



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 23 January 2023

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, 31 January 2023

Time: 10:00

Venue: Hybrid - Council Chamber, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Yours sincerely

Cleland Sneddon
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 - 10
Minutes of the meeting of the Roads Safety Forum held on 1 November 2022 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **Safety Camera Assessment Process** 11 - 18
Report dated 12 January 2023 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Bikeability Scotland Cycle Training** 19 - 24
Report dated 5 January 2023 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Education, Training and Publicity Initiatives** 25 - 32
Report dated 5 January 2023 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Police Scotland - Lanarkshire Division Road Safety Update** 33 - 36
Report dated 10 January 2023 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 7 **Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 37 - 40
Report dated 13 January 2023 by G Tudhope, Local Authority Liaison Officer, Police Scotland. (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 the Council Chamber, Council Offices, Almada Street, Hamilton on 1 November 2022

Chair:

Councillor Davie McLachlan (after item 2)

Councillors Present:

Councillor John Anderson, Councillor Ralph Barker, Councillor Margaret Cowie (Depute - after item 3), Councillor Colin Dewar, Councillor Cal Johnston-Dempsey, Councillor Susan Kerr, Councillor Julia Marrs, Councillor Kenny McCreary, Councillor Norman Rae

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

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

J Davitt, Public Relations Officer; N Docherty, Administration Assistant; E-A McGonigle, Administration Officer; L Wyllie, Administration Assistant

Also Attending:

Scottish Fire and Rescue Service

G Tudhope, Watch Commander, Local Authority Liaison Officer

Police Scotland

Sergeant L Hinshelwood, Local Authority Liaison Officer

1 Declaration of Interests

No interests were declared.

2 Appointment of Chair

Councillor Anderson, seconded by Councillor Dewar, moved that Councillor Marrs be appointed as Chair of the Roads Safety Forum.

Councillor Cowie, seconded by Councillor Kerr, moved as an amendment that Councillor McLachlan be appointed as Chair of the Roads Safety Forum.

On a vote being taken by roll call, members voted as follows:-

Motion

John Anderson, Colin Dewar, Cal Johnston-Dempsey, Julia Marrs

Amendment

Ralph Barker, Margaret Cowie, Susan Kerr, Kenny McCreary, Davie McLachlan, Norman Rae

4 members voted for the motion and 6 for the amendment which was declared carried.

The Forum decided: that Councillor McLachlan be appointed as Chair of the Roads Safety Forum

In terms of Standing Order No 14, the meeting was adjourned at 10.07am and reconvened at 10.12am

3 Appointment of Depute Chair

Councillor Barker, seconded by Councillor Kerr, moved that Councillor Cowie be appointed as Depute Chair of the Roads Safety Forum.

The Forum decided: that Councillor Cowie be appointed as Depute Chair of the Roads Safety Forum

4 Road Safety and Casualty Reduction

A report dated 14 October 2022 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.

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 and made it clear that all road users had a part to play in the success of the Framework. The Framework had the long-term goal of zero fatalities and serious injuries in road transport by 2050, and 4 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

Intermediate Outcome Targets had also been set which allowed the national performance of casualty figures for the specific user groups to be tracked and those were detailed at section 3.3 of the report.

In line with international best practice, the Framework embedded the Safe System approach which had a long-term goal of a road traffic system which became free from death or serious injury through incremental, targeted improvements within a specified safety performance framework based on the 5 pillars of:-

- ◆ safe road use
- ◆ safe vehicles
- ◆ safe speeds
- ◆ safe roads and roadsides
- ◆ post-crash response

The Framework had been fully outlined to the Forum at its meeting on 30 November 2021. Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) sought to reduce the number and severity of road casualties within South Lanarkshire and would contribute towards achievement of the 2020 national casualty reduction figures and, subsequently, the 2030 national casualty figures.

The Council's approach to casualty reduction had been industry recognised with South Lanarkshire Council winning the 'most effective road safety, traffic management and enforcement' category as part of the Scottish Transport Awards 2022. The Council's approach 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:-

- ◆ casualty injury severities and vulnerable road user groups/ages
- ◆ 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

Additional focuses for casualty reduction were also outlined and those included:-

- ◆ targeting road safety interventions, with a focus on vulnerable road user groups/ages, as detailed in section 4.16 of the report
- ◆ actions in relation to education, engineering, enforcement and encouragement would be continued in conjunction with partners to address those user groups/ages

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

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

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

5 20mph Speed Limits

A report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources) was submitted advising on 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.

To shape the Strategy and gain agreement on the most appropriate route to implementing the 20mph speed limits, an assessment of the existing road network was required. Each local authority had been asked to undertake this work, the outcome of which would assist in the decision-making process and would inform policy, guidance and ministerial updates.

Guidance had been developed and approved through the National 20mph Task Group whose membership included the Society of Chief Officers of Transportation in Scotland (SCOTS), Police Scotland, Sustrans and Transport Scotland and this had been provided to local authorities alongside funding for the work. The guidance set out the place criteria and assessment process and this was detailed in appendices 1 to 3 to the report. The specific number of roads affected and the financial implications would not be established until the roads were assessed.

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 and the information contained on that form was detailed in section 5 of the report.

The road assessment would be issued to tender and a contractor would be appointed to undertake the work. The scope was currently being prepared and it was anticipated that an award would be made by the end of the calendar year and the study completed by spring 2023.

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

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

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

6 Parking/Road Safety at Schools

A report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources) was submitted:-

- ◆ advising of the Council's approach to parking and road safety around schools
- ◆ providing an update on the measures and opportunities to encourage more sustainable journeys to and from school

Within South Lanarkshire, there were 17 secondary schools, 124 primary schools, 2 private schools and 7 additional support needs schools. Together, there were approximately 46,000 pupils who attended school on a daily basis, which equated to 8.74 million return pupil journeys to and from school each academic year.

Indiscriminate parking and poor road user behaviour led to a variety of issues, such as blocked footways, limited crossing opportunities for children, masked visibility of approaching drivers, congestion and frustration of other road users.

Each school had a different level and mix of issues which could be dependent on their geographical location, such as rural/urban or in a residential/town centre location. The issues that related to congestion, unsafe driving and parking practices and the resultant risk of conflicts that occurred between road users which could lead to accidents, required the support and involvement of relevant stakeholders, such as Police Scotland and the roads authority.

Transport Scotland's latest publication, 'Reported Road Casualties Scotland 2020', stated that, for the years from the end of 2015 to 2019, the annual average number of children killed in South Lanarkshire was zero, however, the number of children seriously injured was approximately 10.6. Therefore, whilst accidents remained at relatively low levels in South Lanarkshire, of those, less than half would involve an accident occurring on a journey to school.

Detailed information was provided on the key considerations, actions and measures available regarding parking and road safety around schools and the Council's approach which included:-

- ◆ statutory enforcement practicalities and capacity
- ◆ Car Free School Zones (CFSZs)
- ◆ encouraging active/sustainable travel through School Travel Plans (STPs)
- ◆ road safety projects and initiatives, details of which were provided at Appendix 1 to the report
- ◆ partnership working

There was no single solution to the parking and road safety problems at and around schools. A variety of solutions needed to be developed in discussion with school communities which took cognisance of the location of the school and travel characteristics of those attending the school.

Schools were encouraged, and in some cases required, to complete a STP. To ensure the solutions were taken forward appropriately, it was essential that the Head Teacher, Parent Council, Education Resources, Roads, Transportation and Fleet Services and Police Scotland liaised with each other. The success was dependent on the commitment of the school community to champion and embrace the solutions being introduced.

Officers responded to members' questions in relation to CFSZs.

The Forum decided: that the contents of the report be noted and the continued approach to this matter supported.

[Reference: Minutes of 5 December 2017 (Paragraph 4) and Minutes of the Community and Enterprise Resources Committee of 21 August 2018 (Paragraph 11)]

In terms of Standing Order No 14, the Chair adjourned the meeting at 11.37am and reconvened at 11.45am

7 Speed Management and Traffic Calming

A report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources) was submitted advising on the various methods, features and tools utilised for speed management and traffic calming purposes and approaches to their use.

Traffic calming had been introduced in the UK in the 1980s after successful schemes in mainland Europe were found to improve safety in urban areas. Speed management/traffic calming measures were considered as methods of reducing road accident casualties by providing a safe environment for road users. Such features were not appropriate for roads with a speed limit over 30mph, A and B class roads, and other strategic urban roads.

Numerous requests were received for traffic calming on an annual basis and those far outweighed the available funding, need and suitability for the requested measures to be introduced.

Traffic calming could be split into 2 main categories of vertical deflection or horizontal deflection, details of which were provided at section 4 of the report, with additional information provided in Appendix 1 to the report. Other speed management/traffic calming measures which could be utilised included:-

- ◆ signs
- ◆ lining
- ◆ safety cameras
- ◆ vehicle activated signs (VAS)

The introduction of additional measures had to be evidenced based. Justification typically included an investigation into personal injury accidents (particularly those involving vulnerable road users), accidents with similar patterns of causation factors, and the consideration of vehicle speeds, traffic volumes, vehicle composition, severance as well as the general road and surrounding environment in terms of layout, key building and social amenities.

Speed and accident reduction were not the only valid objectives that led to the introduction of a speed management/traffic calming scheme. Other objectives included encouraging non-motorised users and an improved local environment as part of the wider scheme. Provision of speed reduction measures and/or traffic calming was deemed to be most effective when incorporated as part of larger schemes, where appropriate, such as new active travel infrastructure.

Traffic calming measures were not always popular and some of the issues and limitations were outlined at paragraph 5 of the report.

Traffic calming legislation also had to be considered and this provided technical detail on certain calming measures as well as the statutory duty for consultation with the public and the usual consultees, such as the police. Where this was not a legislative requirement, external partners generally insisted on this as part of grant funding requirements.

The approach adopted by the Council was to consider sites/routes or areas for traffic calming where there was an identified issue or requirement established through the Council's annual accident analysis. In addition, consideration would be made where:-

- ◆ there was a requirement or benefit determined as part of a wider scheme or project that could be evidenced, for example active travel routes, school travel plan actions, city deal or community growth areas
- ◆ there was significant measurable benefit, cost effectiveness and public support that outweighed any negatives

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

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

[Reference: Minutes of 1 March 2022 (Paragraph 3)]

8 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 12 October 2022 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

A national motorcycle campaign had taken place from April to October 2022 where all motorcycles had been stopped and educated with enforcement action used where necessary. 90 motorcycles had been stopped across Lanarkshire during the campaign period.

Community policing officers had responded to complaints received from elected members and the public, and speed checks had taken place across East Kilbride, Hamilton, Rutherglen and Clydesdale. The majority of motorists had complied with the speed limit, however, enforcement action was taken where necessary. Regular speed checks would be continued at hot spot areas in order to influence driver behaviour and to reduce the number of accidents on the roads.

An update was also given on the following initiatives:-

- ◆ a Seatbelt campaign which ran from 31 May to 13 June 2022 with 10 detections
- ◆ a Drug Driving campaign which ran from 5 July to 11 July 2022 with 5 detections
- ◆ a Commercial Vehicle campaign which ran from 7 July to 14 July 2022
- ◆ Lose the Blinkers campaign which ran during July 2022 in Rutherglen and September 2022 in Carluke. The aim was to raise awareness of drivers passing too close to horses on the road
- ◆ the Close Pass campaign which was currently ongoing and its aim was to promote safe and responsible shared space between motor vehicles and cyclists

Details were provided on road safety and road crime incidents for the period April to September 2022 and compared with figures for the same period of the previous year. There was a decrease in most road crimes in the period compared with the previous year and that had been linked to both a reduction in vehicles using the road network due to the pandemic and enhanced police patrols. Driver/rider education and encouragement had also delivered a positive, preventative impact on road safety.

More dates would be arranged for community policing officers training in the use of the speed detection device.

The Forum decided: that the report be noted.

[Reference: Minutes of 1 March 2022 (Paragraph 6)]

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

A report dated 10 October 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 2 (Q2) in 2022/2023 and compared with data for Q2 in the previous year.

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

- ◆ during Q2, Lanarkshire's Community Action Team had received training to utilise a road safety message via the virtual reality training. This enabled those members of staff to fully engage with young drivers and those identified through partnership working to deliver road safety education
- ◆ the Youth Volunteer Scheme was well under way to become operational with the adult instructors now fully trained. 11 young people from across Lanarkshire had been identified to participate in the 3-year rolling scheme

- ◆ #ProjectEDWARD was an annual UK wide road safety campaign which was backed by the Government, emergency services, highways agencies, road safety organisations and private industry. The campaign took place between 17 to 21 October 2022 and SFRS delivered several Road Safety presentations throughout schools in South Lanarkshire
- ◆ SFRS would work in partnership with the charity BRAKE to promote a road safety week from 14 to 20 November 2022 with the campaign theme 'Safe Roads for All'

The Forum decided: that the report be noted.

[Reference: Minutes of 1 March 2022 (Paragraph 7)]

10 Urgent Business

There were no items of urgent business.

Chair's Closing Remarks

The Chair thanked Councillor Marrs, who was Chair of the Forum in the previous Council administration, for her stewardship during that period.

Report

3

Report to:	Roads Safety Forum
Date of Meeting:	31 January 2023
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Safety Camera Assessment Process
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of safety camera locations within South Lanarkshire and the site selection process

2. Recommendation(s)

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

- (1) that the contents of the report be noted.

3. Background

- 3.1. The Scottish Safety Camera Programme is a collision reduction initiative which reduces collisions through reducing speeds and incidences of red light running at traffic signals.
- 3.2. Safety Cameras are not driven by revenue generation but operate to make our roads safer. All monies generated by fines are paid to the Scottish Courts and Tribunals Service and in turn to the Scottish Government.
- 3.3. Safety Cameras Scotland is divided into three Safety Camera Unit areas - North, East and West - who manage the speed and red-light cameras across Scotland. They work alongside Police Scotland and are funded through a grant provided by the Scottish Safety Camera Programme.

The West Safety Camera Unit area is made up by the 13 local authorities below:-

- ◆ Argyll and Bute
- ◆ Dumfries and Galloway
- ◆ East Ayrshire
- ◆ East Dunbartonshire
- ◆ East Renfrewshire
- ◆ Glasgow City
- ◆ Inverclyde
- ◆ North Ayrshire
- ◆ North Lanarkshire
- ◆ Renfrewshire
- ◆ South Ayrshire

- ◆ South Lanarkshire
- ◆ West Dunbartonshire

3.4. Through targeted camera enforcement and improving driver behaviour, the purpose of the Programme is to contribute to Scotland's road safety vision and road safety targets as set out in the Road Safety Framework to 2030. This means cameras are sited in the areas most in need in terms of road casualty reduction and deployed primarily where they will have the greatest casualty and collision reduction potential.

4. Camera Type

4.1. A variety of safety cameras are used to detect speeding vehicles and non-compliance with red-lights. Safety cameras have a camera information sign placed prior to the point where enforcement takes place and camera housings and vehicles are clearly visible to road users.

Fixed Speed

- These operate using radar technology and record two rear facing images recorded at 0.5 seconds apart and at each site there are secondary check markings painted on the road at specified intervals. These markings are captured on the photographic evidence and used to provide verification that the vehicle speed detected by the radar is consistent with the distance travelled by the vehicle in between the two photographs. The secondary check markings are not used to determine the exact speed of a vehicle as that is the function performed only by the radar.

Vector SR Spot Speed Cameras

- These use linked Automatic Number Plate Recognition (ANPR) cameras to gather information on vehicles at locations where speeds need to be managed over a short section of road. The cameras use tracking radar for spot speed enforcement and have multi lane coverage. An intelligent virtual grid is used for secondary speed verifications which means the traditional road markings are not required. The system uses infra-red technology which allows images to be captured without the need for camera flash.

Mobile cameras

- These can be deployed in clearly marked vans or from the roadside by trained operators and utilise the latest laser detection and image recording technology to measure the speed of vehicles both approaching and travelling away from the enforcement location. Each mobile camera unit van is also fitted with a 360 degree imaging system and is able to track and record images of an offending vehicle as it approaches, passes alongside and then moves away from the camera van. This is particularly effective in the identification of motorcycles and any other vehicle where a number plate was obscured or missing.

Average Speed Cameras

- These systems use linked Automatic Number Plate Recognition (ANPR) cameras to monitor the average speed of traffic over a section of road, or network of roads. Cameras can be installed in front and rear-facing orientation and offending vehicles can be recorded between multiple locations and multiple lanes within the system. They are used at permanent locations to control speeds on routes with a collision history and on a temporary basis at major roadworks to manage speeds through areas where narrow lanes and contraflows can affect safety.

Red Light and Speed Cameras

- These operate at traffic lights and can detect vehicles when they pass through a red light. Many of these cameras also have a dual function where they can additionally be used to detect speeding vehicles. The footage captured by these cameras is again reviewed by trained staff who confirm any offences.

4.2. Each camera enforcement location is located within a site or route where there has been an identified history of collisions where speed or red-light running is an issue. All camera locations can be found on the Safety Camera Scotland website.

5. Existing Camera Sites

5.1. There are 4 fixed, 6 mobile and one average speed camera site within South Lanarkshire.

Fixed

- ◆ A73 Stewart Street, Carluke
- ◆ B7078 Carlisle Road, Lesmahagow
- ◆ B768 Main Street near McCallum Avenue, Rutherglen
- ◆ Hillhouse Road near St. Ninian's Road, Hamilton

Mobile

- ◆ A706 Forth to Lanark, near Yieldshields Road,
- ◆ A73 near Thankerton
- ◆ (operating at 4 points on the A73 - approx. 1.5km west of Station Road, 300m east of Sherriflats Road, 500m east of Sherriflats Road and near Station Road)
- ◆ B7078 Carlisle Road, Blackwood
- ◆ B768 Burnhill Street, Rutherglen
- ◆ Maxwellton Road near Pembroke, East Kilbride
- ◆ Shawfield Road near Shawfield Drive, Rutherglen

Average Speed

- ◆ Mill Street, Rutherglen

5.2. It should be noted that a new mobile camera site was proposed for Carlisle Road, Ferniegair as part of a previous site selection exercise reported to the Forum on 28 January 2020. Due to significant development within the locus of the enforcement area, this site has been unable to be established as no suitable alternative location exists or could be created for an enforcement vehicle to be stationed.

5.3. This has been thoroughly considered by the Council and Safety Camera Unit. The site has been reassessed and vehicle speeds have reduced and collisions/casualties have also fallen. Over recent years further residential development has been completed in addition to a retail property. It was also noted that traffic volumes have increased. Given the characteristics of the corridor have changed, there is no location for an enforcement vehicle to be placed, there are significantly less speed related accidents resulting in fewer casualties, the criteria for a safety camera is no longer met.

5.4. New features in the form of gateway signage have been installed when entering Ferniegair, and these incorporate 300/200/100m speed limit countdown signs, new town boundary signs with the statutory 30mph speed limit sign and road markings incorporating "dragons teeth", speed limit roundel and coloured surfacing. Given representations received by the Council and Police Scotland, local Police Officers

have undertaken regular speed enforcement initiatives on Carlisle Road and consider there to be high compliance on this road.

- 5.5. Given ongoing concerns, the Council and Police Scotland will continue to work in partnership. The location will continue to form part of Police Scotland's enforcement considerations commensurate with other duties. In addition, the Council's Traffic and Transportation Team will continue to monitor Carlisle Road and are currently considering options to further encourage drivers to choose an appropriate speed to travel within this built up area.

6. Short Term and Flexible Deployments

- 6.1. In addition to the above, to improve operational effectiveness and deployment flexibility, Safety Cameras Scotland can use short-term mobile enforcement deployments where required. This flexibility allows the reallocation of resources in response to emerging issues or one-off/short-term events where the expected change in traffic behaviour has raised road safety concerns from stakeholders. These are limited to a maximum period of one month with prior agreement reached between the Area Safety Camera Manager, the Council and Police Scotland.
- 6.2. A number of enforcement hours are also available for deployments in support of improving driver behaviour and speed limit compliance in high footfall areas where active travel could be encouraged by lower speeds while reducing risk exposure. These would be established by considering speed and risk factors in accordance with the Flexible Deployment Selection Criteria. All flexible deployments must be agreed between the Area Safety Camera Unit and the Council.

7. Site Selection Criteria

- 7.1. Sites are selected using criteria set out in the Safety Cameras Scotland Handbook and following extensive site selection discussions. Education and engineering solutions must be considered prior to proposing camera enforcement at any site. The minimum requirements for new fixed, mobile, average speed and red-light camera sites are set out in Appendix 1, with evidence of collisions and speeding required.
- 7.2. Revisions in criteria were brought in from 2018/2019 which saw an increase in the site selection collision assessment period from 3 years to 5 years as the previous criteria had delivered sites where clusters of collisions had taken place, but it was becoming difficult to identify new sites.
- 7.3. Weighting allocations to collisions were also changed to be based on severity changing from 1, 2 and 3 for a slight, serious and fatal collision to 1, 4.5, and 7.1. Vulnerable road users were also recognised further by double weighting the scoring allocated to accidents involving pedestrians, cyclists, motorcycles and equestrians.

8. Site Selection Process

- 8.1. On an annual basis, Area Safety Camera Managers lead a two-stage collaborative process on camera site identification, assessment and prioritisation, with data analyst involvement as required.

Stage 1: Roads Authorities, Area Safety Camera Managers and data analysts work collectively in identifying a long list of potential new sites that fulfil the minimum requirements.

Stage 2: Roads Authorities, Area Safety Camera Managers and Police Scotland assess and prioritise a short-list of sites for potential action.

9. Site Selection

- 9.1. A Stage 2 meeting was held on 9 November 2022 between representatives from the Traffic and Transportation Section and the West Safety Camera Unit to review a small list of potential sites and their road traffic collision history and causation factor trends. Relevant engineering or education improvements which had been implemented or proposed formed a significant part of these discussions and agreed priorities were established.
- 9.2. As such there were no sites taken forward within South Lanarkshire from the 2022 site selection exercise.

10 Employee Implications

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

11. Financial Implications

- 11.1. There are currently no financial implications for the Council.

12. Climate Change, Sustainability and Environmental Implications

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

13. Other Implications

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

14. Equality Impact Assessment and Consultation Arrangements

- 14.1. 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)

12 January 2023

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 - 28 January 2020

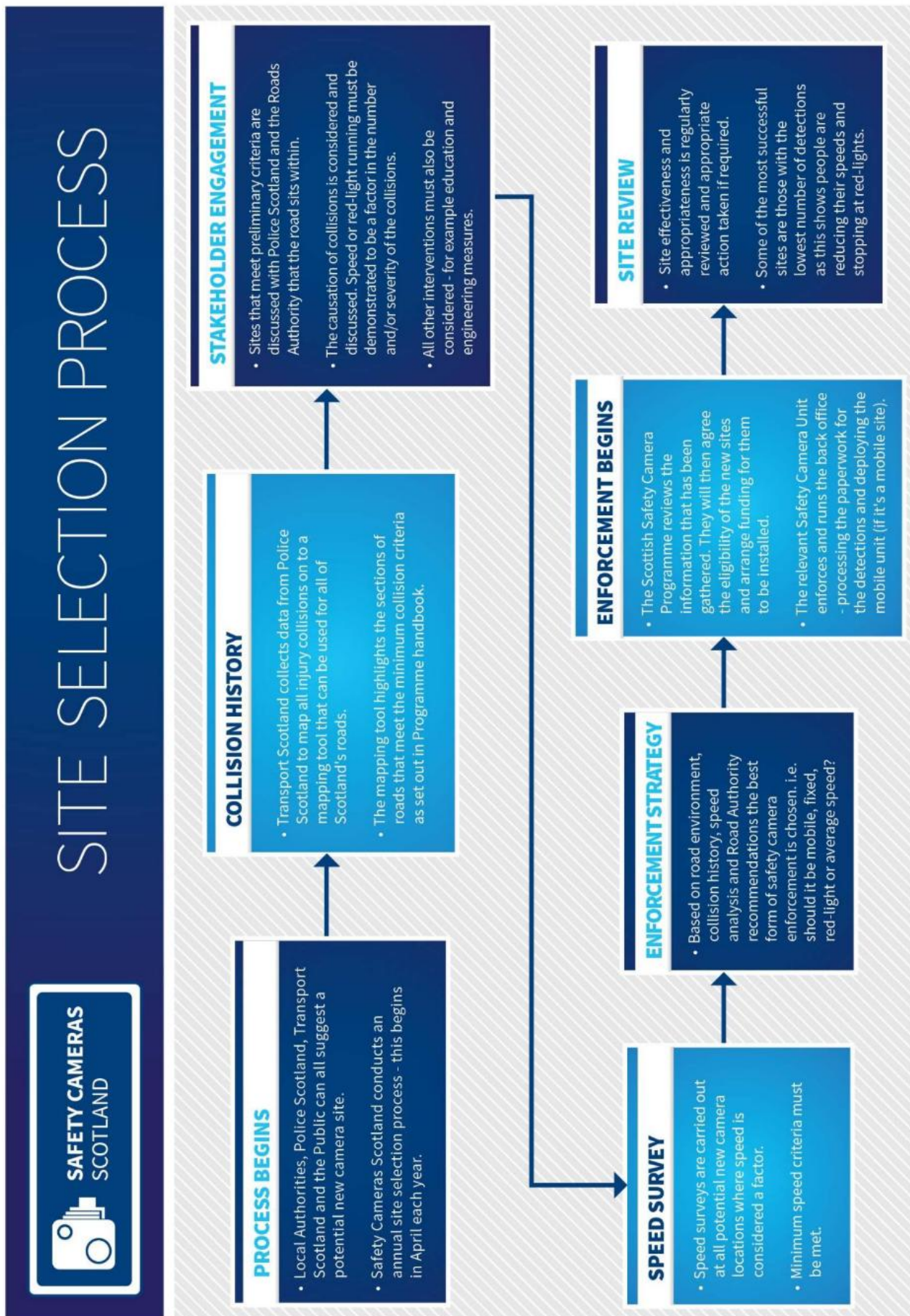
List of Background Papers

- ◆ Safety Cameras Scotland Programme Handbook
<https://www.transport.gov.scot/publication/scottish-safety-camera-programme-handbook/>
- ◆ Safety Camera Locations
<http://www.safetycameras.gov.scot/cameras/safety-camera-locations/west/south-lanarkshire/>
<http://www.safetycameras.gov.scot/news-publications/news/average-speed-camera-locations/>

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, Transportation and Fleet Services
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Report

4

Report to:	Roads Safety Forum
Date of Meeting:	31 January 2023
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Bikeability Scotland Cycle Training
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Bikeability Scotland Scheme

2. Recommendation(s)

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

- (1) that the contents of the report be noted.

3. Background

- 3.1. Bikeability Scotland is the name for multi level Cycle Training in Scotland, designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to carry on cycling into adulthood. Bikeability Scotland supports the next generation of confident and responsible road users.
- 3.2. The 3 levels of Bikeability Scotland form part of the Scottish Government's Cycle Action Plan for Scotland (CAPS) and align to the National Standard for Cycle Training developed on behalf of the Department for Transport. Cycling Scotland has responsibility for the administration and development of this programme nationally.
- 3.3. The following Bikeability Scotland levels are coordinated and supported by the Council's Traffic and Transportation Section within the Roads, Transportation Fleet Service.

Bikeability Scotland Level 1

This covers basic cycling skills and is taught in the playground or on other traffic free environments. This is typically delivered in primary 5.

There are 6 National Standard Level 1 outcomes:-

- ◆ prepare myself for a journey
- ◆ check the bike is ready for a journey
- ◆ set off, slow down and stop
- ◆ glide
- ◆ pedal
- ◆ share space

Bikeability Scotland Level 2

The core training of the programme which takes place on quieter risk assessed single lane roads with simple junctions after a rider has demonstrated level 1 skills. This is typically delivered in primary 6 to 7 and focuses on using roads in accordance with the Highway Code and riding safely and responsibly in traffic.

There are 6 National Standard Level 2 outcomes:-

- ◆ identify and respond to hazards
- ◆ comply with signals, signs and road markings
- ◆ communicate with other road users
- ◆ maintain suitable riding positions
- ◆ start and stop on road journeys
- ◆ negotiate junctions

3.4. There are 4 core functions that pupils learn in Bikeability Scotland training:-

- ◆ making good and frequent observations
- ◆ choosing and maintaining the most suitable riding position
- ◆ understanding priorities on the road, particularly at junctions
- ◆ communicating/signalling intentions clearly to others

3.5. The website www.cycling.scot/bikeability-scotland provides detailed information for schools, parents and instructors as well as linking to supporting videos which accompany the practical training.

4. School Participation and Instructor Training

4.1. All primary schools are invited to participate within Bikeability Scotland Level 1 and Level 2 training during each academic year. Contact is typically made at the start of the new term in August for the autumn/ winter period and is then reissued in January for the spring/summer terms.

4.2. To support the programmes, a free one day 'Bikeability Scotland Instructor' training course is offered to all new or existing school trainers. This includes school staff, volunteers and any other interested parties looking to update their skills and knowledge to National Standards for cycle training and Bikeability Scotland Level 1 and Level 2 programmes. Two Traffic and Transportation Officers are approved by Cycling Scotland as certified training providers and organise and deliver these courses.

4.3. Two instructor training courses were delivered by Traffic and Transportation Officers in the autumn 2022 term. These practical courses involve candidates instructing, demonstrating, and participating within a range of activities to UK National Standard for Cycle Training levels 1 and 2. Candidates are provided with the resources, knowledge and experience to deliver these programmes within the school setting.

4.4. 24 candidates were successfully certified as Bikeability Scotland instructors on conclusion of these courses. This included classroom teachers, school support staff and parent volunteers.

4.5. During January 2023, Primary schools have been contacted again and invited to participate in the Bikeability Programme. We anticipate approximately 4 further instructor training courses will be scheduled to take place during March/April 2023.

- 4.6. Bike Town, part of the Healthy and Happy Community Development Trust, have undertaken pupil Bikeability training within a selected number of schools as funded through Bikeability Scotland's Bikeability Support Plus Fund during the first part of this academic year. This has been supported by at least one adult within the school community. This aims to increase training uptake by schools and to facilitate self-led delivery in future years. Five schools benefited from this during Autumn 2022, with a number of additional schools expected to receive this support by the end of the 2022/2023 academic year.
- 4.7. To date 15 schools have completed Level 1 training and 10 schools have completed Level 2 training. A further 3 schools have registered interest for Level 1 training and 4 schools for Level 2 training in the new year. The majority of pupil training is being programmed to occur during the months of March to June 2023.
- 4.8. School participation is collated at the close of the academic school year. Results from previous years are reported in the section below.

5. Programme Results

- 5.1. Results from the completed academic term 2021/2022 are as follows:-

- ◆ 1,560 pupils from 58 schools completed the Level 1 course
- ◆ 1,594 pupils from 57 schools were subject to assessment at Level 2. This included 1,365 pupils from 49 schools completing Bikeability Scotland Level 2 to National Standards by having an element of "on-road" training
- ◆ 42 schools delivered multi-level training i.e. both Level 1 and Level 2 Participation.

- 5.2. Participation figures are summarised in the tables below for the last 5 academic years. It should be noted that the COVID-19 pandemic significantly impacted training delivery during academic years 2019/2020 and 2020/2021.

	NO. OF SCHOOLS 2017/2018	NO. OF SCHOOLS 2018/2019	NO. OF SCHOOLS 2019/2020	NO. OF SCHOOLS 2020/2021	NO. OF SCHOOLS 2021/2022
Level 1	46	42	18	12	58
Level 2 (Playground)	8	6	0	1	8
Level 2 (On-Road)	45	47	12	12	49
No. of schools delivering at least one programme	65	64	22	16	72

6. Bikebank

- 6.1. A small fleet of bikes and helmets, previously funded by Cycling Scotland, remains available to schools. This allows the provision of a small quantity of bikes on a loan basis to address individual cases issue of pupil inclusion. It is not the aim of this 'Bikebank' to provide a fleet of bikes but rather to give opportunities to individual pupils where they may have been excluded due to issues such as not owning a bike, the bike has not been properly maintained or cannot be transported to school.

6.2. Bikes are currently available from Montrose House in Hamilton or Happy n Healthy Community Development Trust (Bike Town Project) in Rutherglen and require to be booked in advance to ensure availability and to arrange collection/delivery. These bikes are also utilised when Bike Town staff are undertaking Bikeability Scotland pupil cycle training on behalf of South Lanarkshire Council.

7. Bikeability Coordinator

7.1. A part time Bikeability Co-ordinator was appointed and started on 9 November 2021, funded by Cycling Scotland's Bikeability Support Plus grant for a one-year period. This post aids the promotion of Bikeability Scotland throughout the council area and provides additional support to schools when required. Further funding has since been received to extend the post by another year and it is anticipated that additional funding will be sought to secure further post continuation.

8. Employee Implications

8.1. A part-time temporary Bikeability Co-ordinator post was established following a successful bid to Cycling Scotland's 'Bikeability Scotland Support Plus Fund'. This was reported at the Forum's October 2019 meeting. This post is now in place and will support the Bikeability Scotland programme.

9. Financial Implications

9.1. Printed training materials are provided free of charge by Cycling Scotland.

9.2. A grant of £36,126 was awarded from Cycling Scotland's Bikeability Scotland Support Plus Fund to meet the cost of 'Bikeability Scotland Instructor' courses, third-party pupil training delivery, sundry items and funding of the Bikeability Co-ordinator post.

10. Climate Change, Sustainability and Environmental Implications

10.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted, however, that 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 reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions

11. Other Implications

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

12. Equality Impact Assessment and Consultation Arrangements

12.1. 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)

5 January 2023

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, Bikeability Scotland Cycle Training, 1 March 2022
- ◆ Roads Safety Forum, Education, Training and Publicity Initiatives, 30 November 2021
- ◆ Roads Safety Forum, Education, Bikeability Scotland Cycle Training, 30 October 2019

List of Background Papers

- ◆ Bikeability Scotland Training Materials

Contact for Further Information

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

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Report

5

Report to:	Roads Safety Forum
Date of Meeting:	31 January 2023
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Education, Training and Publicity Initiatives
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide some examples of ongoing education, training and publicity initiatives in 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 future road safety education, training and publicity activity in South Lanarkshire be supported.

3. Background

3.1. Junior Road Safety Officer Scheme (JRSO)

3.1.1. Annually, all South Lanarkshire primary schools are given the opportunity to participate and appoint Junior Road Safety Officers (JRSO's), with JRSO's being selected from Primary 6 or Primary 7 stage. A total of 108 schools are taking part in the JRSO scheme during 2022/2023.

3.1.2. JRSO's are vital in our school network for the whole school community to establish road safety promotion, including local and national campaigns and peer learning. The role of a JRSO links to the Curriculum for Excellence and includes speaking at school assemblies, running competitions, having a notice board and changing this to reflect different seasons and messages.

3.1.3. A JRSO Open Day was held at Chatelherault Country Park on 13 September 2021. From the 108 schools, 68 were able to join our Open Day and resulted in 164 Junior Road Safety Officers and 72 JRSO Co-ordinators in attendance.

3.1.4. The Open day was a 'drop in' event between 9.30am and 2.30pm. On arrival to the registration desk, the JRSO's received a JRSO organiser, with badge and pen as well as a JRSO Lanyard and name badge. Various stations were set up within Chatelherault Park rooms including a Selfie Station, Road Crossing Quiz, Bikeability, Brake Reaction Timers, Smoothie Bike, School Travel Plan and Go Safe with Ziggy mascot and information. Many more campaigns, seasonal information, initiative posters, leaflets and resources were available for collection. In the car park area, Police Scotland attended with a vintage police car and colleagues from the Safety Camera Partnership brought along their safety camera enforcement vehicle. Logistics company Gist attended with an HGV to discuss the dangers of such vehicle types with

JRSO's. Traffic and Transportation Section staff were involved in the delivery of activities and to assist throughout the day. The JRSO Open Day was a great success and found beneficial to those that attended.

3.1.5. Throughout the year, seasonal road safety information, activities and campaign information will be sent to assist the JRSO with their plans.

3.2. Calendar Competition

3.2.1. All schools are invited on an annual basis to participate within the road safety calendar competition. Competition guidelines featuring topics for each of the 5 age group categories and competition details are sent to all schools with teachers asked to send in the best 5 entries within each year group category from their school.

3.2.2. Topics for 2022 were:- 'safe crossings and people who help us' for Primary 1 and 2, 'safety when walking, cycling, scooting or wheeling for Primary 3 and 4, 'dangers of crossing near parked cars' for Primary 5 and 6, 'safety at school entrances' for Primary 7 and 'pedestrian or driver/rider distractions' for S1 to S6 pupils.

3.2.3. The closing date for submissions was 23 September 2022 and 3,133 entries from 100 schools were received by South Lanarkshire Council's Traffic and Transportation Section. The top 5 entries in each category were thereafter finalised and judged to determine the overall winner and group winners.

3.2.4. "Cross where you can be seen, not in between", created by Christopher Agnew from St. Mary's Primary School in Hamilton, was the winning design. This entry features a drawing to illustrate the dangers of crossing in between parked cars, demonstrating a pedestrian standing in between parked cars, indecisive as to whether to cross or not. He receives £100 prize money and an individual trophy, with the school being the recipient of the Road Safety Calendar School Trophy for the year ahead.

3.2.5. Guidelines for the 2023 competition will be issued to all schools during May 2023.

3.3. Park Safe

3.3.1 'Park Safe' is the focus of a new leaflet design by the Traffic and Transportation Section which focuses on these main points:-

- ◆ School entrance and School Keep Clear markings
- ◆ Safe Speeds
- ◆ Plan your journey – look for safe places to cross the road, the Green Cross Code
- ◆ Pavement parking
- ◆ Disabled space parking
- ◆ Plan your journey – Walk, wheel, cycle or scoot to school where possible.

3.3.2. Inconsiderate and dangerous parking and driving experiences are reported on a regular basis to both the Council and Police Scotland, in particularly at schools or within school car park areas. This leaflet aims to inform drivers of the risk and explanations of why certain driving practices are unsafe. A section containing graphics to illustrate the Green Cross Code has also been included to educate and encourage more to walk to school when possible. A large focus relating to school journey travel is on sustainable travel and our contributions to climate change and road safety, asking those who can, to walk, wheel or scoot when possible. This has been an important theme during the pandemic and one we continue to focus upon.

3.3.3. As well as the leaflet, social media images and banners are available to schools for support of the park safe message. Schools can promote the park safe images on their social media platforms and school newsletters with waterproof external banners also being provided where appropriate. These materials have been given to many schools for distribution to help assist with their safe parking messaging to the school community. Information is also available on the council website at the following link :- <https://www.southlanarkshire.gov.uk/parksafe>.

3.4. 'Parking Buddies' signs

3.4.1. The Traffic and Transportation Section have a number of 'Parking Buddies' which are cut-out child shaped portable signs made of a reflective, light weight metal material which are fixed into a weighted base. These featuring a road safety message displayed on a lollipop style sign which the child is holding. These are an effective and friendly way to help remind motorists to be considerate when driving past, picking up or dropping off outside the school gate.

3.4.2. The signs are available for schools to borrow for a fixed period of time for positioning within the school vicinity. Messages displayed on the signs include 'Watch out, Kids About', 'Please park away from our school', 'Think 20mph' and 'Slow down'. 'Car Free Zone' signs were also purchased to support this initiative at our two Car Free Zone Schools. The signs have proved popular with the schools in promoting road safety messages with some schools thereafter purchasing their own.

3.5. Sustrans Big Walk and Wheel

3.5.1. Sustrans Big Walk and Wheel is the UK's largest inter-school walking, wheeling, scooting and cycling challenge. It inspires pupils to make active journeys to school to improve air quality in their neighbourhood and discover how these changes benefit their world. This took place between 21 March and 1 April 2022.

3.5.2. This involved schools completing the on-line registration process which is available to all schools in the United Kingdom. Upon registration completion, schools use their login to access to record their journeys on each day of the challenge and can view how well their school is doing by following the school category leader boards. This was a great opportunity for schools to get involved with the theme of travelling actively and sustainably as well as contributing to clearer air around the school environment.

3.5.3. Sustrans have a variety of fun, flexible and informative interactive school resources, detailing how small changes can make a huge difference. Schools can access these free resources including curriculum linked lesson plans, top tips and school assembly presentations. In addition, there are fantastic prizes on offer with all schools being entered into daily prize draws if they have participatory of over 15% by walking, using a wheelchair, scooting or cycling on each day of the challenge. Prizes include accessories and equipment to help sustainable journeys.

3.5.4. The challenge has 3 overall categories: small primary school (1 to 250 pupils), large primary school (250+ pupils) and secondary schools. The leader boards display progress and track of all journeys with the top 5 schools on each board received an exclusive framed Big Walk and Wheel 2022 certificate. In 2022, 2,400 schools registered to take part, 494,605 pupils participated and an amazing 2,096,336 active journeys to school logged.

3.5.5. Two South Lanarkshire schools won their categories in the national Big Walk and Wheel Challenge 2022. Wester Overton Primary School in Strathaven won in the 'large primary school' category, finishing in first place for Scotland and 16th place nationally. St. John's Primary School (Blackwood) won in the 'small primary school' category (tie at first place for Scotland with 2 other schools, same position nationally). Both schools have previously contributed and engaged the challenge and at Wester Overton the reduction in traffic was noted, with over 95% of pupils choose to walk, scoot or cycle to school.

3.5.6. Sustrans Big Walk and Wheel Challenge for 2023 is scheduled for 20 to 31 March 2023 and will be promoted by the Traffic and Transportation Section to all schools. Further information can be found at <https://bigwalkandwheel.org.uk>.

3.6. Sustrans Annual Travel Survey

3.6.1. The Sustrans Annual 'Hands Up' Travel Survey takes place during the second week of September each year. All schools and nurseries have the opportunity to take part in the survey. Pupils are asked the question 'How do you normally travel to school' which can be completed on any one day during this week. Options are read out and pupils select their answer by raising their hand. Pupils can choose from the following options – Walk, Cycle, Scooter/Skate, Park and Stride (driven most of the way and then walked the rest), Driven, Bus, Taxi and Other. 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. Up Scotland Survey has been published as Official Statistic status in Scotland since 2012.

3.6.2. All educational establishments receive a survey to record the results and have the option to submit their data on-line or return their survey form to the Traffic and Transportation Section. The Sustrans on-line portal has a system in place to send automated survey week information, e-mail reminders and an e-mail to remind the school to take part by inputting their data.

3.6.3. In 2021, the National Summary Survey for the Hands Up Scotland Survey showed participation of 455,218 school and nursery children from 3,153 schools and nurseries. This included 24,759 South Lanarkshire school and nursery children. The 2021 survey had 75 nurseries, 84 Primary schools, 11 Secondary and 2 SEN South Lanarkshire schools taking part.

3.6.4. The 2021 National Hands Up Survey results were available on 26 May 2022 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 = 40.4%
- ◆ Cycle = 2.9%
- ◆ Scooter/Skate = 2.3%
- ◆ Park and Stride = 11.5%
- ◆ Driven = 26.9%
- ◆ Bus = 13.4%
- ◆ Taxi = 2.1%
- ◆ Other = 0.5%

Travelling to primary and secondary school by active or public transport by pupils (excluding nursery pupils) was recorded at 59%. This figure is a slight decrease of 0.8% when compared to the 2020 data which was 59.8% (39.4% walked, 2.8% cycled, 1.9% by scooter/skate and 15.7% by bus).

3.6.5. National Results for 2021 for all school pupil responses, excluding nursery pupils, were detailed as follows:-

- ◆ Walk = 43.6%
- ◆ Cycle = 4.0%
- ◆ Scooter/Skate = 2.7%
- ◆ Park and Stride = 9.9%
- ◆ Driven = 23.2%
- ◆ Bus = 14.5%
- ◆ Taxi = 1.5%
- ◆ Other = 0.6%

For travel nationally, the percentage of children travelling to primary and secondary school by active travel (excluding nursery pupils) in 2021 was 64.8% (43.6% walked, 4% cycled, 2.7% by scooter/skate and 14.5% by bus) and in 2020 was 65.3%, showing a 0.5% decrease.

3.6.6. The Council receive a detailed local authority level information each year, provided as an Excel spreadsheet for internal use. This data assists with School Travel Plan development and review work, funding bids and as tool for schools to monitor travel modes each year and compare previous years data.

3.6.7. During the week commencing 12 September 2022, all schools and nurseries were asked to complete the Sustrans Annual Hands Up Survey. The preliminary results for 2022 will be available early in 2023 with finalised data published around May 2023. Further information can be found at <https://www.sustrans.org.uk/our-blog/projects/uk-wide/scotland/hands-up-scotland-survey>.

3.7. Mobile Vehicle Activated Sign (V.A.S)

3.7.1. The Traffic and Transportation Section have available a mobile Vehicle Activated Sign to assist with speed awareness visits. The portable sign is fixed onto a tripod and can be located at the side of the road to detect the speed of oncoming traffic (one direction only). It can measure the speed of approaching vehicles and show this alongside the text 'Your Speed' on the front of the sign. The sign also has the capability of allowing a variety of messages to be displayed to drivers including text and a happy or sad face. The aim of this is to inform drivers of their speed and can be a useful tool to slow down traffic by alerting drivers with responsive information.

3.7.2. One of the first schools to receive a visit with this sign was Kirkfieldbank Primary School. The Junior Road Safety Officer (JRSO) Team monitored the speed of vehicles travelling past their school on Riverside Road with the JRSO team having a high presence wearing their high visibility jackets. Various vehicle types were seen passing the school in both directions with variable compliance observed. Local press coverage of the visit was achieved which heightened the 'slow down at schools' message even further.

3.8. Roadstars

3.8.1. Roadstars is the latest creation from Road Safety Scotland which features characters and interactive road safety missions. The missions aim to help young people learn about road safety and to practise staying safe around roads. Resources are available for Early Level and include a 'Roadstars Code' song, 'Help us be seen' and 'Name that Crossing'. The resource, in particularly the Roadstars Code song, was promoted at the Junior Road Safety Officer Day.

3.8.2. Roadstars is one area of learning on the Road Safety Scotland learning website which features content for all areas of the 3 to 18yrs curriculum. The website content continues to be promoted to all schools and can be accessed via the following link:- <https://roadsafety.scot/children-and-educators>.

3.9. Education Mini COP Event (COS1)

3.9.1. From 11 to 13 October 2022, Hamilton Palace Grounds was the venue for the first Conference in Schools (COS-1) event which focused on Climate Change and Sustainability. The event, over the 3 days, saw more than 500 primary aged children in attendance. The event was organised by Education Resources in partnership with secondary school pupils and many colleagues and organisations. Various sessions included clothing, compost, cycling, virtual reality (VR) headsets, smoothie bike, Active Schools and air quality.

3.9.2. Traffic and Transportation Section staff provided a supply of cycle helmets and bikes, in various sizes, for use during the event. Staff were in attendance and worked alongside other Council colleagues and secondary school pupils to deliver a cycling session. Pupils were allocated into small groups and cycled a route around the Palace Grounds. This activity created interest in Bikeability cycle training and generated discussion regarding sustainable modes of travel and the importance of cycle helmet wearing and high visibility clothing. At the close of the event school attendees were asked to commit to a set of pledges and to raise awareness across the rest of the school.

4. **Employee Implications**

4.1. There are no employee implications associated with this report.

5. **Financial Implications**

5.1. Items associated with this report were funded from the Council's Revenue Budget.

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

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

7. **Other Implications**

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

8. **Equality Impact Assessment 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.

David Booth

Executive Director (Community and Enterprise Resources)

5 January 2023

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 - 30 November 2021
- ◆ Roads Safety Forum - 17 November 2020

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

Report to:	Roads Safety Forum
Date of Meeting:	31 January 2023
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 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 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. National 'Get Ready For Winter' campaign ran from 31 October to 5 November 2022. Changes to road conditions can affect everyone from pedestrians and cyclists to motorists. We highlighted the importance of checking lights on vehicles, ensure tyres have sufficient tread, check windscreen washer fluid levels and look out scrapers for clearing frost and ice from your vehicle. Pedestrians, cyclists and horse riders were encouraged to ensure they were visible to other road users through reflective clothing and lights.

Festive Drink and Drug Driving campaign ran from 1 December 2022 to 2 January 2023. The campaign highlighted the dangers of driving after consuming alcohol and drugs. It adds to the education and enforcement work that Police Scotland do every day as part of a partnership response to reduce road casualties.

OFFICIAL: POLICE AND PARTNERS

62 drivers were detected for drink or drug driving offences during the local South Lanarkshire campaign.

Social Media was used where possible to promote campaigns and raise awareness.

4.2. Stats below from April to November 2022:-

Road Safety South Lanarkshire			
	April 2022 – Nov 2022	April 2021 – Nov 2021	% change
Speeding	333	546	-39.0%
Disqualified driving	53	50	+6.0%
Driving Licence	169	221	-23.5%
Insurance	491	507	-3.2%
Seat Belts	26	39	- 33.3%
Mobile Phone	56	45	+24.4%

4.6. Lanarkshire Division are committed to ensuring the road network is safe along with partners and the Road Safety Governance Board who has 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

10 January 2023

Previous References

- ◆ Road Safety Forum – 1 November 2022

List of Background Papers

- ◆ None

Contact for Further Information

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

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Report

Report to:	Roads Safety Forum
Date of Meeting:	31 January 2023
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 34 RTC's in Q3 of 2022/2023. This is an increase of one from 33 in the same reporting period of 2021/2022. The incidents were spread across South Lanarkshire with the highest figure recorded within Clydesdale (12).

4.2. There were 26 non-fatal casualties, again these were evenly spread across South Lanarkshire. With people returning to normal life after the COVID-19 pandemic we recorded an increase of 8 from the same reporting period last year.

4.3. During Q3 we recorded no fatal casualties within South Lanarkshire in 2022/2023. This is consistent with 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 2021/2022	Q3 2022/2023	% change
Total number of RTC's	33	34	3%
Incidents with a fatality	0	0	0%
Total number of fatalities	0	0	0%
Non-fatal casualties	18	26	44%

5. Future Engagements

- 5.1. During 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 such as GIVIT. 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 Fire Reach courses are now in place within Lanarkshire and young people from across Lanarkshire have been carefully identified to take part in the week's course with road safety forming an integral part of this course.

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

13 January 2023

Previous References

- ◆ Roads Safety Forum – 1 November 2023

List of Background Papers

- ◆ None

Contact for Further Information

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

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