

ROADS SAFETY FORUM

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.