



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 09 November 2020

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, 17 November 2020

Time: 10:00

Venue: By Microsoft Teams,

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

Yours sincerely

Cleland Sneddon
Chief Executive

Members

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

Substitutes

Maureen Chalmers, Allan Falconer, Alistair Fulton, Ann Le Blond, Kenny McCreary, Mark McGeever, Bert Thomson

BUSINESS

1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 6
Minutes of the meeting of the Roads Safety Forum held on 28 January 2020 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **Road Accident Casualty Statistics for 2019** 7 - 22
Report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Capital Programme of Road Safety Engineering Works 2020/2021** 23 - 28
Report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Scotland's Road Safety Framework to 2030 Consultation** 29 - 42
Report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Car Free School Zones Pilot (CFSZ's)** 43 - 52
Report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 **Child Pedestrian Road Safety Training Scheme** 53 - 58
Report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 8 **Education, Training and Publicity Initiatives** 59 - 66
Report dated 22 October 2020 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 9 **Police Scotland - Lanarkshire Division Road Safety Update** 67 - 68
Report dated 27 October 2020 by the Local Authority Liaison Officer. (Copy attached)
- 10 **Dates for Future Meetings** 69 - 70
Report dated 27 October 2020 by the Executive Director (Finance and Corporate Resources). (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: Pauline MacRae

Clerk Telephone: 01698 454108

Clerk Email: pauline.macrae@southlanarkshire.gov.uk

ROADS SAFETY FORUM

2

Minutes of meeting held in Committee Room 2, Council Offices, Almada Street, Hamilton on 28 January 2020

Chair:

Councillor Julia Marrs

Councillors Present:

Councillor Robert Brown, Councillor Margaret Cowie, Councillor Margaret B Walker, Councillor Jared Wark

Councillors' Apologies:

Councillor Janine Calikes, Councillor Mark Horsham, Councillor Davie McLachlan, Councillor Lynne Nailon, Councillor Collette Stevenson

Attending:

Community and Enterprise Resources

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

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

J Davitt, Public Relations Officer; P MacRae, Administration Officer

Also Attending:

Police Scotland

Sergeant T Flynn, Local Authority Liaison Officer

Scottish Fire and Rescue

M Tweed, 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 30 October 2019 were submitted for approval as a correct record.

Officers responded to a member's question regarding Road Orders in respect of car free zones in the Springhall area of Rutherglen.

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

3 Safety Camera Assessment Process

A report dated 6 January 2020 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 2020. 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

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

The Forum decided: that the report be noted.

4 Priority Road Safety Engineering Projects 2020/2021

A report dated 6 January 2020 by the Executive Director (Community and Enterprise Resources) was submitted on the Priority Road Safety Engineering Projects 2020/2021.

At its meeting on 5 December 2017, the Forum was advised of the Council's approach to identifying, assessing and prioritising locations for the introduction of accident reduction measures. The Council's Local Transport Strategy 2013 to 2023 identified a number of road safety policies and actions to contribute towards the achievement of the 2020 national casualty reduction targets.

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

Information was provided on:-

- ◆ the completion of route action plan assessments for rural class A and B routes, which had resulted in 7 locations, as detailed in Appendix 1 to the report, being identified for investigation
- ◆ the completion of single site assessments, which had resulted in 8 locations, as detailed in Appendix 2 to the report, being identified for investigation

The projects identified would be developed through the following:-

- ◆ Scottish Government Grant – Cycling, Walking and Safer Streets
- ◆ Strathclyde Partnership for Transport
- ◆ The Council's Roads Investment Plan

Funding levels for the projects had not yet been approved.

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

The Forum decided: that the report be noted.

[Reference: Minutes of 12 March 2019 (Paragraph 7)]

5 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 6 January 2020 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Information was provided on the following initiatives:-

- ◆ Insurance Enforcement
- ◆ Speed, Seatbelt and Mobile Phone Enforcement
- ◆ Vulnerable Road Users

Details were also given on the results of roadside drug driving tests for the period 21 October to 18 November 2019. The results of the Festive Drink/Drug Drive Campaign were not yet available but would be circulated to Forum members in due course.

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

The Forum decided: that the report be noted.

[Reference: Minutes of 30 October 2019 (Paragraph 5)]

6 Urgent Business

There were no items of urgent business.

Report

3

Report to:	Roads Safety Forum
Date of Meeting:	17 November 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics for 2019
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1. Purpose of Report

1.1. The purpose of this report is to:-

- ◆ Inform the Forum of the provisional number of fatal, serious and slight casualties resulting from road accidents occurring in the Council area during the year 2019. The report also compares the trend in casualties with the Scottish Government's accident reduction targets.

2. Recommendation(s)

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

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

3. Background

- 3.1. In 2009 the Scottish Government published "Go Safe on Scotland's Roads it's Everyone's Responsibility: Scotland's Road Safety Framework to 2020". This document sets out the Government's road safety vision for Scotland, aims and commitments and the Scottish Targets for reductions in road deaths and serious injuries to 2020.
- 3.2. A paper to the 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 2019 are provisional on the basis that the police may still add or amend records over the coming months but the numbers in such an event should be minimal across the greater severities. Therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2019 will be published by The Scottish Government during October 2020 in "Reported Road Casualties Scotland 2019".

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 2019 and the target for 2020. The information is also displayed graphically in Appendix A.
- 4.2. After 5 years of steady decline in fatal casualties between 2009 and 2013 the following years have been erratic and have failed to follow any specific trend. The year-end total for 2019 was 13, a decrease of 1 when compared to 2018.
- 4.3. Road accidents are described as rare, random and multi-factored events and fatal road accidents can be described as the rarest so their occurrence can be hard to influence. A low of 5 fatal casualties occurred in 2015 compared to a high of 18 during 2016 with a 5 year average (2015 to 2019) of 11 fatalities. The 5 year average has stayed static over the last 2 years.
- 4.4. The number of serious casualties has increased significantly from 56 to 98 when comparing to 2018 figures. It should be noted that 2018 experienced an unusual low with respect to serious casualties with that year having the lowest figures recorded. This compares to the highest recorded figure of 126 during 2008. The highest number of serious casualties recorded within the most recent 5 year period was 87 in 2017. This results in a 5 year average (2015 to 2019) of 79, an increase of 3 casualties when compared to last year's 5 year average (2014 to 2018). It is important to note that the utilisation of a new information technology system by Police Scotland to record and collate road traffic collision data now results in more casualties being classified as serious rather than slight. Section 5 provides an explanation of this system and its impact.
- 4.5. There were no fatal child casualties during 2019 compared to 1 during 2018. These continue to be a fairly rare occurrence with 2 child fatalities within the last 5 year period (2015 to 2019) giving a 5 year average (2015 to 2019) of 0.4.
- 4.6. The number of serious child casualties increased by 7 to a total of 13 during 2019. The 6 serious casualties recorded during 2018 has been the lowest figure achieved which was also matched in 2014 and 2015. The 5 year average (2015 to 2019) is 10.6 serious child casualties. The previous year's 5 year average was 9.2, representing a 1.4 casualty increase. Section 5 provides an explanation of this upward trend.
- 4.7. A significant decrease in slight casualties occurred between 2018 and 2019 with a reduction of 117 casualties to 320. Slight casualty numbers continue to be significantly below the trend line for the 2020 target as well as the target itself (746 slight casualties) and this represents the lowest recorded figure.
- 4.8. The provisional overall total of 431 casualties during 2019 represents the lowest figures recorded.

5. Recording Procedure - CRaSH

- 5.1. The Collision Recording and Sharing platform (CRaSH) is a new information technology management system which enables Police Scotland to more accurately record and collate data in respect of road traffic collisions.

- 5.2. On 12 June 2019, after a considerable period of research and testing, Police Scotland launched this system within Tayside division. This was then rolled out to the remaining 12 Local Policing Divisions on 3 July 2019. CRaSH provides a more comprehensive picture of collision information across the country to better inform targeted road safety interventions.
- 5.3. CRaSH introduces a new method for assessing injury severity. Within the system police officers record the type of injury suffered rather than their judgement about the severity of the injury. This use of CRaSH is likely to result in improved recording of injury types with the recording system then automatically assigning an injury severity according to the type of injury recorded, resulting in more casualties being classified as serious rather than slight. This means that while overall numbers of collisions and casualties may not have altered, there is expected to be a significant increase in the number of serious injuries recorded with a decrease in the number of slight injuries. This is based upon experiences in England where the CRaSH system has previously been implemented.
- 5.4. Classifications are as below for the CRaSH reporting system:-
- ◆ Slight:
 - shock, bruising, sprains and strains, shallow cuts or lacerations, abrasions, whiplash or neck pain
 - ◆ Less Serious:
 - other head injury, deep cuts or lacerations, fractured arm/collar bone/hand, fractured lower leg/ankle/foot
 - ◆ Moderately Serious:
 - multiple severe injuries (conscious), deep penetrating wound, other chest injury that is not bruising, fractured pelvis or upper leg, loss of arm or leg (or part)
 - ◆ Very Serious:
 - multiple severe injuries (unconscious), internal injuries, severe chest injury, any difficulty breathing, severe head injury (unconscious) broken neck or back
 - ◆ Fatal:
 - Deceased
- 5.5. The introduction of the above system has changed the way casualty severity is recorded and as a result comparison of the number of serious and slight casualties to earlier years requires to be made with caution. It is anticipated that adjusted figures will be supplied by Transport Scotland to allow users to make comparisons to previous years. This will require to be taken into consideration when assessing final contributions to the Framework targets to 2020.

6. Discussion

- 6.1. We are now almost upon the final 2020 targets. Progress towards all fatal casualties has been disappointing in recent years and serious casualties, with the exception of the unusually low 2018 recorded figures, have shown recent increases. Child fatal casualties, although rare, have also occurred twice within the most recent 5 year period. Serious casualties will now be affected by the CRaSH casualty severity determination procedure as detailed within section 5. Maintaining or lowering casualties is a significant challenge with only the 'slight' category showing consistent declines. The results confirm that the targets are, and have always been, challenging and confirm that year on year reductions have become harder and harder to achieve and maintain as we approach the end of 2020. These figures will require to be reviewed considering the new injury reporting system.

- 6.2. Despite these challenging figures, based on 2019 figures, we are currently on schedule to achieve the 2020 targets for all slight casualties within South Lanarkshire. Although significant reductions in serious road casualties were recorded during 2018 this has reversed during 2019 and is expected to stay at a higher level due to the reporting and classification changes. The impact on this towards our progress to achieve the target for all serious casualties and all child serious casualties required to be determined when adjusted figures are provided. Fatal casualties are unpredictable and can fluctuate dramatically. Although progress has been made in lowering these figures, meeting the target for all fatal casualties remains a significant challenge and would require 2020 to experience an unusually low number when compared to a 5 year average (2015 to 2019) of 11. The target for all child fatalities would require similar due to such small numbers being involved.
- 6.3. If unusually low casualties within the higher severities and child classifications are experienced during 2020 then there is the possibility of targets being met locally.
- 6.4. Reduced traffic volumes during the Covid-19 pandemic is expected to have a significant impact on 2020 casualty reduction trends. This significantly reduces the potential for conflict on the road network, however, quieter roads can result in increased vehicular speeds and more serious injuries should a road traffic collision occur. Less collisions are expected during this unprecedented period which will prove favourable towards the achievement of casualty reduction during 2020.
- 6.5. It should be noted that casualty reduction targets are for Scotland as a whole and not specifically to individual Local Authorities. These were adopted locally to allow our progress and contribution to this national effort to be monitored.
- 6.6. The graphs in Appendix A include a trend line towards the target figures for each appropriate category. This clearly shows that progress has been in lowering casualties across all severities and categories which overall makes a positive contribution towards the Scotland wide targets. Further explanations are provided below:-
- ◆ Fatal casualties - the number of fatalities has fluctuated between a high of 18 and a low of 5 casualties. It should not be forgotten, however, that these are small numbers and, therefore, any variations appear as a high percentage.
 - ◆ Serious casualties - the significant drop in serious casualties between 2017 and 2018 was at the time considered to be an exception when considering previous data and trends. This makes the higher number of serious casualties in 2019 even more striking. Due to the casualty classification process detailed in section 5, these higher figures can be expected to continue.
 - ◆ Child fatal casualties (under 16 years of age) – these continue to be uncommon in South Lanarkshire, however, the 2020 target remains challenging.
 - ◆ Child serious casualties (under 16 years of age) – these have not followed a set trend within the last few years. The lowest figure recorded is 6 casualties during both 2014, 2015 and then 2018. Unfortunately, several years have shown over double this figure, including 2019. The target of a 65% reduction in child serious casualties is a challenging one. The casualty classification process detailed in item 5 will have a negative impact on the ability to achieve this target as more casualties will be classified as ‘serious’ compared to previous years. We must continue our work with this vulnerable road user group to maintain and endeavour to improve upon casualty reduction within this age group.

- ◆ Slight casualties - numbers have significantly decreased by 127 between 2018 and 2019, however, this is counterbalanced by an increase in serious casualties. The numbers have generally maintained a trend downwards year on year, except for a slight increase in 2014 and 2018. The current total is significantly below the 2020 target and the lowest figures recorded. It is important not to lose sight of the benefits to society that the reduction in even a slight injury can bring.

- 6.7. Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. Since its formation, the Council has been proactive in reducing casualties on the road network, however, much still requires to be accomplished to further improve road safety. Through the efforts of the Council and by working in partnership with other bodies such as Strathclyde Partnership for Transport, the National Health Service, Police Scotland and the Scottish Fire and Rescue Service, we aim to have fewer people injured in road accidents.
- 6.8. Road safety was identified as a priority through the consultation exercises undertaken for the Council's Local Transport Strategy and Local Development Plan. In both surveys approximately 95% of the respondents were of the view that improving road safety was important.
- 6.9. 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.
- 6.10. 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 3 year period. The most significant causation factors for all accidents, casualties involving pedestrian and casualties involving cyclists is shown respectively within Appendices B, C and D. These will be considered when assigning priority to future road safety measures, in particular education and encouragement.
- 6.11. 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.
- 6.12. The Council is responsible for road safety engineering solutions and much of road safety education. Other partners such as the police and fire and rescue services also contribute to road safety education and the police are mainly responsible for enforcement while all partners have a role to play in encouraging road safety.
- 6.13. A new Road Safety Framework for Scotland to 2030 with national casualty reduction targets is currently in development with a draft launched for public consultation on 8 September 2020.

7. Employee Implications

- 7.1. There are no employee implications.

8. Financial Implications

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

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.

Michael McGlynn
Executive Director (Enterprise Resources)

22 October 2020

Link(s) to Council Values/Ambitions/Objectives

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

Previous References

- ◆ Report to Roads Safety Forum 12 March 2019

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 2018 published on behalf of the Scottish Government by Transport Scotland in October 2019

Contact for Further Information

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

Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

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

Appendix A:

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 11</i>	2016	2017	2018	2019	<i>2020 Target</i>
16	18	12	11	9	6	13	5	18	6	14	13	9

All Fatal Casualties within South Lanarkshire

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 68</i>	2016	2017	2018	2019	<i>2020 Target</i>
120	121	83	79	72	70	83	70	83	87	56	98	54

All Serious Casualties within South Lanarkshire

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

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

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

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

<i>2004 to 2008 Ave.</i>	2009	2010	2011	2012	2013	2014	<i>2015 Milestone 776</i>	2016	2017	2018	2019	<i>2020 Target</i>
829	621	610	581	559	542	559	519	506	441	437	320	746

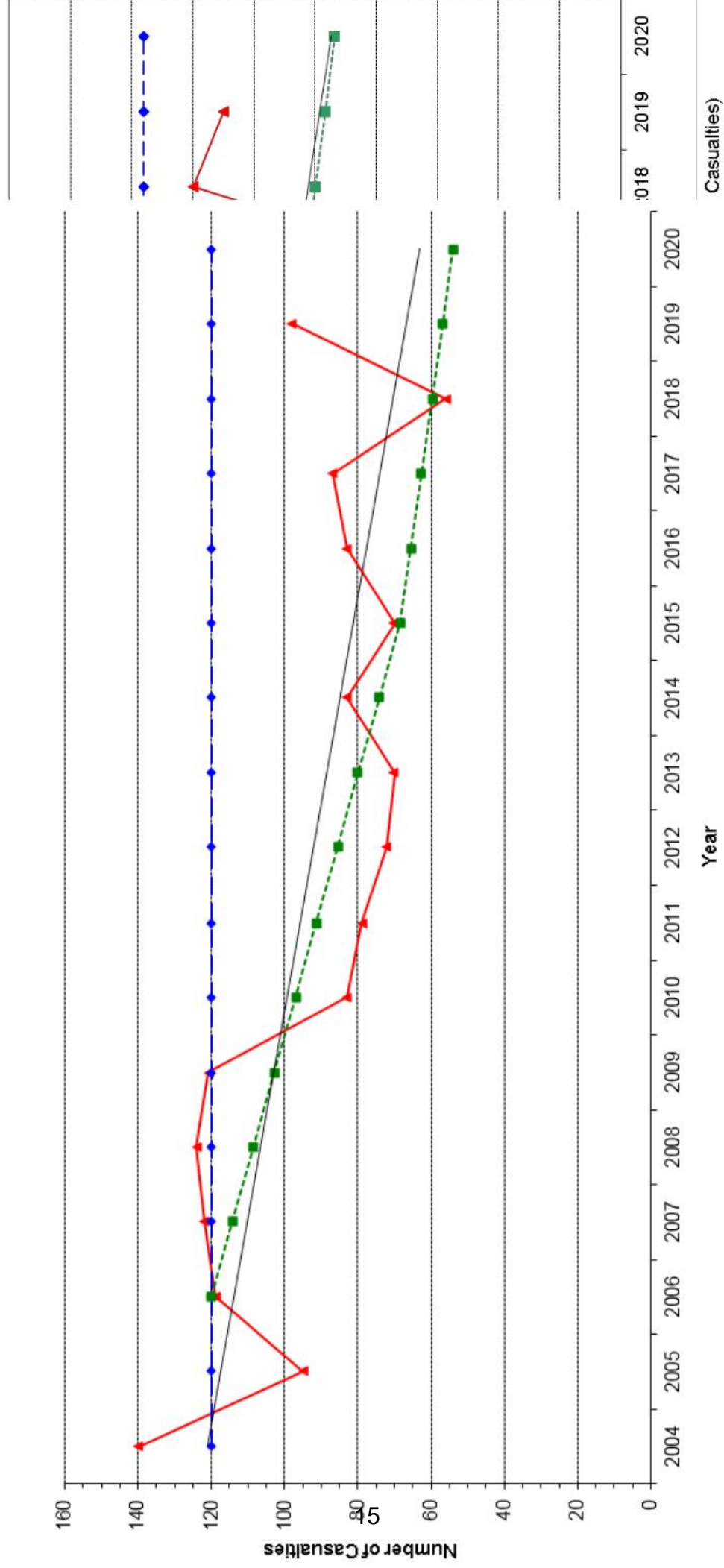
All Slight Casualties within South Lanarkshire

Notes

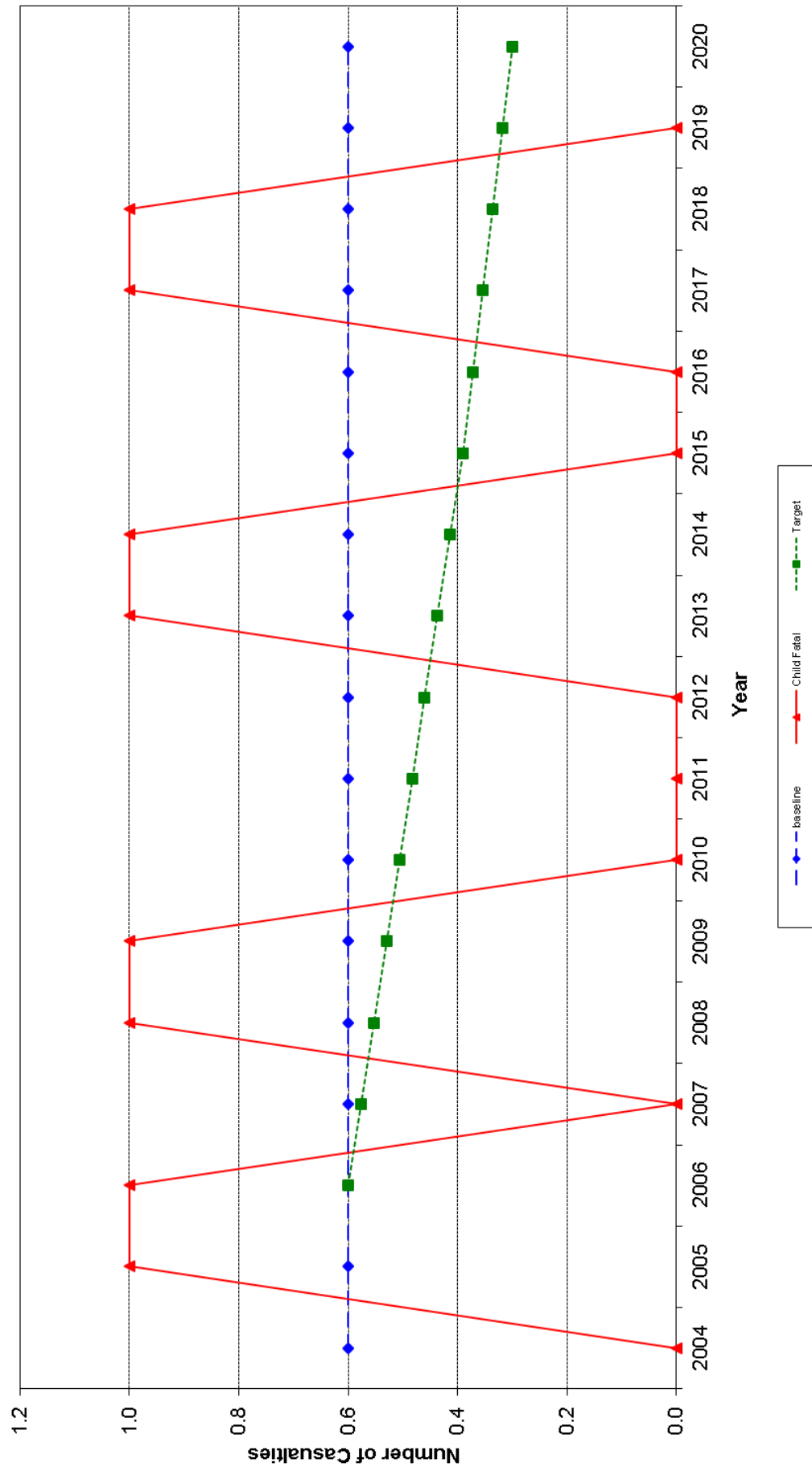
- i. For all fatal casualties, the target for 2020 is a 40% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- ii. For all serious casualties, the target for 2020 is a 55% reduction from the base figure which is the average for the years 2004 to 2008 inclusive.
- 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

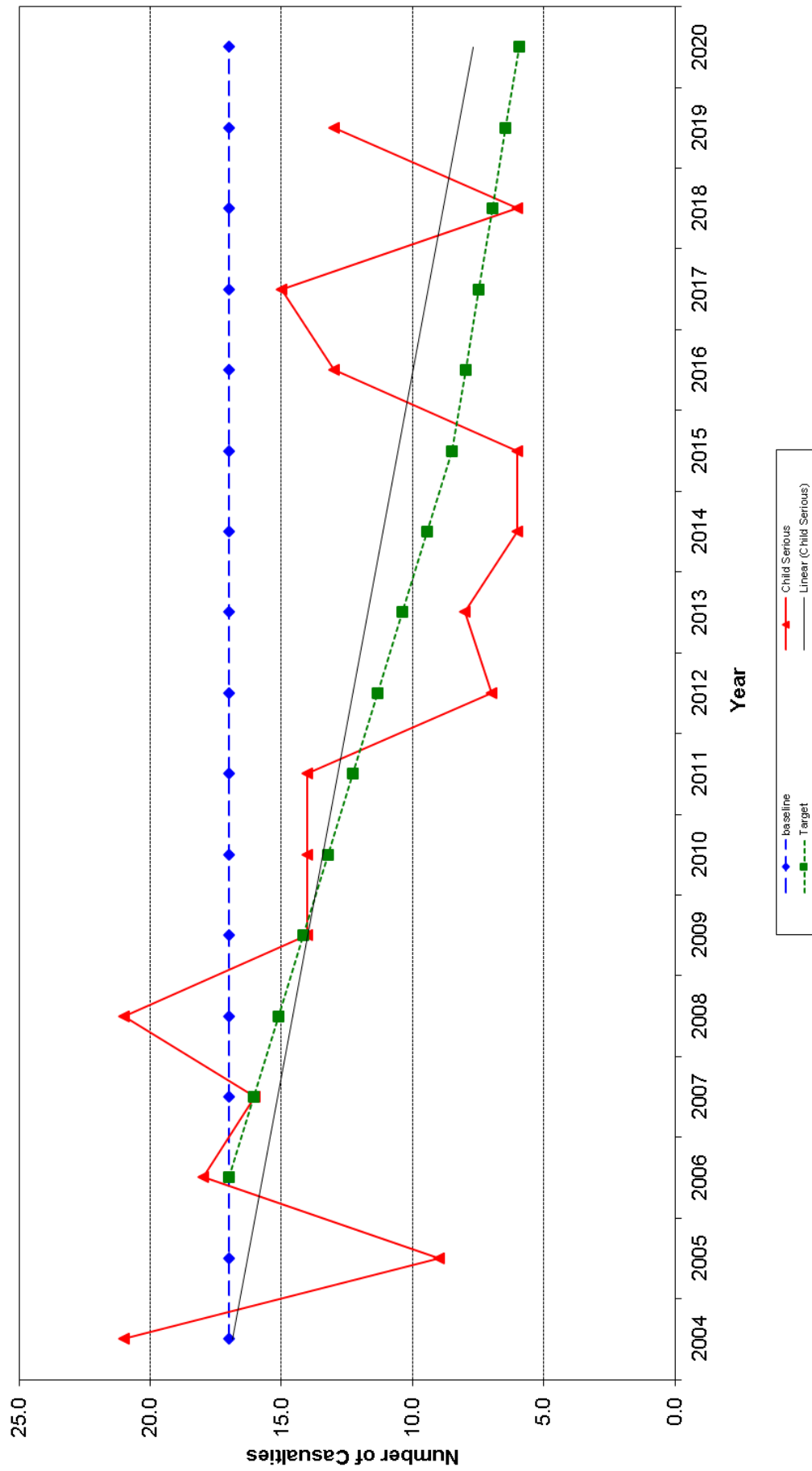
All Serious Casualties within South Lanarkshire



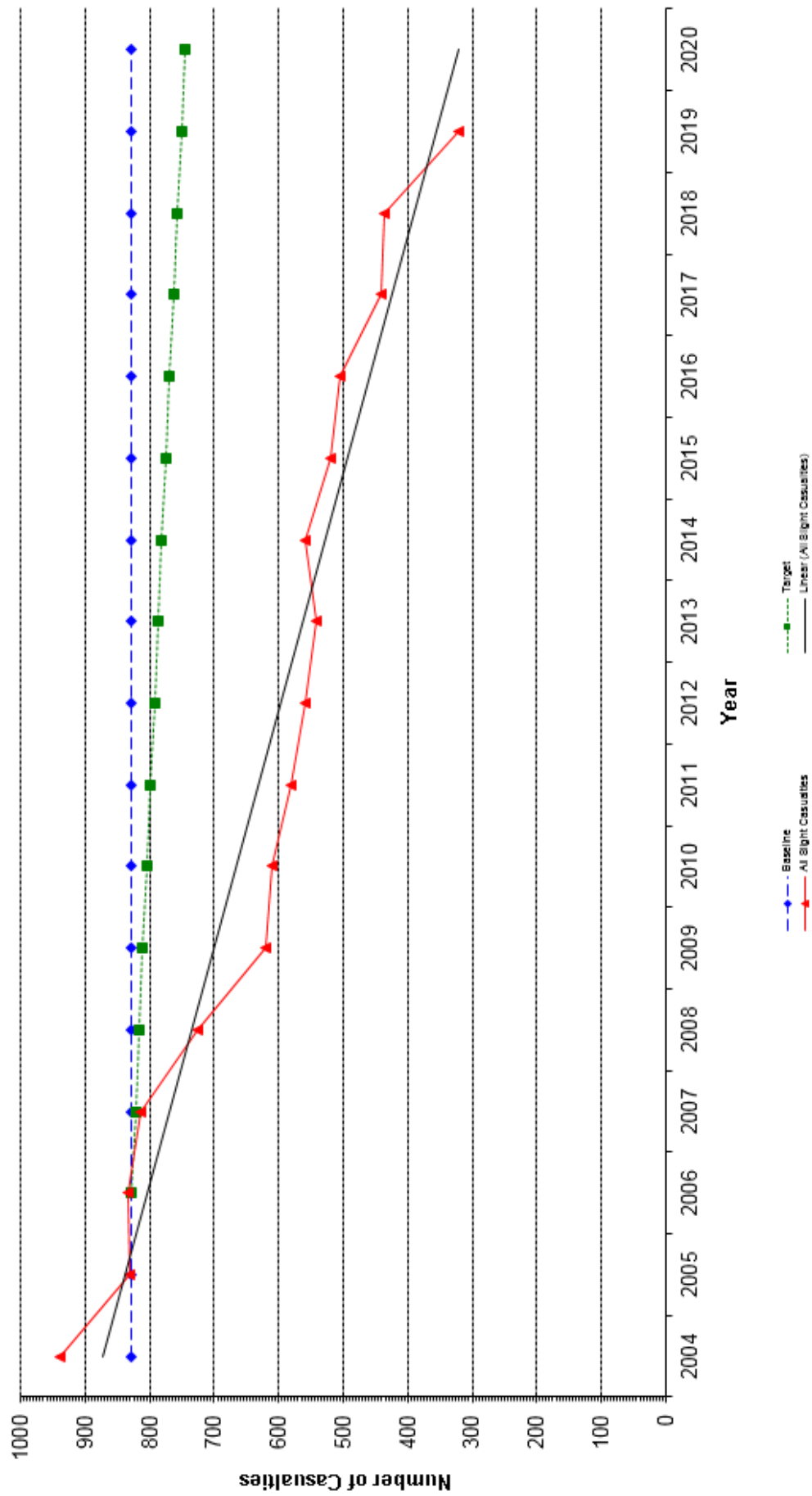
Child under 16 Fatal Casualties in South Lanarkshire



Child under 16 Serious Casualties in South Lanarkshire



All Slight Casualties within South Lanarkshire



Appendix B:

Most cited accident causation factors within the most recent three year period:

1 January 2017 – 31 December 2019

Contributory Factor Information	Number of Accidents			
	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	7	64	317	388
406 Failed to judge other person's path/speed (Driver/Rider - Error)	3	25	157	185
410 Loss of control (Driver/Rider - Error)	8	29	113	150
602 Careless/Reckless (Driver/Rider - Behaviour)	4	25	113	142
103 Slippery road due to weather (Road Environment Contributed)	1	19	119	139
802 Failed to look properly (Pedestrian)	1	36	70	107
403 Poor turn or manoeuvre (Driver/Rider - Error)	5	19	75	99
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	5	17	58	80
308 Following too close (Driver/Rider - Injudicious)	1	5	47	53
408 Sudden braking (Driver/Rider - Error)	1	3	49	53
409 Swerved (Driver/Rider - Error)	3	8	37	48
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	13	29	46
108 Road layout e.g. bend, hill or narrow (Road Environment Contributed)	0	9	36	45
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	2	7	35	44
706 Dazzling sun (Driver/Rider - Vision Affected)	0	8	35	43
803 Failed to judge vehicle's path/speed (Pedestrian)	1	13	24	38
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	24	34
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	3	4	26	33
401 Junction overshoot (Driver/Rider - Error)	0	6	26	32
999 Other (Special Codes)	3	6	22	31
503 Fatigue (Driver/Rider - Impairment)	1	5	23	29
601 Aggressive driving (Driver/Rider - Behaviour)	4	6	17	27
509 Distraction in vehicle (Driver/Rider - Impairment)	1	8	18	27
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	20	26
808 Careless/Reckless (Pedestrian)	0	7	19	26
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	18	24
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	2	1	18	21
510 Distraction outside vehicle (Driver/Rider - Impairment)	1	5	15	21

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

Appendix C:

Most cited pedestrian casualty causation factors within the most recent three year period:
1 January 2017 – 31 December 2019

Contributory Factor Information	Number of Pedestrian Casualties			
	Fatal	Ser.	Sligh t	Total
802 Failed to look properly (Pedestrian)	1	35	74	110
405 Failed to look properly (Driver/Rider - Error)	1	14	28	43
803 Failed to judge vehicle's path/speed (Pedestrian)	1	12	24	37
808 Careless/Reckless (Pedestrian)	0	7	22	29
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	19	25
806 Impaired by alcohol (Pedestrian)	1	6	12	19
809 Pedestrian wearing dark clothing at night (Pedestrian)	1	10	8	19
602 Careless/Reckless (Driver/Rider - Behaviour)	1	4	13	18
805 Dangerous action in carriageway (Pedestrian)	1	7	8	16
103 Slippery road due to weather (Road Environment Contributed)	0	1	9	10
706 Dazzling sun (Driver/Rider - Vision Affected)	0	3	7	10
804 Wrong use of pedestrian crossing (Pedestrian)	0	2	6	8
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	1	6	7
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	6	7

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

Appendix D:

Most cited cyclist casualty causation factors within the most recent three year period:

1 January 2017 – 31 December 2019

Contributory Factor Information	Number of Cyclist Casualties			
	Fatal	Ser.	Slight	Total
405 Failed to look properly (Driver/Rider - Error)	1	14	22	37
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	8	12
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	6	9
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	4	5
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	3	1	4
310 Cyclist entering road from pavement (Driver/Rider - Injudicious)	0	1	3	4
706 Dazzling sun (Driver/Rider - Vision Affected)	0	1	2	3
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	2	3

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

Report

4

Report to:	Roads Safety Forum
Date of Meeting:	17 November 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Capital Programme of Road Safety Engineering Projects 2020/2021
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ inform the Forum of the Capital Programme of Road Safety Engineering Works for 2020/2021 that will contribute to achieving government casualty reduction targets

2. Recommendation(s)

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

- (1) that the content of the Capital Programme of Road Safety Engineering Works for 2020/2021 be noted.

3. Background

- 3.1. 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 2020 national casualty reduction targets.
- 3.2. The Council will assess road safety enquiries and target resources and improvements where 3 or more injury accidents have occurred in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.3. As a result, the Council delivers annual prioritised road safety improvements at identified accident locations/routes/areas. Funding is sought from a variety of sources on an annual basis to deliver numerous projects and initiatives.
- 3.4. The Road Safety Forum, at its meeting of 5 December 2017, was advised of the methodology used to identify where road accidents are occurring in South Lanarkshire and how the information is used to prioritise identified accident locations. Tables are produced annually to prioritise the Capital Programme of Road Safety Engineering Works.

4. Route Action Plan Assessment

- 4.1. The annual assessment of rural A and B class routes was concluded and a total of 33 locations were identified as having an accident rate greater than the national average for that standard of route. These routes were assessed and consideration was given to factors such as the success of recently implemented measures, whether any planned works were likely, what causation factors were identified and finally what form of treatment would be most suitable in relation to engineering, enforcement, education encouragement. As a consequence, 7 locations were identified for detailed investigation. The outcome of these investigations and actions are listed in Appendix 1 with works currently being programmed.

5 Single Site Assessment

- 5.1. The annual assessment of single site locations identified that 43 locations have 3 or more injury accidents occurring in the previous three years. As outlined above, these were assessed and consideration was given to factors such as the success of recently implemented measures, whether any planned works were likely, what causation factors were identified and finally what form of treatment would be most suitable in relation to engineering, enforcement, education encouragement. As a consequence, 8 locations were identified for detailed investigation and proposed actions are shown in Appendix 2. These works are currently being programmed.

6. Traffic Signals/Pedestrian Crossings

- 6.1. Within South Lanarkshire there are over 200 signal installations. These require to be upgraded and replaced every 15 to 20 years and a replacement programme is ongoing. New installations feature up to date vehicular and pedestrian detection and tactile paving, revised timings and dropped kerbs are also provided to meet current standards.

- 6.2. Traffic signal upgrade works this financial year are being taken forward at the following locations and their current status is also indicated:-

- ◆ Blantyre Farm Road, Uddingston (complete)
- ◆ Glasgow Road at Bertram Street, Burnbank, Hamilton (complete)
- ◆ Caird Street at Douglas Street, Hamilton (programmed for January 2020)
- ◆ Main Street at Queen Street, Rutherglen (Programmed for November 2021)
- ◆ Burnside Terminus, Rutherglen (works ongoing and scheduled for completion in November 2020)
- ◆ Cambuslang Road at Main Street, Rutherglen (programme to be confirmed due to other works planned for the area)

7. Engineering Measures at Schools

- 7.1. Measures identified through ongoing School Travel Plan development such as revised crossing points, footway extensions, improved/additional signing, road markings and guardrail are also being taken forward.
- 7.2. The projects listed below have been identified for implementation with others to be progressed as further School Travel Plans are completed. These works were awarded to an external contractor in October 2020 and at this time a programme of works is awaited. It is anticipated that these works will be completed by the end of February 2021.

- ◆ St Mark's Primary School, Hamilton - footway extension
- ◆ St Kenneth's Primary School, East Kilbride - bus stance markings
- ◆ Long Calderwood Primary School, East Kilbride – new crossing point/zig zag line markings/guardrail provision
- ◆ Crawforddyke Primary School, Carluke – new mini roundabouts

8. Active Travel Schemes

- 8.1. A paper on active travel schemes was presented to the Community and Enterprise Resources Committee on 15 September 2020 which detailed several initiatives. The introduction of these projects also considers road safety measures.

9. Employee Implications

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

10. Financial Implications

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

Funding Source	Projects	Allocated Amount
South Lanarkshire Council Roads Investment Plan	Traffic signal projects	£275,000
Scottish Government Grant: Cycling Walking and Safer Routes	Accident reduction measures (single sites and route action improvements)	£300,000
	Engineering Measures at Schools	£50,000
	Road Safety Measures/ Speed Limit Initiatives	£135,000
	Traffic signal projects	£300,000
SPT: Congestion Reduction Measures	Traffic signal projects	£270,000
SPT: Casualty Reduction Measures	Accident reduction measures (single sites and route action improvements)	£200,000
	Total	£1,530,000

11. Climate Change, Sustainability and Environmental Implications

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

12. Other Implications

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

13. Equality Impact Assessment and Consultation Arrangements

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

Michael McGlynn
Executive Director (Community and Enterprise Resources)

22 October 2020

Link(s) to Council Values/Ambitions/Objectives

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

Previous References

- ◆ Road Safety Forum - 28 January 2020 - Priority Road Safety Engineering Projects 2020
- ◆ Community and Enterprise Resources Committee 15 September 2020 - Active Travel

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:

Stuart Laird, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

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

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

Route	Start Point	End Point	Action Identified	Proposed Action
A723	Hamilton	Strathaven	Y	Provision of improved/ new road markings, high grip surfacing, verge marker posts and signs.
B743	Strathaven	Council Boundary	Y	Provision of signs, bollards, road markings, high grip surfacing and verge marker posts.
B7016	Carnwath	Biggar	Y	Provision of high grip surfacing, road markings and studs at Roseburgh Bridge.
A706	Harelaw Roundabout	Forth	Y	Provision of new advanced direction signs, junction warning signs and high grip surfacing at A706/ Yieldshield Road/ Cockridge Road crossroads. Refurbishment of existing signs and verge marker posts.
A721	B7056 Yieldshield Road	Harelaw Roundabout	Y	Refurbishment of road markings.
A71	Strathaven	Council Boundary	Y	Provision of new/ refurbishment of existing high grip surfacing.
A726	Torrance Roundabout	Strathaven	Y	Provision of new gateway treatments at Chapelton to include signs, speed countdown markers, coloured road surfacing with speed roundel and dragons teeth markings. Signage improvements and 'SLOW' marking.

Appendix 2 – Single Site Locations

Location	Road Class	Built Up/ Non Built up	Action Identified	Proposed Action
Calderwood Road at Dukes Road, Cambuslang	U	BU	Y	Traffic count survey, removal of mini-roundabout and provision of traffic signals.
A73 Airdrie Road at Castlehill Road, Carluke	A	BU	Y	Provision of junction warning signs and new gateway treatments including speed countdown markers, coloured road surfacing with speed roundel and dragons teeth markings.
B7078 Union Street, Larkhall	B	BU	Y	Progress a mandatory 20mph speed limit with speed cushions, including new signage and a review of pedestrian barriers and bollards along the length.
B7078 Church Street at Wellbrae Street, Larkhall	B	BU	Y	Traffic signal alterations.
A724 Burnbank Road at Clydesdale Street, Hamilton	A	BU	N	This location has recently been resurfaced and road markings renewed. Monitoring will continue.
Muttonhole Road at Meikle Earnock Road, Hamilton	U	NBU	Y	Provision of high grip surfacing, improved signage, surface dressing and road markings.
A71 Ayr Road at Burnhead Road, Shawsburn	A	BU	Y	Traffic signal alterations and new gateway treatments including speed countdown markers, coloured road surfacing with speed roundels and dragons teeth markings.
A721 Carnwath Road at Goremire Road, Carluke	A	BU	Y	Refurbished road markings.

Report

5

Report to:	Roads Safety Forum
Date of Meeting:	17 November 2020
Report by:	Executive Director (Community and Enterprise)

Subject:	Scotland's Road Safety Framework to 2030 Consultation
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of Scotland's Road Safety Framework to 2030 Consultation and allow discussion to take place, noting that officers will collate comments and submit a reply by the due date

2. Recommendation(s)

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

- (1) the Scottish Government's consultation on Scotland's Road Safety Framework to 2030 including the proposed targets, measures and indicators and that officers will submit a reply to the consultation by the due date be noted.

3. Background

- 3.1. Scotland's Road Safety Framework to 2020 ends on 31 December 2020. Although Scotland's road casualties are at the lowest levels since records began, to achieve further reductions, a step change in road safety delivery is required. In response to the above challenge and in partnership with the road safety community and key stakeholders the Scottish Government has developed a draft 'Scotland's Road Safety Framework to 2030' to strengthen Scotland's position as a world leader in road safety.
- 3.2. The consultation outlines the ambitious and compelling long-term vision for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050. The journey to achieving this vision proposes ambitious interim targets to 2030. Achieving these targets which will be crucial to Scotland aspiring to have the safest road safety performance in the world.
- 3.3. A public consultation was launched on 8 September 2020. This gives every road user the opportunity to tell the Scottish Government what road safety priorities should be in the next decade to achieve the proposed Vision Zero by 2050. All consultation responses will be analysed and will help to inform the development of the Road Safety Framework. Responses by organisations or individuals are sought by the deadline of midnight on 1 December 2020.

4. National Progress towards the 2020 Casualty Reduction targets

- 4.1. Scotland has a long-standing commitment to road safety delivery based on strong partnership working. This has led to a consistent reduction in casualties. Provisional headline figures for road casualties in 2019 show the total number of casualties fell to the lowest number since annual records began in 1950. There has, however, been an increase in the number of people who have died on our roads in 2019 compared to 2018.
- 4.2. The current Framework to 2020 contains 5 challenging targets that all road safety partners are responsible for delivering. Available data allows national progress to be measured against 3 targets using provisional 2019 data with the remaining 2 targets based on published 2018 data, as detailed below. National progress against all 5 targets, based on published 2019 data, will be reported later in the year.
- 4.3. Nationally there has been a 42% reduction achieved towards the targeted 40% reduction in people killed by 2020. This performance currently exceeds the 2020 target. A 33% reduction has been achieved towards the targeted 55% reduction in people seriously injured by 2020, which is not currently on track to meet the target. Due to the changes in the recording of casualty severities following Police Scotland's use of a new accident and casualty data recording system called CRaSH (Collision Reporting and Sharing) from June/July 2019, progress against this target is measured on the basis of adjusted figures. There has been an 85% reduction achieved against the targeted 50% reduction in children killed by 2020 which is clearly exceeding the target.
- 4.4. As adjusted figures due to the implementation of CRaSH are not yet being available for 'children seriously injured' and 'slight casualties' figures, the national progress for the remaining 2 targets are based on published 2018 figures. A 56% reduction was reported in 2018 against the 65% reduction in children seriously injured targeted by 2020. This performance was not on track to meet the 2020 target. A 57% reduction was reported in 2018 against the 10% reduction in slight casualties targeted by 2020, with performance exceeding the 2020 target.
- 4.5. A separate paper sets out local contributions to these targets as well as further information regarding Police Scotland's introduction of the CRaSH (Collision Reporting and Sharing) information technology management system.

5. Outline of Scotland's Road Safety Framework to 2030

- 5.1. The new Framework takes into consideration the government's ambitions and overarching context in which road safety operates, which includes:-
 - ◆ Climate Emergency
 - ◆ Active and Sustainable Travel
 - ◆ National Transport Strategy
 - ◆ Strategic Transport Projects Review
 - ◆ Health Strategy
 - ◆ Justice Strategy
 - ◆ Education
 - ◆ Place Principles
 - ◆ National Planning Framework
 - ◆ National Outcomes and Indicators

- 5.2. The Framework also takes cognisance of the wider European Union/UK context such as the UN resolution A/74/L/.86 “improving global road safety”, Stockholm Declaration calling for a reduction in road traffic deaths and serious injury by at least 50% from 2020 to 2030 and the European Commission publication “EU Road Safety Policy Framework 2021 to 2030” containing the EU’s “Vision Zero” strategic goal of no deaths or serious injuries on European Roads by 2050.
- 5.3. The Framework makes it clear that all road users have a part to play in the success of the Framework by keeping our roads safe for themselves and others and therefore features the motto “Together, making Scotland’s roads safer”. The Framework is for all road users and, therefore, its vision, outcomes, challenges, strategic actions and targets belong to each and every one of us. This is similar to the ethos of the previous Framework.
- 5.4. In line with international best practice the Framework looks to embed the Safe System approach within Scotland’s road safety delivery framework. The Framework will put people at its centre, aiming to provide a more-forgiving road system that takes human vulnerability and fallibility into account, recognising that people are fragile and make mistakes that can lead to collisions but it should not lead to death or serious injury. A Safe System mitigates this with its 5 pillars, effectively layers of protection, in the form of:-
- ◆ Safe Road Use
 - ◆ Safe Vehicles
 - ◆ Safe Speeds
 - ◆ Safe Roads and Roadsides
 - ◆ Post-crash response
- 5.5. The Safe System’s long terms goal is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework. It is backed up by interim, quantitative targets to reduce the numbers of deaths and serious injuries.
- 5.6 The Framework sets out 5 strategic outcomes which aligns to the 5 pillars of the Safe System which describe the road safety environment it aims to deliver. These are detailed within Appendix 1.
- 5.7. 12 challenges have been identified which are making an impact now, or will in the near future, on road safety generally and, more particularly, on the new Framework. They have been mapped to the Safe System and also align with the Scottish Government’s policies, plans and strategies.
- 5.8 A high-level summary of each challenge is provided below with additional narrative provided within the draft Framework.
1. Climate Emergency - its potential effects on road casualties and the benefits that road safety can bring.
 2. Active and Sustainable Travel - its potential effects on road casualties and the benefits that road safety can bring.
 3. Health - improving road safety to reduce impact on public health services.
 4. Safe System - implementing the Safe System at all levels.
 5. Speed Management - road users not travelling at appropriate speeds, its effect on road casualties.

6. Road Safety Delivery - delivering a shift in resources and funding to focus on road safety delivery.
7. Driving/Riding for Work and Workplace Culture - its effect on road casualties.
8. Emerging Technologies - consideration of benefits and challenges of emerging technologies on road safety.
9. Enforcement/Deterrence - increasing the visibility of road policing enforcement.
10. Road Infrastructure and Maintenance - decreasing road maintenance/assets and its impact on road casualties.
11. Post-Crash Response - improving the fast and effective response to road collisions.
12. Road Users - unsafe road use by certain types of Road Users and its effect on road casualties.

5.9. To address current and emerging challenges, the below 10 Strategic Actions have been identified. These are meant to be overarching and are not allocated to any nominated road safety partners. They are the collective responsibility of all stakeholders and road safety partners. Fuller detail has been provided within Appendix 2.

1. Speed: we will deliver a range of speed management initiatives to support the Safe System.
2. Climate: we will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.
3. Funding and Resourcing: we will consider how funding streams can be improved for national road safety delivery.
4. Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.
5. Technology: we will research, implement, and evaluate technologies for use within the Safe System and promote them as appropriate.
6. Active and Sustainable Travel: we will ensure road safety remains a key focus of active and sustainable travel in Scotland.
7. Knowledge and Data Analysis: we will ensure our actions are evidence-led to support the delivery of the Safe System.
8. Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System.
9. Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.
10. Education: we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users.

5.10. All Safe System work is based on a performance framework, with a hierarchy of targets. The new Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below interim targets to 2030 have been proposed, based on a 2014 to 2018 baseline (CRaSH adjusted figures).

- ◆ 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

- 5.11 The number of deaths and serious injuries is the most significant indicator, however, several others have been developed as detailed below. The percentage reductions that are believed to be required for specific indicators in order to achieve the interim targets are still in development. 'Intermediate measures' to track the performance of casualty figures for specific user groups are as follows:-
- ◆ Percentage reduction in pedestrians killed or seriously injured
 - ◆ Percentage reduction in cyclists killed or seriously injured
 - ◆ Percentage reduction in motorcyclists killed or seriously injured
 - ◆ Percentage reduction in road users aged 70 and over killed or seriously injured
 - ◆ Percentage reduction in road users aged between 17 to 25 killed or seriously injured
 - ◆ Percentage of motorists driving/riding within the posted speed limit
- 5.12. 'Key performance indicators' which will measure observed road safety behaviours, vehicle safety and road infrastructure are:-
- ◆ Percentage of motorists driving within the speed limit
 - ◆ Percentage of drivers not distracted by a handheld mobile phone/Sat Nav or in-car entertainment system
 - ◆ Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly
 - ◆ Percentage of riders of powered two wheelers and bicycles wearing a protective helmet
 - ◆ Percentage of drivers/riders driving within the legal limit for alcohol or specified drugs
 - ◆ Percentage of distance driven over roads with a casualty rate below an appropriate threshold
 - ◆ Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold
 - ◆ Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services
- 5.13. Appendix 3 shows the interim targets to 2030, intermediate outcome targets and key performance indicators in an easy to read one-page format.
- 5.14. The 2020 Framework established a Strategic Partnership Board (SPB) and a supporting Operational Partnership Group (OPG) to govern, monitor and deliver the Framework.
- 5.15. To improve communications between national and local level, the Framework proposes to introduce Local Partnership Forums (LPFs). This LPF would comprise the Chairs of local road safety forums, groups, or partnerships such as the A9 Road Safety Group, Highland and Islands Road Casualty Reduction Group and Western Isles Road Safety Group.
- 5.16. Its main aim would be to share local road safety issues, plans and evaluations, and would serve as a national knowledge hub. Members would appoint a Chair who would serve for a period of 2 years and become a formal member of the OPG. Framework progress will be measured on an annual basis.

6. Initial Response to Consultation

- 6.1. The targets are very ambitious in view of the current targets which have not all been met to date. Maintaining and furthering reductions at a local level will be particularly challenging due to the positive actions and interventions already taken at a local level and the pressures on existing finances and resources.
- 6.2. We are, however, supportive of targets being set with intermediate measures, key performance indicators and the ethos of the longer term “Vision Zero”. Further detail is required, however, regarding available funds, resources, guidance, policy changes and legislation that will be required to achieve such an ambition and the mechanisms to monitor and assess these.
- 6.3. The specific implications for South Lanarkshire Council will be further considered on the completion of the final Framework where target percentage reductions have been attributed to agreed intermediate measures, and key performance indicators.
- 6.4. A response to the consultation will be submitted on behalf of South Lanarkshire Council by the closing date of 1 December 2020.

7. Employee Implications

- 7.1. It is anticipated that most commitments could be supported by the Council however this cannot be fully addressed or confirmed until finalised targets, measures and indicators are agreed.

8. Financial Implications

- 8.1. At the present time there can be no informed prediction of the financial implications of the Framework at a local level other than future funding and resources will be required to support its ambitious targets, measures, and indicators.
- 8.2. This will be fully considered when the Framework has completed its consultation exercise and a final version is launched.

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. It should be noted however that the proposed Framework strategic actions are interlinked with many current and emerging challenges including climate emergency and active and sustainable travel potential.
- 9.2. This may have a positive impact on the environment and support 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.

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 or strategy and therefore no impact assessment is required. This will be reviewed on publication of the approved Road Safety Framework to 2030 if required.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

22 October 2020

Link(s) to Council Values/Ambitions/Objectives

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

Previous References

- ◆ Roads Safety Forum 2 August 2009

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030: Together, Making Scotland's Roads Safer – draft for consultation
- ◆ Go Safe on Scotland's Roads It's Everyone's Responsibility: Scotland's Road Safety Framework to 2020

Contact for Further Information

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

Colin Smith, Engineering Officer

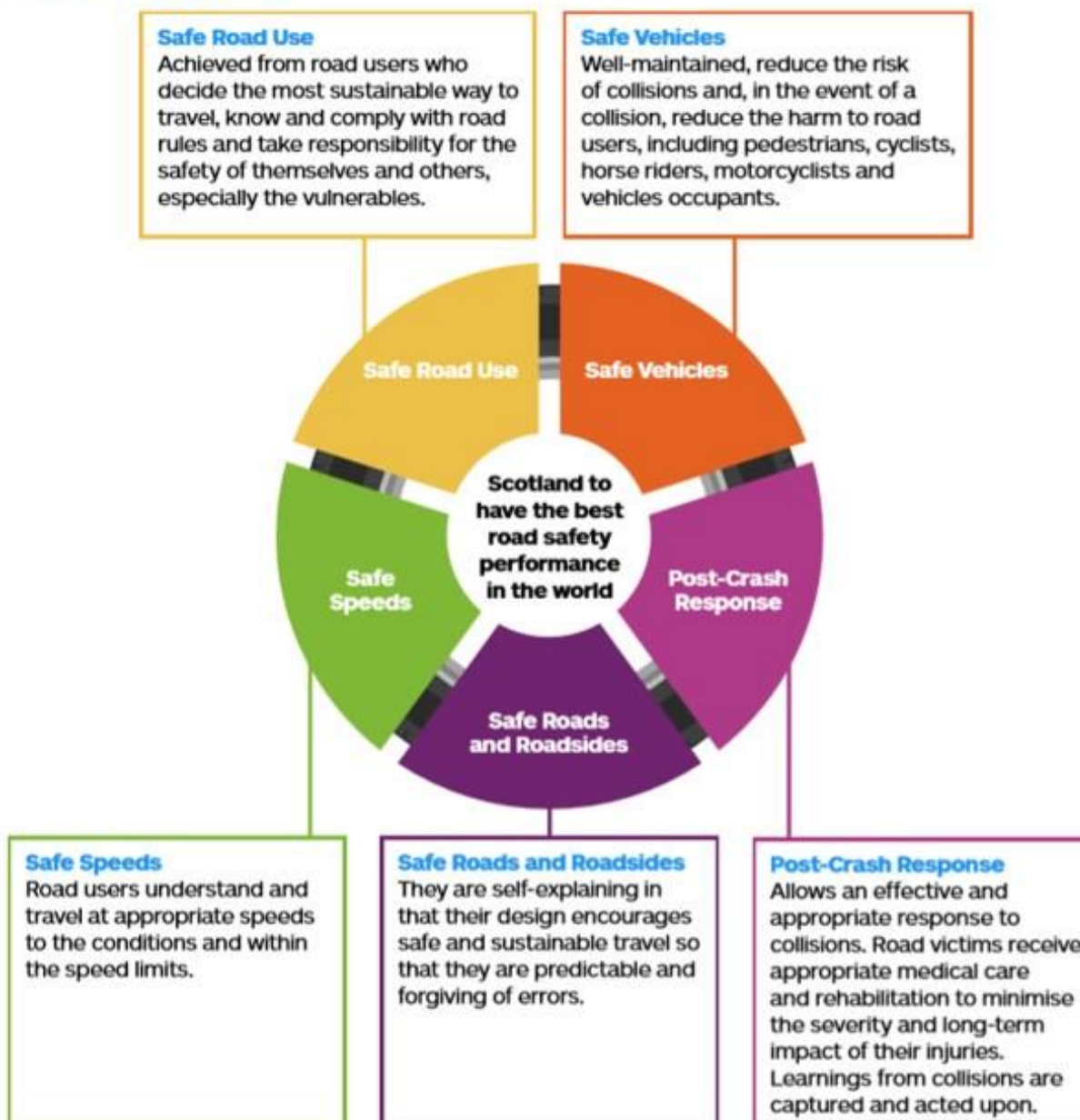
Ext: 3757 (Tel: 01698 453757)

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

Our Vision

For Scotland to have the best road safety performance in the world

Our Outcomes



Safe Road Use

Ultimately, all road users are expected to use the roads safely and comply with the rules. Safe road users are competent at all levels, including: paying full attention to the road ahead and the task in hand; adapting to the conditions; travelling at lower speeds; not driving while impaired through drink, drugs or fatigue; not being distracted by in-vehicle technology; and giving sufficient room to all other road users, no matter what their mode of travel. Safe road users respect other road users at all times and assume responsibility for others' safety as well as their own.

Measures to encourage safe road use also include working together to reduce car-based traffic, inspiring people to use active modes, such as walking and cycling, or to use public transport rather than their own vehicles. Education interventions are also important, to ensure road users are risk-aware, can develop coping strategies for high-risk situations, and act appropriately to keep themselves and others safe on the road.

Safe Roads and Roadsides

Roads are designed to reduce the risk of collisions, and to mitigate the severity of injury should a collision occur. A combination of design and maintenance of roads and roadsides supported by the implementation of a range of strategies to ensure that roads and roadsides can be as safe as possible can reduce casualties on our roads. One way in which this can be achieved is to segregate different kinds of road users and to segregate traffic moving in different directions or at different speeds. If this is not possible, a speed limit to protect the most vulnerable road users can be implemented.

Safe Speeds

Speed limits in a Safe System are based on aiding crash-avoidance and reducing the speed at which impacts occur, to ensure the body's limit for physical trauma is not reached or exceeded. Aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it. The setting of speed limits should also be determined by the road environment and the vehicles in use rather than the behaviour of road users. The Safe System seeks to enforce existing speed limits and ensure road users understand and comply with them.

Safe Vehicles

Vehicles are designed and regulated to minimise the occurrence and consequences of collisions to road users, including the occupants themselves, but also to pedestrians, cyclists, horse-riders and motorcyclists.

Making vehicles safer involves both 'active' safety measures, such as autonomous emergency braking, which can prevent collisions occurring in the first place, and 'passive' safety measures, such as seatbelts and airbags, which protect occupants/ other road users if a collision does occur. It is also vital to ensure vehicle roadworthiness is regulated to the highest standards. As safety becomes hardwired into vehicle technology and road design, there is potential to further reduce road casualties and deaths through this route.

Post-crash response

It is vital to work with the emergency services and the National Health Service (NHS) to enable the best possible response to collisions, ensure victims are effectively cared for, and facilitate meaningful investigations into the causes and potential solutions for the future. Health outcomes for victims rely on the ability of the system to quickly locate and provide emergency first responder care, in order to stabilise victims and transport them to hospital for further specialist treatment.

10 Strategic Actions

1) **Speed: we will deliver a range of speed management initiatives to support the Safe System.**

Education: for example social marketing campaigns or (potential) speed awareness, as part of wider Road Traffic Diversionary Courses, will be key to ensuring road users understand why speed limits are set in any particular area and the need to comply with them. Driving/riding to the conditions, particularly in bad weather and on congested roads, is an important skill to gain.

Engineering: consideration should be given to undertaking a National Speed Management Review that would look at what appropriate speeds mean in a Scottish context.

Enforcement: traditional use of road policing for speed enforcement and fixed and mobile safety cameras will also form part of this strategic action. Continuing to embrace new technology and opportunities, such as processing dashcam footage will also be key to achieving success.

2) **Climate: we will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.**

In relation to climate change adaptation, road users will need to gain the knowledge, skills and experience required under extreme weather conditions to become safe and responsible.

Employers and employees should be encouraged to apply the '[Severe weather: fair work charter](#)' in order to mitigate road safety risk within their organisations.

By smoothing traffic flow, good speed management has the potential to reduce emissions and improve air quality. As far as promoting greener, cleaner choices is concerned, the new Framework consistently applies the Travel Hierarchy to road safety matters.

3) **Funding and Resourcing: we will consider how funding streams can be improved for national road safety delivery.**

Consideration could be given to the development of a national Road Safety Improvement Fund to help road authorities meet the challenging 2030 road casualty reduction targets. Road policing should also remain a key priority for Police Scotland. All road safety partners must become smarter at pooling resources from different budget holders to align outcomes and help achieve better road safety performance at all levels.

4) **Change in Attitudes and Behaviour: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviours for the safety of themselves and others.**

Implementing a national conversation on road safety will encourage greater personal responsibility and a change in perception which, ultimately, should lead to a transformation of the road safety culture. The over-riding priority is to highlight the

impact of road casualties on communities and the costs to everyday people and their families; while also important to the economy, the emphasis should not simply be about the inconvenience of road closures and delays.

Potential activity could include celebrity/online-influencer input; a road safety week with planned events; an online knowledge portal; social media campaigns; and competitions for children and their parents/carers.

5) Technology: we will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.

As technology is rolled out in vehicles, as part of the infrastructure, or directly to road users, it will be very important to monitor the delivery of Scotland's CAV (Connected and Autonomous Vehicles) roadmap and to research and evaluate the impact, both positive or negative, of these features on road safety, particularly around the distracting effects of the latest Human Machine Interface technology.

6) Active and Sustainable Travel: we will ensure road safety remains a key focus of active and sustainable travel in Scotland.

The current push towards more active and sustainable travel needs to consider road safety issues and outcomes from the initial concept/design phase. In addition, active travel initiatives will have to support tackling the so-called 'safety in numbers' effect.

Active and sustainable travel contributes to better place-making which, in turn, contributes to safer places, including from a road safety perspective.

7) Knowledge and Data Analysis: we will ensure our actions are evidence-led to support the delivery of the Safe System.

Embedding the Safe system means any road safety initiatives under each of the five pillars are backed up by evidence and then fully-evaluated, not only in terms of success in delivery, but also the longer-term success of their road safety outcomes. We need to ensure we can access and harness data from a variety of sources, be it academic research, the motor insurance industry, vehicle manufacturers (through telematics), or technology companies (through mobile phone data, etc.). This will enhance road safety outcomes.

8) Enforcement: we will optimise enforcement to encourage good road user behaviour to support the Safe System.

Enforcement of the rules of the road, including random testing, spreads across most of the five pillars of the Safe System.

Safe road use, such as: seatbelt and speed limit compliance; driving unimpaired by drugs and/or alcohol; and the maintenance of a safe fleet through the MOT regime and insurance checks should contribute to safer roads. The presence, and/or threat, of enforcement, combined with suitable road user education is essential to deter people from taking risks.

Enforcement methods should also embrace emerging technology which would make it smarter.

9) Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

Systematic cross-referencing of casualty data from STATS 19 and health (in terms of hospital admissions data) will provide a clearer overall picture of road collisions in Scotland. In addition, pooling road safety and health resources together at national and local level should realise more benefits than would have been achieved using the same resources separately. It should be better value for money to prevent casualties in the first instance, thus saving health resources which could be re-directed to caring for other patients, rather than treating road casualties. This situation occurred during lockdown when everything was done to avoid overwhelming the NHS with other than Covid-19 related patients.

10) Education: we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users.

Education is critical to position road safety as a lifelong-learning process. Given the importance of early years, it is vital that learning starts at an early age.

We will ensure Curriculum for Excellence allows appropriate time for road safety education. At the same time, we will ensure road users will have access to resources to learn - their road safety knowledge will be enhanced and they can be exposed to risk in a controlled environment - to improve their experience, and their behaviour, to demonstrate positive road safety attitudes and behaviours throughout their lives.

Our Targets

Interim Targets to 2030

- 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



Intermediate Outcome Targets

- Percentage reduction in pedestrians killed or seriously injured
- Percentage reduction in cyclists killed or seriously injured
- Percentage reduction in motorcyclists killed or seriously injured
- Percentage reduction in road users aged 70 and over killed or seriously injured
- Percentage reduction in road users aged between 17 to 25 killed or seriously injured
- Percentage of motorists driving/riding within the posted speed limit



Key Performance Indicators

- Percentage of motorists driving within the speed limit
- Percentage of drivers not distracted by a handheld mobile phone/Sat Nav or in-car entertainment system
- Percentage of vehicle occupants wearing a seatbelt or child restraint system correctly
- Percentage of riders of powered two wheelers and bicycles wearing a protective helmet
- Percentage of drivers/riders driving within the legal limit for alcohol or specified drugs
- Percentage of distance driven over roads with a casualty rate below an appropriate threshold
- Percentage of new passenger cars with a EuroNCAP safety rating equal or above a predefined threshold
- Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services



Report

6

Report to:	Roads Safety Forum
Date of Meeting:	17 November 2020
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Car Free School Zones Pilot (CFSZs)
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ outline the progress to date with regards to proposed Car Free School Zones (CFSZs) Pilot and support the recommendations

2. Recommendation(s)

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

- (1) that the content of the report be noted and;
- (2) that the recommendations detailed at paragraph 5 be supported as the agreed position of the Forum.

3. Background

3.1. The Road Safety Forum meeting of 8 August 2019 agreed the following 3 sites to be taken forward for consultation as part of the Car Free School Zones Pilot Initiative:-

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

Plans of the zone areas are provided in Appendix 1.

3.2. Since then, the Covid-19 pandemic has taken hold and as a direct consequence of this the Scottish Government have put in place funding to assist with social distancing messaging and measures where there is high pedestrian activity at points on the road network that are constrained. A paper on active travel studies was presented to the Community and Enterprise Resources Committee on 15 September 2020 which detailed several initiatives.

3.3. One of these was the Spaces for People initiative where one of these projects will introduce measures outside schools to provide social distancing and active travel messages as well providing an environment outside schools where this can take place. A phased implementation of measures have been identified with the extension of the car free zone project a possible later phase. To date, social distance and active travel banners with associated signing and footway markings have been provided at all schools and a second next phase of measures, mandatory 20mph speed limits outside approximately 90 schools, will be implemented. It is anticipated that gateway signing and carriageway signing will be programmed for

implementation early in 2020. A paper detailing the initiative will be presented to a future Road Safety Forum.

- 3.4. The car free zone proposals were advertised on the Council's website which included a link to a consultation survey. This survey was open from 7 November 2019 to 13 December 2019. Letters were sent to residents that would require access to the zone areas. Schools were requested to also send a similar letter to all parents with the same information. These included details of an Information Event.
- 3.5. Information events were held on 20 November 2019 at Burnside Primary School, 25 November 2019 at St. Joseph's Primary School and on the 26 November 2019 at St. Anthony's Primary School (including Loch Primary School Parents and Staff).
- 3.6. A summary of the consultation results for each proposed zone is given in Appendix 2.
- 3.7. When asked, "To what extent they believed that parking is an issue at school times?" the respective responses were:-
 - ◆ Burnside Primary School – 56% thought there were significant difficulties
 - ◆ St. Joseph's Primary School – 75% thought there were significant difficulties
 - ◆ Loch/St. Anthony's Primary Schools – 37% thought there were some difficulty, with 29% saying there were rarely difficulties
- 3.8. When asked, "To what extent did they agree that measures are required to improve road safety around the school?" the respective responses were:-
 - ◆ Burnside Primary School – 92% either agreed, or strongly agreed
 - ◆ St. Joseph's Primary School – 90% either agreed, or strongly agreed
 - ◆ Loch/St Anthony's Primary Schools – 55% either agreed, or strongly agreed
- 3.9. A summary of all survey comments, with the number of times each comment was cited, is provided in Appendix 3.
- 3.10. Consultation with Police Scotland showed support for the initiative, but they advised that they could not guarantee a presence every day. They would however look at providing a suitable presence on the first few days of implementing each CFSZ to get parents used to the new restrictions and at other times, as required.

4. Options to be considered

- 4.1. Feedback received during the consultation period shows mixed feelings towards the CFSZ proposals. The Burnside Primary School zone received strong support for implementation, the St. Joseph's Primary School zone a split opinion and the Loch/St Anthony's Primary School zone a strong opposition to the introduction of vehicular restrictions.
- 4.2. In view of the above the following options have been considered:-
 - ◆ Option 1 – Do not implement the CFSZs at this time and consider what additional work can be done to gain the support of parents/residents.
 - ◆ Option 2 – Implement all sites for the experimental period and evaluate post implementation.

- ◆ Option 3 – In accordance with the survey results, implement Burnside Primary School Zone, delay the St. Joseph's Primary School Zone to work with the school/parents to gain support and consult with Asda over using their car park as an alternative park and Stride site, and do not implement the Loch/St. Anthony's Primary Schools Zone and work with the school/parents to identify other measures, or what is required to gain their support.
- ◆ Option 4 – Implement the zones at Burnside and St. Joseph's Primary Schools and do not implement the Loch/ St. Anthony's Primary School zone for now, but provide the Park and Stride site on East Kilbride Road as some suggest, to encourage its use and monitor its effect, and reconsider a Car Free Zone in the future.
- ◆ Option 5 – Implement the zones at Burnside and St. Joseph's Primary Schools, and do not implement the scheme at Loch/ St Anthony's Primary Schools but liaise further with the schools/parents to identify other measures, or what is required to gain their support.

5. Recommendations

- 5.1. Option 5 is considered the best option to progress as this will allow the implementation of the zones at 2 locations while entering further discussions with both Loch/St Anthony's Primary Schools in recognition of the feedback received.
- 5.2. Although the consultation for St Joseph's Primary School was split with approximately half of respondents in favour of the proposal and half against, there was a very small number of respondents compared to letters distributed and attendance at the Information Event.
- 5.3. The following categories are proposed to be eligible to apply for permits/exemption from the scheme:-

Permits: Residents within the zone
 Local businesses within the zone
 Blue Badge Holders
 Contract School Buses and Taxis
 School Staff (for access to Car Park only)

Exempt: Emergency Services

6. Next Steps

- 6.1. Liaison will take place with Head Teachers and Education Resources to communicate the decisions agreed for each proposed CFSZ.
- 6.2. Elected Members within each relevant ward and Parent Councils will be advised of the proposals. These will also be advertised to the public on the Council website and social media platforms.
- 6.3. Draft Experimental Traffic Regulation Orders will be amended and progressed with a view to implementing the agreed CFSZs early in 2021. The current Covid-19 situation may affect our proposed timelines, and these will be kept under review.

- 6.4. Letters will be sent to the affected residents with details of how to apply for an exemption permit once this system has been set up. Schools will also be informed of how staff and parents with blue badges can apply for a permit. Liaison will take place with Education Resources to inform school contract buses and taxis of the application process.
- 6.5. Liaison will take place with Police Scotland regarding their initial presence and enforcement at each CFSZ plus continued enforcement to ensure a good level of compliance is achieved.
- 6.6. The introduction of further CFSZs will be considered after determining the success and impact of the pilot zones implemented. A full evaluation process will be developed to allow the success of the pilot to be assessed.
- 7. Employee Implications**
 - 7.1 There are no significant employee implications associated with the recommendations in this report as this work will be undertaken by existing employees.
- 8. Financial Implications**
 - 8.1. Costs associated with the introduction of CSFZs will be met from the Scottish Government Grant: Cycling, Walking and Safer Routes.
- 9. Climate Change, Sustainability and Environmental Implications**
 - 9.1. It is anticipated that the proposed scheme will have a positive impact on the environment as the number of car journeys are expected to decrease. There is also the likelihood of less vehicles idling as parents and carers will leave the car and walk to meet their child. Schemes which promote active and sustainable travel have a positive impact on the environment by reducing reliance on private vehicles, supporting South Lanarkshire's Sustainable Development and Climate Change Strategy. Air Quality monitoring of the sites will also be progressed.
- 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.
 - 11.2. Feedback from the consultation exercise undertaken has been provided in Appendices 2 and 3.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

22 October 2020

Link(s) to Council Values/Ambitions/Objectives

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

Previous References

- ◆ Road Safety Forum, 8 August 2019

List of Background Papers

- ◆ None

Contact for Further Information

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

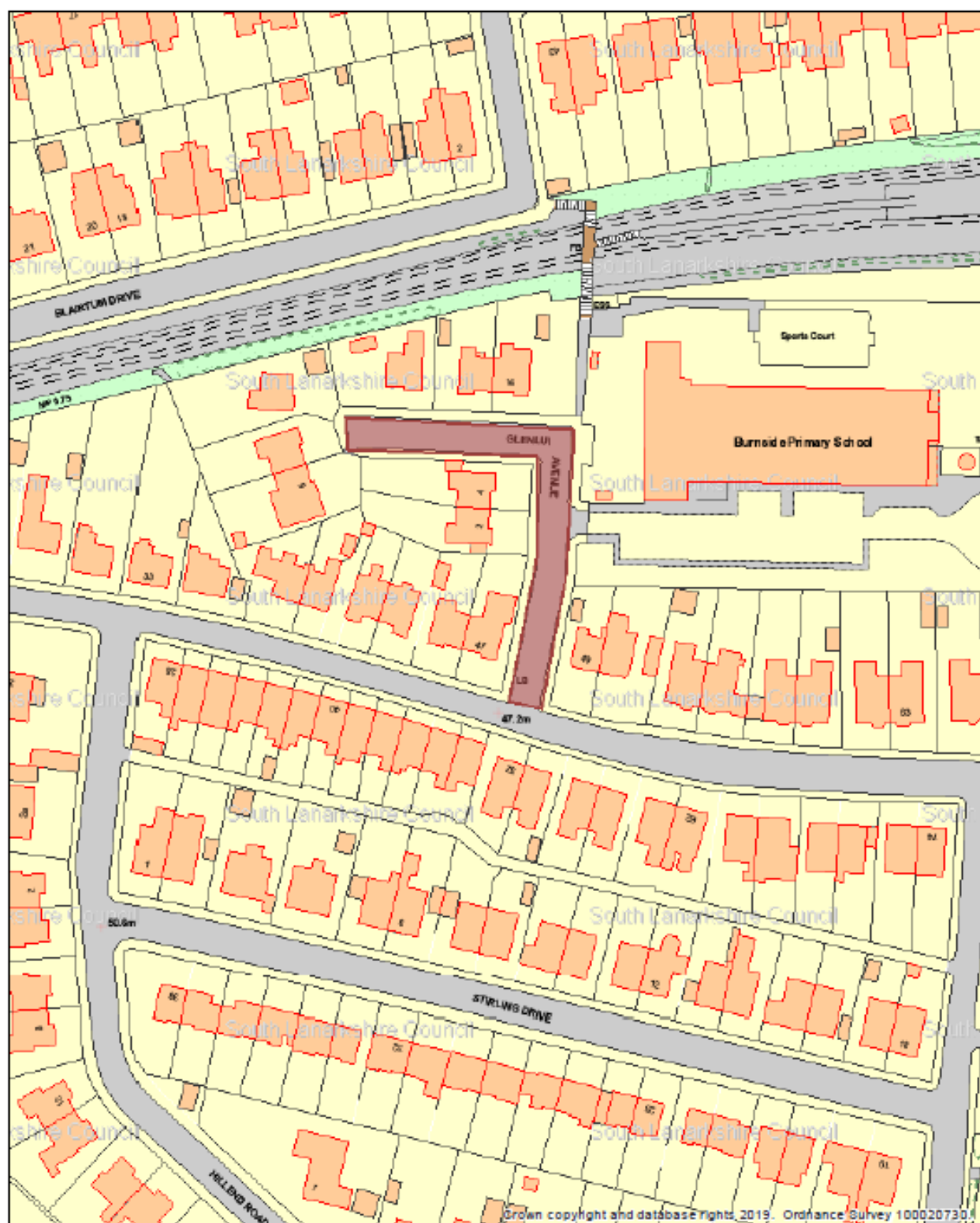
Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3757 (Tel: 01698 453757)

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

Appendix 1 – Zone Plans

Burnside Primary School



(c) Crown Copyright and database rights 2019. Ordnance Survey Licence number 100020730.

Title: Glenlui Avenue, Rutherglen

Notes: Proposed Car Free Zone
(08:00 - 09:15 and 14:30 - 15:30)



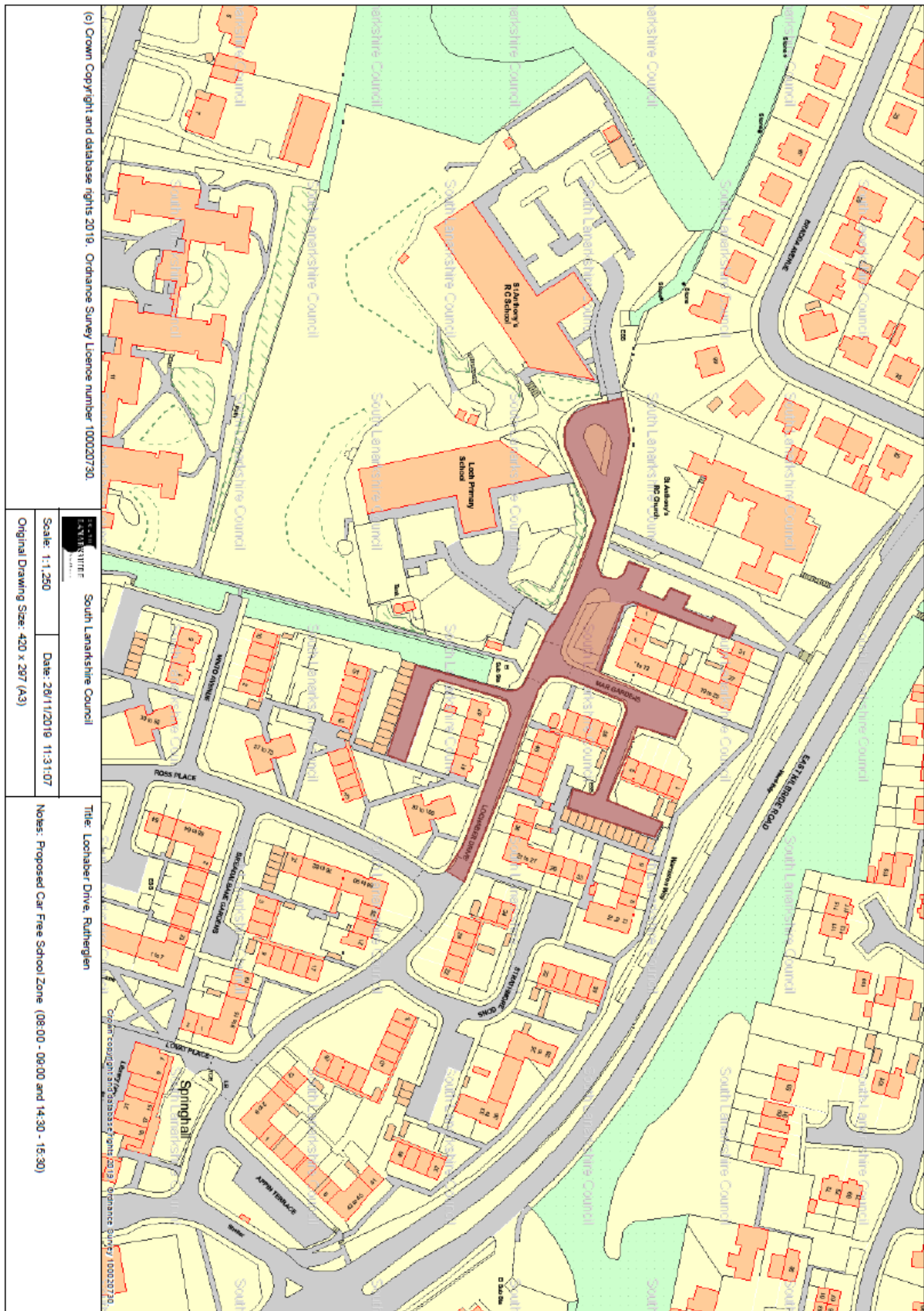
South Lanarkshire Council

Scale 1:1,250

21/08/2019 10:01:50

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

Loch/ St. Anthony's Primary Schools



St. Joseph's Primary School



(c) Crown Copyright and database rights 2019. Ordnance Survey Licence number 100020730.

Title: Park Lane, Blantyre



South Lanarkshire Council

Notes: Proposed Car Free Zone
(08:00 - 09:00 and 14:30 - 15:30)

Scale 1:1,250

27/08/2019 09:46:38

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

Car Free Zone Consultation November 2019

Summary of Consultation Feedback

Burnside Primary School –

59 resident letters sent.

104 respondents with 81% agreeing or strongly agreeing to the proposal.

Most comments left, with 22 for each point:-

Agree with Scheme

Scheme should be extended to include other streets

St. Joseph's Primary School –

117 resident letters sent.

Just 20 respondents with a 50/50 split on agreeing/disagreeing with the proposal

Most comments left, with 5:-

Other options should be considered

Loch/St. Anthony's Primary Schools –

93 resident letters sent.

90 respondents with 75% disagreeing with the proposal

Most comments left, with 22:-

Working parents don't have the extra time required to walk the extra distances

The next highest comment, with 16 was:-

Disagree with the scheme

In addition the Parent Council for St. Anthony's Primary has specifically requested to be withdrawn from the pilot scheme.

Appendix 3 - Summary of all Consultation Comments

- Problem will move elsewhere – 40
- Agree with scheme – 29
- Working parents do not have the extra time required – 26
- Times of operation should be altered - 22
- Disagree with scheme – 19
- Other options should be considered – 17
- Needs more Police presence – 15
- Should be extended to other streets – 15
- Children cannot walk unaccompanied – 11
- Physically infirm cannot manage the extra distance - 11
- Needs more parking enforcement – 11
- Proposed drop off has inadequate spaces – 9
- Makes the situation more dangerous – 8
- Parking is not an issue – 8
- Other areas are more of a problem 8
- Create a one way road through road to East Kilbride Road – 7
- Who will supervise Children if they are dropped off early? – 6
- Pavements/Roads need gritting in winter – 5
- It is the residents that cause the issues – 5
- Stranger Danger – 5
- Should be able to drop off in the school car park – 5
- Stagger finishing times to ease congestion – 4
- Double standards for Pupils and Teachers – 4
- Insufficient parking in the area – 3
- Proposed route from the drop off is unsuitable – 3
- It is just penalising parents who have to drive – 3
- School staff should be exempt – 3
- Cars idling are an issue – 3
- There should be a school bus from the park and stride site – 2
- East Kilbride Road drop off should be introduced first – 2
- Needs a School Crossing Patroller - 2
- Inappropriate vehicles for the street – 2
- Taxis are an issue and should not be exempt – 2
- Proposed drop off eats into public green space – 1
- Could a walking bus be introduced? – 1
- The only usable car park is within the zone – 1
- Improve residents parking facilities to get them off the road – 1
- Unclear on proposal – 1
- Taxis should be allowed access – 1
- Medication is required to be dropped off at school – 1
- Wish to opt out – 1
- SCP in the wrong place – 1
- Residents should not be disadvantaged – 1
- Won't stop persistent offenders – 1
- The residents choose where to live and should put up with it – 1
- Should not allow placements so far from the school – 1
- Too bureaucratic to administer permits – 1
- Overgrown hedges/vegetation narrow footways – 1

Report

7

Report to: **Roads Safety Forum**
 Date of Meeting: **17 November 2020**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Child Pedestrian Road Safety Training Scheme**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Forum of the Child Pedestrian Road Safety Training Scheme within South Lanarkshire

2. Recommendation(s)

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

- (1) that the content of the report be noted and future child pedestrian road safety training activity in South Lanarkshire be supported.

3. Background

- 3.1. The Child Pedestrian Road Safety Training Scheme, formerly known as Kerbcraft, is a practical on-road training scheme for children aged 5 to 6. This is offered to 15 schools in South Lanarkshire.
- 3.2. Initially introduced by the Scottish Government with support from the Department for Transport, it was started in South Lanarkshire in 2004 within 13 schools in the former Hamilton and Blantyre Social Inclusion Partnership (SIP) areas. Funding was received from 2004 to 2007 to deliver this scheme targeting areas of deprivation where children are identified more at risk of being injured in a road traffic collision.
- 3.3. Due to the effects of the change from Social Inclusion Partnership Areas (SIPs) to the Scottish Index of Multiple Deprivation (SIMDs), a review of the most deprived areas in South Lanarkshire was undertaken and compared to initial school participation. Additional consideration was also given to Local Outcome Improvement Plan areas (LOIPs) and reported road traffic accidents involving primary aged pupils to ascertain any new area of focus or change of priorities.
- 3.4. From this exercise, it was concluded that currently participating schools will continue to be offered the training with a further 2 joining from August 2019 bringing the school total to 15. This will be kept under review with schools being added and removed where changing priorities are identified. This will be based predominantly on levels of deprivation and instances of reported road traffic accidents involving primary aged children.

- 3.5. The initial Kerbcraft model was a 12 week training programme. For all schools participating within the training programme, the number of training weeks has been reduced from 12 to 6 with the future proposal that the scheme becomes predominately school led following the training of parents/teachers with ongoing assistance and support given to schools. As the Kerbcraft model has been altered, the scheme is now known as the Child Pedestrian Road Safety Training Scheme.
- 3.6. The Child Pedestrian Road Safety Training Scheme is a progressive training programme. Starting with the foundation of choosing safer routes to cross, learning a strategy to cross safely between parked cars (only when there is no other option) and finishing with learning about the different types of junctions. The combination of starting locations, destinations and the practising of crossing safely ensures that the safe crossing strategies are delivered and understood.
- 3.7. Children are encouraged to work in a group along with and under the guidance of an adult helper to discuss safe and unsafe places to cross the road, concluding with an understanding of the safest outcome.
- 3.8. Communication is an important skill with pupils working in small groups with an adult to discuss ideas and solutions to the safer crossing practices. With the training taking place outside the school grounds, children are encouraged to discuss what they have learnt in class and at home. The practical training is supported by 'The Journey' which is a fun and eye-catching activity book covering road safety messages for this age group.
- 3.9. The Traffic and Transportation Section's School Travel Plan Co-ordinator organises and delivers the Child Pedestrian Training Scheme.

4. Training Information

- 4.1. The dates provided below seem some time ago, however, the reporting of this initiative was delayed due to the impact of Covid-19.
- 4.2. The 7 schools that completed the training scheme between January – Summer holidays 2019 were as follows:-

<i>School</i>	<i>Number of pupils and stage</i>	<i>Number of helpers</i>
Auchinraith Primary School	42 Primary 2 pupils	3 helpers + school staff
Beckford Primary School	17 Primary 1 pupils	4 helpers + school staff
Glenlee Primary School	45 Primary 2 pupils	1 helper
Hamilton School for the Deaf	3 Primary 2 pupils	School staff
St. Blane's Primary School	25 Primary 1 pupils	1 helper
St. John's Primary School, Hamilton	38 Primary 2 pupils	1 helper
Udston Primary School	42 Primary 2 pupils	3 helpers

- 4.3. The 7 schools that completed the training scheme between August – December 2019 were as follows:-

<i>School</i>	<i>Number of pupils and stage</i>	<i>Number of helpers</i>
St. Cadoc's Primary School	21 Primary 2 pupils	1 helper + school staff
High Blantyre Primary School	26 Primary 2 pupils	5 helpers
St. Cuthbert's Primary School	39 Primary 2 pupils	5 helpers + school staff
St. Joseph's Primary School	38 Primary 2 pupils	2 helpers
St. Ninian's Primary School	35 Primary 2 pupils	1 helper
St. Paul's Primary School	18 Primary 1 pupils	School staff
Townhill Primary School	45 Primary 2 pupils	3 helpers + school staff

- 4.4. In January 2020, the programme recommenced, continuing and revisiting the schools that participated between January and Summer 2019 with the addition of Cairns Primary School for their first involvement within the programme. Six out of the eight schools were scheduled to take part before the end of term 2020.
- 4.5. Due to school closures in March 2020 resulting from Covid-19, several schools have been unable to complete their training. 2 schools were scheduled to commence pupil training after the Easter break and were therefore unable to do so.
- 4.6. All educational establishments reopened fully in August 2020. As a result of guidance provided by Education Resource regarding the requirements for physical distancing, practical school training and events have been suspended.
- 4.7. For those schools that were due to participate in the training scheme this term, an activity booklet entitled "The Journey" will be sent to the school for pupils which can be used in class or as a home working project. Teachers will also receive road safety initiative information that will help support classroom activities and link with Curriculum for Excellence. Further guidance is awaited with regards to when training can resume. Schools will be contacted on an individual basis to discuss their training options and an invitation to complete or start pupil training when it is appropriate.

5 Employee Implications

- 5.1. The Child Pedestrian Road Safety Training Scheme is co-ordinated by the School Travel Plan Co-ordinator which normally accounts for 75% of the officer's time.

6 Financial Implications

- 6.1. Promotional items to support the scheme for both children and volunteers were provided and funded by Road Safety Scotland. 'The Journey' booklet was introduced to support and reinforce on road, classroom and home learning and was funded by the Council's Revenue Budget.

7 Climate Change, Sustainability and Environmental Implications

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

8 Other Implications

- 8.1. Risk assessment of the routes are undertaken by the School Travel Plan Co-ordinator prior to training commencing. A dynamic risk assessment is carried out before and during training as well as a site specific Risk Assessment in place for each participating school.

9. Equality Impact Assessment and Consultation Arrangements

- 9.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.
- 9.2. A consultation of the scheme takes place at the end of every training block with Head Teacher, volunteers, parents, and pupils to gain feedback and comments.
- 9.3. Survey results for the training detailed within this report show the following main findings:-
- ◆ All schools that undertook training stated that the children gained valuable road safety knowledge.
 - ◆ 100% of volunteers that took part in the scheme thought that the Child Pedestrian Road Safety Training Scheme was a worthwhile initiative for them to participate in.
 - ◆ Parents were asked if they felt the Child Pedestrian Road Safety Training Scheme was worthwhile for their child to participate in with 100% of those responding stating that it was.
 - ◆ 94% of children responding to the survey selected that they enjoyed their Child Pedestrian Road Safety Training Scheme.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

22 October 2020

Link(s) to Council Values/Ambitions/Objectives

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

Previous References

- ◆ Road Safety Forum, 12 March 2019

List of Background Papers

- ◆ None

Contact for Further Information

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

Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3757 (Tel: 01698 453757)

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

Report

8

Report to: **Roads Safety Forum**
 Date of Meeting: **17 November 2020**
 Report by: **Executive Director (Community and Enterprise Resources)**

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

1. Purpose of Report

1.1. The purpose of the report is to:-

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

2. Recommendation(s)

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

- (1) that the content of the report be noted and future road safety education, training and publicity activity in South Lanarkshire is supported.

3. Background

3.1. Junior Road Safety Officer Scheme – All Together for Road Safety

3.1.1. The Junior Road Safety Officer Scheme is offered to all Primary, Private and ASN schools with one or two Primary 6 or Primary 7 pupils undertaking the role.

3.1.2. All the resources required are posted to schools as they register and regular updates and information is sent out to schools. JROS's receive a personal organiser, including a badge, notebook and a pen as well as some prizes for the year ahead.

3.1.3. Junior Road Safety Officers have an important job with the aim to encourage peer learning and promote partnership working. Junior Road Safety Officers are asked to promote road safety in their school through having a notice board and updating this to reflect the different seasons, running competitions and talking at assemblies which links to various aspects of the Curriculum for Excellence.

3.1.4. 105 schools participated in the Junior Road Safety Officer Scheme during academic year 2019/2020 with a total of 246 JRSO's in place supported by 111 JRSO Coordinators.

3.1.5. A JRSO Open Day was held on 24 September 2019 at Chatelherault Country Park. The Council and external partners in road safety and sustainable travel provided indoor and outdoor activities and information for newly appointed JRSO's and their adult helpers. In attendance were Police Scotland, Strathclyde Fire and Rescue, Safety Camera Unit West, Fun and Fit Bike, Gist Logistics, Sustrans, Living Streets and an Environmental Health Officer.

- 3.1.6. Schools were contacted at the start of academic session 2020/2021 with an invite to participate within the JRSO scheme and to appoint new JRSO's. A JRSO Open Day had been scheduled for 1 September 2020, however, this had to be cancelled due to the Covid-19 pandemic.
- 3.1.7. 53 schools replied to the JRSO invitation with 51 being able to take part. Despite the pandemic we were still able to allocate resources to schools for the newly appointed Junior Road Safety Officers, including the JRSO Notebook, a badge, lanyard, pen, stickers and a selection of prizes. A 'Be Bright' poster and graphics have been designed by South Lanarkshire Council PR department and this was distributed to the JRSO's prior to the clocks changing at the end of October.
- 3.1.8 JRSO's can use the poster and graphics to organise and publicise a 'wear something bright/fluorescent or reflective' themed day to highlight the importance of being safe and being seen near the roads, especially at this time of year. Information and activity ideas will also be included for JRSO's to support their plans and ongoing support will be provided throughout the academic year.

3.2. Calendar Competition

- 3.2.1. 71 schools throughout South Lanarkshire took part in the 2019 competition. Teachers were asked to send in the best 5 entries in each year category from their school, resulting in 1903 entries to South Lanarkshire Council's Traffic and Transportation Section.
- 3.2.2. Primary 1 and 2 pupils' designs had to be based on 'a safe place to cross' for P3/4 the theme was 'travelling safely in the car', for P5/6 it was 'being a safe cyclist/pedestrian', for P7 it was 'parking safely near schools' and for secondary pupils it was 'peer pressure and road safety'.
- 3.2.3. The winners of each individual section were also rewarded for their designs and highly commended certificates issued to pupils whose artwork or road safety messaging stood out.
- 3.2.4. The overall winner was Iqra Bashir of Fernhill School, Rutherglen for her clever design 'distracted'. This artwork features on the 2020 calendar which was distributed to schools, Council offices and partner organisations.
- 3.2.5. An invite to the 2020 competition was issued to all schools at the start of academic year 2020/2021 with an entry closing date extended to the 9 October 2020. All entries are currently being counted and considered until the top 5 have been reached in each category. The top 5 will be taken forward to the final judging, when the overall winner will be chosen. It is expected that winners will be announced at today's Forum having been judged online already.

3.3. Go Safe with Ziggy

- 3.3.1. 'Go Safe with Ziggy!' is Scotland's road safety learning resource for early level learning developed by Road Safety Scotland with all the materials available for all children, parents / carer and educators in Scotland online and offline.
- 3.3.2. This resource includes the provision of storybooks for home. Early Learning and Childcare centres and primary 1 classes are invited to order the little books for children to take home on an annual basis, plus order any additional books required throughout the year.

3.3.3 Teaching packs in a Big Book format set containing the Ziggy stories are available for Early Learning Childcare Centres and Primary 1 classes (with further copies available on request. This is also available for any community setting where parents/carers attend with their young children.

3.3.4. The 7 storybooks for home are detailed below and can be ordered in English or Gaelic for children within the establishment:-

- ◆ Ziggy and the Lollipop
 - crossing the road safely with a lollipop person
- ◆ Ziggy's Halloween Wish
 - looking for traffic and being seen at night
- ◆ Ziggy Visits Granny
 - a winter visit to the countryside looking at rural road safety
- ◆ Ziggy Goes Zab-A-Ding-A-Wee
 - it's springtime, time to play and cycle safely
- ◆ Ziggy's Sunny Holiday
 - road safety at summer holiday time
- ◆ Ziggy and Maggie Start School
 - road safety and the transition to primary school
- ◆ Ziggy's Sports Day
 - parental behaviour in the car and the impact it can have on children

3.3.5 For Primary 1 classes, an order form for the book 'Ziggy's Sports Day' was sent to schools at the end of February 2020.

3.3.6. An order form was issued to all Early Learning and Childcare Centres for the remaining six books for home during late August/September 2020. These complement any classwork and helps maintain the link between home and school while covering a range of road safety topics.

3.3.7 Supporting on-line learning activities can be found at:-
<https://roadsafety.scot/learning/early/go-safe-with-ziggy/>

3.4. Good Egg Digital Portal

3.4.1. Good Egg Safety has made its award-winning road safety publications available as digital 'flip books' in a move to increase the number of families and road users that can be reached with this vital information.

3.4.2. There are 6 Good Egg Guides:-

- ◆ child car seat safety
- ◆ new/young drivers
- ◆ parents of new drivers
- ◆ older road users
- ◆ cycling for families
- ◆ riders (powered two wheelers)

- 3.4.3. The digital flip books enable users to click a link and view any of the guides on their computer, tablet or smartphone, flipping page by page in a similar manner to a physical copy. This reduces the need for printed guides as these can now be accessed digitally instead, therefore, reducing overall costs in both purchasing and distribution. This potentially allows a far greater audience size beyond that of traditional leaflet provision.
- 3.4.4. A 2 year licence has been funded by South Lanarkshire's Community Safety Partnership to allow unrestricted access to the guides which is facilitated through a unique South Lanarkshire Council Good Egg Guide digital landing page. The link to this can be distributed via email, online or in person and the guides are updated in real time to reflect any important legislative changes or events as they happen.
- 3.4.5. Promotional flyers have been produced which can be provided at events, within mailings and to partner organisations. Links to the portal can be contained within various forms of communications either physical or digital. The Good Egg Digital Portal can be accessed from the website below:-
<http://southlanarkshire.goodeggsafety.com/>
- 3.4.6. All secondary schools were contacted and asked to promote the 'new/young driver' guide to relevant pupils within their establishment. In tandem, secondary school Parent Councils were contacted with a link to the 'parents of new drivers' provided in order for this to be supplied to the wider parent community. All early years, nursery and primary establishments were contacted with information on how to access the 'child in-car safety' resource and the 'older road users' guide was highlighted to Seniors Together. Further ways to promote these guides will continue to be sought.

3.5. Country Road Safety Campaign

- 3.5.1. A national social media campaign was launched by Road Safety Scotland and promoted locally across the Council's social media channels.
- 3.5.2. The Country Roads campaign aims to encourage drivers to slow down and prepare for the unexpected on country roads, in a bid to help reduce the number of fatalities. Initially launched in 2018 and ran again during February and March 2020, this has proven successful in engaging with the core audience - primarily male drivers aged 22-29 via social and digital media. This includes a thought-provoking, immersive film, which uses 360 degree technology to position the viewer as a driver in a car to highlight many of the unexpected hazards on country roads. National figures show that country roads account for approximately 60% of deaths on Scotland's roads.

3.6. Driver Fatigue Campaign – Scottish Government and Road Safety Scotland

- 3.6.1. In August 2020, the Scottish Government and Road Safety Scotland launched its Driver Fatigue Campaign, providing an information toolkit with a clear message for all drivers – Driving Tired kills.
- 3.6.2. Working with Scotland's emergency services, as well as a work place fatigue expert, a number of powerful films were made to highlight the devastating consequences of fatigue related collisions. 50 people each year are killed or seriously injured in Scotland due to fatigue being a contributory crash factor.

3.6.3. The advert features a striking close up of a tired driver's eye with the road ahead being reflected on it. After taking a long blink, the road reappears in the eye, however, the car drift towards the center of the road and the eye droops further and remains closed, resulting in a head on collision with another car. Advertising campaigns on television and radio as well as social media platforms has helped to raise awareness. This has been supported locally on the Council's social media channels.

3.7 Give Cycle Space – Cycling Scotland

3.7.1 Cycling Scotland have launched their national safety campaign, Give Cycle Space. The campaign aims to make people who drive dangerously or carelessly around people on bikes aware of the potential legal consequences of their actions. In July, television and social media platforms, radio and bus back adverts were used to show an advert demonstrating how it feels to be closely passes and increase awareness of the legal consequences for people driving too closely to a cyclist.

3.7.2 More than a third (36%) of people living in Scotland don't always leave 1.5 metres when overtaking a cyclist. Every week in Scotland, at least 3 people suffer serious, life changing injuries, usually from a collision with a vehicle. 64% of people don't know they could get 3 points on their licence for driving too close to someone cycling on Scotland's roads (a nine per cent improvement since last year).

3.7.3 The Give Cycle Space campaign was supported by Police Scotland and within the Council's social media channels.

3.8. In Town Slow Down Vulnerable Road Users – Scottish Government and Road Safety Scotland

3.8.1. Summer saw the launch of the vulnerable road users 'In Town Slow Down' campaign by the Scottish Government and Road Safety Scotland. The aims are to remind drivers to consider other road users, particularly pedestrians and cyclists and to adopt the safest road position, driving at an appropriate speed in built up areas.

3.8.2. You are 7 times more likely to kill a pedestrian if you hit them at 30mph rather than 20mph. The coronavirus pandemic has created an entirely new landscape on our roads with more pedestrians and cyclists in their local area with varying levels of experience. The Council has supported this locally via social media.

3.9. Augmented Reality Resources

3.9.1. 'ARILITY' is an augmented reality road safety resource which has been made available to members of Road Safety GB. Augmented reality is a software application that integrates digital visual content into the user's real-world environment. This tablet-based resource brings animated road scenes into the classroom, giving young children (aged 4 – 11) the opportunity to learn vital life skills in a safe a fun way.

3.9.2. There are 3 short AR experiences for ages 4-6 years ('cross or wait', 'ball rolling' and 'which door') and three for ages 7-11 years ('bus stoppers', 'can you see them' and 'bike or hike'). Each takes approximately five minutes to complete. Further information can be accessed from <https://arility.com/>

3.9.3. Supporting guidance documents and videos are available for supply directly to schools to encourage and enable them to download and use this resource.

3.9.4. Initial pilots conducted by Road Safety GB demonstrated that children and teachers alike really enjoy using this resource as it brings fascinating technology and vital safety education together into an enjoyable experience.

3.6.5. It is proposed that ARILITY will be piloted within a few South Lanarkshire schools to determine its ease of use as well as to identify any issues that are experienced prior to wider promotion. This was due to be arranged at the start of the new academic year but has been suspended until a more suitable time due to the impact of Covid-19. A full evaluation of the resource is being undertaken by Road Safety GB.

3.9.6. Road Safety West of Scotland have submitted a funding application to Transport Scotland for the development of an augmented reality resource. This road safety focussed resource would be for delivery within primary schools to cover core information such as the Green Cross Code and safer crossing places should grant funding be successful.

3.10. Cycle Friendly School Award

3.10.1. The Cycle Friendly School Award is a nationally recognised award scheme to celebrate and champion best practice in school cycling. Achieving a Cycle Friendly School Award is a great way of rewarding the school community for its commitment to cycling, and of bringing everyone together to develop cycling further.

3.10.2. Cycling Scotland assess schools for the award by considering how well the following criteria have been met:-

- ◆ Appoint a 'school cycling champion' who will coordinate activities and be the main point of contact during the awards process
- ◆ Provide cycle parking and changing facilities
- ◆ Create a school travel plan and identify safe cycling routes to school
- ◆ Deliver Bikeability Scotland cycle training
- ◆ Promote extra-curricular cycling to pupils and the wider school community
- ◆ Participate in promotional cycling activities, such as The Big Pedal, and other initiatives that promote cycling, such as the Eco-Schools award

3.10.3. When applying for the award, schools complete a self-assessment form against these criteria and are thereafter subject to a short assessment visit or phone assessment by Cycling Scotland. Following this assessment schools will be successful with the award application or be advised of actions to complete in order to achieve this.

3.10.4.23 South Lanarkshire schools have been awarded Cycle Friendly School status. This comprises of 4 secondary and 19 primary schools. Further Cycle Friendly School award information can be found here:

<https://www.cycling.scot/what-we-do/cycling-friendly>

3.11. Bikeability Scotland Cycle Training

3.11.1. All primary schools were invited to participate within Bikeability Scotland cycle training at the start of the 2019/2020 academic session and again at the start of the January 2020 term. Instructor training courses were made available to school staff, volunteers and any other interested parties in tandem with these invites.

3.11.2. Instructor training courses were delivered on 5 September 2019, 11 March and 12 March 2020 by Traffic and Transportation Officers. These practical courses involve candidates instructing, demonstrating and participating within a range of activities to UK National Standard for Cycle Training levels 1 and 2. Candidates are provided with the resources, knowledge and experience to deliver these programmes within the school setting.

3.11.3.36 candidates were successfully certified as Bikeability Scotland instructors on conclusion of these courses. This included an elected member, classroom teachers, school support staff and parent volunteers. South Lanarkshire Leisure and Culture staff also attended in order to support cycle training as part of a walking and cycling project they have programmed for Lanark. Work is also ongoing with Community Action Lanarkshire which has incorporated Bikeability training into their rural school active travel activity.

3.11.4. The majority of pupil training occurs during the months of March to June. The scheduled training during 2020 was unable to be started or completed due to school closures implemented in response to the Covid-19 pandemic. Following liaison with Education Resources it has been agreed that schools would not be contacted at the start of the 2020/2021 academic term. This will be kept under review.

3.11.5. Cycling Scotland are developing a new suite of Bikeability Scotland resources following an update to the UK National Standard for Cycle Training. It is anticipated that revised resources will be available for the start of 2021.

3.12. Bikebank

3.12.1. A small fleet of 24 bikes and helmets has been funded and procured by Cycling Scotland on behalf of South Lanarkshire Council. This was set up with the aim of supplying schools with a small quantity of bikes on a loan basis to address individual cases issue of pupil inclusion. It is not the aim of this 'Bikebank' to provide a fleet of bikes but rather to give opportunities to individual pupils where they may have been excluded due to issues such as not owning a bike or the bike has not been properly maintained.

3.12.2. The bikes are stored, insured and maintained by Healthy 'N' Happy Community Development Trust's Bike Town project and require to be booked in advance to ensure availability.

3.13. Gritter Naming Competition

3.13.1 Following the success of last year's school competition to name gritting vehicles, schools were contacted on 24 September 2020 to name another 8 vehicles within the gritting fleet. The closing date for the competition is 23 October 2020 with schools entering their best and most creative submissions.

4. Employee Implications

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

5. Financial Implications

5.1. Item 3.4 'Good Egg Digital Portal' was funded by South Lanarkshire Community Safety Partnership at a cost of £2,000. Item 3.12 'Bikebank' was funded by Cycling Scotland at a cost of £11,400. Other items associated with this report were funded by external partners or from the Council's Revenue Budget.

6. Climate Change, Sustainability and Environmental Implications

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

7. Other Implications

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

8. Equality Impact Assessment and Consultation Arrangements

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

Michael McGlynn

Executive Director (Community and Enterprise Resources)

22 October 2020

Link(s) to Council Values/Ambitions/Objectives

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

Previous References

- ◆ Roads Safety Forum 8 August 2019

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:-

Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3757 (Tel: 01698 453757)

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

Report

Report to:	Roads Safety Forum
Date of Meeting:	17 November 2020
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 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. National Road Safety Campaigns

4.1	Get Ready for Winter	24 October to 30 October 2020
	No Insurance	2 November to 9 November 2020
	Seat Belt Day of Action	11 November 2020
	BRAKE Road Safety Week	18 November to 24 November 2020
	Festive Drink Drive Campaign	1 December 2020 to 2 January 2021

Officers from the National Motorcycle Unit have been assisting Lanarkshire Division by patrolling the rural roads and educating motorcyclists regards government legislation. The four weekends of the Motorcycle Campaign ended on 30 September 2020.

5. Road Safety and Road Crime

5.1 From April to September 2020, the number of people killed, seriously injured and slightly injured have shown a decrease compared to the same period last year.

5.2 The number of detections for disqualified driving, driving licence and insurance offences have all increased compared to the same period last year. With the introduction of mobile devices, officers are now able to carry out Police National Computer (PNC) checks themselves. This has increased the capacity for officers to conduct more checks on vehicles and the driver.

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 risk implications 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.

Teri Flynn
Local Authority Liaison Officer
Police Scotland

27 October 2020

Contact for Further Information

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

Teri Flynn
Sergeant - Police Scotland
Police Liaison Officer
South Lanarkshire Council

Tel 01698 483008 - Police

Tel 01698 452257 - SLC

Mob 07341790306

E-mail teri.flynn@scotland.pnn.police.uk

SLC E-mail teri.flynn@southlanarkshire.gov.uk

Report

10

Report to: **Roads Safety Forum**
 Date of Meeting: **17 November 2020**
 Report by: **Executive Director (Finance and Corporate Resources)**

Subject: **Dates for Future Meetings**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise on the dates for future meetings of the Roads Safety Forum

2. Recommendation(s)

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

- (1) that the proposal to hold future meetings of the Roads Safety Forum in the Council Offices, Almada Street, Hamilton at 10.00am on the following dates be endorsed:-

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

3. Background

3.1. Future meeting dates for meetings of the Roads Safety Forum are scheduled in advance.

3.2. It is proposed, therefore, that future meetings of the Forum be held on:-

- ◆ Tuesday 9 February 2021 at 10.00am
- ◆ Tuesday 22 June 2021 at 10.00am
- ◆ Tuesday 30 November 2021 at 10.00am
- ◆ Tuesday 1 March 2022 at 10.00am

4. Employee Implications

4.1. There are no employee implications.

5. Financial Implications

5.1. There are no financial implications.

1. Climate Change, Sustainability and Environmental Implications

6.1. There are no implications for climate change, sustainability or the environment in terms of the information contained in this report.

7. Other Implications

- 7.1. There are no risks associated with this proposal.

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.
- 8.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Paul Manning

Executive Director (Finance and Corporate Resources)

27 October 2020

Link(s) to Council Values/Ambitions/Objectives

- ◆ Accountability, effective, efficient and transparent

Previous References

- ◆ None

List of Background Papers

- ◆ None

Contact for Further Information

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

contact:-Nicola Docherty, Administration Assistant

Ext: 4149 (Tel: 01698 454149)

E-mail: nicola.docherty@southlanarkshire.gov.uk