

Report

Report to:	Roads Safety Forum
Date of Meeting:	20 February 2024
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Priority Road Safety Engineering Projects 2024/2025
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the proposed Priority Road Safety Engineering projects and road safety actions to be progressed during 2024/2025

2. Recommendation(s)

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

- (1) that the contents of the report be noted and the priority projects identified be progressed and implemented in line with available funding.

3. Background

- 3.1. The Council's Local Transport Strategy 2013 to 2023 identifies a number of road safety policies and actions. As a consequence, the Council seeks to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2030 national casualty reduction targets.
- 3.2. The Council will assess road safety enquiries and target resources and improvements where three or more injury accidents are occurring in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.3. As a result, the Council deliver annual prioritised road safety improvements at identified accident locations/routes/areas. Funding is sought from a variety sources on an annual basis to deliver numerous projects and initiatives.
- 3.4. The Roads Safety Forum, at its meeting of 21 November 2023, was advised of the methodology used to identify where road accidents are occurring in South Lanarkshire and how the information is used to prioritise identified accident locations and how these tables are then used to prioritise the Capital Programme of Road Safety Engineering Works.

4. Route Action Plan Assessment

- 4.1. The assessment for rural A class and B class routes has recently been concluded and a number of locations have been identified for detailed investigations. A total of 21 sections currently have an accident rate greater than the national average. Weightings have been applied where fatal or serious road traffic collisions have been identified as well where vulnerable road user groups/ages are represented within killed or seriously injured casualties.

- 4.2. A weighting multiplication factor has been applied to each 'Route Accident Rate as a percentage of the National Accident Rate'. This is based upon the highest severity road traffic collision recorded on its length. A multiplication factor of 7.1 for a fatal and 4.5 for a serious road traffic collision has been applied where this is the highest collision severity on the route. An accident resulting in a slight injury accident has a factor of 1. This is based on the comparative cost to society as a result of injury collisions of various severities (fatal, serious and slight) and is based upon work undertaken by road safety professionals and statisticians.
- 4.3. A further 'double' gearing factor has then been applied where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented. These are specified in Scotland's Road Safety Framework to 2030 and include: - pedestrians killed or seriously injured, cyclists killed or seriously injured, motorcyclists killed or seriously injured, road users aged 70 and over killed or seriously injured and road users aged between 17 to 25 killed or seriously injured. It is not deemed appropriate to include a Scottish Index of Multiple Deprivation (SIMD) gearing factor within the route analysis.
- 4.4. It is noted that the above new weightings/ gearing factors make some routes feature higher in priority within the route action plan priority table than they would previously without these additions. These, however, provide a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved and focus remains on routes where the accident rate exceeds the national average.
- 4.5. Funding received from Transport Scotland's, Road Safety Improvement Fund in 2023/24 has been allocated to treat high speed, unlit, rural roads. These measures include the provision of reflective road studs and improved road markings and signing. As such these routes have been excluded from the 2024/25 priority table. Routes being treated are:-
- ◆ A721 Carlisle to Cairn Robin - Road Studs, lining and signing improvement
 - ◆ A70 Glespin to Boundary - Road Studs, lining and signing improvements
 - ◆ A706 Harelaw Roundabout to Forth - Road Studs, lining and signing improvements
 - ◆ A73 at Hyndford Bridge - new high-friction surface material
- 4.6. The number of routes identified for investigation has reached a small number this year due to the improvement works which have already been implemented or are currently programmed and the future alterations works associated with new residential / commercial developments coming forward through the planning process. It is proposed to investigate 5 locations. These are listed in Appendix 1. It is likely that these will result in new, remedial or alteration works during 2024/2025.
- 4.7. Single Site Assessment
This approach taken with route action plans in previous years has resulted in significant reduction in casualties. With the treatment of most of the routes, focus remains to be given to single site locations also.
- 4.8. The annual Single Site Assessment has recently been concluded and this identified that 11 locations have three or more injury accidents occurring in the previous three years. Weighting factors have been applied with points allocated to each road traffic collision at each site as well as a weighing applied for sites within the most deprived 20% as detailed within the Scottish Index of Multiple Deprivation. Each fatal accident

is awarded 7.1 points with serious accidents 4.5 points and slight accidents allocated 1 point respectively.

- 4.9. Where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented, a further 'double' gearing factor has been applied to each site's total points.
- 4.10. It is noted that the above weightings/ gearing factors make some sites feature higher in priority within the single site priority table than they would have previously without these additions. It is proposed to investigate 5 sites as shown in Appendix 2, and from the outcome implement a number of schemes.
- 4.11. Assessments of both Route Action and Single Site locations take cognisance of road traffic collision trends e.g. increases or decreases when compared to the previous study period, road user type, causation factors which are attributed to each accident and common factors present at each location. Casualty injury severities and vulnerable road user groups/ ages are also given due consideration. Also considered are improvement works which have been implemented previously or are programmed in the future. Some locations are also subject to improvements associated with new residential/commercial developments coming forward through the planning process. Locations not identified for investigation will continue to be monitored.
- 4.12. Casualty Reduction – Other Considerations
Due to the lower number of route action plan routes and single sites taken being identified for investigation and the publication of Scotland's Road Safety Framework to 2030, an additional approach will be taken towards targeting road safety interventions.
- 4.13. Focus will be placed on the following vulnerable road user groups/ ages, to coincide and contribute to the targeted casualty reductions sought with the new framework: -
- ◆ children
 - ◆ pedestrians
 - ◆ cyclists
 - ◆ motorcyclists
 - ◆ road users aged 70 and over
 - ◆ road users aged between 17 to 25
 - ◆ areas of highest deprivation as identified within the Scottish Index of Multiple Deprivation (SIMD)
- 4.14. Actions spanning education, engineering, enforcement and encouragement will be considered in conjunction with our partners. Please see Appendix 3 for a range of initial ideas and concepts which will be considered further over the coming months.

5. Employee Implications

- 5.1. There are no employee implications associated with this report.

6. Financial Implications

- 6.1. The projects discussed earlier in this report will be developed further and where works or initiatives are to be taken forward they will be prioritised through the Scottish Government Grant: Cycling, Walking and Safety Streets, and their Road Safety Improvement Fund as well as the Council's Roads Investment Plan for improved infrastructure.

6.2 It should be noted that SPT have been advised that their capital grant has been reduced to zero and, therefore, it is unclear as to whether any funding will be available in 2024/2025. Other available budgets are still to be confirmed at the time of writing this report.

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 significant risks associated with 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.

David Booth

Executive Director (Community and Enterprise Resources)

23 January 2024

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places
- ◆ We will work to recover, progress and improve

Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Roads Safety Forum, Approach to Casualty Reduction, 21 November 2023

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030
- ◆ Route Action Plan Priority Table 2023/2024
- ◆ Single Site Priority Table 2023/2024

Contact for Further Information

If you would like to inspect any of the background papers or want any further information, please contact:-

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Appendix 1 – Route Action Locations (A and B Class Roads)

Route	Start Point	End Point	Fatal	Serious	Slight	Total	Route Rate as %age of	RTC	KSI	KSI Upscaled	Double KSI VRU	Final
			RTC	RTC	RTC	RTC	National Rate	Points *	Weighting	Rate	Multiplier	score
A72	Hazelbank	B7018 Kirkfieldbank	0	2	1	3	313.05	10.0	4.5	1408.7	Y	2817
A70	A73 Hyndford Road	A743 Ravenstruther	0	2	1	3	266.44	10.0	4.5	1199.0	Y	2398
B743	Strathaven	Council Boundary	0	5	0	5	170.42	22.5	4.5	766.9	Y	1534
A726	Torrance Roundabout	Strathaven	1	3	4	8	101.46	24.6	7.1	720.4	Y	1441
A706	Forth	Council Boundary	1	0	1	2	134.21	8.1	7.1	952.9	N	953

Appendix 2 – Single Sites for Investigation

Location	Fatal	Serious	Slight	Total	Site Points	SIMD	Weight	Double KSI VRU	Final
	RTC	RTC	RTC	RTC	*	Weight	Total	Multiplier	Score
Hillhouse Road/ Technology Avenue, Hamilton	0	3	1	4	14.5	1	14.5	Y	29.0
A71 Ayr Road nr. Burnhead Road, Shawsburn	0	2	2	4	11	1	11	Y	22.0
Charing Cross, Larkhall (Muir Street/ Church Street)	0	2	1	3	10	1	10	Y	20.0
Union Street, south of signals with London Road/ Raploch Street/Wellgate Street, Larkhall	0	1	3	4	7.5	1	7.5	Y	15.0
Mill Street at Johnstone Drive, Rutherglen	0	1	2	3	6.5	1	6.5	Y	13.0

Appendix 3 – Casualty Reduction – Other Considerations

Children

Child Pedestrian Training – develop a resource for all primary schools

Enhanced Walk to School promotion – focus weeks/ events/ walk once a week scheme

School run campaign – radio/ advertising

Road user behaviour campaign – targeted to senior pupils

Expansion of Car Free School Zones (CFSZs)

Monitor/ develop school 20mph speed limits

Engage Police Scotland regarding enforcement where necessary

Pedestrians

20mph speed limit reductions – additional towns/ villages/ cordons

Crossing facility provision – consider greater use of zebra crossings

Adult road safety educational campaign

Residential area speed campaign

Pedestrian distraction campaign – secondary schools/ colleges

Promote safe active travel for everyday journeys - reduced car/ vehicle use

Engage Police Scotland regarding enforcement where necessary to protect pedestrians

Cyclists

Continued Bikeability Scotland Level 1 and 2 cycle training within primary schools

Pilot Level 3 Bikeability Scotland cycle training within select schools

Provide cycle storage within key town/ village destinations

Provide cycle storage within educational establishments where there is a demand

Mutual respect between drivers/ cyclists campaign – social media

20mph speed limit reductions – additional towns/ villages/ cordons

Implement a Bike to School week – develop supporting road safety educational materials

Continued cycle network development

Motorcyclists

Engage with local groups/ partners to develop educational/ training opportunities

Rural roads and speed - social media campaign including motorcyclists

Road Users aged 70 and over

Engage with seniors' forums and partners to develop educational/ promotion opportunities

Older road users campaign development

20mph speed limit reductions – additional towns/ villages/ cordons

Road users aged between 17 to 25

Financial incentive for further training for new drivers e.g. Pass Plus

Increased road safety offer to secondary schools in conjunction with partners

Road user behaviour campaign – seatbelts/ drink& drugs/ speed/ distractions/ passengers

Areas of Deprivation

Develop campaigns helping to inform of responsible road use

Consider 20mph speed limit reductions

Prioritised for road safety interventions where appropriate