

Report

Report to:	Community and Enterprise Resources Committee
Date of Meeting:	7 December 2021
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Crossford Traffic Calming Request
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ update the Committee on action taken in relation to a request for traffic calming in Crossford considered at the Petitions Committee meeting of 25 August 2021

2. Recommendation(s)

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

- (1) that the contents of the report be noted.

3. Background

3.1. A report by the Executive Director (Finance and Corporate Resources) was considered by the Petitions Committee of 25 August 2021 in relation to a petition lodged by a Mr Carnegie (Lead Petitioner) requesting the installation of major traffic calming measures in Crossford.

3.2. At the Committee the Lead Petitioner referred to:-

- ♦ the speed of the traffic travelling through the village
- ♦ concerns expressed by the school and other parents regarding the speed of vehicles, particularly near the school. Measures, were, therefore, needed to slow traffic on this stretch of road
- ♦ the slow down sign on entry to the village that was not operational
- ♦ an incident where he was nearly hit by a van travelling at speed
- ♦ the fact that he felt that it was unsafe for his child to walk to school
- ♦ the paths being too narrow to walk a child to school or for people with prams etc
- ♦ a number of dead animals on the roads which had been hit by vehicles travelling at speed
- ♦ the possibility of the school carrying out a project to make signs etc to encourage vehicles to slow down
- ♦ the dangers to children and the elderly when crossing the road

3.3. Officials from Roads and Transportation Services advised the Petitions Committee:-

- ♦ that the speed limit on the road was 30mph, with part-time 20mph at the school at the times children went into and came out of school

- ◆ that the nearest vehicle counter at Rosebank had been checked and showed a 5-day average (Monday to Friday) of 7,000 vehicles a day passed through the village. Those were mainly cars and light vehicles
- ◆ that there had been zero injury accidents over the last 3 years.
- ◆ of the criteria and methodology used for identifying and prioritising roads engineering works
- ◆ that a speed limit review was undertaken 8 to 10 years ago on all A and B class roads within South Lanarkshire. From that, certain roads, including the A72, had sections of roads reduced to 40mph
- ◆ that a joint campaign involving the Council, Police Scotland and the Scottish Fire and Rescue Service on traffic speed within urban and rural environments was being considered
- ◆ that the Roads Service was unaware that a slow sign was not working, and arrangements had now been made to have the sign inspected and repaired
- ◆ that the Roads Service had been liaising with Police Scotland and it had been agreed that an enforcement campaign would be carried out. If the issue of speeding was evident, then another campaign would be undertaken at a future date
- ◆ that the school travel plan was last updated in 2016 and the school would review the plan this term. This would include a questionnaire being sent to all pupils, staff and parents/carers. Thereafter, the school would identify issues and actions required. Should speeding be identified as an issue, further consideration would be given to initiatives and measures to address this issue

3.4. The matters above were discussed and considered by the Petitions Committee and the following subsequent actions agreed:-

- ◆ that the Roads Service would progress a speed enforcement programme with Police Scotland
- ◆ that the Roads Service would assist the school in progressing the review of its travel plan
- ◆ that the Roads Service would carry out a speed survey
- ◆ that a report be submitted to the Community and Enterprise Resources Committee on 7 December 2021 providing an update on actions taken
- ◆ that members of the Petitions Committee and Mr Carnegie be kept updated with progress

4. Update on actions

- 4.1. Following discussion with Police Scotland, speed enforcement was undertaken throughout September 2021. During this period, one fixed penalty was issued and a further 7 warnings were issued to drivers who were driving more than 35mph but less than 38mph. Police Scotland have committed to continue to undertake speed limit enforcement action commensurate with their other duties.
- 4.2. Officers from Roads and Transportation Services have been liaising directly with the School Head Teacher and the Parent Council and following consultation with staff, parents/guardians and pupils, a draft School Travel Plan has been produced. This draft document has identified several road safety actions/initiatives to be taken forward and these have been discussed in detail with the Head Teacher and the Parent Council. The document is currently being finalised and will be circulated to the school community.
- 4.3. Actions to improve road safety that are identified in the School Travel Plan (when finalised) will be assessed and progressed where appropriate. Officers will continue to liaise with the School and Parent Council to keep the School Travel Plan updated.

- 4.4. A traffic speed and volume survey has been programmed to be undertaken on A72 Lanark Road, Crossford. Results are expected to be available by the end of the calendar year and will be used to inform any future speed enforcement campaigns in the area. The results will be shared with Police Scotland and the lead petitioner, Mr Carnegie.
- 4.5. Mr Carnegie was advised of the above actions on 27 October 2021 by email. He responded advising that he was not aware of any Police Scotland enforcement action having been undertaken in September and that one of the electronic speed indicator signs in the village remains not operational.
- 4.6. As advised in paragraph 4.1 of this paper, Police Scotland have undertaken enforcement action. The electronic sign has been inspected and unfortunately a repair cannot be made to the sign as compatible replacement parts are not available. A replacement sign has been ordered and it is anticipated it will be erected early in the new year.

5 Employee Implications

- 5.1. There are no employee implications as the project has utilised existing employee resources. Officers will continue to monitor road safety within Crossford in line with existing road safety policies.

6 Financial Implications

- 6.1. There are no financial implications at this time.

7 Climate Change, Sustainability and Environmental Implications

- 7.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report.

8 Other Implications

- 8.1. There are no other significant implications as result of the contents of this report.

9. Equality Impact Assessment and Consultation Arrangements

- 9.1. 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.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

9 November 2021

Link(s) to Council Values/Ambitions/Objectives

- ◆ Accountable, Effective, Efficient and Transparent

Previous References

- ◆ Petitions Committee, 25 August 2021, "Petition Requesting Installation of Major Traffic Calming Measures in Crossford".

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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