



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 05 June 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, 13 June 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

John Anderson, Ralph Barker, Margaret Cowie, Colin Dewar, Cal Johnston-Dempsey, Susan Kerr, Julia Marrs, Kenny McCreary, Davie McLachlan, 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** 5 - 10
Minutes of the meeting of the Roads Safety Forum held on 31 January 2023 submitted for approval as a correct record. (Copy attached)
-
- Item(s) for Consideration**
-
- 3 Road Safety and Casualty Reduction Policy** 11 - 16
Report dated 25 May by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 Road Accident Casualty Statistics for 2022** 17 - 36
Report dated 18 May by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 Priority Road Safety Initiatives 2023/2024** 37 - 48
Report dated 25 May by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 School Crossing Patroller Assessments** 49 - 74
Report dated 18 May by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 School Travel Works - Initiatives** 75 - 82
Report dated 25 May by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 8 Westwood Hill, East Kilbride** 83 - 88
Report dated 18 May by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 9 Police Scotland - Lanarkshire Division Road Safety Update** 89 - 92
Report dated 24 May 2023 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 10 Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 93 - 96
Report dated 23 May 2023 by G Tudhope, Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

Urgent Business

- 11 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

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Minutes of meeting held via Confero and in the Council Chamber, Council Offices, Almada Street, Hamilton on 31 January 2023

Chair:

Councillor Davie McLachlan

Councillors Present:

Councillor John Anderson, Councillor Margaret Cowie (Depute), Councillor Colin Dewar, Councillor Cal Johnston-Dempsey, Councillor Susan Kerr, Councillor Julia Marrs, Councillor Kenny McCreary, Councillor Norman Rae

Councillor's Apology

Councillor Ralph Barker

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

N Docherty, Administration Assistant; E-A McGonigle, Administration Officer

Also Attending:

Police Scotland

Sergeant L Hinshelwood, Local Authority Liaison Officer

1 Declaration of Interests

No interests were declared.

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 1 November 2022 were submitted for approval as a correct record.

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

3 Safety Camera Assessment Process

A report dated 5 January 2023 by the Executive Director (Community and Enterprise Resources) was submitted on the Safety Camera Assessment Process.

Safety Cameras Scotland, which managed speed and red light cameras throughout Scotland, comprised 3 Safety Camera Unit areas, namely North, East and West. Safety Cameras Scotland worked with Police Scotland and received funding through a grant provided by the Scottish Safety Camera Programme. South Lanarkshire Council, together with 12 other local authorities, made up the West Safety Camera Unit area.

The Scottish Safety Camera Programme, through targeted camera enforcement and improving driver behaviour, aimed to contribute to Scotland's road safety risk and road safety targets as set out in the Road Safety Framework to 2030. This meant that cameras were sited in the areas in most need, in terms of road casualty reduction and collision reduction potential.

Details were given on:-

- ◆ types of safety cameras used to detect speeding vehicles and non-compliance with red lights
- ◆ the existing 4 fixed, 6 mobile and 1 average speed camera sites within South Lanarkshire
- ◆ short term and flexible safety camera deployments
- ◆ safety camera site selection criteria and process

The current position in relation to consideration of further safety camera sites in South Lanarkshire had been considered by Roads Authorities, Area Safety Camera Managers and Police Scotland at a Stage 2 meeting on 9 November 2022. A small list of potential sites had been reviewed with their road traffic collision history and causation factor trends. Relevant engineering or educational improvements which had been implemented formed significant parts of those discussion and priorities were agreed and established. Consequently, no sites had been taken forward within South Lanarkshire from the 2022 site selection exercise.

A full and detailed discussion took place on a recent fatality on the A726, East Kilbride Queensway and the following points were noted:-

- ◆ the A726 was part of the trunk road network and officers had been in dialogue with Transport Scotland regarding 2 fatalities that occurred last year. The causation factors of those fatalities were not related. Officers would continue to have dialogue with Transport Scotland to establish if there was anything the Council could do to complement their work
- ◆ pedestrians crossed the main roads to avoid the flooded and poorly lit underpasses. Work would commence soon with Transport Scotland on a proposal to upgrade and improve underpasses
- ◆ the concrete walls that replaced railings would have been an appropriate modern containment at the time of construction
- ◆ the Site Selection process for safety cameras was onerous and lots of sites had been identified. The annual Single Site Assessment was in the process of being concluded and would be presented at the next meeting of the Forum

The Head of Roads, Transportation and Fleet Services suggested that it would be useful to invite a colleague from Transport Scotland to a future meeting of the Forum.

Officers responded to a member's question in relation to underestimation of the number of collisions. Due to lack of resource, it was not possible to tackle every location where accidents occurred. Locations that had known evidential causations of accidents were targeted.

The Forum decided: that the report be noted.

[Reference: Minutes of 28 January 2020 (Paragraph 3)]

4 Bikeability Scotland Cycle Training

A report dated 5 January 2023 by the Executive Director (Community and Enterprise Resources) was submitted on the Bikeability Scotland Scheme within South Lanarkshire for the current academic year.

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

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

Bikeability Scotland Levels 1 and 2 were co-ordinated and supported by the Council's Traffic and Transportation Section. All primary schools had been contacted to participate within Bikeability Scotland Level 1 and Level 2 training during the academic term 2022/2023. School participation would be collated at the end of the academic school year. Detailed information was also provided on the one-day Bikeability Scotland Instructor training course which was offered to all new or existing school trainers.

Information was also provided on:-

- ◆ programme results from the completed academic term 2021/2022
- ◆ Bikebank – a small fleet of bikes and helmets, previously funded by Cycling Scotland, remained available to individual pupils or for Bike Town staff undertaking Bikeability Scotland pupil cycle training on behalf of the Council
- ◆ the part-time Bikeability Co-ordinator, appointed on a one-year contract on 9 November 2021 who was responsible for promotion of Bikeability Scotland throughout the Council area and provided additional support to schools when required. The post was initially funded by Cycling Scotland's Bikeability Support Plus grant for a year, however, further funding had been received to extend the post by another year. It was anticipated that additional funding would be sought thereafter to ensure continuation of the post

A full and lengthy discussion took place around the fact that fewer schools took part in the Bikeability Scotland Scheme than in the calendar competition. Officers responded to members' questions on this topic and outlined the measures being taken to encourage uptake. As part of the discussion, the Chair agreed to undertake the Bikeability Scotland Instructor training.

The Forum decided: that the report be noted.

[Reference: Minutes of 1 March 2022 (Paragraph 5)]

5 Education, Training and Publicity Initiatives

A report dated 5 January 2023 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 Christopher Agnew of St Mary's Primary School, Hamilton.

Members of the Forum were encouraged by the positive messages contained within the report.

Officers responded to members' questions on various aspects of the report and were tasked to:-

- ◆ allow members to view some of the resources used in schools, such as Parking Buddies, at the next meeting of the Forum
- ◆ liaise with colleagues in Education Resources to ensure appropriate messaging was being disseminated in schools around the use of electric scooters. The only place an electric scooter could be used in Scotland was on private land, with the permission of the landowner

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;
- (2) that arrangements be made to view some of the resources used in schools at the next meeting of the Forum;

- (3) that, in liaison with Education Resources, appropriate messaging be disseminated in schools around the use of electric scooters; and
- (4) that future road safety education, training and publicity initiatives in South Lanarkshire be supported.

[Reference: Minutes of 30 November 2021 (Paragraph 5)]

6 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 10 January 2023 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

A national 'Get Ready for Winter' campaign had taken place from 31 October to 5 November 2022 where the importance of checking lights on vehicles, tyre treads, windscreen washer fluid levels and ensuring scrapers were available for frost and ice removal was highlighted. Pedestrians, cyclists and horse riders had also been encouraged to ensure they were visible to other road users through the use of reflective clothing and lights.

An update was also provided on the local 'Festive Drink and Drug Driving' campaign which ran from 1 December 2022 to 2 January 2023. The campaign had highlighted the dangers of driving after consuming alcohol and drugs. The campaign complemented the education and enforcement work that Police Scotland conducted every day as part of a partnership response to reduce road casualties. There had been 62 detections for drink or drug driving offences during the local South Lanarkshire campaign.

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

The report provided details on road safety and road crime incidents for the period April to November 2022 and compared with figures for the same period of the previous year. Updated statistics to December 2022 were provided at the meeting. In terms of statistics to December 2022, there was a decrease in most road crimes in the period compared with the previous year, however, there was a 22.4% increase in mobile phone offences.

The Local Authority Liaison Officer responded to members' question on various aspects of the report and, following a member's request, gave an undertaking to establish if there had been any convictions for violations of the new Highway Code rule 'People Crossing the Road at Junctions' in South Lanarkshire during the reporting period.

The Forum decided: that the report be noted.

[Reference: Minutes of 1 November 2022 (Paragraph 8)]

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

A report dated 13 January 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 3 (Q3) in 2022/2023 and compared with data for Q3 in the previous year. There had been an increase of 44% of non-fatal casualties across South Lanarkshire compared with the same reporting period last year and this reflected a return to normal life after the COVID-19 pandemic. SFRS remained committed to ensuring the road network was safe and, where trends were identified, a

proportionate engagement plan would be created and implemented along with partners and the Road Safety Governance Board.

Details were also provided on the following future engagements:-

- ◆ during Q4, 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

The Forum decided: that the report be noted.

[Reference: Minutes of 1 November 2022 (Paragraph 9)]

8 Urgent Business

There were no items of urgent business.

Report

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

Subject:	Road Safety and Casualty Reduction Policy
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Council's approach to road safety and casualty reduction which aligns to local and national priorities

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 supported.

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. To effectively reduce casualties in South Lanarkshire, the Council and its partners need an evidenced based approach to address a wide variety of issues, including vulnerable road users, road user behavior and the road environment.

3.3. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021 and a report was made to the Forum at its meeting of 30 November 2022.

3.4. The Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below 4 Interim Outcome Targets to 2030 have been set, based on a national 2014 to 2018 baseline. The Forum agreed that these will be monitored and reported on an annual basis.

- ◆ 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

- 3.5. Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include 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.
- 3.6. Our approach to casualty reduction is routinely reported to the Forum with the last report given at its meeting of 1 November 2022. Given some continuing debate over this approach it is again reiterated within this report.
- 3.7. Our approach to casualty reduction has been industry recognised with South Lanarkshire Council being the winner of the 'most effective road safety, traffic management and enforcement' category as part of the Scottish Transport Awards 2022.

4. South Lanarkshire Council Casualty Reduction Approach **Road Safety Disciplines**

- 4.1. For road safety measures and initiatives to be effective, interventions are needed across the various disciplines – the 4 'Es' of road safety: education, engineering, enforcement, and encouragement. Within this approach there are only certain elements that we have direct responsibility for, therefore, effective partnership working is crucial, particularly in terms of enforcement activity, but also across the other disciplines. Previous 'Education, Training and Publicity Initiatives' papers reported to the Forum detail campaigns, programmes and actions undertaken and supported by the Council.
- 4.2. Our resources are consequently directed towards preventing or reducing the severity of road traffic casualties on our road network by addressing the most appropriate locations or road user groups or types and by working closely with our partner organisations. This includes a focus on infrastructure and measures to support active travel and the safety of vulnerable road users.

Annual Accident, Investigation and Prevention (AIP) Assessment

- 4.3. On an annual basis, usually in November/December, a 3-year Council-wide analysis is undertaken. There are 3 broad types of location that are suitable for accident intervention which are: single sites where collision clusters are identified, rural routes where a length of road features a higher-than-average collision rate, and potential area wide schemes.
- 4.4. The Council receives details of recorded injury accidents occurring on our roads from Police Scotland. It is this data that the Council uses to assess road safety enquiries and to target resources and improvements to where 3 or more injury accidents are occurring in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route. It is worth noting that, since September 2016, non-injury accident details are no longer recorded by Police Scotland and there is no consistent or objective way of collating or considering such information as it can be very much based on a subjective understanding of how such accidents occurred.
- 4.5. Road traffic collisions are defined as rare, random multi-factor events, therefore, the minimum number of collisions that will allow for a statistically significant, treatable pattern to be identified is 3. Studies are undertaken to identify what actions would reduce the number of accidents. Thereafter, improvement measures will be brought forward where we can identify common factors that may be present in these clusters

or on the routes, for example accidents involving pedestrians, weather conditions, road surface conditions or loss of control accidents, particularly at bends. Once common factors have been determined we then implement measures to reduce the risk of similar accidents occurring in the future where deemed appropriate, justifiable and in proportion to available funding.

Route Action Plan Assessment

- 4.6. An assessment of rural A class and B class routes is conducted on an annual basis where roads are assessed in sections to determine if they have an accident rate greater than the national average. Weightings are 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.
- 4.7. A weighting multiplication factor is then 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. These factors reflect the accident cost to society that Safety Camera Scotland use in their assessment models.
- 4.8. A further 'double' gearing factor is then 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. This provides a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved.

Single Site Assessment

- 4.9. Single sites are identified locations which have three or more injury accidents occurring in the previous 3 years. Weighting factors are then applied with points allocated to each road traffic collision at each site, as well as a weighing being 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.
- 4.10. 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.

Other Considerations

- 4.11. 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. Improvements associated with new residential/commercial developments coming forward through the planning process may negate any need for intervention. In such circumstances, these locations will be subject to monitoring.
- 4.12. A site/route that does not specifically meet the above criteria can still be included for further investigation and action where alternative information or data is presented that merits this. Such information sources include partner agencies e.g. non-injury collision details provided by Police Scotland, Scottish Fire and Rescue Service or adjacent landowners for example. As noted above, care needs to be taken when

dealing with potentially subjective causations based on hearsay or personal opinion to ensure that ever scarce financial resources are targeted correctly.

5. Future Considerations

- 5.1. Due to the success of the Council's approach to single site and rural route treatment, there have been a reduced number of sites/routes being identified for investigation and requiring remedial treatments.
- 5.2. There remains a need to achieve continued casualty reduction and work towards the long-term goal of zero fatalities and serious injuries in road transport by 2050. This requires constant re-evaluation to have in place a suitable data-driven and evidence-based approach.
- 5.3. Future alterations to the existing AIP methodologies may include expanding from a 3-year study to a 5-year study period and adjusting the minimum of 3 accidents within the single site cluster site identification to four in tandem, if required. Greater focus could also be considered for wider 'area' studies. These will continue to be considered in line with our progress towards casualty reduction targets and annual AIP investigations.
- 5.4. Existing policy will also be considered further during the development and publication of the new Local Transport Strategy which is being reviewed during 2023/2024. However, a consistent and evidence-based approach to casualty reduction and to meet out statutory obligations will continue to guide the allocation of resources.
- 5.5. In line with the publication of Scotland's Road Safety Framework to 2030, an additional focus was taken to consider actions spanning education, engineering, enforcement and encouragement, in conjunction with our partners, to address the following user groups/ages as detailed within Scotland's Road Safety Framework to 2030. This continues and will be determined by availability of resources, funding and justification.
 - ◆ 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. Pedestrian Crossing Facilities

- 6.1. Requests for new or improved pedestrian crossing facilities are often linked to road safety enquiries received by the Council. The Forum adopted criteria for the assessment of potential pedestrian crossing locations at its meeting of 3 February 2010 which details the use of the 'GAP acceptance' method.
- 6.2. The principle behind the 'GAP acceptance' method is to determine whether or not there is reasonable opportunity for pedestrians to cross a road by measuring the gap between passing vehicles, the number of pedestrians crossing, and the time taken for a pedestrian to cross a specific width of road. Various weighting factors can then be applied to the results to account for more vulnerable road users such as children and elderly pedestrians as well as for relevant environmental factors. The number of injury accidents is considered within this process.

6.3. Following the above procedure, a formula is then applied which enables each location to be ranked to reflect the priority for a controlled crossing when compared to other assessed locations. This procedure provides a consistent approach to the provision of pedestrian crossing facilities across the South Lanarkshire area.

7. Employee Implications

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

8. Financial Implications

8.1. Where works, or initiatives are to be taken forward, they will be prioritised through the Scottish Government and SPT funding for accident reduction measures on strategic routes/cycle facilities, South Lanarkshire Council's Roads Investment Plan for improved infrastructure and potentially additional external grant funding as it is made available from Scottish Government or other funding bodies.

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 Paper, Road Safety and Casualty Reduction - 1 November 2022
- ◆ Roads Safety Forum Paper, Road Safety Framework to 2030 - 30 November 2021
- ◆ Roads Safety Forum Paper, Revised Criteria for Assessing Potential Locations for Pedestrian Crossings - 3 February 2010

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:-

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Report

4

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

Subject:	Road Accident Casualty Statistics for 2022
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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 in the Council area during the year 2022

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. 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.
- 3.2. 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 have been created to focus attention by partners on priority areas.
- 3.3. Changes in data collection from 2019 onwards have been experienced following the introduction of the Collision Recording and Sharing platform (CRaSH) used by Police Scotland to record and collate data. This tends to result in more casualties being classified as 'serious' and, therefore, has caused a discontinuity in the time series with adjusted figures requiring to be used for post-CRaSH data. Adjusted figures have been sourced from Transport Scotland for this purpose.
- 3.4. It should be noted that casualty reduction targets are for Scotland as a whole and not specifically to individual Local Authorities. These will, however, be monitored locally to allow our progress and contribution to this national effort to be detailed. Progress towards the following four headline targets are reported annually and can be found in appendix A as well as the figures for slight injury casualties for additional background:-
- ◆ 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

- 3.5. National targets for specific user groups/ ages have also been set as detailed at the Forum's meeting of 30 November 2021 and detailed below:-
- ◆ 40% reduction in pedestrians killed or seriously injured
 - ◆ 20% reduction in cyclists killed or seriously injured
 - ◆ 30% reduction in motorcyclists killed or seriously injured
 - ◆ 20% reduction in road users aged 70 and over killed or seriously injured
 - ◆ 70% reduction in road users aged between 17 to 25 killed or seriously injured
- 3.6. Agreement was made at this meeting that causation factors relating to these will be investigated and presented annually. This information is detailed within the appendices C to J which also includes causation factors for the targets detailed within items 3.5. A 3-year time period (2020 to 2022) has been used for this.
- 3.7. The figures provided for 2022 are provisional on the basis that the police may still add or amend records until their quality assurance processes are completed. The numbers 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 2022 will be published by The Scottish Government around October 2023 in "Reported Road Casualties Scotland 2022".

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 calendar years 2014 through to 2022 to show context. These also detail the 5-year baseline figures upon which the targeted casualty reductions are based and 2030 targeted figures. A graph of overall yearly casualty figures has also been provided showing data from 2004 to 2022 to provide an overall context within Appendix B.
- 4.2. The COVID-19 pandemic and the implications thereafter has left a continued legacy of higher instances of home or agile working and altered travel patterns. Knowledge of this is assumed throughout this paper.
- 4.3. Fatal Casualties
Fatal casualty numbers have been erratic and have failed to follow any specific trend within recent years. The year-end total for 2022 was 10, an increase of 3 when compared to 2021. This is below the 5-year average (2014 to 2018) baseline figure of 11.2 and over the 2023 target of 5.6.
- 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 eighteen during 2016.
- 4.5. Serious Casualties
The year-end total for 2022 was 82, the same number was recorded for 2021 and lower than 2020 and 2019 figures.
- 4.6. It is important to note that the utilisation of the CRaSH information technology system by Police from 2019 now results in more casualties being classified as serious rather than slight. It is, therefore, not possible to directly compare serious casualty figures from 2019 onwards to those recorded in previous years. Figures prior to and including 2019 utilise adjusted figures to allow for this change, including target baseline figures,

to facilitate ongoing comparison. Provisional adjusted figures have been obtained for this purpose. Due to increasing accuracy of methodology accessed by Transport Scotland, these figures may differ from those reported previously.

4.7. Child Fatal Casualties

There were no fatal child casualties for the fourth year running. These continue to be a rare occurrence. A 3-year average figure has been used to provide a trend line for this group within Appendix A.

4.8. Child Serious Casualties

The number of serious child casualties recorded during 2022 was 4 casualties. This is the lowest figure recorded. 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 regarding adjusted figures also relates to this category.

4.9. Slight Casualties

186 slight casualties were recorded during 2022 which was an increase of 36 compared to the 165 recorded during 2021. The 2022 figure is the second lowest value recorded.

4.10. Total Casualties

The provisional overall total of 278 casualties during 2022 represents the second lowest figures recorded with 2021 recording the lowest with 231.

5. Discussion

5.1. 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.

5.2. To effectively reduce casualties in South Lanarkshire, the Council and its partners need an evidenced based approach to address a wide variety of issues, including vulnerable road users, road user behavior and the road environment.

5.3. 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, killed and serious accidents, child accidents and the specific user groups/ages casualties detailed in item 3.5 is shown respectively within appendices C to J. These will be considered when assigning priority to future road safety measures.

5.4. For road safety measures to be effective, cooperation is needed across the various disciplines – the 4 '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.

5.5. 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. Current initiatives and actions associated with the priority road users/ age groups detailed within Scotland's Road Safety Framework to 2030 can be found within the Appendix 3 of the paper 'Priority Road Safety Initiatives 2023/2024'.

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, and Road Safety Improvement Fund 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.

David Booth

Executive Director (Community and Enterprise Resources)

18 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 – Road Accident Casualty Statistics for 2021

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 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

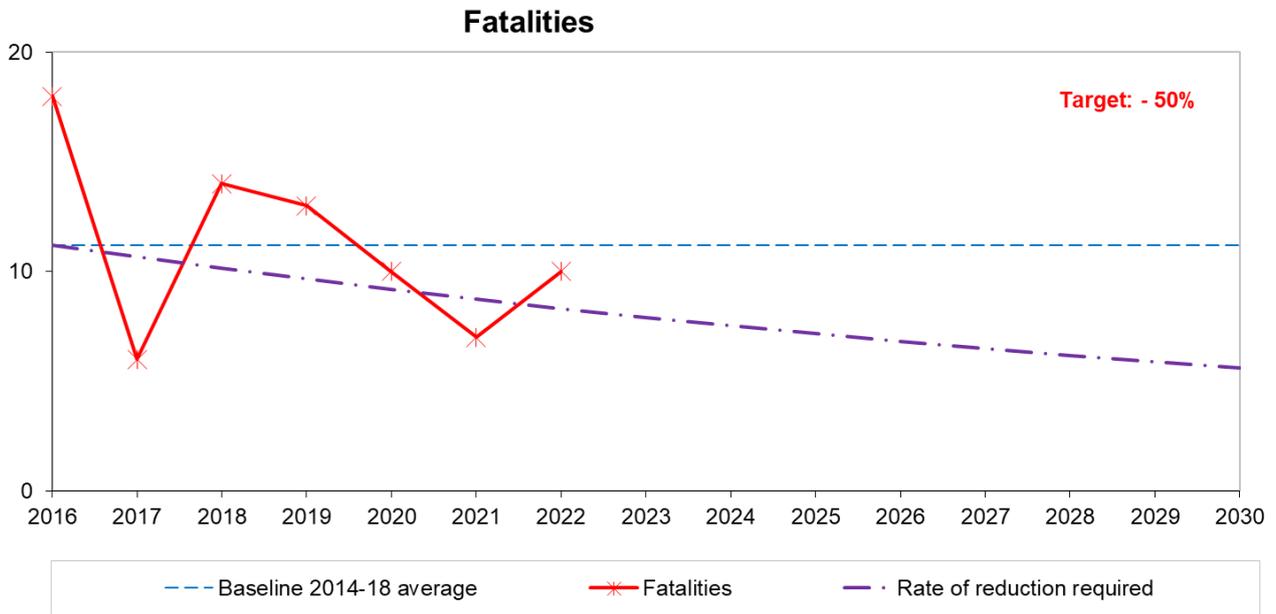
E-mail:- colin.smith@southlanarkshire.gov.uk

Appendix A

All Fatal Casualties

2014 to 2018 baseline 11.2

2030 target (50% reduction) 5.6

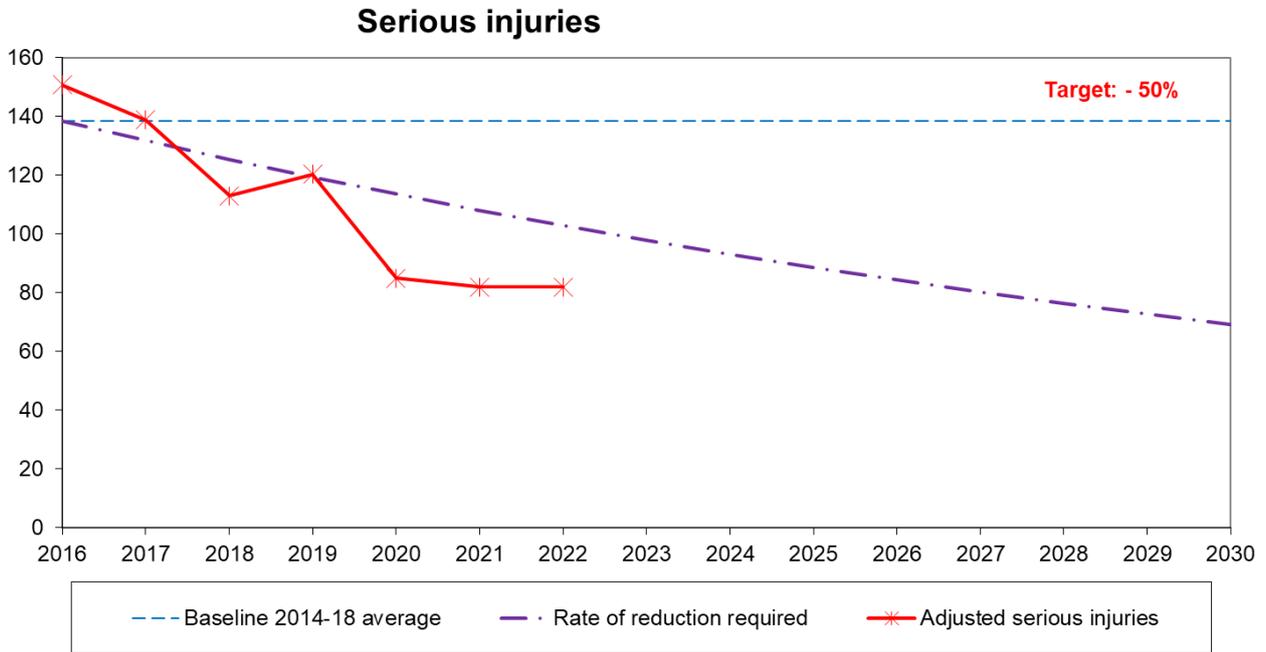


2014	2015	2016	2017	2018	2019	2020	2021	2022
13	5	18	6	14	13	10	7	10

All Serious Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures) 138

2030 target (50% reduction) 69

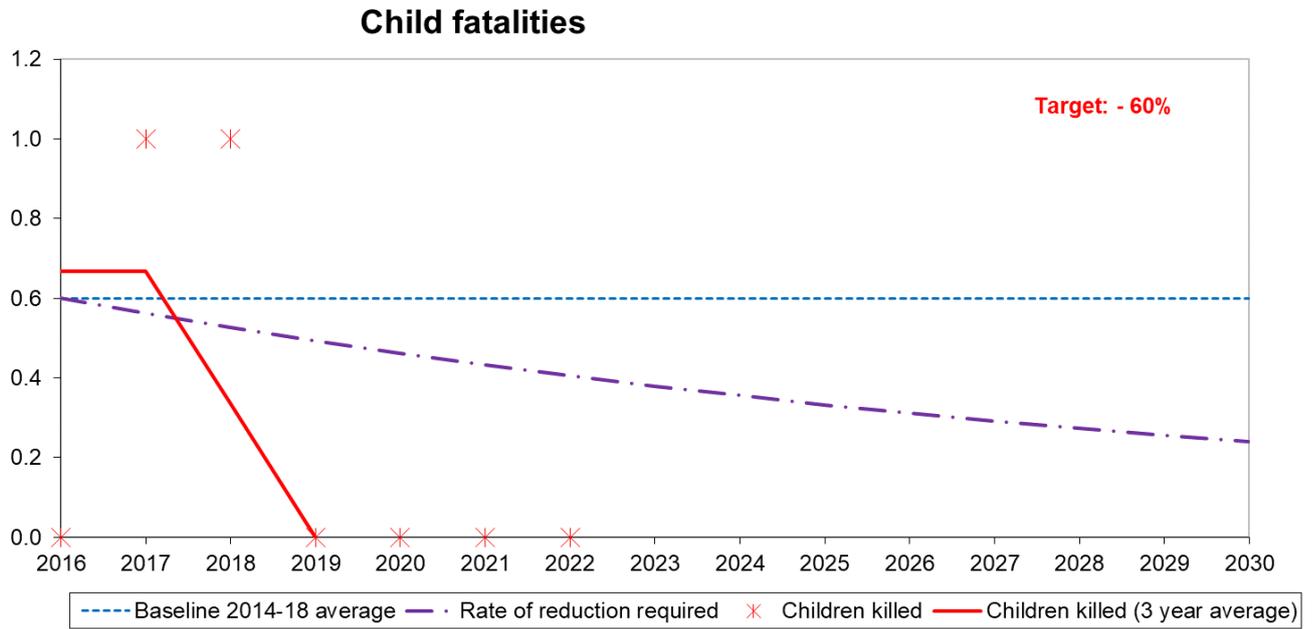


2014	2015	2016	2017	2018	2019	2020	2021	2022
154	136	151	139	113	120	85	82	82

All Fatal Child (<16 years) Casualties

2014 to 2018 baseline 0.6

2030 target (60% reduction) 0.2

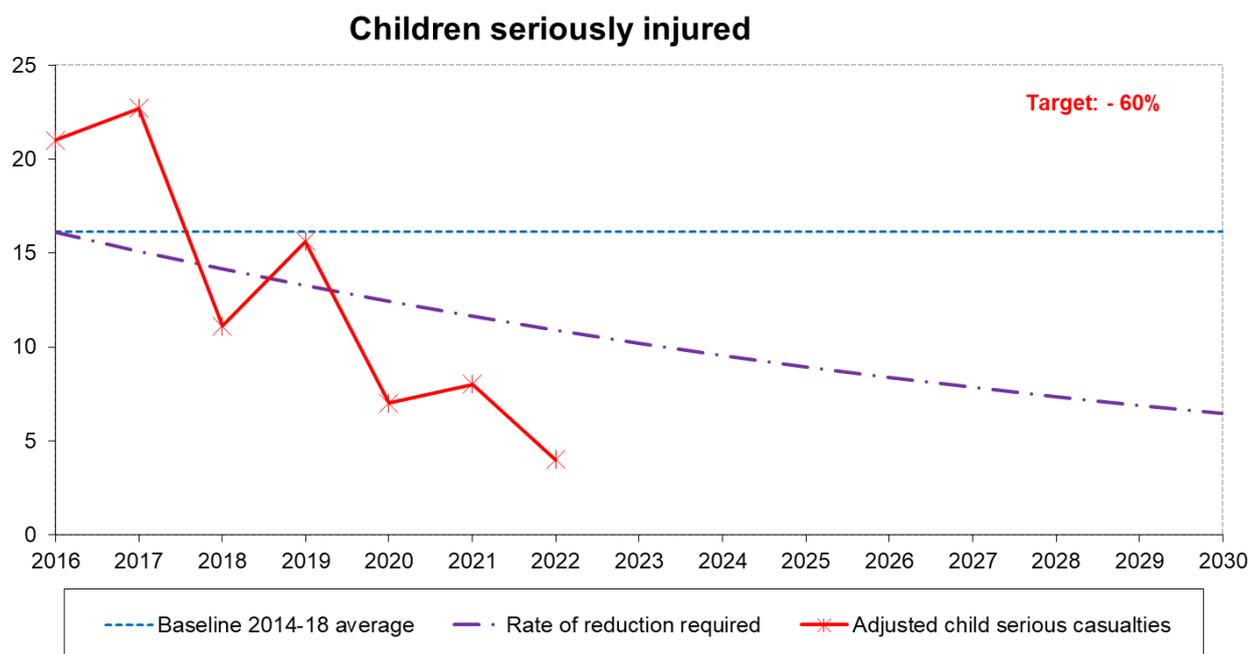


2014	2015	2016	2017	2018	2019	2020	2021	2022
1	0	0	1	1	0	0	0	0

All Serious Child (<16 years) Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures) 16.1

2030 target (60% reduction) 6.4



2014	2015	2016	2017	2018	2019	2020	2021	2022
13.8	12	21	22.7	11.1	15.6	7	8	4

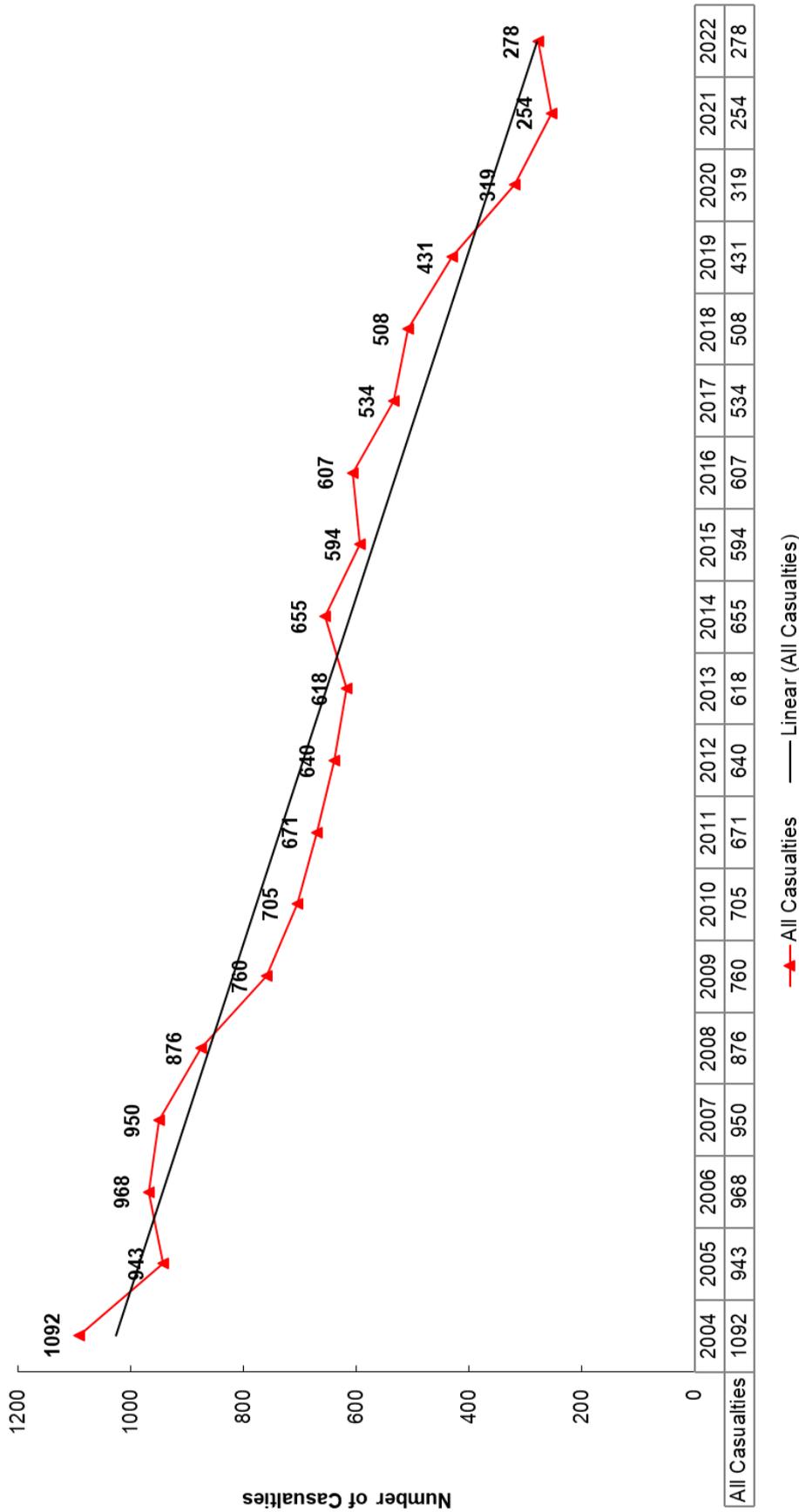
All Slight Casualties within South Lanarkshire

2014	2015	2016	2017	2018	2019	2020	2021	2022
559	519	506	441	437	320	221	165	186

Appendix B

Total Casualty Figures

All Casualties



Appendix C

Most cited accident causation factors for 'all accidents' within the most recent 3-year period:
1 January 2020 to 31 December 2022

ALL ACCIDENTS

	Fatal	Serious	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	7	52	96	155
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	16	43	60
103 Slippery road due to weather (Road Environment Contrib)	0	23	34	57
802 Failed to look properly (Pedestrian)	2	24	30	56
410 Loss of control (Driver/Rider - Error)	5	24	23	52
602 Careless/Reckless (Driver/Rider - Behaviour)	1	18	21	40
403 Poor turn or manoeuvre (Driver/Rider - Error)	2	14	20	36
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	5	12	15	32
501 Impaired by alcohol (Driver/Rider - Impairment)	2	10	13	25
306 Exceeding speed limit (Driver/Rider - Injudicious)	5	8	12	25
706 Dazzling sun (Driver/Rider - Vision Affected)	1	5	10	16
601 Aggressive driving (Driver/Rider - Behaviour)	2	3	10	15
308 Following too close (Driver/Rider - Injudicious)	0	3	12	15
408 Sudden braking (Driver/Rider - Error)	0	2	12	14
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	5	9	14
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	11	14
999 Other (Special Codes)	4	3	5	12
806 Impaired by alcohol (Pedestrian)	2	4	6	12
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	5	6	11
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	4	11
409 Swerved (Driver/Rider - Error)	0	6	4	10
401 Junction overshoot (Driver/Rider - Error)	0	8	1	9

808 Careless/Reckless (Pedestrian)	2	5	2	9
109 Animal or object in carriageway (Road Environment Contrib)	1	5	2	8
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	4	4	8
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	1	7	8
509 Distraction in vehicle (Driver/Rider - Impairment)	0	5	3	8
703 Road layout (Driver/Rider - Vision Affected)	0	3	4	7
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	3	4	7
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	7
502 Impaired by drugs (Driver/Rider - Impairment)	2	1	4	7
102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	3	4	7
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	6	7
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	3	1	6
902 Vehicle in course of crime (Special Codes)	0	0	6	6
503 Fatigue (Driver/Rider - Impairment)	0	4	2	6
104 Inadequate/Masked signs or road markings (Road Environment Contrib)	0	3	2	5
810 Disability or illness (Pedestrian)	0	3	2	5

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

Only factors cited within 5 or more accidents are included above.

Appendix D

Most cited accident causation factors for 'killed and seriously injured accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

ALL KILLED AND SERIOUSLY INJURED ACCIDENTS	Fatal	Serious	Total
405 Failed to look properly (Driver/Rider - Error)	7	52	59
410 Loss of control (Driver/Rider - Error)	5	24	29
802 Failed to look properly (Pedestrian)	2	24	26
103 Slippery road due to weather (Road Environment Contrib)	0	23	23
602 Careless/Reckless (Driver/Rider - Behaviour)	1	18	19
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	5	12	17
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	16	17
403 Poor turn or manoeuvre (Driver/Rider - Error)	2	14	16
306 Exceeding speed limit (Driver/Rider - Injudicious)	5	8	13
501 Impaired by alcohol (Driver/Rider - Impairment)	2	10	12
401 Junction overshoot (Driver/Rider - Error)	0	8	8
999 Other (Special Codes)	4	3	7
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	7
808 Careless/Reckless (Pedestrian)	2	5	7
109 Animal or object in carriageway (Road Environment Contrib)	1	5	6
706 Dazzling sun (Driver/Rider - Vision Affected)	1	5	6
409 Swerved (Driver/Rider - Error)	0	6	6
806 Impaired by alcohol (Pedestrian)	2	4	6
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	5	5
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	5	5
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	3	5
601 Aggressive driving (Driver/Rider - Behaviour)	2	3	5
509 Distraction in vehicle (Driver/Rider - Impairment)	0	5	5

NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 5 or more accidents are included above.

Appendix E

Most cited accident causation factors for 'children <16yrs accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

ALL CHILDREN <16YRS ACCIDENTS	Fatal	Serious	Slight	Total
802 Failed to look properly (Pedestrian)	0	10	15	25
405 Failed to look properly (Driver/Rider - Error)	0	3	14	17
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	6	7
103 Slippery road due to weather (Road Environment Contrib)	0	3	3	6
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	4	6
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	2	3	5
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	3	4
306 Exceeding speed limit (Driver/Rider - Injudicious)	0	2	1	3
803 Failed to judge vehicle's path/speed (Pedestrian)	0	2	1	3

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

Only factors cited within 3 or more accidents are included above.

Appendix F

Most cited causation factors for 'pedestrian accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

PEDESTRIAN ACCIDENTS	Fatal	Serious	Slight	Total
802 Failed to look properly (Pedestrian)	2	23	27	52
405 Failed to look properly (Driver/Rider - Error)	3	6	12	21
806 Impaired by alcohol (Pedestrian)	2	4	6	12
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	3	10
808 Careless/Reckless (Pedestrian)	2	5	1	8
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	5	7
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	7
602 Careless/Reckless (Driver/Rider - Behaviour)	1	4	1	6
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	3	1	6
810 Disability or illness (Pedestrian)	0	3	1	4
804 Wrong use of pedestrian crossing (Pedestrian)	1	2	1	4
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	4	4
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	2	4
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	2	3
807 Impaired by drugs (Pedestrian)	0	2	1	3
103 Slippery road due to weather (Road Environment Contrib)	0	2	1	3
306 Exceeding speed limit (Driver/Rider - Injudicious)	1	1	1	3

*NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 3 or more accidents are included above.*

Appendix G

Most cited causation factors for 'cyclist accidents' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

CYCLIST ACCIDENTS	Fatal	Serious	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	1	12	5	18
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	5	0	5
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	1	4

407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	1	3	4
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*NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 3 or more accidents are included above.*

Appendix H

Most cited causation factors for 'road users aged 70 and over' within the most recent 3-year period: 1 January 2020 to 31 December 2022.

ROAD USERS 70+ ACCIDENTS	Fatal	Serious	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	2	7	9	18
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	3	5	8
410 Loss of control (Driver/Rider - Error)	0	4	3	7
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	2	6
602 Careless/Reckless (Driver/Rider - Behaviour)	0	4	2	6
103 Slippery road due to weather (Road Environment Contrib)	0	3	2	5
802 Failed to look properly (Pedestrian)	0	3	1	4
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	0	3	1	4

*NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 3 or more accidents are included above.*

Appendix I

Most cited causation factors for 'motorcyclists' within the most recent 3-year period:
1 January 2020 to 31 December 2022.

MOTORCYCLIST ACCIDENTS	Fatal	Serious	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	2	9	5	16
410 Loss of control (Driver/Rider - Error)	1	4	1	6
403 Poor turn or manoeuvre (Driver/Rider - Error)	2	2	2	6
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	2	2	5
999 Other (Special Codes)	2	1	0	3
102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	2	1	3
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	0	3
109 Animal or object in carriageway (Road Environment Contrib)	1	1	1	3

*NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 3 or more accidents are included above.*

Appendix J

Most cited accident causation factors for 'road users between 17 to 25yrs' within the most recent 3-year period: 1 January 2020 to 31 December 2022

ROAD USERS 17-25YRS ACCIDENTS	Fatal	Serious	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	0	10	11	21
103 Slippery road due to weather (Road Environment Contrib)	0	8	11	19
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	6	11	17
410 Loss of control (Driver/Rider - Error)	1	6	6	13
306 Exceeding speed limit (Driver/Rider - Injudicious)	1	3	4	8
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	5	3	8
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	1	2	4	7
602 Careless/Reckless (Driver/Rider - Behaviour)	0	2	4	6
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	2	3	5
401 Junction overshoot (Driver/Rider - Error)	0	3	1	4
501 Impaired by alcohol (Driver/Rider - Impairment)	0	2	2	4
408 Sudden braking (Driver/Rider - Error)	0	0	3	3
802 Failed to look properly (Pedestrian)	0	1	2	3
409 Swerved (Driver/Rider - Error)	0	2	1	3
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	0	2	1	3
808 Careless/Reckless (Pedestrian)	1	2	0	3
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	2	3

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

Only factors cited within 3 or more accidents are included above.

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:-

Colin Smith, Engineering Officer, Roads, Transportation and Fleet Services

Tel: 0738 537 0113

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

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>*</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

Report

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

Subject:	School Crossing Patroller Assessments
----------	--

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ consider requests for school crossing patrols at locations within South Lanarkshire

2. Recommendation(s)

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

- (1) that requests for a school crossing patrol at the following locations be refused:-
- ◆ New Road, Cambuslang (35% of value required)
 - ◆ Overton Road, Cambuslang (29% of value required)
 - ◆ Lochlea Road, Rutherglen (11% of value required)
 - ◆ Harvester Avenue near Collie Wynd, Cambuslang (52% of value required)
 - ◆ Harvester Avenue at Red Deer Road, Cambuslang (70% and 15% of value required)
 - ◆ Meikle Earnock Road, Hamilton (7% of value required)
 - ◆ Meikle Earnock Road near Kintore Park, Hamilton (11% of value required)
 - ◆ Balmore Drive, Hamilton (12% of value required)
 - ◆ Sherry Drive, Hamilton (34% of value required)
 - ◆ Wilton Road, Carluke (18% of value required)
 - ◆ Carnwath Road, Braehead (3% of value required)

3. Background

- 3.1. Assessments of the above 11 locations are shown on the attached summary sheets. These also detail whether any previous investigations have been undertaken. The summary sheets observe that the sites do not meet the current criteria for the provision of a school crossing patroller.
- 3.2. Assessment results are based on information recorded during surveys at school journey times. A measure of pedestrian demand (P) and vehicle flow (V) over the busiest ten-minutes is identified from this information.
- 3.3. The pedestrian demand (P) is assessed by recording the number of children crossing the road, either with or without an adult, within 50 metres of the proposed

crossing site. The vehicle flow (V) consists of all vehicles passing along the road within the predetermined area. These factors are then combined in the formula PV^2 and compared against predetermined threshold values.

- 3.4. For sites pertaining to primary school pupils, where the PV^2 is greater than 148,000 (threshold value), a patroller is clearly justified. Where the PV^2 assessment does not prove conclusive and falls between 74,000 (50%) and 148,000, other environmental factors will be considered and used to revise the original PV^2 value. This provides a weighted and more accurate assessment of potential risk at a site based upon traffic volume, pedestrian demand and the local environment.
- 3.5. For sites pertaining to secondary school pupils, where the PV^2 is greater than 148,000 (threshold value), the location will be subject to a further risk assessment to determine whether a patroller is justified or not. The risk assessment will make the recommendation of whether the request for a patroller is justified or refused based on particular road risks. Where the PV^2 assessment does not meet the threshold value, the location will not be considered to merit further investigation and the request will be refused. Generally, however, patrollers will not be provided for secondary school pupils.
- 3.6. The criteria are based upon national best practice and were developed by the Royal Society for the Prevention of Accidents (RoSPA) and the Local Authority Road Safety Officers' Association (LARSOA), now Road Safety GB. The criteria were amended by the Roads Safety Forum in 1998 to make it less onerous to justify a patroller. They were further amended in 2011 to prevent the introduction of patrollers at traffic signals with a pedestrian phase or at light controlled pedestrian crossings and in 2015 when revised criteria was introduced for locations predominantly serving secondary school pupils.

4. Employee Implications

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

5. Financial Implications

- 5.1. There are no financial implications associated with this report.

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.

7. Other Implications

- 7.1. There are no significant risks as assessments are carried out using criteria based upon national practice.

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)

18 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

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, School Crossing Patroller Assessments - 30 November 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, Transportation and Fleet Services

Ext: 07385370113

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location New Road, Cambuslang
School(s) served Newton Farm Primary
Survey undertaken on 24/4/23 AM 4/5/23 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	27
Number of vehicles (V) during busiest ten-minute period.	44
PV ²	52272
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	35%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--	--

If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 14: Cambuslang East

Requested By: School



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<p>Title: School Crossing Patroller Request</p>	 <p>South Lanarkshire Council</p>				
<p>Notes: New Road, Cambuslang</p>	<table border="1"> <tr> <td data-bbox="829 1825 1069 1881"> <p>Scale 1:1,250</p> </td> <td data-bbox="1069 1825 1402 1881"> <p>04/05/2023 17:24:42</p> </td> </tr> <tr> <td colspan="2" data-bbox="829 1881 1402 1921"> <p>Original Drawing Size: 210 x 297 (A4) (c)</p> </td> </tr> </table>	<p>Scale 1:1,250</p>	<p>04/05/2023 17:24:42</p>	<p>Original Drawing Size: 210 x 297 (A4) (c)</p>	
<p>Scale 1:1,250</p>	<p>04/05/2023 17:24:42</p>				
<p>Original Drawing Size: 210 x 297 (A4) (c)</p>					

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Overton Road, Cambuslang
School(s) served Newton Farm Primary
Survey undertaken on 26/4/23 AM 12/5/23 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	28
Number of vehicles (V) during busiest ten-minute period.	39
PV ²	42588
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	29%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--	--

If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 14: Cambuslang East

Requested By: School



(c) Crown Copyright and database rights 2023. Ordnance Survey Licence number 100020730.					
Title: School Crossing Patroller Request	 South Lanarkshire Council				
Notes: Overton Road, Cambuslang	<table border="1"> <tr> <td>Scale 1:1,250</td> <td>17/05/2023 11:50:18</td> </tr> <tr> <td colspan="2">Original Drawing Size: 210 x 297 (A4) (c)</td> </tr> </table>	Scale 1:1,250	17/05/2023 11:50:18	Original Drawing Size: 210 x 297 (A4) (c)	
Scale 1:1,250	17/05/2023 11:50:18				
Original Drawing Size: 210 x 297 (A4) (c)					

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Lochlea Road/ Kyle Square, Rutherglen
School(s) served Spittal Primary
Survey undertaken on 9/6/22 AM 15/6/22 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	62
Number of vehicles (V) during busiest ten-minute period.	16
PV ²	15872
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	11%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--	--

If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 11: Rutherglen South

Requested By: H&S



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Title: School Crossing Patroller Request

Notes: Lochlea Road/ Kyle Square, Rutherglen



South Lanarkshire Council

Scale 1:1,250

16/06/2022 13:06:23

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Harvester Avenue, Cambuslang

School(s) served Newton Farm Primary

Survey undertaken on 20/4/22 AM 30/5/22 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	10
Number of vehicles (V) during busiest ten-minute period.	87
PV ²	75690
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	51%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	No
Visibility	No
Excessive Street Furniture	No
Closeness to Junction	Yes
Parking Problem	No
Concentration of Accidents	No

Recalculated PV ² as a proportion of the value required for recommending a patroller.	52% (83,259)
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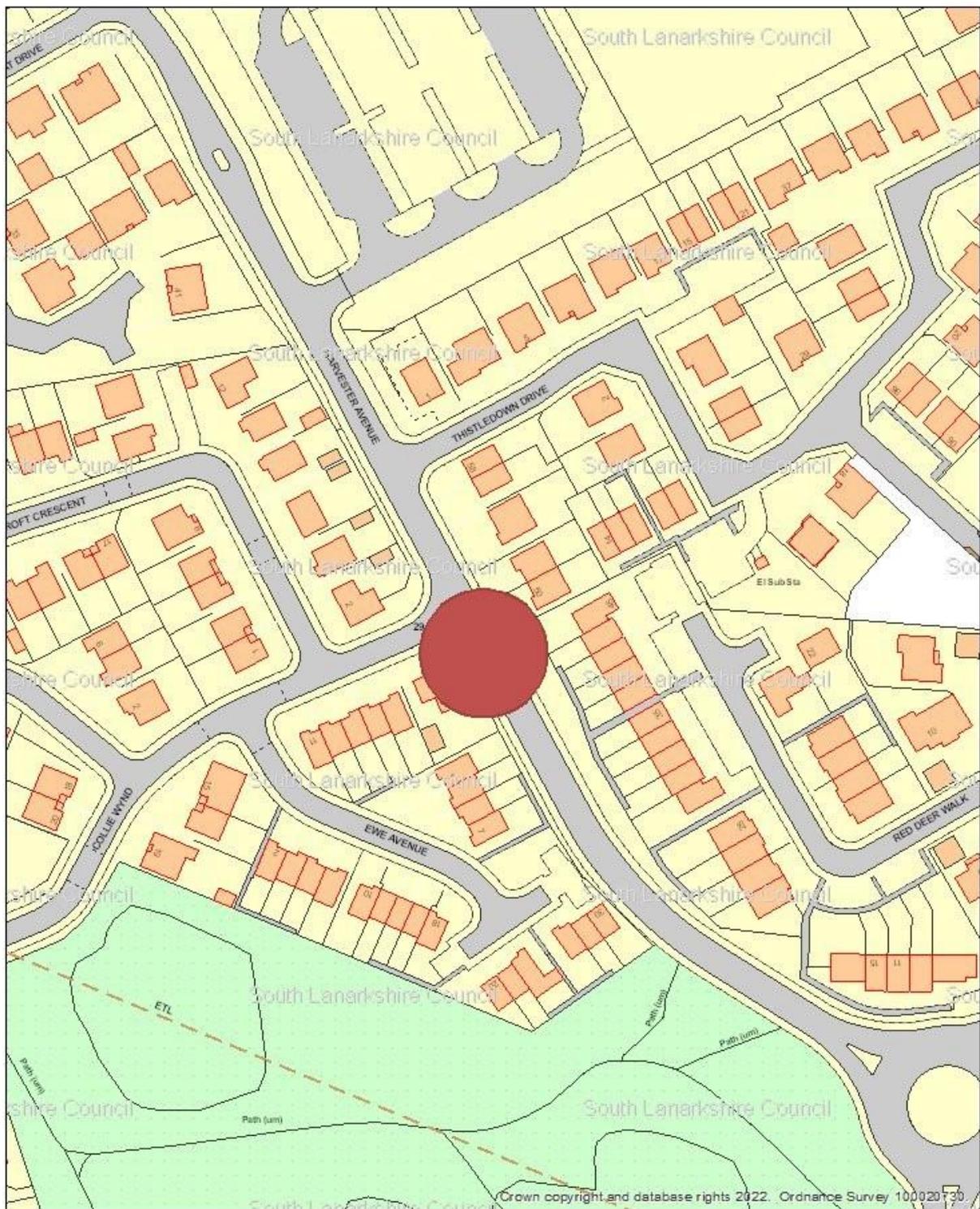
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 14: Cambuslang East

Requested By: Parent



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Title: School Crossing Patrol Assessment



South Lanarkshire Council

Notes: Harvester Avenue, Cambuslang

Scale 1:1,250

28/06/2022 11:09:13

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Harvester Avenue at Red Deer Road, Cambuslang (east bound)
School(s) served Newton Farm Primary
Survey undertaken on 16/5/23

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	13
Number of vehicles (V) during busiest ten-minute period.	85
PV ²	93925
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	63%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	No
Visibility	No
Excessive Street Furniture	No
Closeness to Junction	Yes
Parking Problem	No
Concentration of Accidents	No

Recalculated PV ² as a proportion of the value required for recommending a patroller.	103,317 (70%)
--	---------------

If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 14: Cambuslang East

Requested By: Parent

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Harvester Avenue at Red Deer Road, Cambuslang (west bound)
School(s) served Newton Farm Primary
Survey undertaken on 16/5/23

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	9
Number of vehicles (V) during busiest ten-minute period.	49
PV ²	21609
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	15%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--	--

If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 14: Cambuslang East

Requested By: Parent



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Title: School Crossing Patroller Request



South Lanarkshire Council

Notes: Harvester Avenue at Red Deer Road, Cambuslang

Scale 1:500

17/05/2023 12:06:55

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Meikle Earnock Road, Hamilton

School(s) served Woodhead Primary

Survey undertaken on 31/10/22 AM 25/10/22 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	1
Number of vehicles (V) during busiest ten-minute period.	103
PV ²	10609
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	7%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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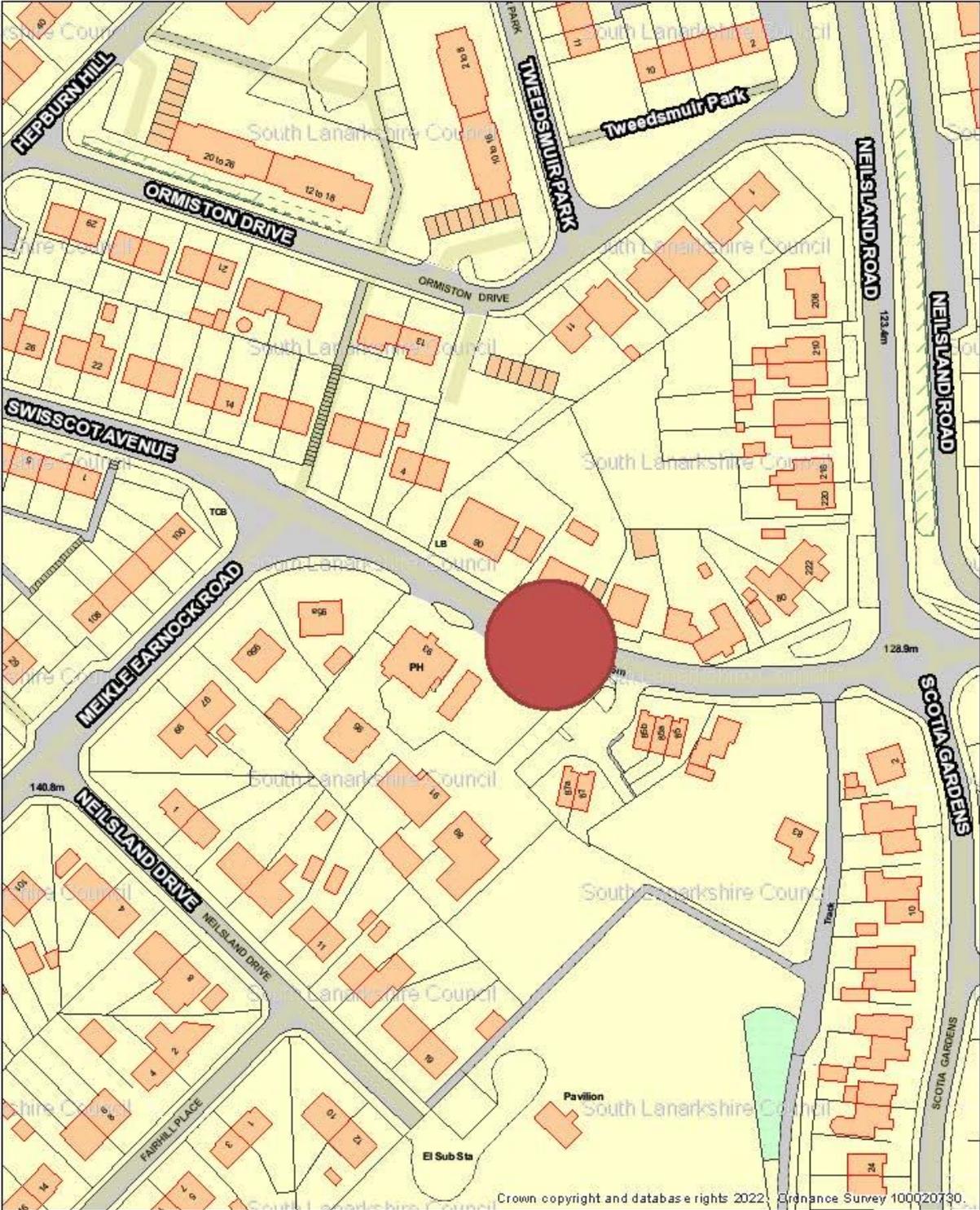
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 19: Hamilton South

Requested By: Parent Council/ Community Council



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Title: Meikle Earnock Road, Hamilton



South Lanarkshire Council

Notes: School Crossing Patroller Assessment

Scale 1:1,250

24/11/2022 14:36:47

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Meikle Earnock Road/ Kintore Park, Hamilton
School(s) served Woodhead Primary
Survey undertaken on 28/9/22

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	3
Number of vehicles (V) during busiest ten-minute period.	75
PV ²	16875
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	11%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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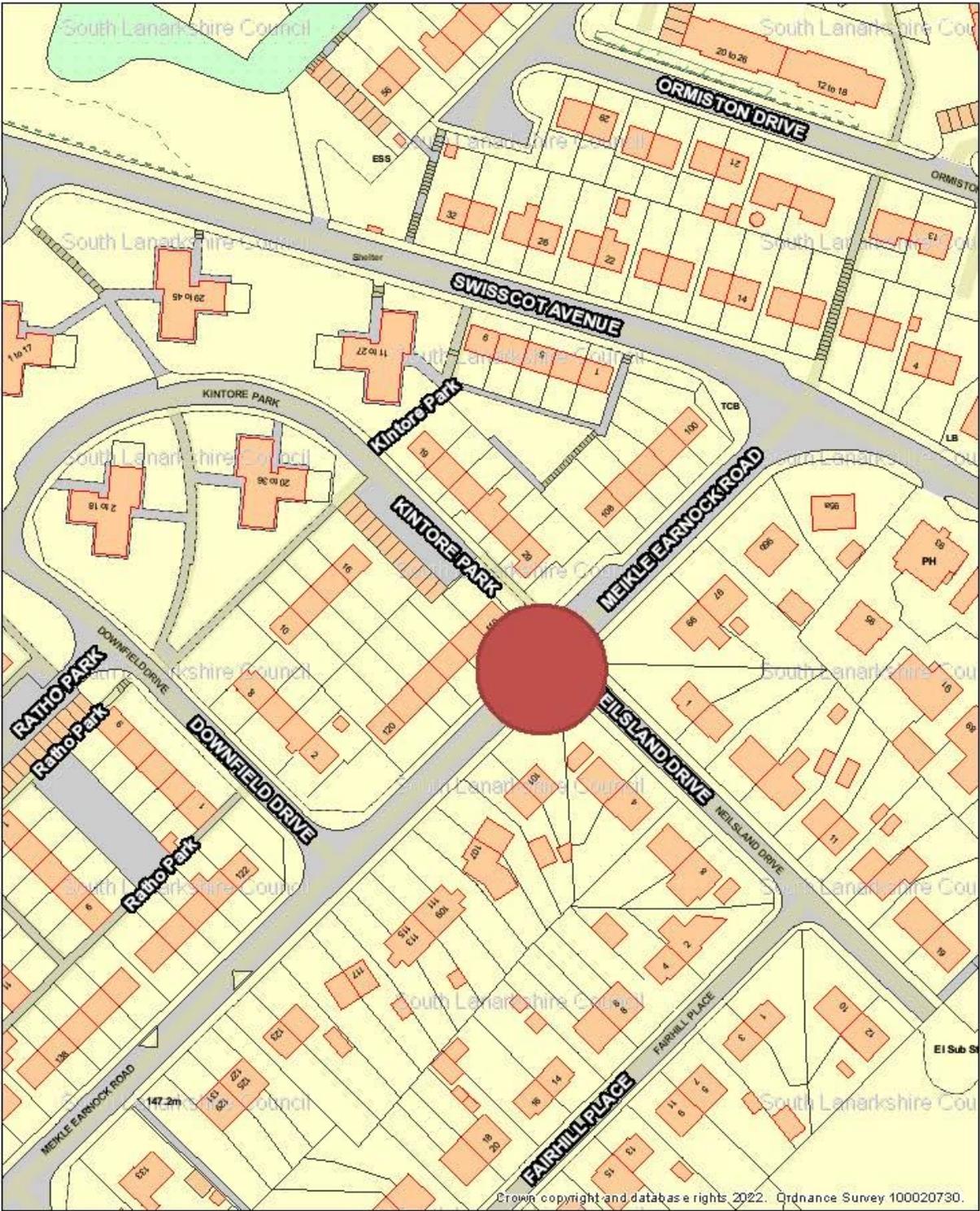
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 19: Hamilton South

Requested By: Parent Council/ Community Council



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<p>Title: Meikle Earnock Road/ Kintore Park, Hamilton</p>	 <p>South Lanarkshire Council</p>				
<p>Notes: School Crossing Patroller Assessment</p>	<table border="1"> <tr> <td data-bbox="829 1825 1069 1881"> <p>Scale 1:1,250</p> </td> <td data-bbox="1069 1825 1404 1881"> <p>24/11/2022 14:44:55</p> </td> </tr> <tr> <td colspan="2" data-bbox="829 1881 1404 1926"> <p>Original Drawing Size: 210 x 297 (A4) (c)</p> </td> </tr> </table>	<p>Scale 1:1,250</p>	<p>24/11/2022 14:44:55</p>	<p>Original Drawing Size: 210 x 297 (A4) (c)</p>	
<p>Scale 1:1,250</p>	<p>24/11/2022 14:44:55</p>				
<p>Original Drawing Size: 210 x 297 (A4) (c)</p>					

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Balmore Drive, Hamilton
School(s) served Woodhead Primary
Survey undertaken on 27/9/22

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	39
Number of vehicles (V) during busiest ten-minute period.	21
PV ²	17199
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	12%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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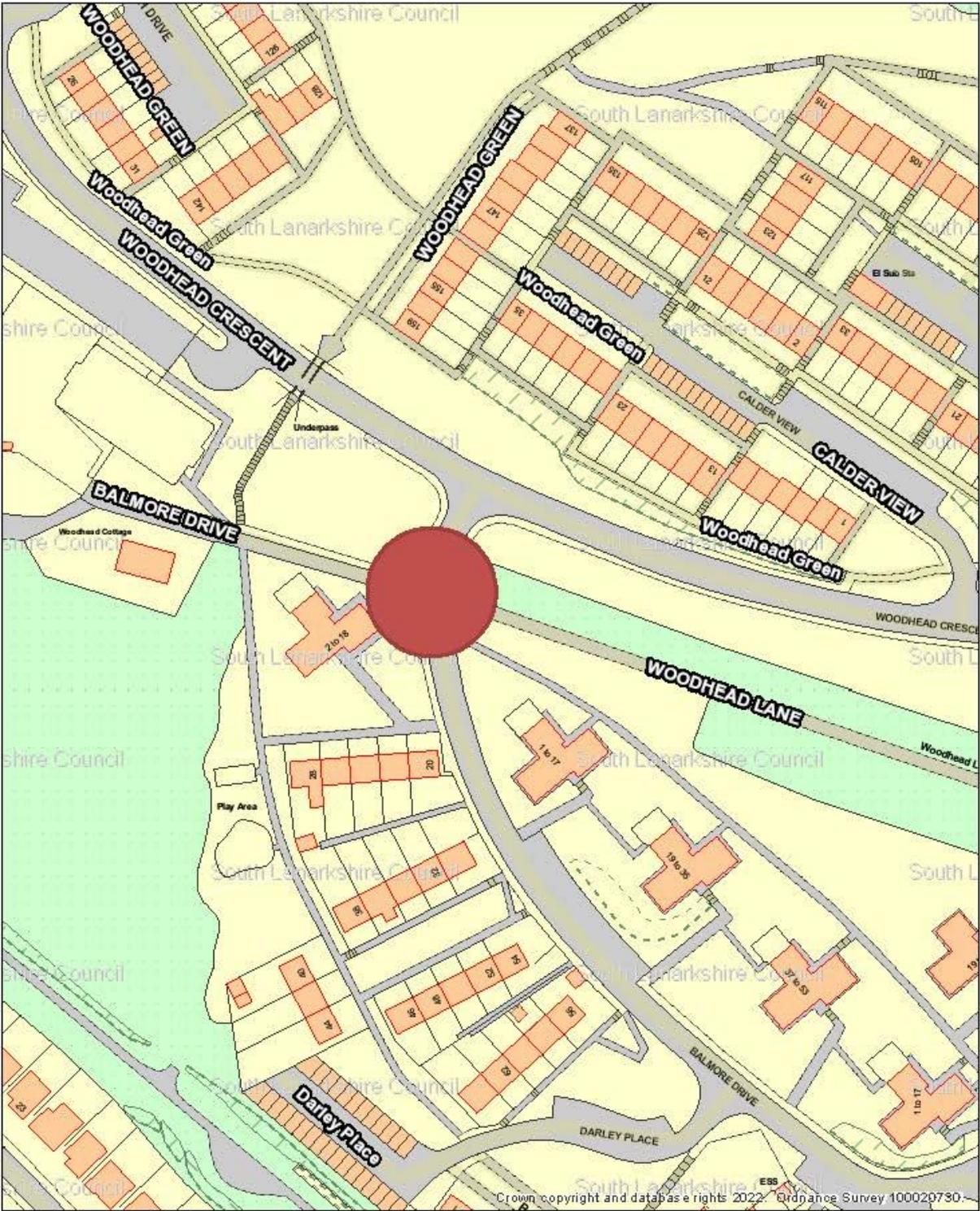
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 19: Hamilton South

Requested By: Parent Council/ Community Council



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<p>Title: Balmore Drive, Hamilton</p>	 <p>South Lanarkshire Council</p>				
<p>Notes: School Crossing Patroller Assessment</p>	<table border="1"> <tr> <td data-bbox="829 1825 1069 1881"> <p>Scale 1:1,250</p> </td> <td data-bbox="1069 1825 1404 1881"> <p>24/11/2022 14:43:19</p> </td> </tr> <tr> <td colspan="2" data-bbox="829 1881 1404 1926"> <p>Original Drawing Size: 210 x 297 (A4) (c)</p> </td> </tr> </table>	<p>Scale 1:1,250</p>	<p>24/11/2022 14:43:19</p>	<p>Original Drawing Size: 210 x 297 (A4) (c)</p>	
<p>Scale 1:1,250</p>	<p>24/11/2022 14:43:19</p>				
<p>Original Drawing Size: 210 x 297 (A4) (c)</p>					

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Sherry Drive, Hamilton
School(s) served St. Mark's Primary School
Survey undertaken on 31/3/23 AM 24/4/23 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	20
Number of vehicles (V) during busiest ten-minute period.	50
PV ²	50000
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	34%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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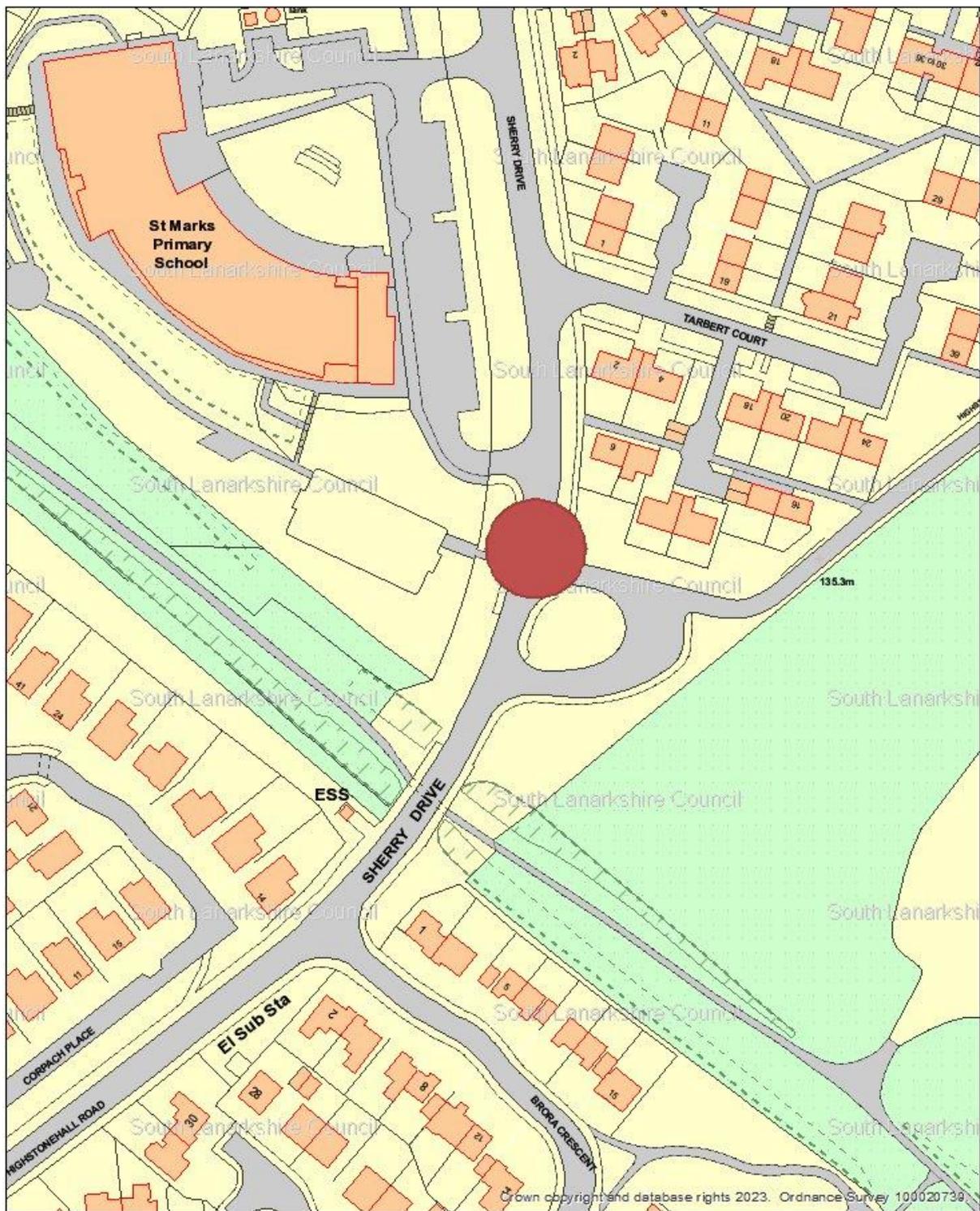
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 18: Hamilton West and Earnock

Requested By: School



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Title: School Crossing Patroller Request



South Lanarkshire Council

Notes: Sherry Drive, Hamilton

Scale 1:1,250

17/05/2023 12:25:09

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Wilton Road near Glenafeoch Road, Carluke
School(s) served Crawforddyke Primary
Survey undertaken on 26/5/22 AM 10/6/22 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	10
Number of vehicles (V) during busiest ten-minute period.	52
PV ²	27040
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	18%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 1: Clydesdale West

Requested By: Public Request



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Title: School Crossing Patroller Assessment



South Lanarkshire Council

Notes: Wilton Road, Carluke

Scale 1:1,250

16/06/2022 12:35:59

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Carnwath Road, Braehead
School(s) served Braehead Primary
Survey undertaken on 28/10/22 AM 31/10/22 PM

Survey Results

Number of primary school children (P) crossing during busiest ten-minute period.	6
Number of vehicles (V) during busiest ten-minute period.	26
PV ²	4056
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	3%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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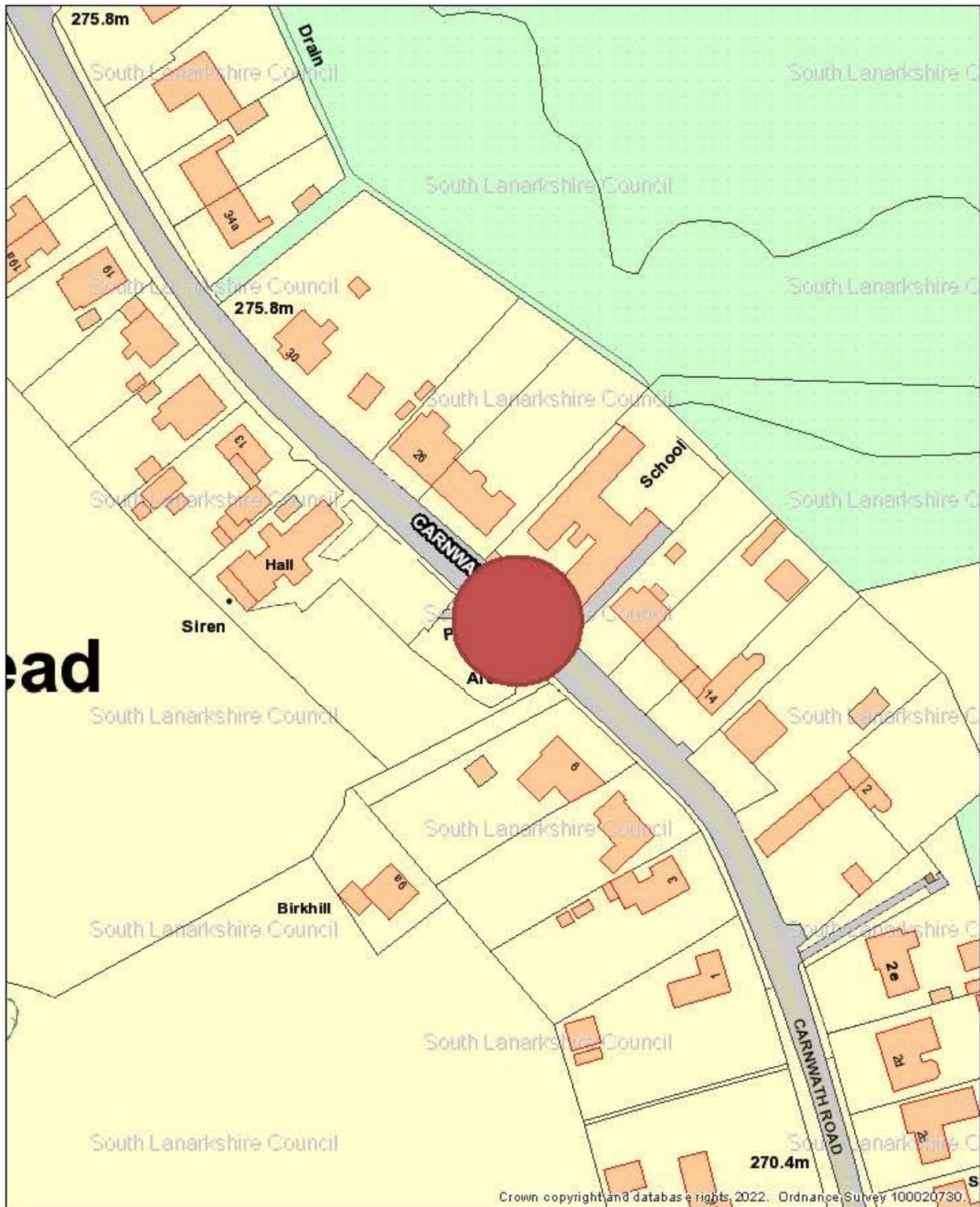
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 2: Clydesdale North

Requested By: Councillor



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(c) Crown Copyright and database rights 2022. Ordnance Survey Licence number 100020730.							
Title: Carnwath Road, Braehead	 South Lanarkshire Council						
Notes: School Crossing Patroller Assessment	<table border="1"> <tr> <td>Scale 1:1,250</td> <td>24/11/2022</td> <td>14:38:41</td> </tr> <tr> <td colspan="3">Original Drawing Size: 210 x 297 (A4) (c)</td> </tr> </table>	Scale 1:1,250	24/11/2022	14:38:41	Original Drawing Size: 210 x 297 (A4) (c)		
Scale 1:1,250	24/11/2022	14:38:41					
Original Drawing Size: 210 x 297 (A4) (c)							

Report

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

Subject:	School Travel Works / Initiatives
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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 be noted, and the development of future School Travel Plans be supported.

3. Background

3.1. School Travel Plan support is offered to all schools, whether it be their first School Travel Plan Development or undertaking a review of their current School Travel Plan.

3.2. The objective is to encourage more sustainable travel to and from school and towards contributing to a safer environment around the school. The whole school community can be involved, ranging from pupils, parents and staff to parent Council members and local groups. The Traffic and Transportation team work alongside the school to offer help, support and guidance throughout.

3.3. Ideas and campaigns are discussed with the school to encourage all car travellers to think about their journey and how they can be more sustainable, for example, walking, cycling and park and stride. This all helps in the creation of a safer environment around the school with less cars and reducing congestion and emissions. It is hoped through targeted campaigns and initiatives, more emphasis will contribute to a healthier, safer journey and encourage future sustainable reliance.

3.4. At an initial meeting with the school, the first progression takes place in the form of a consultation exercise through surveys for parents, pupils and staff. Surveys are used to raise awareness of the School Travel Plan process and used to establish travel modes to and from school. Questions included aim to capture future travel suggestions and exploration of campaigns, such as Walking Buses, Cycle Trains and Park and Stride, to ascertain support. Reports of the results are produced and discussed with the school, allowing targets and initiatives to be discussed and included in the School Travel Plan document. A certain selection of survey results can be included in the document, with the rest referred to in the Appendix Section.

- 3.5. On completion of their School Travel Plan, the school will receive a School Travel Plan Award, banner and School Travel Plan postcards. Ongoing monitoring and support will be extended with the active document. Any updates submitted into the plan with initiatives, targets and programme of implementation being revisited.
- 3.6. At present, there are 78 Schools who have complete their School Travel Plan, with a further 60 who have started the process.
- 3.7. All schools are inspired to engage in the School Travel Plan journey with regular communication throughout the year detailing contact details for the Traffic and Transportation team. The concept of a School Travel Plan Award has acknowledged the work and commitment of school's involved in the process. Award campaign materials include a school certificate, banner, information postcards and stickers are available for the school community. Continuing ongoing support and assistance is extended to all schools at every stage of their School Travel Plan, helping many schools to address issues with the document supporting future plans and an aid regarding provision of funding.
- 3.8. Colleagues from the Council's Health and Safety team have been conducting on site Traffic Management Audits and completing Traffic Management Plans for all educational establishments, thus resulting in an increase in enquiries and offers of assistance with School Travel Plan work.
- 3.9. Engineering opportunities can be designed to help improve the amenity around the school such as introducing additional guard rail, signage and road markings. Recently, a focus on speed awareness has seen a significant number of schools benefiting from new carriageway road markings, supporting their existing part-time mandatory 20mph speed limits. Installation of physical works is dependent on the availability and prioritisation of suitable funding.
- 3.10. A wide selection of campaign materials is available to support schools with School Travel Plan actions in the form of printed leaflets/booklets and posters, social media packs, banners, signs and on-site visits with a portable Vehicle Activated Sign (VAS).
- 3.11. Provided below are some positive examples of School Travel Plan/Road Safety contributions over the last year. These works raise awareness of road safety/ active travel matters within their school community:-
 - ◆ Carnwath Primary School (Clydesdale)
The school have been the latest recipient of School Travel Plan Award certificate and banner on completion of their review. The Junior Road Safety Officers have been working towards planning a road safety awareness day during walk to school week and will be working towards implementing the actions from their review, which include a focus on parking and the speed of traffic.
 - ◆ Mossneuk Primary School (East Kilbride)
Their Junior Road Safety Officer team have held monthly meetings to discuss their plans and ideas resulting in a 'Parking Pledge', road safety poster design competitions, questionnaires for their School Travel Plan review and visits with a mobile Speed Vehicle Activated Sign. The JRSO team have been actively promoting and participating in the 'WOW Living Streets' Travel Tracker and Living Streets Walk to School Week 2023.

- ◆ St. John's Primary School (Blackwood)
The school organised a Health and Wellbeing week in February which included road safety activities. They borrowed road safety games, distributed road safety work booklets and promotional items. A visit was also made with the mobile Vehicle Activated Sign to conduct and monitor speed surveys on Carlisle Road. The school's efforts in this year's Sustrans annual 'Big Walk and Wheel' challenge were great and they achieved well within the leader board for the 'small school' category. They have been working on their first School Travel Plan and have great ideas for cycle plans within the school.
- ◆ Woodside Primary School (Hamilton)
The school has completed their first School Travel Plan with a focus commencing on safe parking. A selection of items supplied to the school included Little Parking Buddies signs to be placed at the areas near the school gates. A 'Kids and Cars Don't Mix' banner was also placed along the frontage to discourage drivers from stopping or parking near the school entrances as well as the distribution of a leaflet, encouraging those who have to bring the car to park and stride. A review of carriageway lining and signing was also undertaken with some alterations and additions being progressed.
- ◆ Netherburn Primary School
Work on their School Travel Plan Review has been undertaken with the school focusing on speed awareness. Their Junior Road Safety Officer team delivered an excellent presentation at their school assembly with a visit from the 'Speeding Ted' mascot also taking place. After the Easter holidays, a visit with the mobile Vehicle Activated Sign was organised to help reinforce the message of travelling at a speed near the school.
- ◆ Woodhill Nursery (Kirkmuirhill) and Avondale Early Learning Centre (Strathaven)
Both establishments have been delivering road safety utilising 'Go Safe with Ziggy!' materials. The Ziggy mascot visited both establishments and a selection of Ziggy promotional items, including ponchos, bookmarks, stickers and Ziggy teddies were given to both nurseries raising awareness of road safety within the pupils and parent communities.
- ◆ Braehead Primary School
This village school has been completing their School Travel Plan questionnaires to assist them to review their School Travel Plan. A speed and traffic survey was conducted along Carnwath Road, with two visits conducted to gain speeds and vehicle types in both directions. The school's Junior Road Safety Officers and senior pupils joined Traffic and Transportation Section officers to monitor speeds of vehicles passing by and discover the different modes of transport passing the school. Both visits were valuable to help reinforce the message of driving at a slow speed when travelling by the school. Due to the location of the school, many pupils travel to and from school via school bus. 'Be Safe Bus Safe' booklets were provided for these pupils to remind them how to keep safe.

4. Road Safety Through Curriculum for Excellence/Local Initiatives

- 4.1. A "whole life" style targeted towards road safety education with initiatives aimed at all ages and types of road users is adopted by the Council. By introducing, educating and training young people and children at the earliest opportunity, establishes good habits which can be fostered.
- 4.2. Road Safety within Curriculum for Excellence 2022/2023 publication produced by Road Safety Scotland, comprises of a variety of road safety for all ages groups. The

aims are to engage young people in a number of activities that address risk taking, decision making and peer pressure. Encourages self-reflection regarding own behaviour in a road environment. The document can be viewed at www.roadsafety.scot/wp-content/uploads/2022/08/Curriculum-for-excellence-2022-23.pdf

- 4.3. 'Be Safe, Bus Safe' is a fun activity book containing important safety information of keeping safe on the bus. Aimed at primary school aged pupils, the booklets contain safety points regarding waiting and boarding the bus. Behaviour whilst on the bus is included to remind pupils to put their seatbelt on, sit in their seat for the length of the journey, not to distract the driver and to think about journey planning. A variety of fun activity puzzles are included for pupils for completion.

5. Cycle Friendly School Fund – Cycling Scotland

- 5.1. Cycle and scooter parking/cycle shelters requests can be included as an action in a School Travel Plan. Cycling Scotland's Cycle Friendly School Fund is available on a yearly basis which provides an opportunity to complete a bid on behalf of schools, when possible.
- 5.2. Following agreement between Transport Scotland, Cycling Scotland and Sustrans Scotland, from 2022/2023, local authorities and schools were eligible to apply directly to Cycling Scotland's 2022/2023 Cycling Friendly School Fund. Sustrans Scotland was previously responsible and will no longer operate the School Cycle and Scooter Parking as of the end of March 2022. The fund is designed to benefit either single or multiple schools and offers flexible criteria for local authorities who wish to improve cycle/scooter parking and storage facilities.
- 5.3. Cycling Friendly programme Cycling Scotland offers a programme of support, including funding from Transport Scotland, to help workplaces, schools, campuses, and communities across Scotland be cycling friendly and attain nationally accredited awards. The Cycling Friendly development funds provide grants for projects that improve cycling facilities and encourage travel by bike in their respective settings.
- 5.4. Registration can be completed on-line for Cycle Friendly Award and the individual programmes including Cycle Friendly Employer, Cycle Friendly Community, Cycle Friendly Campus, Cycle Friendly School and Social Housing Partnership Fund.
- 5.5. During year 2022/2023, the Traffic and Transportation Section submitted bids through the Cycling Friendly and Social Housing development grant on behalf of five schools. The fund supports the enhancement or improvement of facilities (existing and new) to enable more people to cycle or scoot. Applications were submitted on 23 May 2022, and we were notified on 4 July 2022 that all bids had been successful. Cycling Scotland allocated all funds resulting in no match funding being required.
- 5.6. The grant funding allowed the following work at these locations:-
- ◆ Cairns Primary School and Nursery – full reglaze of existing shelters and installation of scooter storage rack within current shelter infrastructure.
 - ◆ Craighbank Primary School – a shelter with cycle hoops and scooter parking.
 - ◆ Douglas Primary School and Nursery – installation of shelter and cycle and scooter parking.
 - ◆ Lesmahagow High School – 2 shelters with cycle hoops.
 - ◆ Rigside Primary School and Nursery – installation of shelter and cycle hoops.

5.7. Installations were completed in November and December 2022 and an interim report has been completed for each school for Cycling Scotland in February 2023.

5.8. Future funding opportunity for 2023/2024 has now opened and an initial expression of interest has been made. More information about Cycle Friendly School projects can be found on the Cycling Scotland website, at:-
www.cycling.scot/what-we-do/cycling-friendly/school

6. National Walk to School Week, Living Streets – 15 to 19 May 2023

6.1. Living Streets National Walk to School Week took place 15 to 19 May 2023 with a 5-day walking, fun, engaging, challenge in celebration of the walk to school.

6.2. Living Streets were able to offer support to schools in the form of Walk to School Week packs. These were offered, free of charge, to South Lanarkshire Council Junior Road Safety Officer schools with the week-long activity being built to make pupils experience first-hand the importance of walking to school. 58 Schools accepted this offer with 242 P1 to P3 and 270 P4 to P7 free packs being claimed. Each Walk to School Week Pack contained teacher guidance, one double-sided classroom wallchart/pledge poster, daily stickers for pupils and wallchart, 30 pupil activity diaries and 30 end of week pupil rewards.

6.3. 'Walk with Wildlife' was this year's challenge encouraging children to travel actively to school every day of the week. Pupils who walked, wheeled, cycled and scoot to school every day of the week earned stickers, with a special reward being up for collection at the end of the week. Meeting various animals along the way, they learned about the important reasons to walk and the difference it can make for individuals, communities, and the planet.

6.4. A different topic was given for each day during Walk to School Week with pupils being encouraged to 'Get ready to walk for' – inclusion, sustainability, health and friendship.

6.5. Through this Walk to Week challenge, pupils will be on their way to accomplishing their goal of a recommended 60 minutes minimum of physical activity per day, before they even reach the school gates.

6.6. Walk to School Week is an inclusive week and everyone can get involved. Parents are encouraged to support parking a little way from the school, thus contributing to a reduction in congestion and air pollution at the school gates whilst improving road safety. More information about National Walk to School Week can be found on the Living Streets website, at:-
www.livingstreets.org.uk/products-and-services/projects/walk-to-school-week

7 WOW Travel Tracker Living Streets

7.1. 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.

7.2. 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.

7.3. 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.

7.4. Living Streets WOW Travel Tracker has been offered to approx. 18 schools in South Lanarkshire Council 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

7.5. Continued partnership working is an important factor in taking steps to sharing, educating and conveying the message of safe and sustainable journeys. Linked work has continued with colleagues in Environmental Services to assist with Engine Idling and Air Quality matters. Funding was also obtained, in the sum of £10,000 through their Air Quality Fund, allowing us to offer the Living Streets WOW Travel Tracker and project support to a select number of schools.

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

8. Sustrans Big Walk and Wheel 2023

8.1. Sustrans Big Walk and Wheel took place between 20 to 31 March 2023 with 2,666,937 live journeys being counted. Overall United Kingdom wide, 2,722 school registered with 918,149 pupils taking part. South Lanarkshire Council had 34 schools sign up, inspiring pupils to make active journeys to school.

8.2. This is the UK's largest inter-school walking, wheeling, scooting and cycling challenge with school's registering their participation on-line. Available to all schools across the United Kingdom, once registered, schools can record and monitor their journeys throughout and see their status on the daily school leader boards.

8.3. This is a fantastic opportunity for schools to relay the active travel theme, focus on sustainable travel, contributing to a clearer air environment around the school and pupils being more alert. The challenge is free of charge with a catalogue of resources in a fun, flexible and interactive Curriculum linked lesson plans.

8.4. Throughout the challenge an array of prizes are up for grabs with schools who have a participation rate of over 15%. During the challenge, the website displays the overall categories leader boards showing the status of participating schools for small primary school (1 to 250 pupils), large primary school (250+ pupils) and for secondary schools.

8.5. The leader boards display progress and tracks all journeys with the top 5 positions of the national leader boards board receiving a Sustrans Big Walk and Wheel frames certificate.

8.6. South Lanarkshire Schools St. John's Primary School (Blackwood) and Wester Overton Primary School (Strathaven) placed well nationally and Scotland specific leader boards are currently being finalised. Further details can be found at: www.bigwalkandwheel.org.uk.

9. Employee Implications

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

10. Financial Implications

10.1. Item 7.5 'WOW Travel Tracker' was funded by an Air Quality Grant of £10,000. Item 5.6 'cycle and scooter parking and shelters' was funded by a grant of £38,395 from

Cycling Scotland. Other general items within this report were funded from the Council's revenue budget.

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.

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, Parking/ Road Safety at Schools - 1 November 2022
- ◆ Roads Safety Forum, School Travel Plans - 22 June 2021

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

8

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

Subject:	Westwood Hill, East Kilbride
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide a report to the Forum in relation to matters discussed and considered at the Petition Committee of 19 April 2023 and referred to the Roads Safety Forum

2. Recommendation(s)

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

- (1) that the recommendations, as set out in section 5 of the report, be noted and supported.

3. Background

3.1. A petition was lodged with the Council requesting traffic calming measures at Westwood Hill, East Kilbride which was subsequently presented to the Petitions Committee on 19 April 2023. The Committee concluded that the matter be referred to the Road Safety Forum with a number of actions to be considered.

3.2. The petitioner sought both traffic calming measures and pedestrian crossing facilities on Westwood Hill and mentioned observed issues with speeding vehicles along this route, difficulty crossing the road, and the fact the Police Scotland do not have the resources to deal with this issue.

3.3. Officers from Roads, Transportation and Fleet Services presented information regarding the Council's evidenced based casualty reduction policy and the requirement to focus on areas of demonstratable need based upon existing road traffic collision data, and in line with available funding.

3.4. In terms of traffic volumes, the Council has been monitoring traffic volumes within East Kilbride for a number of years. These indicate that current traffic volumes in the area are similar to pre-COVID-19 levels. Indeed, historic data demonstrates that traffic volumes have fluctuated over the years where there was a peak around 2007, there was then a significant drop in traffic for several years with the volumes recovering only to reduce during the pandemic. We are satisfied that there is not a capacity issue upon Westwood Hill and please note that further traffic monitoring will be undertaken.

3.5. In terms of the introduction of a crossing facility, the Council undertakes a 'Gap Assessment' to determine whether there is reasonable opportunity for pedestrians to cross a road safely. The number of gaps between vehicles that exceed the time

required to cross the road at a relatively slow walking pace are considered, along with the pedestrian demand and any local factors such as the presence of nearby community facilities. This method allows each location to be ranked to reflect the priority for a crossing facility when compared to other assessed locations. A pedestrian crossing survey was undertaken on Westwood Hill within vicinity of its priority junction with Newlands Road / Rockhampton Avenue in September 2021. The survey showed Westwood Hill to be of low priority when compared to other assessed locations. Taking the above into consideration, Westwood Hill could not be considered for a crossing facility at this time. A commitment was given at the Petitions Committee to undertake a further survey.

- 3.6. The policy and approach associated with casualty reduction and requests for pedestrian crossings has been explained in other papers presented at the Roads Safety Forum today and supported by the Forum previously.

4. Discussion

- 4.1. In terms of the actions resulting from the Petitions Committee, these are noted below alongside a response to each one.

Action 1 - Liaison with Police Scotland regarding enforcement action / survey

- 4.2. Liaison has been undertaken with Police Scotland who have since carried out enforcement action throughout the month of May 2023.
- 4.3. Enforcement action was undertaken during the month of May 2023 where officers were on Westwood Hill on 13 separate occasions which resulted in a total presence of approximately 6.5 hours.
- 4.4. This action was undertaken over different days and over various times of these days between 0900hrs and 2200hrs.
- 4.5. This concluded that attendance saw strong compliance with the posted 30mph speed limit and little evidence of excess speed with one conditional offer for speeding issued and one driver issued with a warning.
- 4.6. It is recognised that a Police presence may influence driver behaviours during enforcement exercises. Therefore, speed data was also collected between the 22 May 2023 and the 29 May 2023 and this found that the average speeds were approximately 31mph and the 85th percentile speeds were approximately 35mph.
- 4.7. While these measured speeds are slightly higher than those witnessed by Police Scotland observations during their enforcement action, it should be noted that these speeds alone would not trigger priority for more extensive enforcement action when compared to other areas in South Lanarkshire. However, the location will remain part of Police Scotland's plans and will, commensurate with other duties, be subject to periods of future enforcement.

Action 2 - conduct a repeat GAP survey for consideration of pedestrian crossing facilities

- 4.8. A nationally applied assessment framework is used to consider how difficult it is for pedestrians to cross a road. One of the main considerations relates to the number and duration of gaps in traffic which allow pedestrians to cross. Information relating to pedestrian composition, such as age, mobility etc and difficulty in crossing is also considered. In some circumstances, latent crossing demand can also form part of the assessment.

- 4.9. A survey over a 150m section Westwood Hill in the vicinity of the junction with Newlands Road and Rockhampton Avenue was undertaken on 23 May 2023 by an approved survey contractor.
- 4.10. The result of this survey indicates that the volume of pedestrians remains low when compared to other locations in South Lanarkshire. In total, 85 pedestrians were observed crossing the road over a 12-hour period from 0700hrs to 1900hrs. Of these 13 were children, 54 were adults and 18 were OAP's.
- 4.11. Westwood Hill is approximately 10m wide and using an average pedestrian walking speed of 0.9m/s it is calculated that the crossing time is estimated to be 11 seconds. The 12-hour duration of the survey was split into 5 minute segments and these identified that there were adequate gaps in vehicular traffic to allow pedestrians to cross.
- 4.12. Detailed analysis also demonstrated that out of the 85 pedestrians that crossed, 47 did not need to wait, 26 waited between 1 and 9 seconds, 7 waited between 10 and 19 seconds and finally only 5 waited for more than 20 seconds.
- 4.13. In terms of latent demand factors such as demographics and trip attractors such as bus stop, nearby shopping areas, schools etc. have also been considered. The age range of pedestrians surveyed using West Mains Road are considered to be typical for that of East Kilbride when compared to the towns mobile population based on facilities in this area.
- 4.14. From census data, approximately 60% of the town's population are adults and this compares to approximately 63% of pedestrians surveyed. While the number of OAP's and children surveyed on Westwood Hill are slightly less than the overall demographic profile for these age groups, this is expected given the expected mobility of these ages.
- 4.15. The analysis has, therefore, concluded that we remain unable to justify the introduction of controlled crossings on Westwood Hill.

Action 3 - engage with the School Crossing Patroller and other pedestrians on-site during the GAP survey

- 4.16. In addition to the GAP assessment survey, pedestrians were also observed on 1 June 2023 within the vicinity of the count location and were approached to be interviewed about their perceptions on crossing Westwood Hill. Interviews were undertaken during two sessions. These were in the morning between 0700hrs and 0930hrs and in the afternoon period between 1500hrs and 1800hrs. A total of 47 pedestrians and the school crossing patroller were interviewed during both sessions.
- 4.17. Pedestrians were asked how easy or difficult they found crossing the road. From this question approximately 40% stated it was very easy/easy/neither easy or difficult and approximately 60% stated it was difficult/very difficult.
- 4.18. From the 29 comments received approximately 34% stated that speeding traffic was a concern (this was also the view of the school crossing patroller) and 27% stated they experienced difficulty crossing at certain times of the day. Other comments received related to the road being easy to cross, difficult to cross, difficult to cross as they are disabled, volume of traffic and reference to visibility.
- 4.19. It is noted that the perception of those interviewed is that they consider Westwood Hill difficult to cross. However, this clearly contradicts the evidence collated during

the gap survey where it was demonstrated that most pedestrians did not have to wait more than 10 seconds to cross even during the peak travel times.

- 4.20. It is noted that most of those interviewed referred to feeling that vehicles were being driven at excessive speed on Westwood Hill. As referred to in Action 1, Police Scotland are committed to undertaking further speed limit enforcement action.

Action 4 - consider findings and decide upon any actions including the application of current casualty reduction policy

- 4.21. Separate papers have been presented to the Forum today which outlines the current casualty reduction policy, rationale behind it and notes an improving casualty reducing record across South Lanarkshire. Focus remains on casualty reduction in line with our duties under the Road Traffic Act 1988.
- 4.22. Our current Accident Investigation and Prevention (AIP) approach has proven successful in driving down the number of road traffic casualties across the area and, therefore, it is recommended that this current evidence led method continues to be utilised to prioritise and develop road safety interventions.
- 4.23. Subsequently, it is proposed that Westwood Hill is not deemed a suitable location to justify a special deviation from the current road safety policy which is applied to the rest of the South Lanarkshire area and that any similar petitions coming forward in response to the application of this policy are rejected.

5. Conclusions/Recommendations

- 5.1. Improving road safety in South Lanarkshire has a high priority and this is reflected in the Council's Resource Plan as well as the Local Transport Strategy where actions and policies are provided to meet the Scottish Government's casualty reduction targets.
- 5.2. The Council receives many requests for road safety improvements, and it is simply not possible to fulfil everyone. The Council also specifically assesses accident data and a significant number of priority locations have been identified where clusters of three or more injury accidents have occurred or sections of roads that have a higher than average accident rate. Our resources are, therefore, prioritised to resolve known accident locations where people are already being killed or seriously injured. This approach has resulted in a positive downward trend in accident numbers.
- 5.3. Difficult decisions must be made when prioritising improvements and it is not possible to solve every road safety issue where problems could exist. Drivers themselves, whether they are residents or those travelling through an area, need to drive in an appropriate manner and in line with their surroundings.
- 5.4. Liaison with Police Scotland has been undertaken and they have confirmed that, commensurate with their other duties, enforcement actions will continue on Westwood Hill from time to time.
- 5.5. The GAP survey indicates that there is sufficient gaps in traffic to allow pedestrians to cross to road. Therefore, at this time, there is no justification and priority for the construction and installation of a traffic signal controlled or altering the uncontrolled pedestrian crossing arrangements on Westwood Hill.
- 5.6. As outlined in section 4 of this paper, it is recommended that any similar petitions coming forward in response to the application of the Council's road safety policy are rejected.

6. Employee Implications

6.1. There are no employee considerations associated with this report.

7. Financial Implications

7.1. Grant funding for accident reduction measures is limited and is prioritised to areas of proven need and is often considered within wider areas of work such as cycling or walking network development.

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.

David Booth

Executive Director (Community and Enterprise Resources)

18 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

- ◆ Petitions Committee, Petition Requesting Traffic Calming Measures at Westwood Hill, East Kilbride - 19 April 2023
- ◆ Roads Safety Forum, Road Safety and Casualty Reduction - 1 November 2023

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 to inspect the background papers or want further information, please contact:-

Colin Smith, Engineering Officer, Roads, Transportation and Fleet Services

Tel: 07385370113

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



Report

Report to:	Roads Safety Forum
Date of Meeting:	13 June 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 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. The following campaigns have taken place:-

- ◆ national Eyesight campaign on 20 February 2023
- ◆ national Mobile Phone campaign ran in February 2023
- ◆ national Speeding campaign ran in March 2023

In March 2023, funding was received for cut-out mobile officers to assist in road safety outside primary schools across South Lanarkshire. These can be deployed/attached to infrastructure and can be utilised by staff. Mobile officers have been deployed in Chapleton and Strathaven where they have had a positive effect on driver behaviour. All Area Inspectors in South Lanarkshire have their own speeding and parking pop ups to use accordingly.

Lose the Blinkers campaign ran in April 2023 across Larkhall with mounted officers supporting the initiative. This is to raise awareness of drivers passing too close to

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horses on the road. This was well supported by community and 19 drivers were educated.

Community Policing Officers have responded to speeding complaints received from elected members and public. Speed Checks took place across Coalburn, Rigside, Strathaven, East Kilbride, Quarter, Hamilton, Carluke, Crossford and Law. Officers found the majority of motorists were complying with the speed limit, however, enforcement action was taken where necessary. We will continue to carry out regular speed checks at hot spot areas to influence driver behaviour and reduce the number of accidents on our roads.

Road Policing carry out targeted speeding complaints at various locations across South Lanarkshire using survey data from the Council. Findings are changed on monthly basis and allocated to Road Policing for additional patrols and speed checks.

Social media is used where possible to promote campaigns and raise awareness.

- 4.2. A verbal update will be provided on the statisticss for the table below. This is due to a current data embargo which is up to, and inclusive of, 9 June 2023.

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

Road Safety South Lanarkshire (data embargoed up to, and inclusive of, 9 June 2023)			
	April 2022 – March 2023	April 2021 – March 2022	% change
Speeding			%
Disqualified driving			%
Driving Licence			%
Insurance			%
Seat Belts			%
Mobile Phone			%

- 4.6. Lanarkshire Division is committed to ensuring the road network is safe along with partners and the Road Safety Governance Board who has 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

24 May 2023

Previous References

◆ Roads Safety Forum – 31 January 2023

List of Background Papers

◆ None

Contact for Further Information

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

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Sergeant - Police Scotland

Police Liaison Officer

South Lanarkshire Council

Tel 01698 483008 - Police

Mob 07341790306

E-mail Lorna.hinshelwood@scotland.pnn.police.uk

Report

10

Report to:	Roads Safety Forum
Date of Meeting:	13 June 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 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 22 road traffic collisions (RTCs) in Q4 of 2022/2023. This is a decrease of 7 from 29 in the same reporting period of 2021/2022. The incidents were spread across South Lanarkshire with the highest figure recorded within Clydesdale (12).

4.2. There were 16 non-fatal casualties, again these were evenly spread across South Lanarkshire. We have recorded an increase of 6 from the same reporting period last year.

4.3. During Q4 we recorded no fatal casualties within South Lanarkshire in 2022/2023. This is a decrease from 2 with the same reporting period in the previous year.

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.

SFRS Incident Data Relating to RTC's			
	Q4 2021/2022	Q4 2022/2023	% change
Total number of RTC's	29	22	-24%
Incidents with a fatality	2	0	-200%
Total number of fatalities	2	0	-200%
Non-fatal casualties	10	16	60%

5. Future Engagements

- 5.1. During Q1 Lanarkshire's Community Action Team will continue to deliver the Road Safety message via our Virtual Reality based presentations to local High Schools, young drivers and third sector groups. These members of staff are now able to focus their efforts on engaging with young drivers and those identified through partnership working to deliver road safety education.
- 5.2. Our Youth Volunteer Scheme is well on the under way with all adult instructors now fully trained and 11 young people from across Lanarkshire have been carefully identified to take part in the 3-year rolling scheme. Road safety will form an integral part of this course.
- 5.3. Our Fire Reach courses are now in place within Lanarkshire and young people from across Lanarkshire have been carefully identified to take part in the week's course with Road safety forming an integral part of this course.
- 5.4. Communication Social Media
- ◆ Beep Beep campaign (Children's Road Safety) 26 April 2023
 - ◆ Motorcycle Safety campaign
 - ◆ Brake (ongoing social media)
 - ◆ Project Edward (ongoing social media)

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

23 May 2023

Previous References

- ◆ Roads Safety Forum – 31 January 2023

List of Background Papers

- ◆ None

Contact for Further Information

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

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Watch Commander – Scottish Fire and Rescue Service

Fire Liaison Officer

South Lanarkshire Council

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