



Glasgow City Council

Wellbeing, Empowerment, Community and Citizen Engagement City Policy Committee

Report by Executive Director of Neighbourhoods, Regeneration and Sustainability

Contact: Andrew Mollon

Briefing note on the Petition “Lollipop Person Crow Road/Whittingehame”

Purpose of Report:

To provide information on the Petition “Lollipop Person Crow Road /Whittingehame”

Recommendation:

The Committee notes the content of the report and the following:

It is the Council’s recommendation that a new school crossing patroller is not provided at the signal-controlled junction of Crow Road at Whittingehame Drive.

The Council’s Road Safety Team will further engage with the adjacent schools, Broomhill, Jordanhill and the High School of Glasgow to establish any issues with the routes to school in general and also if there are other more appropriate solutions that could improve the routes to and from the schools.

The Council will continue to work with Police Scotland to ensure appropriate speed and yellow box compliance at this site.

1. Purpose of report

- 1.1 To provide information on the Petition – “Lollipop Person CrowRoad/Whittingehame”
- 1.2 A plan showing the local schools and catchment areas is included for ease of reference and information at Appendix 1.

2. Background

- 2.1 Several representations have been received from interested stakeholders requesting the Council establish a new school crossing patroller at the signal-controlled junction of Crow Road and Whittinghame Drive. The Council has advised each enquirer that the existing council policy, in line with the Road Safety Great Britain School Crossing Patrol Service Guidelines, is not to establish a new school crossing patrol where there is a light controlled pedestrian crossing, such as a pelican or toucan crossing, or a “green man” pedestrian phase at a signalised junction.
- 2.2 This has been policy since 3 February 2004, as per the attached Executive Committee Report of 2008, (with LARSOA being the precursor to Road Safety Great Britain) which states “On 3 February 2004, the former Roads and Lighting Committee approved the adoption of the new Local Authority Road Safety Officers’ Association (LARSOA) Guidelines for the Management and Operation of the School Crossing Patrol Service.

<https://www.glasgow.gov.uk/councillorsandcommittees/viewDoc.asp?c=P62AFQDNUTNTNTNT>

This included not providing patrols at sites where there is a controlled facility (Pelican crossing / pedestrian phase in signals) or where a School Crossing Patroller site no longer meets the adopted criteria, including sites with less than 15 children crossing during the busiest half hour period.”

Junction layout.

- 2.3 The junction of Whittinghame Drive and Crow Road is a ‘T’ junction served by traffic signals. A “green man” phase permits pedestrians to cross Whittinghame Drive on the east side of the junction, and to cross Crow Road immediately north and south of the junction.

Green Man Timing

- 2.4 I can advise that recent improvements have reduced the wait time for pedestrians by altering the cycle time for the green man from 144 seconds to 72 seconds. Additionally a detector has been installed for right turning traffic into Whittinghame Drive from Crow Road which also helps reduce the time pedestrians are required to wait. Prior to the green man signal, there is a safety period when both the red man and red vehicle signals are illuminated

together to allow vehicles time to stop. The green man is illuminated for 10 seconds and there are a further intergreen (safety period) of 10 seconds before any traffic is given a green signal. The timing of this second safety period is related to the width of the crossing point and is designed to permit all pedestrians to clear the crossing before vehicles are allowed to proceed.

- 2.5 A request to Police Scotland for a half yellow box junction on Crow Road to deter queueing traffic covering Whittinghame Drive has also been agreed and this will be completed in early April.

Once the yellow box is in place, I will arrange, through Police Scotland Road Policing Unit, targeted enforcement in line with their current road safety priorities.

Recent Fatal Accident.

- 2.6 I can advise that the recent fatal accident was recorded as occurring at 0025 hours on Saturday 11th September 2021 and was located approximately 120 metres to the north of the Crow Road and Whittinghame Drive junction. Clearly all loss of life in road accidents is regrettable, but neither presence nor absence of a school crossing patrol at the junction would have made any difference to an accident occurring shortly after midnight at a location more than 100 metres north of this junction.

- 2.7 I can also advise Police Scotland have not recorded any injury related accidents involving a pedestrian within the vicinity of this junction in the last 10 years. Further analysis confirms that there has been no recorded child pedestrian injury accidents within a mile radius of the junction within the last 5 years.

- 2.8 A request has been made to Police Scotland for a further update on the above accident and if details can be shared with the Committee. If possible, a verbal update will be provided at Committee.

Traffic/Speed and Pedestrian Surveys.

- 2.9 The Traffic and Road Safety team has previously undertaken speed surveys on Crow Road and they had a 7-day survey carried out at the beginning of October 2019. It was taken just south of Woodend Drive, which is to the south of the Crow Road/Whittinghame Drive crossing. The results of that survey were: -

Northbound: at total of 125885 vehicles with a mean speed of 26.5mph and the 85th percentile speed was 32.7mph.

Southbound: at total of 134433 vehicles with a mean speed of 23.2mph and the 85th percentile speed was 30.2mph

- 2.10 The above results did not meet the criteria for Police Scotland to undertake any planned enforcement of this area.

- 2.11 A further 7-day traffic/speed survey has been undertaken on Crow Road at to the north of the crossing at Sackville Avenue. This was delayed following the last Committee meeting due to road works at the location. The survey began on 10th February 2022 following the removal of the road works. A verbal update of the results will be provided at Committee.
- 2.12 A physical pedestrian survey was undertaken by Traffic & Road Safety staff on 7th February 2022. As above, this was undertaken following the removal of road works in the location. The survey results showed that the location would meet the criteria for the provision of a School Crossing Patrol but this would be superceded by the fact that a signalised crossing is in place in line with Council policy detailed in 2.1 and 2.2.

Road Safety Engagement

- 3.1 As part of the Council's ongoing road safety service and in line with our current Road Safety Plan to 2030 I can advise that my Road Safety Officers will engage further with adjacent schools, Broomhill, Jordanhill and the High School of Glasgow to establish any issues with the routes to school in general and also if there are other more appropriate solutions that could improve the routes to and from the schools.

4 Policy and Resource Implications

Resource Implications:

Financial: Costs are contained within revenue budgets

Legal: None

Personnel: Existing staff

Procurement: None

Council Strategic Plan:

A vibrant City: Glaswegians are active and healthier

A Healthier City: Glasgow is healthier our services are focused on early intervention and prevention citizens and communities are more self-reliant for their health and wellbeing

A Sustainable and Low Carbon City: we have more sustainable, integrated transport networks

across the city and less congestion citizens use active travel including walking and cycling. (Priority 55).

Also supports forthcoming Local Transport Strategy and Road Safety plan to 2030

Equality and Socio-Economic Impacts:

Does the proposal support the Council's Equality Outcomes 2021-25? Please specify.

The proposal supports the Council's Equality Outcomes 2021-25 in terms of Reducing Health Inequality and Empowering Communities. It is achieved by improving roads and pavements and providing safe access for people living with a disability and older people (Outcome 2) and supporting our employees to have improved mental and physical health and wellbeing (Outcome 10).

What are the potential equality impacts as a result of this report?

An EQIA screening has been undertaken – the outcome of this report will have no significant impact.

Please highlight if the policy/proposal will help address socio-economic disadvantage.

This proposal will not impact existing provisions for the socio economically Disadvantaged. Existing technology at the location will assist the disadvantaged rather than rely on human intervention as they are more likely to be the victims of road traffic accidents and more likely to suffer from obesity and poor health without the technology being in place.

Climate Impacts:

Does the proposal support any Climate Plan actions? Please specify:

The proposal supports the Climate Plan through the improvement of infrastructure for walking and cycling. Under

Theme 3 of the plan, the proposal will support decarbonisation of transport systems by helping to improve infrastructure for walking, cycling, wheeling and reducing the need to travel.

What are the potential climate impacts as a result of this proposal?

The impacts of this proposal will have a positive impact in assisting the Council in addressing climate issues.

Will the proposal contribute to Glasgow's net zero carbon target?

Yes the proposal will contribute to Glasgow's net zero carbon target.

Privacy and Data Protection Impacts:

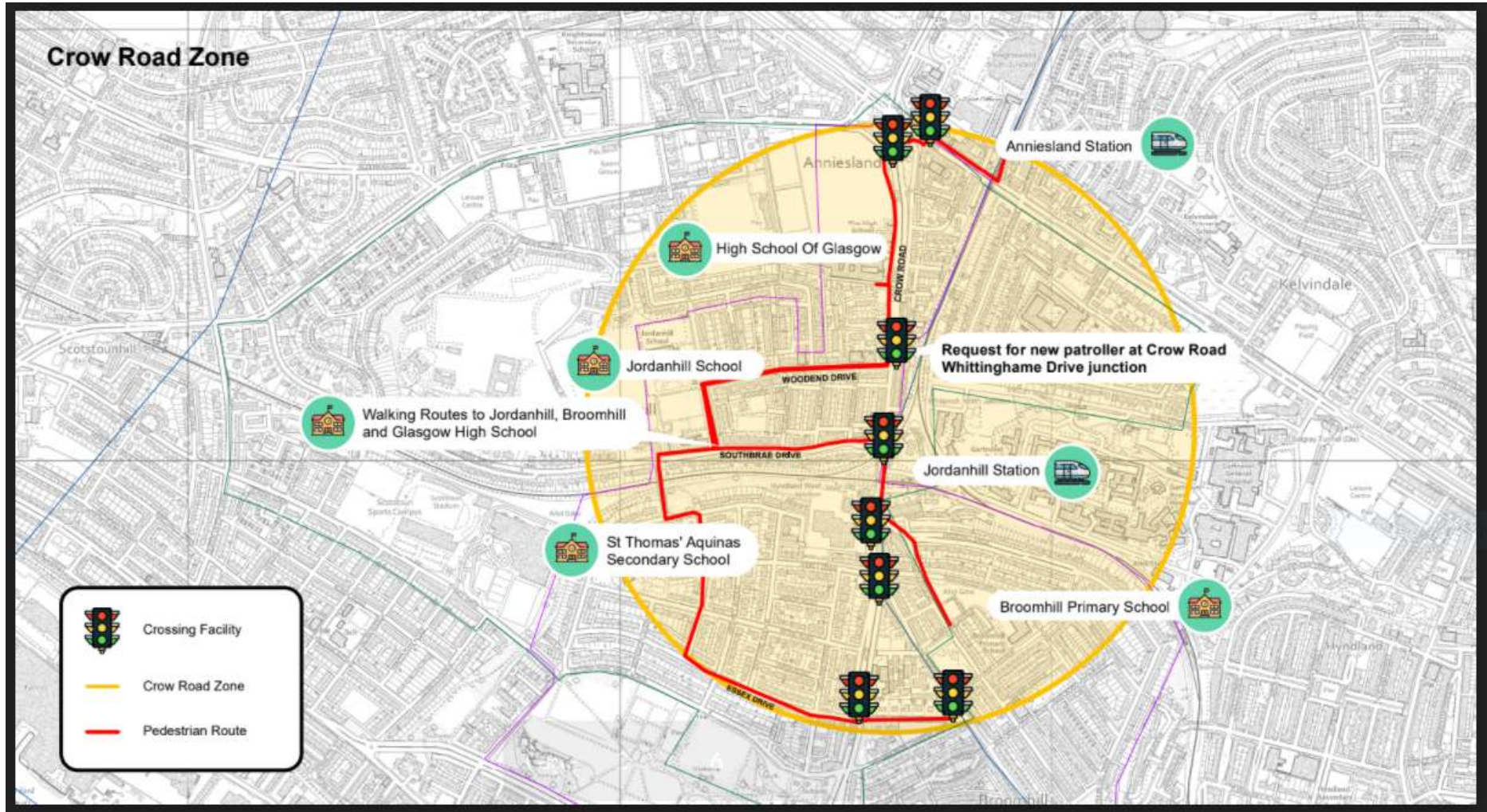
None

4. Recommendations

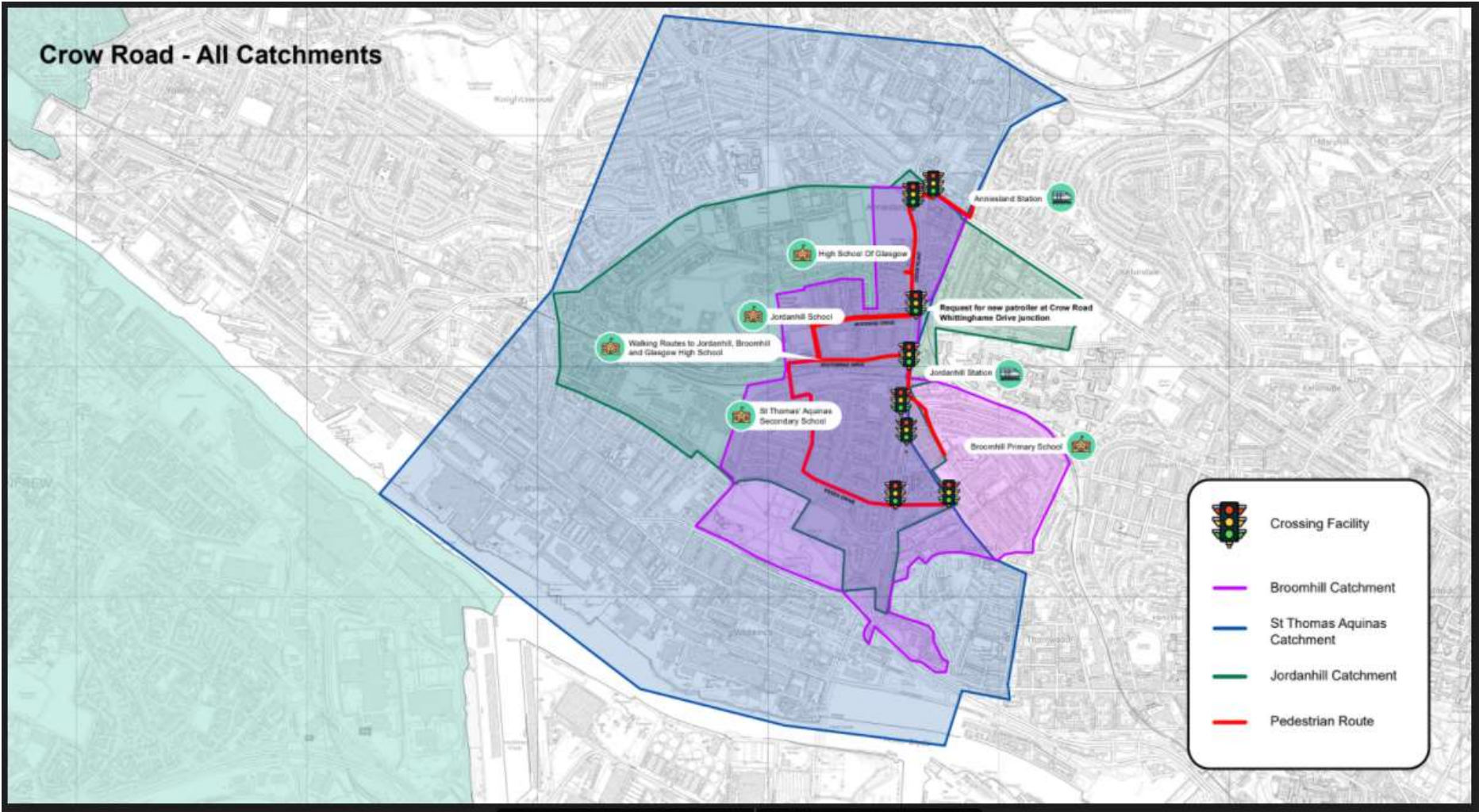
- 4.1 In view of the foregoing it is the Council's recommendation that a new school crossing patroller is not provided at the signal-controlled junction of Crow Road at Whittingehame Drive.
- 4.2 The Council's Road Safety Team will further engage with the adjacent schools, Broomhill, Jordanhill and the High School of Glasgow to establish any issues with the routes to school in general and also if there are other more appropriate solutions that could improve the routes to and from the schools.
- 4.3 The Council will continue to work with Police Scotland to ensure appropriate speed and yellow box compliance at this site.

APPENDIX 1

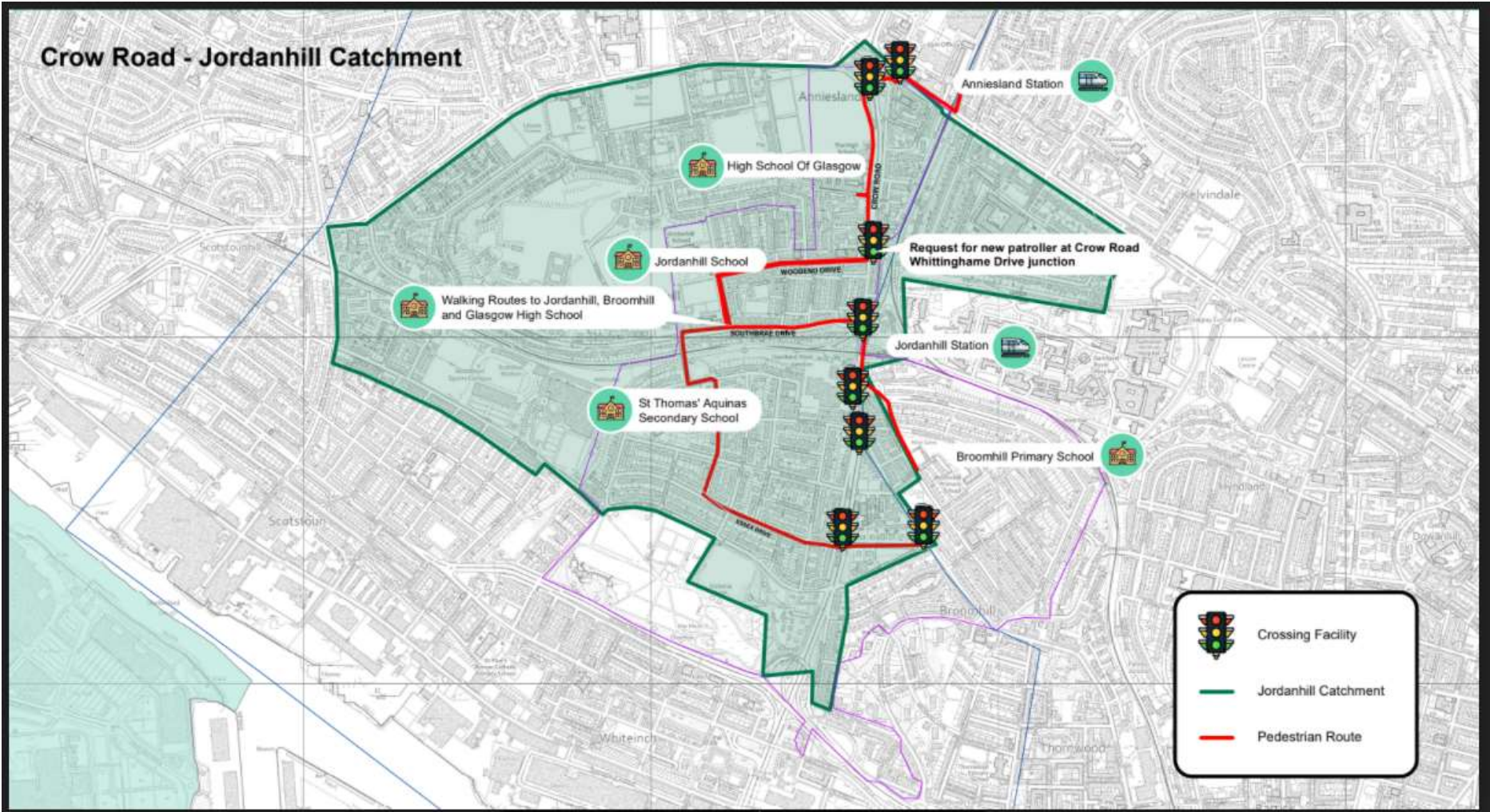
Maps showing the location of local schools and catchment areas.



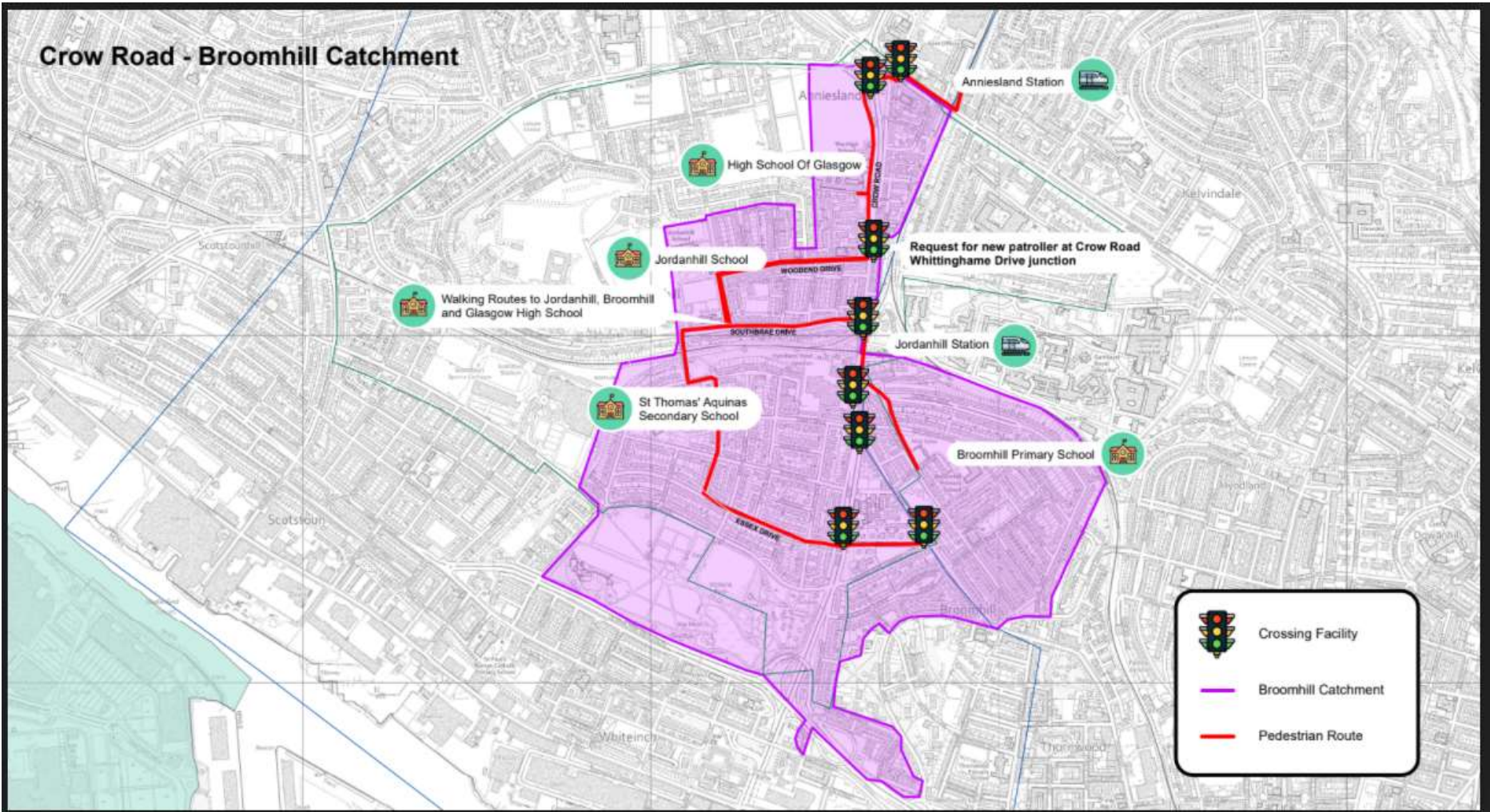
Crow Road - All Catchments



Crow Road - Jordanhill Catchment



Crow Road - Broomhill Catchment



Crow Road - St Thomas Aquinas Catchment

