



Glasgow City Council

Appendix 2

**Wellbeing, Equalities, Communities, Culture and Engagement City
Policy Committee**

**Report by Executive Director of Neighbourhoods, Regeneration and
Sustainability**

Contact: Andy Mollon

Briefing note on the Petition 'Severe Traffic and Road Conditions Issues'

Purpose of Report:

To provide information on the Petition 'Severe Traffic and Road Conditions Issues'

Recommendation:

The Committee is requested to note the contents of the report.

1. Purpose of report

1.1 To provide information on the Petition – Severe Traffic and Road Conditions Issues

1.2 As noted in document 2(b), residents in Fernleigh Road, in Newlands/Auldburn Ward 2, request immediate action to address: -

- High level of traffic including large articulated vehicles
- Speeding
- Congesting
- Parking including a range of illegal parking

As a result of these issues, we have

- Poor road conditions including potholes
- Daily road rage incidents
- Residents inability to get in and out of their driveways
- Increased noise
- Dangerous conditions for pedestrians and cyclists

Congestion is hazardous at the junction of Kilmarnock Road and Fernleigh Road.

We seek to achieve: -

- A meeting with councillors and shareholders to see how the Glasgow City Council Local Transport Strategy can assist us to resolve these problems
- Encouragement in particular of traffic to use local vehicular distributor roads
- Traffic calming measures

1.3 A plan showing the location of Fernleigh Road in Ward 2 – Newlands/ Auldburn is attached for ease reference and information at Appendix 1.

2. Background

2.1 The Council has received several requests for traffic calming in recent years for Fernleigh Road.

2.2 As a result of this petition, the residents have made a number of additional requests as noted at 1.2 and the Council are dealing with all the requests in line with current practices and policies.

3. Fernleigh Road

- 3.1 Fernleigh Road is a primarily residential road that connects Langside Drive and Kilmarnock Road in the Newlands area. It is approximately 750m in length and has one other connecting T - junction with Briar Road. There are two small retail units on the south side of Fernleigh Road adjacent to Kilmarnock Road.
- 3.2 It is an unclassified road and, as it has streetlights, it is therefore subject to the current restricted roads speed limit of 30mph.
- 3.3 There are existing 'no waiting and no loading' (double yellow lines) restrictions on Fernleigh Road for a length of 10m from Kilmarnock Road.

4. Traffic Calming

- 3.1 The Council receive many requests for speed management and/ or traffic calming annually. In accordance with Council policy, each request is investigated on its own merits and Officers will undertake a safety assessment of the request which includes: -

- An analysis of the Police Scotland injury accident database. The analysis is based on the most recent three-year data that is available. In some cases, the most recent five-year data can be analysed to help understand contributory factors and identifiable patterns in any accidents e.g., vehicle speed, poor road surface, darkness, time of day etc.
- Other factors considered in any assessment are the location, junction layout (if required) and any local amenities e.g., schools/ nurseries, shops, community centres.
- Traffic/ pedestrian observations during the am or pm peak periods, or at a particular time that the requestor notes are undertaken.
- Dependent on the observations, a formal traffic survey can also be undertaken to establish vehicle speeds and the types and number of vehicles using a road.

- 3.2 The circumstance of each request is measured against the above and where there is a history of recorded injury accidents and/ or concerns over the speed of vehicles then the Council can propose traffic calming or speed reduction measures.

4. Fernleigh Road Safety Assessment

- 4.1 Fernleigh Road has been the subject of a number of similar enquiries over recent years with correspondence from both residents, elected members and the constituent MSP.

- 4.2 Each enquiry has been investigated on its own merits and responses provided to the enquiries at that time.
- 4.3 An analysis of Police Scotland's injury accident database has confirmed that there have been no recorded injury accidents in the most recent three-year period 1 December 2019 to 22 November 2022.

In view of the above, a further analysis was undertaken to cover the last five years from 1 December 2017 to 22 November 2022 and this confirmed that there have been no recorded injury accidents in this period either.

- 4.4 As a result of the enquires, three formal traffic surveys have been undertaken by an independent traffic management company: -
- Fernleigh Road between Briar Road & Langside Drive, from Thursday 20th to Wednesday 26th August 2020
 - Fernleigh Road at No 70, from Thursday 18th to Wednesday 24th November 2021
 - Fernleigh Road at No 25, from Monday 24th November to Sunday 30th November 2022
- 4.5 The mean speed recorded during the surveys was 23mph, 24mph and 23mph respectively. Further details of the speed surveys are included at appendix 2.
- 4.6 The 7-day average traffic volumes recorded during the surveys were 991, 1076 and 2042 respectively. The increase in traffic volume numbers has been attributed to the Scottish Water works detailed in section 5 below.
- 4.7 The recorded mean speed during each survey is well within the posted speed limit and would not trigger any further monitoring by the Council or Police Scotland and not merit any traffic calming or speed reduction mitigations.
- 4.8 Notwithstanding the above, following initial enquiries in 2018 and to help provide some reassurance to residents and regulate vehicle speed, the Council erected a vehicle activated speed sign on Fernleigh Road. The sign is sited east of the T – junction with Briar Road for eastbound traffic.

5.0 Scottish Water Works

- 5.1 Scottish Water are undertaking major improvement works to their sewer capacity in nearby East Renfrewshire which has resulted in a lengthy closure of Merrylee Park Avenue and Braidholm Road. The works are programmed to end in July 2023.
- 5.2 The signed diversion route is Langside Drive/ Merrylee Road/ Kilmarnock Road and is attached as a pdf at Appendix 3 for ease of reference.

- 5.3 Although Fernleigh Road is not the signed diversion route for the works – it is an alternative adjacent route, and our data confirms this with an increase in the daily traffic volume to an average of just over 2000 vehicles per day. It should be noted that this increase in traffic volume numbers is only temporary due to the Scottish Water Works in Merrylee Park Avenue and Braidholm Road.
- 5.4 To try and reduce the additional through traffic, Council Officers have been in dialogue with Scottish Water and they have agreed to strengthen the diversion signing adjacent to Fernleigh Road. The provision of other options for Fernleigh Road has also been discussed but was assessed as unnecessary.
- 5.5 To assist traffic flow on the diversion route, the Council's Traffic Control Room (TraffCom) has altered the phasing of the traffic signals at the Merrylee Road/ Langside Drive and Merrylee Road/ Kilmarnock Road junctions.
- 5.8 As a result of the temporary increased traffic flow on Fernleigh Road, NRS has arranged for a carriageway condition assessment to assess if the increase in vehicles has caused any defects. Any defects will be repaired in line with our current asset management policy.

6.0 Mandatory City Wide 20mph

- 6.1 The Committee should be aware that the Council has committed to a city wide Mandatory 20mph limit by 2030 and that this will be subject to a report to the Environment and Liveable Neighbourhoods City Policy Committee.
- 6.2 If approved, the Council will undertake the implementation of the city wide mandatory 20mph limit by road signing only in line with Scottish Government guidance.
- 6.3 Implementation of this new speed limit will be subject to continued monitoring of vehicular speed and only those roads that continue to have above average vehicle speed would be considered for traffic calming or speed reduction measures.
- 6.4 Based on the traffic surveys and current average speeds, Fernleigh Road would not be considered for additional measures post the implementation of the mandatory 20mph limit.

7.0 Conclusion

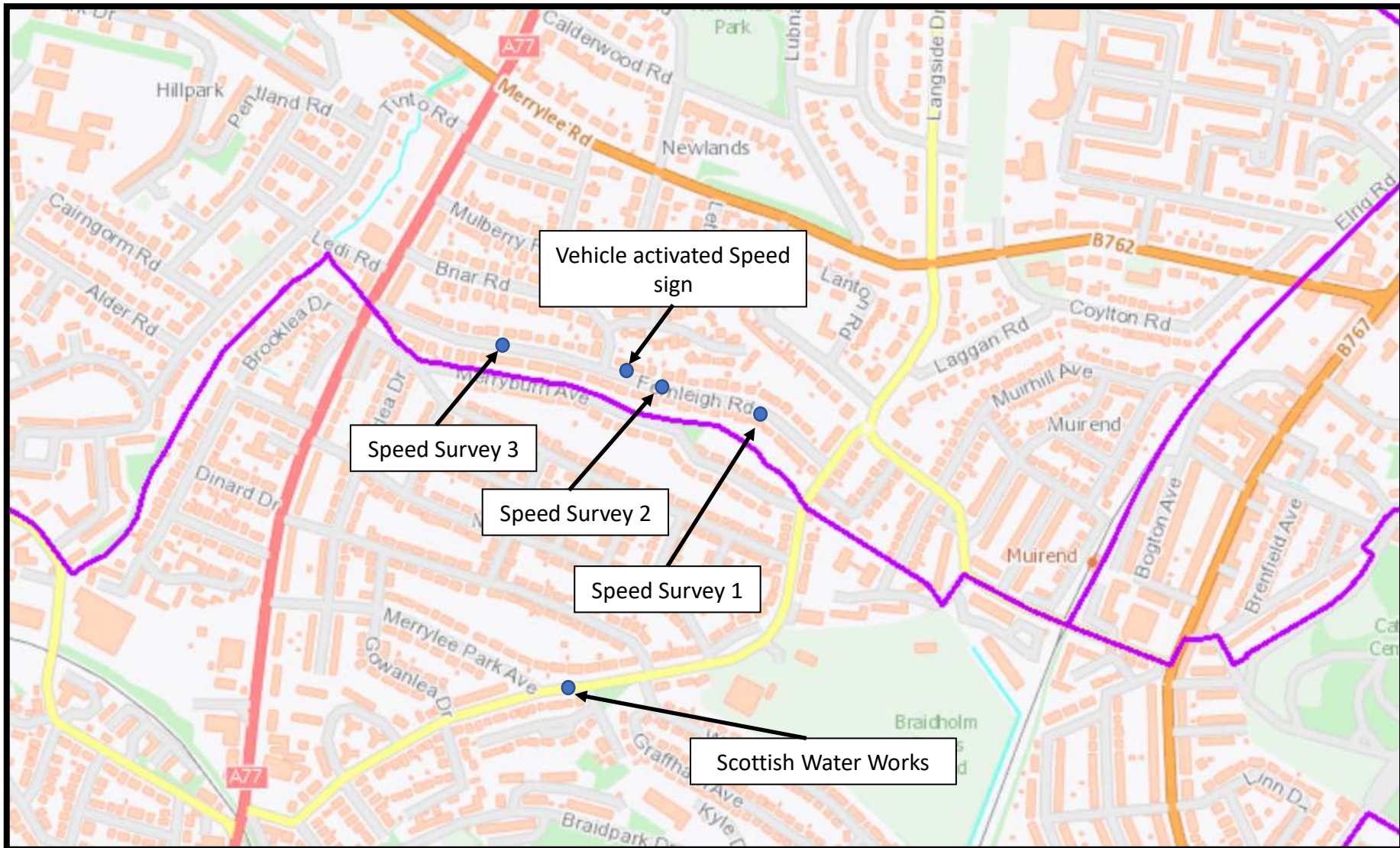
- 7.1 The Council has investigated each enquiry in line with standard practice and policy by way of Safety Assessment. Each Safety Assessment has confirmed that traffic speeds are low and that there have been no recorded injury accidents.
- 7.2 In view of the outcome of the Safety Assessments, the Council has no plans to introduce traffic calming or speed reduction mitigations.

- 7.3 Following initial enquiries in 2018 and to help provide some reassurance to residents and regulate vehicle speed, the Council erected a vehicle activated speed sign on Fernleigh Road. The sign is sited east of the T – junction with Briar Road for eastbound traffic.
- 7.3 As a result of the most recent traffic survey it has been identified that the volume of traffic has increased as a result of the Scottish Water works in Braidholm Road. This increase has not resulted in an increase in average speed or recorded injury accidents.
- 7.4 To try and reduce the additional through traffic, Council Officers have been in dialogue with Scottish Water and they have agreed to strengthen the diversion signing adjacent to Fernleigh Road.
- 7.5 To assist traffic flow on the diversion route, the Council's Traffic Control Room (TraffCom) has altered the phasing of the traffic signals at the Merrylee Road/ Langside Drive and Merrylee Road/ Kilmarnock Road junctions.
- 7.6 As a result of the temporary increased traffic flow on Fernleigh Road, a carriageway condition assessment has been requested to assess if the increase in vehicles has caused any defects. Any defects will be repaired in line with our current asset management policy.
- 7.7 An inspection of the road gullies has also been undertaken and a works instruction issued to empty the gully silt traps to ensure free running was completed on Friday 23 December 2022.
- 7.8 The Council will continue to monitor the traffic flow and conditions on Fernleigh Road.

8 Recommendations

- 8.1 The Committee notes the contents of the report.

Appendix 1 – Fernleigh Road and the local area



Appendix 2 – Fernleigh Road Speed/ Traffic Counts

Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
Fernleigh Rd between Briar Rd & Langside Dr	East	30	Thursday 20 August 2020	Wednesday 26 August 2020	3333	500	476	310	9.3	45	1.4	1	0.0	23.0	28.4
	West	30	Thursday 20 August 2020	Wednesday 26 August 2020	3604	555	515	332	9.2	53	1.5	1	0.0	23.5	28.6
	East West	30	Thursday 20 August 2020	Wednesday 26 August 2020	6937	1055	991	642	9.3	98	1.4	2	0.0	23.3	28.5
Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
Fernleigh Road (R14) at no.70	East	30	Thursday 18 November 2021	Wednesday 24 November 2021	3517	517	502	454	12.9	87	2.5	7	0.2	23.9	29.4
	West	30	Thursday 18 November 2021	Wednesday 24 November 2021	4014	609	573	363	9.0	54	1.3	6	0.1	23.7	28.5
	East West	30	Thursday 18 November 2021	Wednesday 24 November 2021	7531	1126	1076	817	10.9	141	1.9	13	0.2	23.8	28.9
Location.	Direction.	Speed Limit - PSL (mph)	Start Date.	End Date.	Total Vehicles.	5 Day Ave.	7 Day Ave.	No. > Speed Limit.	% > Speed Limit.	No. > ACPO Limit.	% > ACPO Limit.	No. > DfT Limit.	% > DfT Limit.	Mean Speed	85%ile Speed
Fernleigh Road (R7) at no.25	East	30	Monday, 24 October 2022	Sunday, 30 October 2022	9211	1374	1316	391	4.2	57	0.6	2	0.0	23.2	27.1
	West	30	Monday, 24 October 2022	Sunday, 30 October 2022	7605	1137	1086	385	5.1	49	0.6	1	0.0	23.2	27.4
	East West	30	Monday, 24 October 2022	Sunday, 30 October 2022	16816	2511	2402	776	4.6	106	0.6	3	0.0	23.2	27.2

Appendx 3 – Scottish Water Diversion Route

See next page.