

# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>1 March 2022</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Priority Road Safety Engineering Projects 2022/2023</b>
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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 2022/2023

## 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 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 3 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 5 December 2017, was advised of the methodology used to identify where road accidents are occurring in South Lanarkshire and how the information is used to prioritise identified accident locations and how these tables are then used to prioritise the Capital Programme of Road Safety Engineering Works.
- 3.5. A further meeting of the Road Safety Forum on 30 November 2021 outlined Scotland's Road Safety Framework to 2030. One of the recommendations was 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 Framework. An update regarding this action is provided within this report.

#### **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 32 sections currently have an accident rate greater than the national average. Weightings have been applied for the first time 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. 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 2 locations. The route accident rate is below the national accident rate for A749 Nerston to Cathkin By-pass, however, this has been included due to information following regular collisions being received from adjacent landowners which merits further investigation. In addition, the top 5 sites within the priority table will be subject to a review of existing signage, lining and verge marker posts with works progressed where required such as replacement signs, renewed lining or the cleaning of existing sign faces and street furniture. These are listed in Appendix 1. It is likely that these will result in new, remedial or alteration works during 2022/2023.
- 4.6. 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.

- 4.7. The annual Single Site Assessment has recently been concluded and this identified that 22 locations have three or more injury accidents occurring in the previous three years. Weighting factors have been applied for the first time 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.
- 4.8. 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.
- 4.9. It is noted that the above new weightings/gearing factors make some sites feature higher in priority within the single site priority table than they would have previously without these additions. This includes sites with under 3 road traffic collisions which feature within the priority table for monitoring purposes. These have previously had more than 3 accidents within a study period and have since experienced reductions. It is not proposed that sites with a total of less than 3 points will typically be considered for investigation/ action. It is proposed to investigate 10 sites as shown in Appendix 2, and from the outcome implement a number of schemes.
- 4.10. 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.
- 4.11. 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.
- 4.12. 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)
- 4.13. 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, SPT funding for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan for improved infrastructure.

## **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.

**Alistair McKinnon**

**Interim Executive Director (Community and Enterprise Resources)**

9 February 2022

### **Link(s) to Council Values/Ambitions/Objectives**

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

### **Previous References**

- ◆ Road Safety Forum Paper, Capital Programme of Road Safety Engineering Projects 2021/2022, 22 June 2021
- ◆ Road Safety Forum Paper, Road Safety Framework to 2030, 30 November 2021
- ◆ Road Safety Forum Paper, Accident Reduction Identification and Prioritisation, 05 December 2017

### **List of Background Papers**

Scotland's Road Safety Framework to 2030

Route Action Plan Priority Table 2022/2023

Single Site Priority Table 2022/2023

### **Contact for Further Information**

If you would like to inspect any of the background papers or want any further information, please contact: - Colin Smith, Engineering Officer, Roads and Transportation Services

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

Route	Start Point	End Point	Fatal	Serious	Slight	Total	Traffic	Route Acc Rate	National Acc Rate	Route Rate as %age	RTC	KSI	KSI Upscaled	Double KSI VRU	Final
			RTC	RTC	RTC	RTC	Flow (vpd)	(acc/100 m vkm)	(acc/100 m vkm)	of National Rate	Points *	Weighting	Rate	Multiplier	score
B7056	Yieldshield	A706 junction	1	0	0	1	227	78.88	15.89	496.44	7.1	7.1	3524.7	Y	<b>7049</b>
A72	B7078/A72 junction	DukeSt/M74 J7 (W)	0	1	1	2	2768	65.99	10.1	653.32	5.5	4.5	2940.0	N	<b>5880</b>
A702	Council Boundary	M74 Junction 14 (South)	1	2	1	4	850	33.58	10.1	332.43	17.1	7.1	2360.2	Y	<b>4720</b>
B740	B7078 junction	Council Boundary	1	1	0	2	510	36.54	15.89	229.98	11.6	7.1	1632.9	Y	<b>3266</b>
A73	A70 Hyndford Bridge	A72 Junction Symington	2	2	3	7	4716	22.98	10.1	227.48	26.2	7.1	1615.1	Y	<b>3230</b>
A721	B7056 Yieldshield Road	Harelaw Roundabout	0	4	6	10	5616	28.04	10.1	277.59	24.0	4.5	1249.2	Y	<b>2498</b>
A749	Nerston	Cathkin By-pass	0	0	4	4	25510	5.97	10.1	59.07	4.0	1.0	59.1	N	<b>118</b>

## Appendix 2 – Single Sites for Investigation

* Fatal 7.1 Serious 4.5 Slight 1											
Location	Road Class	Built Up/ Non Built up	Fatal RTC	Serious RTC	Slight RTC	Total RTC	Site Points *	SIMD Weight	Weight Total	Double KSI VRU Multiplier *	Final score
B768 Main Street, Rutherglen east end	B	BU	0	2	1	3	10	1.4	14	Y	28.0
A73 Westport, Lanark	A	BU	0	2	2	4	11	1	11	Y	22.0
A721 Carnwath Road at unclassified junction east of Kilncadzow (nr Hole of Kilncadzow Farm)	A	NBU	0	2	1	3	10	1	10	Y	20.0
A749 Stonelaw Road between View park Drive and Highburgh Drive, Rutherglen	A	BU	0	1	2	3	6.5	1	6.5	Y	13.0
A73 near Bloomgate/ bottomcross, Lanark	A	BU	0	1	1	2	5.5	1	5.5	Y	11.0
Burnhill Street at Cathcart Road junction, Rutherglen	A	BU	0	0	3	3	3	1.4	4.2	Y	8.4
A743 Lanark Road at junction with Ayr Road (A70), Ravenstruther	A	BU	0	1	2	3	6.5	1	6.5	N	6.5
A724 Burnbank Rd at Clydesdale St, Hamilton	A	BU	0	0	3	3	3	1	3	Y	6.0
A724 Burnbank Road at Pollock Avenue/ Whitehill Road, Hamilton	A	BU	0	0	4	4	4	1.3	5.2	N	5.2
A730 Mill Street at Main Street/ Burnhill Street signalised junction, Rutherglen	A	BU	0	0	3	3	3	1.4	4.2	N	4.2

## **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