

# Report

Report to:	<b>Petitions Committee</b>
Date of Meeting:	<b>25 August 2021</b>
Report by:	<b>Executive Director (Finance and Corporate Resources)</b>

Subject:	<b>Petition Requesting Installation of Major Traffic Calming Measures in Crossford</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ allow the Petitions Committee to consider a petition lodged by Mr Andrew Carnegie (Lead Petitioner)

## 2. Recommendation(s)

2.1. The Committee is asked to approve the following recommendation(s):-

- (1) that members of the Petitions Committee give due consideration to the petition lodged requesting installation of major traffic calming measures in Crossford.

## 3. Background

3.1. A petition has been lodged with the Council which meets the Guidelines as:-

- ◆ the matter has been raised with the Council prior to submission and relates to issues that affect the community
- ◆ the number of petitioners exceeds the minimum limit of 50

## 4. Petition Details

4.1. The petition requests that major traffic calming measures be installed in Crossford and the statement by the lead petitioner states that:-

We request that major traffic calming measures including the installation of speed cameras, traffic cameras and speed indicator devices are introduced to encourage motorists to respect the speed limits on the A72 and surrounding roads in the village of Crossford.

We ask that the Council and Police work together to bring a solution to the dangers of speeding vehicles in our village.

We are seeing an increase in both cars and vans speeding through Crossford and past our primary school, putting themselves, other motorists, pedestrians and local families at risk of serious injury or death.

A photograph of the sign as you come into Crossford, that has not been working in the time I have lived here, is attached as Appendix 1.

## 5. Support for Petition

5.1. The petition contains 128 names broken down as follows:-

- ◆ 81 names from Crossford specifically
- ◆ 18 names from Carluke
- ◆ 17 names from other areas within South Lanarkshire
- ◆ 8 names from areas within North Lanarkshire
- ◆ 4 names from other locations in Scotland

## 6. Comments from Roads and Transportation Services

6.1. As further background on the terms of the petition, Roads and Transportation Services have provided the following comments:-

- ◆ Reports have been presented to the Council's Road Safety Forum which describe in detail the methodology and practices the Council employ for delivering road safety measures. Reports relevant to this paper are as follows:-
  - ◆ Road Safety Forum, 22 June 2021 – Item 3 - Road Accident Casualty Statistics for 2020 [Link to Report](#)
  - ◆ Road Safety Forum, 22 June 2021 – Item 4 - Capital Programme of Road Safety Engineering [Link to Report](#) [Link to Maps](#)
  - ◆ Road Safety Forum, 28 January 2020 – Item 3 - Safety Camera Assessment Process [Link to Report](#)
- ◆ South Lanarkshire Council has a responsibility to allocate available resources in a manner that contributes to a reduction in the number of deaths and injuries resulting from road accidents across the entirety of the Council area. This is achieved through partnership working with other organisations, including Police Scotland and the Scottish Government, and with other Council services to deliver a combination of education, enforcement and engineering measures.
- ◆ To ensure the highest rate of return on any engineering measures, the Council produces a list of priority sites or routes for potential treatment on an annual basis. These are the locations where the introduction of engineering measures is anticipated to have the greatest impact on casualty reduction.
- ◆ The primary criterion by which a site or route is included in this list is its recent accident history. Experience has shown that the most likely locations for an accident to occur are those in which a number of accidents with similar contributory factors have occurred in the recent past. Currently, a significant number of locations across South Lanarkshire have been identified for potential treatment using this method. Given current resource levels we anticipate that we will be able to apply engineering measures to approximately 5% of these, should any such measures be identified as an appropriate solution.
- ◆ Lanark Road in Crossford has not been included in this year's list of sites for potential treatment. Consequently, this location does not have priority for engineering measures at this time.
- ◆ The national rules and guidance for safety cameras (comprising speed cameras and red light cameras) are prescribed by the Scottish Safety Camera Programme, a shared responsibility between the Scottish Government and Police Scotland. Their daily operation is controlled through Safety Camera Area Managers who are employed by the Police. Those organisations, in addition to South Lanarkshire Council, have an obligation to allocate available resources in a manner that contributes to a reduction in the number of deaths and injuries resulting from road accidents across the entirety of the area for which they are responsible.

- ◆ The road network is reviewed on an annual basis by Safety Camera Area Managers with joint investigation and liaison then taking place with South Lanarkshire Council regarding potential new enforcement locations. These are the locations where the introduction of a fixed or mobile safety camera is anticipated to have the greatest impact on casualty reduction.
- ◆ The Scottish Safety Camera Programme has specified the minimum criteria for consideration of a safety camera, including the percentage of traffic exceeding the posted speed limit and the number of recent injury accidents where speed in excess of the limit has been a contributory factor. Experience has shown that the most likely locations for an accident to occur are those in which a number of accidents with similar contributory factors have occurred in the recent past. Currently, a number of locations across South Lanarkshire have been identified for potential approval for safety camera enforcement.
- ◆ We can advise that A72 in Crossford has not been included in this year's list of sites for potential approval. Consequently, the Scottish Safety Camera Programme is unable to progress the introduction of a fixed or mobile safety camera at this location at this time.
- ◆ While we note the concerns regarding this particular location, the Council's approach is based on its responsibility to maximise a reduction in casualty figures across the whole of South Lanarkshire. This approach has succeeded in significantly reducing road deaths and injuries across the Council area, in line with exacting targets set by the Scottish Government.
- ◆ There are currently village gateway features consisting of mandatory 30mph speed limit signs, village boundary signs and coloured surfacing on Lanark Road on both approaches to the village. There is also a part time mandatory 20mph speed limit adjacent to Underbank Primary School limit which is operational at school times. In addition to this, a vehicle activated sign warns drivers who are exceeding the speed limit. These features make it clear to drivers what the speed limit is in this area.
- ◆ The majority of drivers assist with casualty reduction by undertaking their journeys in a considerate and courteous manner. It is acknowledged, however, that there will always be some drivers who drive in a manner or at a speed inappropriate to the prevailing conditions. Although it has not been possible in this instance to enact an engineering solution, enforcement may be suitable at this location to address concerns. Inappropriate driving practices at the location should be reported to Police Scotland.
- ◆ The Roads Service was unaware that the 30mph Slow Sign has not been working. Arrangements have been made to have the sign inspected and repaired.

## **7. Options open to the Committee**

7.1. In terms of the approved guidance, the Petitions Committee can:-

- ◆ agree that the issues raised deserve further action and agree to refer the petition to another Council Committee, officer or other organisation with recommendations
- ◆ agree that the issue raised does not merit further action
- ◆ refer back to the Resource with recommendations for further action

## **8. Employee Implications**

8.1 There are no employee implications as a result of this report.

## **9. Financial Implications**

9.1. There are no financial implications at this time.

## **10. Climate Change, Sustainability and Environmental Implications**

10.1 There are no implications for climate change, sustainability or the environment in terms of the information contained in this report.

## **11. Other Implications**

11.1 There are no implications for risk in terms of the information contained in this report.

## **12. Equality Impact Assessment and Consultation Arrangements**

12.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and therefore no impact assessment is required.

12.2. There is also no requirement to undertake any consultation in terms of the information contained in the report.

**Paul Manning**

**Executive Director (Finance and Corporate Resources)**

4 August 2021

### **Link(s) to Council Values/Ambitions/Objectives**

◆ Accountable, effective, efficient and transparent

### **Previous References**

◆ None

### **List of Background Papers**

◆ None

### **Contact for Further Information**

If you would like to inspect the background papers or want further information, please contact:-

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