

PETITIONS COMMITTEE

Minutes of meeting held via MS Teams on 16 February 2022

Chair:

Councillor Jackie Burns

Councillors Present:

Councillor Maureen Chalmers, Councillor Mary Donnelly, Councillor Ian Harrow, Councillor Mark Horsham, Councillor Martin Grant Hose (*substitute for Councillor Lynne Nailon*), Councillor Eileen Logan, Councillor Graham Scott

Councillors' Apologies:

Councillor Fiona Dryburgh, Councillor Lynne Nailon

Attending:

Community and Enterprise Resources

S Laird, Traffic and Transportation Engineer

Finance and Corporate Resources

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

1 Declaration of Interests

The following interest was declared:-

Councillor(s)	Item(s)	Nature of Interest(s)
Harrow	Petition Requesting Safety Measures at Peel Road, Thorntonhall	Councillor had previous contact with the Council and Police Scotland on this matter

2 Minutes of Previous Meeting

The minutes of the meeting of the Petitions Committee held on 22 November 2021 were submitted for approval as a correct record.

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

3 Petition Requesting Safety Measures at Peel Road, Thorntonhall

A report dated 1 February 2022 by the Executive Director (Finance and Corporate Resources) was submitted on a petition lodged by M Aitken (Lead Petitioner) requesting safety measures at Peel Road, Thorntonhall.

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 was an active walker in the area and witnessed issues and wanted to do something about it
- ◆ there were 2 mini roundabouts, which he thought were poorly designed
- ◆ the mini roundabout on Frederick Boulevard, on the approach from the Baroness Drive end, took a very sharp left turn which meant it was almost a straight road to take the roundabout the wrong way, it was unnatural and badly designed
- ◆ vehicles on this mini roundabout heading to the A727, East Kilbride often took it the wrong way and ended up meeting the traffic coming from the A727
- ◆ it was a daily occurrence to hear car horns blasting at this junction
- ◆ the entrance to the mini roundabout itself was too narrow at the A727 end, particularly when cars were trying to pass construction vehicles, which was a daily occurrence
- ◆ speeding drivers that passed the Baroness Drive mini roundabout on the wrong side often then navigated the Frederick Boulevard roundabout the wrong way too
- ◆ people were often seen speeding at the Baroness Drive roundabout coming from the station
- ◆ speeding was also an issue coming from the railway station near Braehead Drive
- ◆ he had spoken to the Community Police but engagement had been sporadic due to resource constraints
- ◆ he would like to see some traffic calming or re-design of the roundabouts and an increased Police presence in the area or possible traffic cameras to make people think before taking those roundabouts the wrong way
- ◆ he understood that locations where there had been accidents or fatalities were prioritised but worried that there could be an accident at this location and thought it best to do something before there was a serious accident
- ◆ he was not aware of there having been a Police presence in the past and would like ad hoc monitoring of the mini roundabouts, particularly at night

An official from Roads and Transportation Services advised that the majority of his response was in the papers that members of the Committee had, but highlighted the following:-

- ◆ the Roads Service assessed road casualty statistics on an annual basis
- ◆ if enquiries, such as this one, were received, they were looked at on an individual basis
- ◆ the figures within the report highlighted the Council's current priority locations for this current financial year and there were 66 locations where there had been groups of casualties with 3 or more at one location or the average of accidents was over the national average
- ◆ there had been no accidents at this location over the last 3 years and therefore, resources were currently allocated to other projects
- ◆ the design of the mini roundabouts had been part of the roads construction consent applications for new developments and as part of that, road safety audits had been submitted which had been carried out by an experienced consultant and reviewed and accepted by the Council
- ◆ there were various measures on this road at present, with signage for the mini roundabouts and associated 'SLOW' road markings; vehicle activated signs at the entrances to Thorntonhall; gateway signage and speed limit signs
- ◆ the Roads Service was satisfied with the current layout and there was no justification for further resources to be allocated at this location at this time
- ◆ there had been a Police presence in the area not long after the mini roundabouts had been installed to ensure that drivers were driving in compliance with the law
- ◆ the road layout at this location had been reviewed at least twice since the mini roundabouts were installed

The Committee decided:

- (1) that the matter be referred to Police Scotland for them to survey and monitor the issue and to report back to the Council; and
- (2) that the Lead Petitioner be updated once feedback had been received from Police Scotland.

Councillor Harrow, having declared an interest in the above item of business, withdrew from the meeting during its consideration

4 Urgent Business

There were no items of urgent business.