

ROADS SAFETY FORUM

Minutes of meeting held via Confero and in Committee Room 1, Council Offices, Almada Street, Hamilton on 13 June 2023

Chair:

Councillor Davie McLachlan

Councillors Present:

Councillor Ralph Barker, Councillor Margaret Cowie (Depute), Councillor Colin Dewar, Councillor Cal Johnston-Dempsey, Councillor Susan Kerr, Councillor Julia Marrs, Councillor Kenny McCreary, Councillor Norman Rae, Councillor Helen Toner (*substitute for Councillor John Anderson*)

Councillor's Apology:

Councillor John Anderson

Councillor Also Present:

Councillor Richard Lockhart

Attending:

Community and Enterprise Resources

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

Finance and Corporate Resources

J Davitt, Public Relations Team Leader; E-A McGonigle, Administration Officer; L Wyllie, Administration Assistant

Also Attending:

Scottish Fire and Rescue Service

G Tudhope, Watch Commander, Local Authority Liaison Officer

1 Declaration of Interests

The following interest was declared:-

Councillor(s)	Item(s)	Nature of Interest(s)
Marrs	School Crossing Patroller Assessments:- ♦ Carnwath Road, Braehead	Requested the investigation

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 31 January 2023 were submitted for approval as a correct record.

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

3 Road Safety and Casualty Reduction

A report dated 5 January 2023 by the Executive Director (Community and Enterprise Resources) was submitted advising of the Council's approach to road safety and casualty reduction which was aligned to local and national priorities.

Section 39 of the Road Traffic Act 1988 required that all local authorities carried out studies into the causes of accidents on roads in their area and that appropriate measures be taken to prevent accidents. The Scottish Government had launched Scotland's Road Safety Framework to 2030 which set national targets and measures for casualty reduction to 2030 and a report was considered at the Forum at its meeting on 1 November 2022. The Framework had the long-term goal of zero fatalities and serious injuries in road transport by 2050. Four Interim Outcomes Target to 2030 had been set based on a national 2014 to 2018 baseline of:-

- ◆ 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

The Forum agreed that those 4 Interim Outcome Targets would be reported on an annual basis.

Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) included seeking to reduce the number and severity of road casualties within South Lanarkshire and to contribute towards the achievement of the 2030 national casualty reduction figures.

The Council's approach to casualty reduction was industry recognised, with South Lanarkshire Council winning the 'most effective road safety, traffic management and enforcement' category as part of the Scottish Transport Awards in 2022. The Council's approach to casualty reduction was fully detailed in section 4 of the report and included the following:-

- ◆ Road Safety Disciplines
- ◆ Annual Accident, Investigation and Prevention (AIP) Assessment
- ◆ Route Action Plan Assessment
- ◆ Single Site Assessment

There were other considerations such as:-

- ◆ improvement works which had been implemented previously or were programmed in the future. Improvements associated with new residential/commercial developments that came forward through the planning process could negate the need for intervention but those locations would be monitored
- ◆ sites/routes that did not specifically meet the above criteria could be included for further investigation and action if further information merited this. Such information included partner agencies, for example, non-injury collision details provided by Police Scotland, Scottish Fire and Rescue Service (SFRS) or adjacent landowners

Details were also provided on future considerations and pedestrian crossing facilities at sections 5 and 6, respectively of the report.

There followed a full discussion on the Council's approach to road safety and casualty reduction during which officers responded to members' questions in relation to the following:-

- ◆ whether near misses or non-injury accidents could be recorded and used as a method of predicting and preventing accidents
- ◆ risk assessing sites/routes
- ◆ the approach used for a site/route that did not specifically meet the criteria for further investigation
- ◆ instances when the police and local authorities had worked together to achieve positive outcomes

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

[Reference: Minutes of 1 November 2022 (Paragraph 4)]

Councillor Dewar entered the meeting during consideration of the above item of business

4 Road Accident Casualty Statistics for 2022

A report dated 18 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on the road accident casualty statistics for the Council during 2022. The statistics highlighted that between 2021 and 2022:-

- ◆ the total number of fatal casualties had increased from 7 to 10
- ◆ the total number of serious casualties was 82 and remained unchanged from 2021
- ◆ there were no fatal child casualties during 2022, no change for the fourth year
- ◆ the total number of serious child casualties had decreased from 8 to 4
- ◆ the total number of slight casualties had increased from 165 to 186, the second lowest value recorded

The figures provided for 2022 were provisional on the basis that the police could add to or amend the records over the coming months. The confirmed figures would be published by the Scottish Government in October 2023 in 'Reported Road Casualties Scotland 2022'.

In February 2021, the Scottish Government published 'Scotland's Road Safety Framework to 2030', which set out an ambitious long-term goal where no one was seriously injured or killed on Scotland's roads by 2050. Adjusted figures had been sourced from Transport Scotland with regards to baseline figures to fully allow the tracking of the Council's contribution to the national casualty reduction targets. This information was required due to the changes in data collection from 2019 onwards following the introduction of the Collision Recording and Sharing platform (CRaSH) used by Police Scotland to record and collate data. This had resulted in more casualties being classified as serious and had consequently caused a discontinuity in the time series with adjusted figures having to be used.

The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire from 2014 to 2022 were provided in Appendix A to the report. The 2030 targeted figures were also included. A graph of overall yearly casualty figures had also been provided showing data from 2004 to 2022 in Appendix B to the report.

National targets for specific user groups/ages had been set, as detailed at section 3.5 of the report, and this information had been presented to the Forum at the meeting on 30 November 2021. Agreement had been made that causation factors relating to those would be investigated and presented to the Forum annually and this information was provided in appendices C to J of the report for the period 2020 to 2022.

The COVID-19 pandemic, and the implications thereafter, had left a continued legacy of higher instances of home or agile working and altered travel patterns. This knowledge was assumed throughout the report.

The Engineering Manager responded to a member's questions in relation to the higher national target for the reduction in road users aged between 17 to 25 years being killed or seriously injured.

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

[Reference: Minutes of 30 November 2021 (Paragraph 3) and 1 March 2022 (Paragraph 3)]

5 Priority Road Safety Interventions 2023/2024

A report dated 25 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on priority road safety initiatives 2023/2024.

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 2030 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 rate 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.

On 30 November 2021, the Forum noted that the methodology for the annual road accident studies would be adapted to provide weighting factors for fatal and serious collision severities as well as for the targeted road user groups detailed within the new Road Safety Framework to 2030. Section 4 of the report provided an update on the recently completed Route Action Plan Assessments and section 5 of the report provided details on the recently concluded annual Single Site Assessments.

Due to the lower number of route action plan routes and single sited locations being identified for investigation, and the publication of the new Framework to 2030, an additional approach would be taken towards targeting road safety interventions. Focus would be placed on the following vulnerable road user groups/ages to coincide and contribute to the targeted casualty reductions sought within the new Framework:-

- | | |
|-----------------|------------------------------------|
| ◆ children | ◆ road users aged 70 and over |
| ◆ pedestrians | ◆ road users aged between 17 to 25 |
| ◆ cyclists | ◆ areas of highest deprivation |
| ◆ motorcyclists | |

Information was provided on:-

- ◆ the completion of route action plan assessments for rural class A and B routes, which had resulted in 3 locations, as detailed in Appendix 1 to the report, being identified for investigation
- ◆ the completion of single site assessments, which had resulted in 3 locations, as detailed in Appendix 2 to the report, being identified for investigation
- ◆ a range of actions and initiatives being taken forward in conjunction with partners to target road safety interventions, as detailed in Appendix 3 to the report
- ◆ a range of further actions spanning education, engineering, enforcement and encouragement which would be considered in conjunction with partners, taking cognisance of the contributory factors cited with the reported injury collisions. A range of potential measures, which continued to be considered in line with available resources, priorities and funding, was detailed at Appendix 4 to the report

The projects identified would be developed further and, where works or initiatives would be taken forward, they would be prioritised from grant funding of £150,000 from Strathclyde Partnership for Transport (SPT). It was noted that a Scottish Government grant entitled Road Safety Improvement Fund was likely to be made available in this financial year, however, details of this were awaited.

The Forum decided:

- (1) that the report be noted; and

- (2) that it be noted that the priority projects and initiatives would be progressed and implemented in line with available funding.

[Reference: Minutes of 30 November 2021(Paragraph 3) and 1 March 2022 (Paragraph 4)]

6 School Crossing Patroller Assessments

A report dated 18 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on requests for school crossing patrols at 11 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:-

- ◆ New Road, Cambuslang
- ◆ Overton Road, Cambuslang
- ◆ Lochlea Road, Rutherglen
- ◆ Harvester Avenue near Collie Wynd, Cambuslang
- ◆ Harvester Avenue at Red Deer Road, Cambuslang
- ◆ Meikle Earnock Road, Hamilton
- ◆ Meikle Earnock Road near Kintore Park, Hamilton
- ◆ Balmore Drive, Hamilton
- ◆ Sherry Drive, Hamilton
- ◆ Wilton Road, Carluke
- ◆ Carnwath Road, Braehead

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 11 locations detailed above, which had failed to meet the Council's criteria, be supported.

[Reference: Minutes of 30 November 2021 (Paragraph 6)]

Councillor Marrs, having declared an interest in Carnwath Road, Braehead, withdrew from the meeting during its consideration

7 School Travel Works/Initiatives

A report dated 25 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted on the School Travel Plan programme within South Lanarkshire.

The aim of School Travel Plans was to encourage more sustainable modes of travel, such as walking and cycling, which would reduce congestion outside schools, increase safety and improve health and environmental awareness, whilst setting active travel patterns for life.

School Travel Plan support was offered to all schools, whether it be their first School Travel Plan development or a review of their current Plan. At present, 78 schools had completed a Travel Plan, with a further 60 currently working towards completion. Some examples of good practice were detailed at paragraph 3.11 of the report, whereby the schools highlighted had worked to raise awareness of road safety and active travel matters within their school communities.

There were many initiatives available to schools to progress their School Travel Plan and those were fully detailed in sections 4 to 8 of the report under the following headings:-

- ◆ Road Safety Through Curriculum for Excellence/Local Initiatives
- ◆ Cycle Friendly School Fund – Cycling Scotland
- ◆ National Walk to School Week, Living Streets – 15 to 19 May 2023
- ◆ WOW Travel Tracker Living Streets
- ◆ Sustrans Big Walk and Wheel 2023

Following a member's request, officers agreed that a full range of resources and samples of printed materials used in schools would be brought to the next meeting of the Forum for members to look at either before or after the meeting.

The Forum decided:

- (1) that the contents of the report be noted and the development of future School Travel Plans be supported; and
- (2) that a full range of resources used in schools be brought to the next meeting of the Forum.

[Reference: Minutes of 22 June 2021 (Paragraph 5)]

Councillor Kerr left the meeting after consideration of the above item of business

8 Westwood Hill, East Kilbride

A report dated 18 May 2023 by the Executive Director (Community and Enterprise Resources) was submitted providing an update on matters discussed and considered by the Petitions Committee at its meeting held on 19 April 2023.

A petition had been lodged with the Council that had requested traffic calming measures at Westwood Hill, East Kilbride. This petition was considered by the Petitions Committee on 19 April 2023 where a series of actions had been agreed which would then be presented to the Roads Safety Forum at its meeting to be held on 13 June 2023.

Those actions, together with a response to each, were detailed at section 4 of the report and included:-

- ◆ liaising with Police Scotland regarding enforcement action/survey
- ◆ conducting a repeat GAP survey for consideration of pedestrian crossing facilities
- ◆ engaging with the School Crossing Patroller and other pedestrians on-site during the GAP survey
- ◆ considering the findings and making a decision on any actions, including the application of the current casualty reduction policy

The recommendations, set out at section 5 of the report, were as follows:-

- ◆ improving road safety remained a high priority in South Lanarkshire and this was reflected in the Council's Resource Plan as well as the Local Transport Strategy where actions and policies were provided to meet the Scottish Government's casualty reduction targets
- ◆ resources had to be prioritised to resolve known accident locations where people had been killed or seriously injured. The Council's approach to assessing accident data had resulted in a positive downward trend in accident numbers

- ◆ difficult decisions had to be made when prioritising improvements and it would not be possible to solve every road safety issue. It was incumbent for drivers to drive appropriately and in accordance with their surroundings
- ◆ Police Scotland had confirmed that enforcement action would be continued periodically in Westwood Hill, commensurate with their other duties
- ◆ the GAP survey indicated that there were sufficient gaps in traffic to allow pedestrians to cross the road, therefore, at present there was no justification and priority for the construction and installation of a traffic signal controlled system of altering the uncontrolled pedestrian crossing arrangements in Westwood Hill

The Engineering Manager advised that there was a typographical error and paragraph 5.6 should be removed from the recommendations, with paragraph 4.23 amended accordingly.

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

The Forum decided: that the recommendations, as amended and set out in section 5 of the report, be noted and supported.

[Reference: Minutes of the Petitions Committee of 19 April 2023 (Paragraph 2)]

9 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 24 May 2023 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

The report provided information on the following national campaigns:-

- ◆ a national eyesight campaign on 20 February 2023
- ◆ a national mobile phone campaign which ran in February 2023
- ◆ a national speeding campaign which ran in March 2023

Details were also provided on the following local campaigns:-

- ◆ funding was received in March 2023 for cut-out mobile officers to assist in road safety outside primary schools across South Lanarkshire. Mobile officers had been deployed in Chapeltown and Strathaven and had a positive effect on driver behaviour. All Area Inspectors in South Lanarkshire had their own speeding and parking pop ups to use accordingly
- ◆ in April 2023, the Lose the Blinkers campaign ran across Larkhall with mounted officers supporting the initiative. The aim was to raise awareness of drivers passing too close to horses on the road. The campaign was well supported by the community and 19 drivers were educated
- ◆ community policing officers had responded to speeding complaints received from elected members and the public. Speed checks had taken place across Coalburn, Rigsby, Strathaven, East Kilbride, Quarter, Hamilton, Carluke and Law. Enforcement action was taken when necessary and speed checks continued at hot spot areas
- ◆ targeted speeding complaints were carried out by Road Policing at various locations across South Lanarkshire using survey data from the Council.

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

Due to technical difficulties, the Local Authority Liaison Officer was unable to join the meeting to provide a verbal update on the statistics for road safety and road crime incidents. Those statistics, which had been embargoed up to and including 9 June 2023, provided details on road safety and road crime incidents for the period April 2022 to March 2023 and compared with figures for the same period of the previous year. This information was circulated to members following the meeting.

The Forum decided: that the report be noted.

[Reference: Minutes of 31 January 2023 (Paragraph 6)]

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

A report dated 23 May 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 4 (Q4) in 2022/2023 and compared with data for Q4 in the previous year. There had been an increase of 60% of non-fatal casualties across South Lanarkshire compared with the same reporting period last year. During Q4, there were no fatal casualties within South Lanarkshire and this was a decrease from 2 for the same reporting period in the previous year.

Details were also provided on the following future engagements:-

- ◆ during Q1, Lanarkshire's Community Action Team would continue to deliver the road safety message via the Virtual Reality (VR) based presentations to local high schools, young drivers and third sector groups. Those members of staff would focus their efforts on engaging with young drivers and those identified through partnership working to deliver road safety education
- ◆ the Youth Volunteer Scheme was well underway with the adult instructors now fully trained. 11 young people from across Lanarkshire had been identified to participate in the 3-year rolling scheme
- ◆ the Fire Reach courses were in place and young people across Lanarkshire had been carefully identified to participate in the week's course, with road safety forming an integral part

An update was also given on the following initiatives:-

- ◆ Beep Beep campaign (children's road safety) on 26 April 2023
- ◆ a Motorcycle Safety campaign
- ◆ Brake – an ongoing social media campaign
- ◆ Project Edward – an ongoing social media campaign

The 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 31 January 2023 (Paragraph 7)]

11 Urgent Business

There were no items of urgent business.