



Council Offices, Almada Street  
Hamilton, ML3 0AA

Tuesday, 08 June 2021

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, 22 June 2021

**Time:** 10:00

**Venue:** By Microsoft Teams,

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 - 8  
Minutes of the meeting of the Roads Safety Forum held on 17 November 2020 submitted for approval as a correct record. (Copy attached)

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### Item(s) for Consideration

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- 3 **Road Accident Casualty Statistics for 2020** 9 - 24  
Report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Capital Programme of Road Safety Engineering Projects 2021/2022** 25 - 58  
Report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **School Travel Plans** 59 - 64  
Report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Spaces for People - 20mph Town Centres and Schools** 65 - 80  
Report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 **Police Scotland - Lanarkshire Division Road Safety Update** 81 - 84  
Report dated 17 May 2021 by the Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 8 **Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 85 - 88  
Report dated 9 June 2021 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

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### Urgent Business

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

### ***For further information, please contact:-***

Clerk Name: Elizabeth-Anne McGonigle

Clerk Telephone: 01698 454521

Clerk Email: [elizabeth-anne.mcgonigle@southlanarkshire.gov.uk](mailto:elizabeth-anne.mcgonigle@southlanarkshire.gov.uk)

# ROADS SAFETY FORUM

2

Minutes of meeting held via Microsoft Teams on 17 November 2020

**Chair:**

Councillor Julia Marrs

**Councillors Present:**

Councillor Robert Brown, Councillor Janine Calikes, Councillor Margaret Cowie, Councillor Mark Horsham, Councillor Davie McLachlan, Councillor Lynne Nailon, Councillor Collette Stevenson, Councillor Jared Wark

**Councillor's Apology:**

Councillor Margaret B Walker

**Attending:**

**Community and Enterprise Resources**

S Laird, Traffic and Transportation Engineer; C Smith, Engineering Officer

**Education Resources**

A Douglas, Support Services Co-ordinator

**Finance and Corporate Resources**

P MacRae, Administration Adviser; E A McGonigle, Administration Officer; S Terry, Web Journalist

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## 1 Declaration of Interests

No interests were declared.

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## 2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 28 January 2020 were submitted for approval as a correct record.

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

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## 3 Road Accident Casualty Statistics 2019

A report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources) was submitted on the road accident casualty statistics for the Council area during 2019. The statistics highlighted that:-

- ◆ the total number of fatal casualties had decreased between 2018 and 2019 from 14 to 13
- ◆ the total number of serious casualties had increased between 2018 and 2019 from 56 to 98
- ◆ there were no fatal child casualties during 2019
- ◆ the total number of serious child casualties had increased between 2018 and 2019 from 6 to 13
- ◆ the total number of slight casualties had decreased between 2018 and 2019 from 437 to 320

The Collision Recording and Sharing platform (CRaSH) was a new information technology system which enabled Police Scotland to record and collate data in respect of traffic collisions more accurately.

The system had been launched in Tayside Division on 12 June 2019 and then rolled out to the remaining 12 Local Policing Divisions on 3 July 2019. CRaSH provided a more comprehensive picture of collision information across the country to better inform targeted road safety interventions.

Use of the system would result in improved recording of injury types with the recording system automatically assigning an injury severity category according to the type of injury. This meant that, while the overall numbers of collisions and casualties may not have altered, there was expected to be a significant increase in the number of serious injuries recorded and a decrease in the number of slight injuries. Details were given on the injury classifications together with examples of injury types.

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

**The Forum decided:** that the report be noted.

*[Reference: Minutes of 12 March 2019 (Paragraph 6)]*

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#### **4 Capital Programme of Road Safety Engineering Works 2020/2021**

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A report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources) was submitted on the Capital Programme of Road Safety Engineering Works for 2020/2021.

The capital funding received from the Scottish Government Grant for Cycling, Walking and Safer Routes, together with resources received from Strathclyde Partnership for Transport (SPT) and the Council's Roads Investment Plan, totalling £1,530,000, would be used to undertake a number of initiatives which would contribute to achieving casualty reduction targets.

Details were provided of specific initiatives which would be progressed in 2020/2021.

**The Forum decided:** that the Capital Programme of Road Safety Engineering Works for 2020/2021, as detailed in the report, be noted.

*[Reference: Minutes of 8 August 2019 (Paragraph 3)]*

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#### **5 Scotland's Road Safety Framework to 2030 Consultation**

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A report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources) was submitted on the Scottish Government's Consultation on Scotland's Road Safety Framework to 2030.

The current Road Safety Framework expired on 31 December 2020. Although Scotland's road casualties were at the lowest levels since records began, to achieve further reductions, a change in the approach to road safety was required. In response to this challenge and in partnership with the road safety community and key stakeholders, the Scottish Government had developed a draft document entitled 'Scotland's Road Safety Framework to 2030' to strengthen Scotland's position as a world leader in road safety. Details were given on the following aspects of the new framework:-

- ◆ the ambitions and overarching context in which road safety operated
- ◆ the '5 pillars', or layers of protection, to be embedded within Scotland's road safety delivery framework
- ◆ the 5 strategic outcomes aligned to the 5 pillars



- ◆ 12 challenges which impacted, or would impact, on road safety generally
- ◆ 10 strategic actions to address current and emerging challenges

Public consultation on the new framework was launched on 8 September 2020 and would close on 1 December 2020. This would allow every road user the opportunity to tell the Scottish Government what road safety priorities should be in the next decade to achieve the proposed Vision Zero by 2050.

The Council would submit its response to the consultation prior to the closing date of 1 December 2020. Members who wished their views included in the consultation response were invited to contact Colin Smith, Engineering Officer, by 24 November 2020.

#### **The Forum decided:**

- (1) that the Scottish Government's consultation on Scotland's Road Safety Framework to 2030, including the proposed targets, measures and indicators detailed in the report, be noted; and
- (2) that it be noted that officers would submit a response to the consultation within the designated timescale of 1 December 2020.

*Councillor McLachlan left the meeting during this item of business*

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## **6 Car Free School Zones Pilot (CFSZs)**

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A report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources) was submitted on the progress of the proposed Car Free School Zones Pilot.

At its meeting on 8 August 2019, the Forum agreed that the following 3 sites were to be taken forward for consultation as part of the Car Free School Zones pilot initiative:-

- ◆ Burnside Primary School, Glenlui Avenue, Rutherglen
- ◆ Loch/St Anthony's Primary School, Lochaber Drive, Rutherglen
- ◆ St Joseph's Primary School, Park Lane, Blantyre

Plans of the zone areas were provided in Appendix 1 to the report.

The car free zone proposals had been advertised on the Council's website and included a link to the consultation survey. The survey had taken place between 7 November to 13 December 2019. Information events had also been held during November 2019 within the schools involved.

A summary of the consultation results for each of the proposed sites was detailed in Appendix 2 to the report and a summary of all survey comments, together with the number of times each comment had been made, was provided in Appendix 3 to the report.

Feedback received during the consultation period showed mixed feelings towards the proposals. The Burnside Primary School zone received strong support, the feedback from the St Joseph's Primary School zone showed a split opinion and the feedback from the Loch/St Anthony's Primary School zone showed that consultees were not in favour of the introduction of vehicular restrictions.

In view of the feedback, 5 options were considered which were detailed in the report. Option 5 was considered the best option to progress as this would allow the implementation of the zones at Burnside and St Joseph's Primary Schools while further discussions would take place with Loch/St Anthony's Primary School in recognition of the feedback received.

**The Forum decided:**

- (1) that the report, be noted; and
- (2) that the recommendations detailed at paragraph 5 of the report, which proposed implementation of car free school zones at Burnside and St Joseph's Primary School zones, be supported.

*[Reference: Minutes of 8 August 2019 (Paragraph 3) and Minutes of the Community and Enterprise Resources Committee of 15 September 2020 (Paragraph 14)]*

*Councillors Calikes and Cowie left the meeting during this item of business*

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## **7 Child Pedestrian Road Safety Training Scheme**

A report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources) was submitted on the Child Pedestrian Road Safety Training Scheme.

The Child Pedestrian Road Safety Training Scheme, formerly known as Kerbcraft, was a practical on-road pedestrian training scheme for children aged 5 to 6 years introduced to the Council in 2004.

Initial funding for this initiative was provided for schools within the Hamilton and Blantyre Social Inclusion Partnership (SIP) area. Following a review of the most deprived areas in South Lanarkshire, together with consideration of Local Outcome Improvement Plan (LOIPs) areas and reported road traffic accidents involving primary aged pupils, it had been concluded that those current participating schools would continue to be offered the training with a further 2 joining from August 2019. This would be kept under review with schools added or removed where changing priorities were identified.

7 schools had completed the Child Pedestrian Road Safety Training Scheme during the period January to June 2019 and 7 schools between August and December 2019.

The programme recommenced in January 2020, however, due to school closures in March 2020 as result of COVID-19, several schools had been unable to complete their training. Schools had re-opened in August 2020 but, due to social distancing, practical school training and events had been suspended.

Schools due to participate in the Scheme would be issued with a booklet entitled "The Journey" to be used in class or as a home working project. Teachers would also receive road safety information to help support classroom activities and link with the Curriculum for Excellence.

**The Forum decided:** that the Child Pedestrian Road Safety Training Scheme being undertaken in South Lanarkshire, as detailed in the report, be noted.

*[Reference: Minutes of 12 March 2019 (Paragraph 9)]*

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## **8 Education, Training and Publicity Initiatives**

A report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources) was submitted on a range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

The Chair advised that the annual calendar competition had concluded and the overall winner was Niamh Donnellan of Blackwood Primary School.

The Chair also advised that the gritter naming competition to name a further 8 vehicles had now concluded and winners had been determined and would be advised in early course.

**The Forum decided:**

- (1) that the road safety education, training and publicity initiatives being undertaken in South Lanarkshire, as detailed in the report, be noted; and
- (2) that future road safety education, training and publicity initiatives in South Lanarkshire be supported.

*[Reference: Minutes of 8 August 2019 (Paragraph 5)]*

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## **9 Police Scotland - Lanarkshire Division Road Safety Update**

A report dated 27 October 2020 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
- ◆ No Insurance
- ◆ Seatbelt Day of Action
- ◆ BRAKE Road Safety Week
- ◆ Festive Drink Drive Campaign
- ◆

Details were also given on road safety and road crime incidents.

**The Forum decided:** that the report be noted.

*[Reference: Minutes of 28 January 2020 (Paragraph 5)]*

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## **10 Dates for Future Meetings**

A report dated 27 October 2020 by the Executive Director (Finance and Corporate Resources) was submitted on future dates of the Roads Safety Forum during 2021/2022 as follows:-

- ◆ Tuesday 9 February 2021
- ◆ Tuesday 22 June 2021
- ◆ Tuesday 30 November 2021
- ◆ Tuesday 1 March 2022

The meetings would all commence at 10.00am.

**The Forum decided:** that the arrangements for the meetings of the Forum during 2021/2022 be noted.

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**11 Item of Urgent Business - Scottish Transport Awards**

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Stuart Laird, Traffic and Transportation Engineer, advised that Roads and Transportation Services had received the top award at the Scottish Transport Awards, organised by Transport Times, for Best Practice in Travel to School and Work Schemes.

The Chair, on behalf of the Forum, congratulated the officers involved in the winning submission.

# Report

3

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>22 June 2021</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Road Accident Casualty Statistics For 2020</b>
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## 1. Purpose of Report

1.1. The purpose of this report is to: -

- Inform the Forum of the provisional number of fatal, serious, and slight casualties resulting from road accidents occurring in the Council area during the year 2020. The report also compares the trend in casualties with the Scottish Government's accident reduction targets.

## 2. Recommendation(s)

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

- that the contents of the report be noted.

## 3. Background

- 3.1. In 2009 the Scottish Government published "Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020". This document sets out the Government's road safety vision for Scotland, aims and commitments and the Scottish Targets for reductions in road deaths and serious injuries to 2020.
- 3.2. A paper to the Roads Safety Forum of 2 September 2009 outlined the contents of the framework and the Forum supported Scotland's Road Safety Framework to 2020.
- 3.3. The target reductions are: 40% for all fatal casualties; 55% for all serious casualties; 50% for child fatal casualties; 65% for child serious casualties; 10% for all slight casualties. The base figure for this reduction was the average of the road accident casualty figures for the years 2004 to 2008.
- 3.4. The figures for 2020 are provisional on the basis that the police may still add or amend records over the coming months but the numbers in such an event should be minimal, particularly across the higher severities. Therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2020 will be published by The Scottish Government during October 2021 in "Reported Road Casualties Scotland 2020".
- 3.5. In February 2021, Scottish Government published Scotland's Road Safety Framework to 2030 and an ambitious long-term goal where no one is seriously injured or killed on our roads by 2050.

- 3.6. The Framework builds on what has already been achieved in Scotland over the last decade. It sets out new strategic outcomes for road safety, built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. For the first time, mode specific targets are being created to focus attention by partners on priority areas. Transport Scotland will also establish new Local Partnership Forums to expand and grow the connections between national and local road safety across Scotland.
- 3.7. At this time, the Council is awaiting further information / advice from Transport Scotland and have recently been invited to participate in Local Partnership Forum. It is anticipated that a paper will be presented to a future Roads Safety Forum which details how South Lanarkshire Council will contribute to the revised approach.

#### **4. Road Accident Casualty Statistics**

- 4.1. The statistics for all fatal, serious, and slight casualties, including child fatal and serious casualties, within South Lanarkshire are detailed in the tables that form part of Appendix A to this report. These are given as the figures for the base period, the calendar years 2009 through to 2020 and the target for 2020. The information is also displayed graphically in Appendix A.
- 4.2. The COVID-19 pandemic and the various protection levels in place since the first lockdown imposed on 23 March 2020 have significantly impacted upon travel patterns and frequencies. This position should be remembered when considering the remainder of this paper.

##### **Fatal casualties**

- 4.3. After 5 years of steady decline in fatal casualties between 2009 and 2013 the following years have been erratic and have failed to follow any specific trend. The year-end total for 2020 was a 10, a decrease of 3 when compared to 2019 and close to the target figure of 9.
- 4.4. Road accidents are described as rare, random and multi-factored events and fatal road accidents can be described as the rarest so their occurrence can be hard to influence. A low of 5 fatal casualties occurred in 2015 compared to a high of 18 during 2016 with a five year average (2016 to 2020) of 12 fatalities. This shows an increase of 1 when compared to the last two years which has remained static at a five year average of 11.

##### **Serious casualties**

- 4.5. The year-end total for 2020 was 85, a decrease of 13 when compared to 2019 and 31 over the target figure of 54.
- 4.6. It is important to note that the utilisation of a new information technology system by Police Scotland to record and collate road traffic collision data now results in more casualties being classified as serious rather than slight. It is therefore not possible to compare serious casualty figures from 2019 and 2020 to those recorded in previous years. Further information regarding CRaSH and its impact is provided in Appendix B.

##### **Child fatal casualties**

- 4.7. There were no fatal child casualties for the second year running. These continue to be a fairly rare occurrence with two child fatalities within the last 5 year period (2016-2020) giving a five year average of 0.4.

### **Child serious casualties**

- 4.8. The number of serious child casualties decreased by 6 to a total of 7 during 2020. This is close to the casualty reduction target of 6. The lowest figure of 6 serious casualties was recorded during 2018 and matched in 2014 and 2015. Due to the small number of casualties associated with this category the figures are generally observed to fluctuate from year to year. Information provided within item 4.6 also relates to this category.

### **Slight Casualties**

- 4.9. A significant decrease in slight casualties occurred between 2020 and 2019 with a reduction of 99 casualties to 221. Slight casualty numbers are significantly below the 2020 target of 746 slight casualties, and this represents the lowest recorded figure.

### **Total Casualties**

- 4.10. The provisional overall total of 316 casualties during 2020 represents the lowest figures recorded.

## **5. Discussion**

- 5.1. Progress towards all fatal casualties has been variable in recent years as have serious casualties, except for the unusually low 2018 recorded figures. Increased serious casualty figures can be partially attributed to the CRaSH casualty severity determination procedure as detailed within Appendix B.
- 5.2. Child fatal casualties, although rare, have occurred twice within the most recent five year period, although not within the most recent two years. Maintaining or lowering casualties is a significant challenge with only the 'slight' category showing consistent declines. The results confirm that the targets are, and have always been, challenging and confirm that year on year reductions have become harder and harder to achieve.
- 5.3. As reported at the Forum meeting of 17 November 2020, unusually low casualties within the higher severities and child classifications would require to be experienced during 2020 for targets being met locally. Reduced traffic volumes during the COVID-19 pandemic contributed significantly to this with fewer collisions experienced during this unprecedented period. This has been favourable towards our contribution to 2020 national casualty reduction targets.
- 5.4. Based on provisional figures the 2020 targets have been achieved for all slight casualties and child fatal casualties. We are very close to the target for all fatal casualties with 1 casualty over the targeted figure. Significant reductions in serious road casualties were recorded during 2018 however this has not continued with the introduction of CRaSH and this change preventing direct comparison of 2020 figures to those prior to 2019. We are very close to the target for child serious casualties with 1 casualty over the required figure, however, again, the introduction of CRaSH has had an impact on this category.
- 5.5. It should be noted that casualty reduction targets are for Scotland as a whole and not specifically to individual Local Authorities. These were adopted locally to allow our progress and contribution to this national effort to be monitored.
- 5.6. The graphs in Appendix A include a trend line towards the target figures for each appropriate category. This clearly shows the progress in lowering casualties across all severities and categories when compared to the 2004 to 2008 average base lines. Overall a positive contribution has been made towards the Scotland wide targets.

- 5.7. Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. Since its formation, the Council has been proactive in reducing casualties on the road network, however, much still requires to be accomplished to further improve road safety. Through the efforts of the Council and by working in partnership with other bodies such as Strathclyde Partnership for Transport, the National Health Service, Police Scotland and the Scottish Fire and Rescue Service, we aim to have fewer people injured in road accidents.
- 5.8. Road safety was identified as a priority through the consultation exercises undertaken for the Council's Local Transport Strategy and Local Development Plan. In both surveys approximately 9.
- 5.9. 5% of the respondents were of the view that improving road safety was important.
- 5.10. To effectively reduce casualties in South Lanarkshire the Council and its partners need to address a wide variety of issues, including vulnerable road users, road user behaviour and the road environment.
- 5.11. Factors which contributed to each accident are recorded by the Reporting Officer at the time of each incident. Several factors which contributed to the crash can be selected. An interrogation of these causation factors has been undertaken for the last three-year period. The most significant causation factors for all accidents, casualties involving pedestrian and casualties involving cyclists is shown respectively within Appendices C, D and E. These will be considered when assigning priority to future road safety measures, in particular education and encouragement.
- 5.12. For road safety measures to be effective, cooperation is needed across the various disciplines – the four 'Es' of road safety: education, engineering, enforcement and encouragement. At the heart of road safety planning, it is essential that casualty reduction strategies are identified and that actions are developed to implement these strategies.
- 5.13. The Council is responsible for road safety engineering solutions and much of road safety education. Other partners such as the police and fire and rescue services also contribute to road safety education and the police are mainly responsible for enforcement while all partners have a role to play in encouraging road safety.

## **6. Employee Implications**

- 6.1. There are no personnel implications.

## **7. Financial Implications**

- 7.1. Funding for accident reduction schemes, both route actions and single site, has been and will continue to be sought from external sources such as The Scottish Government's "Cycling, Walking, Safer Routes" allocation and Strathclyde Partnership for Transport (SPT).

## **8. Climate Change, Sustainability and Environmental Implications**

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

## **9. Other implications**

- 9.1. There are no significant risks associated with 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 and, therefore, no impact assessment is required.

**Michael McGlynn**  
**Executive Director (Enterprise Resources)**

3 June 2021

### **Link(s) to Council Values/Ambitions/Objectives**

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

### **Previous References**

- Report to Roads Safety Forum 17 November 2020

### **List of Background Papers**

- Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020 published by the Scottish Government in June 2009
- Report to Road Safety Forum 2 September 2009
- Reported Road Casualties Scotland 2019 published on behalf of the Scottish Government by Transport Scotland in October 2019
- Scotland's Road Safety Framework to 2030 published by the Scottish Government in February 2021

### **Contact for Further Information**

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

Ext: 3607 (Tel: 01698 453607)

E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Mile-stone 11	2016	2017	2018	2019	2020 Target 9
16	18	12	11	9	6	13	5	18	6	14	13	10

## All Fatal Casualties within South Lanarkshire

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Mile-stone 68	2016	2017	2018	2019	2020 Target 54
120	121	83	79	72	70	83	70	83	87	56	98	85

## All Serious Casualties within South Lanarkshire

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Mile-stone 0	2016	2017	2018	2019	2020 Target 0
1	1	0	0	0	1	1	0	0	1	1	0	0

## All Fatal Child (&lt;16 years) Casualties within South Lanarkshire

2004 to 2008 Ave	2009	2010	2011	2012	2013	2014	2015 Mile-stone 8	2016	2017	2018	2019	2020 Target 6
17	14	14	14	7	8	6	6	13	15	6	13	7

## All Serious Child (&lt;16 years) Casualties within South Lanarkshire

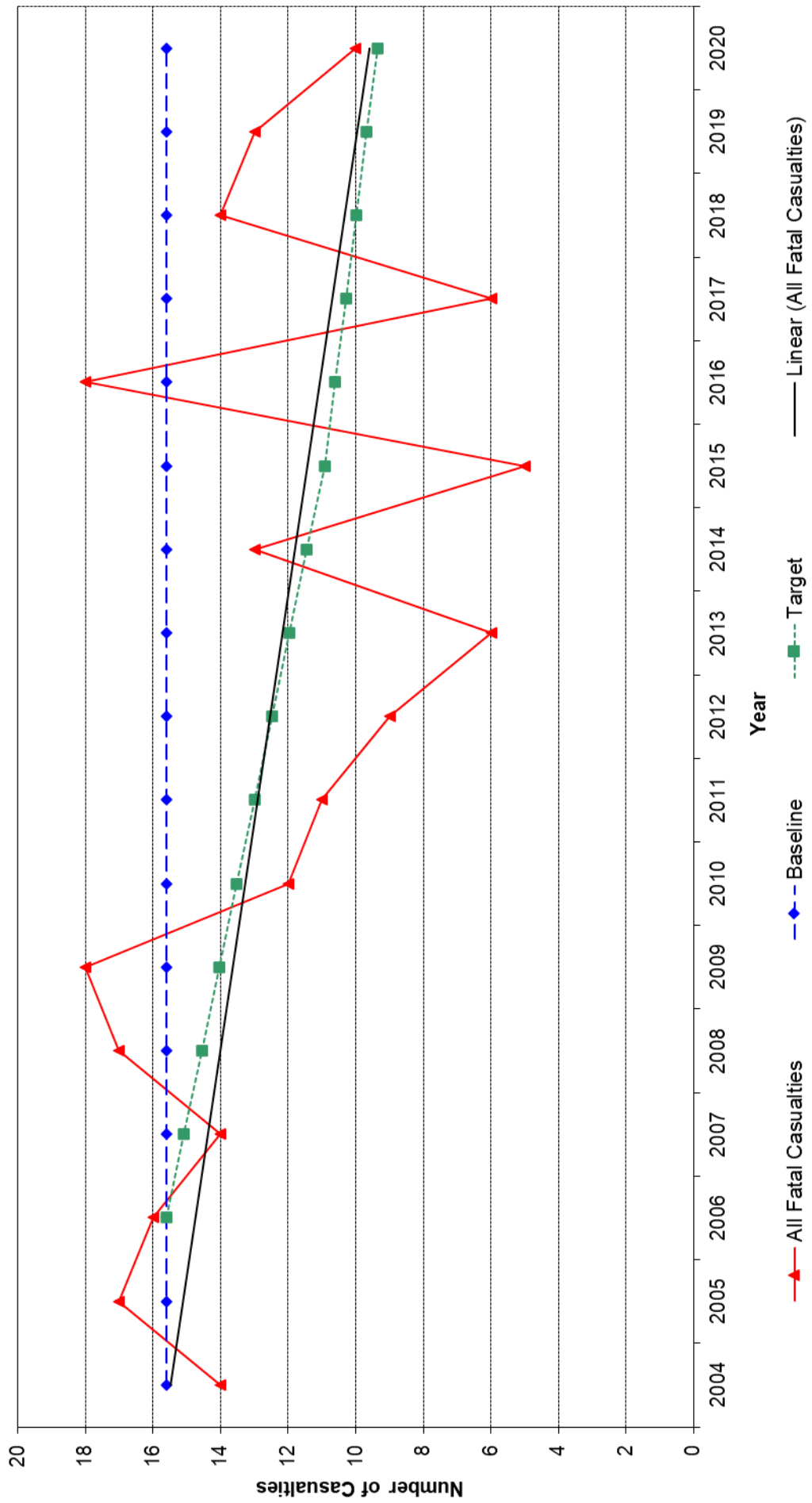
2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Mile-stone 776	2016	2017	2018	2019	2020 Target 746
829	621	610	581	559	542	559	519	506	441	437	320	221

## All Slight Casualties within South Lanarkshire

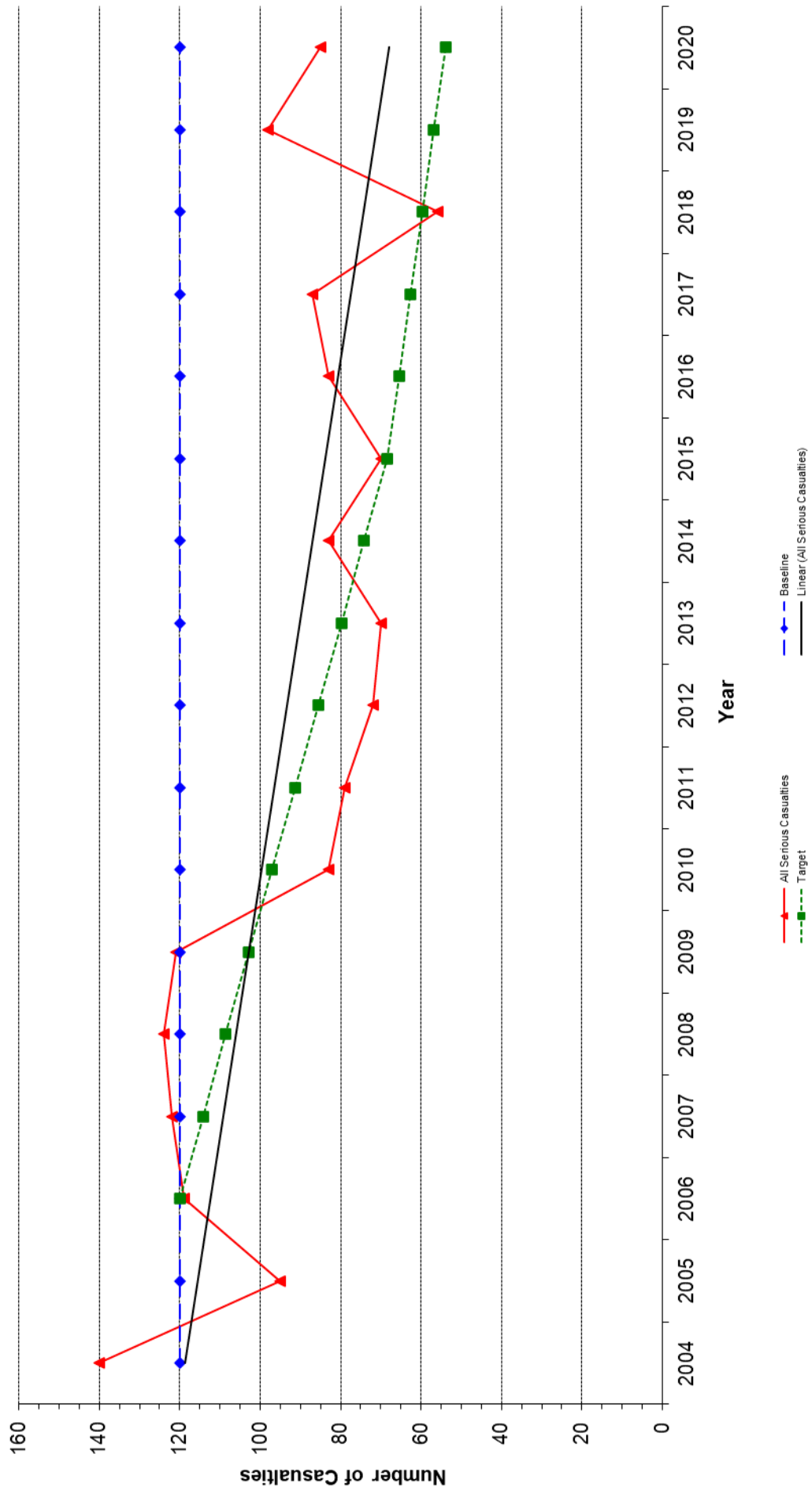
## Notes

- i. For all fatal casualties, the target for 2020 is a 40% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- ii. For all serious casualties, the target for 2020 is a 55% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- iii. For all child fatal casualties, the target for 2020 is a 50% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- iv. For all child serious casualties, the target for 2020 is a 65% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- v. For all slight casualties, the target for 2020 is a 10% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- vi. A child is considered to be aged 15 or under.
- vii. Averages and targets have been rounded up or down to nearest whole number.

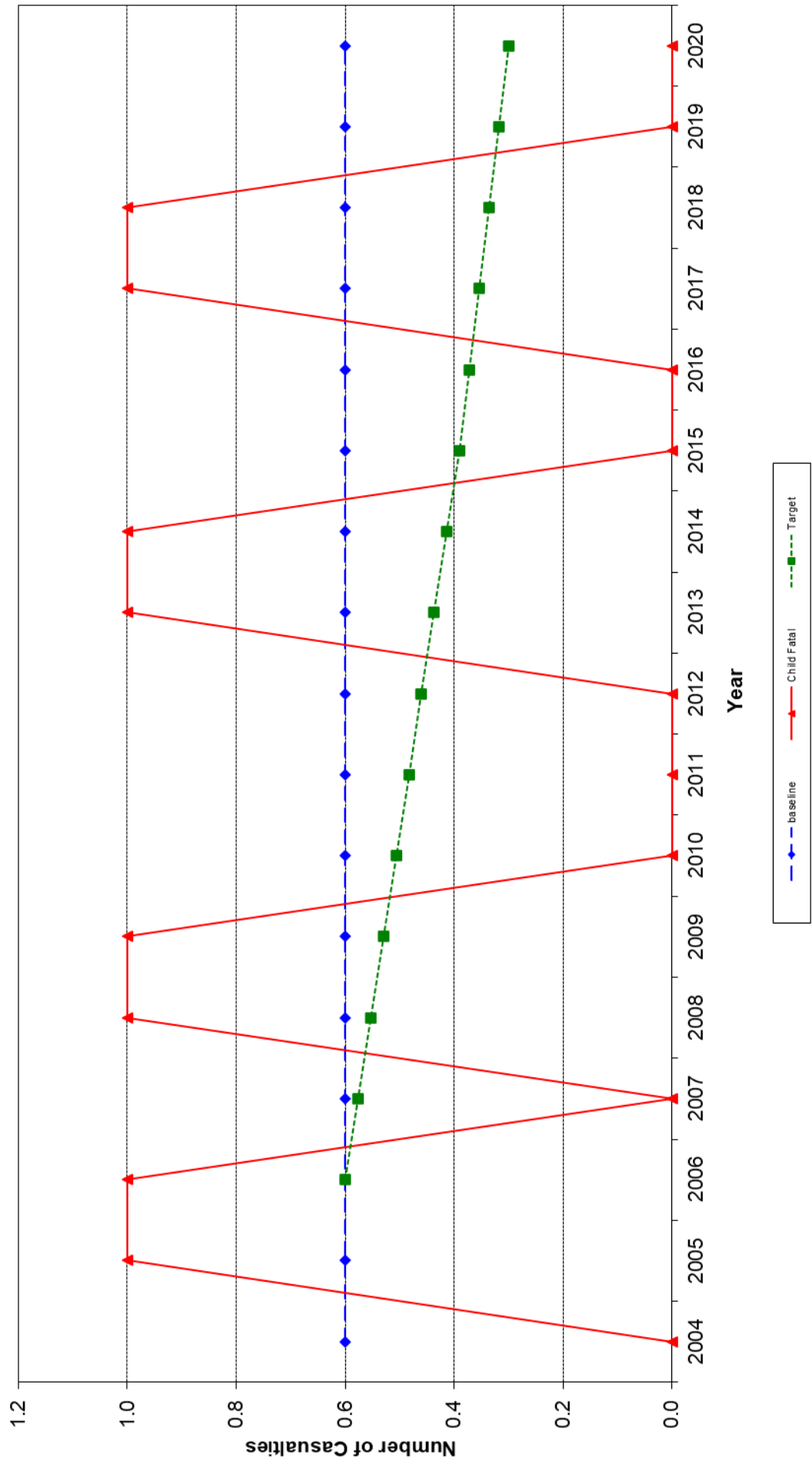
# All Fatal Casualties within South Lanarkshire



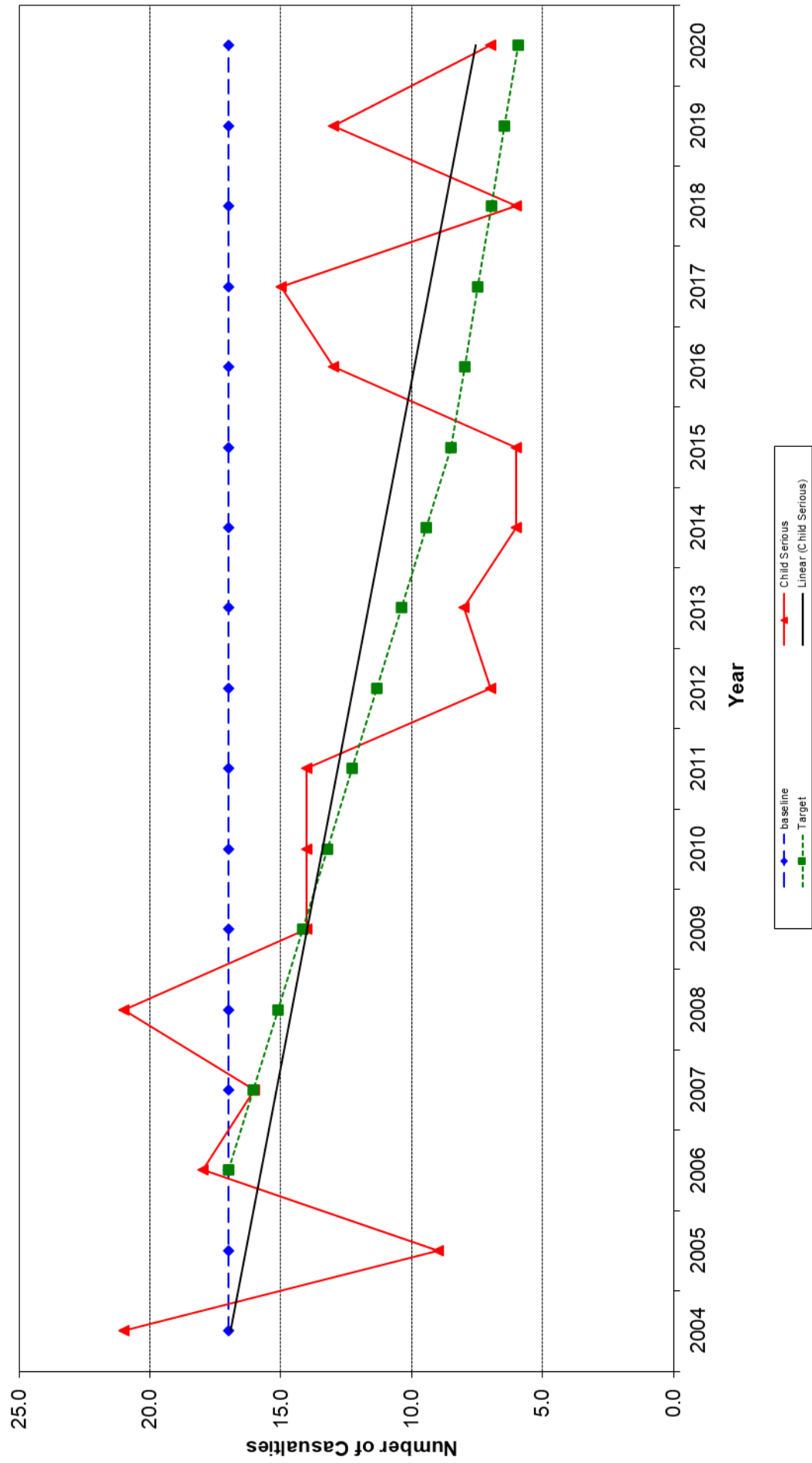
# All Serious Casualties within South Lanarkshire



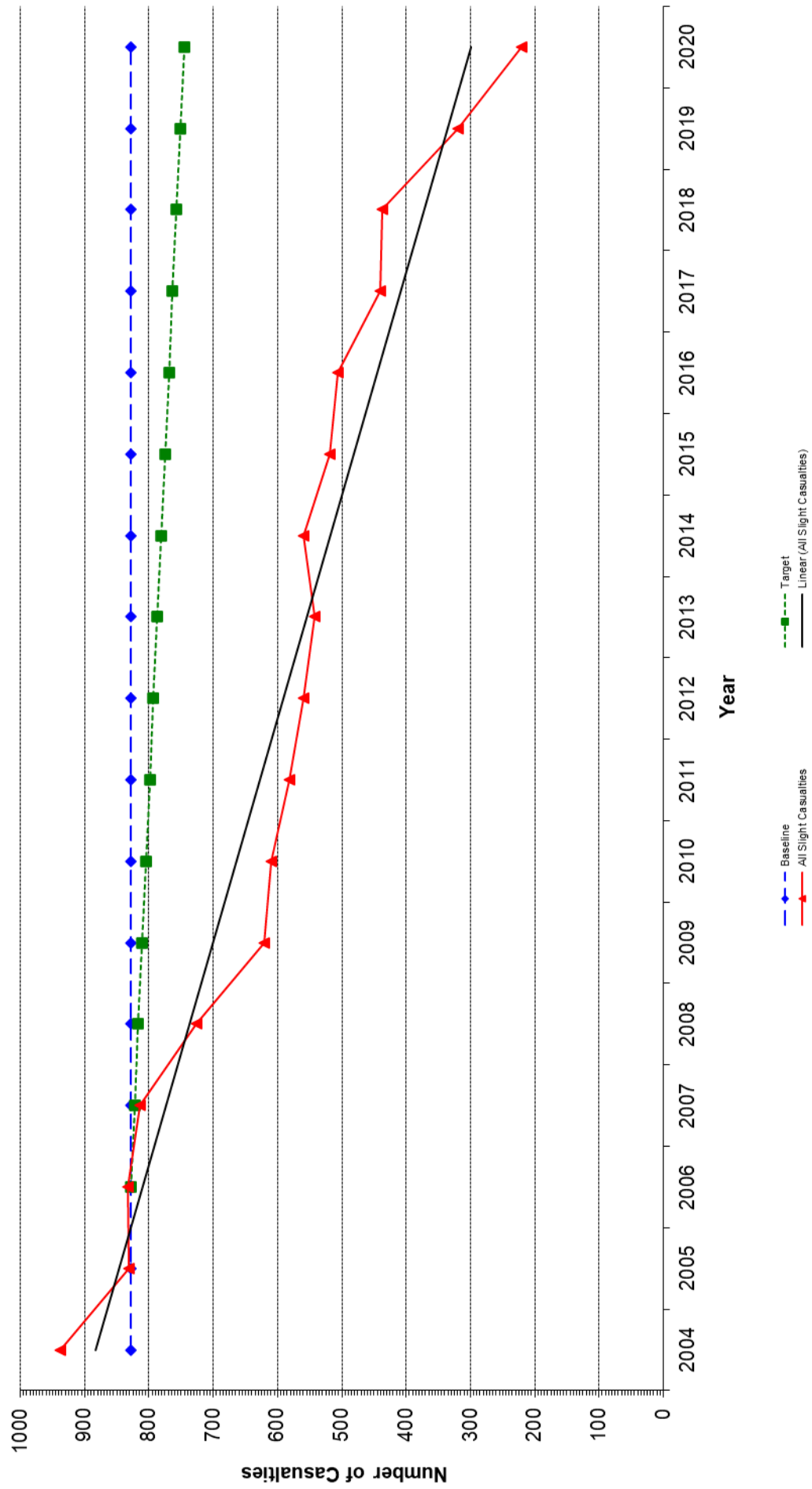
# Child under 16 Fatal Casualties in South Lanarkshire



# Child under 16 Serious Casualties in South Lanarkshire



# All Slight Casualties within South Lanarkshire





## **Recording Procedure - CRaSH**

1. The Collision Recording and Sharing platform (CRaSH) is a new information technology management system which enables Police Scotland to record and collate data in respect of road traffic collisions more accurately.
2. On 12 June 2019, after a considerable period of research and testing, Police Scotland launched this system within Tayside division. This was then rolled out to the remaining twelve Local Policing Divisions on 3 July 2019. CRaSH provides a more comprehensive picture of collision information across the country to better inform targeted road safety interventions.
3. CRaSH introduces a new method for assessing injury severity which was detailed at the Forum meeting of 17 November 2020. The introduction of CRaSH has meant that the severity of injuries is recorded more accurately on an 'injury based' reporting system'.
4. CRaSH tends to result in more casualties being classified as 'serious' and therefore has caused a discontinuity in the time series. Figures for serious casualties are therefore not directly comparable with those for the previous years.
5. It should be noted that target figures have not been adjusted to account for the new CRaSH injury severity recording mechanism.

Most cited accident causation factors within the most recent three year period:  
1 January 2018 to 31 December 2020.

Contributory Factor Information	Number of Accidents			
	Fatal	Serious	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	8	62	236	<b>306</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	2	23	111	<b>136</b>
410 Loss of control (Driver/Rider - Error)	9	22	87	<b>118</b>
103 Slippery road due to weather (Road Environment Contributed)	1	15	98	<b>114</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	3	20	84	<b>107</b>
802 Failed to look properly (Pedestrian)	2	31	55	<b>88</b>
403 Poor turn or manoeuvre (Driver/Rider - Error)	5	15	54	<b>74</b>
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	7	12	37	<b>56</b>
408 Sudden braking (Driver/Rider - Error)	1	4	37	<b>42</b>
308 Following too close (Driver/Rider - Injudicious)	1	5	33	<b>39</b>
306 Exceeding speed limit (Driver/Rider - Injudicious)	6	10	23	<b>39</b>
409 Swerved (Driver/Rider - Error)	3	5	28	<b>36</b>
501 Impaired by alcohol (Driver/Rider - Impairment)	2	10	21	<b>33</b>
706 Dazzling sun (Driver/Rider - Vision Affected)	1	7	21	<b>29</b>
803 Failed to judge vehicle's path/speed (Pedestrian)	1	12	15	<b>28</b>
108 Road layout e.g. bend, hill or narrow (Road Environment Contributed)	0	4	23	<b>27</b>
401 Junction overshoot (Driver/Rider - Error)	0	5	21	<b>26</b>
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	17	<b>23</b>
999 Other (Special Codes)	4	2	17	<b>23</b>
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	2	1	19	<b>22</b>
806 Impaired by alcohol (Pedestrian)	2	9	9	<b>20</b>
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	1	4	15	<b>20</b>

NB: Sum of contributory factors only, not actual accident totals.

Most cited causation factors for pedestrian accidents within the most recent three year period: 1 January 2018 to 31 December 2020.

Contributory Factor Information	Number of Accidents			
	Fatal	Serious	Slight	Total
802 Failed to look properly (Pedestrian)	2	30	53	<b>85</b>
405 Failed to look properly (Driver/Rider - Error)	1	10	24	<b>35</b>
803 Failed to judge vehicle's path/speed (Pedestrian)	1	11	15	<b>27</b>
806 Impaired by alcohol (Pedestrian)	2	8	9	<b>19</b>
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	11	<b>17</b>
808 Careless/Reckless (Pedestrian)	1	6	8	<b>15</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	0	4	9	<b>13</b>
809 Pedestrian wearing dark clothing at night (Pedestrian)	0	8	5	<b>13</b>
805 Dangerous action in carriageway (Pedestrian)	2	6	4	<b>12</b>
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	7	<b>8</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	3	5	<b>8</b>
807 Impaired by drugs (Pedestrian)	0	4	3	<b>7</b>
804 Wrong use of pedestrian crossing (Pedestrian)	0	3	4	<b>7</b>
103 Slippery road due to weather (Road Environment Contrib)	0	1	6	<b>7</b>
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	6	<b>6</b>
706 Dazzling sun (Driver/Rider - Vision Affected)	0	2	4	<b>6</b>
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	2	3	<b>5</b>
810 Disability or illness (Pedestrian)	0	2	3	<b>5</b>
409 Swerved (Driver/Rider - Error)	0	1	4	<b>5</b>

NB: Sum of contributory factors only, not actual accident totals.

Most cited causation factors for cyclist accidents within the most recent three year period:  
1 January 2018 to 31 December 2020.

Contributory Factor Information	Number of Accidents			
	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	2	13	15	<b>30</b>
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	3	6	<b>9</b>
602 Careless/Reckless (Driver/Rider - Behaviour)	0	4	4	<b>8</b>
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	2	2	<b>4</b>
310 Cyclist entering road from pavement (Driver/Rider - Injudicious)	0	2	2	<b>4</b>
706 Dazzling sun (Driver/Rider - Vision Affected)	0	1	3	<b>4</b>

NB: Sum of contributory factors only, not actual accident totals.

# Report

4

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>22 June 2021</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Capital Programme of Road Safety Engineering Projects 2021/2022</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ inform the Forum of the Capital Programme of Road Safety Engineering Projects for 2021/2022 that will contribute to achieving government casualty reduction targets

## 2. Recommendation(s)

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

- (1) that the contents of the Capital Programme of Road Safety Engineering Projects for 2021/2022 be noted.

## 3. Background

- 3.1. The Council's Local Transport Strategy 2013 to 2023 identifies a number of road safety policies and actions. Therefore, the Council seeks to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the national casualty reduction targets.
- 3.2. In February 2021, Scottish Government published Scotland's Road Safety Framework to 2030 and an ambitious long term goal where no one is seriously injured or killed on our roads by 2050.
- 3.3. The Framework builds on what has already been achieved here in Scotland over the last decade. It sets out new strategic outcomes for road safety, built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. For the first time, mode specific targets are being created to focus attention by partners on priority areas. Transport Scotland will also establish new Local Partnership Forums to expand and grow the connections between national and local road safety across Scotland.
- 3.4. At this time, the Council is awaiting further information / advice from Transport Scotland and have recently been invited to participate in Local Partnership Forum. It is anticipated that a paper will be presented to a future Roads Safety Forum which details how South Lanarkshire Council will contribute to the revised approach.

- 3.5. In the meantime, the Council will continue to assess road safety enquiries and target resources and improvements where 3 or more injury accidents have occurred in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.6. As a result, the Council delivers annual prioritised road safety improvements at identified priority locations. Funding is sought from a variety of sources on an annual basis to deliver numerous projects and initiatives.
- 3.7. 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 and how the information is used to prioritise identified accident locations. Tables are produced annually to prioritise the Capital Programme of Road Safety Engineering Projects.

#### **4. Route Action Plan Assessment**

- 4.1. The annual assessment of rural A class and B class routes was concluded, and several locations were identified for detailed investigations. A total of 35 sections currently have an accident rate greater than the national average. We investigated 16 locations (shown in Appendix 3) with such an accident rate or where accident trends were rising following previous treatment or there was merit in tandem investigation with another route/site. The outcome of these investigations and actions are listed in Appendix 1 with works currently being instructed and programmed.

#### **5. Single Site Assessment**

- 5.1. The annual assessment of single site locations identified that 31 locations have three or more injury accidents occurring in the previous three years. We investigated in detail 10 locations (shown in Appendix 3) with such an accident rate or where there was merit in tandem investigation with another route/site. The outcome of these investigations and proposed actions shown in Appendix 2.

#### **6. Traffic Signals/Pedestrian Crossings**

- 6.1. Within South Lanarkshire there are over 200 signal installations. These require to be upgraded and replaced every 15 to 20 years and a replacement programme is ongoing. New installations feature up to date vehicular and pedestrian detection and tactile paving, revised timings and dropped kerbs are also provided to meet current standards.
- 6.2. Traffic signal upgrade works this financial year are being taken forward and the following locations are being programmed with other works to be confirmed once estimated costs are known: -
  - ◆ Cleghorn Bridge, Cleghorn - traffic signal upgrade
  - ◆ East Kilbride Road/Blairbeth Road, Rutherglen – traffic signal upgrade and introduction of traffic signal control system MOVA
  - ◆ Main Street/Bridge Street, Cambuslang – traffic signal upgrade
  - ◆ Main Street/Stonelaw Road, Rutherglen – traffic signal upgrade
  - ◆ Main Street/Mill Street, Rutherglen – pedestrian crossing upgrade

#### **7. Engineering Measures at Schools / Speed Limit Initiatives**

- 7.1. Measures identified through ongoing School Travel Plan development such as revised crossing points, footway extensions, improved / additional signing, road markings and guardrail are also being taken forward. A review of the ongoing plans is currently under way and works will be identified at a number of schools in due course.

- 7.2. Following the introduction of 20mph speed limits in 6 town centres and approximately 90 schools as part of the Spaces for People (SfP) initiative, consideration will be given to other locations. These locations will be determined following the outcome of the SfP review later the year.

## **8. Active Travel Schemes**

- 8.1. A paper on active travel schemes was presented to the Community and Enterprise Resources Committee on 15 September 2020 which detailed several initiatives. In addition, further active travel projects are currently being considered for construction this financial year in East Kilbride, Carstairs, Bothwell/Uddingston. The introduction of these projects also considers road safety measures.

## **9. Employee Implications**

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

## **10. Financial Implications**

- 10.1. The projects discussed earlier in this report are being developed and works or initiatives being taken forward are being prioritised through the below funding sources.

<b>Funding Source</b>	<b>Projects</b>	<b>Allocated Amount</b>
South Lanarkshire Council Roads Investment Plan	Traffic signal projects	£300,000
Scottish Government Grant: Cycling Walking and Safer Routes	Accident reduction measures (single sites and route action improvements)	£300,000
	Engineering Measures at Schools	£50,000
	Road Safety Measures/ Speed Limit Initiatives	£150,000
	Traffic signal projects	£300,000
SPT: Congestion Reduction Measures	Traffic signal projects	£300,000
SPT: Casualty Reduction Measures	Accident reduction measures (single sites and route action improvements)	£300,000
	<b>Total</b>	<b>£1,700,000</b>

## **11. Climate Change, Sustainability and Environmental Implications**

- 11.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted however that the active and sustainable travel schemes may have a positive impact on the environment by reducing reliance on private vehicles, supporting South Lanarkshire's Sustainable Development and Climate Change Strategy. Reduced motorised vehicle journeys will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions.

## **12. Other Implications**

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

## **13. Equality Impact Assessment and Consultation Arrangements**

- 13.1. 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)**

3 June 2021

**Link(s) to Council Values/Ambitions/Objectives**

- Make communities safer, stronger and sustainable
- Protect vulnerable children, young people and adults
- Support our communities by tackling disadvantage and deprivation and supporting aspiration
- Improve the road network, influence improvements in public transport and encourage active travel

**Previous References**

Community and Enterprise Resources Committee 15 September 2020 - Active Travel

**List of Background Papers**

- Scotland's Road Safety Framework to 2030 published by the Scottish Government in February 2021

**Contact for Further Information**

If you would like inspect any of the background papers or want any further information, please contact: - Stuart Laird, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

E-mail: [stuart.laird@southlanarkshire.gov.uk](mailto:stuart.laird@southlanarkshire.gov.uk)



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

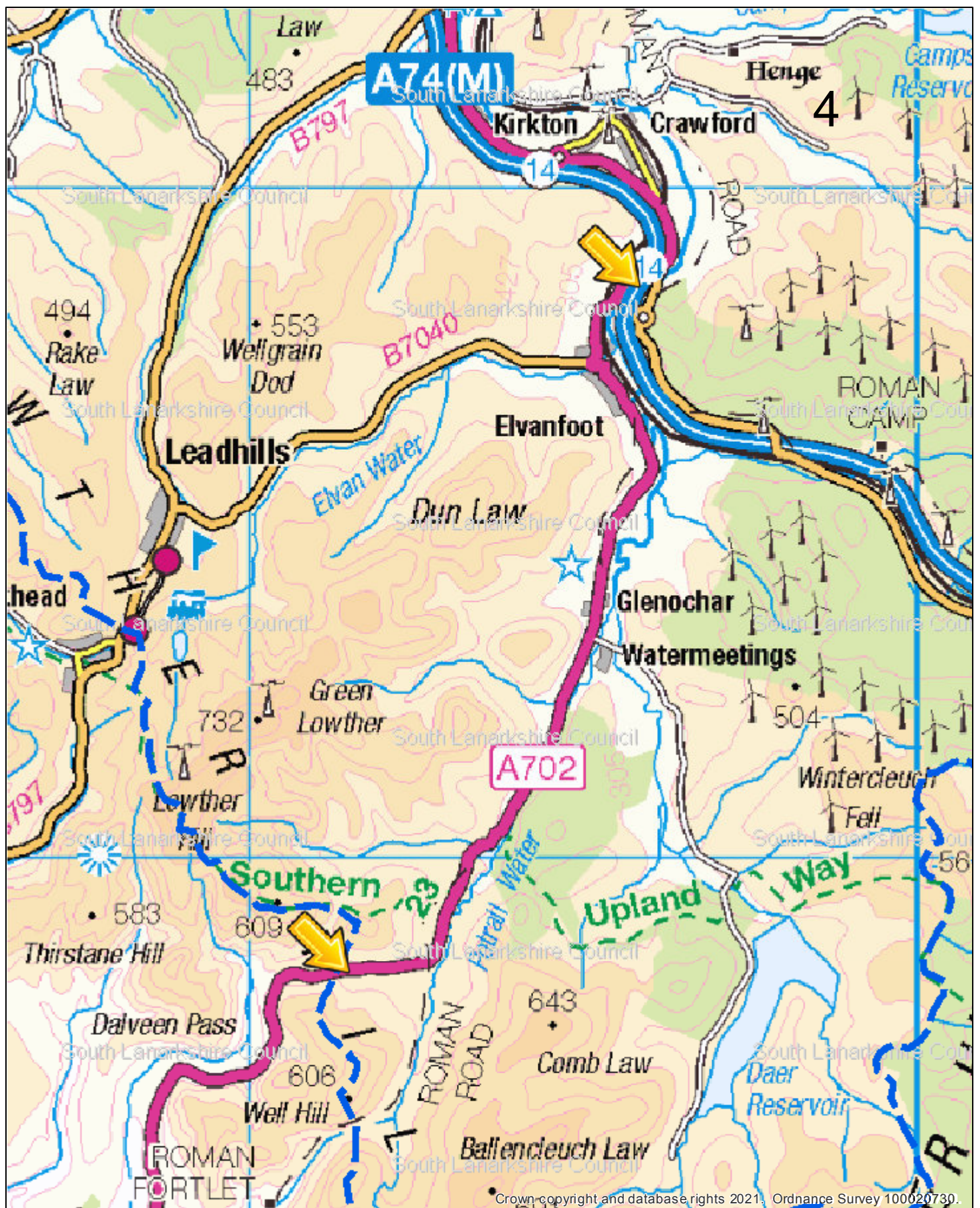
Route	Start Point	End Point	Fatal	Serious	Slight	Total	Route Acc Rate (acc/100 m vkm)	National Acc Rate (acc/100 m vkm)	Route Rate as %age of National Rate	Action
A702	Council Boundary	M74 Junction 14 (South)	2	3	1	6	50.36	10.61	474.67	Liaison with Police Scotland regarding targeted enforcement action and potential motorcycle initiative.
B7078	Kirkmuirhill	M74 J10	1	1	6	8	56.58	17.14	330.11	Extension of 30mph speed limit with associated gateway signing and markings Police Scotland targeted enforcement.
A721	Newbigging	Elsrickle	0	2	1	3	34.46	10.61	324.81	Provision of improved / new road markings, high grip surfacing, verge marker posts and signs.
B740	B7078 junction	Council Boundary	1	1	1	3	54.82	17.14	319.82	Provision of improved / new road markings, verge marker posts and signs.
A73	A70 Hyndford Bridge	A72 Junction Symington	2	2	5	9	29.54	10.61	278.41	Investigated in tandem with single site. Provision of new layby to allow for an additional location for operation of mobile safety camera and permanent reduction of speed with associated gateway signing and markings.
B7078	M74 J10	M74 J11 (Poneil)	0	3	3	6	42.98	17.14	250.73	Investigated in tandem with single site. Provision of improved / new road markings and signs and minor cycle route extension.
A70	Douglas	M74 J12 n/bound off ramp	0	1	2	3	26.35	10.61	248.35	Investigated in tandem with single site. Provision of priority traffic management system at bridge, improved / new road markings and signs. Minor junction alterations at A70/B7078.

B759 Cathkin Road	A749 East Kilbride Road	Council Boundary	0	2	4	6	41.51	17.14	242.17	Investigated in tandem with single site. Provision of high grip surfacing.
A721	B7056 Yieldshield Road	Harelaw Roundabout	0	2	6	8	22.43	10.61	211.40	Liaise with Safety Camera Partnership regarding potential enforcement action.
A73	Braidwood	Lanark	1	0	8	9	18.13	10.61	170.88	Provision of new high grip surfacing.
B7011 Brownlee Road	A71 Horsely Brae	Mauldslee Road	0	0	2	2	24.84	17.14	144.93	Provision of improved / new road markings, verge marker posts and signs and vegetation cut back.
A72	M74 J7 (E)	Cornsillock Roundabout	0	1	5	6	14.77	10.61	139.18	Provision of improved / new road studs and vegetation cut back.
A71	Stonehouse (west)	Canderside	0	3	2	5	13.47	10.61	127.00	Provision of improved / new road signs.
B7078	Canderside	Blackwood	0	2	4	6	17.27	17.14	100.74	Liaise with Police Scotland regarding enforcement and drink/drug initiatives.
Mauldslee Road	Brownlee Road	Carlisle Golf Club	0	1	3	4	12.40	17.14	72.35	Provision of improved / new road markings, high grip surfacing, verge marker posts and signs. Investigated in tandem with B7011.
B7078	A70 Millbank	A702 Abington	0	0	0	0	0.00	17.14	0.00	Investigated in tandem with B7078. Minor junction alterations at A70/B7078.

## Appendix 2 – Single Site Locations

Location	Road Class	Built Up/Non Build Up	Fatal	Serious	Slight	Total	SIMD Weight	Weight Total	Action Taken/Comments
A724 Burnbank Road at Pollock Avenue, Hamilton	A	BU	0	0	4	4	1.3	5.2	Provision of revised road markings.
B759 Cathkin Road at East Kilbride Road junction, Rutherglen	B	BU	0	0	5	5	1	5	Investigated in tandem with route. Provision of high grip surfacing.
A72 Almada Street at Douglas Street/ Montrose Crescent, Hamilton	A	BU	0	0	3	3	1.4	4.2	Investigated full length of Almada Street. Alteration to traffic signals at Douglas Street.
B768 Main Street, Rutherglen east end	B	BU	0	2	1	3	1.4	4.2	Monitoring will continue.
A70/A721, Carstairs (Columbie junction)	A	NBU	0	0	4	4	1	4	Provision of high grip surfacing and new road markings.
A724 Burnbank Road at Argyle Drive junction, Burnbank.	A	BU	0	1	2	3	1.1	3.3	Monitoring will continue.
A73 at Station Road Junction, Thankerton	A	NBU	0	0	3	3	1	3	Investigated in tandem with A73 route. Provision of new layby to allow for an additional location for operation of mobile safety camera and permanent reduction of speed with associated gateway signing and markings.
B7071 Cadzow Street at junction with Auchingramont Road/ Lower Auchingramont Road, Hamilton	A	BU	0	1	2	3	1	3	Provision of revised signing and road markings.
A72 Lower Auchingramont Road at Muir Street, Hamilton	A	BU	0	1	1	2	1	2	Monitoring will continue. Investigated in tandem with B7071 Cadzow Street
B7078 Carlisle Road at B7079 Eastwood Road, Lesmahagow.	B	NBU	0	0	1	1	1	1	Investigated in tandem with B7078 route. Provision of improved / new road markings and signs and minor cycle route extension.





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Title: A702: Council Boundary to M74 J14

Notes: Route



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Title: B7078: Kirkmuirhill to M74 J10



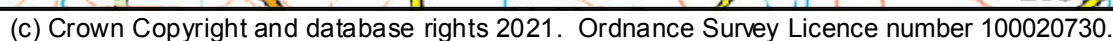
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Notes: Route

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**SOUTH  
LANARKSHIRE**  
COUNCIL

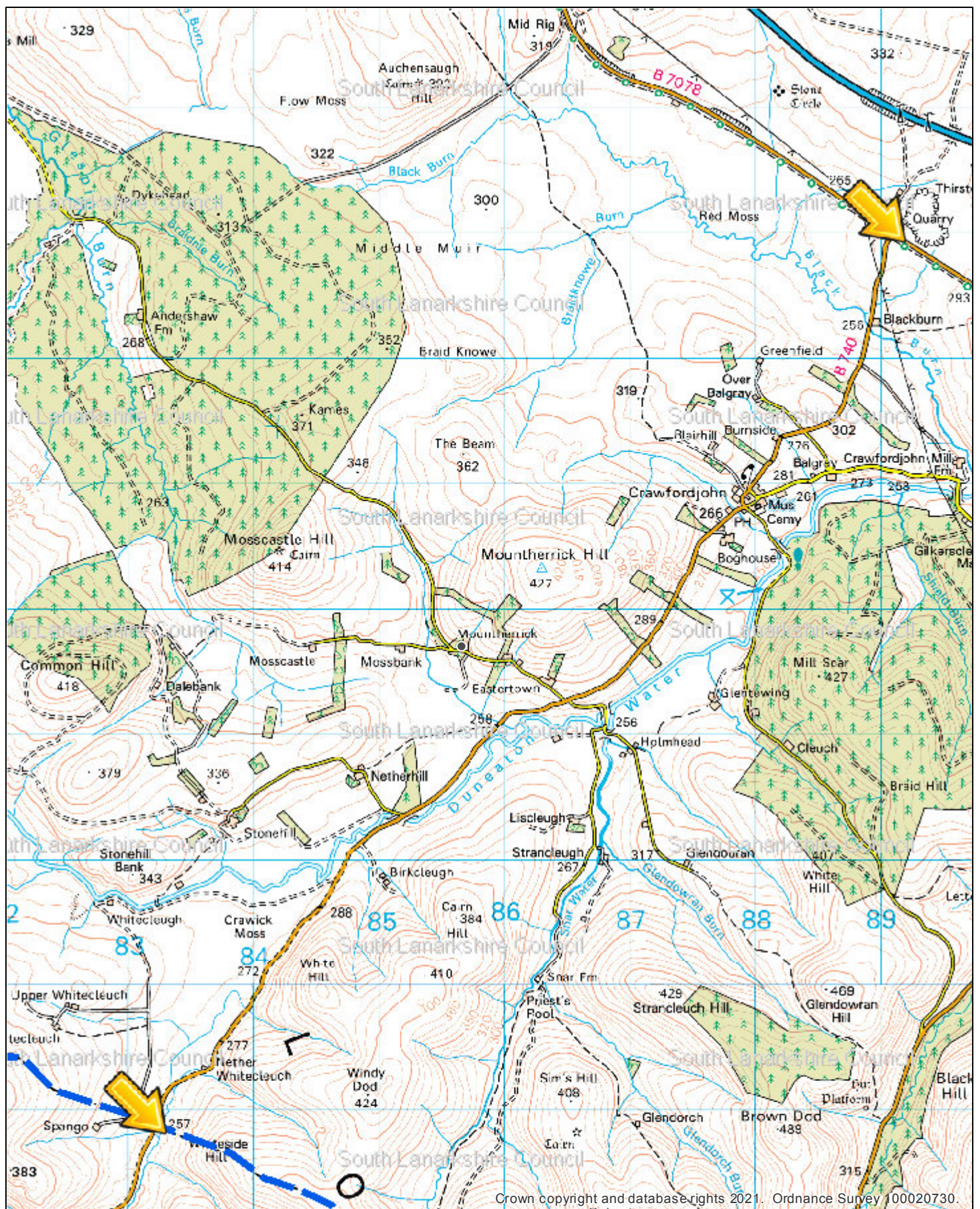
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Notes: Route





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Title: B740: B7078 to Boundary



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Notes: Route

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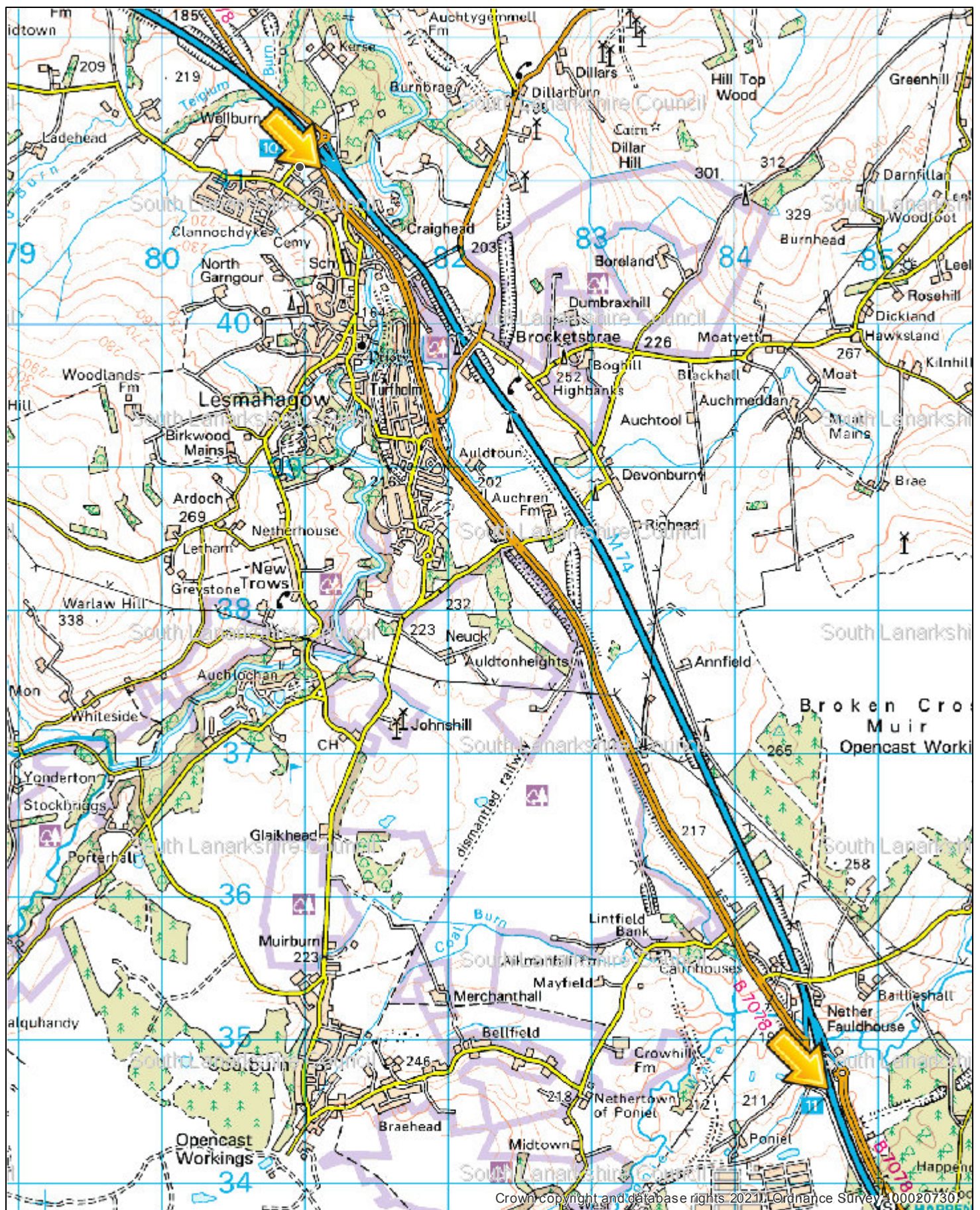


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<p>Title: A73: A70 Hyndford Bridge to A72 Symington</p> <p>Notes: Route</p>	<div data-bbox="853 1937 1093 2049"> </div> <div data-bbox="1117 1937 1436 1971"> <p>South Lanarkshire Council</p> </div> <div data-bbox="853 2072 1484 2172"> <table> <tr> <td>Scale 1:40,000</td> <td>09/06/2021 14:24:06</td> </tr> <tr> <td colspan="2">Original Drawing Size: 210 x 297 (A4) (c)</td> </tr> </table> </div>	Scale 1:40,000	09/06/2021 14:24:06	Original Drawing Size: 210 x 297 (A4) (c)	
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Title: B7078:M74 J10 to M74 J11



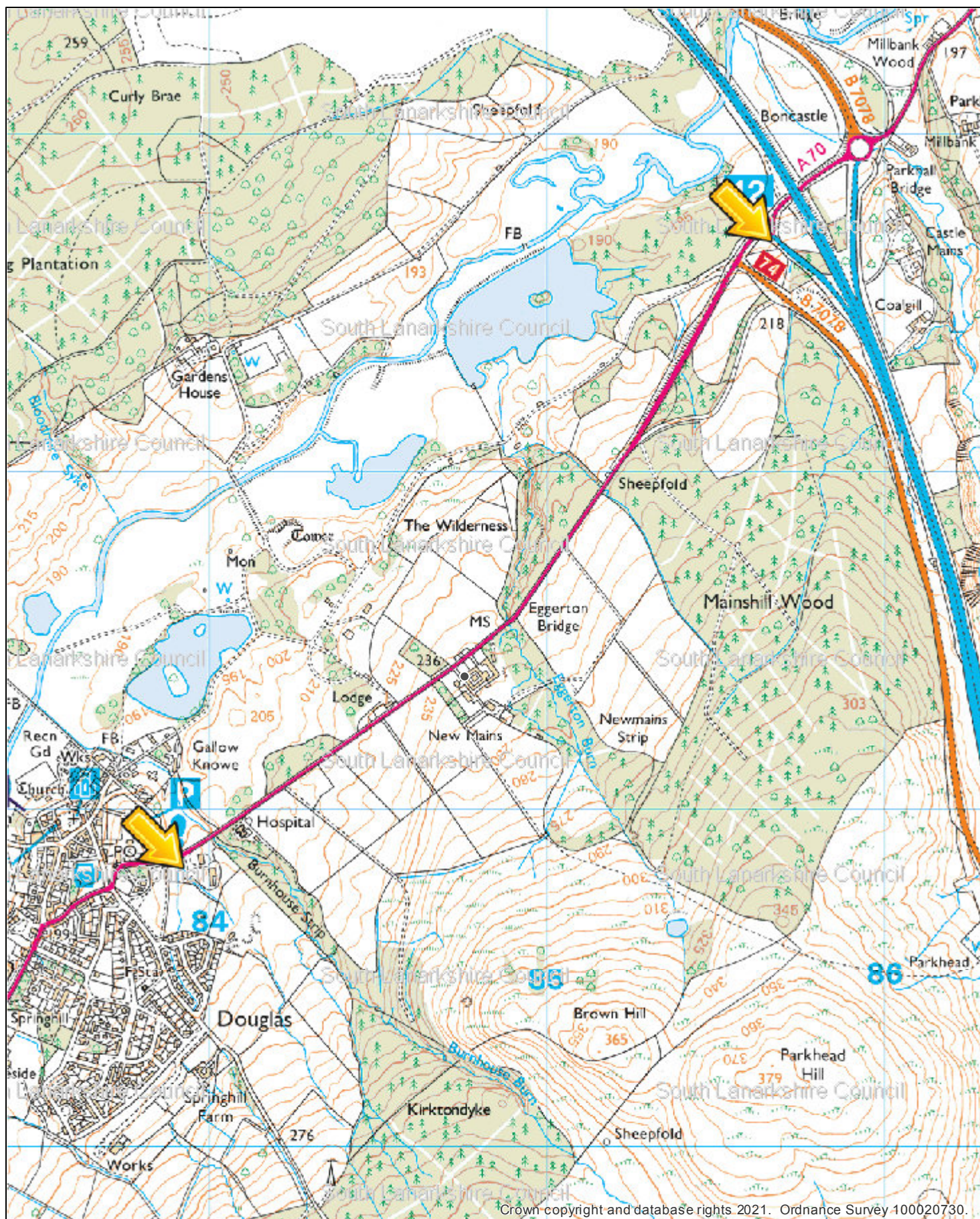
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Notes: Route

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Title: A70: Douglas to M74 J12



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Notes: Route

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Title: B759 Cathkin Road: A749 East Kilbride Road to Boundary

Notes: Route

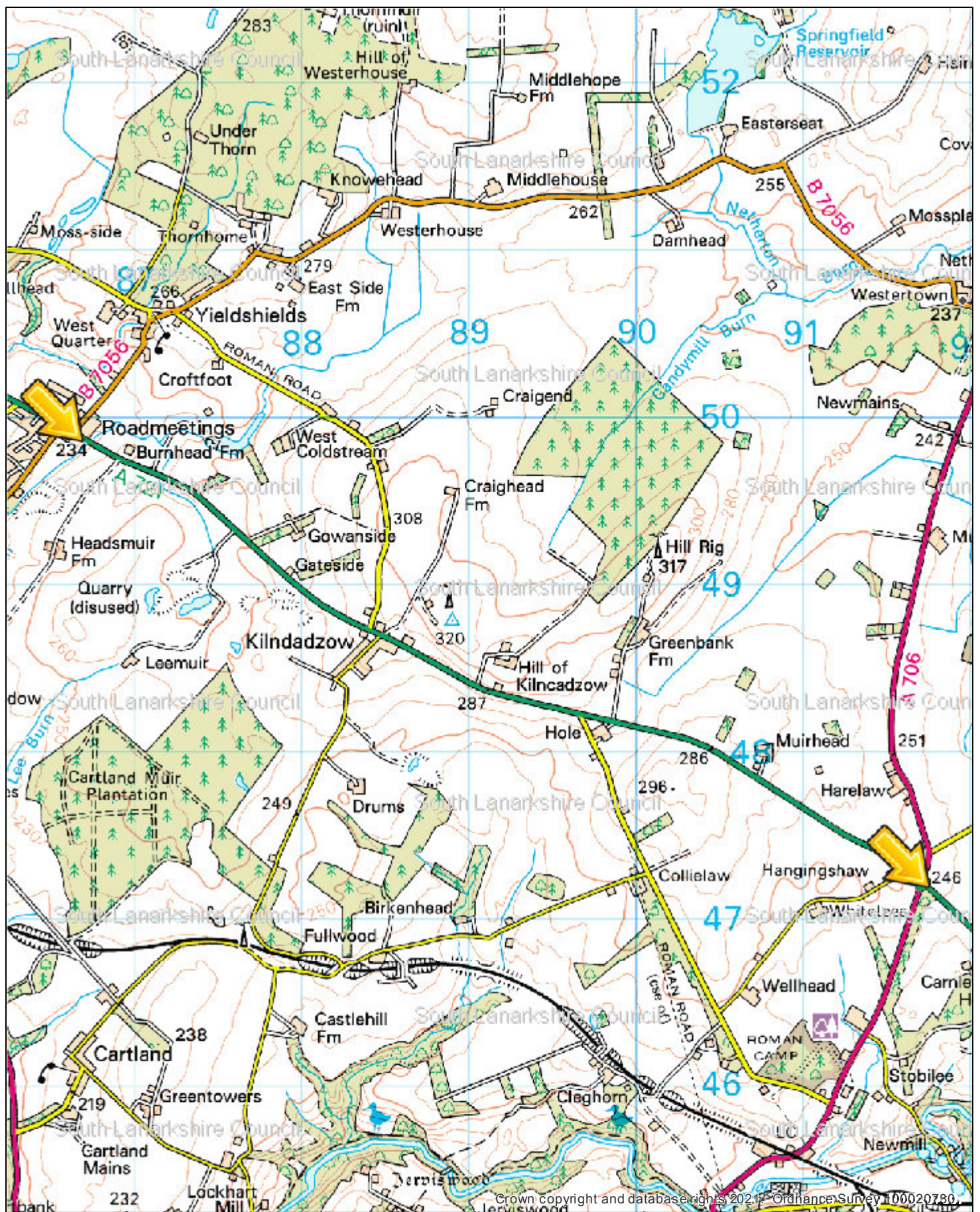


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Title: A721: B7056 Yieldshields to Harelaw Roundabout



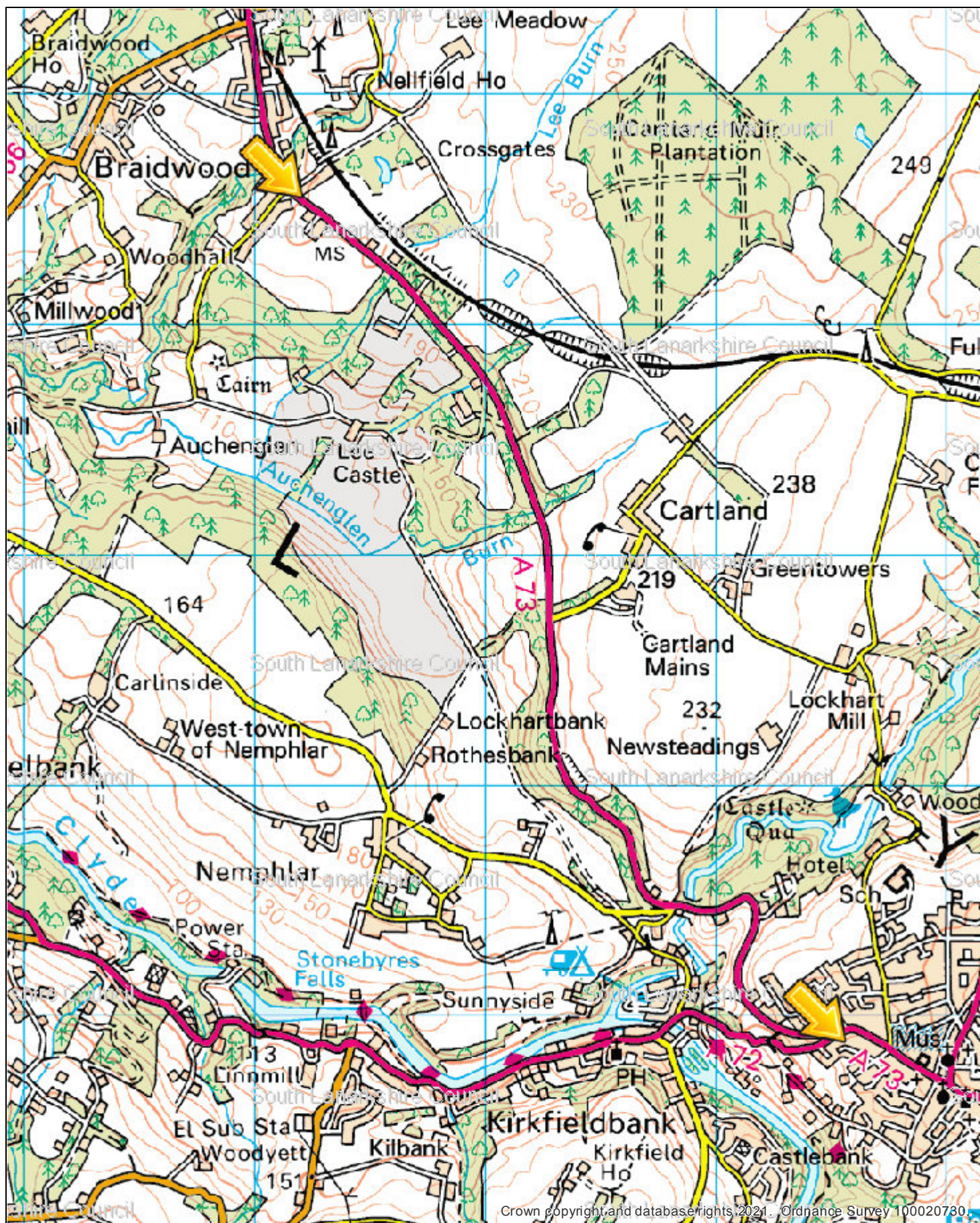
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Title: A73: Braidwood to Lanark



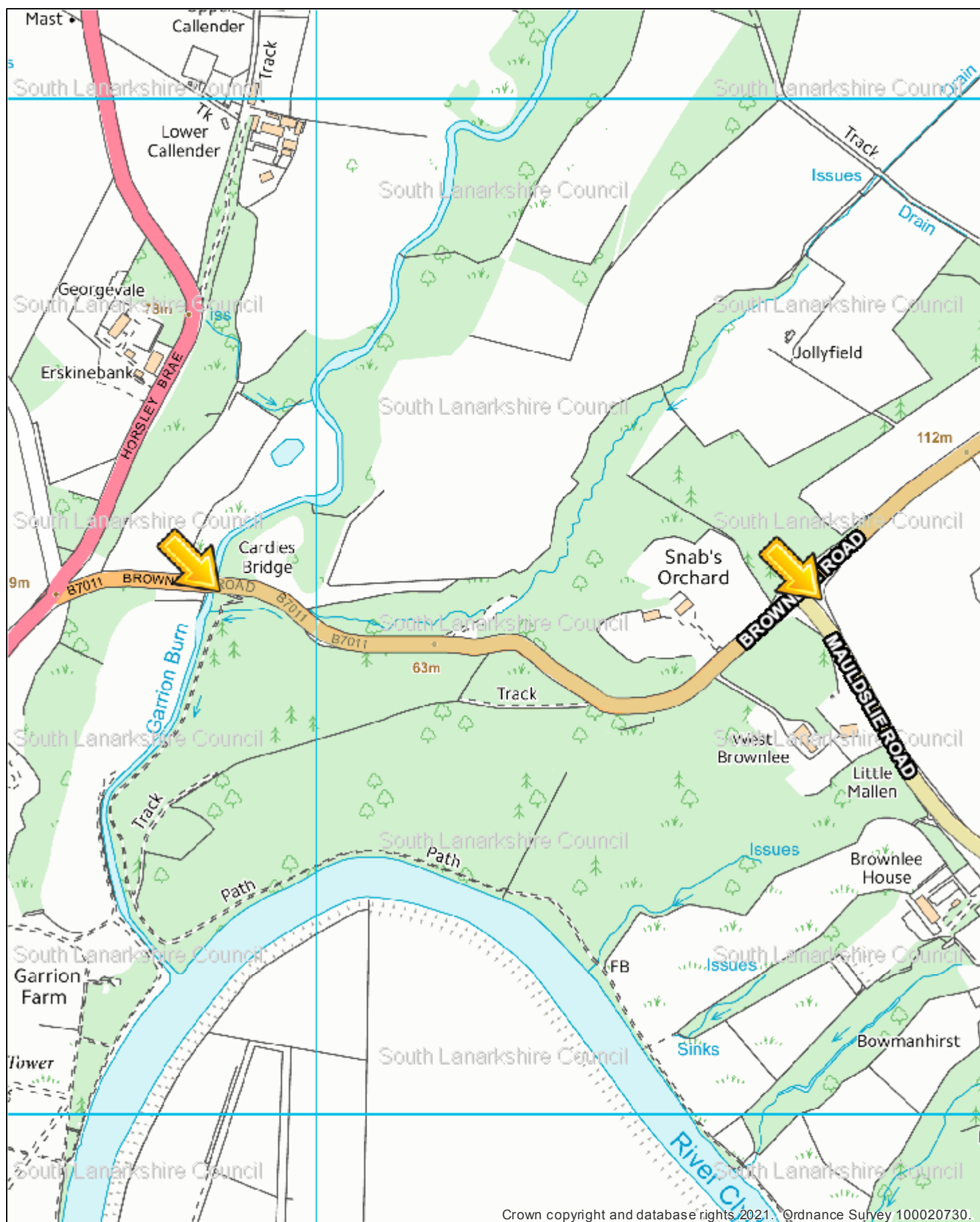
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Title: B7011 Brownlee Road: A71 Horsely Brae to Mauldslee Road

Notes: Route



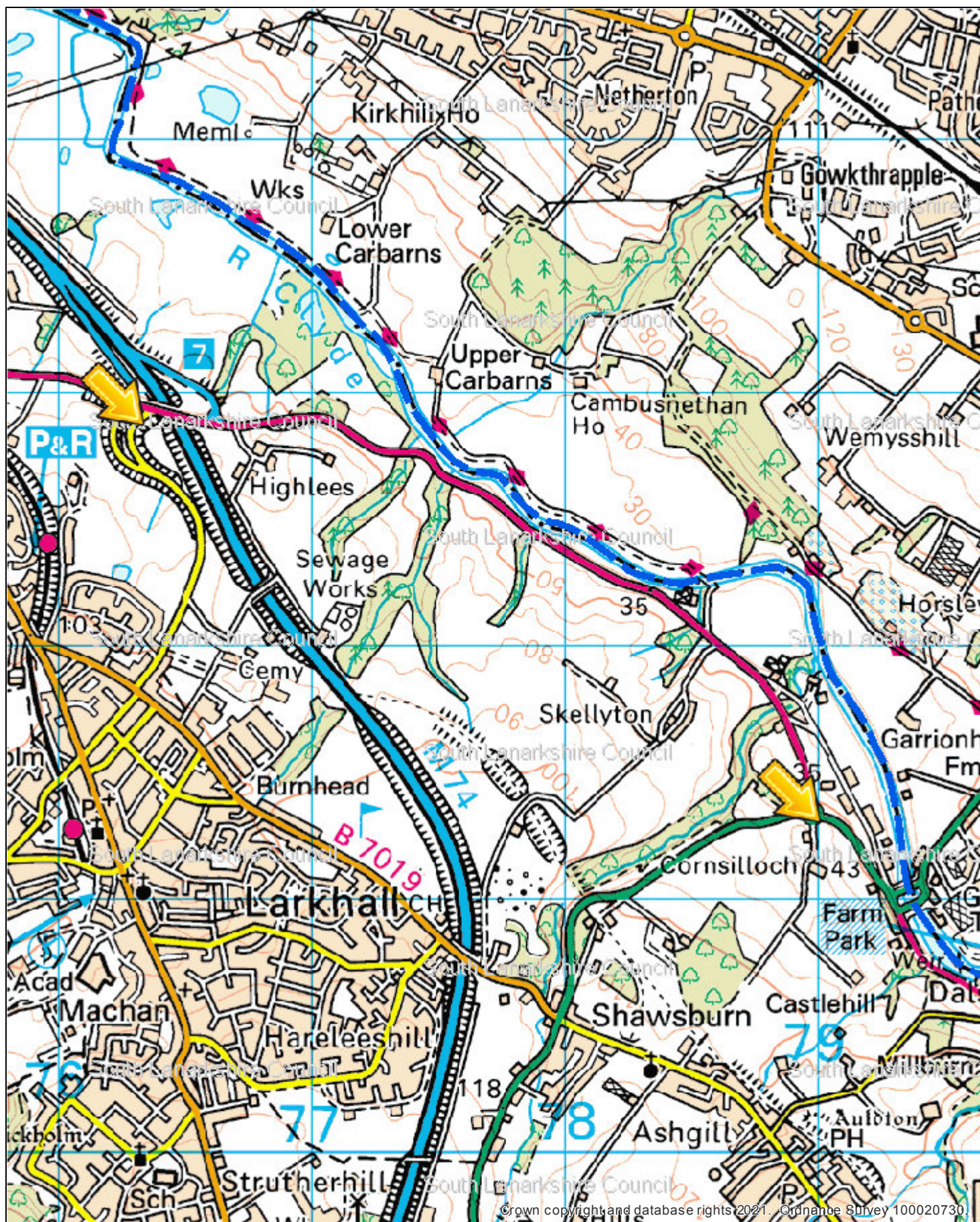
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Title: A72: M74 J7 to Cornsillock Roundabout

Notes: Route



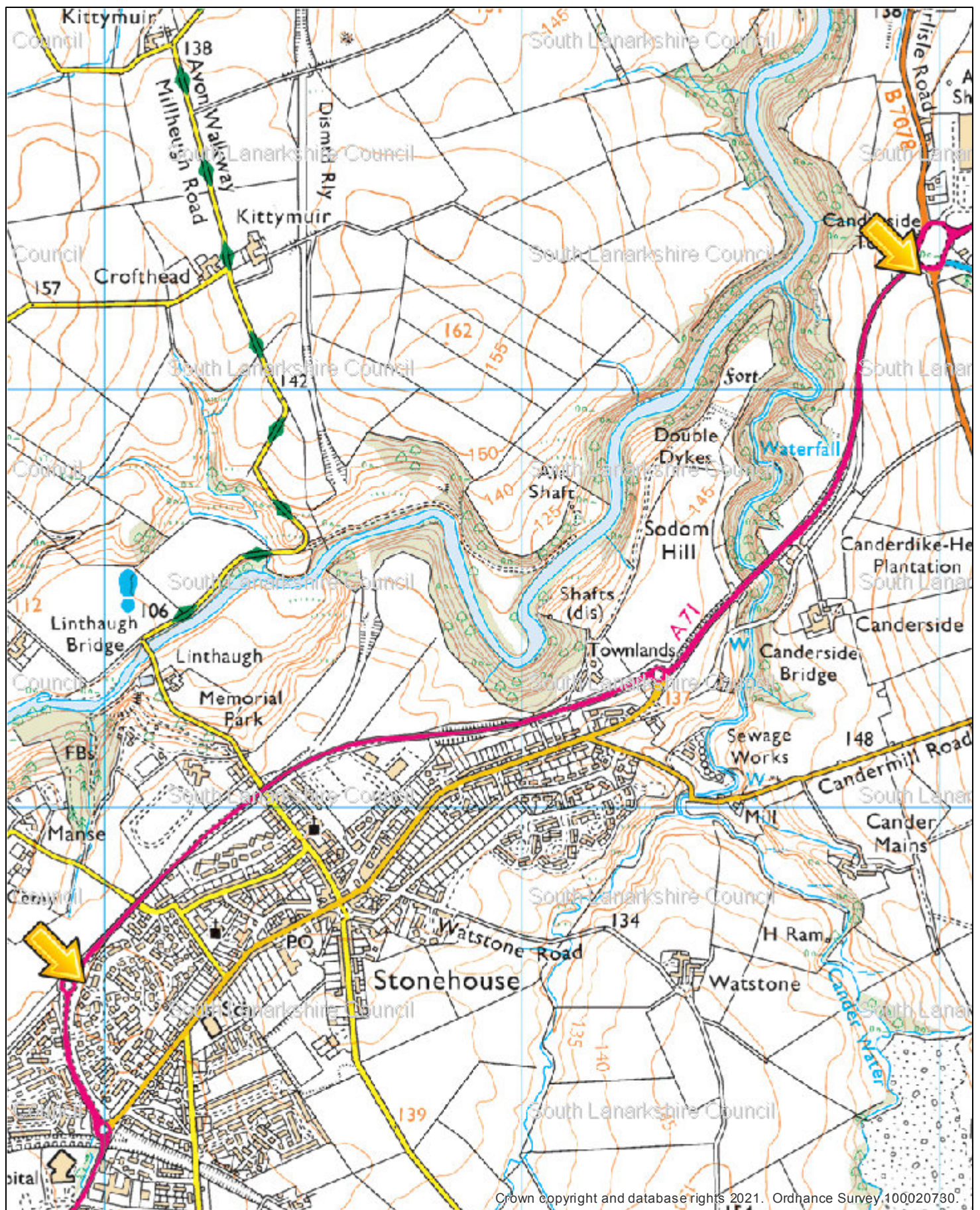
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Title: A71: Stonehouse (west) to Cinderside



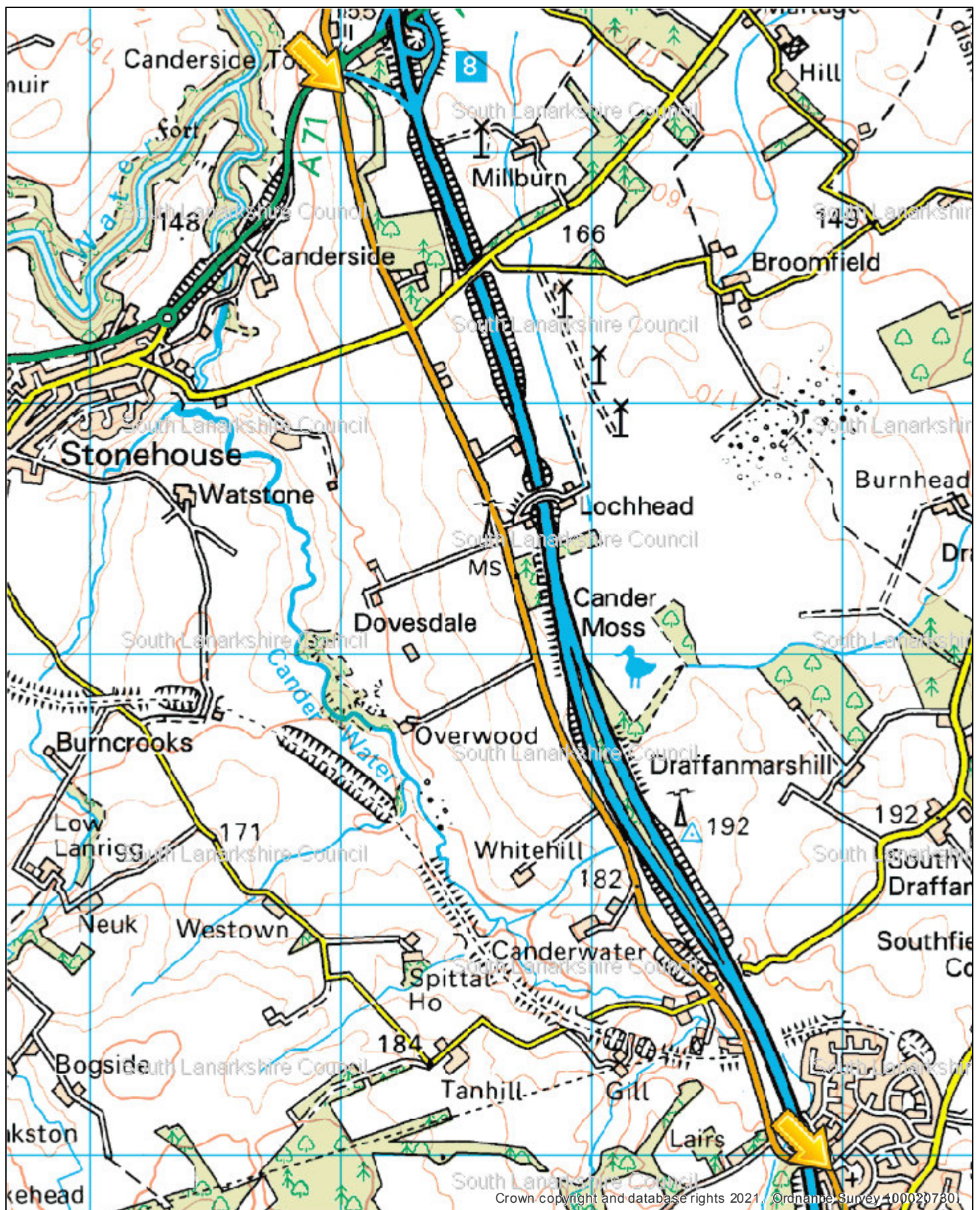
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Title: B7078: Canderside to Blackwood

Notes: Route

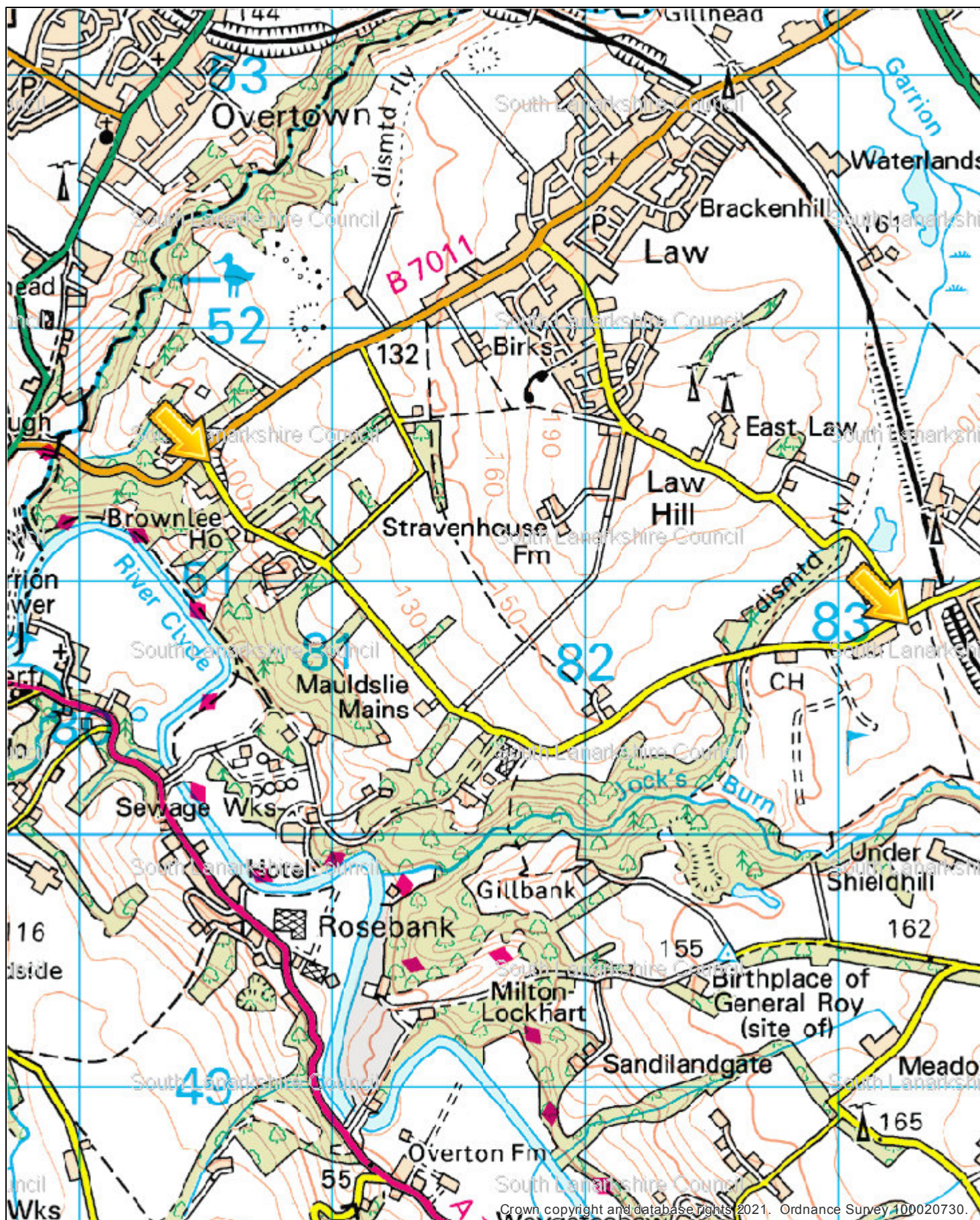


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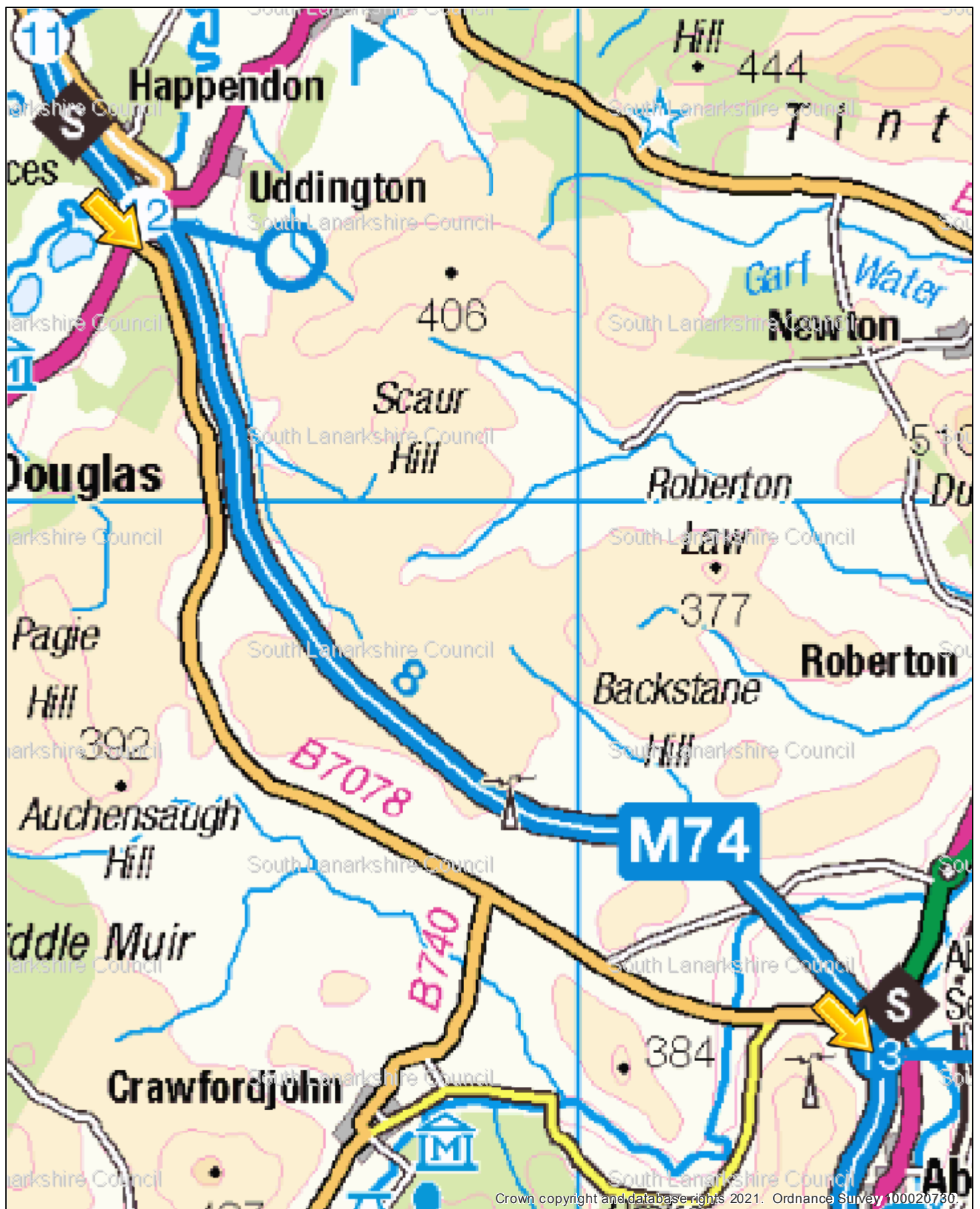


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<p>Title: Maidslie Road: Brownlee Road to Carluke Golf Club</p> <p>Notes: Route</p>	<div data-bbox="853 1937 1093 2049"> </div> <div data-bbox="1117 1937 1436 1971"> <p>South Lanarkshire Council</p> </div> <div data-bbox="853 2072 1484 2184"> <table> <tr> <td>Scale 1:20,000</td> <td>09/06/2021 17:09:54</td> </tr> <tr> <td colspan="2">Original Drawing Size: 210 x 297 (A4) (c)</td> </tr> </table> </div>	Scale 1:20,000	09/06/2021 17:09:54	Original Drawing Size: 210 x 297 (A4) (c)	
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Title: B7078: A70 Millbank to A702 Abington

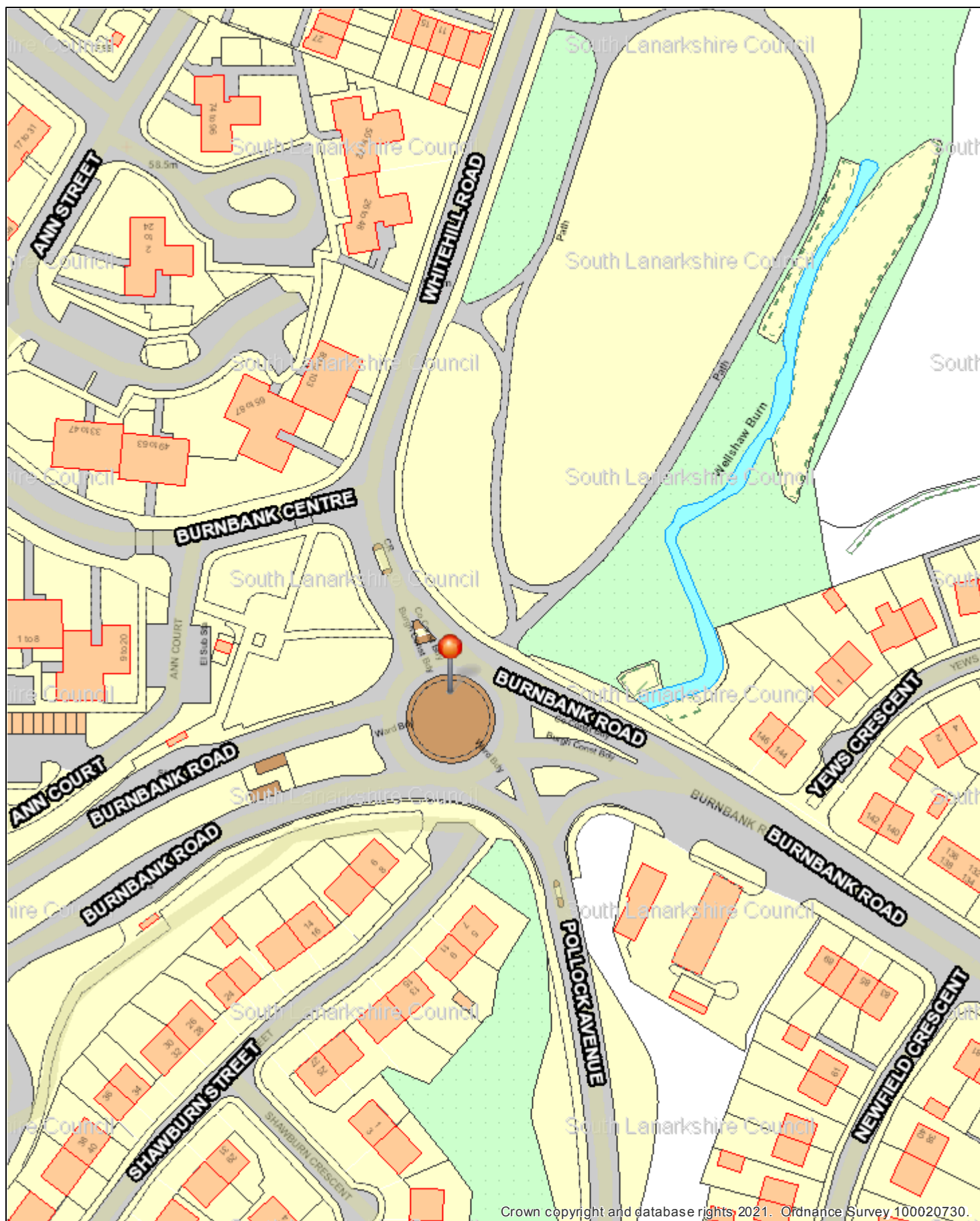


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Notes: Route

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Title: A724 Burnbank Road at Pollock Avenue, Hamilton

Notes: Single Site

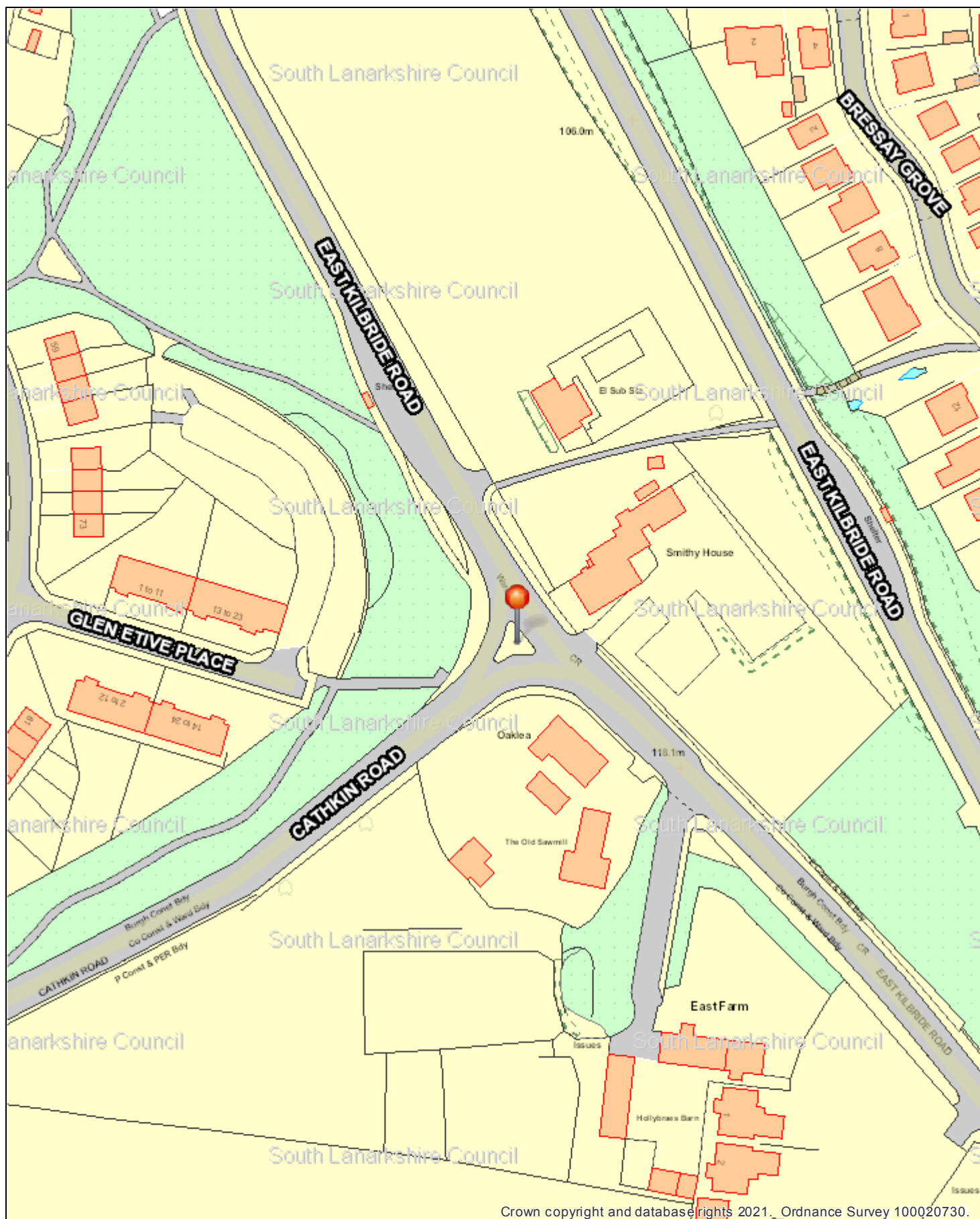


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Title: B759 Cathkin Road at East Kilbride Road, Rutherglen

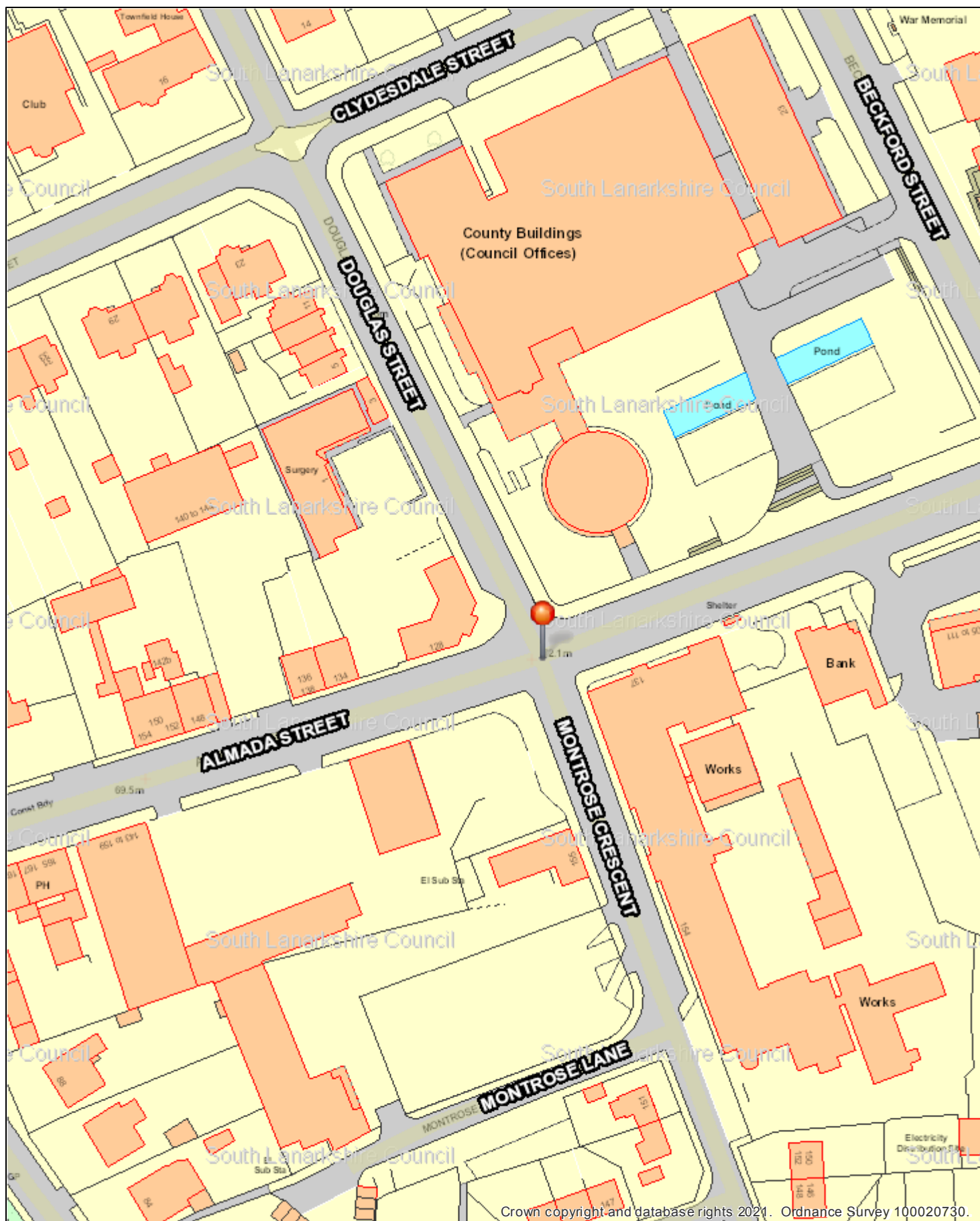
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Title: A72 Almada Street at Douglas Street/ Montrose Crescent, Hamilton

Notes: Single Site

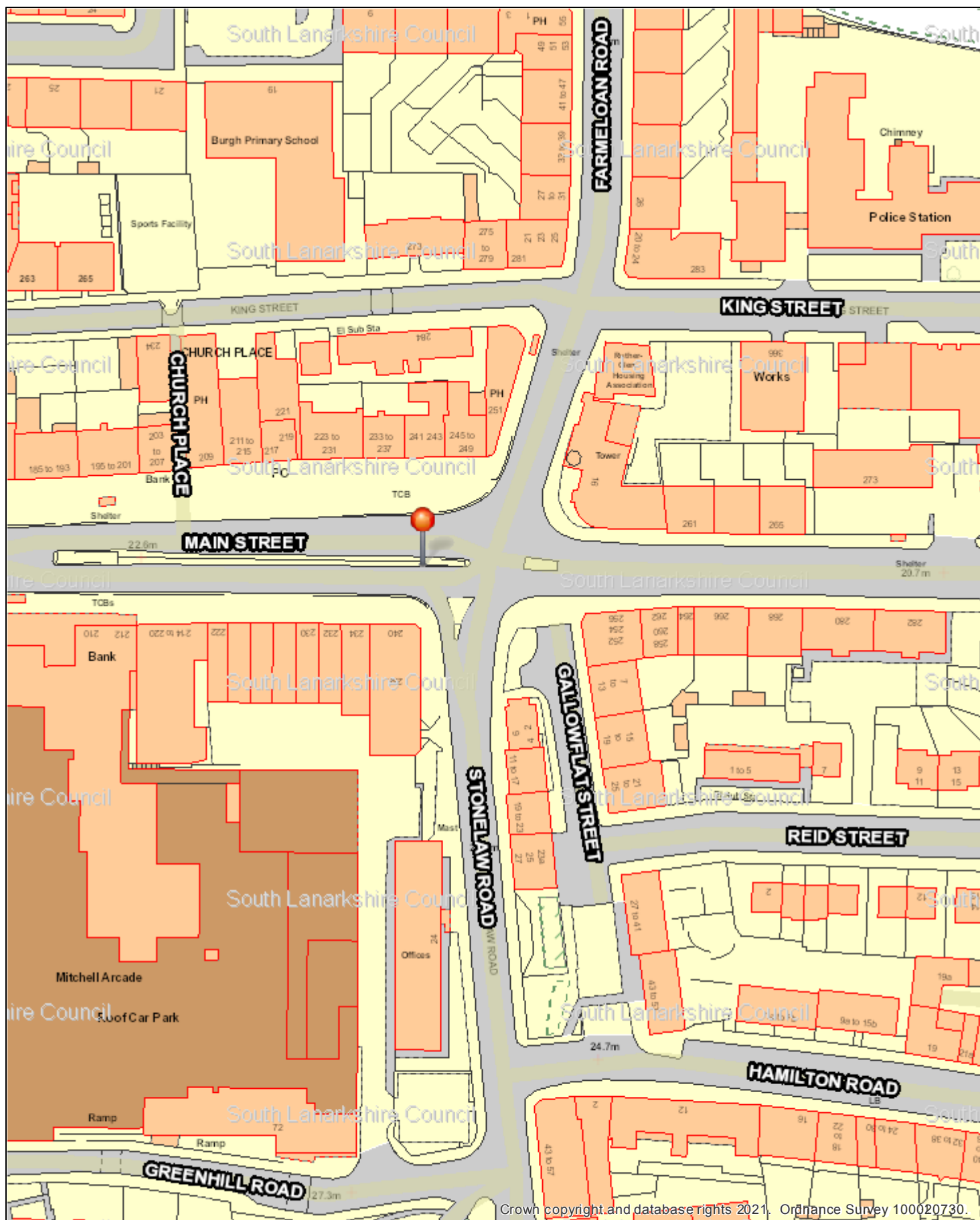


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(c) Crown Copyright and database rights 2021. Ordnance Survey Licence number 100020730.

Title: B768 Main Street, Rutherglen east end

Notes: Single Site



South Lanarkshire Council

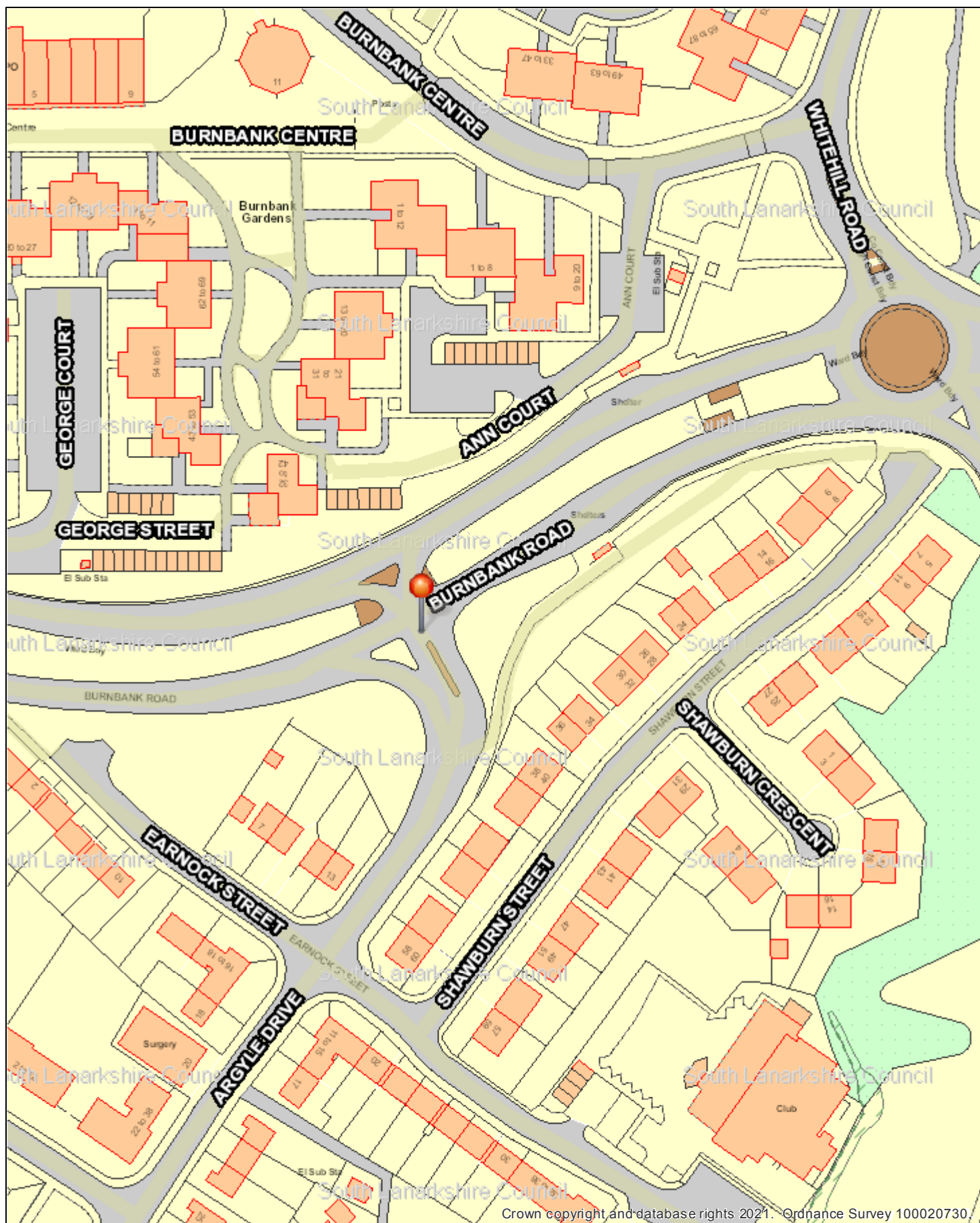
Scale 1:1,250

09/06/2021 10:48:34

Original Drawing Size: 210 x 297 (A4) (c)







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(c) Crown Copyright and database rights 2021. Ordnance Survey Licence number 100020730.

Title: A724 Burnbank Road at Argyle Drive, Burnbank

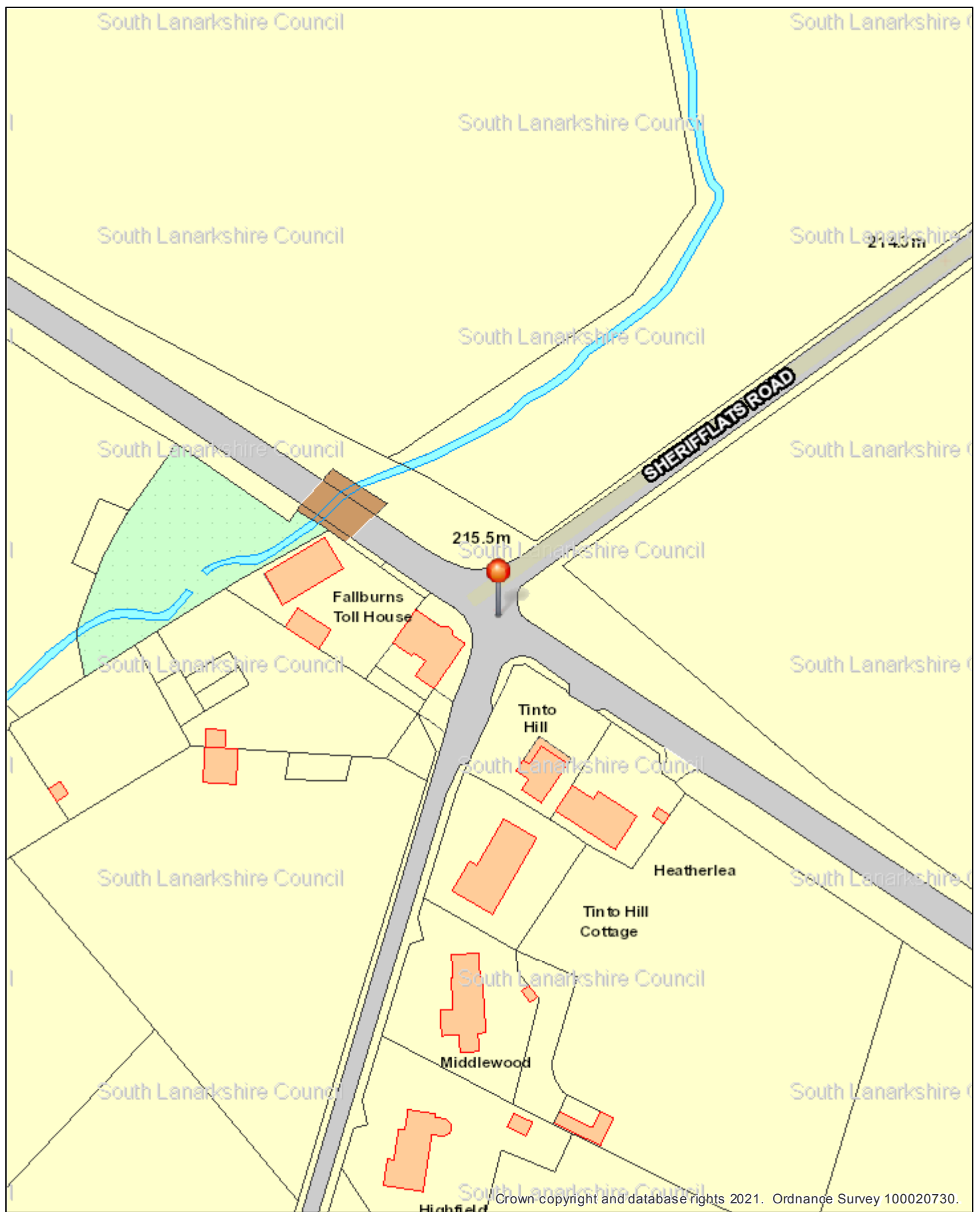
Notes: Single Site



South Lanarkshire Council

Scale 1:1,250

09/06/2021 10:52:06



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Title: A73 at Station Road, Thankerton

Notes: Single Site



South Lanarkshire Council

Scale 1:1,250

09/06/2021 10:54:07



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Title: B7071 Cadzow Street/ Auchingramont Road/ Lower Auchingramont Road, Hamilton

Notes: Single Site

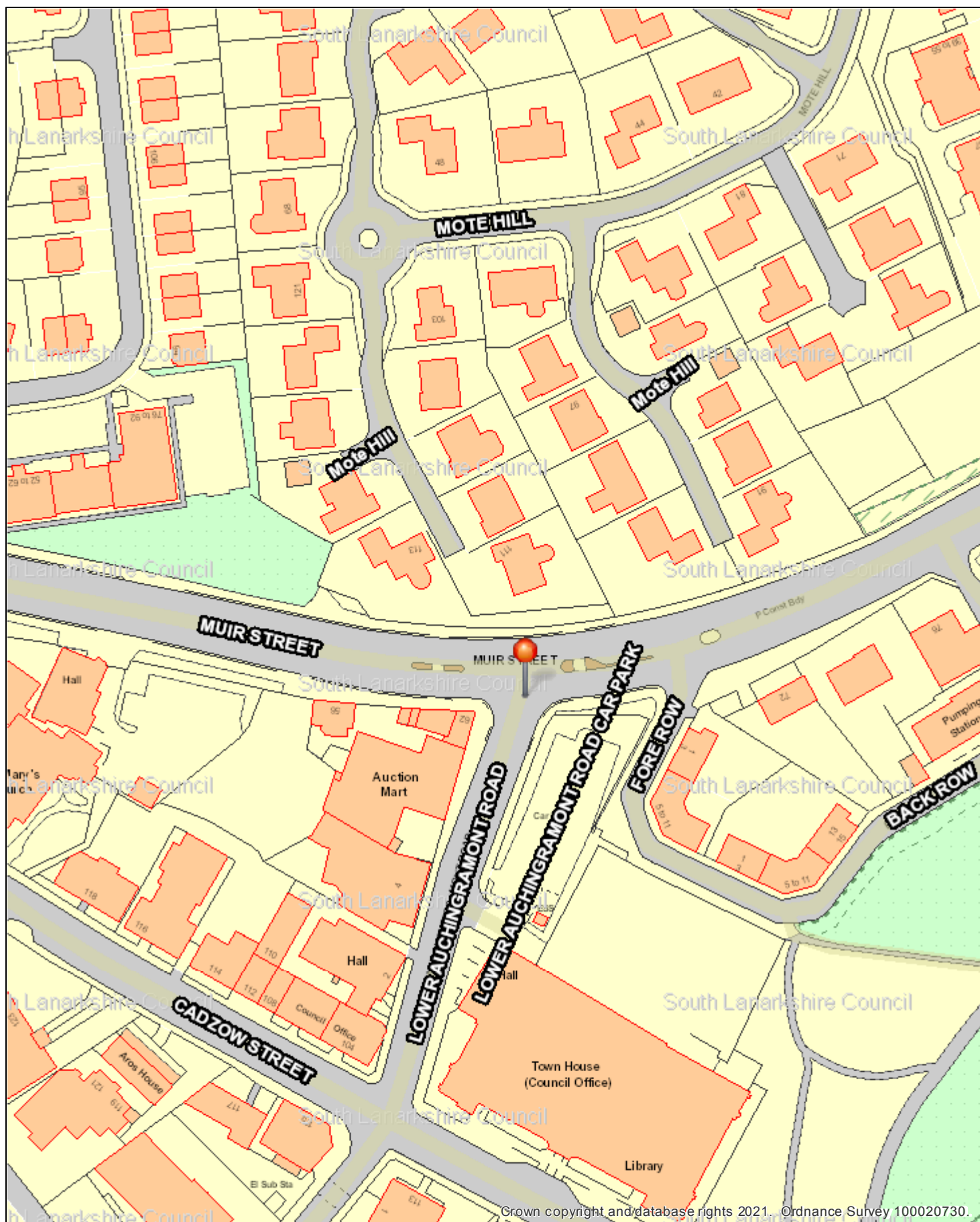


South Lanarkshire Council

Scale 1:1,250

09/06/2021 10:57:27





(c) Crown Copyright and database rights 2021. Ordnance Survey Licence number 100020730.

Title: A72 Lower Auchingramont Road at Muir Street,  
Hamilton

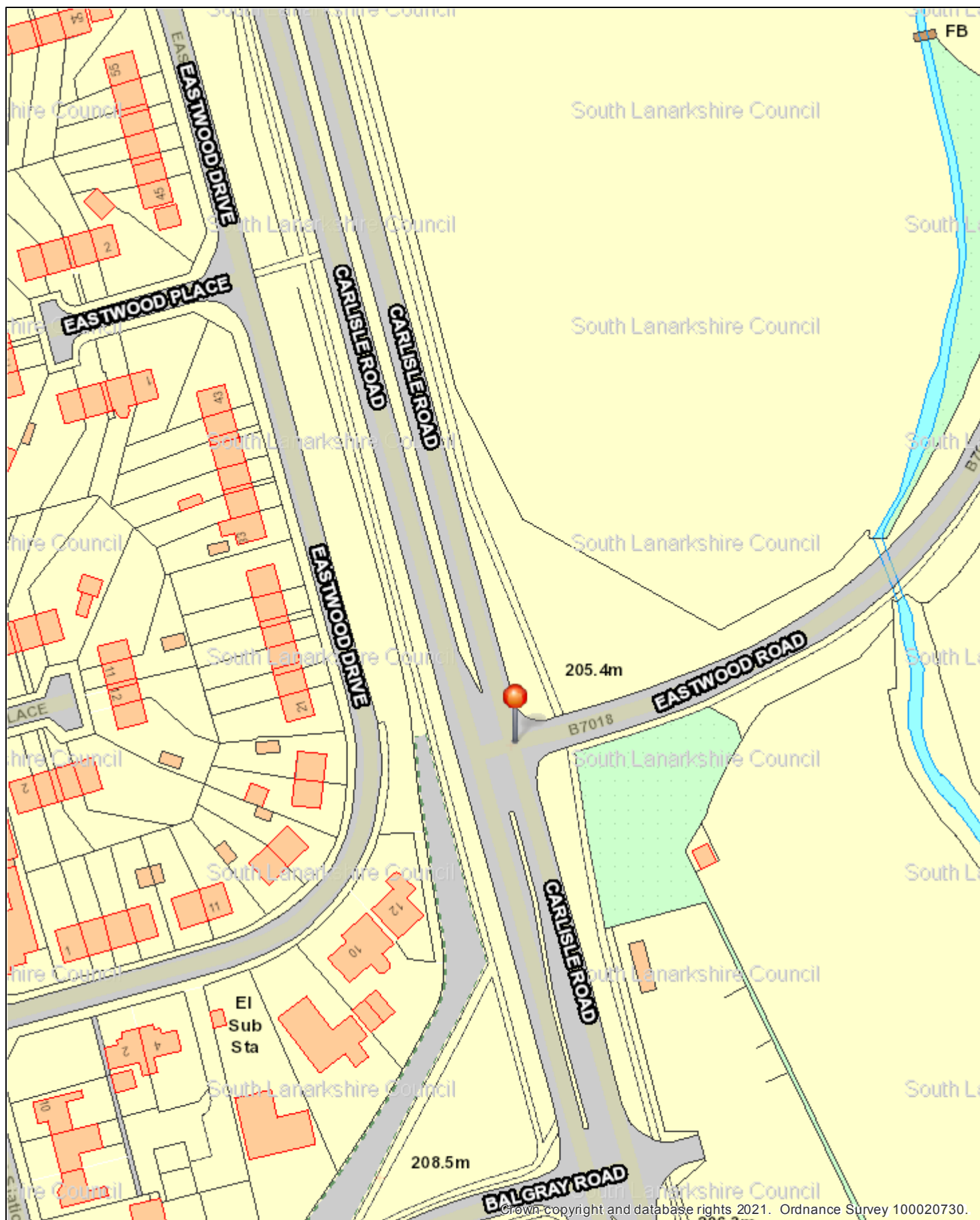
Notes: Single Site



South Lanarkshire Council

Scale 1:1,250

09/06/2021 11:34:24



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Title: B7078 Carlisle Road at B7079 Eastwood Road,  
Lesmahagow

Notes: Single Site



South Lanarkshire Council

Scale 1:1,250

09/06/2021 11:39:13

# Report

**5**

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>22 June 2021</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>School Travel Plans</b>
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## **1. Purpose of Report**

1.1. The purpose of the report is to: -

- ♦ advise the Forum of the School Travel Plan programme 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, and the development of future School Travel Plans be supported.

## **3. Background**

- 3.1. The aim of the School Travel Plan is to encourage more sustainable modes of travel, such as walking and cycling, hence reducing congestion outside schools, increasing safety, improving health and environmental awareness and ultimately setting active travel patterns for life. The local context, including pupil travel patterns, is researched, and presented in the Plan. This then allows appropriate solutions to be identified and targets for implementation to be set. The process puts the onus on pupils, parents, and teachers to monitor the travel situation, develop appropriate aims and identify targets and timescales for actions. The Plan is an active document with a monitoring regime included, so the progress of any measures can be followed and new ones added as it continues to develop.
- 3.2. School Travel Plans continue to be developed and implemented with 71 schools having a School Travel Plan in place and 65 working towards this. Remote support, initiative and campaign materials continue to be on offer to facilitate safe and sustainable school travel.
- 3.3. School Travel Plan support has continued to be offered to schools during the current COVID-19 pandemic with many schools making progress regarding this initiative. The School Travel Plan Co-ordinator has also contacted schools in response to enquiries and correspondence received by Roads and Transportation Services in relation to school journey matters. The School Travel Plan Consultation can take place on-line with survey links being made available for parents, pupils, and staff.

#### **4. The School Travel Plan Process**

- 4.1. The Council's School Travel Plan Co-ordinator contacts all schools on a regular basis to engage with the school community. The co-ordinator has initial discussions with a school representative to discuss the School Travel Plan process, potential initiatives, and associated resources available.
- 4.2. The School Travel Plan Process was detailed fully in a School Travel Plan paper at a previous Roads Safety Forum on 10 October 2018.

#### **5. School Travel Plan – 5 STEPS to completion award**

- 5.1. This award has been introduced as part of the School Travel Plan process. Schools will be encouraged to complete the five steps towards their first School Travel Plan or their review, as detailed below: -
  - 1. **Start** with a meeting with your School Travel Plan Co-ordinator
  - 2. **Talk** about different initiatives and resources available for your school
  - 3. **Engage** with parents, pupils, and staff to complete questionnaires
  - 4. **Plan** initiatives and targets for implementation
  - 5. **School Travel Plan** complete and reviewed
- 5.2. On completion of the 5 STEPS, a certificate and a banner are supplied to each school. The display of these items will demonstrate the school's commitment and partnership working with parents, pupils, and staff in a bid to encourage safe and sustainable travel to and from school.
- 5.3. Additional items are available to support and promote School Travel Plan development. This includes a parental information flyer, pupil stickers and '5 STEPS to a School Travel Plan' school leaflet.
- 5.4. The Council's School Travel Plan work, including the 5 STEPS Award, was nominated, and won the Best Practice in Travel to School and Work Scheme category at the Scottish Transport Awards in October 2020.

#### **6. School Travel Plan Initiatives**

##### **6.1. Walk to School Week 2020 (6 to 10 October 2020)**

All schools in South Lanarkshire were encouraged to participate in Living Streets National Walk to School campaign. This aims to help children get more active over the five days and was held during October in 2020 rather than the usual month of May. The Living Streets website hosted a variety of resources that schools could use to help ensure that their Walk to School Week plans were a success.

##### **6.2. Walk to School Week 2021 (17 to 21 May 2020)**

Living Streets National Walk to School Week 2021 took place week commencing 17 May. All school and Junior Road Safety Officer Co-ordinators were informed and sent information and a link to resources on the Living Streets website. A communications pack was also sent to help them promote any plans for the week. The five-day challenge had a theme of 'Walking Superpowers' and was promoted on the Council's social media channels.

##### **6.3. WOW – Walk on Wednesday or Walk Once a Week**

The WOW scheme is usually offered to Primary 5 pupils, however, due to COVID-19 and the time and practical commitment to fulfil this initiative, this has been unable to be offered to schools during academic year 2020/2021. It is our intention to invite schools to participate in the new 2021/2022 academic year.



#### 6.4. **Starting School**

The road safety leaflet titled 'Starting School' is usually provided for all primary schools prior to Primary 1 enrolment week held in January for onward distribution to parents/guardians and pupils. This booklet covers a variety of important points including stop, look and listen, safer crossing places, school gate parking, park and stride and has a fun activity poster inside.

- 6.5. Enrolment week 2021 took place electronically due to COVID-19. Booklets for Primary 1 pupils starting in August 2021 will therefore be provided to schools before the summer holidays in preparation for the new academic term. These booklets have been funded by Road Safety West of Scotland.

#### 6.6. **Sustrans Cycle Parking Funding**

Sustrans Cycle and Scooter Parking Funding is available for all local authorities to apply for with a 50% match funding on offer. A successful bid was submitted during 2019 allowing additional infrastructure at three schools during the academic year 2019/2020: -

- ◆ Newfield Primary School and Nursery – 1 shelter, 8 cycle hoops, 20 scooter spaces
- ◆ Park View Primary School – 1 shelter, 5 cycle hoops and 10 scooter spaces
- ◆ St. John's Primary School, Blackwood – 1 shelter, 8 hoops and 20 scooter spaces

- 6.7. A further match funding bid was submitted to Sustrans for the 2020/2021 academic term. This was successful with funds providing additional storage and a shelter to complement existing cycle and scooter provision at the following establishments: -

- ◆ Cathkin Primary School and Nursery – 1 shelter, 5 cycle hoops and 10 scooter spaces
- ◆ Kirklandpark Primary School and Nursery – 1 shelter, 8 hoops and 20 scooter spaces
- ◆ Muiredge Primary School and Nursery – 1 shelter, 5 hoops and 10 scooter spaces

- 6.8. Schools are prioritised based on their School Travel Plan activity and potential to support and increase sustainable travel to and from school.

### 7. **Sustrans Hands Up Scotland Survey (HUSS)**

- 7.1. All nurseries and schools are invited to take part in the Annual Travel Survey – Hands Up Scotland Survey. This survey requires to be completed on any one day during the second week of September. The information gathered is entered via an on-line portal organised by Sustrans.

- 7.2. Sustrans, the UK's leading sustainable transport charity, uses the data to collate a report on school travel across Scotland for the Scottish Government. Following the passing of a Parliamentary Order on 1 June 2012, Hands Up Scotland Survey has been published as Official Statistic status in Scotland.

- 7.3. The Hands Up Scotland Survey (HUSS) Summary Survey 2019 shows that 508,169 schools and nursery children took part in this Scottish survey. This involved 3,109 schools and nurseries. This included 34,323 South Lanarkshire school and nursery children.

- 7.4. During 2019 South Lanarkshire had 65 nurseries, 101 Primaries, 15 Secondary and 2 SEN schools participating in the survey.
- 7.5. The 2019 figures were published on 18 June 2020 which contained the overall data for each local authority within Scotland. This showed the travel modes for all school types (excluding nursery) for South Lanarkshire being: -
- ◆ Walk = 37.6%
  - ◆ Cycle = 2.8%
  - ◆ Scooter/Skate = 1.9%
  - ◆ Park and Stride = 9.5%
  - ◆ Driven = 28.2%
  - ◆ Bus = 17.0%
  - ◆ Taxi = 2.5%
  - ◆ Other = 0.5%
- 7.6. There were 59.3% of children travelling to primary and secondary school by active or public transport during 2019 (excluding nursery). This is a decrease of 0.4% when compared to 2018 data which was 59.7%.
- 7.7. The National results for 2019 (all school pupil responses excluding nursery) children were: -
- ◆ Walk = 41%
  - ◆ Cycle = 4.1%
  - ◆ Scooter/Skate = 2.7%
  - ◆ Park and Stride = 10.2%
  - ◆ Driven = 23.8%
  - ◆ Bus = 16.0%
  - ◆ Taxi = 1.7%
  - ◆ Other = 0.6%
- 7.8. Nationally in 2019 and 2018 the percentage of children travelling to primary and secondary school by active transport during 2019 (excluding nursery) was 63.8% and 64.9%, showing a 1.1% decrease.
- 7.9. Detailed local authority level information is provided directly to Council's as an Excel spreadsheet for internal use. The HUSS data is used for inclusion within School Travel Plans, as evidence for Sustrans Bids and as a tool for schools to oversee travel modes.
- 7.10. The 2020 HUSS was communicated to all educational establishments and participation encouraged despite the COVID-19 pandemic. Preliminary response rates were understandably lower with 44 nurseries, 74 primaries, 9 secondary and 1 SEN school participating in the survey. Results are expected to be available around June 2021.
- 8. Sustrans Big Pedal (19 to 30 April 2021)**
- 8.1. Sustrans Big Pedal is the UK's largest inter-school cycling, walking, wheeling and scooting challenge that inspires pupils, staff, and parents to be involved and take active journeys to school. Schools could choose to take part in a 5 day challenge or a 1 day challenge over the 2 week timescale.

- 8.2. Schools register on-line and compete to see who can record the greatest number of pupils, staff and parents cycling, walking, scooting, or using a wheelchair to school. Pupils learning remotely were also able to take part by completing an activity or journey at home.
- 8.3. A school's best five days will determine their final position and schools at the top of their leader boards will receive a certificate. All schools that took part were entered into a daily prize draw if over 15% of their school took an active journey or complete an activity / journey at home.
- 8.4. Free resources were available for schools in the form of daily classroom activities, suitable for remote learning, a school account on the Big Pedal website, leader boards and top tips, presented in a fun and interactive manner.
- 8.5. Several primary schools took part in the Big Pedal challenge. Official results have yet to be confirmed, but provisionally, the leader board indicated St. John's Primary School in Blackwood was overall 5<sup>th</sup> place for the small school 5 day challenge and 2<sup>nd</sup> place in Scotland. In the large school 5 day challenge, Wester Overton Primary School in Strathaven was placed overall 11<sup>th</sup> and 3<sup>rd</sup> in Scotland.

## **9 Employee Implications**

- 9.1. The School Travel Plan process involves working in partnership with schools, pupils, and parents. The School Travel Plan Co-ordinator offers initial and ongoing support and guidance to the school. This presently accounts for 60% of the officer's working time.

## **10 Financial Implications**

- 10.1. Promotional items and engineering works are funded from a variety of sources such as the Roads Revenue budget and external partners such as Road Safety Scotland, Road Safety West of Scotland and Sustrans.

## **11 Climate Change, Sustainability and Environmental Implications**

- 11.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted however that active and sustainable travel schemes and those which promote pedestrian skills may have a positive impact on the environment by reducing reliance on private vehicles, supporting South Lanarkshire's Sustainable Development and Climate Change Strategy. Reduced motorised vehicle journeys will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions.

## **12 Other Implications**

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

## **13. Equality Impact Assessment and Consultation Arrangements**

- 13.1. 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.
- 13.2. Consultation information in relation to School Travel Plan is undertaken through parent, pupil, and staff questionnaires.

**Michael McGlynn**  
**Executive Director (Community and Enterprise Resources)**

3 June 2021

**Link(s) to Council Values/Ambitions/Objectives**

- Make communities safer, stronger, and sustainable.
- Protect vulnerable children, young people, and adults.
- Support our communities by tackling disadvantages and deprivation and supporting aspiration.
- Get it right for children and young people.
- Focused on people and their needs.

**Previous References**

Roads Safety Forum 8 August 2019

Roads Safety Forum 10 October 2018

**List of Background Papers**

None.

**Contact for Further Information**

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

Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3757 (Tel: 01698 453757)

E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

# Report

6

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>22 June 2021</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Spaces for People – 20mph Town Centres and Schools</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ update the Forum in relation to the Spaces for People 20mph Town Centre and School projects

## 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 the detailed 20mph Spaces for People projects be supported.

## 3. Background

3.1. In response to the COVID-19 pandemic, Scottish Government launched their Spaces for People grant funding to support local authorities to introduce temporary measures to support social distancing and active travel messages as well providing an outside environment where this can take place.

3.2. The Council submitted four funding applications with a total of £1.200m being awarded. This included £0.750m for the outdoor school environment and £0.100m for town centres with a phased implementation of measures being identified to address the public health emergency and supporting of active travel during this time. Additionally, both projects are deemed to provide road safety benefits due to reduced vehicular speeds included as part of these works.

## 4. School Outdoor Environment - Spaces for People

4.1. Investigations were undertaken in conjunction with Education Resources regarding social distancing requirements and facilitating active travel during the pandemic for all 148 schools. Every school was discussed between representatives from Roads and Transportation Services and Education Resources.

4.2. Initial considerations included a variety of actions resulting in support with additional equipment requirements such as providing cones and barriers to aid social distancing and space management and specific signage to address local issues. Social distance and active travel banners with associated signing and footway markings were also provided at all schools. Cycle storage was also provided at 7 schools where this was identified as a requirement through liaison with Education Resources:- St. Paul's, Glenlee and St. Marys Primary Schools, Hamilton; Carnwath

Primary School, Carnwath; St. Marys Primary School, Lanark, Biggar Primary School, Biggar and Machanhill Primary School, Larkhall.

- 4.3. A second phase of measures was developed and mandatory 20mph speed limits outside approximately 90 schools was agreed.
- 4.4. This second phase of measures will change advisory 20mph speed limits to mandatory 20mph speed limits at 88 school-based locations and is expected to change the characteristics of the roads outside schools to encourage active travel by pupils and parents/carers.
- 4.5. An informed decision was taken as to which schools to include and which features to implement as part of the 20mph project. The classification of roads (A or B class or unclassified), estimated traffic volumes, the nature of the local environment, road layout and available space were all considered to determine suitable features to be provided at each location.
- 4.6. Schools not included for a mandatory 20mph speed limit typically have a part-time mandatory 20mph speed limit already in place with the use of electronic signs. Where this is not the case there may be other measures deemed more suitable regarding the setting of a school speed limit. Schools not included will be considered upon conclusion of the Spaces for People project.
- 4.7. Details of the 88 locations and individual works drawings have been provided to elected members, communicated to schools and are available to the public on the Council website [www.southlanarkshire.gov.uk/spacesforpeople](http://www.southlanarkshire.gov.uk/spacesforpeople). Schools included within the 88 project locations have been provided as Appendix A. Example photographs have been provided as Appendix B.
- 4.8. Banners will be provided to schools involved within these works and post wraps may also be considered to further promote the 20mph messaging and reasoning behind this project. Graphics of these items are provided within Appendix C.

## **5. Town Centres - Spaces for People**

- 5.1. Town centres are a core element of local communities and required consideration as to the support required so that people could make essential trips by active travel methods and follow social distancing rules. Each area is unique in terms of its current infrastructure and potential for temporary measures. In addition, there are smaller neighbourhood centres which face similar issues.
- 5.2. A variety of interventions were considered including behavioural change publicity, temporary signage, barriers, lining and markings and reallocation of road/ parking/ loading space. The following were taken forward: -
  - ◆ signage and pavement stencils requesting social distancing were provided in South Lanarkshire towns and major neighbourhood centres
  - ◆ publicity to encourage local shopping was undertaken
  - ◆ Hyndford Place in Lanark was converted to an open space, with benches/umbrella coverings for local businesses and their customers to utilise
- 5.3. A second phase of measures was agreed to introduce 20mph cordons close to several town centres. Towns included are: -



- ◆ Strathaven
- ◆ Bothwell
- ◆ Larkhall
- ◆ Uddingston
- ◆ Carluke
- ◆ Lanark

5.4. These incorporate gateway signage in the short term accompanied by coloured road surfacing and carriageway markings. This measure is to encourage active travel to and within these cordons as vehicles would travel at slower speeds through these. The gateways would help create a change in characteristics to alter driver behaviour. An example drawing and photograph is provided as Appendix D.

5.5 Post wraps will be displayed at these locations to further promote the 20mph messaging and reasoning behind this project. Graphics are provided within Appendix C.

## **6. Temporary Traffic Regulation Orders (TTROs)**

6.1. The 20mph speed reduction works both at schools and within town centres required a Temporary Traffic Regulation Order (TTRO) to be in place. A TTRO allows a swifter implementation of revised speed limits than a standard Traffic Regulation Order (TRO) and is suited to this project due to the nature and ethos of the funding and works.

6.2. Elected members received notification of the TTROs during January 2021.

6.3. It is our intention to monitor these locations with a view to permanency before the expiry of the 18 month TTRO. This will require the full TRO process to be undertaken which will include the usual consultees and processes including the opportunity to comment or object which may require alterations to be contemplated.

6.4. Any comments received from elected members will be considered in relation to any future action regarding the locations.

## **7. Project Delivery Timescales Future Action**

7.1. These works were put out to tender December 2020 with the appointment of a contractor made during January 2021. Gateway signing and carriageway signing for the 20mph limits was initially programmed for completion in Spring 2021, however, material delays and other programmed works have delayed progress at several locations. The introduction of these 20mph school and town centre works are presently ongoing with works expected to complete during summer 2021.

7.2. 'Before' speed measurements were undertaken at a sample of school locations and all the town centre locations before project delivery and 'after' measurements will be taken later in the year.

7.3. The overall success of the Spaces for People project will be considered once measures have been fully implemented. Views will also be sought at this point. This will influence discussions regarding other schools not currently included within the project and the best approach to school speed limits within various settings. Thereafter, a decision will be undertaken regarding any actions to take within a future phase of school or town centre speed limit related works.

- 7.4. On conclusion of the Spaces for People project the mandatory 20mph speed limits may be taken forward as permanent provisions at schools in South Lanarkshire. The same considerations will be undertaken for Town Centre locations which may include the requirement for adaptations or differing materials or features to be considered.

## **5 Employee Implications**

- 5.1. There are no employee implications as the project has utilised existing resources.

## **6 Financial Implications**

- 6.1. The project is fully funded by Spaces for People grant funding managed by Sustrans on behalf of Scottish Government.

## **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. It should be noted however that active and sustainable travel schemes and those which promote pedestrian skills may have a positive impact on the environment by reducing reliance on private vehicles, supporting South Lanarkshire's Sustainable Development and Climate Change Strategy. Reduced motorised vehicle journeys will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions.

## **8 Other Implications**

- 8.1. There are no other significant implications as result of the contents of 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)**

3 June 2021

### **Link(s) to Council Values/Ambitions/Objectives**

- Make communities safer, stronger and sustainable
- Protect vulnerable children, young people and adults
- Get it right for children and young people
- Focused on people and their needs

### **Previous References**

Community and Enterprise Resources Committee, 15 September 2020, "Active Travel Projects 2020/2021".

### **List of Background Papers**

None.

**Contact for Further Information**

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

Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3757 (Tel: 01698 453757)

E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

**Spaces for People – 20mph Schools by Ward**

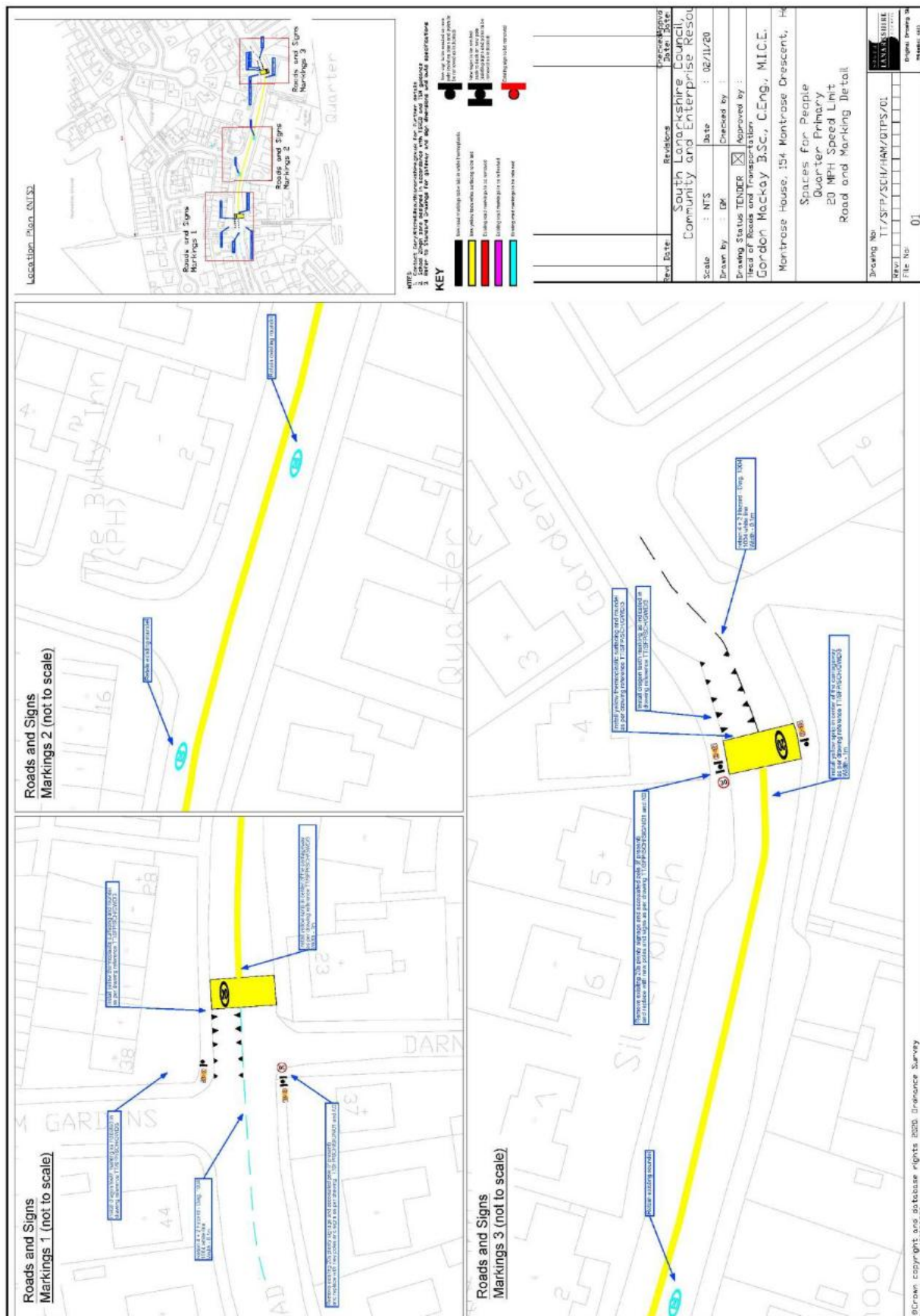
<b>Ward</b>	<b>Project No.</b>	<b>School(s)</b>
Ward 1	66	Braidwood Primary School, Braidwood, Carluke
Ward 1	67	Carluke Primary School, Carluke
Ward 1	75	Crawforddyke Primary School, Carluke
Ward 1	76	High Mill Primary School and Victoria Park Primary School, Carluke
Ward 1	78	Kirkton Primary School, Carluke
Ward 1	81	Law Primary School, Law, Carluke
Ward 1	86	St Athanasius' Primary School, Carluke
Ward 2	77	Kirkfieldbank Primary School, Kirkfieldbank, Lanark
Ward 2	80	Lanark Primary School, Lanark
Ward 2	83	New Lanark Primary School, Lanark
Ward 2	85	Robert Owen Memorial Primary School and St. Mary's Primary School, Lanark
Ward 3	65	Abington Primary School, Abington
Ward 3	68	Carmichael Primary School, Carmichael
Ward 3	69	Carnwath Primary School, Carnwath
Ward 3	70	Carstairs Junction Primary School, Carstairs Junction
Ward 3	71	Carstairs Primary School, Carstairs, Lanark
Ward 3	73	Coulter Primary School, Coulter, Biggar
Ward 3	74	Crawford Primary School, Crawford
Ward 3	79	Lamington Primary School, Lamington, Biggar
Ward 3	82	Leadhills Primary School, Leadhills, Biggar
Ward 3	87	Tinto Primary School, Symington, Biggar
Ward 3	88	Wiston Primary School, Wiston, Biggar
Ward 4	72	Coalburn Primary School, Coalburn
Ward 4	84	Rigside Primary School, Rigside, Lanark
Ward 4	89	Woodpark Primary School, Lesmahagow
Ward 5	1	Auldhouse Primary School, Auldhouse
Ward 5	55	Chapelton Primary School, East Kilbride
Ward 5	9	Gilmourton Primary School, Gilmourton
Ward 5	10	Glassford Primary School, Glassford
Ward 5	19	Sandford Primary School, Sandford
Ward 5	23	Wester Overton Primary School, Strathaven
Ward 5	33	Newfield Primary School, Stonehouse
Ward 5	49	Stonehouse Primary School, Stonehouse
Ward 6	6	Crosshouse Primary School, East Kilbride
Ward 6	11	Greenhills Primary School, East Kilbride
Ward 6	20	South Park Primary School, East Kilbride
Ward 6	22	St Vincent's Primary School, East Kilbride
Ward 7	4	Canberra Primary School, East Kilbride
Ward 7	8	East Milton Primary School, East Kilbride
Ward 7	17	Murray Primary School, East Kilbride
Ward 7	18	Our Lady of Lourdes Primary School, East Kilbride
Ward 8	2	Blacklaw Primary School, East Kilbride
Ward 8	12	Halfmerke Primary School and West Mains School, East Kilbride
Ward 8	15	Maxwellton Primary School and Greenburn School, East Kilbride

Ward 9	16	Mossneuk Primary School, East Kilbride
Ward 10	3	Calderglen High School and Sanderson High School, East Kilbride
Ward 10	13	Hunter Primary School, East Kilbride
Ward 10	14	Long Calderwood Primary School, East Kilbride
Ward 10	21	St Leonard's Primary School, East Kilbride
Ward 11	57	Stonelaw High School and Calderwood Primary School, Rutherglen
Ward 11	58	Cathkin Primary School, Rutherglen
Ward 11	62	Spittal Primary School, Rutherglen
Ward 12	54	Bankhead Primary School, Rutherglen
Ward 12	55	Burgh Primary School, Rutherglen
Ward 12	64	St Columbkille's Primary School, Rutherglen
Ward 13	60	James Aiton Primary, Cambuslang
Ward 13	61	Loch Primary School and St. Anthony's Primary School, Rutherglen
Ward 14	56	Cairns Primary School and St. Cadoc's Primary School, Cambuslang
Ward 14	59	Hallside Primary School and Park View Primary School, Cambuslang
Ward 14	63	St Bride's Primary School, Cambuslang
Ward 15	27	David Livingstone Memorial Primary School
Ward 15	37	St Blane's Primary School, Blantyre
Ward 15	40	Calderside Academy and Nursery, Blantyre
Ward 15	41	Auchinraith Primary School, Blantyre
Ward 15	43	Kear Campus, Blantyre
Ward 16	24	Bothwell Primary School, Bothwell
Ward 16	31	Muredge Primary School and St. John the Baptist Primary School, Uddingston
Ward 16	38	St Bride's Primary School, Bothwell
Ward 17	42	Glenlee Primary School and Hamilton School for the Deaf, Burnbank
Ward 17	45	St Mary's Primary School, Hamilton
Ward 17	47	St Paul's Primary School, Hamilton
Ward 18	48	Neilsland Primary School and St Peter's Primary School, Hamilton
Ward 18	50	Townhill Primary School, Hamilton
Ward 18	51	Udston Primary School, Hamilton
Ward 19	25	Chatelherault Primary School, Hamilton
Ward 19	34	Our Lady & St Anne's Primary School, Hamilton
Ward 19	39	St Elizabeth's Primary School, Hamilton, Hamilton
Ward 19	52	Woodhead Primary School, Hamilton
Ward 20	26	Craigbank Primary School, Larkhall
Ward 20	28	Glengowan Primary School, Larkhall
Ward 20	29	Hareleeshill Primary School, Larkhall
Ward 20	30	Machanhill Primary School, Larkhall
Ward 20	32	Netherburn Primary School, Netherburn, Larkhall
Ward 20	35	Quarter Primary School, Quarter
Ward 20	36	Robert Smillie Memorial Primary School, Larkhall
Ward 20	44	Larkhall Academy, Larkhall
Ward 20	46	St Mary's Primary School, Larkhall



### Example 20mph school drawings and photos

Example A - Gateway treatment with signs, dragon's teeth and coloured road surfacing including centre line.













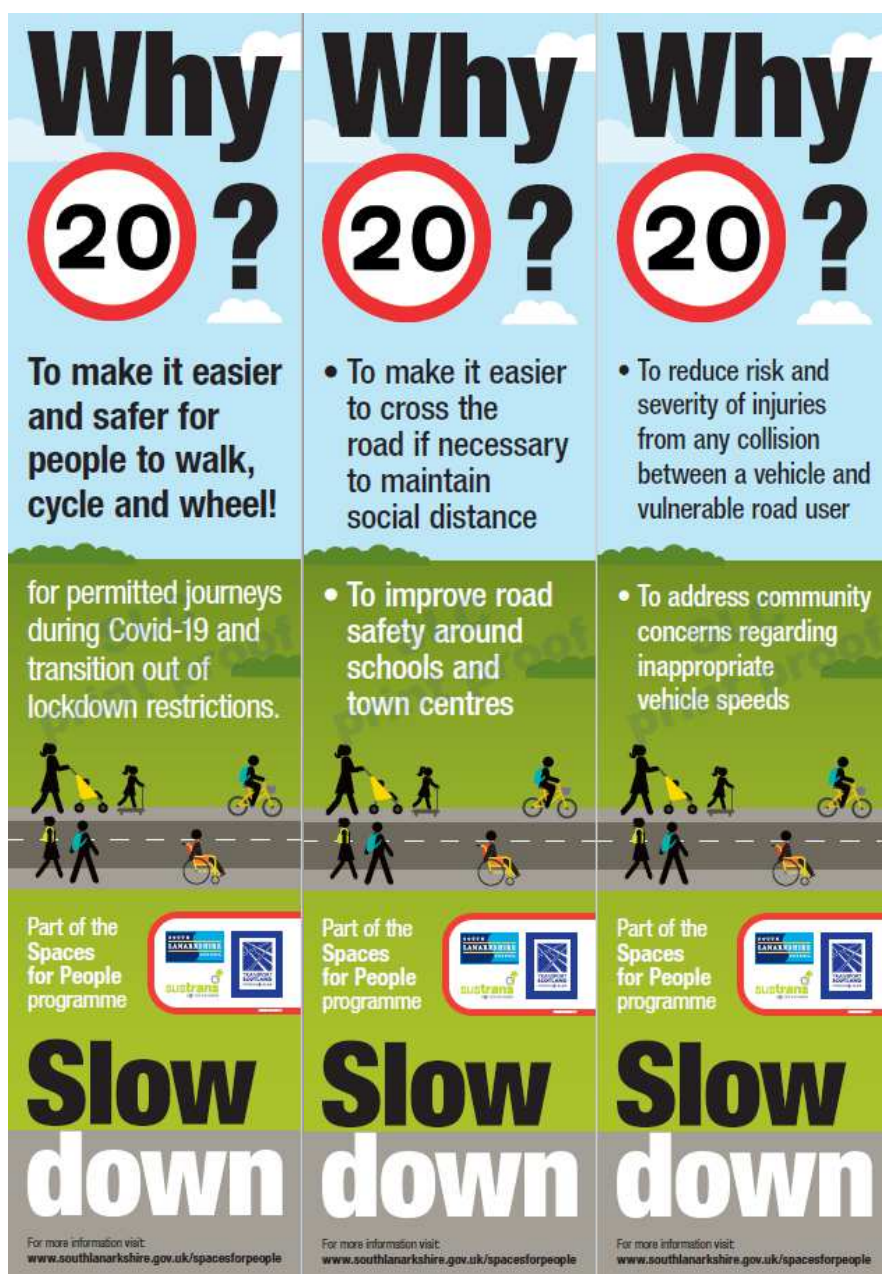




Example school banner



Example post wrap – for town centre or school use

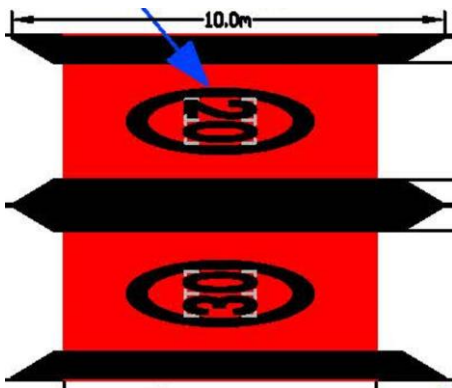








*\* please note works shown above are incomplete with carriageway markings and white lining still to be installed as below.*





# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>22 June 2021</b>
Report by:	<b>Lorna Hinshelwood, Local Authority Liaison Officer Police Scotland</b>

Subject:	<b>Police Scotland - Lanarkshire Division Road Safety Update</b>
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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 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. Local and National issues

4.1. Due to the current COVID-19 pandemic, the Road Policing Campaign Calendar has been suspended although officers are continuing to target the issues that the campaign would be addressing. These campaigns will involve engagement and proportionate enforcement. Social media will be used to launch events and provide information to the public, including:-

- ◆ January to March 2021, national mobile phone campaign, seat belts and speed
- ◆ April 2021, local road safety on motorway network
- ◆ Operation Closepass, has just been completed, promoting driver behaviour in relation to cyclists. Five vehicles were stopped for driving too close to cyclists, drivers warned and provided with appropriate advice

4.2. Due to the pandemic, stop checks have not taken place and there has been no statutory road checks with partners. Campaigns will resume in the next quarter as regulations ease.



- 4.3. South Lanarkshire Road Safety YTD figures cannot be truly reflected against the previous year due to the pandemic and the initial reduction of traffic on roads. Table below is a synopsis of 2020/2021 and 2019/2020 stats. The increase in Driving Licence offences and Insurance offences can be attributed to officers now having a personal hand held mobile device, allowing easier access when checking vehicles and within a quicker timescale as they can make checks themselves rather than rely on a PNC operator.

Road Safety South Lanarkshire			
	April 2020 – March 2021	April 2019 – March 2020	% change
Speeding	733	1216	-39.7%
Disqualified driving	78	64	+21.9%
Driving Licence	378	317	+19.2%
Insurance	924	709	+30.3%
Seat Belts	59	65	-9.2%
Mobile Phone	68	70	-2.9%

- 4.4. Lanarkshire Division are 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.

## **5. New Driver Early Intervention Scheme**

- 5.1. A new online training input has been created where SLC Campus Officers and Community Safety Officers will participate in training on 27 May 2021 allowing Lanarkshire Division to continue with presentations on virtual platforms ensuring Road Safety messages are still being delivered to new and nearly new drivers age 16 to 25. Social Media will be used to publicise the scheme. SFRS have also developed an online Road Safety input to be delivered in partnership with Lanarkshire Division. Once officers are trained, Education will be offered the inputs. Work is still ongoing to identify businesses who have new drivers as staff members and College students involved in car mechanic courses.

## **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 implications for sustainability or risk 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 not requirement to undertake any consultation in terms of the information contained in this report.

**Lorna Hinshelwood**  
**Local Authority Liaison Officer**  
**Police Scotland**

17 May 2021

### **Previous References**

Road Safety Forum – 11 November 2020

### **List of Background Papers**

None.

### **Contact for Further Information**

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

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# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>22 June 2021</b>
Report by:	<b>Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS)</b>

Subject:	<b>Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update</b>
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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 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 the Scottish Fire and Rescue Service (SFRS) 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. Local and National issues

4.1. Due to the current COVID-19 pandemic, SFRS has suspended all road safety engagement Sessions. SFRS have continued to use both local and national social media channels to promote road safety where appropriate. It is hoped that as we transition down through the tiers we can start to reintroduce face to face engagement.

4.2. SFRS figures for South Lanarkshire Road Traffic Incidents cannot be truly reflected against the previous year due to the pandemic and the initial reduction of traffic on roads. Table below is a synopsis of 2020/2021 and 2019/2020 statistics where SFRS were attended.

SFRS Incident Data Relating to RTC's			
	April 2020 – March 2021	April 2019 – March 2020	% change
Total number of RTC's	75	151	-50.3%
Incidents with a fatality	2	4	-50%
Total number of fatalities	4	4	0%
Non-fatal casualties	81	133	-39.09%

- 4.4. SFRS South Lanarkshire Area are committed to ensuring the road network is safe. where trends are identified, a proportionate engagement plan will be created and implemented along with partners and the Road Safety Governance Board.

## 5. Future Engagements

- 5.1. A new online presentation has been developed to complement Police Scotland's Young Driver Scheme targeting new and nearly new drivers aged 16 to 25. This will be delivered in partnership online and when restrictions permit, in person. SFRS will work to target driving age students and local businesses who employ young drivers.
- 5.2 SFRS continues to progress with the virtual reality headsets that were initially trialled in South Lanarkshire. The programme is being rolled out nationally with areas having the capacity to produce their own VR videos in the future.

## 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 implications for risk 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 not requirement to undertake any consultation in terms of the information contained in this report.



**Ben Adams**  
**Local Authority Liaison Officer**  
**Scottish Fire and Rescue Service**

9 June 2021

**Previous References**

None.

**List of Background Papers**

None.

**Contact for Further Information**

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

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