

# PETITIONS COMMITTEE

Minutes of meeting held via MS Teams on 22 November 2021

**Chair:**

Councillor Jackie Burns

**Councillors Present:**

Councillor John Anderson (*substitute for Councillor Maureen Chalmers*), Councillor Mary Donnelly, Councillor Ian Harrow, Councillor Mark Horsham, Councillor Eileen Logan, Councillor Lynne Nailon

**Councillors' Apologies:**

Councillor Maureen Chalmers, Councillor Fiona Dryburgh, Councillor Graham Scott

**Attending:**

**Community and Enterprise Resources**

M Muir, Roads Area Manager; G Newbigging, Area Manager

**Finance and Corporate Resources**

C Lyon, Administration Officer; G McCann, Head of Administration and Legal Services; L Wyllie, Administration Assistant

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## Order of Business

**The Committee decided:** that the items of business be dealt with in the order minuted below.

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### 1 Declaration of Interests

No interests were declared.

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### 2 Minutes of Previous Meeting

The minutes of the meetings of the Petitions Committee held on 25 August and 25 October 2021 were submitted for approval as a correct record.

**The Committee decided:** that the minutes be approved as a correct record.

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### 3 Petition Requesting Remedial Works to the Footpaths and Roads on Willow Drive, Bardykes Road, Larch Court and Sycamore Drive, Blantyre

A report dated 29 October 2021 by the Executive Director (Finance and Corporate Resources) was submitted on a petition lodged by M Bennett (Lead Petitioner) requesting remedial works to the footpaths and roads on Willow Drive, Bardykes, Larch Court and Sycamore Drive, Blantyre.

The Petition had been assessed and met the criteria for being considered by this Committee.

Comments had been received from Roads and Transportation Services and were highlighted in the report. Comments from the Lead Petitioner, who was present at the meeting, were also detailed in the report. The Lead Petitioner was accompanied by S Gillies.

In support of the petition, the Lead Petitioner made reference to the following:-

- ◆ her disappointment in the comments from Roads and Transportation Services, in particular, she failed to understand how the corner of Larch Grove/Willow Drive, could be described as normal wear and tear when there were areas of the pavement severely broken up
- ◆ the estate was 40+ years old and in the main it was elderly residents who lived there
- ◆ many of those residents had significant mobility issues which, during icy and snowy conditions, made the significantly deteriorated surfaces of the footpaths more hazardous
- ◆ one of the worst areas of the footway was located outside her house which affected anyone coming around the estate
- ◆ weeds were now growing up through the broken footpaths
- ◆ she understood that, apart from one section of the estate, there had been no maintenance work undertaken to the footpaths since the estate was built
- ◆ concerns raised about broken up driveways/footpaths had been reported, however, it was considered that those did not constitute a hazard
- ◆ as the majority of the residents were elderly, she considered that there were serious health and safety issues
- ◆ a local Councillor, having visited the area, expressed disappointment about the state of the footpaths and had intimated that many residents had raised the same issues

Officials from Roads and Transportation Services advised that:-

- ◆ the Council operated a maintenance and repair policy in accordance with that recommended in the “Well-managed Highway Infrastructure” Code of Practice for Highway Maintenance Management publication. As part of that, road safety inspections were carried out in accordance with the recommended frequencies and repairs were carried out aimed at keeping the network in a safe and serviceable condition until more significant resurfacing or reconstruction works could be undertaken
- ◆ the establishment of an effective regime of safety inspections was a crucial component of roads maintenance and sought to apply best practice in terms of risk management and fiscal accountability. The procedure aimed to provide a consistent and methodical approach for the management of the road and footway network that focused on delivering a programme of permanent repairs to improve the condition and safety of the network
- ◆ improving the road and footway network was one of the Council’s priorities and, as a result, significant capital investment had been targeted towards the roads investment programme. This investment had been sustained over recent years to maintain the condition of the roads network
- ◆ in terms of the decision-making process, roads and footways were only resurfaced if they met the essential criteria, based on several factors, which collectively contributed to an overall score to enable the Service to prioritise its resources. This was carried out on a Council-wide basis to ensure that funds were targeted at the roads and footways in most need of repair
- ◆ the criteria did not take account of the age demographic of the area, other than perhaps at an older people’s home
- ◆ the system took account of the road condition and maintenance category to allow the Service to create a Council-wide scheme priority list. Those schemes with the highest score (maximum 100 points) were delivered on a priority basis subject to available funding. Any schemes that fell out with the available budget for the particular financial year were rolled over into the following year’s programme subject to available funding. The scoring system took account of risk, to ensure that the most strategic routes received a higher priority
- ◆ the locations referred to in the petition had been inspected on 27 August 2021 and while no safety defects were present that required immediate repair, the footways showed signs of natural wear and tear

- ◆ arrangements had been made for those roads and footways to be scored for potential inclusion in a future resurfacing programme, however, no firm commitment could be given as to when this was likely to happen as it would be considered against other competing priorities
- ◆ any footway resurfacing works would be dependent on other priorities and funding available in future years
- ◆ the Service would continue to monitor those roads and footways as part of the scheduled inspection regime and any further safety defects would be identified and instructed for repair
- ◆ Willow Drive, Larch Grove and Sycamore Grove were on a driven yearly inspection route and Bardykes Road was on a monthly driven inspection route
- ◆ the Roads Asset Management Plan, which covered the condition of roads and footways, would be submitted to the Community and Enterprise Resources Committee on 7 December 2021
- ◆ the Service appreciated the need for further investment to maintain the current condition of the carriageways and footways and also to allow improvement
- ◆ the footways and carriageways of Willow Drive, Larch Grove, Sycamore and Bardykes Road had now been re-assessed and scored again and costs had been estimated for carrying out the works. Those would be considered as part of the priority scoring for a future works programme which was currently being reviewed with a view to establishing the 2022/2023 programme. No commitment could be given that those would be included as it was dependent on competing priorities and funding available
- ◆ any safety works would be carried out, if necessary, before resurfacing was possible

Following detailed discussion, Councillor Nailon, seconded by Councillor Donnelly moved that the issue be referred to the Community and Enterprise Resources Committee with the recommendation that emergency remedial action be taken to repair the footways. By way of amendment, Councillor Anderson, seconded by Councillor Horsham, moved that the matter be referred back to Roads and Transportation Services to undertake a further assessment of the need for resurfacing and take further action as appropriate.

Following further discussion Councillor Donnelly advised that she was in support of referring the matter back to Roads and Transportation Services. Councillor Nailon advised that if the Lead Petitioner did not wish emergency remedial action to be taken, then she would withdraw her motion. The Lead Petitioner confirmed that she was content for the issue to be referred back to Roads and Transportation Services, therefore Councillor Nailon withdrew her motion.

**The Committee decided:** that the issue be referred back to Roads and Transportation Services to undertake a further assessment of the need for resurfacing and take further action as appropriate.

*Councillor Harrow left and rejoined the meeting during this item of business*

*In terms of Standing Order No 13, the Chair adjourned the meeting at 3.03pm and reconvened at 3.10pm. Councillor Horsham was not present when the meeting reconvened*

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#### **4 Petition Requesting Road and Footpath Resurfacing on Harrington Road and Cunninghame Road, East Kilbride**

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A report dated 12 October 2021 by the Executive Director (Finance and Corporate Resources) was submitted on a petition lodged by M McCabe (Lead Petitioner) requesting the resurfacing of Harrington Road and Cunninghame Road, East Kilbride.

The Petition had been assessed and met the criteria for being considered by this Committee.

Comments had been received from Roads and Transportation Services and were highlighted in the report. Comments from the Lead Petitioner, who was present at the meeting, were also detailed in the report.

In support of the petition, the Lead Petitioner made reference to the following:-

- ◆ he had contacted Roads and Transportation Services prior to submitting the petition and had been advised that there were other roads and pavements within South Lanarkshire that were in a worse state than Harrington Road and Cunninghame Road, however, he was unaware of any such roads
- ◆ he travelled the length and breadth of Lanarkshire, on a daily basis, and had never seen streets in such a degraded state than Harrington Road and Cunninghame Road
- ◆ the roads had not been properly resurfaced for 42 years
- ◆ he understood that work on highways and footpaths required to be prioritised, but he did not understand why Harrington Road and Cunninghame Road had not been prioritised
- ◆ Sudbury Crescent, Glenfield Road and Kelvin Road, East Kilbride had all been resurfaced and he considered that there had been nothing wrong with them
- ◆ the condition of the roads and footways at Harrington Road and Cunninghame Road was disgraceful and had been ignored for over 40 years
- ◆ he disagreed entirely with Roads and Transportation Services in relation to the footpaths, which in his opinion, were as bad as the carriageways
- ◆ there were residents who had particular disabilities and, given the degraded state of the footpaths, this made walking on the footpaths dangerous
- ◆ he considered that the condition of the footpaths throughout Harrington Road and Cunninghame Road was degraded to a dangerous level and not fit for walking on

Officials from Roads and Transportation Services advised that:-

- ◆ they did not disagree with the Lead Petitioner's assessment of both Cunninghame Road and Harrington Road in terms of the carriageways, both were in poor condition and this had been acknowledged in correspondence
- ◆ a priority scoring system was used which took account of the road condition and maintenance category
- ◆ both of the carriageways narrowly missed out on last year's resurfacing programme and it was anticipated that they would both be included in the 2022/2023 programme
- ◆ in terms of the footways, they were not considered to be a high priority for resurfacing at present
- ◆ the footpaths were not deemed to be in a good condition, however, they were deemed serviceable
- ◆ footpaths were assessed and scored in the same way as the carriageways to ensure that the worst footpaths were given the highest priority
- ◆ all correspondence received by Roads and Transportation Services had only been in relation to the condition of the carriageways until the petition was received
- ◆ across South Lanarkshire, 2,268 kilometres of carriageway and over 2,000 kilometres of footway required to be maintained and it was important to have a priority scoring system to ensure that the worst roads were awarded the highest priority
- ◆ Roads and Transportation Services cleaned drains on a quarterly, yearly or 2 yearly basis dependent upon where they were and how susceptible they were to blocking and flooding
- ◆ Harrington Road and Cunninghame Road were on the 2 yearly drain clean schedule and were last cleaned on 20 September 2021. Some gullies had required further works which had been completed and all should be clear
- ◆ the general assessment criteria for resurfacing did not take account of an individual resident's particular circumstances
- ◆ the footway and carriageway resurfacing were 2 separate programmes and as such were assessed separately

**The Committee decided:**

- (1) that, as the carriageways of Harrington Road and Cunninghame Road, East Kilbride were likely to be included in the 2022/2023 resurfacing programme, no further action be taken;
- (2) that the issue of the condition of the footpaths at Harrington Road and Cunninghame Road, East Kilbride be referred back to Roads and Transportation Services to be re-assessed for any further deterioration; and
- (3) that feedback from the assessment be provided to the Lead Petitioner.

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**5 Urgent Business**

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There were no items of urgent business.