



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 19 February 2018

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, 27 February 2018

Time: 10:00

Venue: Committee Room 2, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Members are reminded to bring their fully charged tablets to the meeting

Yours sincerely

Lindsay Freeland
Chief Executive

Members

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

Substitutes

Maureen Chalmers, Alistair Fulton, Ann Le Blond, Martin Lennon, Kenny McCreary, Bert Thomson

BUSINESS

1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 6
Minutes of the Roads Safety Forum held on 5 December 2017 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **Pass Plus** 7 - 10
Report dated 3 February 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Road Accident Casualty Statistics for 2017** 11 - 24
Report dated 6 February 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Police Scotland - Lanarkshire Division Road Safety Update** 25 - 26
Report dated 8 February 2018 by the Local Authority Police Liaison Officer, Police Scotland. (Copy attached)

Urgent Business

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

For further information, please contact:-

Clerk Name: Tracy Slater

Clerk Telephone: 01698 454185

Clerk Email: tracy.slater@southlanarkshire.gov.uk

ROADS SAFETY FORUM

2

Minutes of meeting held in Committee Room 2, Council Offices, Almada Street, Hamilton on 5 December 2017

Chair:

Councillor Julia Marrs

Councillors Present:

Robert Brown, Janine Calikes, Joe Fagan, Mark Horsham, Davie McLachlan, Lynne Nailon, Collette Stevenson, Jared Wark

Councillor's Apology:

Margaret B Walker

Attending:

Community and Enterprise Resources

E Gibson, Road Safety Training Officer; S Laird, Traffic and Transport Engineer; C Park, Engineering Manager

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

T Slater, Administration Officer

Also Attending:

Police Scotland

Sergeant T Flynn, Local Authority Liaison Officer

Chair's Opening Remarks

The Chair, on behalf of the Forum, welcomed Ellie Glass and her family to the meeting and congratulated Ellie on winning the 2017 Road Safety Calendar competition.

1 Declaration of Interests

No interests were declared.

2 Tackling Road Safety Issues at Schools

A report dated 15 November 2017 by the Executive Director (Community and Enterprise Resources) was submitted on progress made in tackling road safety issues at schools.

School Travel Plan Co-ordinators provided guidance and resources to facilitate the development of School Travel Plans. Details were provided on the various initiatives being undertaken at schools to address road safety issues.

The Forum decided:

that the initiatives being undertaken to tackle road safety issues at schools in South Lanarkshire, as detailed in the report, be supported.

[Reference: Minutes of 27 June 2016 (Paragraph 4)]

Councillor McLachlan entered the meeting during this item of business

3 Education, Training and Publicity Initiatives

A report dated 15 November 2017 by the Executive Director (Community and Enterprise Resources) was submitted on the range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

Ellie Glass of Gilmourton Primary School was presented with her award for winning the 2017 Road Safety Calendar competition and congratulated by the members of the Forum.

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 future road safety education, training and publicity initiatives in South Lanarkshire be supported; and
- (3) that the success of Ellie Glass, Gilmourton Primary School on her achievement in winning the 2017 Road Safety Calendar competition be noted.

[Reference: Minutes of 12 December 2016 (Paragraph 6)]

4 Parking at Schools

A report dated 15 November 2017 by the Executive Director (Community and Enterprise Resources) was submitted on the referral from the Community and Enterprise Resources Committee for the Forum to consider key issues in relation to parking at schools.

At its meeting on 3 October 2017, the Community and Enterprise Resources Committee discussed and agreed that the Roads Safety Forum (RSF) would consider the following key issues:-

- ♦ parking in and around schools including:-
 - ♦ statutory enforcement options and practicalities
 - ♦ enforcement capacity
 - ♦ experiences in banning vehicles from school frontages
 - ♦ encouraging active travel
- ♦ the roles of the Council and Police Scotland with regard to obstructive or dangerous parking

Following discussion, it was proposed that the relevant officers would consider, in detail, the issues highlighted and report back to the next meeting of the Forum with proposals and an action plan for consideration. A report on the Forum's recommendations would then be submitted to a future meeting of the Community and Enterprise Resources Committee for consideration.

The Forum decided: that a report be submitted to the next meeting of the Forum on the issues highlighted, together with proposals and an action plan for consideration.

[Reference: Minutes of the Community and Enterprise Resources Committee of 3 October 2017 (Paragraph 9)]

Councillor Stevenson left the meeting during this item of business

5 Accident Reduction - Identification and Prioritisation of Locations

A report dated 13 November 2017 by the Executive Director (Community and Enterprise Resources) was submitted on the Council's approach to identifying, assessing and prioritising locations for the introduction of accident reduction measures.

In 2009, the Scottish Government had set the following national targets for casualty reductions to be achieved by 2020:-

- ◆ people killed 40%
- ◆ people seriously injured 55%
- ◆ children (<16) killed 50%
- ◆ children seriously injured 65%

Under the Road Traffic Act 1988, the Council had a statutory responsibility to carry out studies into accidents arising from the use of vehicles and was required, in view of those studies, to take appropriate measures to prevent future accidents.

The Council complied with this legislation by undertaking annual analysis of all accidents that occurred on roads within the Council area.

A report would be submitted to the next meeting of the Forum highlighting specific accident sites.

The Forum decided: that the report be noted.

Councillor Horsham left the meeting during this item of business. Councillor McLachlan left the meeting after this item of business

6 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 20 November 2017 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

A verbal update was given on the following initiatives:-

- ◆ Brake National Road Safety Week
- ◆ Festive Drink and Drug Drive Campaign
- ◆ Insurance Enforcement Week
- ◆ Motorcycle Safety Campaign Launch
- ◆ Motorcycle Weekend of Action

Information was also provided on the 'New Driver Scheme' which had been developed by Police Scotland in partnership with the Motor Schools Association of Great Britain and the Scottish Fire and Rescue Service. This was an early intervention scheme, aimed at supporting new and learner drivers, and employers of new drivers, by delivering a hard-hitting presentation to raise awareness of road safety issues. The presentation would be delivered at the next meeting of the Forum.

The Local Authority Liaison Officer responded to members' questions.

The Forum decided: that the report and verbal update be noted.

7 Urgent Business

There were no items of urgent business.

Report

Report to:	Roads Safety Forum
Date of Meeting:	27 February 2018
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Pass Plus
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide the Forum with an annual update for the subsidised Pass Plus Scheme within South Lanarkshire

2. Recommendation(s)

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

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

3. Background

- 3.1. The Royal Society for the Prevention of Accidents (ROSPA) has reported that one in five new drivers is involved in an accident within their first year of driving.
- 3.2. In order to provide newly qualified drivers with the necessary skills and knowledge to cope with varying road conditions, South Lanarkshire Council launched the Pass Plus subsidised scheme on 26 July 2007.
- 3.3. The Pass Plus road safety initiative aims to assist newly qualified drivers to gain valuable driving experience, which builds on the existing skills and knowledge gained during training for their Learner Driver Test. The topics covered in this project are driving in town, all weather driving, driving out of town, night driving, driving on dual carriageways and driving on motorways.
- 3.4. The subsidy of £75 towards the total cost of approximately £140 for the Pass Plus training aims to encourage more newly qualified drivers to participate in this initiative.
- 3.5. Since its launch, over 1,750 newly qualified drivers have benefited from the subsidised scheme. So far, during financial year 2017/2018, 52 drivers have taken part and it is anticipated that this will rise to around 70 by the end of the financial year. Details of the number of participants is detailed in the table below:-

Participants in Pass Plus Scheme										
Year	2007/ 2008	2008/ 2009	2009/ 2010	2010/ 2011	2011/ 2012	2012/ 2013	2013/ 2014	2014/ 2015	2015/ 2016	2016/ 2017
Participants	175	271	182	265	196	156	146	150	105	74

- 3.6. South Lanarkshire Council's subsidised scheme features on several websites including that of South Lanarkshire Council, the Driver and Vehicle Standards Agency and Pass Plus.
- 3.7. An evaluation of the project has been completed and detailed reports are now available. The main findings for 2016/2017 are:-
- ◆ 89% of participants reported that the main reason they took part in the Pass Plus scheme was to improve their driving
 - ◆ 35% stated that they participated in order to gain cheaper insurance
 - ◆ 24% expressed the view that their participation was mainly due to parental influence
 - ◆ 77% of Pass Plus participants reported that the scheme had a major impact on their technical ability to drive
 - ◆ 78% reported that it had significantly improved the safety of their driving
 - ◆ 89% stated that Pass Plus had resulted in major improvements in their attitude and behaviour in a positive way
 - ◆ the main benefit to most participants was the opportunity to experience motorway driving
- 3.8. Casualties involving young drivers have also been studied and are listed in the following table:-

Year	Injury accidents where driver of car/van in 17 to 25 age group was vehicle 1	Casualties where driver of car/van in 17 to 25 age group was vehicle 1	Total casualties in SLC (Reported Road Casualties Scotland)	Young driver casualties as percentage of all casualties
2006	197	271	958	28.3
2007	194	274	946	29.0
2008	155	206	869	23.7
2009	138	196	760	25.8
2010	110	147	705	20.8
2011	105	154	671	22.9
2012	95	137	640	21.4
2013	95	138	621	22.2
2014	96	127	658	19.3
2015	85	118	599	19.7
2016	108	127	601	21.1

The number of casualties in South Lanarkshire continues to show a downward trend over recent years. However, it is noted that in 2016, there had been an increase in accidents and casualties involving drivers between the ages of 17 to 25. Despite the slight increase in 2016, the figures are significantly lower than they were 10 years ago.

4. Employee Implications

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

5 Financial Implications

5.1. Funding for this financial years' Pass Plus Scheme has been met by the Community Safety Partnership and they have allocated £7,000. It should be noted that due to the level of interest being slightly lower this year, expenditure will be approximately £5,250.

6. Other Implications

6.1. There are no significant risks associated with this report, nor any environmental implications.

6.2. There are no implications for sustainability in terms of the information contained within this report.

7. Equality Impact Assessment and Consultation Arrangements

7.1. 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.

7.2. Consultation on the effectiveness of the initiative was completed by participants and results are available from the Traffic and Transportation Section.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

3 February 2018

Link(s) to Council Values/Ambitions/Objectives

- Focused on people and their needs
- Make communities safer, stronger and sustainable
- Protect vulnerable children, young people and adults
- Improve achievement, raise educational attainment and support lifelong learning

Previous References

Road Safety Forum 6 March 2017

List of Background Papers

None.

Contact for Further Information

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

Ext: 3617 (Tel: 01698 453617)

E-mail: eleanor.gibson@southlanarkshire.gov.uk

Report

Report to:	Roads Safety Forum
Date of Meeting:	27 February 2018
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics For 2017
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ inform the Forum of the provisional number of fatal, serious and slight casualties resulting from road accidents occurring in the Council area during the year 2017
- ◆ compare the trend in casualties with the Scottish Government's accident reduction targets

2. Recommendation(s)

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

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

3. Background

- 3.1. In 2009, the Scottish Government published "Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020". This document sets out the Government's road safety vision for Scotland, aims and commitments and the Scottish Targets for reductions in road deaths and serious injuries to 2020.
- 3.2. A paper to the Road Safety Forum of 2 September 2009 outlined the contents of the framework and the Forum supported Scotland's Road Safety Framework to 2020.
- 3.3. The target reductions are: 40% for all fatal casualties; 55% for all serious casualties; 50% for child fatal casualties; 65% for child serious casualties; 10% for all slight casualties. The base figure for this reduction was the average of the road accident casualty figures for the years 2004 to 2008.
- 3.4. The figures for 2017 are provisional on the basis that the Police Scotland may still add or amend records over the coming months, but the numbers in such an event will be minimal across the greater severities. Therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2017 will be published by The Scottish Government during October 2018 in "Reported Road Casualties Scotland 2017".

4. Road Accident Casualty Statistics

- 4.1. The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire are detailed in the tables that form part of Appendix A to this report. These are given as the figures for the base period, the calendar years 2009 through to 2017 and the target for 2020. The information is also displayed graphically in Appendix A.
- 4.2. After five years of steady decline in fatal casualties between 2009 and 2013 the last four years have been erratic with 2014 and 2016 showing a sharp reversal in that trend. The year-end total for 2017 was seven fatalities from seven road accidents, a decrease of 11 over 2016. This is generally in line with the decline between 2009 and 2013.
- 4.3. The number of serious casualties has risen slightly from 83 to 86.
- 4.4. There was one fatal child casualty during 2017.
- 4.5. The number of serious child casualties increased by 2 to 15, compared to the all time low in 2015 of 6.
- 4.6. After a spike in slight casualties in 2014, the trend continues downwards with the provisional total being 418. It has decreased by 88 from the 2016 total of 506, as recorded in Table B of Reported Road Casualties Scotland 2016. The number continues to be significantly below the trend line for 2020 target as well as the target itself (746 slight casualties).

5. Discussion

- 5.1. The figures for 2017 are clearly disappointing in terms of fatal, serious, child fatal and child serious casualties. The results confirm that the targets are, and have always been, challenging and confirm that year on year reductions will become harder and harder to achieve going forward to 2020.
- 5.2. The graphs in Appendix A do, however, include a trend line and these show that in each appropriate category, despite the results in 2017, the trend is downwards and on track to exceed the 2020 targets.
- 5.3. The total of five road deaths in 2015 was, as previously reported to the Forum, exceptional and there was an expectation that the 2016 total would show an increase. The total of eighteen from seventeen collisions, however, was by far the highest since the previous 2010 target was reached and there was an expectation that there would be a decrease in 2017; seven fatalities from seven accidents has borne this out. 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. This is supported in part by the fact that, in 2015, of the five deaths only one occurred on the Trunk Road network. In 2016, there were seven on roads over which the Council has no influence or jurisdiction, while in 2017, the number was one.
- 5.4. The significant drop in serious casualties between 2009 and 2010 has not been repeated and it would be fair to conclude that reductions have stagnated and are possibly reversing. The difference in the circumstances of an accident that can change the classification between a serious and a slight may be very small and it is possible that there has been a greater emphasis on hospital treatment for casualties over the last five years which has seen an increase in this classification.

- 5.5. Child fatal casualties (under 16 years of age) continue to be uncommon in South Lanarkshire, with a total of four between 2009 and 2017.
- 5.6. Child serious casualties showed significant drops from 2008 to 2009 and from 2011 to 2012. The trend over the subsequent three years was, like that for all serious casualties, one of stagnation. Unfortunately, 2016 saw a doubling of casualties in this group and in 2017 there was a further increase. The base total (2004 to 2008 average) is, at 17, a small number and a variation of one or two accidents can cause significant fluctuations against the target trend line. Further, the target of a 65% reduction in child serious casualties is a challenging target. The breakdown of child casualties shows ten were pedestrians and five were car passengers. We must continue our work with this vulnerable road user group to maintain and endeavour to improve, even marginally, upon previous successes.
- 5.7. Slight casualty numbers showed a drop of approximately 400 between 2007 and 2017. The numbers have continued to trend downwards year on year, with the exception of a slight increase in 2014. The current total is significantly below the 2020 target but it is important not to lose sight of the benefits to society that the reduction in even a slight injury can bring. While the headline categories of serious, child fatal and child serious casualties have shown increases, it is encouraging that the number of fatalities has fallen significantly from the high 2016 value. It should not be forgotten, however, that these are small numbers and, therefore, any variations appears as a high percentage. It should also be noted that the total number of casualties on roads within South Lanarkshire has fallen year on year from 2006 to 2013, reducing by 337, or 35.2%, as recorded in Table B of Reported Road Casualties Scotland 2016. While there were small increases in 2014 and 2016, and despite these headline increases, the provisional total number of casualties for 2017, at 511, is below the total of 607 for 2016 as recorded in Table B of Reported Road Casualties Scotland 2016.
- 5.8. Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. Since its formation, the Council has been proactive in reducing casualties on the road network, however, much still requires to be accomplished to further improve road safety. Through the efforts of the Council and by working in partnership with other bodies such as Strathclyde Partnership for Transport, the National Health Service, Police Scotland and the Scottish Fire and Rescue Service, we aim to have fewer people injured in road accidents.
- 5.9. Road safety was identified as a priority through the consultation exercises undertaken for the Council's Local Transport Strategy and Local Development Plan. In both surveys approximately 95% of the respondents were of the view that improving road safety was important.
- 5.10. To effectively reduce casualties in South Lanarkshire, the Council and its partners need to address a wide variety of issues, including vulnerable road users, road user behavior and the road environment.
- 5.11. For road safety measures to be effective, cooperation is needed across the various disciplines – the four 'Es' of road safety: education, engineering, enforcement and encouragement. At the heart of road safety planning, it is essential that casualty reduction strategies are identified and that actions are developed to implement these strategies.

- 5.12. The Council is responsible for road safety engineering solutions and much of road safety education. Other partners such as the Police Scotland and the Fire and Rescue Service also contribute to road safety education and Police Scotland are mainly responsible for enforcement, while all partners have a role to play in encouraging road safety.

- **Road safety engineering**

- 5.13. The Council receives details of all recorded injury accidents that occur on our roads from the Police Scotland. This information is analysed to identify locations, routes and areas where accidents could be reduced using engineering solutions. This approach is known as Accident Investigation and Prevention and different approaches require to be tailored for the type of accident problem that has been identified.
- 5.14. For example, accidents occurring on rural roads are often treated with the implementation of Route Action Plans. Improved road signage and markings are installed along with new road studs, verge marker posts and anti-skid surfacing. Solutions to accidents in urban areas could lead to the introduction of pedestrian crossings or traffic signals. Speeding issues, particularly in residential streets, or near to schools, can be treated with the installation of vehicle activated signs, warning drivers that they are travelling too quickly and, where appropriate, the speed limit can be reduced to 20 miles per hour.
- 5.15. Requests are also regularly received from elected members or the community for road safety improvements. Locations requiring improvement are identified annually by undertaking pro-active studies to identify either accident clusters, where three or more injury accidents have occurred on the road network in the previous three years, or where the number of accidents occurring along a specific route exceeds the national average. Currently, there are a significant number of locations across South Lanarkshire. Given current resource levels it is anticipated that we will be able to target approximately 5% of these locations annually.
- 5.16. This approach can sometimes be met with criticism, however, to put it into context, within the latest three year period analysed, there were approximately 80 locations in South Lanarkshire which had three or more accidents occurring at single sites or routes that have a higher rate than the national average. The approach outlined above ensures that we prioritise works where they are needed the most.

- **Road safety education**

- 5.17. The Council take a “whole life” approach to road safety education with initiatives aimed at all ages and types of road users. We believe those good habits are best developed when we are young, therefore, particular emphasis is given to educating and training children and young people. Police Scotland, and the Fire and Rescue Service also supplement the Council’s programme of road safety education.

- **Enforcement**

- This is the responsibility of Police Scotland and the Council fully supports their active enforcement of road safety laws such as drink-driving limits, seatbelt wearing and speed limits. We are partners in the West Safety Camera Unit (formally Strathclyde Safety Camera Partnership), which has been successful in reducing speed related accidents and those which have involved drivers disobeying traffic signals.

Encouragement

- 5.18. Encouragement is also very important when working towards casualty reduction. In the past, schemes such as advisory 20 mile per hour areas, while involving some engineering and education, play a key role in terms of encouraging drivers to travel at an appropriate speed, although this initiative is no longer supported by the Scottish Government. Vehicle activated speed signs are also used to encourage drivers to travel at an appropriate speed.
- 5.19. The various educative campaigns that are pursued also play an important role in terms of encouragement. Often the messages being promoted in such campaigns are not new knowledge to the driver, but are designed as a reminder to encourage safe driving. Encouragement can prove to be the key to many road safety campaigns, especially those aimed at children. The Forum has already noted its support for the Scottish Government's 2020 targets which are challenging. After the eight full years of work towards the targets, progress within South Lanarkshire appears to have slowed towards the 2020 goals. It is expected that future gains in all categories will be difficult to achieve because the base numbers and targets are small numbers. This reinforces the need to continue to focus on road safety initiatives as a Council necessity if it is to maintain its contribution to reducing road casualties on the roads of South Lanarkshire and making roads safer for all users.

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 Streets" allocation and Strathclyde Partnership for Transport (SPT). In addition, opportunities will continue to be sought to utilise Roads Investment Programme funding where accident reduction and roads investment priorities overlap.

8. Other Implications

- 8.1. There are no significant risks associated with this report, nor any environmental implications.

9. Equality Impact Arrangements and Consultation Arrangements

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

Michael McGlynn

Executive Director (Community and Enterprise Resources)

6 February 2018

Link(s) to Council Values/Ambitions/Objectives

- Making communities safer, stronger and sustainable
- Improve the road network, influence improvements in public transport and encourage active travel

Previous References

- Roads Safety Forum of 6 March 2017

List of Background Papers

- Go Safe on Scotland's Roads It's Everyone's Responsibility: Scotland's Road Safety Framework to 2020 published by the Scottish Government in June 2009
- Report to Road Safety Forum 2 September 2009
- Reported Road Casualties Scotland 2016 published on behalf of the Scottish Government by Transport Scotland in October 2017

Contact for Further Information

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

Ext: 3607 (Tel: 01698 453607)

E-mail: stuart.laird@southlanarkshire.gov.uk

Appendix A:

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 11	2016	2017	2018	2019	2020 Target
16	18	12	11	9	6	13	5	18	7			9

All Fatal Casualties within South Lanarkshire

2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 68	2016	2017	2018	2019	2020 Target
120	121	83	78	72	69	83	70	83	86			54

All Serious Casualties within South Lanarkshire

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

All Fatal Child (<16 years) Casualties within South Lanarkshire

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

All Serious Child (<16 years) Casualties within South Lanarkshire

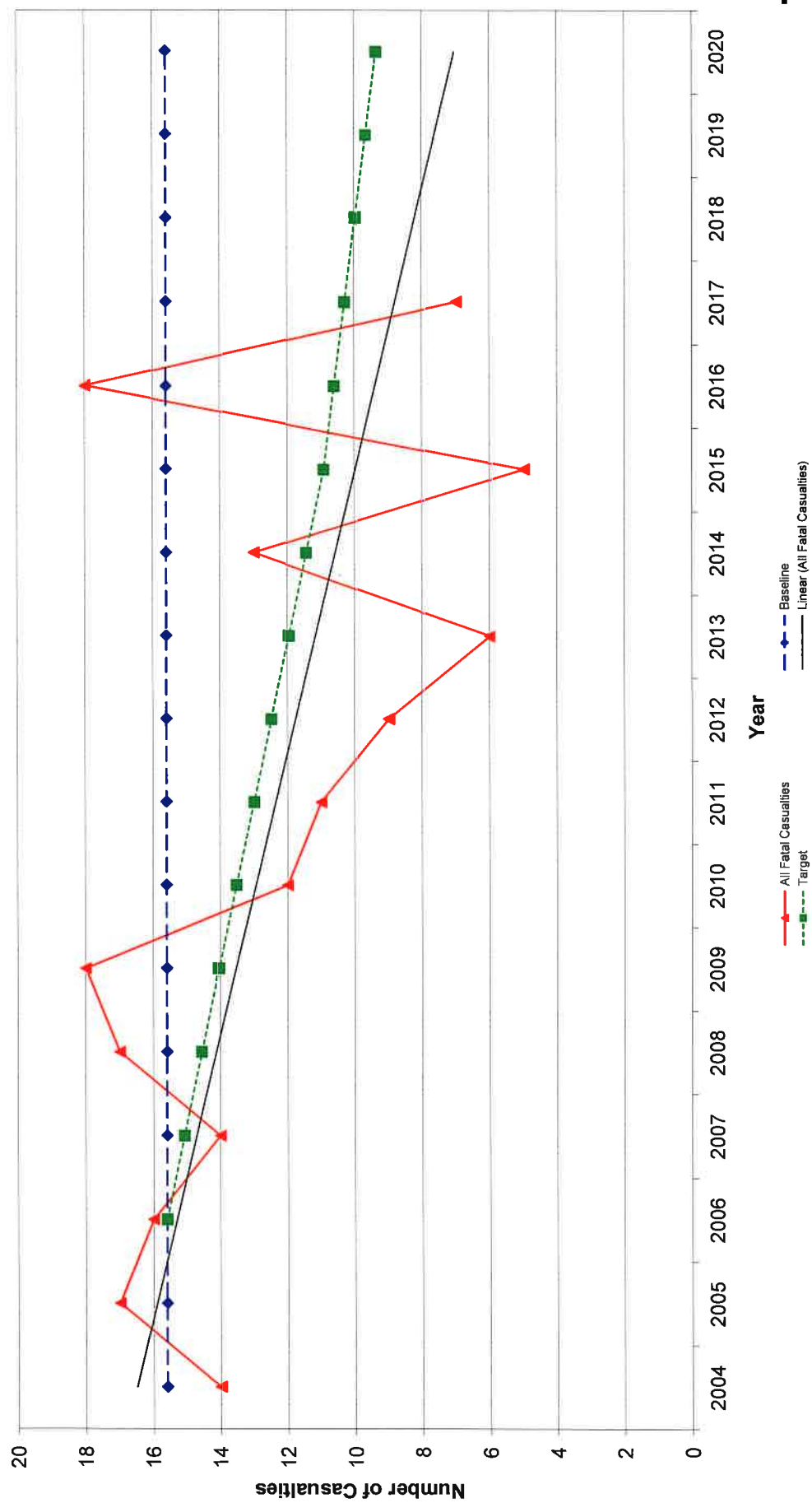
2004 to 2008 Ave.	2009	2010	2011	2012	2013	2014	2015 Milestone 776	2016	2017	2018	2019	2020 Target
829	623	611	581	559	545	562	523	506	418			746

All Slight Casualties within South Lanarkshire

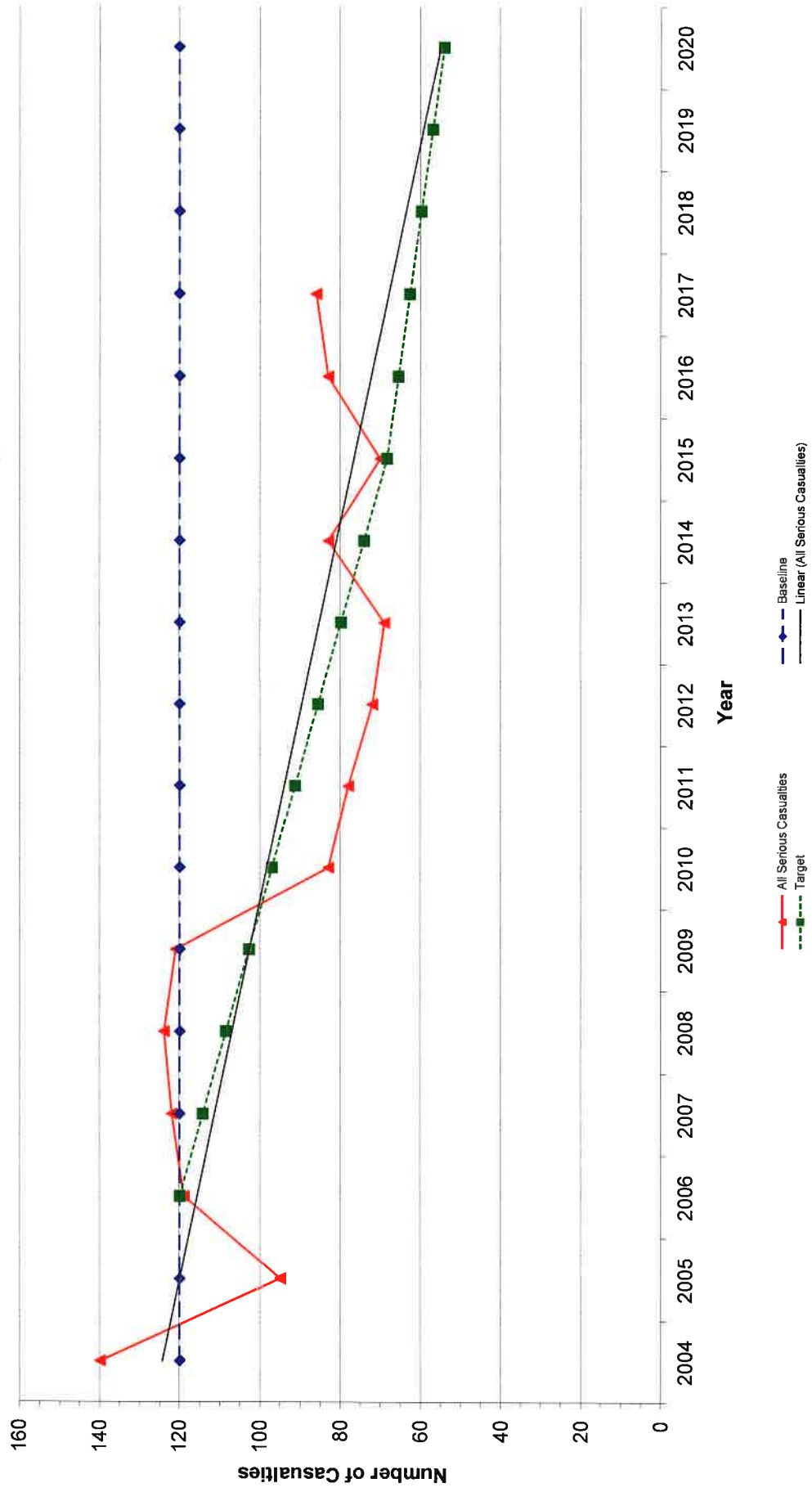
Notes

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

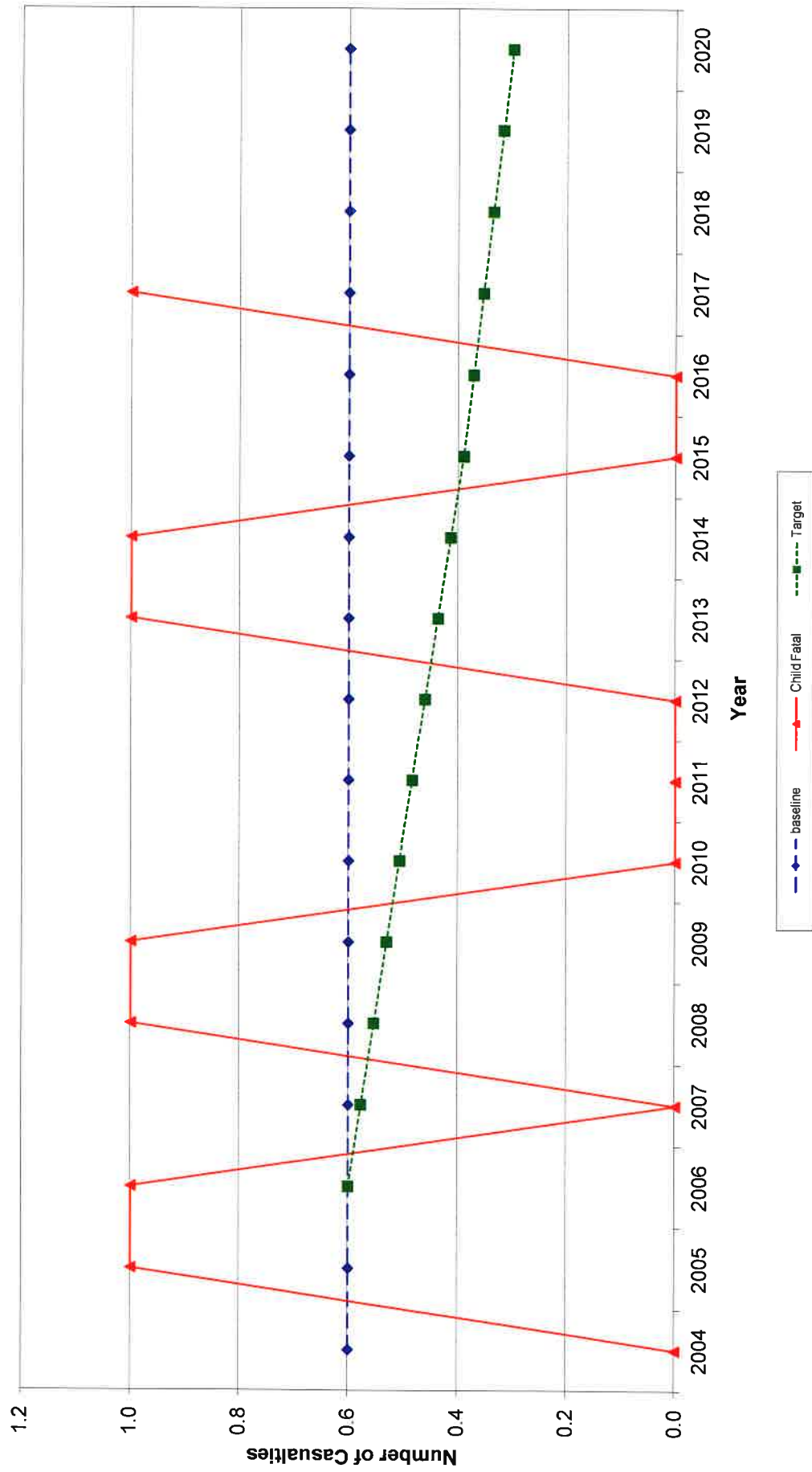
All Fatal Casualties within South Lanarkshire



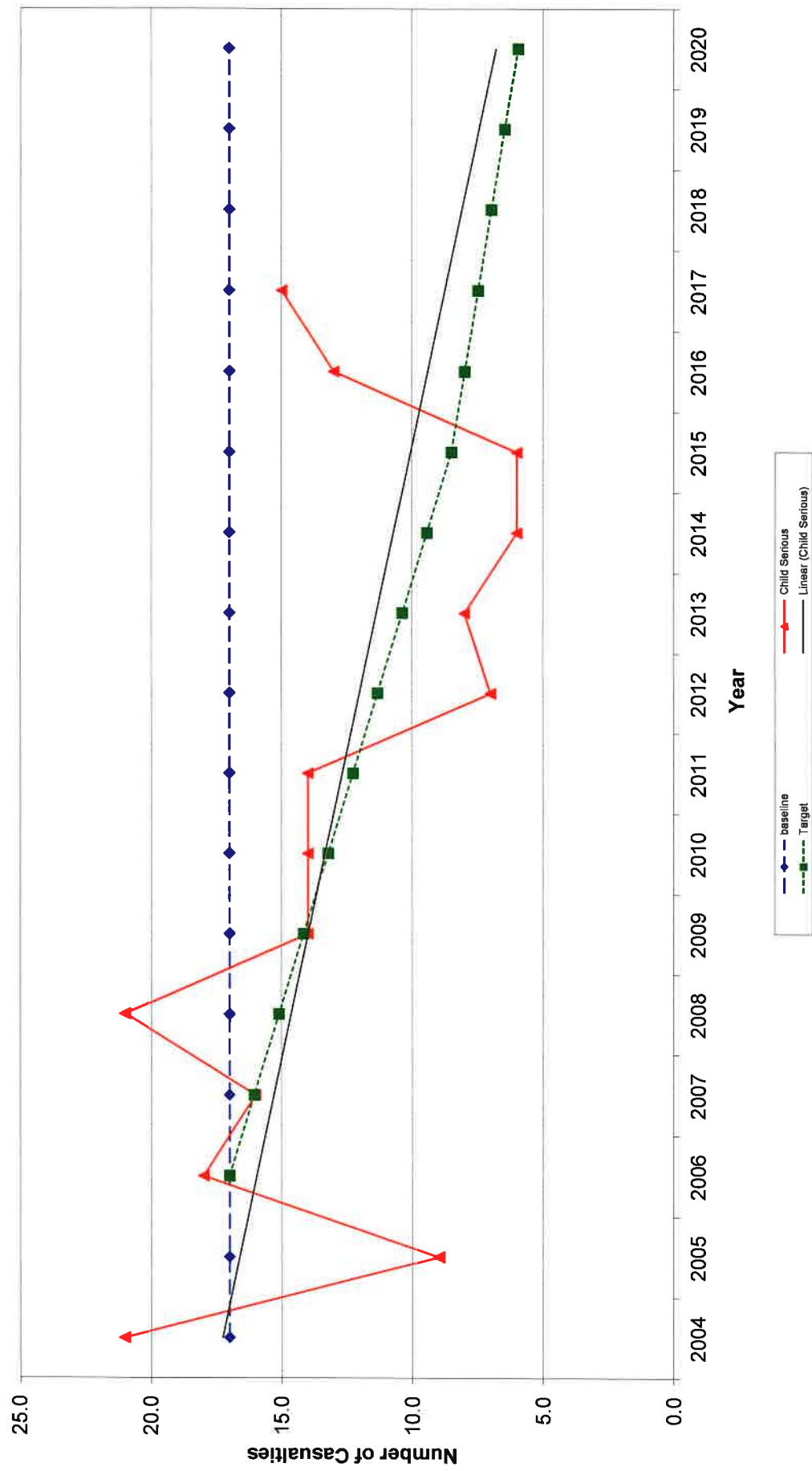
All Serious Casualties within South Lanarkshire



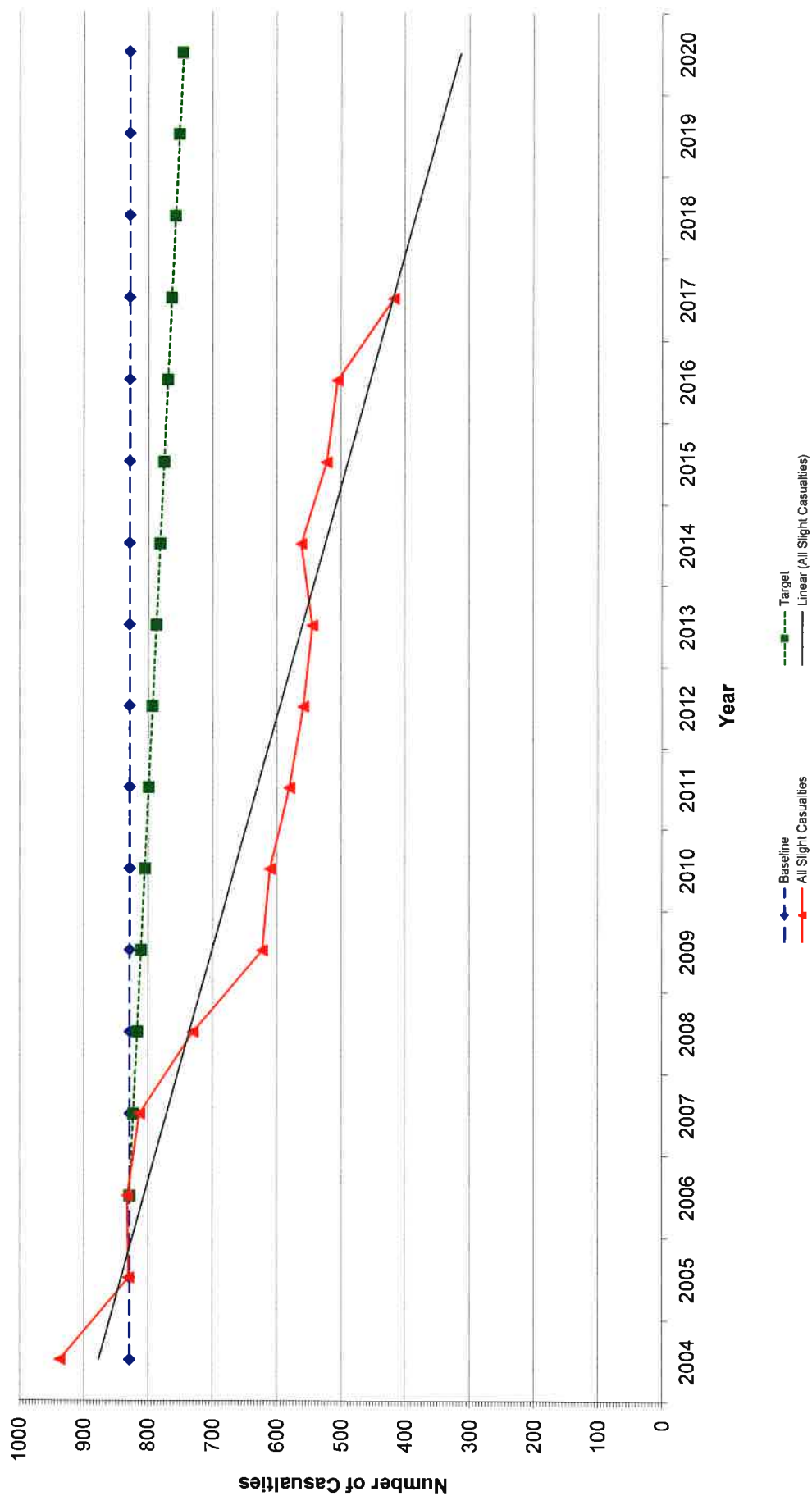
Child under 16 Fatal Casualties in South Lanarkshire



Child under 16 Serious Casualties in South Lanarkshire



All Slight Casualties within South Lanarkshire





Report

5

Report to:	Roads Safety Forum
Date of Meeting:	27 February 2018
Report by:	Teri Flynn, Local Authority Liaison Officer Police Scotland

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

1.1. The purpose of the report is to:-

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

2. Recommendation(s)

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

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

3. Background

3.1. In terms of the remit of the South Lanarkshire Road 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. Festive Drink/Drug Driving campaign

4.1. The campaign which runs every year, found 567 drink/drug drivers across Scotland over the 2017/2018 period. This is a decrease from last year where 625 were arrested. The ratio for detections was 1 in 28 in comparison to 1 in 30 last year. This year, 39 people were found over the limit between 0600-1000 hours compared to 46 last year. This year also saw a decrease in the amount of arrests in the 23/35 age group from 57 in 2016/2017 to 18 in 2017/2018.

5. National issues

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

- **24 March 2018 – Motorcycle Safety Campaign (Launch)**
- **24 to 25 March 2018 – Motorcycle Weekend Of Action 1**
- **14 to 17 April 2018-Motorcycle Weekend Action 2**
- **18 April 2018-Cycling Scotland- Give Everyone Cycle Space**

5.2 These campaigns will be concentrating on vulnerable road users and will tie in with the national campaigns.

6 Employee Implications

6.1 There are no employee implications.

7 Financial Implications

7.1 There are no financial implications.

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 not requirement to undertake any consultation in terms of the information contained in this report.

Teri Flynn
Local Authority Liaison Officer
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Contact for Further Information

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