's recommendations reduce inequalities of outcome caused by socio-economic disadvantage has been completed.
X	NO

- (c) Data Protection

Has a Data Protection Impact Assessment been carried out?

	YES – This report involves data processing which may result in a high risk to the rights and freedoms of individuals.
X	NO

## 6.4 Repopulation

The delivery of the projects identified in this report will assist in making Inverclyde a more attractive place to live and hence contribute to the Council's repopulation agenda.

## **7.0 LIST OF BACKGROUND PAPERS**

7.1 None.

# Proposed Cycle Track Locations



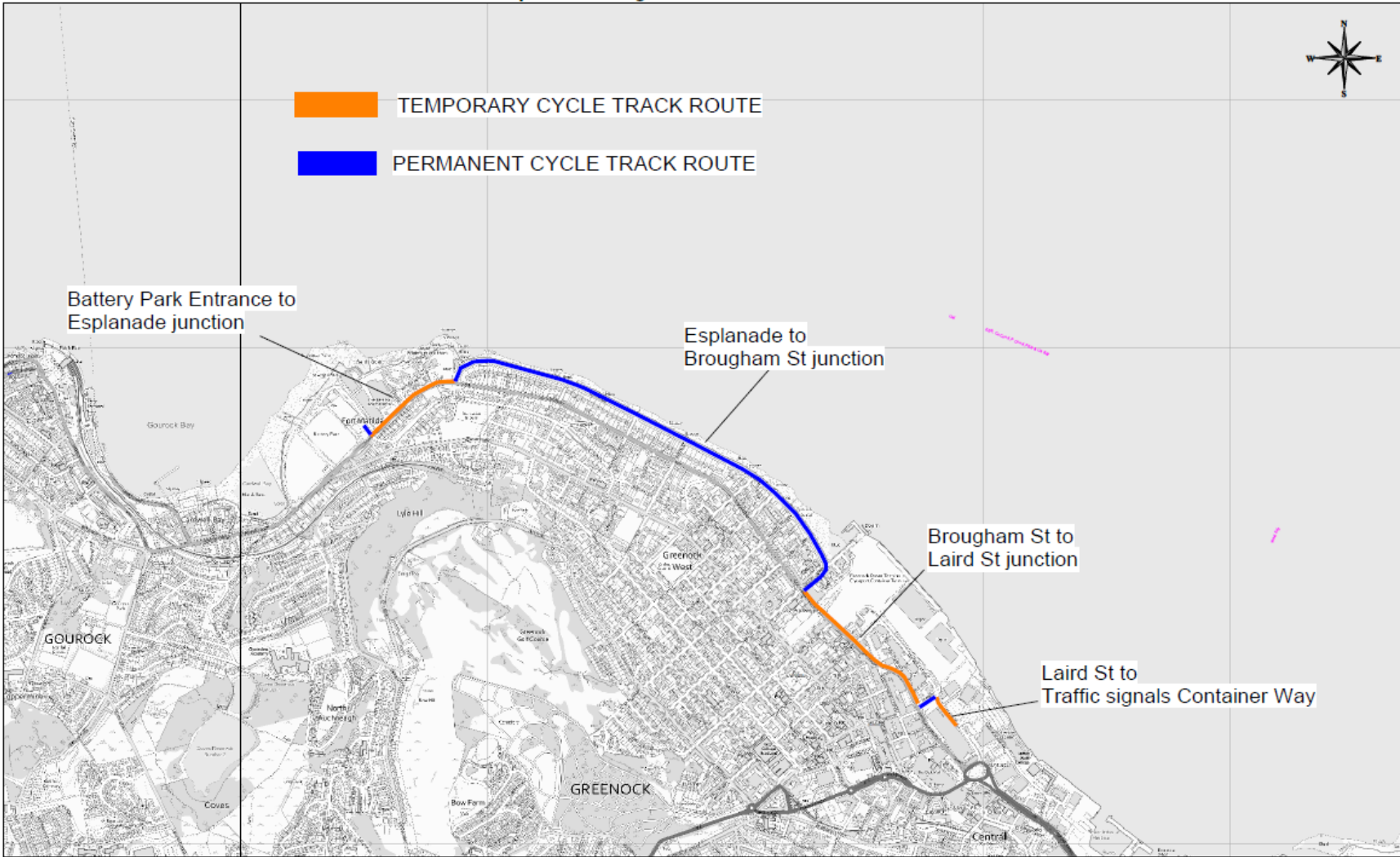
- TEMPORARY CYCLE TRACK ROUTE
- PERMANENT CYCLE TRACK ROUTE

Battery Park Entrance to Esplanade junction

Esplanade to Brougham St junction

Brougham St to Laird St junction

Laird St to Traffic signals Container Way



**Inverclyde**  
council  
Roads & Transportation

Environment, Regeneration & Resources  
Corporate Director: Scott Alan BSc, C.Eng., M.I.C.E.  
Municipal Buildings  
Clyde Square  
Greenock, PA16 1LV  
Tel: 01475 712712  
Fax: 01475 712731  
scott.a.b@inverclyde.gov.uk

Plan Creator: GS  
Date: 14/09/2020  
1:15000



Ordnance Survey  
Licensed System Supplier  
Reproduced by permission of Ordnance Survey on behalf of HMSO.  
© Crown copyright and database right 2020.  
All rights reserved.  
Ordnance Survey Licence number 10003461.