



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 12 February 2024

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, 20 February 2024

Time: 10:00

Venue: Hybrid - Committee Room 1, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Yours sincerely

Paul Manning
Chief Executive

Members

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

Substitutes

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

BUSINESS

1 Declaration of Interests

- 2 Minutes of Previous Meeting** 3 - 8
Minutes of the meeting of the Roads Safety Forum held on 21 November 2023 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 20mph Speed Limits - Update**
Verbal update by the Head of Roads, Transportation and Fleet Services (Community and Enterprise Resources)
- 4 School Travel Works/Initiatives Paper** 9 - 16
Report dated 22 January 2024 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 Priority Road Safety Engineering Projects 2024/2025** 17 - 26
Report dated 23 January 2024 by the Executive Director (Community and Enterprise Resources). (Copy attached).
- 6 Police Scotland - Lanarkshire Division Road Safety Update** 27 - 30
Report dated 29 January 2024 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 7 Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 31 - 34
Report dated 1 February 2024 by G Tudhope, Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

Urgent Business

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

For further information, please contact:-

Clerk Name:	Elizabeth-Anne McGonigle
Clerk Telephone:	07385403101
Clerk Email:	elizabeth-anne.mcgonigle@southlanarkshire.gov.uk

ROADS SAFETY FORUM

2

Minutes of meeting held via Confero and in Committee Room 1, Council Offices, Almada Street, Hamilton on 21 November 2023

Chair:

Councillor Davie McLachlan

Councillors Present:

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

Attending:

Community and Enterprise Resources

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

Finance and Corporate Resources

J Davitt, Public Relations Team Leader; N Docherty, Administration Assistant; E-A McGonigle, Administration Officer

Apologies:

Police Scotland

L Hinshelwood, Local Authority Liaison Officer

Scottish Fire and Rescue Service

G Tudhope, Watch Commander, Local Authority Liaison Officer

1 Declaration of Interests

No interests were declared.

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 13 June 2023 were submitted for approval as a correct record.

In response to a query on Item 4 on Road Accident Casualty Statistics for 2022 from Councillor Barker, the Engineering Manager confirmed that the fatalities reported in the minutes were for all South Lanarkshire roads and included motorways.

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

3 Approach to Casualty Reduction

A presentation was given on the Approach to Casualty Reduction in South Lanarkshire by the following officers from Roads, Transportation and Fleet Services, Community and Enterprise Resources:-

- ♦ S Carle, Traffic and Transportation Team Leader
- ♦ S Laird, Engineering Manager
- ♦ C Smith, Engineer Officer

The presentation provided detailed information on the Council's approach towards casualty reduction which included:-

- ◆ the annual assessment process:-
 - ◆ single site/clusters of accidents
 - ◆ rural route assessments
- ◆ detailed assessments at identified locations and resultant reports
- ◆ design options/considerations and the resultant works
- ◆ the monitoring processes:-
 - ◆ all rural routes were monitored annually
 - ◆ single/cluster sites were monitored annually until no longer required
 - ◆ trends were identified within annual analysis and any new/emerging issues considered at that time

Having responded to members' questions on various aspects of the presentation, the officers were thanked for the informative presentation.

The Forum decided: that the presentation be noted.

4 20mph Speed Limits

A report dated 26 October 2023 by the Executive Director (Community and Enterprise Resources) was submitted advising on the progress towards the National Strategy for 20mph speed limits.

On 25 February 2021, the Scottish Government had launched Scotland's Road Safety Framework to 2030 which set national targets and measures for casualty reduction to 2030 that each roads authority contributed towards. Transport Scotland's Strategic Transport Projects Review 2 (STPR2) had previously committed to develop a National Strategy for 20mph zones and limits in Scotland that supported a range of policies that would assist those government national outcomes and indicators that were relevant to this area.

In addition, the 2021 Programme for Government had committed to ensuring all appropriate roads in built up areas had a safer speed limit of 20mph by 2025 and had formed a task group to plan the most effective route for implementation. An appropriate road, in the context of the National Strategy for 20mph speed limits, was considered to be all 30mph roads unless, after the road assessment, a valid reason was provided as to why it should remain at 30mph.

Road safety themed policies previously approved in the Council's 2013 to 2023 Local Transport Strategy (LTS), included supporting and encouraging driving at 20mph or below in residential areas and outside schools, which aligned with the National Framework and National Strategy for 20mph.

The National Strategy for 20mph aimed to expand 20mph speed limits across Scotland and would ensure all appropriate roads in built up areas had the safer speed limit of 20mph by 2025. The Strategy sought to introduce a consistency for 20mph speed limits across the country, thereby simplifying the speed limit for drivers. Additionally, it aimed to reduce perceptions of road danger by encouraging people to walk, wheel and cycle, therefore, providing a more equitable balance between different road users.

Transport Scotland had written to all local authorities in 2022 asking for road assessments to be undertaken. Guidance on how those road assessments should be undertaken was also provided to ensure that a consistent approach of assessment was used across Scotland. The assessments would be used to:-

- ◆ establish the number of roads affected and the financial costs for implementation of the National Strategy for 20mph
- ◆ inform policy, guidance, ministerial updates

Roads were required to be assessed against 'Place Criteria' provided by Transport Scotland, as detailed at section 4.8 of the report, to establish which 30mph roads were considered appropriate for a reduction to 20mph. Following assessment against the Place Criteria, roads were grouped into 3 categories:-

- ◆ Green – roads were suitable for 20mph with signage alone
- ◆ Amber – roads might require speed reduction measures after an evaluation of the sign-only setting
- ◆ Red – roads would require speed reduction measures as part of the implementation of the 20mph speed limit from the outset

For those routes identified as amber or green, discussions would be required with Transport Scotland regarding the cost implications of those routes being included in the 20mph roll out.

Conclusion of the assessment process, as set out in the National Strategy for 20mph, would result in the completion of a road assessment form for South Lanarkshire. The information contained on that form was detailed in sections 5.1 and 5.2 of the report.

A traffic consultant had been appointed to undertake the 20mph roads assessment work and this was expected to be completed by the end of November 2023. An initial draft of the assessment was received in June 2023 and identified the following:-

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

A sense check would be undertaken on all roads identified as being suitable for a 20mph speed limit to ensure a consistent approach was applied across South Lanarkshire. Examples of assessment exercise outcomes were provided in appendices 1 to 3 of the report.

Currently the introduction of a speed limit other than 30mph on a restricted road was subject to the successful promotion of a Traffic Regulation Order (TRO). This process could take between 6 to 9 months to be completed and could be objected to by members of the public as it progressed through an extensive consultation process.

The Society of Chief Officers of Transportation Scotland (SCOTS) was concerned that the TRO approach would complicate the timing of the roll out and could foresee a situation where the promotion of many TROs would not be a top priority for a council. A national change to the restricted roads speed limit from 30mph to 20mph would forgo the requirement to promote TROs on restricted roads. TROs would, however, be required to introduce 20mph speed limits on non-restricted roads (A class and B class) and to retain 30mph speed limits on restricted roads. Discussions were ongoing between SCOTS and Transport Scotland to determine the best way forward for this project.

Following agreement by the Scottish Government and COSLA leaders, funding of £1.4 million had been distributed across the 32 local road authorities to resource the 20mph roads assessment. South Lanarkshire Council's share of that funding was £84,000. Significant funding would be required to progress and implement any outcome of the assessments.

There followed a lengthy discussion during which members:-

- ◆ recognised that a reduction in speed limit on appropriate roads in built-up areas would contribute to road safety and casualty reduction. Furthermore, it would be beneficial for pedestrians and other road users
- ◆ expressed concerns about the practicalities of enforcement, particularly given that Police Scotland resources were stretched
- ◆ expressed concerns about increased levels of congestion
- ◆ queried the initial draft results from the assessment on all existing 20mph and 30mph roads in South Lanarkshire, specifically:-
 - ◆ the fact that only 100 existing 30mph roads would remain at 30mph compared to 4,085 that would change to 20mph based on the place criteria used for the assessment
 - ◆ the need for further detail and discussion to ensure that if implemented as a 'big bang' approach, the Council got it right first time
 - ◆ recognition that there were lessons to be learned from other local authorities that had reverted some 20mph roads back to 30mph
- ◆ highlighted that the place criteria used for the assessments might need to be adapted for some rural locations
- ◆ recognised that behavioural change would be required from drivers and this would not be easy to achieve
- ◆ asked if consideration had been given to the environmental impact due to the potential congestion and idling time resulting from reduced speeds. It was suggested that such detail be provided in future reports under the Climate Change, Sustainability and Environmental Implications section
- ◆ recognised the importance of adequate funding being allocated to local authorities should a national change be introduced

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

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

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

Councillor Kerr left the meeting during this item of business

5 Education, Training and Publicity Initiatives

A report dated 2 November 2023 by the Executive Director (Community and Enterprise Resources) was submitted on a range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

Detailed information was provided on the following initiatives:-

- ◆ Junior Road Safety Officer Scheme (JRSO)
- ◆ Calendar Competition
- ◆ Bikeability Scotland Cycle Training
- ◆ WOW (Walk Once a Week) Travel Tracker – Living Streets
- ◆ Go Safe: Ziggy's Road Safety Mission

The annual calendar competition had concluded and the overall winner was Ruby Coia, a Primary 6 pupil at Muiredge Primary School, Uddingston. The Chair, on behalf of the Forum, extended congratulations to the overall winner.

The Engineering Officer responded to a members' question about officer support for individual schools and localities for the JRSO.

The Forum decided: that the contents of the report be noted and future road safety education, training and publicity activity in South Lanarkshire be supported.

[Reference: Minutes of 31 January 2023 (Paragraph 5)]

6 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 30 October 2023 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Details were also provided on the following local and national initiatives and issues:-

- ◆ across South Lanarkshire, roads and community policing officers had carried out speed checks outside schools. Pop up police had been used to deter excess speeds and education and enforcement used where required
- ◆ during July, August and September 2023, the increase in detections for drink and drug driving had continued. Patrols and road checks were increased to actively target intoxicated drivers who remained a key threat in terms of serious or fatal road traffic collisions
- ◆ drug driving continued to be a problem but the statistics showed that the Roads Policing unit (RPU) was targeting the correct drivers
- ◆ there was a reduction of 43 posts in the national RPU and this had presented some issues in relation to providing the same level of service to road users. Posts had been lost in all areas and this presented a risk in relation to meeting public expectation, demand, achieving performance increases and reducing the number of people killed or seriously injured on the road.

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

The report provided details on road safety and road crime incidents for the period April to September 2023 and compared with figures for the same period of the previous year. In terms of statistics to September 2023, there was a decrease in most road crimes in the period compared with the previous year, however, there was a 29.5% increase in mobile phone offences and a 52.6% increase in seat belt offences.

The Forum decided: that the report be noted.

[Reference: Minutes of 13 June 2023 (Paragraph 9)]

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

A report dated 6 November 2023 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS) was submitted on national and local road safety campaigns.

Details were provided on road traffic incidents attended by SFRS for Quarter 2 (Q2) in 2023/2024 and compared with data for Q2 in the previous year. There had been a decrease of - 8% of non-fatal casualties across South Lanarkshire compared with the same reporting period last year. During Q2 there were 3 fatal incidents within South Lanarkshire and this had increased from zero from the same reporting period in the previous year.

Details were also provided on the following future engagements:-

- ◆ Lanarkshire's Community Action Team continued to utilise virtual reality (VR) headsets to promote road safety, engaging with young drivers at school, college or those identified through partnership work
- ◆ the Youth Volunteer Scheme had now been established for over a year. All adult instructors were fully trained and 11 young people from across Lanarkshire had been identified to participate in the 3-year rolling scheme
- ◆ presentations would be delivered in schools throughout South Lanarkshire and 2 colleges in the next quarter
- ◆ SFRS would be working with the charity BRAKE and would be promoting a road safety week from 19 to 25 November 2023. The theme this year would be 'Let's talk about speed' and would be the UK's biggest annual road safety campaign

The Forum decided: that the report be noted.

[Reference: Minutes of 13 June 2023 (Paragraph 10)]

8 Urgent Business

There were no items of urgent business.

Report

4

Report to:	Roads Safety Forum
Date of Meeting:	20 February 2024
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	School Travel Works/Initiatives Paper
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the School Travel Plan programme within South Lanarkshire

2. Recommendation(s)

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

- (1) that the contents of the report be noted, and the development of future School Travel Plans be supported.

3. Background

3.1. All educational establishments are offered assistance and guidance with the creating and review of their School Travel Plan.

3.2. A School Travel Plan process involves pupils, parents and staff with School Travel Plan template and sample available for editing. The aims include:-

- ◆ to engage and foster more sustainable travel journeys
- ◆ increasing walking, cycling and scooting to and from school levels
- ◆ reduce air pollution and contribute to clearer air quality
- ◆ focusing on the safety of the environment within the school grounds and out with

3.3. A variety of initiatives and campaigns are available to assist with the delivery of safe and sustainable objectives to focus on improving walking, cycling and scooting participation. For those who must travel by car, we ask if they can park and stride or car share, when viable. All these changes to travel habits all generate and support towards decreasing the number of cars near the school locus, thus reducing emissions. A focus on contributing to helping create a safer environment, helping target congestion, increase health and sustainable travel habits and choices in the future.

3.4. The first stage of the School Travel Plan journey is to ascertain travel modes to and from school, through the completion of a survey. Surveys are available for pupils, parents and staff to record travel methods to and from school as well as introducing them to Walking Bus and Cycle Train projects plus Park and Stride Campaign to see if support and suggestions or car parking areas which can be used. A meeting is arranged to discuss the results of the surveys and next steps with the school. This allows the completion of the targets and initiatives section within the School Travel

Plan document and a selection of the survey results can be included to verify outcomes.

- 3.5. The completion of a School Travel Plan will result in the establishment being a recipient of a School Travel Plan Award certificate, banner and postcards to raise awareness. Communication will be continued on an ongoing basis with the School Travel Plan being a working document, with updates and changes recorded to reflect the implementation of the School Travel Plan.
- 3.6. At present, 82 school have completed their School Travel Plan, with a further 56 schools developing theirs.
- 3.7. The Traffic and Transportation Section are in regular contact with schools about various local and national road safety campaigns. Schools can be contacted directly should any issues be highlighted to the Traffic and Transportation Section through any communications and enquiries received. The School Travel Plan Award's promotional resources, including certificate, banner, postcards and stickers help to raise awareness in the school community. The completion of a School Travel Plan not only acknowledges the existing work and ongoing that schools already fulfil but incorporates upcoming and prospective targets and campaigns.
- 3.8. The School Travel Plan process is incorporated and endorsed in Health and Safety Traffic Management Audits and plans conducted by colleagues in Health and Safety. The detailed audits allow for recommendations to be included and the completion or review of a School Travel Plan, which is included as a potential action point. All educational establishments will receive an offer of assistance at any stage of their School Travel Plan and will be contacted on completion of their Traffic Management Audit where appropriate.
- 3.9. The School Travel Plan/Review provides the opportunity for not only educational concepts to be devised, but scope to include engineering targets for future investigation. This can include improvements within the locus, in the form of extra signage, road markings and guard rail, where appropriate. Previous projects have seen the addition of extra carriageway road markings to complement existing part-time 20mph speed limits. Potential future works are reliant on funding, and this has an impact on the installation of physical works.
- 3.10. To support schools, a selection of materials are available consisting of pre-printed road safety workbooks, leaflets, banners and promotional items.
- 3.11. Throughout the year, there are some excellent examples of School and Nurseries who have completed their School Travel Plan and continue to deliver the important road safety message throughout the school year, here are some examples: -

◆ Cairns Primary School, Cambuslang

An action from their School Travel Plan was Park and Stride, with the school focusing on this campaign with the main aim of improving safety within the school car park and on Ivybank Avenue, which is the road on approach to the school car park. Due to limited car parking spaces, the message of Park and Stride was incorporated in a leaflet designed to ask car users to think about their journey. For those who must drive, we ask that they park away from the school and walk the remaining distance. The Junior Road Safety Officer Team launched their Park and Stride message at parent's evening in November, where they had a stall to which they communicated to all parents and carers who attended to encourage safe and sustainable travel.

◆ Craigbank Primary School, Larkhall

The school has completed their School Travel Plan Review and received their School Travel Plan certificate at a school assembly. At this assembly, campaigns and targets of the School Travel Plan were shared with pupils and staff, as well as a special visit from Road Safety Simone. Road Safety Simone reinforces the message about safe places to cross the road and how to keep safe, especially 'Be Safe, Be Seen', to coincide with the clock change at the end of October with the darker mornings and evenings.

◆ Spittal Primary School, Rutherglen

The Junior Road Safety Officer team (JRSO's) spoke at assembly to promote 'Be Safe, Be Seen' and how to keep safe. They presented a very informative PowerPoint presentation on how to keep safe. The School Travel Plan Award was handed over and pupils were enlightened to the contents and actions. Road Safety Simone was in attendance and presented a selection of pupils with Road Safety Calendar Competition 'Highly Commended' certificates, from this year's competition. The school have on-loan the Little Parking Buddies in an aid to alleviate parking issues near the junction and near the school car park entrance and exit.

◆ Our Lady and St. Anne's Primary School, Hamilton

Road Safety Simone and their Junior Road Safety Officers visited the school assembly to discuss their recently completed School Travel Plan. Modes of travel to and from school were discussed and more importantly, how we can keep safe and be more sustainable. Park and Stride was promoted as we wished to encourage those who must travel by car for the school journey to park at the Co-operative Store Car Park on Mill Road and walk the remaining distance along the path that leads to the school. Air quality was included in discussions with a reminder to all drivers regarding switching off their engine during drop off and pick up times. The pupils enjoyed their visit from Road Safety Simone and the school was recipient of School Travel Plan banner, certificate and postcards.

The schools listed below have engaged in 'Go Safe with Ziggy' resources and borrowed the Ziggy Mascot. Ziggy promotional items have been provided by Road Safety Scotland to assist with their plans.

◆ David Livingstone Memorial Primary School, Blantyre

◆ Avondale Early Learning Centre, Strathaven

◆ Woodhill Nursery, Kirkmuirhill

4. Road Safety Through Curriculum for Excellence/Local Initiatives

- 4.1. A road safety approach which emphasises on a 'whole life' method for all road users is implemented by South Lanarkshire Council. Starting at the earliest and youngest age group, continuing the delivery of ongoing safety messages contributes to the creation of safer lifestyles and behaviours.
- 4.2. Road Safety within Curriculum for Excellence 2022/2023 publication is available for use and reference by all schools to provide information on road safety learning resources, developed specifically to support Curriculum for Excellence.
- 4.3. The Road Safety Framework to 2030, sets out a compelling long-term vision for road safety, 'Vision Zero', in which there are no fatalities and injuries on Scotland's roads by 2050. The journey to achieving this vision also includes ambitious interim targets where the number of people being killed or seriously injured on our roads will be halved by 2030. If this is to be achieved, we must maintain excellent road safety support

systems that exist in our schools and communities. By engaging our children at an early stage in their road safety learning journey, it is hoped this will provide them with strategies for a lifetime, helping to keep themselves and others safe in the road environment.

- 4.4. Road Safety learning at every level offers opportunities to engage children and young people through active and interdisciplinary learning. The document can be viewed at <https://roadsafety.scot/wp-content/uploads/2022/08/Curriculum-for-excellence-2022-23.pdf>

5. South Lanarkshire Council WOW – Walk Once a Week / Walk On a Wednesday P5 Initiative

- 5.1. The WOW scheme, Walk Once a Week/Walk On a Wednesday is offered to Primary 5 pupils. This year group has been selected as they are progressing towards independent travel with the aim to encourage future sustainable travel.
- 5.2. WOW is a scheme to help reduce the number of children who are driven to school, increase their level of physical activity, reduce emissions, and contribute towards climate change. WOW has valuable links with Health Promoting Schools, ECO Schools and can be included in School Travel Plans.
- 5.3. WOW offers the provision of 4 ‘rewards’ during the academic years to children who fulfil their commitment to walk (or wheel/scoot/cycle) to school at least once a week. It is acknowledged that not all children are able to walk/wheel/scoot/cycle to school and Park and Stride is an acceptable as a suitable alternative.
- 5.4. Schools are sent an e-mail to register their school to take part, with a dedicated member of staff appointed to oversee the programme. There was also an opportunity to sign up at the Junior Road Safety Officer Day in September 2023, when staff members shared and displayed information about the scheme with JRSO's and their Co-ordinator.
- 5.5. 34 schools have signed up to the WOW challenge for 2023/2024 school term. South Lanarkshire Council's PR Design and Graphics Section completed a A3 promotional poster and seasonal wall charts design, which allow pupils to record their journeys.

6. Cycle Friendly School Fund – Cycling Scotland

- 6.1. Cycling Scotland continued to offer their Cycle Friendly School Fund for the year 2023/2024. This has been offered on a yearly basis, providing the chance to submit a bid on behalf of schools, when possible. This funding will enable the procurement and installation of cycle and scooter storage and shelters as well as the repairs to current structures.
- 6.2. During summer 2023, the Traffic and Transportation Section submitted bids through the Cycle Friendly and Social Housing development grant on behalf of seven schools. Bid applications were submitted by 27 July 2023 with the outcome date notification being 1 September 2023. All submissions were awarded with no match funding required.
- 6.3. The grant funding will allow the procurement and progression of the following works:-
- ♦ **St. Mark's Primary School and Nursery, Hamilton**
 - ♦ A 5 metre shelter with 5 cycle hoops and 10 capacity scooter rack and a further 5 cycle hoops at the rear of the school.

- ♦ **Newton Farm Primary School, Cambuslang**
 - ♦ A 10 metre shelter with 20 cycle hoops and a 20 capacity scooter rack.
- ♦ **Duncanrig Secondary School, East Kilbride**
 - ♦ A 5 metre shelter, 5 cycle hoops and a location on the grassed area, which will require a concrete base.
- ♦ **Woodpark Primary School, Lesmahagow**
 - ♦ A 5 metre shelter with 6 cycle hoops, 2 x 4 metre shelters containing 5 cycle hoops and 20 capacity double sided scooter racks.
- ♦ **Muiredge Primary School, Uddingston**
 - ♦ Repairs to existing cycle shelter and provision of new cycle hoops.
- ♦ **Hunter Primary School, East Kilbride**
 - ♦ Repairs to existing cycle shelter.
- ♦ **Netherburn Primary School, Netherburn**
 - ♦ Repairs and improvements to existing cycle shelter.

6.4. It is anticipated that the installation of works will be started imminently, and monitoring will be requested and provided to Cycling Scotland on an ongoing basis.

7. Sustrans Annual Travel Survey

- 7.1. The Sustrans Annual 'Hands Up' Travel Survey takes places on the second week of September. All educational establishments, including nurseries, are invited to complete the survey on any one day during survey week. All pupils are asked 'How do you normally travel to school?' during this period when answers then recorded. Set options available to choose from are: - Walk, Cycle, Scoot/Skate, Park and Stride (driven most of the way and then walked the rest), Driven, Bus, Taxi and Other
- 7.2. The data is used by Sustrans, the UK's leading sustainable transport charity, to collate findings on travel modes across Scotland for the Scottish Government. The Hands Up Scotland Survey has been published as Official Statistic status in Scotland since 2012.
- 7.3. All survey information is distributed via e-mail to all schools from Sustrans, initially, during and after survey week. This is supported with an e-mail from the Traffic and Transportation Section. Sustrans have an on-line portal system which sends automated e-mails, including reminders about survey week, inputting data and contact schools who have yet to complete a response to the survey link. Schools have an option to submit their data on-line, using the survey link and school data or they can send their survey / survey results through to the Traffic and Transportation Section, who will input their data on their behalf.
- 7.4. In 2022, the National Summary Survey for the Hands Up Scotland Survey showed participation of 497,640 school and nursery children from 3,280 schools and nurseries taking part in the survey across the country. This included 29,349 South Lanarkshire school and nursery children. The 2022 survey had 61 nurseries, 90 primary schools, 12 secondary and 2 Additional Support Needs schools taking part.

- 7.5. The 2022 National Hands Up Survey results were available on 25 May 2023 and included an overview set of data for South Lanarkshire Council.

Modes for all school types (excluding nursery pupils) for South Lanarkshire stated the following:-

- ◆ Walk = 37.3%
- ◆ Cycle = 3.0%
- ◆ Scooter / Skate = 2.6%
- ◆ Park and Stride = 10.4%
- ◆ Driven = 26.4%
- ◆ Bus = 17.0%
- ◆ Taxi = 2.6%
- ◆ Other = 0.7%

Travelling to primary and secondary school by active or public transport by pupils (excluding nursery pupils) was recorded at 59.9%. This figure is a slight increase of 0.9% when compared to the 2021 data, which was 59.0% (40.4% walked, 2.9% cycled, 2.3% by scooter / skate and 13.4% by bus).

- 7.6. National Results for 2022 for all school pupil responses, excluding nursery pupils, were detailed as follows:-

- ◆ Walk = 42.6%
- ◆ Cycle = 3.9%
- ◆ Scooter/Skate = 2.9%
- ◆ Park and Stride = 9.5%
- ◆ Driven = 23.1%
- ◆ Bus = 15.8%
- ◆ Taxi = 1.6%
- ◆ Other = 0.5%

For travel nationally, the percentage of children travelling to primary and secondary school by active travel (excluding nursery pupils) in 2022 was 65.2% (42.6% walked, 3.9% cycled, 2.9% by scooter/skate and 15.8% by bus) and in 2021 was 64.8%, showing a 0.4% increase.

- 7.7. Each year, a detailed local authority level information Excel spreadsheet is provided to the Council, for internal use. This is a helpful tool with the data assisting in a variety of projects including School Travel Plan development and review work, funding bids and used as a monitoring tool for schools for comparison of previous years data.
- 7.8. Sustrans Annual Travel Hands Up Survey week 2023 took place during the week commencing 11 September 2023. All schools and nurseries were asked to complete the Hands Up Survey, on any one day during this week. The preliminary results for 2023 will be available early in 2024 with finalised data published around May 2024. Further information can be found at <https://www.sustrans.org.uk/our-blog/projects/ukwide/scotland/hands-up-scotland-survey>.

9. Employee Implications

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

10. Financial Implications

- 10.1. Item 6.3 'Cycle and Scooter Parking and Shelters' was funded by a grant of £95,000.
- 10.2. Item 5.5 'WOW A3 Scheme Posters', quantity of 100, cost £16.63.
Item 5.5 'WOW A3 Seasonal Wall Charts', quantity of 100 per season, cost £57.72.
- 10.3. Promotional items are available from Road Safety Scotland which are ordered when required, free of charge, dependant on availability.

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 on fossil fuels, and supports improvements in air quality through reduced vehicle emissions.

12. Other Implications

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

13. Equality Impact Assessment and Consultation Arrangements

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

David Booth

Executive Director (Community and Enterprise Resources)

22 January 2024

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

Priorities

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

Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Roads Safety Forum Paper, 'School Travel Works / Initiatives', 13 June 2023
- ◆ Roads Safety Forum Paper, 'Education, Training and Publicity', 31 January 2023

List of Background Papers

- ◆ None

Contact for Further Information

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

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Report

5

Report to:	Roads Safety Forum
Date of Meeting:	20 February 2024
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Priority Road Safety Engineering Projects 2024/2025
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Forum of the proposed Priority Road Safety Engineering projects and road safety actions to be progressed during 2024/2025

2. Recommendation(s)

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

- (1) that the contents of the report be noted and the priority projects identified be progressed and implemented in line with available funding.

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 2030 national casualty reduction targets.
- 3.2. The Council will assess road safety enquiries and target resources and improvements where three or more injury accidents are occurring in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.3. As a result, the Council deliver annual prioritised road safety improvements at identified accident locations/routes/areas. Funding is sought from a variety sources on an annual basis to deliver numerous projects and initiatives.
- 3.4. The Roads Safety Forum, at its meeting of 21 November 2023, 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 and how these tables are then used to prioritise the Capital Programme of Road Safety Engineering Works.

4. Route Action Plan Assessment

- 4.1. The assessment for rural A class and B class routes has recently been concluded and a number of locations have been identified for detailed investigations. A total of 21 sections currently have an accident rate greater than the national average. Weightings have been applied where fatal or serious road traffic collisions have been identified as well where vulnerable road user groups/ages are represented within killed or seriously injured casualties.

- 4.2. A weighting multiplication factor has been applied to each 'Route Accident Rate as a percentage of the National Accident Rate'. This is based upon the highest severity road traffic collision recorded on its length. A multiplication factor of 7.1 for a fatal and 4.5 for a serious road traffic collision has been applied where this is the highest collision severity on the route. An accident resulting in a slight injury accident has a factor of 1. This is based on the comparative cost to society as a result of injury collisions of various severities (fatal, serious and slight) and is based upon work undertaken by road safety professionals and statisticians.
- 4.3. A further 'double' gearing factor has then been applied where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented. These are specified in Scotland's Road Safety Framework to 2030 and include: - pedestrians killed or seriously injured, cyclists killed or seriously injured, motorcyclists killed or seriously injured, road users aged 70 and over killed or seriously injured and road users aged between 17 to 25 killed or seriously injured. It is not deemed appropriate to include a Scottish Index of Multiple Deprivation (SIMD) gearing factor within the route analysis.
- 4.4. It is noted that the above new weightings/ gearing factors make some routes feature higher in priority within the route action plan priority table than they would previously without these additions. These, however, provide a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved and focus remains on routes where the accident rate exceeds the national average.
- 4.5. Funding received from Transport Scotland's, Road Safety Improvement Fund in 2023/24 has been allocated to treat high speed, unlit, rural roads. These measures include the provision of reflective road studs and improved road markings and signing. As such these routes have been excluded from the 2024/25 priority table. Routes being treated are:-
- ◆ A721 Carlisle to Cairn Robin - Road Studs, lining and signing improvement
 - ◆ A70 Glespin to Boundary - Road Studs, lining and signing improvements
 - ◆ A706 Harelaw Roundabout to Forth - Road Studs, lining and signing improvements
 - ◆ A73 at Hyndford Bridge - new high-friction surface material
- 4.6. The number of routes identified for investigation has reached a small number this year due to the improvement works which have already been implemented or are currently programmed and the future alterations works associated with new residential / commercial developments coming forward through the planning process. It is proposed to investigate 5 locations. These are listed in Appendix 1. It is likely that these will result in new, remedial or alteration works during 2024/2025.
- 4.7. Single Site Assessment
This approach taken with route action plans in previous years has resulted in significant reduction in casualties. With the treatment of most of the routes, focus remains to be given to single site locations also.
- 4.8. The annual Single Site Assessment has recently been concluded and this identified that 11 locations have three or more injury accidents occurring in the previous three years. Weighting factors have been applied with points allocated to each road traffic collision at each site as well as a weighing applied for sites within the most deprived 20% as detailed within the Scottish Index of Multiple Deprivation. Each fatal accident

is awarded 7.1 points with serious accidents 4.5 points and slight accidents allocated 1 point respectively.

- 4.9. Where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented, a further 'double' gearing factor has been applied to each site's total points.
- 4.10. It is noted that the above weightings/ gearing factors make some sites feature higher in priority within the single site priority table than they would have previously without these additions. It is proposed to investigate 5 sites as shown in Appendix 2, and from the outcome implement a number of schemes.
- 4.11. Assessments of both Route Action and Single Site locations take cognisance of road traffic collision trends e.g. increases or decreases when compared to the previous study period, road user type, causation factors which are attributed to each accident and common factors present at each location. Casualty injury severities and vulnerable road user groups/ ages are also given due consideration. Also considered are improvement works which have been implemented previously or are programmed in the future. Some locations are also subject to improvements associated with new residential/commercial developments coming forward through the planning process. Locations not identified for investigation will continue to be monitored.
- 4.12. Casualty Reduction – Other Considerations
Due to the lower number of route action plan routes and single sites taken being identified for investigation and the publication of Scotland's Road Safety Framework to 2030, an additional approach will be taken towards targeting road safety interventions.
- 4.13. Focus will be placed on the following vulnerable road user groups/ ages, to coincide and contribute to the targeted casualty reductions sought with the new framework: -
- ◆ children
 - ◆ pedestrians
 - ◆ cyclists
 - ◆ motorcyclists
 - ◆ road users aged 70 and over
 - ◆ road users aged between 17 to 25
 - ◆ areas of highest deprivation as identified within the Scottish Index of Multiple Deprivation (SIMD)
- 4.14. Actions spanning education, engineering, enforcement and encouragement will be considered in conjunction with our partners. Please see Appendix 3 for a range of initial ideas and concepts which will be considered further over the coming months.

5. Employee Implications

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

6. Financial Implications

- 6.1. The projects discussed earlier in this report will be developed further and where works or initiatives are to be taken forward they will be prioritised through the Scottish Government Grant: Cycling, Walking and Safety Streets, and their Road Safety Improvement Fund as well as the Council's Roads Investment Plan for improved infrastructure.

6.2 It should be noted that SPT have been advised that their capital grant has been reduced to zero and, therefore, it is unclear as to whether any funding will be available in 2024/2025. Other available budgets are still to be confirmed at the time of writing this report.

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.

8. Other Implications

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

9. Equality Impact Assessment and Consultation Arrangements

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

David Booth

Executive Director (Community and Enterprise Resources)

23 January 2024

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

Priorities

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

Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Roads Safety Forum, Approach to Casualty Reduction, 21 November 2023

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030
- ◆ Route Action Plan Priority Table 2023/2024
- ◆ Single Site Priority Table 2023/2024

Contact for Further Information

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

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

Route	Start Point	End Point	Fatal	Serious	Slight	Total	Route Rate as %age of	RTC	KSI	KSI Upscaled	Double KSI VRU	Final
			RTC	RTC	RTC	RTC	National Rate	Points *	Weighting	Rate	Multiplier	score
A72	Hazelbank	B7018 Kirkfieldbank	0	2	1	3	313.05	10.0	4.5	1408.7	Y	2817
A70	A73 Hyndford Road	A743 Ravenstruther	0	2	1	3	266.44	10.0	4.5	1199.0	Y	2398
B743	Strathaven	Council Boundary	0	5	0	5	170.42	22.5	4.5	766.9	Y	1534
A726	Torrance Roundabout	Strathaven	1	3	4	8	101.46	24.6	7.1	720.4	Y	1441
A706	Forth	Council Boundary	1	0	1	2	134.21	8.1	7.1	952.9	N	953

Appendix 2 – Single Sites for Investigation

Location	Fatal	Serious	Slight	Total	Site Points	SIMD	Weight	Double KSI VRU	Final
	RTC	RTC	RTC	RTC	*	Weight	Total	Multiplier	Score
Hillhouse Road/ Technology Avenue, Hamilton	0	3	1	4	14.5	1	14.5	Y	29.0
A71 Ayr Road nr. Burnhead Road, Shawsburn	0	2	2	4	11	1	11	Y	22.0
Charing Cross, Larkhall (Muir Street/ Church Street)	0	2	1	3	10	1	10	Y	20.0
Union Street, south of signals with London Road/ Raploch Street/Wellgate Street, Larkhall	0	1	3	4	7.5	1	7.5	Y	15.0
Mill Street at Johnstone Drive, Rutherglen	0	1	2	3	6.5	1	6.5	Y	13.0

Appendix 3 – Casualty Reduction – Other Considerations

Children

Child Pedestrian Training – develop a resource for all primary schools

Enhanced Walk to School promotion – focus weeks/ events/ walk once a week scheme

School run campaign – radio/ advertising

Road user behaviour campaign – targeted to senior pupils

Expansion of Car Free School Zones (CFSZs)

Monitor/ develop school 20mph speed limits

Engage Police Scotland regarding enforcement where necessary

Pedestrians

20mph speed limit reductions – additional towns/ villages/ cordons

Crossing facility provision – consider greater use of zebra crossings

Adult road safety educational campaign

Residential area speed campaign

Pedestrian distraction campaign – secondary schools/ colleges

Promote safe active travel for everyday journeys - reduced car/ vehicle use

Engage Police Scotland regarding enforcement where necessary to protect pedestrians

Cyclists

Continued Bikeability Scotland Level 1 and 2 cycle training within primary schools

Pilot Level 3 Bikeability Scotland cycle training within select schools

Provide cycle storage within key town/ village destinations

Provide cycle storage within educational establishments where there is a demand

Mutual respect between drivers/ cyclists campaign – social media

20mph speed limit reductions – additional towns/ villages/ cordons

Implement a Bike to School week – develop supporting road safety educational materials

Continued cycle network development

Motorcyclists

Engage with local groups/ partners to develop educational/ training opportunities

Rural roads and speed - social media campaign including motorcyclists

Road Users aged 70 and over

Engage with seniors' forums and partners to develop educational/ promotion opportunities

Older road users campaign development

20mph speed limit reductions – additional towns/ villages/ cordons

Road users aged between 17 to 25

Financial incentive for further training for new drivers e.g. Pass Plus

Increased road safety offer to secondary schools in conjunction with partners

Road user behaviour campaign – seatbelts/ drink& drugs/ speed/ distractions/ passengers

Areas of Deprivation

Develop campaigns helping to inform of responsible road use

Consider 20mph speed limit reductions

Prioritised for road safety interventions where appropriate



Report

Report to:	Roads Safety Forum
Date of Meeting:	20 February 2024
Report by:	Lorna Hinshelwood, Local Authority Liaison Officer Police Scotland

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

1.1. The purpose of the report is to:-

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

2. Recommendation(s)

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

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

3. Background

3.1. In terms of the remit of the South Lanarkshire Roads Safety Forum, it has been agreed that Police Scotland will provide routine updates on national and local issues and campaigns relating to keeping people living and working in South Lanarkshire safer on our roads.

4. Local and National issues

4.1. Roads Policing and Community officers continue to support speeding complaints across South Lanarkshire towns and outside schools. Pop up police have been used to deter excessive speeds. Education and enforcement used where necessary. Social Media used to promote initiatives.

National campaigns took place from October to December 2023, this included the following:-

- ◆ National Speed campaign - ran from 16 to 29 October 2023
- ◆ Get Ready for Winter - ran from 23 October to 4 November 2023
- ◆ Drive Insured - ran from 20 to 26 November 2023 with 13 detections
- ◆ Brake Road Safety - ran from 19 to 25 November 2023
- ◆ Festive Drink Drive campaign - ran from 1 December 2023 to 2 January 2024

4.2. **Synopsis of stats below**

Road Safety South Lanarkshire			
	April 2023 - Dec 2023	April 2022 – Dec 2022	% change
Speeding	303	346	-12.4%
Disqualified driving	48	58	-17.2%
Driving Licence	208	200	+4.0%
Insurance	546	558	-2.2%
Seat Belts	34	29	+17.2%
Mobile Phone	90	61	+47.5%

4.3 **Trends identified**

Elderly drivers/pedestrians: 3 of the 6 fatal accidents recorded have involved elderly pedestrians. In November/December 2023 we had 4 serious injury road traffic collisions (RTCs) involving elderly drivers.

We will continue are planning an elderly driver awareness event in conjunction with partners to coincide with our Vulnerable Road User campaign in March 2024.

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

5. **Employee Implications**

- 5.1. There are no employee implications.

6. **Financial Implications**

- 6.1. There are no financial implications.

7. **Climate Change, Sustainability and Environmental Implications**

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

8. **Other Implications**

- 8.1. There are no implications for sustainability or risk in terms of the information contained within this report.

9. **Equality Impact Assessment and Consultation Arrangements**

- 9.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy, therefore, no impact assessment is required.
- 9.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

Lorna Hinshelwood
Local Authority Liaison Officer
Police Scotland

29 January 2024

Previous References

- ◆ Roads Safety Forum – 21 November 2023

List of Background Papers

- ◆ None

Contact for Further Information

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

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Police Liaison Officer

South Lanarkshire Council

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Report

Report to:	Roads Safety Forum
Date of Meeting:	20 February 2024
Report by:	Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS)

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

1.1. The purpose of the report is to:-

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

2. Recommendation(s)

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

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

3. Background

3.1. In terms of the remit of the South Lanarkshire Roads Safety Forum, it has been agreed that the Scottish Fire and Rescue Service (SFRS) will provide routine updates on national and local issues and campaigns relating to keeping people living and working in South Lanarkshire safer on our roads.

4. Local and National issues

- 4.1. SFRS attended a total of 38 road traffic collisions (RTCs) in Quarter 3 (Q3) of 2023/2024. This is an increase of 2 from 36 in the same reporting period of 2022/2023. The incidents were spread across South Lanarkshire with the highest figure recorded within Hamilton (16).
- 4.2. There were 44 non-fatal casualties, with the largest amount (22) occurring within Hamilton area as we seen an increase to incidents along the M74. Only 6 of these non-fatal casualties resulted in victims going to hospital with potential serious injury.
- 4.3. During Q3 we recorded one fatal casualty within South Lanarkshire in 2023/2024. (Clydesdale) This is down from 2 from the same reporting period in the previous year.

- 4.4. SFRS South Lanarkshire Area are committed to ensuring the road network is safe. where trends are identified, a proportionate engagement plan will be created and implemented along with partners and the Road Safety Governance Board.

SFRS Incident Data Relating to RTC's			
	Q3 2022/2023	Q3 2023/2024	% change
Total number of RTC's	36	38	2.9%
Incidents with a fatality	1	1	0%
Total number of fatalities	2	1	-50%
Non-fatal casualties	26	44	69%

5. Future Engagements

- 5.1. During Quarter 4 (Q4) Lanarkshire's Community Action Team will continue to deliver the road safety message via our Virtual Reality based presentations to local high schools, young drivers and third sector groups. These members of staff are now able to focus their efforts on engaging with young drivers and those identified through partnership working to deliver road safety education.
- 5.2. Our Youth Volunteer Scheme is well on the under way with all adult instructors now fully trained and eleven young people from across Lanarkshire have been carefully identified to take part in the 3-year rolling scheme. Road safety will form an integral part of this course.
- 5.3. Our SHIELD (**S**afety at **H**ome and on the road, gained from, **I**nformation, **E**ducation **L**earning and **D**emonstrations) courses are now in place within South Lanarkshire for Community Payback in which attendees learn about road safety.

6. Employee Implications

- 6.1. There are no employee implications.

7. Financial Implications

- 7.1. There are no financial implications.

8. Climate Change, Sustainability and Environmental Implications

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

9. Other Implications

- 9.1. There are no implications for risk in terms of the information contained within this report.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy, therefore, no impact assessment is required.
- 10.2. There was not requirement to undertake any consultation in terms of the information contained in this report.

Gary Tudhope
Local Authority Liaison Officer
Scottish Fire and Rescue Service

1 February 2024

Previous References

None.

List of Background Papers

None.

Contact for Further Information

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

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Watch Commander – Scottish Fire and Rescue Service

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