



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 20 January 2020

Dear Councillor

Roads Safety Forum

The Members listed below are requested to attend a meeting of the above Forum to be held as follows:-

Date: Tuesday, 28 January 2020

Time: 10:00

Venue: Committee Room 5, Council Offices, Almada Street, Hamilton, ML3 0AA

The business to be considered at the meeting is listed overleaf.

Yours sincerely

Cleland Sneddon
Chief Executive

Members

Julia Marrs (Chair), Robert Brown, Janine Calikes, Margaret Cowie, Mark Horsham, Davie McLachlan, Lynne Nailon, Collette Stevenson, Margaret B Walker, Jared Wark

Substitutes

Maureen Chalmers, Allan Falconer, Alistair Fulton, Ann Le Blond, Kenny McCreary, Mark McGeever, Bert Thomson

BUSINESS

1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 6
Minutes of the meeting of the Roads Safety Forum held on 30 October 2019 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **Safety Camera Assessment Process** 7 - 14
Report dated 6 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Priority Road Safety Engineering Projects 2020/2021** 15 - 20
Report dated 6 January 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Police Scotland - Lanarkshire Division Road Safety Update** 21 - 22
Report dated 6 January 2020 by the Local Authority Liaison Officer. (Copy attached)

Urgent Business

- 6 **Urgent Business**
Any other items of business which the Chair decides are urgent.

For further information, please contact:-

Clerk Name: Pauline MacRae

Clerk Telephone: 01698 454108

Clerk Email: pauline.macrae@southlanarkshire.gov.uk

ROADS SAFETY FORUM

2

Minutes of meeting held in Committee Room 2, Council Offices, Almada Street, Hamilton on 30 October 2019

Chair:

Councillor Mark Horsham

Councillors Present:

Councillor Robert Brown, Councillor Janine Calikes, Councillor Margaret Cowie, Councillor Davie McLachlan, Councillor Lynne Nailon, Councillor Collette Stevenson, Councillor Margaret B Walker

Councillors' Apologies:

Councillor Julia Marrs (Chair), Councillor Jared Wark

Attending:

Community and Enterprise Resources

S Laird, Traffic and Transportation Engineer; A Martucci, Parking Unit Team Leader; C Park, Engineering Manager; M Shearer, School Travel Plan Co-ordinator; C Smith Engineering Officer

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

P MacRae, Administration Officer; C Mitchell, Information Officer; A Thompson, Public Relations Officer

Also Attending:

Police Scotland

Sergeant T Flynn, Local Authority Liaison Officer

Scottish Fire and Rescue

K Barbour, Group Manager, Head of Prevention and Protection Manager

Appointment of Chair

In terms of Standing Order No 5(b), Councillor Horsham was appointed Chair for this meeting.

1 Declaration of Interests

No interests were declared.

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 8 August 2019 were submitted for approval as a correct record.

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

3 Review of Residents' Parking Permit Zones (RPPZs) Policy

A report dated 3 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the progress of the review of the Council's Residents' Parking Permit Zones (RPPZs).

The requirement for residents' parking permits in areas throughout South Lanarkshire followed the introduction of the Car Parking Charter in 1997.

At its meeting on 21 August 2018, the Community and Enterprise Resources Committee agreed that the Roads Safety Forum be authorised to review the current policy in relation to RPPZs in order to alleviate the significant parking issues at certain locations.

Details were given on:-

- ◆ key matters which had been considered by the Forum in relation to the review, including assessment criteria for potential future RPPZs and arrangements for their promotion
- ◆ specific conclusions and recommendations as a result of the review

The Forum considered the following specific recommendations which, it was proposed, would be submitted to a future meeting of the Community and Resources Committee for consideration and approval:-

- ◆ RPPZs were an effective demand management tool and should now be considered for future expansion or rolled out to new areas, subject to an appropriate assessment by officers and the introduction of a fee for issued permits
- ◆ permits issued to both residents and businesses in any existing, expanded or new RPPZ would be subject to a fee of £10 for each permit and would be valid for a period of 2 years
- ◆ requests for new or expanded RPPZs could be considered and an assessment, using the criteria detailed in the Executive Director's report, would be undertaken to review the need, or otherwise, of any proposed RPPZs
- ◆ the Executive Director (Community and Enterprise Resources) would decide on whether to proceed with an RPPZ, having considered the officer's assessment report
- ◆ the introduction of new or expanded RPPZs required to balance the competing demands of residents, businesses, employers and commuters
- ◆ the enforcement of demand management measures, for example RPPZs and other waiting and loading restrictions, required to be suitably resourced, including during the evening and at weekends
- ◆ the primary process for applying for permits should be online but all other existing options should remain available at this stage

It was proposed that the additional potential areas for RPPZs, detailed in Appendix 1 to the report, be subject to the assessment exercise detailed in the Executive Director's report by the end of May 2020.

Officers responded to members' questions on various aspects of the report.

The Forum decided:

- (1) that the report be noted; and
- (2) that the recommendations detailed at paragraph 5.2 of the report be confirmed as the agreed position of the Forum and that it be noted that they would be submitted to a future meeting of the Community and Enterprise Resources Committee for approval.

[Reference: Minutes of 12 March 2019 (Paragraph 4) and Minutes of the Community and Enterprise Resources Committee of 22 January 2019 (Paragraph 12)]

4 Bikeability Scotland Cycle Training

A report dated 3 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the Bikeability Scotland Scheme within South Lanarkshire.

Bikeability Scotland was the brand name for multi-level cycle training in Scotland, designed to give young people the skills and confidence to ride their bikes safely on roads.

The 3 levels of the scheme formed part of the Scottish Government's Cycle Action Plan for Scotland (CAPS) and aligned to the National Standard for Cycle training developed on behalf of the Department for Transport. Cycling Scotland had responsibility for the administration and development of the programme nationally.

Bikeability Scotland Levels 1 and 2 were co-ordinated and supported by the Council's Traffic and Transportation Section and details were provided on school pupil participation at both levels.

Information was also provided on future developments.

The Forum decided: that the report be noted.

[Reference: Minutes of 12 December 2016 (Paragraph 5)]

5 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 3 October 2019 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Information was provided on the following initiatives:-

- ◆ Get Ready for Winter
- ◆ Speed, Seatbelt and Mobile Campaign
- ◆ BRAKE Road Safety Week
- ◆ Festive Drink/Drug Drive Campaign
- ◆ Insurance Enforcement

Details were also given on Lanarkshire Division's participation in Project EDWARD (European Day Without a Road Death), a European road safety campaign aimed at reducing fatal and serious injuries on Europe's roads and the Elderly Driver Engagement Campaign which ran from 14 to 20 September 2019

The Local Authority Liaison Officer advised that, from 21 October 2019, Road Traffic Officers from Police Scotland had begun to undertake roadside drug testing using drug testing kits.

The Local Authority Liaison Officer and officers from the Council responded to members' questions on various aspects of the report.

The Forum decided: that the report be noted.

[Reference: Minutes of 8 August 2019 (Paragraph 6)]

6 School Crossing Patrol Assessments

A report dated 3 October 2019 by the Executive Director (Community and Enterprise Resources) was submitted on requests for school crossing patrols at 2 locations within South Lanarkshire.

The locations had been assessed and failed to meet the Council's approved criteria. It was, therefore, recommended that the requests for school crossing patrols at the following locations be refused:-

- ♦ Alison Lea, East Kilbride
- ♦ St Ninian's Road, Hamilton

The Forum decided: that the refusal of the requests for crossing patrols at the 2 locations detailed above, which had failed to meet the Council's criteria, be supported.

[Reference: Minutes of 12 March 2019 (Paragraph 11)]

7 Dates for Future Meetings

A report dated 1 October 2019 by the Executive Director (Finance and Corporate Resources) was submitted on future meeting dates of the Roads Safety Forum during 2020 as follows:-

- ♦ Tuesday 28 January 2020
- ♦ Tuesday 9 June 2020
- ♦ Tuesday 17 November 2020

The meetings would all be held at 10.00am in the Council Offices, Hamilton.

The Forum decided: that the arrangements for the meetings of the Forum during 2020 be noted.

8 Urgent Business

There were no items of urgent business.

Report

3

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

Subject:	Safety Camera Assessment Process
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of safety camera locations and the site selection process within South Lanarkshire.

2. Recommendation(s)

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

- (1) That the contents of the report are noted.

3. Background

- 3.1. The Scottish Safety Camera Programme is a collision reduction initiative which reduces collisions through reducing speeds and incidences of red light running.
- 3.2. Safety Cameras are not driven by revenue generation but operate to make our roads safer. All monies generated by fines are paid to the Scottish Courts and Tribunals Service and, in turn, to the Scottish Government.
- 3.3. Safety Cameras Scotland is divided into three Safety Camera Unit areas - North, East and West - who manage the speed and red-light cameras across Scotland. They work alongside Police Scotland and are funded through a grant provided by the Scottish Safety Camera Programme.

The West Safety Camera Unit area is made up by the 13 Local Authorities below:-

- ◆ Argyll and Bute
- ◆ Dumfries and Galloway
- ◆ East Ayrshire
- ◆ East Dunbartonshire
- ◆ East Renfrewshire
- ◆ Glasgow City
- ◆ Inverclyde
- ◆ North Ayrshire
- ◆ North Lanarkshire
- ◆ Renfrewshire
- ◆ South Ayrshire
- ◆ South Lanarkshire
- ◆ West Dunbartonshire

- 3.4. Through targeted camera enforcement and improving driver behaviour, the purpose of the Programme is to contribute to Scotland's road safety vision and road safety targets as set out in the Road Safety Framework to 2020. This means cameras are sited in the areas most in need, in terms of road casualty reduction, and deployed primarily where they will have the greatest casualty and collision reduction potential.

4. Camera Type

- 4.1. A variety of safety cameras are used to detect speeding vehicles and non-compliance with red-lights. Safety cameras have a camera information sign placed prior to the point where enforcement takes place and camera housings and vehicles are clearly visible to road users.

◆ **Fixed Speed**

These operate using radar technology and record two rear facing images recorded at 0.5 seconds apart and at each site there are secondary check markings painted on the road at specified intervals. These markings are captured on the photographic evidence and used to provide verification that the vehicle speed detected by the radar is consistent with the distance travelled by the vehicle in between the two photographs. The secondary check markings are not used to determine the exact speed of a vehicle as that is the function performed only by the radar.

◆ **Mobile cameras**

These can be deployed in clearly marked vans or from the roadside by trained operators and utilise the latest laser detection and image recording technology to measure the speed of vehicles both approaching and travelling away from the enforcement location. Each mobile camera unit van is also fitted with a 360 degree imaging system and is able to track and record images of an offending vehicle as it approaches, passes alongside and then moves away from the camera van. This is particularly effective in the identification of motorcycles and any other vehicle where a number plate was obscured or missing.

◆ **Average Speed Cameras**

These systems use linked Automatic Number Plate Recognition (ANPR) cameras to monitor the average speed of traffic over a section of road, or network of roads. Cameras can be installed in front and rear-facing orientation and offending vehicles can be recorded between multiple locations and multiple lanes within the system. They are used at permanent locations to control speeds on routes with a collision history and on a temporary basis at major roadworks to manage speeds through areas where narrow lanes and contraflows can affect safety.

◆ **Red Light and Speed Cameras**

These operate at traffic lights and can detect vehicles when they pass through a red light. Many of these cameras also have a dual function where they can additionally be used to detect speeding vehicles. The footage captured by these cameras is again reviewed by trained staff who confirm any offences.

- 4.2. Each camera enforcement location is located within a site or route where there has been an identified history of collisions where speed or red-light running is an issue. All camera locations can be found on the Safety Camera Scotland website.

5. Existing Camera Sites

- 5.1. There are 4 fixed, 6 mobile and 1 average speed camera sites within South Lanarkshire.

Fixed

- ◆ A73 Stewart Street, Carluke
- ◆ B7078 Carlisle Road, Lesmahagow
- ◆ B768 Main Street near McCallum Avenue, Rutherglen
- ◆ Hillhouse Road near St. Ninian's Road, Hamilton

Mobile

- ◆ A706 Forth to Lanark, near Yieldshields Road,
- ◆ A73 near Thankerton
(operating at 4 points on the A73 - approx. 1.5km west of Station Road, 300m east of Sherriflats Road, 500m east of Sherriflats Road and near Station Road)
- ◆ B7078 Carlisle Road, Blackwood
- ◆ B768 Burnhill Street, Rutherglen
- ◆ Maxwellton Road near Pembroke, East Kilbride
- ◆ Shawfield Road near Shawfield Drive, Rutherglen

Average Speed

- ◆ Mill Street, Rutherglen

- 5.2. Following the 2017 site selection exercise, on 19 September 2018, the second urban average speed camera system in Scotland became operational on A730 Mill Street in Rutherglen, South Lanarkshire. This replaced the existing mobile camera site arrangement which had had been effective during hours of deployment; however, injury collisions were still occurring.
- 5.3. Prior to the cameras being installed, over the 3 year period (2015 to 2018) there had been 9 road collisions which resulted in injury with around two thirds of vehicles speeding on the route every day. Since average speed cameras were deployed on the route there has been one injury collision recorded on the route and there has been a significant improvement in the level of speed limit compliance.

6. Short Term and Flexible Deployments

- 6.1. In addition to the above, to improve operational effectiveness and deployment flexibility, Safety Cameras Scotland can use short-term mobile enforcement deployments where required. This flexibility allows the reallocation of resources in response to emerging issues or one-off/short-term events where the expected change in traffic behaviour has raised road safety concerns from stakeholders. These are limited to a maximum period of 1 month with prior agreement reached between the Area Safety Camera Manager, the Council and Police Scotland.
- 6.2. A number of enforcement hours are also available for deployments in support of improving driver behaviour and speed limit compliance in high footfall areas where active travel could be encouraged by lower speeds while reducing risk exposure. These would be established by considering speed and risk factors in accordance with the Flexible Deployment Selection Criteria. All flexible deployments must be agreed between the Area Safety Camera Unit and the Council.

7. Site Selection Criteria

- 7.1. Sites are selected using criteria set out in the Safety Cameras Scotland Handbook and following extensive site selection discussions. Education and engineering solutions must be considered prior to proposing camera enforcement at any site. The minimum requirements for new fixed, mobile, average speed and red-light camera sites are set out in Appendix 1, with evidence of collisions and speeding required.
- 7.2. To continue to maximise the Programme's casualty and collision reduction potential, 2018/2019 saw revisions made to the criteria used to inform safety camera site selection. This decision was based around the fact that, while the existing criteria had delivered sites where clusters of collisions had taken place, it was becoming difficult to identify new sites.

Following a review of national and international best practice, stakeholder engagement and testing of a range of alternate criteria, the following key changes were implemented:-

- ◆ An increase in the site selection collision assessment period from 3 years to 5 years
- ◆ The weightings allocated to collisions based on severity changing from 1, 2 and 3 for a slight, serious and fatal collision to 1, 4.5 and 7.1
- ◆ Prioritising vulnerable road users by double weighting the scoring allocated to accidents involving pedestrians, cyclists, motorcycles and equestrians
- ◆ Introducing an additional speed indicator based on the total number of vehicles exceeding the threshold per hour
- ◆ Introducing the scope for flexible deployments primarily in high footfall areas where active travel could be supported through improved levels of speed limit compliance
- ◆ The site selection threshold has changed from a minimum of 7 points for speed enforcement sites and 6 for red-light sites, to a minimum of 9 points for both. This will ensure that more roads are considered for enforcement, subject to the new criteria being met

8. Site Selection Process

- 8.1. On an annual basis, Area Safety Camera Managers lead a two-stage collaborative process on camera site identification, assessment and prioritisation, with data analyst involvement as required.

Stage 1: Roads Authorities, Area Safety Camera Managers and data analysts work collectively in identifying a long-list of potential new sites that fulfil the minimum requirements.

Stage 2: Roads Authorities, Area Safety Camera Managers and Police Scotland assess and prioritise long-list to a short-list of sites.

9. Site Selection

- 9.1. Although revised criteria was not in place during Stage 1 and Stage 2 of the 2018 site selection process, these alterations allowed further sites to be considered during the later stages of this exercise. The mobile camera site on 'A73 – Thankerton' was thereafter approved and deployments in operation from summer 2019.

- 9.2. The selection process which commenced in 2019 utilised the revised criteria which resulted in a significant increase in the volume of sites to consider. 9 potential red light sites and a further 57 potential sites were identified within South Lanarkshire at Stage 1 of the process.
- 9.3. A Stage 2 meeting was held on 10 May 2019 between representatives from the Traffic and Transportation Section and the West Safety Camera Unit to review the 66 sites and their road traffic collision history and causation factor trends. Relevant engineering or education improvements which had been implemented or proposed formed a significant part of these discussions and agreed priorities were established.
- 9.4. Equipment to survey red light running offences was discussed for implementation on Dalmarnock Road, Rutherglen at the junction with the access to Tesco. Monitoring equipment is currently scheduled for installation and results will inform any future potential action.
- 9.5. Following Stage 2 discussions, speed surveys were scheduled and completed to provide further data at a number of locations. This resulted in a short list of 4 sites for consideration of a safety camera with one proposal being taken forward.
- ◆ B7078: Carlisle Road, Birkenshaw, Larkhall
 - ◆ B7079: Burnhead Road, Larkhall
 - ◆ B759: Cathkin Road, Cathkin Braes
 - ◆ A72: Carlisle Road, Ferniegair
- 9.6. 'A72: Carlisle Road, Ferniegair' is being progressed for consideration as a mobile speed camera location. This location has been reported to the Safety Camera Programme Office and a final decision is expected early 2020. The other sites were not progressed due to the most recent road casualty statistics showing a downward trend, however, these will continue to be monitored.

10 Employee Implications

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

11 Financial Implications

- 11.1. There are currently no financial implications. Red light detection equipment (item 9.4) and speed surveys (item 9.5) are funded by Safety Cameras Scotland.

12 Climate Change, Sustainability and Environmental Implications

- 12.1. There are no significant implications in terms of climate change, sustainability and environmental issues associated with this report.

13 Other Implications

- 13.1. There are no significant risks associated with this report.

14 Equality Impact Assessment and Consultation Arrangements

- 14.1. 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 Safety Cameras 16 February 2011

List of Background Papers

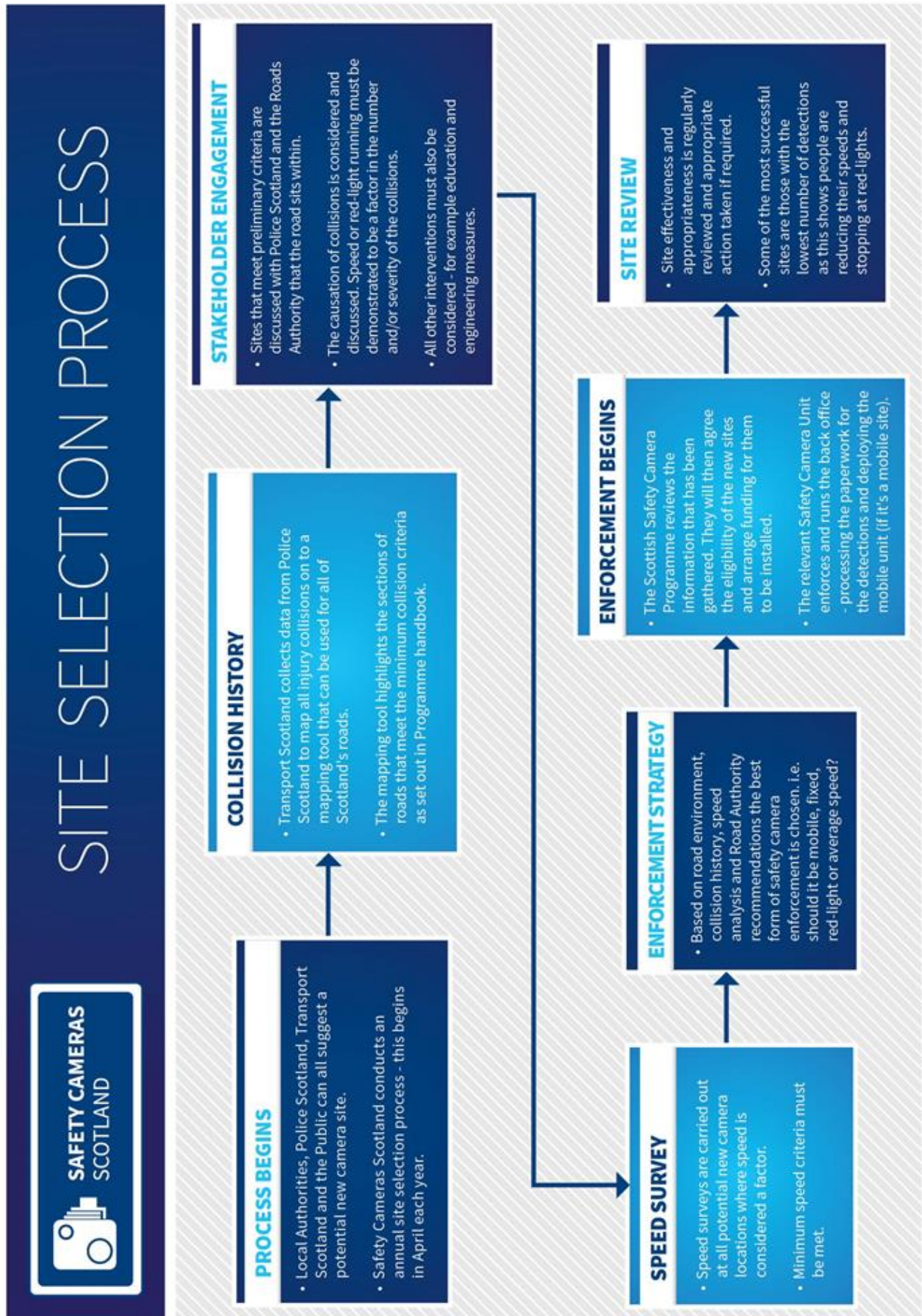
- ◆ Safety Cameras Scotland Programme Handbook
<https://www.transport.gov.scot/publication/scottish-safety-camera-programme-handbook/>
- ◆ Safety Camera Locations
<http://www.safetycameras.gov.scot/cameras/safety-camera-locations/west/south-lanarkshire/>
<http://www.safetycameras.gov.scot/news-publications/news/average-speed-camera-locations/>

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

Ext: 3757 (Tel: 01698 453757)

E-mail: colin.smith@southlanarkshire.gov.uk



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

Ext: 3757 (Tel: 01698 453757)

E-mail: colin.smith@southlanarkshire.gov.uk

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

Report

Report to:	Roads Safety Forum
Date of Meeting:	28 January 2020
Report by:	Teri Flynn, Local Authority Liaison Officer Police Scotland

Subject:	Police Scotland - Lanarkshire Division Road Safety Update
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ update the Roads Safety Forum on forthcoming campaigns
- ◆ discuss ongoing national and local campaigns

2. Recommendation(s)

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

- (1) that the information set out in this report in relation road safety campaigns be noted; and
- (2) that the verbal update regarding these road safety campaigns be noted.

3. Background

3.1. In terms of the remit of the South Lanarkshire Roads Safety Forum, it has been agreed that Police Scotland will provide routine updates on national and local issues and campaigns relating to keeping people living and working in South Lanarkshire safer on our roads.

4. Roadside Drug Driving Tests

4.1. During the first four weeks of the new law coming into force (21 October - 18 November 2019) 96 people provided positive roadside tests. Of the 96, six were women aged between 23 and 42. The 90 men were aged between 17 and 50. This figure is for the whole of Police Scotland.

5. National issues

5.1. A verbal update will be provided on the following National and Local campaigns:-

- **20 to 26 January 2020 - Insurance Enforcement**
- **17 to 23 February 2020 – Speed, Seatbelt and Mobile Phone Enforcement**
- **16 to 22 March 2020- Vulnerable Road Users**

5.2. These campaigns will involve engagement and proportionate enforcement. Social media will be used to launch events and provide information to the public.

- 5.3. Lanarkshire Division is committed to ensuring the road network is safe along with partners and the Road Safety Governance Board has oversight of reviewing all road crashes and offending to provide a proportionate response to any concerns, trends or patterns identified.

6. Employee Implications

- 6.1. There are no employee implications.

7. Financial Implications

- 7.1. There are no financial implications.

8. Climate Change, Sustainability and Environmental Implications

- 8.1. There are no significant implications in terms of climate change, sustainability and environmental issues associated with this report.

9. Other Implications

- 9.1. There are no risk implications in terms of the information contained within this report.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy, therefore, no impact assessment is required.
- 10.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Teri Flynn
Local Authority Liaison Officer
Police Scotland

6 January 2020

Contact for Further Information

If you would like any further information, please contact:-

Teri Flynn
Sergeant - Police Scotland
Police Liaison Officer
South Lanarkshire Council

Tel 01698 483008 - Police
Tel 01698 452257 - SLC
Mob 07341790306
E-mail teri.flynn@scotland.pnn.police.uk
SLC E-mail teri.flynn@southlanarkshire.gov.uk