

# Report

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Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>15 May 2018</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Capital Programme of Road Safety Engineering Works for 2018/2019</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Capital Programme of Road Safety Engineering Works for 2018/2019 that will contribute to achieving government casualty reduction targets

## 2. Recommendation(s)

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

- (1) that the contents of the Capital Programme of Road Safety Engineering Works for 2018/2019 be noted.

## 3. Background

3.1. The Road Safety Forum, at its meeting of 27 February 2018, was advised of the provisional number of casualties occurring in the Council area in 2017 and of the trend in casualties with the Scottish Government's casualty reduction targets. It was further advised that there is still a lot of work to do and that the 2020 targets are challenging.

3.2. The Road 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, 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. These reports further explained the tried and tested measures that have been employed to assist in casualty reduction to date, as well as their success.

## 4. Capital Programme of Road Safety Engineering Works for 2018/2019

4.1. Funding of the Capital Programme is provided from three sources: Scottish Government Grant: Cycling, Walking and Safer Streets (CWSS) funding (£432,000), Strathclyde Partnership for Transport (SPT) funding (£470,000) for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan (£125,000) for improved infrastructure.

4.2. The philosophy that has guided the development of previous Capital Programmes of Road Safety Engineering Works has been continued when developing the 2018/2019 programme (Appendix 1). Targeting locations with accident records is

the main priority, and accounts for approximately 69% of the budget. Other road safety initiatives take up the remaining 31%. The initiatives targeting accident locations are the Route Action Plans and the AIP Single Site schemes.

4.3. It should be noted that CWSS conditions of grant require the Council to consider spending a minimum of 36% and preferably over 50% of the grant for the purposes of undertaking a programme of works promoting cycling. This will be met from the cycle schemes as well as a contribution towards some of the traffic signal schemes identified in Appendix 1.

4.4. The other road safety initiatives are:-

- ◆ Road Safety Infrastructure Improvements
- ◆ Speed Limit Initiatives
- ◆ Traffic Signals/Pedestrian Crossings
- ◆ Engineering measures at schools
- ◆ Cycle Schemes

4.5. A copy of the priority tables relating to Route Action Plan Assessments, Single Site Assessments as well as Area Wide Assessments will be available for viewing at the meeting.

## **5. Financial Implications**

5.1. The projects will be financed through the Scottish Government Grant: CWSS (£432,000), SPT funding (£470,000) for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan (£125,000) for improved infrastructure.

## **6. Employee Implications**

6.1. The projects will be delivered utilising existing staff resources.

## **7. Other Implications**

7.1. There are no significant risks associated with this report, nor any environmental implications.

7.2. There are no implications for sustainability in terms of the information contained within this report.

## **8. Equality Impact Arrangements and Consultation Arrangements**

8.1. 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.

8.2. Consultation forms an integral part of the promotion of any traffic regulation order that is required for the implementation of a new speed limit.

**Michael McGlynn**  
**Executive Director (Community and Enterprise Resources)**

30 April 2018

**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 5 December 2017
- ◆ Road Safety Forum 27 February 2018

**List of Background Papers**

None

**Contact for Further Information**

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

Stuart Laird, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

E-mail: [Stuart.Laird@southlanarkshire.gov.uk](mailto:Stuart.Laird@southlanarkshire.gov.uk)