



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 13 November 2023

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, 21 November 2023
Time: 10:00
Venue: Hybrid - Committee Room 1, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Yours sincerely

Cleland Sneddon
Chief Executive

Members

Davie McLachlan (Chair), Margaret Cowie (Depute Chair), John Anderson, Ralph Barker, Colin Dewar, Cal Johnston-Dempsey, Susan Kerr, Julia Marrs, Kenny McCreary, Norman Rae

Substitutes

Walter Brogan, Robert Brown, Janine Calikes, Richard Lockhart, Eileen Logan, Helen Toner

BUSINESS

1 Declaration of Interests

- 2 Minutes of Previous Meeting** 3 - 10
Minutes of the meeting of the Roads Safety Forum held on 13 June 2023 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 Approach to Casualty Reduction**
Presentation by S Laird, S Carle and C Smith, Roads, Transportation and Fleet Services, Community and Enterprise Resources
- 4 20mph Speed Limits** 11 - 18
Report dated 26 October 2023 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 Education, Training and Publicity Initiatives** 19 - 24
Report dated 2 November 2023 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 Police Scotland - Lanarkshire Division Road Safety Update** 25 - 28
Report dated 30 October 2023 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 7 Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 29 - 32
Report dated 6 November 2023 by G Tudhope, Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

Urgent Business

- 8 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:	07385403101
Clerk Email:	elizabeth-anne.mcgonigle@southlanarkshire.gov.uk

ROADS SAFETY FORUM

2

Minutes of meeting held via Confero and in Committee Room 1, Council Offices, Almada Street, Hamilton on 13 June 2023

Chair:

Councillor Davie McLachlan

Councillors Present:

Councillor Ralph Barker, Councillor Margaret Cowie (Depute), Councillor Colin Dewar, Councillor Cal Johnston-Dempsey, Councillor Susan Kerr, Councillor Julia Marrs, Councillor Kenny McCreary, Councillor Norman Rae, Councillor Helen Toner (*substitute for Councillor John Anderson*)

Councillor's Apology:

Councillor John Anderson

Councillor Also Present:

Councillor Richard Lockhart

Attending:

Community and Enterprise Resources

S Carle, Team Leader; S Laird, Engineering Manager; C Park, Head of Roads, Transportation and Fleet Services; C Smith, Engineering Officer

Finance and Corporate Resources

J Davitt, Public Relations Team Leader; E-A McGonigle, Administration Officer; L Wyllie, Administration Assistant

Also Attending:

Scottish Fire and Rescue Service

G Tudhope, Watch Commander, Local Authority Liaison Officer

1 Declaration of Interests

The following interest was declared:-

Councillor(s)	Item(s)	Nature of Interest(s)
Marrs	School Crossing Patroller Assessments:- ♦ Carnwath Road, Braehead	Requested the investigation

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 31 January 2023 were submitted for approval as a correct record.

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

3 Road Safety and Casualty Reduction

A report dated 5 January 2023 by the Executive Director (Community and Enterprise Resources) was submitted advising of the Council's approach to road safety and casualty reduction which was aligned to local and national priorities.

Section 39 of the Road Traffic Act 1988 required that all local authorities carried out studies into the causes of accidents on roads in their area and that appropriate measures be taken to prevent accidents. The Scottish Government had launched Scotland's Road Safety Framework to 2030 which set national targets and measures for casualty reduction to 2030 and a report was considered at the Forum at its meeting on 1 November 2022. The Framework had the long-term goal of zero fatalities and serious injuries in road transport by 2050. Four Interim Outcomes Target to 2030 had been set based on a national 2014 to 2018 baseline of:-

- ◆ 50% reduction in people killed
- ◆ 50% reduction in people seriously injured
- ◆ 60% reduction in children (aged <16) killed
- ◆ 60% reduction in children (aged <16) seriously injured

The Forum agreed that those 4 Interim Outcome Targets would be reported on an annual basis.

Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) included seeking to reduce the number and severity of road casualties within South Lanarkshire and to contribute towards the achievement of the 2030 national casualty reduction figures.

The Council's approach to casualty reduction was industry recognised, with South Lanarkshire Council winning the 'most effective road safety, traffic management and enforcement' category as part of the Scottish Transport Awards in 2022. The Council's approach to casualty reduction was fully detailed in section 4 of the report and included the following:-

- ◆ Road Safety Disciplines
- ◆ Annual Accident, Investigation and Prevention (AIP) Assessment
- ◆ Route Action Plan Assessment
- ◆ Single Site Assessment

There were other considerations such as:-

- ◆ improvement works which had been implemented previously or were programmed in the future. Improvements associated with new residential/commercial developments that came forward through the planning process could negate the need for intervention but those locations would be monitored
- ◆ sites/routes that did not specifically meet the above criteria could be included for further investigation and action if further information merited this. Such information included partner agencies, for example, non-injury collision details provided by Police Scotland, Scottish Fire and Rescue Service (SFRS) or adjacent landowners

Details were also provided on future considerations and pedestrian crossing facilities at sections 5 and 6, respectively of the report.

There followed a full discussion on the Council's approach to road safety and casualty reduction during which officers responded to members' questions in relation to the following:-

- ◆ whether near misses or non-injury accidents could be recorded and used as a method of predicting and preventing accidents
- ◆ risk assessing sites/routes
- ◆ the approach used for a site/route that did not specifically meet the criteria for further investigation
- ◆ instances when the police and local authorities had worked together to achieve positive outcomes

The Forum decided: that the contents of the report be noted and supported.

[Reference: Minutes of 1 November 2022 (Paragraph 4)]

Councillor Dewar entered the meeting during consideration of the above item of business

4 Road Accident Casualty Statistics for 2022

A report dated 18 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on the road accident casualty statistics for the Council during 2022. The statistics highlighted that between 2021 and 2022:-

- ◆ the total number of fatal casualties had increased from 7 to 10
- ◆ the total number of serious casualties was 82 and remained unchanged from 2021
- ◆ there were no fatal child casualties during 2022, no change for the fourth year
- ◆ the total number of serious child casualties had decreased from 8 to 4
- ◆ the total number of slight casualties had increased from 165 to 186, the second lowest value recorded

The figures provided for 2022 were provisional on the basis that the police could add to or amend the records over the coming months. The confirmed figures would be published by the Scottish Government in October 2023 in 'Reported Road Casualties Scotland 2022'.

In February 2021, the Scottish Government published 'Scotland's Road Safety Framework to 2030', which set out an ambitious long-term goal where no one was seriously injured or killed on Scotland's roads by 2050. Adjusted figures had been sourced from Transport Scotland with regards to baseline figures to fully allow the tracking of the Council's contribution to the national casualty reduction targets. This information was required due to the changes in data collection from 2019 onwards following the introduction of the Collision Recording and Sharing platform (CRaSH) used by Police Scotland to record and collate data. This had resulted in more casualties being classified as serious and had consequently caused a discontinuity in the time series with adjusted figures having to be used.

The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire from 2014 to 2022 were provided in Appendix A to the report. The 2030 targeted figures were also included. A graph of overall yearly casualty figures had also been provided showing data from 2004 to 2022 in Appendix B to the report.

National targets for specific user groups/ages had been set, as detailed at section 3.5 of the report, and this information had been presented to the Forum at the meeting on 30 November 2021. Agreement had been made that causation factors relating to those would be investigated and presented to the Forum annually and this information was provided in appendices C to J of the report for the period 2020 to 2022.

The COVID-19 pandemic, and the implications thereafter, had left a continued legacy of higher instances of home or agile working and altered travel patterns. This knowledge was assumed throughout the report.

The Engineering Manager responded to a member's questions in relation to the higher national target for the reduction in road users aged between 17 to 25 years being killed or seriously injured.

The Forum decided: that the contents of the report be noted.

[Reference: Minutes of 30 November 2021 (Paragraph 3) and 1 March 2022 (Paragraph 3)]

5 Priority Road Safety Interventions 2023/2024

A report dated 25 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on priority road safety initiatives 2023/2024.

The Council's Local Transport Strategy 2013 to 2023 identified a number of road safety policies and actions to contribute towards the achievement of the 2030 national casualty reduction targets.

The Council targeted resources and improvements where 3 or more injury accidents had occurred in the previous 3 years, or on routes that had an injury accident rate greater than the national average for that type of route. As a result, the Council delivered annual prioritised road safety improvements at identified accident locations/routes/areas.

On 30 November 2021, the Forum noted that the methodology for the annual road accident studies would be adapted to provide weighting factors for fatal and serious collision severities as well as for the targeted road user groups detailed within the new Road Safety Framework to 2030. Section 4 of the report provided an update on the recently completed Route Action Plan Assessments and section 5 of the report provided details on the recently concluded annual Single Site Assessments.

Due to the lower number of route action plan routes and single sited locations being identified for investigation, and the publication of the new Framework to 2030, an additional approach would be taken towards targeting road safety interventions. Focus would be placed on the following vulnerable road user groups/ages to coincide and contribute to the targeted casualty reductions sought within the new Framework:-

- | | |
|-----------------|------------------------------------|
| ◆ children | ◆ road users aged 70 and over |
| ◆ pedestrians | ◆ road users aged between 17 to 25 |
| ◆ cyclists | ◆ areas of highest deprivation |
| ◆ motorcyclists | |

Information was provided on:-

- ◆ the completion of route action plan assessments for rural class A and B routes, which had resulted in 3 locations, as detailed in Appendix 1 to the report, being identified for investigation
- ◆ the completion of single site assessments, which had resulted in 3 locations, as detailed in Appendix 2 to the report, being identified for investigation
- ◆ a range of actions and initiatives being taken forward in conjunction with partners to target road safety interventions, as detailed in Appendix 3 to the report
- ◆ a range of further actions spanning education, engineering, enforcement and encouragement which would be considered in conjunction with partners, taking cognisance of the contributory factors cited with the reported injury collisions. A range of potential measures, which continued to be considered in line with available resources, priorities and funding, was detailed at Appendix 4 to the report

The projects identified would be developed further and, where works or initiatives would be taken forward, they would be prioritised from grant funding of £150,000 from Strathclyde Partnership for Transport (SPT). It was noted that a Scottish Government grant entitled Road Safety Improvement Fund was likely to be made available in this financial year, however, details of this were awaited.

The Forum decided:

- (1) that the report be noted; and

- (2) that it be noted that the priority projects and initiatives would be progressed and implemented in line with available funding.

[Reference: Minutes of 30 November 2021(Paragraph 3) and 1 March 2022 (Paragraph 4)]

6 School Crossing Patroller Assessments

A report dated 18 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on requests for school crossing patrols at 11 locations within South Lanarkshire.

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

- ◆ New Road, Cambuslang
- ◆ Overton Road, Cambuslang
- ◆ Lochlea Road, Rutherglen
- ◆ Harvester Avenue near Collie Wynd, Cambuslang
- ◆ Harvester Avenue at Red Deer Road, Cambuslang
- ◆ Meikle Earnock Road, Hamilton
- ◆ Meikle Earnock Road near Kintore Park, Hamilton
- ◆ Balmore Drive, Hamilton
- ◆ Sherry Drive, Hamilton
- ◆ Wilton Road, Carluke
- ◆ Carnwath Road, Braehead

Further information was provided on those locations that had met a significant proportion of the criteria and members' comments were noted. Members were also assured that further assessments would be undertaken when required.

The Forum decided: that the refusal of the requests for crossing patrols at the 11 locations detailed above, which had failed to meet the Council's criteria, be supported.

[Reference: Minutes of 30 November 2021 (Paragraph 6)]

Councillor Marrs, having declared an interest in Carnwath Road, Braehead, withdrew from the meeting during its consideration

7 School Travel Works/Initiatives

A report dated 25 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on the School Travel Plan programme within South Lanarkshire.

The aim of School Travel Plans was to encourage more sustainable modes of travel, such as walking and cycling, which would reduce congestion outside schools, increase safety and improve health and environmental awareness, whilst setting active travel patterns for life.

School Travel Plan support was offered to all schools, whether it be their first School Travel Plan development or a review of their current Plan. At present, 78 schools had completed a Travel Plan, with a further 60 currently working towards completion. Some examples of good practice were detailed at paragraph 3.11 of the report, whereby the schools highlighted had worked to raise awareness of road safety and active travel matters within their school communities.

There were many initiatives available to schools to progress their School Travel Plan and those were fully detailed in sections 4 to 8 of the report under the following headings:-

- ◆ Road Safety Through Curriculum for Excellence/Local Initiatives
- ◆ Cycle Friendly School Fund – Cycling Scotland
- ◆ National Walk to School Week, Living Streets – 15 to 19 May 2023
- ◆ WOW Travel Tracker Living Streets
- ◆ Sustrans Big Walk and Wheel 2023

Following a member's request, officers agreed that a full range of resources and samples of printed materials used in schools would be brought to the next meeting of the Forum for members to look at either before or after the meeting.

The Forum decided:

- (1) that the contents of the report be noted and the development of future School Travel Plans be supported; and
- (2) that a full range of resources used in schools be brought to the next meeting of the Forum.

[Reference: Minutes of 22 June 2021 (Paragraph 5)]

Councillor Kerr left the meeting after consideration of the above item of business

8 Westwood Hill, East Kilbride

A report dated 18 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted providing an update on matters discussed and considered by the Petitions Committee at its meeting held on 19 April 2023.

A petition had been lodged with the Council that had requested traffic calming measures at Westwood Hill, East Kilbride. This petition was considered by the Petitions Committee on 19 April 2023 where a series of actions had been agreed which would then be presented to the Roads Safety Forum at its meeting to be held on 13 June 2023.

Those actions, together with a response to each, were detailed at section 4 of the report and included:-

- ◆ liaising with Police Scotland regarding enforcement action/survey
- ◆ conducting a repeat GAP survey for consideration of pedestrian crossing facilities
- ◆ engaging with the School Crossing Patroller and other pedestrians on-site during the GAP survey
- ◆ considering the findings and making a decision on any actions, including the application of the current casualty reduction policy

The recommendations, set out at section 5 of the report, were as follows:-

- ◆ improving road safety remained a high priority in South Lanarkshire and this was reflected in the Council's Resource Plan as well as the Local Transport Strategy where actions and policies were provided to meet the Scottish Government's casualty reduction targets
- ◆ resources had to be prioritised to resolve known accident locations where people had been killed or seriously injured. The Council's approach to assessing accident data had resulted in a positive downward trend in accident numbers

- ◆ difficult decisions had to be made when prioritising improvements and it would not be possible to solve every road safety issue. It was incumbent for drivers to drive appropriately and in accordance with their surroundings
- ◆ Police Scotland had confirmed that enforcement action would be continued periodically in Westwood Hill, commensurate with their other duties
- ◆ the GAP survey indicated that there were sufficient gaps in traffic to allow pedestrians to cross the road, therefore, at present there was no justification and priority for the construction and installation of a traffic signal controlled system of altering the uncontrolled pedestrian crossing arrangements in Westwood Hill

The Engineering Manager advised that there was a typographical error and paragraph 5.6 should be removed from the recommendations, with paragraph 4.23 amended accordingly.

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

The Forum decided: that the recommendations, as amended and set out in section 5 of the report, be noted and supported.

[Reference: Minutes of the Petitions Committee of 19 April 2023 (Paragraph 2)]

9 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 24 May 2023 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

The report provided information on the following national campaigns:-

- ◆ a national eyesight campaign on 20 February 2023
- ◆ a national mobile phone campaign which ran in February 2023
- ◆ a national speeding campaign which ran in March 2023

Details were also provided on the following local campaigns:-

- ◆ funding was received in March 2023 for cut-out mobile officers to assist in road safety outside primary schools across South Lanarkshire. Mobile officers had been deployed in Chapeltown and Strathaven and had a positive effect on driver behaviour. All Area Inspectors in South Lanarkshire had their own speeding and parking pop ups to use accordingly
- ◆ in April 2023, the Lose the Blinkers campaign ran across Larkhall with mounted officers supporting the initiative. The aim was to raise awareness of drivers passing too close to horses on the road. The campaign was well supported by the community and 19 drivers were educated
- ◆ community policing officers had responded to speeding complaints received from elected members and the public. Speed checks had taken place across Coalburn, Rigsby, Strathaven, East Kilbride, Quarter, Hamilton, Carluke and Law. Enforcement action was taken when necessary and speed checks continued at hot spot areas
- ◆ targeted speeding complaints were carried out by Road Policing at various locations across South Lanarkshire using survey data from the Council.

Where possible, social media had been used to promote campaigns and raise awareness.

Due to technical difficulties, the Local Authority Liaison Officer was unable to join the meeting to provide a verbal update on the statistics for road safety and road crime incidents. Those statistics, which had been embargoed up to and including 9 June 2023, provided details on road safety and road crime incidents for the period April 2022 to March 2023 and compared with figures for the same period of the previous year. This information was circulated to members following the meeting.

The Forum decided: that the report be noted.

[Reference: Minutes of 31 January 2023 (Paragraph 6)]

10 Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update

A report dated 23 May 2023 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS) was submitted on national and local road safety campaigns.

Details were provided on road traffic incidents attended by SFRS for Quarter 4 (Q4) in 2022/2023 and compared with data for Q4 in the previous year. There had been an increase of 60% of non-fatal casualties across South Lanarkshire compared with the same reporting period last year. During Q4, there were no fatal casualties within South Lanarkshire and this was a decrease from 2 for the same reporting period in the previous year.

Details were also provided on the following future engagements:-

- ♦ during Q1, Lanarkshire's Community Action Team would continue to deliver the road safety message via the Virtual Reality (VR) based presentations to local high schools, young drivers and third sector groups. Those members of staff would focus their efforts on engaging with young drivers and those identified through partnership working to deliver road safety education
- ♦ the Youth Volunteer Scheme was well underway with the adult instructors now fully trained. 11 young people from across Lanarkshire had been identified to participate in the 3-year rolling scheme
- ♦ the Fire Reach courses were in place and young people across Lanarkshire had been carefully identified to participate in the week's course, with road safety forming an integral part

An update was also given on the following initiatives:-

- ♦ Beep Beep campaign (children's road safety) on 26 April 2023
- ♦ a Motorcycle Safety campaign
- ♦ Brake – an ongoing social media campaign
- ♦ Project Edward – an ongoing social media campaign

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

The Forum decided: that the report be noted.

[Reference: Minutes of 31 January 2023 (Paragraph 7)]

11 Urgent Business

There were no items of urgent business.

Report

Report to:	Road Safety Forum
Date of Meeting:	21 November 2023
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	20mph Speed Limits
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Forum of progress towards the National Strategy for 20mph speed limits

2. Recommendation(s)

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

- (1) that the contents of the report be noted.

3. Background

3.1. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021. This sets national targets and measures for casualty reduction to 2030, to which each roads authority contributes towards. Transport Scotland's Strategic Transport Projects Review (STPR) 2 phase 1 had previously committed to develop a national strategy for 20mph zones and limits in Scotland to support a range of policies that assist those Government national outcomes and indicators relevant to this area.

3.2. Furthermore, the 2021 Programme for Government committed "*We will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025, forming a task group to plan the most effective route for implementation*". For clarity, and in the context of the national strategy for 20mph speed limits, an appropriate road is considered to be all 30mph roads unless after the road assessment, a valid reason is provided as to why they should remain at a speed limit of 30mph.

3.3. Road safety themed policies previously approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include 'The Council will support and encourage driving at 20mph or below in residential areas and outside schools' which correlates with the above National Framework and National Strategy for 20mph.

4. National Strategy for 20mph

4.1. The National Strategy for 20mph aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025.

- 4.2. The strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.
- 4.3. In 2022, Transport Scotland wrote to all local authorities asking that a 'Road Assessment' is undertaken. This is to inform the development of the National Strategy for 20mph and to ensure that a consistent method of assessment was used across Scotland. Guidance on how to undertake the 'Road Assessment' was provided by Transport Scotland.
- 4.4. The assessment will be used to find out the number of roads affected and the financial costs for implementation of the National Strategy for 20mph.
- 4.5. The outcome of these road assessments will help in the decision-making process. They will also be used to inform policy, guidance, Ministerial updates as well as ensure that a consistent approach in their implementation is taken across Scotland.
- 4.6. Roads require to be assessed against the 'Place Criteria', provided by Transport Scotland, which indicate which 30mph roads are considered appropriate for a reduction to 20mph.
- 4.7. A minimum road length for the speed limit is suggested between 400m and 600m. The length adopted will depend on the conditions at or beyond the end points.
- 4.8. 'Place Criteria' which each road is assessed against is as follows:-
- ◆ Is the road within 100m walk of any educational setting (for example; primary, secondary, further and higher education)?
 - ◆ Does the number of residential or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400m and 600m?
 - ◆ Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre?
 - ◆ Does the make-up of road users suggest a lower speed of 20mph will improve the conditions and facilities for vulnerable road users and other mode shift (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)?
 - ◆ Will the road environment, surrounding environment, community and quality of life impact (for example; severance, noise, or air quality) be improved by implementing 20mph speed limits?
- 4.9. Following assessment against the above 'Place Criteria', roads are grouped into 3 categories:
- ◆ **Green** – roads are suitable for 20mph with signage alone
 - ◆ **Amber**– roads may require speed reduction measures after an evaluation of the sign-only setting
 - ◆ **Red**– roads will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

- 4.10. Where amber and green routes are identified discussion will take place with Transport Scotland regarding the cost implications of these routes being included in the 20mph roll out.

5. Outcomes of Assessment

- 5.1. The conclusion of this assessment, as set out in the National Strategy for 20mph guidance, will result in the completion of a road assessment form for South Lanarkshire detailing the below information:-

- a) Overall number of existing 20mph roads remaining at 20mph.
- b) Overall number of existing 20mph roads changing to a 30mph – detailing these changes.
- c) Overall number of existing 30mph roads remaining at 30mph – detailing why no change.
- d) Overall number of existing 30mph roads changing to 20mph – detailing change and if the road is a restricted road (typically those that are C class or unclassified and have street-lighting).
- e) Provide a red/ amber/ green rating for indicative implementation costs where speed reduction measures will be required (red), may be required (amber) or will require 20mph signing only (green).

- 5.2. Provision of:-

- a) GIS map containing the current position of existing 20mph and 30mph roads
- b) GIS map containing the proposed 20 and 30mph roads after the assessment.

- 5.3. A traffic consultant was appointed to undertake the assessment on all existing 20mph and 30mph roads within South Lanarkshire. This exercise is due to be complete by the end of November 2023. An initial draft of the assessment was received in June 2023.

- 5.4. Initial draft results from the above exercise have identified the following:-

- ◆ Overall number of existing 20mph roads remaining at 20mph – 1200
- ◆ Overall number of existing 20mph roads changing to a 30mph – 0
- ◆ Overall number of existing 30mph roads remaining at 30mph – 100
- ◆ Overall number of existing 30mph roads changing to 20mph – 4,085

- 5.5. A sense check will be undertaken on all roads identified as being suitable for a 20mph speed limit to ensure a consistent approach is applied across the Council area.

- 5.6. Examples of the assessment outcomes are shown in appendices 1, 2 and 3.

6. Future Impacts

- 6.1. Completion of this assessment by all roads authorities across Scotland will shape future national policy and required local actions required.
- 6.2. Currently the introduction of a speed limit other than 30mph on a restricted road is subject to the successful promotion of a Traffic Regulation Order (TRO). This process can take between 6 to 9 months to complete and can be objected to by members of the public as it goes through an extensive consultation process.
- 6.3. The Society of Chief Officers of Transportation in Scotland (SCOTS) is concerned that the TRO approach will complicate the timing of the roll out. It will be down to each

council to develop their implementation plan and the resource available in individual councils is variable. They can foresee a situation where the promotion of many TROs will not be a top priority for a council and, therefore, the roll out will be slow, or indeed may not happen. If this were to be the case then any advantages of a “big bang” approach will be lost, or at the very least diluted.

- 6.4. A national change to the Restricted Roads speed limit from 30mph to 20mph would forgo the requirement to promote TROs for restricted roads. TROs would still be required to introduce 20mph speed limits on non-restricted roads (A class and B class roads) and to retain 30mph speed limits on restricted roads.
- 6.5. Discussions are ongoing between SCOTS and Transport Scotland to determine the best method to progress this project.

7. Employee Implications

- 7.1. A consultant has been appointed to undertake the 20mph roads assessment work and this is expected to be complete by the end of November 2023.

8. Financial Implications

- 8.1. Following agreement by Scottish Government and COSLA leaders, funding of £1.4 million was distributed across the 32 local road authorities to resource the commencement and completion of the 20mph road assessment. South Lanarkshire Council’s share of this funding was £84,000.
- 8.2. Significant funding will be required to progress and implement any outcome of this assessment. A similar exercise proposed previously concluded that there would be the need to allocate an estimated £3 million to such works, requiring the need to seek external funding. This figure is likely to be nearer £4 million today.

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)

26 October 2023

Link(s) to Council Values/ Priorities/ Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving

Priorities

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

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, 20mph Speed Limits, 1 November 2022

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030

Contact for Further Information

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

Sandy Carle, Traffic and Transportation Team Leader

Tel:- 07385370118

E-mail:- sandy.carle@southlanarkshire.gov.uk

Appendix 1

Example of a road not meeting place criteria for a 20mph speed limit

Settlement	Road Name	Road Location Start	Road Location End	USRN	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Relevant Criteria	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
East Kilbride	Newlandsmuir Road	261097.2, 652584.69	260778.6, 652636.25	48305146	30	30	N	N		0				



Place criteria met - None

Appendix 2

Example of road meeting place criteria for a 20mph speed limit

Settlement	Road Name	Road Location Start	Road Location End	USRN	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Relevant Criteria	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
East Kilbride	Abercromby Crescent	264785.05, 655025.03	264843.95, 655252.97	48304262	30	20	N	Y	B	Green	20mph Signing only			



Place criteria met - Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m? Yes

Appendix 3

Example of road meeting place criteria for a 20mph speed limit but may require additional speed reduction measures

Settlement	Road Name	Road Location Start	Road Location End	USRN	Current Road Speed	Proposed Road Speed	Restricted Road Y/N	Meets Place Criteria Y/N	Relevant Criteria	Rag Rating (Red/Amber/Green)	Brief Description - Speed Reduction Measures	Indicative Cost	Brief Description on Reason for Decision	Additional comment or information
East Kilbride	Cornwall Street	263231.1, 654088.74	263454.71, 654183.38	483064 47	30	20	N	Y	C	Amber	May require speed reduction measures			



Place criteria met - Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre? Yes

Report

5

Report to: **Roads Safety Forum**
 Date of Meeting: **21 November 2023**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Education, Training and Publicity Initiatives**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of ongoing education, training and publicity initiatives in South Lanarkshire

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 future road safety education, training and publicity activity in South Lanarkshire be supported.

3. Background

3.1. Junior Road Safety Officer Scheme (JRSO)

3.1.1. All primary, private and Additional Support Needs (ASN) schools are invited on an annual basis to appoint one or two pupils in either primary 6 or primary 7 to be a Junior Road Safety Officers within their school.

3.1.2. An invite to register was issued to schools at the end of academic term 2022/2023 for the new academic year. Initial resources in the form of a JRSO A5 personal organiser, lanyard and a selection of prizes are provided to schools as they register. Throughout the year, seasonal road safety information, activities and campaign information are sent to assist the JRSOs with their duties. Additional support and resources can be accessed at any time to address any local topics or issues identified by each school.

3.1.3. The important role of the Junior Road Safety Officer involves partnership working, promotion of road safety, peer learning and engaging with the school community through their notice board, running competitions and talking at assemblies.

3.1.4. The JRSO is one of the many road safety initiatives promoted within the Road Safety publication 'Road Safety within Curriculum for Excellence'. This booklet provides information on road safety resources and provided the relevant links to support Curriculum for Excellence in all schools for all levels.

3.1.5 116 schools have registered to take part in the scheme during academic year 2023/2024 with approximately 281 JRSO's in place supported by adult JRSO Coordinators within their school. A few schools have included more pupils and formed JRSO committees or have larger groups undertaking the role as part of wider school activities.

3.1.6. A JRSO Open Day was held at Chatelherault Country Park on 12 September 2023. From the 116 schools, 81 were able to join our Open Day and resulted in 189 Junior Road Safety Officers and 88 JRSO Co-ordinators in attendance. The day was supported and attended by various partners including Police Scotland, Strathclyde Fire and Rescue Service (SFRS), Safety Camera Unit West, Sustrans, Living Streets, 'Healthy n Happy' Bike Town, DHL Logistics and South Lanarkshire Council's Environmental Health Section. Traffic and Transportation Section staff were involved in the delivery of activities and to assist throughout the day.

3.1.7. The Open day was a 'drop in' event between 9.30am and 2.30pm. On arrival to the registration desk, the JRSO's received a JRSO organiser, with badge and pen as well as a JRSO Lanyard and name badge. The JRSO Open Day was a great success and found beneficial to those that attended to start them off well with their new duties.

3.1.8. Various stations were set up within Chatelherault Park rooms including:-

- ◆ a selfie station, road crossing quiz, Bikeability, brake reaction timers, a pedal powered cinema, school travel plan information and a 'Go Safe with Ziggy' mascot appearance. A range of other campaign information, initiative posters, leaflets and resources were available for collection

The following was available in the outdoor space:-

- ◆ Police Scotland with a policing vehicle/ quad bikes, Safety Camera Unit with their safety camera enforcement van, SFRS with a unit, logistics company DHL with an HGV cab and trailer, road safety games and a 'traffic trail' worksheet.

3.1.9. Support is available to JRSO's throughout the year to aid them in raising road safety awareness within their school community as well as resources and advice to address any local concerns or themes identified.

3.2. Calendar Competition

3.2.1. All schools are invited on an annual basis to participate within the road safety calendar competition. Competition guidelines featuring topics for each of the 5 age group categories and competition details were sent to all schools with teachers asked to send in the best five entries within each year group category from their school.

3.2.2. The competition topics were: - Primary 1 and 2 'Holding hands', Primary 3 and 4 'Crossing the road safely' and play, Primary 5 and 6 'Cycling. Walking and scooting to school', Primary 7 'Safe car journeys/parking and S1 to 6 'Being a safe pedestrian or passenger'.

3.2.3. The closing date for submissions was Friday 22 September 2023 with 3,230 entries from 96 schools received by South Lanarkshire Council's Traffic and Transportation Section.

3.2.4. The top 5 entries in each category have been finalised and judging to determine the overall winner and group winners underway via an electronic survey. It is expected that the overall winner will be announced at today's Forum meeting.

3.2.5. Calendars will be distributed during December 2023 and guidelines for the 2024 competition will be issued to all schools during May 2024.

3.3. Bikeability Scotland Cycle Training

- 3.3.1. Bikeability Scotland is the name for multi-level Cycle Training in Scotland, designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to carry on cycling into adulthood. Bikeability Scotland supports the next generation of confident and responsible road users.
- 3.3.2. The following Bikeability Scotland levels are coordinated and supported by the Council's Traffic and Transportation Section within the Roads, Transportation and Fleet Service:-
- ◆ Bikeability Scotland Level 1 - This covers basic cycling skills and is taught in the playground or on other traffic free environments. This is typically delivered in primary 5.
 - ◆ Bikeability Scotland Level 2 - The core training of the programme which takes place on quieter risk assessed single lane roads with simple junctions after a rider has demonstrated level 1 skills. This is typically delivered in primary 6 to 7 and focuses on using roads in accordance with the Highway Code and riding safely and responsibly in traffic.
- 3.3.3. All primary schools were invited to participate within Bikeability Scotland cycle training at the start of the 2023/2024 academic session. Instructor training courses were made available to school staff, volunteers and any other interested parties in tandem with these invites.
- 3.3.4. Three instructor training courses were delivered by Traffic and Transportation Officers. These practical courses involve candidates instructing, demonstrating and participating within a range of activities to UK National Standard for Cycle Training levels 1 and 2. Candidates are provided with the resources, knowledge and experience to deliver these programmes within the school setting.
- 3.3.5. 25 candidates were successfully certified as Bikeability Scotland instructors on conclusion of these courses. This included classroom teachers, school support staff and parent volunteers.
- 3.3.6. Bike Town, part of the Healthy n Happy Community Development Trust, are undertaking pupil Bikeability training within a selected number of schools as funded through Bikeability Scotland's Bikeability Support Plus Fund. This will be supported by at least one adult within the school community. This aims to increase training uptake by schools and to facilitate self-led delivery in future years.
- 3.3.7. The majority of pupil training occurs during the months of March to June and reporting on the 2023/2024 academic year will take place after the final school term ends.
- 3.3.8. A small fleet of bikes and helmets, previously funded by Cycling Scotland, remains available to schools. This allows the provision of a small quantity of bikes on a loan basis to address individual cases issue of pupil inclusion. It is not the aim of this 'Bikebank' to provide a fleet of bikes but rather to give opportunities to individual pupils where they may have been excluded due to issues such as not owning a bike, the bike has not been properly maintained or cannot be transported to school.

3.3.9. Bikes are currently available from Duke Street, Hamilton or Happy n Healthy Community Development Trust (Bike Town Project) in Rutherglen and require to be booked in advance to ensure availability and to arrange collection/delivery. During academic year 2022/2023 an accumulative total of 49 bikes were accessed by 17 schools to allow the inclusion of pupils. Additionally, the fleet of bikes were also utilised by Bike Town instructors, when required, during their delivery of Bikeability Scotland pupil cycle training on behalf of South Lanarkshire Council and these figures are not included in the above.

3.3.10. Details of programme delivery for the previous five years is provided below.

	NO. OF SCHOOLS 2018/2019	NO. OF SCHOOLS 2019/2020	NO. OF SCHOOLS 2020/2021	NO. OF SCHOOLS 2021/2022	NO. OF SCHOOLS 2022/2023
Level 1	42	18	12	58	63
Level 2 (Playground)	6	0	1	8	4
Level 2 (On- Road)	47	12	12	49	50
No. of schools delivering at least one programme	64	22	16	72	70

3.4. WOW (Walk Once a Week) Travel Tracker - Living Streets

3.4.1. Living Streets Travel Tracker is a comprehensive system to acquire insights into school travel habits through recording modes of travel through the on-line platform.

3.4.2. It can be set up and used on classroom interactive whiteboards, computers/iPads meaning it is easily accessible for the daily input of data. Pupils can select and submit their travel mode to school and at the end of each month, pupils who have walked, wheeled, cycled, scoot or park and stride a minimum of once a week for that month, are rewarded with a WOW badge.

3.4.3. Pupils with additional support needs and disabilities are included by travel by wheelchair or mobility scooter. On the Travel Tracker, users select the 'Walk/Wheel' icon which includes pupils walking with the use of mobility aids, including wheelchairs or wheeled walkers.

3.4.4. Living Streets WOW Travel Tracker is currently running in 20 schools with continued support from Living Streets School's Co-ordinator being available. More information about the Travel Tracker can be found on Living Streets website at:

www.livingstreets.org.uk/products-and-services/projects/wow-travel-tracker

3.4.5. Continued partnership working is an important factor in taking steps to sharing, educating and conveying the message of safe and sustainable journeys. Funding for this project during academic term 2023/2024 was granted through the Scottish Government's Air Quality Fund and Smarter Choices Places grant funding.

3.4.6. Ongoing liaison will continue with Living Streets regarding their walking campaigns.

3.5. Go Safe; Ziggy's Road Safety Mission

3.5.1. Ziggy is the lead character in the Scottish Government approach to early level road safety education. This multi-media approach aims to encourage and inspire partnership working between home and educational settings and features stories, activities, ideas and games that are all fun, easy and engaging. It recognises the importance of early intervention in developing not just road user skills and knowledge but also positive attitudes and behaviour. Further information can be found [here](#).

3.5.2. All 6 stories are in big book format for use in educational settings and have been printed in smaller format for home use which can be ordered by establishments. These little storybooks for home are available in both English and Gaelic and can be ordered by Early Learning and Childcare centres and primary 1 classes. Order forms were posted out to all centres and schools late August/early September 2023 with any additional books needed throughout the year being available to order when required. Books can also be read online and are freely accessible [here](#).

4. Employee Implications

4.1 There are no employee implications associated with this report.

5. Financial Implications

5.1. Item 3.3. 'Bikeability Scotland Cycle Training' is funded by Cycling Scotland. £36,126 was granted for academic year 2022/203 and £37,255 granted for 2023/2024. This funding allows the continuation of the Bikeability Coordinator post, meets the cost of volunteer instructor training courses, the appointment of paid instructors at a select number of schools and other relevant services and sundry items.

5.2. Item 3.4 'WOW (Walk Once a Week Travel Tracker)' is jointly funded through Scottish Government's Air Quality Fund (£10,000) and Smarter Choices Smarter Places Local Authority Fund (£15,000).

5.3. Other items associated with this report were funded by external partners or from the Council's Revenue Budget.

6. Climate Change, Sustainability and Environmental Implications

6.1. 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.

7. Other Implications

7.1. There are no significant risks associated with this report.

8. Equality Impact Assessment and Consultation Arrangements

8.1. 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)

2 November 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 31 January 2023

List of Background Papers

- ◆ None

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, Transportation and Fleet Services

Tel:- 0738 537 0113

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



Report

Report to:	Roads Safety Forum
Date of Meeting:	21 November 2023
Report by:	Lorna Hinshelwood, Local Authority Liaison Officer Police Scotland

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

1.1. The purpose of the report is to:-

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

2. Recommendation(s)

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

- (1) that the information set out in relation to 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. Across South Lanarkshire, Roads Policing and Community Policing officers have supported speeding complaints outside schools where officers have carried out speed checks. Pop Up police have been used to deter excessive speeds. Education and enforcement used where necessary. Road Safety inputs delivered. Social Media and local press aware.

During July, August and September 2023, (Q2) the increase in detections for drink and drug driving has continued. Patrols and road checks were increased to actively target those using the roads whilst intoxicated. This remains a key threat in terms of those using drink or drugs subsequently causing or being involved in serious or fatal road traffic collisions. This will remain a priority for the Roads Policing Unit (RPU).

Q2 performance for drug wipes across Lanarkshire was 187 positive samples, 81 negative which a positivity rate of 70% is. Drug driving is a continuing problem but stats show Lanarkshire RPU are targeting the correct drivers.

OFFICIAL: POLICE AND PARTNERS

The reduction of 43 posts in the National Road Policing picture has presented some issues in relation to providing the same level of service to road users across the West Command area. Posts have been lost in all areas and this presents a risk in relation to meeting the public expectation, demand and achieving performance increases and reducing the number of people killed/seriously injured (KSI) levels.

4.2. Synopsis of stats below:-

Driver/rider education and encouragement has proven to have a positive, preventative impact on road safety.

Road Safety South Lanarkshire			
	April 2023 – Sept 2023	April 2022 – Sept 2022	% change
Speeding	233	287	-18.8%
Disqualified driving	30	42	-28.6%
Driving Licence	122	124	-1.6%
Insurance	299	372	-19.6%
Seat Belts	29	19	+52.6%
Mobile Phone	57	44	+29.5%

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

5. Employee Implications

- 5.1. There are no employee implications.

6. Financial Implications

- 6.1. There are no financial implications.

7. Climate Change, Sustainability and Environmental Implications

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

8. Other Implications

- 8.1. There are no implications for sustainability or risk in terms of the information contained within 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, therefore, no impact assessment is required.
- 9.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Lorna Hinshelwood
Local Authority Liaison Officer
Police Scotland

30 October 2023

Previous References

- ◆ Roads Safety Forum – 13 June 2023

List of Background Papers

- ◆ None

Contact for Further Information

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

Lorna Hinshelwood

Sergeant - Police Scotland

Police Liaison Officer

South Lanarkshire Council

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Report

Report to:	Roads Safety Forum
Date of Meeting:	21 November 2023
Report by:	Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS)

Subject:	Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update
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1. Purpose of Report

1.1. The purpose of the report is to:-

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

2. Recommendation(s)

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

- (1) that the information set out in this report in relation to 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. SFRS attended a total of 36 RTC's in Q2 of 2023/2024. This is a decrease of 2 from 38 in the same reporting period of 2022/2023. The incidents were spread across South Lanarkshire with the highest figures recorded in both Clydesdale and Hamilton.
- 4.2. There were 35 non-fatal casualties, again these were evenly spread across South Lanarkshire. SFRS recorded a decrease of 8% from the same reporting period last year.
- 4.3. Sadly, we recorded 3 fatal casualties within South Lanarkshire in Q2 2023/2024. This is an increase of 3 from the same reporting period in the previous year.
- 4.4. SFRS 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.

SFRS Incident Data Relating to RTC's			
	Q2 2022/2023	Q2 2023/2024	% change
Total number of RTC's	38	36	-5%
Incidents with a fatality	0	3	300%
Total number of fatalities	0	3	300%
Non-fatal casualties	38	35	-8%

5. Future Engagements

- 5.1. Lanarkshire's Community Action Team continue to utilise virtual reality (VR) headsets to engage our road safety. These members of staff are now able to focus their efforts on engaging with young drivers at or leaving school, drivers at college and those identified through partnership working to deliver road safety education.
- 5.2. SFRS Lanarkshire Youth Volunteer Scheme has now been established for just over one year. All adult instructors are now fully trained and 11 young people from across Lanarkshire have been identified to take part in the 3-year rolling scheme. Road safety forms an integral part of this course.
- 5.3. SFRS is delivering several Road Safety presentations throughout South Lanarkshire schools into the next quarter, as well as 2 local colleges.
- 5.4. We will also be working with the charity BRAKE and will be promoting a road safety week from 19 to 25 November 2023. The theme of this year's road safety week, the UK's biggest annual road safety campaign, will be 'Let's talk about speed'. The aim within 2023 will be bringing communities and professionals together to talk about speed.

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.

Gary Tudhope
Local Authority Liaison Officer
Scottish Fire and Rescue Service

6 November 2023

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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