

WEST DUNBARTONSHIRE COUNCIL

Report by: Chief Officer - Roads & Neighbourhood (Shared Service)

Council: 22 December 2021

Subject: Controlled Crossing - A814 Dumbarton Road at Hall Street and Miller Street, Clydebank

1. Purpose

- 1.1** This report seeks to advise members on the costs to remove and/or reinstate at an alternative location the installed pedestrian crossing facility located at A814 Dumbarton Road at Hall Street, Clydebank in the vicinity of the Clydebank Town Hall.

2. Recommendations

- 2.1** It is recommended that the Council:

- i) Notes the incurred costs to date in item 4.9 and the potential costs to remove and/or relocate the pedestrian crossing, respectively in items 4.10 and 4.11;
- ii) Agrees that the new crossing remains in situ as per the designed scheme;
- iii) Agrees that the traffic signal poles are upgraded to black; and
- iv) Notes that Officers have explored costs and design practicality with regards to the option of removing the secondary signal head and replacing with an overhead gantry and that this is not considered an appropriate layout for this location.

3. Background

- 3.1** Council agreed a motion with addendum on 27 October 2021 as follows:

“The Council laments the positioning of traffic lights at the corner of Hall Street/Dumbarton Road as it impacts to the detriment of the Hall Street War Memorial. Council agrees we should consider removing or relocating these lights to a more suitable location once Council have had a site visit and seen a detailed report into the proposal before making a final decision.

Council asks Officers to prepare a report with options to achieve this and bring it to December 2021 Council.

A site visit should be arranged for interested members with appropriate Officers and Partner Agencies.”.

3.2 A site visit was taken place on 22 November 2021 and the feedback from Elected Members has been considered within this report.

3.3 This report sets out the incurred costs to install the traffic signals and associated public realm works. It also sets out the cost implications to remove the traffic signals and the potential cost to relocate the crossing point.

4. Main Issues

4.1 Connecting Clydebank is a public realm project that has been developed through public consultation and in partnership with our funding partner, Sustrans. The layout has been considered by Planning Committee on 29 August 2018 and was approved by Planning Committee held on the 14 November 2018, It was also been approved by the Sustrans Steering Panel.

4.2 A key element of the Connecting Clydebank project's aims and objectives is to link the Queens Quay development with Clydebank Town Centre and the NCN cycle routes adjacent to the Forth and Clyde Canal.

4.3 Two of the locations that were identified as key destinations and pedestrian generators were the Clydebank Town Hall and the Titan Boulevard and it was highlighted that crossing the busy A814 was perceived by users as an obstacle.

4.4 The planning permission for Connecting Clydebank included a new controlled crossing with junction table formed on Dumbarton Road at Miller Street and Hall Street junctions.

4.5 The location and type of junction have been designed in line with National Roads design guidance and the Design Manual for Roads and Bridges.

4.6 The junction on Dumbarton Road at Hall Street and Miller Street has two pedestrian crossing points that, although look to be separate, work in tandem, e.g. if a pedestrian stands at the Town Hall and presses the button requesting to cross, the crossing at the church would be at red too. This facilitates the safe movement of vehicles exiting/entering Hall Street and Miller Street.

The traffic signal heads and crossing points are designed for safety and are appropriate for the type of road location, visibility requirements and are user friendly facilitating both cycle and pedestrian crossing.

The footway has been widened by approx. 2m and the traffic signals are located on what was previously carriageway.

4.7 The junction table detail allows diagonal crossing and reduces speed of vehicles both through the vertical height but also the change in material. It is designed to be aesthetically pleasing and adds to the public realm of the area.

- 4.8** As the road is wide at this location with parking bays and a layby located closeby there is a risk a larger vehicle may obscure one of the traffic signal heads. To mitigate this risk the traffic signals have been designed with a secondary signal head to give additional visual warning to drivers coming from the Kilbowie Rd junction reducing the risk of them accidentally running a red light.

The signal heads are a standard size and are as specified by design regulations.

- 4.9** The incurred costs to complete the construction of the junction on Dumbarton Road at Hall Street and Miller Street is £350,000.

This includes the installation of the junction table encompassing both crossing points, traffic signals, cabling and ducting.

- 4.10** Officers have investigated the potential cost to remove the signalised crossing on Dumbarton Road at Hall Street and to redesign the junction with a single crossing point only on Dumbarton Road at Miller Street.

The anticipated cost to remove the traffic signals is £107,000.

This includes the removal of the signals, reducing the size of the high quality speed table to the crossing at the Church only and carriageway reinstatement.

- 4.11** The cost to reinstate the crossing in an alternative position would be £430,000.

This anticipated cost is an increase from the previous incurred cost as it includes the increased cost of materials and reflects supply issues.

- 4.12** Further to the site visit Officers have reviewed traffic signals located in other historic settings and have noted that in these locations the traffic signals are often painted black.

The cost to paint the traffic signals would be in the region of £8,500. This can be incorporated within and funded by the current project and associated budget.

- 4.13** Officers have also considered the installation of a gantry arrangement to potentially remove the requirement of the secondary traffic signal heads. Costs are dependent on the design detail and it is expected to be in the region of £70-100,000. Gantry systems are commonly used on motorways and other key transport routes and therefore there are limited examples on a similar road layout to Dumbarton Road and it is not considered a suitable option to proceed to design.

- 4.14** There is no revenue budget allocated for the removal of the traffic signals of £107,000. It is also required to repay the externally funded element of the incurred costs of £350,000, which is 70%, and there is no allocated revenue budget for this. There is also no capital budget allocated for the relocation of the traffic signals of £430,000.
- 4.15** The CDM Regulations place a responsibility on the Council to ensure the designs are safe. The Council would therefore need to justify any decision to remove this additional protection quite thoroughly to protect all parties. The process would also need to be subject to an independent road safety audit. The result may be a need to install other mitigations which may have different implications.
- 4.16** Should events be held in Solidarity Square the signals are able to have any sound-effects switched off for the duration and/or the signals.
- 4.17** If changes are agreed to the approved scheme approval would require to be sought from the Planning Committee. Should Planning approval not be granted a further report would be submitted to Council to consider the implications of this.

5. People Implications

- 5.1** There are no personnel issues in relation to this report.

6. Financial and Procurement Implications

- 6.1** Any decision to remove installed traffic lights will have the following financial implications, none of which are budgeted:

Revenue

Incurring cost of installation	£350,000
Cost to reinstate and remove traffic signals	£107,000
Cost to carry out further road safety audit	£5,000
Total revenue implication	£462,000

Capital

Relocation of the crossing to an alternative location	£430,000
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6.2 External Funding Implications

As funder, Sustrans, would be refunded 70% of £350,000 as this element of the project is now complete but would be no longer in place. Sustrans will fund 70% of the total project costs and the Council will fund the remaining 30%.

Sustrans retain their right to consider any proposed changes to the approved design and review whether the project continues to deliver against the aims and objectives. This may have an impact on the funding award which is £2.5m

West Dunbartonshire may be considered less favourably for future funding awards from Sustrans as deliverability is a scoring criteria of any bid.

6.3 Procurement Implications

Should the traffic signals be removed and relocated the associated costs could be delivered by the current contractor as the compensation event would be within the permitted allowable percentage increase to contract cost.

7. Risk Analysis

7.1 Should a decision be made to alter the approved works already carried out there is a significant financial implication at a time when financial resources are scarce and this must be seen as not being Best Value or Value for Money and a significant risk to the reputation of the Council and its existing governance arrangements.

8. Equalities Impact Assessment (EIA)

8.1 There is no Equalities Impact as a result of this report

9. Consultation

9.1 Extensive consultation was undertaken as part of the Connecting Clydebank project with external and internal partners and stakeholders and this report has been subject to consultation with Legal and Finance Officers of the Council.

10. Strategic Assessment

10.1 At its meeting on 25 October 2017, the Council agreed that its five main strategic priorities for 2017 - 2022 are as follows:

- A Strong local economy and improved employment opportunities.
- Supported individuals, families and carers living independently and with dignity.
- Meaningful community engagement with active empowered and informed citizens who feel safe and engaged.
- Open, accountable and accessible local government.
- Efficient and effective frontline services that improve the everyday lives of residents.

10.2 The Connecting Clydebank project contributes to all of the strategic priorities identified. The recommendations within the report align with the strategic priorities. Should the decision be made to remove the traffic signals this would not align with all the strategic priorities, in particular efficient and effective frontline services that improve the everyday lives of residents.

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7 December 2021

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Appendices: None

Background Papers: None

Wards Affected: Clydebank Waterfront