

ROADS SAFETY FORUM

Minutes of meeting held via Microsoft Teams on 1 March 2022

Chair:

Councillor Julia Marrs

Councillors Present:

Councillor Robert Brown, Councillor Maureen Chalmers, Councillor Allan Falconer (*substitute for Councillor Margaret Cowie*), Councillor Mark Horsham, Councillor Davie McLachlan, Councillor Lynne Nailon, Councillor Margaret B Walker

Councillors' Apologies:

Councillor Janine Calikes, Councillor Margaret Cowie, Councillor Jared Wark

Attending:

Community and Enterprise Resources

S Laird, Engineering Manager; C Smith, Engineering Officer

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

M Gordon, Administration Assistant; S Jessup, 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

Sergeant L Hinshelwood, 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 30 November 2021 were submitted for approval as a correct record.

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

Councillor Nailon joined the meeting during consideration of the above item of business

3 Road Accident Casualty Statistics 2021

A report dated 9 February 2022 by the Interim Executive Director (Community and Enterprise Resources) was submitted on the road accident casualty statistics for the Council during 2021. The statistics highlighted that between 2020 and 2021:-

- ◆ the total number of fatal casualties had decreased from 10 to 7
- ◆ the total number of serious casualties had decreased from 86 to 74
- ◆ there were no fatal child casualties during 2021, no change for the third year

- ◆ there were 8 serious child casualties and this had remained the same as in 2020
- ◆ the total number of slight casualties had decreased from 221 to 150, the lowest recorded figure

The figures provided for 2021 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 2022 in 'Reported Road Casualties Scotland 2021'.

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. Further information was awaited 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. Provisionally adjusted figures had been used in the report for 'serious casualty' and 'child serious casualty' targets.

The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire from 2014 to 2021 were provided in Appendix A to the report. The 2030 targeted figures were also included.

At its meeting on 30 November 2021, the Forum considered the 4 Interim Outcome Targets to 2030 for user groups/ages and it was agreed that the causation factors relating to those would be investigated and presented to the Forum annually. This information was provided in appendices B to H of the report.

The various protection levels that had been in place since the first COVID-19 lockdown on 23 March 2020, significantly impacted on travel patterns and frequencies. The pandemic continued to leave a legacy of higher instances of home or agile working and potentially altered travel patterns.

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

The Forum decided: that the report be noted.

[Reference: Minutes of 22 June 2021 (Paragraph 3) and 30 November 2021 (Paragraph 3)]

4 Priority Road Safety Engineering Projects 2022/2023

A report dated 9 February 2022 by the Interim Executive Director (Community and Enterprise Resources) was submitted on the Priority Road Safety Engineering Projects 2022/2023.

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

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

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

Information was provided on:-

- ◆ the completion of route action plan assessments for rural class A and B routes, which had resulted in 7 locations, as detailed in Appendix 1 to the report, being identified for investigation
- ◆ the completion of single site assessments, which had resulted in 10 locations, as detailed in Appendix 2 to the report, being identified for investigation
- ◆ a range of initial ideas and actions for casualty reduction which spanned education, engineering and encouragements, as detailed in Appendix 3 to the report, would be considered over the coming months

The projects identified would be developed through the:-

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

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

The Forum decided:

- (1) that the report be noted; and
- (2) to note that the priority projects would be progressed and implemented in line with available funding.

[Reference: Minutes of 28 January 2020 (Paragraph 4) and 30 November 2021 (Paragraph 3)]

5 Bikeability Scotland Cycle Training

A report dated 9 February 2022 by the Interim Executive Director (Community and Enterprise Resources) was submitted on the Bikeability Scotland Scheme within South Lanarkshire for the current academic year.

Bikeability Scotland was the brand name for multi-level cycle training in Scotland, designed to give young people the skills and confidence to ride their bikes safely on roads.

The 3 levels of the scheme formed part of the Scottish Government's Cycle Action Plan for Scotland (CAPS) and aligned to the National Standard for Cycle training developed on behalf of the Department for Transport. Cycling Scotland had responsibility for the administration and development of the programme nationally.

Bikeability Scotland Levels 1 and 2 were co-ordinated and supported by the Council's Traffic and Transportation Section. All primary schools had been contacted to participate within Bikeability Scotland Level 1 and Level 2 training during the academic term 2021/2022. School participation would be collated at the end of the academic school year. Detailed information was also provided on the one-day Bikeability Scotland Instructor training course which was offered to all new or existing school trainers.

Information was also provided on:-

- ◆ an enhanced communication programme by Cycling Scotland with non-participating schools within South Lanarkshire which took place between January and February 2022
- ◆ Bikebank – a small fleet of bikes and helmets, previously funded by Cycling Scotland, available to individual pupils or for Bike Town staff undertaking Bikeability Scotland pupil cycle training on behalf of the Council
- ◆ the new part-time Bikeability Co-ordinator who had commenced post on 9 November 2021 to help with promotion of Bikeability Scotland and provide additional support to schools when required

The Forum decided: that the report be noted.

[Reference: Minutes of 30 October 2019 (Paragraph 4)]

In terms of Standing Order No 13, the Chair adjourned the meeting at 10.56am for a 6 minute period. The meeting reconvened at 11.02am without the attendance of Councillor McLachlan

6 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 2 February 2022 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.

An update was given on the following initiatives:-

- ◆ the Festive Drink/Drug Driving campaign which ran from December 2021 until 3 January 2022
- ◆ a Mobile Phone campaign which started on 21 February 2022 for one week
- ◆ a Commercial Vehicle campaign to be launched on 14 March 2022
- ◆ the New Driver Early Intervention Scheme

Details were provided on road safety and road crime incidents for the period April to December 2021 and compared with figures for the same period of the previous year. It was also noted that due to personnel turnover, community policing officers would be trained in the use of the speed detection device.

The Local Authority Liaison Officer responded to a member's question in relation to speeding and any action which could be taken to encourage behavioural change in drivers.

The Forum decided: that the report be noted.

[Reference: Minutes of 30 November 2021 (Paragraph 7)]

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

A report dated 10 February 2022 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 3 in 2021/2022 and compared with data for quarter 3 in the previous year.

Details were also given on a number of road safety initiatives:-

- ◆ a dedicated Youth Community Safety Advocate and a Community Firefighter were now in post who 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 on the way to become operational with the adult instructors undertaking their training before recruitment of young people
- ◆ funding had been received for the Firereach programme to enable 3 Firereach instructors to be recruited. The course, which included road safety as an important element, would be delivered from the Coatbridge Firereach building, with 4 being planned for South Lanarkshire young people by the end of the summer

The Local Authority Liaison Officer responded to a member's question in relation to a request for Forum members to receive a demonstration of the virtual reality training.

The Forum decided: that the report be noted.

[Reference: Minutes of 30 November 2021 (Paragraph 8)]

8 Item of Urgent Business

There were no items of urgent business.