



Council Offices, Almada Street
Hamilton, ML3 0AA

Tuesday, 08 February 2022

Dear Councillor

Petitions Committee

The Members listed below are requested to attend a meeting of the above Committee to be held as follows:-

Date: Wednesday, 16 February 2022
Time: 10:00
Venue: By Microsoft Teams,

The business to be considered at the meeting is listed overleaf.

Yours sincerely

Cleland Sneddon
Chief Executive

Members

Jackie Burns (Chair), Maureen Chalmers, Mary Donnelly, Fiona Dryburgh, Ian Harrow, Mark Horsham, Eileen Logan, Lynne Nailon, Graham Scott

Substitutes

John Anderson, Robert Brown, Stephanie Callaghan, Gerry Convery, Martin Grant Hose, Monique McAdams

BUSINESS

1 Declaration of Interests

- 2 Minutes of Previous Meeting** 3 - 8
Minutes of the meeting of the Petitions Committee held on 22 November 2021 submitted for approval as a correct record. (Copy attached)

Item(s) for Decision

- 3 Petition Requesting Safety Measures at Peel Road, Thorntonhall** 9 - 16
Report dated 1 February 2022 by the Executive Director (Finance and Corporate Resources). (Copy attached)

Urgent Business

- 4 Urgent Business**
Any other items of business which the Chair decides are urgent.

For further information, please contact:-

Clerk Name:	Carol Lyon
Clerk Telephone:	01698 455652
Clerk Email:	carol.lyon@southlanarkshire.gov.uk

PETITIONS COMMITTEE

2

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

Order of Business

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

1 Declaration of Interests

No interests were declared.

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.

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

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

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.

5 Urgent Business

There were no items of urgent business.

Report

3

Report to:	Petitions Committee
Date of Meeting:	16 February 2022
Report by:	Executive Director (Finance and Corporate Resources)

Subject:	Petition Requesting Safety Measures at Peel Road, Thorntonhall
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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 Mark Aitken (Lead Petitioner)

2. Recommendation(s)

2.1. The Petitions Committee is asked to:-

- (1) give due consideration to the petition lodged requesting safety measures at Peel Road, Thorntonhall.

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 safety measures to address speeding and the design of the mini-roundabouts at junctions at Peel Road, Thorntonhall. The statement by the lead petitioner states that:-

“Residents of Thorntonhall are deeply concerned at the risks to safety posed by traffic passing through the village on Peel Road.

There are two main issues:-

1. Vehicle speeds through the village regularly exceed the 30 m.p.h. limit - often substantially.
2. The design of the mini-roundabouts at the junctions with Baroness Drive and Frederick Boulevard are such that some users either drive over the white humps or take the wrong (anti-clockwise) route around them. The latter behaviour is also often associated with speeding.

Our Community Council has raised these concerns on numerous occasions over the past five years but have been informed that the road signage at the roundabouts complies with national standards and that enforcement is a matter for the Police. Police Scotland have responded to concerns and have, from time-to-time arranged for officers to attend to enforce the traffic regulations. They cannot, however, be in constant attendance.

Residents request that the Council act to introduce measures to address the issues identified above before they result in serious injury or deaths. These measures could include the introduction of traffic-calming at judicious intervals and the conversion of the mini-roundabouts into conventional T junctions.

The problems identified above will be exacerbated by the development of the Community Growth Area as more drivers use Peel Road as a route to Busby and the Carmunnock bypass. We consider that it would be appropriate to use a small part of the developer contributions from the growth area to make the improvements we seek.

We have recently spoken to PC Douglas from East Kilbride and he will be working with us to produce a communication that will be posted on our community council website and Facebook about the consequences of going around the roundabout the wrong way. One consequence is a £50 fine due to it being a minor traffic offense. If an accident was to happen when having taken the roundabout in the wrong direction this is a more serious offense and could lead to your driving license being removed for at least 1 year. Although we are keen to promote these consequences on our sites, we still feel that there are fundamental flaws in the design of the mini roundabouts, that are causing reckless and lazy driving practices.”

5. Support for Petition

5.1. The petition contains 98 names broken down as follows:-

- ◆ 3 names from Jackton
- ◆ 89 names from Thorntonhall
- ◆ 5 names from East Kilbride
- ◆ 1 name from other location 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:-

- ◆ When considering the introduction of road safety improvements, such as junction alterations and traffic calming measures, which have been requested by the petitioners, 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. Locations where 3 or more injury accidents have occurred in the previous 3 years or routes that have an injury accident rate greater than the national average for the type of route are prioritised. 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.
- ◆ In the current financial year (2021/2022), 66 locations across South Lanarkshire were identified using this method. This includes 35 sections of A and B class routes of which 16 were investigated in detail for potential treatment and 31 single sites of which 10 locations were investigated in detail for potential treatment. We trust this provides some context to the number of sites which meet the aforementioned criteria.
- ◆ We can advise that Peel Road has not been included in this year's list of sites for potential treatment.
- ◆ While we note concerns regarding this particular location, we trust the petitioners will understand the Council's approach is based on our responsibility to maximise a reduction in casualty figures across the whole of South Lanarkshire. We would further advise that this approach has succeeded in significantly reducing road casualties across the Council area, in line with exacting targets set by the Scottish Government.
- ◆ Nevertheless, in response to the submission of the petition we have undertaken an additional assessment of accident records maintained by Police Scotland for Peel Road from its junction with South Road to the south western extent at the 30mph speed limit boundary. This has revealed that there have been no reported injury accidents within the most recent three year period up to the end of December 2021. I can, therefore, advise that Peel Road does not have priority for road safety improvements and will not be included in the list of sites for further investigation and potential treatment in 2022/2023.
- ◆ With regards to concerns in relation to motorists driving inappropriately at the mini roundabouts at the junctions of Baroness Drive and Frederick Boulevard, I can advise that the mini roundabouts were designed and constructed using appropriate national guidance. The guidance takes account driver behaviour, however, it is not possible to account for every situation where drivers might drive inappropriately.
- ◆ Use of this guidance allows the analysis, design, build and audit of any proposals to the same standards. Moreover, it ensures that a consistent road design is presented to motorists travelling in all local authority areas.
- ◆ Any new designs proposed by developers are subject to a Road Safety Audit. It is not merely a technical or design standards check; the scheme is examined by experienced safety engineers who will highlight any issues to the client, irrespective of compliance with national design guidance.
- ◆ A road safety audit was undertaken for the mini roundabouts by Stewart Paton Associates Limited for G&D Engineering Services, working on behalf of the developer of the adjacent housing estate. No issues were raised by the Road Safety Auditors regarding the mini-roundabouts. The Council reviewed and subsequently accepted the Road Safety Audit at that time.
- ◆ I can further advise that following previous enquiries relating to road safety at the mini roundabouts, several reviews of the locations have been undertaken. The Council remains satisfied that the geometric design, signing and road markings at the roundabouts are appropriate and in line with national guidance.

- ◆ Drivers themselves, whether they are residents or those travelling through an area, need to drive in an appropriate manner and in line with their surroundings. Even where driving behaviour contrary to the Highway Code has been identified, if it has not been proven to be a contributory factor towards accidents, then it would be inappropriate to make significant investment that may have no impact upon casualty figures. Indeed, such an intervention may prove counterproductive, as it would not treat the root causes of any accidents, and the resources may be better used elsewhere to achieve the required reduction in casualties.
- ◆ I would advise that there are currently various measures which have been introduced within Thorntonhall which currently contribute to road safety in the village. These are as follows:-
 - ◆ The worded 'SLOW' road markings and raised thermoplastic islands on approach to the mini roundabouts which are intended to encourage drivers to approach the mini-roundabout at an appropriate speed and to circulate the mini-roundabout correctly.
 - ◆ Vehicle activated signs at the entrances to Thorntonhall - Transport Research Laboratory (TRL) evaluation on the use of vehicle-activated signs suggests that Speed Information Display signs have been shown to reduce mean speeds by an average of 1.4mph, while illuminated 30mph roundel signs (such as those located at Gilmour Avenue and Braehead Road) have been shown to effect a reduction in mean speed of between 2.6mph and 7.1mph.
 - ◆ There is currently 'gateway' signage on the southbound entrance into Thorntonhall, incorporating the name of the village, large 30mph speed limit signs on backing boards, a painted 30mph roundel on the road surface, and 'dragon's teeth' road markings, intended to provide the impression of the road narrowing. This has been specifically implemented on this entrance into the village as drivers will be leaving roads where 85th percentile speeds are high. There is a more muted gateway on the northbound entrance to the village, comprising only 'dragon's teeth'; this is considered commensurate both with the approach road, where 85th percentile speeds are anticipated to be lower, and with the rural location, where visual intrusion is undesired. The type and number of gateway facilities varies between villages, and even, as in this case, on different approaches to the same village; however, TRL research has shown an average decrease of 5mph in mean speed in villages where such facilities are provided.
- ◆ To summarise, following our investigation, Roads and Transportation Services is satisfied that the current road layout is appropriate within Thorntonhall and do not intend to introduce alterations in the form of junction improvements or traffic calming at this time. The issues that have been highlighted by the petitioners are road traffic offences which are the responsibility of Police Scotland to enforce. We therefore conclude that there is no justification for further resources to be allocated to this area beyond the commitment to monitor annually along with the rest of South Lanarkshire.

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)

1 February 2022

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:-

Carol Lyon, Administration Officer

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E-mail: carol.lyon@southlanarkshire.gov.uk



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Title: Peel Road, Thorntonhall

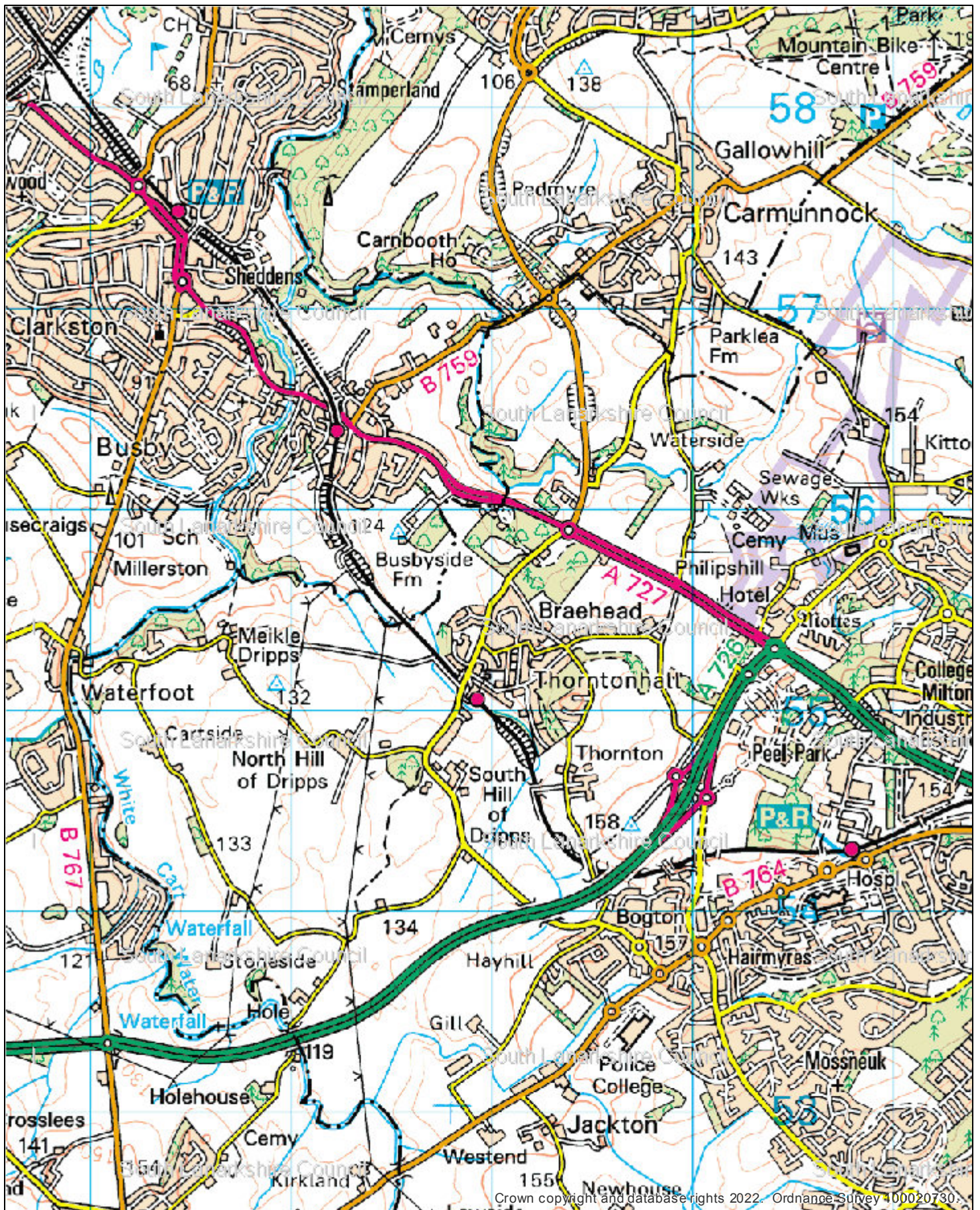


South Lanarkshire Council

Notes: Village with Road Names

Scale 1:5,000

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Title: Peel Road, Thorntonhall



South Lanarkshire Council

Notes: Wider area

Scale 1:25,000

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