

Report

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:-

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