

Report

Report to:	Roads Safety Forum
Date of Meeting:	13 June 2023
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Priority Road Safety Initiatives 2023/2024
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Forum of the proposed priority road safety initiatives to be progressed during 2023/2024

2. Recommendation(s)

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

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

3. Background

- 3.1. 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. In addition, a local authority, must prepare and carry out a programme of measures designed to promote road safety. 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 in line with the Framework aspirations. 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.
- 3.2. The Council's Local Transport Strategy 2013 to 2023 identifies a number of road safety policies and actions. As a consequence, the Council seeks to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2030 national casualty reduction targets.
- 3.3. The Council will assess road safety enquiries and target resources and improvements where three or more injury accidents are occurring in the previous three years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.4. As a result, the Council delivers annual prioritised road safety improvements at identified accident locations/routes/areas. Funding is sought from a variety sources on an annual basis to deliver numerous projects and initiatives.

- 3.5. A meeting of the Roads Safety Forum on 30 November 2021 outlined Scotland's Road Safety Framework to 2030. A recommendation to provide weighting factors for fatal and serious collision severities as well as for the targeted road user groups detailed within the new Framework was supported at this meeting. The Roads Safety Forum, at its meeting of 1 November 2022, continued to support the methodology used to identify where road accidents are occurring in South Lanarkshire and how the information is used to prioritise identified accident locations.

4. Route Action Plan Assessment

- 4.1. The assessment for rural A class and B class routes has recently been concluded and a number of locations have been identified for detailed investigations. A total of 29 sections currently have an accident rate greater than the national average. Weightings have been applied where fatal or serious road traffic collisions have been identified as well where vulnerable road user groups/ages are represented within killed or seriously injured casualties.
- 4.2. A weighting multiplication factor has been applied to each 'Route Accident Rate as a percentage of the National Accident Rate'. This is based upon the highest severity road traffic collision recorded on its length. A multiplication factor of 7.1 for a fatal and 4.5 for a serious road traffic collision has been applied where this is the highest collision severity on the route. An accident resulting in a slight injury accident has a factor of 1. This is based on the comparative cost to society as a result of injury collisions of various severities (fatal, serious and slight) and is based upon work undertaken by road safety professionals and statisticians.
- 4.3. A further 'double' gearing factor has then been applied where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented. These are specified in Scotland's Road Safety Framework to 2030 and include: - pedestrians killed or seriously injured, cyclists killed or seriously injured, motorcyclists killed or seriously injured, road users aged 70 and over killed or seriously injured and road users aged between 17 to 25 killed or seriously injured. It is not deemed appropriate to include a Scottish Index of Multiple Deprivation (SIMD) gearing factor within the route analysis.
- 4.4. It is noted that the weightings/gearing factors make some routes feature higher in priority within the route action plan priority table than they would previously without these additions. These, however, provide a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved and focus remains on routes where the accident rate exceeds the national average.
- 4.5. The number of routes identified for investigation has reached a small number this year due to a number of improvement works which have already been implemented and require a monitoring period, as well as future alterations works associated with new residential/commercial developments coming forward through the planning process. It is, therefore, proposed to investigate 3 locations, as outlined in Appendix 1.

5. Single Site Assessment

- 5.1. This approach taken with route action plans in previous years has resulted in significant reduction in casualties. With the treatment of most of the routes, focus also continues to be given to single site locations.
- 5.2. The annual Single Site Assessment has recently been concluded and this identified that 13 locations have 3 or more injury accidents occurring in the previous three years. Weighting factors have been applied with points allocated to each road traffic collision at each site as well as a weighing applied for sites within the most deprived 20% as detailed within the Scottish Index of Multiple Deprivation. Each fatal accident is

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

- 5.3. Where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented, a further 'double' gearing factor has been applied to each site's total points. It is not proposed that sites with a total of less than 3 points will typically be considered for investigation/ action.
- 5.4. It is proposed to take forward 3 sites as shown in Appendix 2. The 2 Lanark locations were identified during the last study period however proposed works were delayed due to available funding and resourcing. The Hamilton site will be subject to investigation.
- 5.5. Assessments of both Route Action and Single Site locations take cognisance of road traffic collision trends e.g. increases or decreases when compared to the previous study period, road user type, causation factors which are attributed to each accident and common factors present at each location. Casualty injury severities and vulnerable road user groups/ages are also given due consideration. Also considered are improvement works which have been implemented previously or are programmed in the future. Some locations are also subject to improvements associated with new residential/commercial developments coming forward through the planning process. Locations not identified for investigation will continue to be monitored.

6. Casualty Reduction – Actions/ Initiatives

- 6.1. In addition to the above, focus has been placed on the following vulnerable road user groups/ages to coincide and contribute to the targeted casualty reductions sought with the new framework:-
 - ◆ children
 - ◆ pedestrians
 - ◆ cyclists
 - ◆ motorcyclists
 - ◆ road users aged 70 and over
 - ◆ road users aged between 17 to 25
 - ◆ areas of highest deprivation as identified within the Scottish Index of Multiple Deprivation (SIMD)
- 6.2. In conjunction with partners, the actions and initiatives detailed within Appendix 3 have been taken forward to target road safety interventions towards these groupings.
- 6.3. Further actions spanning education, engineering, enforcement and encouragement will be considered in conjunction with our partners and with cognisance of the contributory factors cited within the reported injury collisions. Please see Appendix 4 for a range of potential measures which continue to be considered in line with available resources, priorities and funding.

7. Employee Implications

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

8. Financial Implications

- 8.1. The projects discussed earlier in this report will be developed further and where works or initiatives are to be taken forward they will be prioritised from grant funding of £150,000 awarded by SPT for accident reduction measures. It is noted that a Scottish Government Grant entitled Road Safety Improvement Fund will likely be available this financial year and we are awaiting details of this.

9. Climate Change, Sustainability and Environmental Implications

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

10. Other Implications

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

11. Equality Impact Assessment and Consultation Arrangements

- 11.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.

David Booth

Executive Director (Community and Enterprise Resources)

25 May 2023

Link(s) to Council Values/Priorities/Outcomes

Values

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

Priorities

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

Outcomes

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

Previous References

- ◆ Roads Safety Forum – 1 March 2022

List of Background Papers

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

Contact for Further Information

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

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

<i>Route</i>	<i>Start Point</i>	<i>End Point</i>	<i>Fatal</i>	<i>Serious</i>	<i>Slight</i>	<i>Total</i>	<i>Route Rate as %age</i>	<i>RTC</i>	<i>KSI</i>	<i>KSI Upscaled</i>	<i>Double KSI VRU</i>	<i>Final</i>
			<i>RTC</i>	<i>RTC</i>	<i>RTC</i>	<i>RTC</i>	<i>of National Rate</i>	<i>Points *</i>	<i>Weighting</i>	<i>Rate</i>	<i>Multiplier</i>	<i>score</i>
A70	Glespin	Council Boundary	0	2	0	2	220.25	9.0	4.5	991.1	Y	1982
A73	Braidwood	Lanark	1	0	5	6	127.77	12.1	7.1	907.1	Y	1814
A73	Bogside	Carluke	0	3	3	6	139.65	16.5	4.5	628.4	Y	1257

Appendix 2 – Single Site Locations

<i>Location</i>	<i>Fatal</i>	<i>Serious</i>	<i>Slight</i>	<i>Total</i>	<i>Site Points</i>	<i>SIMD</i>	<i>Weight</i>	<i>KSI 70yrs+</i>	<i>KSI 15-25yrs</i>	<i>Double KSI VRU Multiplier *</i>	<i>Final</i>
	<i>RTC</i>	<i>RTC</i>	<i>RTC</i>	<i>RTC</i>	<i>*</i>	<i>Weight</i>	<i>Total</i>	<i>RTC</i>	<i>RTC</i>		<i>score</i>
A73 Westport, Lanark	0	2	0	2	9	1	9	2	0	Y	18.0
A72 Palace Grounds Road, Hamilton	0	2	1	3	10	1	10	0	0	Y	10.0
A73 near Bloomgate/ bottom cross, Lanark (in conjunction with A73 Westport)	0	1	0	1	4.5	1	4.5	0	0	Y	9.0

Appendix 3 – Casualty Initiatives and Actions

Children

- Walk to School Week Promotion
- Introduction of 'WOW Activity Tracker' walk to school project
- Hands Up Scotland School Travel Survey
- 'Big Walk and Wheel' Challenge promotion
- Road Safety Calendar Competition
- Bikeability Scotland Cycle Training
- Junior Road Safety Officer scheme within primary schools
- School Travel Plan development
- Pedestrian skills promotion/ training
- Road safety activity booklet 'Starting School' provided for all new Primary 1 intakes
- Car Free School Zone Pilot/ Evaluation
- Provision of 'school' and 'slow' carriageway markings at a number of schools to support 20mph speed limits
- Road safety within 'curriculum for excellence' support and resources
- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures

Pedestrians

- Continued active travel network development including pedestrian/ cyclist crossings
- Pedestrian crossing upgrades
- Increased 'walk to school' promotion
- Child pedestrian skills promotion/ training
- Pedestrian Distractions campaign – external signs/ stencilling and social media
- Promotion of 'Park & Stride' within school communities
- School Travel Plan development
- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures

Cyclists

- Bikeability Scotland Level 1 and 2 cycle training within primary schools
- Provision of cycle storage within a number of key town/ village destinations
- Provision of cycle storage within a number of educational establishments
- Continued cycle/ active travel network development including 'parallel crossing' provision
- 'Love to Ride' project (South Lanarkshire Council Air Quality)
- 'Bike Bank' available to schools to support cycle training
- 'Close Pass' initiative (Police Scotland)
- Supporting national social media campaigns e.g. Give Me Cycle Space
- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures

Motorcyclists

- Supporting national social media campaigns e.g. Live Fast Die Old
- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures
- Engagement activity by partners
- 'Biker Down' course (Scottish Fire & Rescue Service)

Road Users aged 70 and over

- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures
- Engagement activity by partners
- Supporting national social media campaigns

Road users aged between 17 to 25

- Financial incentive towards Pass Plus for new drivers
- Supporting national social media campaigns e.g. Drive Smart
- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures
- 'New Driver Early Intervention Scheme' presentation (Police Scotland)
- Virtual Reality Headset presentation (Scottish Fire & Rescue Service)

Areas of Deprivation

- Weighting factors included within Accident and Investigation and Prevention (AIP) procedures
- Residential speed social media campaign
- Priority considered within road safety education initiatives

Appendix 4 – Casualty Reduction – Other Considerations

Children

Child Pedestrian Training – resource for primary schools

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

School run campaign

Road user behaviour campaign – targeted to senior pupils

Consideration of further Car Free School Zones (CFSZs)

Monitor/ develop school 20mph speed limits

Engage Police Scotland regarding enforcement where necessary

Pedestrians

20mph speed limit considerations

Adult road safety educational campaign – consider injury causation factors

Residential area speed campaign development

Pedestrian distraction campaign – secondary school introduction

Promote safe active travel for everyday journeys

Continued cycle/ active travel network development

Engage Police Scotland regarding enforcement where necessary to protect pedestrians

Cyclists

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

Continued provision of cycle storage within key town/ village destinations

Continued provision of cycle storage within educational establishments to meet demand

Mutual respect between drivers/ cyclists campaign – social media

20mph speed limit considerations

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

Continued cycle/ active travel network development

Motorcyclists

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

Rural roads and speed - social media campaign including motorcyclists

Road Users aged 70 and over

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

Older road users campaign development - consider injury causation factors

20mph speed limit considerations

Road users aged between 17 to 25

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

Increased road safety offer to secondary schools in conjunction with partners

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

Areas of Deprivation

Develop campaigns helping to inform of responsible road use

20mph speed limit considerations

Prioritised for road safety interventions where appropriate