

ROADS SAFETY FORUM

Minutes of meeting held via Microsoft Teams on 30 November 2021

Chair:

Councillor Julia Marrs

Councillors Present:

Councillor Robert Brown, Councillor Margaret Cowie, Councillor Mark Horsham, Councillor Davie McLachlan, Councillor Margaret B Walker, Councillor Jared Wark

Councillors' Apologies:

Councillor Janine Calikes, Councillor Maureen Chalmers, Councillor Lynne Nailon, Councillor Collette Stevenson

Attending:

Community and Enterprise Resources

S Laird, Engineering Manager; C Smith, Engineering Officer

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

N Docherty, Administration Assistant; A Livingstone, Public Relations Officer; E A McGonigle, Administration Officer

Also Attending:

Scottish Fire and Rescue Service

B Adams, Watch Commander, Local Authority Liaison Officer

Police Scotland

PC T Hunter, Local Authority Liaison Officer Assistant

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 22 June 2021 were submitted for approval as a correct record.

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

3 Road Safety Framework to 2030

A report dated 12 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the Road Safety Framework to 2030.

Scotland's Road Safety Framework expired on 31 December 2020. On 25 February 2021, the Scottish Government, in partnership with the road safety community and key stakeholders, published 'Scotland's Road Safety Framework to 2030', the aim of which was 'for Scotland to have the best road safety performance in the world'. It outlined the ambitious and compelling long-term Vision Zero goal for road safety where there would be zero fatalities or serious injuries on Scotland's roads by 2050.

On 17 November 2020, the Forum considered the Scottish Government's consultation on Scotland's Road Safety Framework to 2030 and noted the key challenges and strategic actions within the Framework, much of which remained unchanged.

The Safe System approach was embedded in the Framework and Appendix 1 to the report outlined:-

- ◆ 5 layers of protection, which worked in harmony, to prevent death and serious injury through incremental, targeted improvements within a specified safety performance framework
- ◆ 5 strategic outcomes aligned to those 5 pillars

12 challenges had been identified which were making an impact now, or would in the near future, on road safety generally and, more particularly, on the new Framework. Those challenges had been mapped to the Safe System and aligned with the Scottish Government's policies, plans and strategies, as detailed in Appendix 2 to the report. To address those challenges, 12 overarching Strategic Actions had been identified, as detailed in Appendix 4 to the report.

The Safe System work was based on a performance framework with a hierarchy of targets, details of which were provided in Appendix 5 to the report. The following 4 Interim Outcome Targets to 2030 had been confirmed, based on a national 2014 to 2018 baseline:-

- ◆ 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

Information was given in Section 4.11 and Appendix 5 of the report, in relation to Intermediate Outcome Targets, most of which now had a percentage reduction set attached to them which would allow the performance of casualty figures for specific user groups to be tracked.

A review of progress towards the 4 Interim Outcome Targets to 2030 for South Lanarkshire would be presented to the Forum on an annual basis and include a breakdown of causation factors. This information would influence potential actions to be considered for all killed or seriously injured which included children, pedestrians, cyclists, motorcyclists, road users aged 70 and over and those aged between 17 to 25.

Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) aimed to reduce the number and severity of casualties within South Lanarkshire and contributed towards the achievement of the 2020 national casualty reduction figures. This remained the case, however, it would now be the 2030 national casualty figures that would be used. The next LTS would be published in 2024 and would include specific reference to the new Framework.

A review of the methodology used to identify and prioritise locations for Road Safety Accident Investigation and Prevention (AIP) would be undertaken to allow for appropriate weighting for higher severity casualties to be applied as well as for those involving vulnerable road users. This would contribute towards achievement of the Framework's Outcome Targets.

The 2020 Framework established a Strategic Partnership Board (SPB) and a supporting Operational Partnership Group (OPG) to govern, monitor and deliver the Framework. It also introduced Local Partnership Forums (LPFs), a new level of governance, which would meet twice a year to improve connectivity between what was happening nationally and locally in terms of road safety. Appendix 3 to the report detailed the governance structure for the Framework and outlined the remit of the Local Partnership Forums,

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

The Forum decided:

- (1) that the publication of the Scottish Government's Scotland's Road Safety Framework to 2030 be noted;
- (2) to note that the Council would continue to contribute towards national casualty reduction targets, as set out within Local Transport Policy number 16, with casualty reduction targets to 2030 superseding those set for 2020; and
- (3) to note that methodologies for Accident Investigation and Prevention (AIP) annual accident data studies would be adapted to provide weighting factors for fatal and serious collision severities, as well as for the targeted vulnerable road groups detailed within the new Framework.

[Reference: Minutes of 17 November 2020 (Paragraph 5)]

4 Spaces for People 20mph Town Centres and Schools

A report dated 18 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the Spaces for People 20mph Town Centres and Schools.

In response to the COVID-19 pandemic, the Scottish Government had launched their Spaces for People grant funding that supported local authorities to introduce temporary measures that would support social distancing and active travel messages, as well as providing an outside environment where this could take place.

The Council had been awarded £1.200 million which included £0.750 million for the outdoor school environment, £0.100 million for town centres and other projects.

On 22 June 2021, the Forum agreed to support the second phase of measures to change advisory 20mph speed limits to mandatory 20mph speed limits at 88 school-based locations, as detailed in Appendix A to the report. Graphics of banners and post wraps were provided in Appendix B to the report. It was considered that this would potentially change the characteristics of roads outside of schools and encourage active travel by pupils and parents/carers. Works at the 88 schools had almost been completed, with only some minor alterations required. Those schools not included for a mandatory 20mph speed limit typically had a part-time mandatory 20mph speed limit in place with the use of electronic signals. Where this was not the case, consideration would be given to other measures deemed more suitable.

Information was provided on the second phase of measures which introduced 20mph cordons close to the following town centres:-

- | | |
|--------------|--------------|
| ◆ Strathaven | ◆ Uddingston |
| ◆ Bothwell | ◆ Carluke |
| ◆ Larkhall | ◆ Lanark |

The 20mph limits incorporated signage accompanied by coloured road surfacing and carriageway markings as detailed in Appendix B to the report.

Survey results of 'before' and 'after' speed measurements undertaken at the town centre locations, as well as a sample of school locations, were given in appendices C and D to the report. The overall speed measurements indicated the general suitability of the 20mph speed limits in both settings.

A public consultation in relation to the introduced 20mph school and town centre speed limits closed on 31 October 2021. Feedback received would be reviewed in detail with a view to introducing further measures or undertaking minor alterations.

The 20mph speed reduction works at school and town centres required a Temporary Traffic Regulation Order (TTRO) to be in place. Locations would be monitored with a view to the Spaces for People town centre and school locations being made permanent through the promotion of a Traffic Regulation Order before the expiry of the 18 month TTRO.

There was a continued national desire to support the introduction of more 20mph speed limits within suitable settings. It was proposed that, where appropriate, further town and village settings be identified for the introduction of 20mph speed limits. Schools without a mandatory or part-time 20mph speed limit would also be considered for the most suitable 20mph provision.

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

The Forum decided:

- (1) that the contents of the report be noted;
- (2) that the 20mph Spaces for People projects, as detailed in the report, be supported; and
- (3) that the continued setting of school and town centre 20mph speed limits be supported at locations, as deemed appropriate.

[Reference: Minutes of 22 June 2021 (Paragraph 6) and Minutes of the Community and Enterprise Resources Committee of 15 September 2020 (Paragraph 14)]

Councillor Walker left the meeting during consideration of this item of business

5 Education, Training and Publicity Initiatives

A report dated 8 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on a range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

The Chair advised that the annual calendar competition had concluded and the overall winner was Freya Richardson of Chapelton Primary School.

The Forum decided:

- (1) that the road safety education, training and publicity initiatives being undertaken in South Lanarkshire, as detailed in the report, be noted; and
- (2) that future road safety education, training and publicity initiatives in South Lanarkshire be supported.

[Reference: Minutes of 17 November 2020 (Paragraph 8)]

6 School Crossing Patroller Assessments

A report dated 8 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on requests for school crossing patrols at 3 locations within South Lanarkshire.

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

- ◆ Couthally Terrace at Murray Terrace, Carnwath
- ◆ Murray Terrace at Couthally Terrace, Carnwath
- ◆ Hareleeshill Road near Wilson Street, Larkhall

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

The Forum decided: that the refusal of the requests for crossing patrols at the 3 locations detailed above, which had failed to meet the Council's criteria, be supported.

[Reference: Minutes of 30 October 2019 (Paragraph 6)]

7 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 19 November 2021 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Traffic levels had returned to pre-pandemic levels so there was a focus on driver engagement through education and, where necessary, enforcement.

The following campaigns ran through the reporting period:-

- ◆ summer Motorcycle Safety which ran until the end of September 2021
- ◆ Operation Snaith which ran for 2 weeks at the start of August 2021
- ◆ summer drink drive
- ◆ national speeding
- ◆ drug drive
- ◆ 2 vulnerable road user campaigns
- ◆ speed enforcement on the A73
- ◆ taxi and private hire action plan which ran in September 2021 and focused on education and enforcement

Details were provided on road safety and road crime incidents for the period April to September 2021 and the figures were provided for the previous year. The data could not truly be compared due to the impact on COVID-19 and the initial reduction of traffic on the roads in 2020/2021.

Details were also provided on a new driver early intervention scheme for new and nearly new drivers aged 16 to 25. This was run jointly with Scottish Fire and Rescue Service (SFRS). Presentations continued on virtual platforms and social media continued to be used to publicise the scheme.

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

The Forum decided: that the report be noted.

[Reference: Minutes of 22 June 2020 (Paragraph 7)]

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

A report dated 16 November 2021 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS) was submitted on national and local road safety campaigns.

SFRS had recommenced delivery of its road safety programme in South Lanarkshire following the easing of COVID-19 restrictions. It was noted that, following recent agreement, the Firereach programme would also re-commence.

Details were provided on road traffic incidents attended by SFRS for the period April to September 2021 and data was provided for quarter 2 in the previous year. Due to the COVID-19 pandemic and the reduction in traffic on the roads, the figures could not be truly compared.

Details were also given on:-

- ◆ the appointment of a dedicated Youth Community Safety Advocate along with a Community Fire Fighter
- ◆ creation and implementation of a proportionate engagement plan along with partners and the Road Safety Governance Board
- ◆ an online presentation developed by SFRS to complement Police Scotland's new driver early intervention scheme and progress with virtual reality headsets

The Local Authority Liaison Officer responded to a member's question around joint working and publicity.

The Forum decided: that the report be noted.

[Reference: Minutes of 22 June 2020 (Paragraph 8)]

9 Urgent Business

There were no items of urgent business.