

Report

Report to:	Roads Safety Forum
Date of Meeting:	28 January 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Priority Road Safety Engineering Projects 2020/2021
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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 to be progressed during 2020/2021.

2. Recommendation(s)

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

- (1) That the contents of the report are noted and priority projects identified are 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 2020 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 three 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 delivers 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 5 December 2017, was advised of the methodology used to identify where road accidents are occurring in South Lanarkshire as well as 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. These reports further explained the tried and tested measures that have been employed to assist in casualty reduction to date, as well as their success.
- 3.5. The Council is not currently in possession of year-end road traffic accident information. The annual statistics report 'Road Casualty Statistics for 2019' will, therefore, be presented to the Forum at the next meeting in June 2020.

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 33 sections currently have an accident rate greater than the national average. It is proposed to investigate 7 locations. These are listed in Appendix 1. It is likely that, as a consequence, a number of these will be developed further with a view to implementation during 2020/2021.

Single Site Assessment

- 4.2. Over recent years, a higher proportion of funding has been allocated to Route Action Plan locations. This approach has resulted in significant reduction in casualties. As most of the routes have now been treated, focus is now being given to single site locations.
- 4.3. The annual Single Site Assessment has also recently been concluded and this identified that 43 locations have three or more injury accidents occurring in the previous three years. It is intended to investigate 8 sites, as shown in Appendix 2, and, from the outcome, implement a number of schemes.
- 4.4. Assessments of both Route Action and Single Site locations take cognisance of road traffic accident 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. 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.

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 Safer Streets, SPT funding for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan for improved infrastructure. Funding levels have not been approved at present.

7. Climate Change, Sustainability and Environmental Implications

- 7.1. There are no significant implications in terms of climate change, sustainability and environmental issues 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.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

6 January 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Make communities safer, stronger and sustainable
- ◆ Protect vulnerable children, young people and adults
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- ◆ Road Safety Forum Paper Priority Road Safety Engineering Projects 2019/20 12 March 2019

List of Background Papers

None.

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: - Colin Smith, Engineering Officer, Roads and Transportation Services

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

Route	Start Point	End Point	Fatal	Serious	Slight	Total	Traffic Flow (vpd)	Route Acc Rate (acc/100 m vkm)	National Acc Rate (acc/100 m vkm)	Route Rate as %age of National Rate
A723	Hamilton	Strathaven	0	1	5	6	4034	19.40	11.16	173.88
B743	Strathaven	Council Boundary	1	1	4	6	1285	29.61	17.57	168.54
B7016	Carnwath	Biggar	0	2	3	5	1762	22.73	17.57	129.38
A706	Harelaw Roundabout	Forth	1	1	4	6	5618	14.14	11.16	126.66
A721	B7056 Yieldshield Road	Harelaw Roundabout	0	1	4	5	5616	14.02	11.16	125.61
A71	Strathaven	Council Boundary	0	1	4	5	5513	7.89	11.16	70.68
A726	Torrance Roundabout	Strathaven	0	0	6	6	8851	7.20	11.16	64.50

Appendix 2 – Single Sites for Investigation

Location	Road Class	Built Up/ Non Built up	Fatal	Serious	Slight	Total	SIMD Weight	Weight Total
Calderwood Road at Dukes Road, Cambuslang	U	BU	0	1	3	4	1	4
A73 Airdrie Road at Castlehill Road, Carluke	A	BU	0	1	3	4	1	4
B7078 Union Street, Larkhall	B	BU	0	1	2	3	1	3
B7078 Church Street at Wellbrae Street, Larkhall	B	BU	0	0	3	3	1	3
A724 Burnbank Road at Clydesdale Street, Hamilton	A	BU	0	0	3	3	1	3
Muttonhole Road at Meikle Earnock Road, Hamilton	U	NBU	0	1	2	3	1	3
A71 Ayr Road at Burnhead Road, Shawsburn	A	BU	0	0	3	3	1	3
A721 Carnwath Road at Goremire Road, Carluke	A	BU	0	0	2	2	1	2