



Council Offices, Almada Street  
Hamilton, ML3 0AA

Monday, 24 October 2022

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, 01 November 2022**  
**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**

John Anderson, Ralph Barker, Margaret Cowie, Colin Dewar, Cal Johnston-Dempsey, Susan Kerr, Julia Marrs, Kenny McCreary, Davie McLachlan, Norman Rae

### **Substitutes**

Walter Brogan, Robert Brown, Janine Calikes, Richard Lockhart, Eileen Logan, Helen Toner

## BUSINESS

- 1 **Declaration of Interests**
- 2 **Appointment of Chair**  
To appoint Chair of the Roads Safety Forum
- 3 **Appointment of Depute Chair**  
To appoint Depute Chair of the Roads Safety Forum

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### Item(s) for Consideration

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- 4 **Road Safety and Casualty Reduction** 3 - 8  
Report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **20mph Speed Limits** 9 - 16  
Report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Parking/Road Safety at Schools** 17 - 24  
Report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 **Speed Management and Traffic Calming** 25 - 32  
Report dated 14 October 2022 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 8 **Police Scotland - Lanarkshire Division Road Safety Update** 33 - 36  
Report dated 12 October 2022 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 9 **Scottish Fire and Rescue Service – South Lanarkshire Area Road Safety Update** 37 - 40  
Report dated 10 October 2022 by G Tudhope, Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

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### Urgent Business

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- 10 **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

# Report

4

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

Subject:	<b>Road Safety and Casualty Reduction</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Council's approach to road safety and casualty reduction which aligns to local and national priorities

## 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 supported.

## 3. Background

3.1. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021. This sets national targets and measures for casualty reduction to 2030 and makes it clear that all road users have a part to play in the success of the Framework by keeping our roads safe for themselves and others and, therefore, features the motto "Together, making Scotland's roads safer".

3.2. The Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below four Interim Outcome Targets to 2030 have been set, based on a national 2014 to 2018 baseline:-

- ◆ 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

3.3. Intermediate Outcome Targets have also been set which will allow the national performance of casualty figures for the specific user groups as follows to be tracked:-

- ◆ 40% reduction in pedestrians killed or seriously injured
- ◆ 20% reduction in cyclists killed or seriously injured
- ◆ 30% reduction in motorcyclists killed or seriously injured
- ◆ 20% reduction in road users aged 70 and over killed or seriously injured
- ◆ 70% reduction in road users aged between 17 to 25 killed or seriously injured
- ◆ percentage of motorists driving/riding within the posted speed limit (still to be set)
- ◆ the casualty rate for the most deprived 10% Scottish Index of Multiple Deprivation (SIMD) areas is reduced to equal to the least deprived 10% SIMD areas

- 3.4. In line with international best practice, the Framework embeds the Safe System approach. The Safe System's long-term goal is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework based upon its 5 pillars:-
- ◆ Safe Road Use
  - ◆ Safe Vehicles
  - ◆ Safe Speeds
  - ◆ Safe Roads and Roadsides
  - ◆ Post-crash response
- 3.5. The paper 'Scotland's Road Safety Framework to 2030' presented to the Forum on 30 November 2021 fully outlines this national Framework.
- 3.6. Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include seeking to reduce the number and severity of road casualties within South Lanarkshire and to contribute towards the achievement of the 2020 national casualty reduction figures and subsequently the 2030 national casualty reduction figures.
- 3.7. Our approach to casualty reduction has been industry recognised with South Lanarkshire Council being the winner of the 'most effective road safety, traffic management and enforcement' category as part of the Scottish Transport Awards 2022.

#### **4. South Lanarkshire Council Casualty Reduction Approach** Road Safety Disciplines

- 4.1. For road safety measures and initiatives to be effective, interventions are needed across the various disciplines – the four 'Es' of road safety: education, engineering, enforcement, and encouragement. Within this approach there are only certain elements that we have direct responsibility for, therefore, effective partnership working is crucial, particularly in terms of enforcement activity, but also across the other disciplines. Previous 'Education, Training and Publicity Initiatives' papers reported to the Forum detail campaigns, programmes and actions undertaken and supported by the Council.
- 4.2. Our resources are consequently directed towards preventing or reducing the severity of road traffic casualties on our road network by addressing the most appropriate locations or road user groups or types and by working closely with our partner organisations. This includes a focus on infrastructure and measures to support active travel and the safety of vulnerable road users.

#### Annual Accident, Investigation and Prevention (AIP) Assessment

- 4.3. On an annual basis, usually in November/December, a 3-year Council-wide analysis is undertaken. There are 3 broad types of location that are suitable for accident intervention which are: single sites where collision clusters are identified, rural routes where a length of road features a higher-than-average collision rate, and potential area wide schemes. Further detail is provided within this paper.

- 4.4. The Council receives details of recorded injury accidents occurring on our roads from Police Scotland. It is this data that the Council uses to assess road safety enquiries and to target resources and improvements to where 3 or more injury accidents are occurring in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 4.5. Road traffic collisions are defined as rare, random multi-factor events, therefore, the minimum number of collisions that will allow for a statistically significant, treatable pattern to be identified is 3. Studies are undertaken to identify what actions would reduce the number of accidents. Thereafter, improvement measures will be brought forward where we can identify common factors that may be present in these clusters or on the routes, for example accidents involving pedestrians, weather conditions, road surface conditions or loss of control accidents, particularly at bends. Once common factors have been determined we then implement measures to reduce the risk of similar accidents occurring in the future where deemed appropriate and justifiable.
- 4.6. As a result, the Council deliver annual prioritised road safety improvements at identified accident locations/rural routes/areas. Funding is sought from a variety sources on an annual basis to deliver numerous projects and initiatives.

#### Route Action Plan Assessment

- 4.7. An assessment of rural A class and B class routes is conducted on an annual basis where roads are assessed in sections to determine if they have an accident rate greater than the national average. Weightings are applied where fatal or serious road traffic collisions have been identified as well where vulnerable road user groups/ages are represented within killed or seriously injured casualties.
- 4.8. A weighting multiplication factor is then applied to each 'Route Accident Rate as a percentage of the National Accident Rate'. This is based upon the highest severity road traffic collision recorded on its length. A multiplication factor of 7.1 for a fatal and 4.5 for a serious road traffic collision has been applied where this is the highest collision severity on the route. An accident resulting in a slight injury accident has a factor of 1.
- 4.9. A further 'double' gearing factor is then applied where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented. These are specified in Scotland's Road Safety Framework to 2030 and include: - pedestrians killed or seriously injured, cyclists killed or seriously injured, motorcyclists killed or seriously injured, road users aged 70 and over killed or seriously injured and road users aged between 17 to 25 killed or seriously injured.
- 4.10. This provides a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved and focus remains on routes where the accident rate exceeds the national average.

#### Single Site Assessment

- 4.11. Single sites are identified locations which have 3 or more injury accidents occurring in the previous three years. Weighting factors are then applied with points allocated to each road traffic collision at each site, as well as a weighing being applied for sites within the most deprived 20% as detailed within the Scottish Index of Multiple Deprivation. Each fatal accident is awarded 7.1 points with serious accidents 4.5 points and slight accidents allocated one point respectively.

- 4.12. Where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented, a further 'double' gearing factor has been applied to each site's total points.

#### Other Considerations

- 4.13. Assessments of both Route Action and Single Site locations take cognisance of road traffic collision trends e.g. increases or decreases when compared to the previous study period, road user type, causation factors which are attributed to each accident and common factors present at each location. Casualty injury severities and vulnerable road user groups/ages are also given due consideration. Also considered are improvement works which have been implemented previously or are programmed in the future. Improvements associated with new residential/commercial developments coming forward through the planning process may negate any need for intervention. In such circumstances, these locations will be subject to monitoring.
- 4.14. A site/route that does not specifically meet the above criteria may be included for further investigation and action where alternative information or data is presented that merits this. Such information sources include partner agencies e.g. non-injury collision details provided by Police Scotland, Scottish Fire and Rescue or adjacent landowners for example.

#### Casualty Reduction – Additional Focuses

- 4.15. Due to the success of the Council's approach to single site and rural route treatment, there have been a lower number of sites/routes being identified for investigation and requiring remedial treatments.
- 4.16. In line with the publication of Scotland's Road Safety Framework to 2030, an additional approach was taken towards targeting road safety interventions where the focus is placed on the following vulnerable road user groups/ages, to coincide and contribute to the targeted casualty reductions sought with the new framework:-
- ◆ children
  - ◆ pedestrians
  - ◆ cyclists
  - ◆ motorcyclists
  - ◆ road users aged 70 and over
  - ◆ road users aged between 17 to 25
  - ◆ areas of highest deprivation as identified within the SIMD
- 4.17. Ongoing actions spanning education, engineering, enforcement and encouragement continue to be developed and considered in conjunction with our partners to address these user groups/ages.

### **5. Employee Implications**

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

### **6. Financial Implications**

- 6.1. Where active travel works, or initiatives are to be taken forward, they will be prioritised through the Scottish Government Grant: Cycling, Walking and Safer Routes. Strathclyde Partnership for Transport (SPT) funding for accident reduction measures on strategic routes/cycle facilities, South Lanarkshire Council's Roads Investment Plan for improved infrastructure and potentially additional external grant funding as it is made available from Scottish Government or other funding bodies.

## **7. Climate Change, Sustainability and Environmental Implications**

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

## **8. Other Implications**

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

## **9. Equality Impact Assessment and Consultation Arrangements**

9.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy and, therefore, no impact assessment is required.

**David Booth**

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

14 October 2022

### **Links to Council Values/Priorities/Outcomes**

#### Values

- ◆ Focused on people and their needs
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving

#### Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places

#### 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, Priority Road Safety Engineering Projects 2022/2023, 1 March 2022
- ◆ Roads Safety Forum, Road Safety Framework to 2030, 30 November 2021
- ◆ Roads Safety Forum, Accident Reduction Identification and Prioritisation, 5 December 2017

### **List of Background Papers**

- ◆ Scotland's Road Safety Framework to 2030

### **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

Tel: 07385370113

E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)





# Report

5

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

Subject:	<b>20mph Speed Limits</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the National Strategy for 20mph speed limits

## 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 supported.

## 3. Background

3.1. The Scottish Government launched Scotland's Road Safety Framework to 2030 on 25 February 2021. This sets national targets and measures for casualty reduction to 2030, to which each roads authority contributes towards. Transport Scotland's Strategic Transport Projects Review 2 (STPR2) phase 1 had previously committed to develop a National Strategy for 20mph zones and limits in Scotland to support a range of policies that assist those government national outcomes and indicators relevant to this area.

3.2. Furthermore, the 2021 Programme for Government committed "*We will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025, forming a task group to plan the most effective route for implementation*". For clarity, and in the context of the National Strategy for 20mph speed limits, an appropriate road is considered to be all 30mph roads unless after the road assessment, a valid reason is provided as to why they should remain at a speed limit of 30mph.

3.3. Road safety themed policies previously approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include 'The Council will support and encourage driving at 20mph or below in residential areas and outside schools' which correlates with the above National Framework and National Strategy for 20mph.

## 4. National Strategy for 20mph

4.1. The National Strategy for 20mph aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025.

- 4.2. The Strategy seeks to introduce a consistency for 20mph speed limits across the country, simplifying speed limits for drivers. It seeks to reduce perceptions of road danger, encourage people to walk, wheel and cycle, and create more pleasant streets and neighbourhoods by providing a more equitable balance between different road users and will contribute to the implementation of the safe system.
- 4.3. To shape the direction of the Strategy and gain agreement on the most appropriate route to implement 20mph speed limits, an assessment of the existing road network is required, and each local authority has been asked to undertake this work. The outcome of the road assessment will assist in the decision-making process and will be used to inform policy, guidance and ministerial updates.
- 4.4. Guidance has been developed and approved through the National 20mph Task Group, whose membership includes the Society of Chief Officers of Transportation in Scotland (SCOTS), Police Scotland, Sustrans and Transport Scotland, and has been provided to local authorities alongside funding for this work.
- 4.5. Guidance sets out place criteria and the assessment process in order to assist road authorities in the collection of the required information. This is detailed within appendices 1 to 3. Until the roads are assessed, it is not possible to determine the specific number of roads affected or the financial implications.

## **5. Outputs**

- 5.1. The conclusion of this assessment, as set out in the National Strategy for 20mph guidance, will result in the completion of a road assessment form for South Lanarkshire detailing the below information:-

- ◆ overall number of existing 20mph roads remaining at 20mph
- ◆ overall number of existing 20mph roads changing to a 30mph – detailing these changes
- ◆ overall number of existing 30mph roads remaining at 30mph – detailing why no change
- ◆ overall number of existing 30mph roads changing to 20mph – detailing change and if the road is a restricted road (typically those that are C class or unclassified and have street-lighting)
- ◆ provide a red/amber/green rating for indicative implementation costs where speed reduction measures will be required (red), may be required (amber) or will require 20mph signing only (green)

- 5.2. Provision of:-

- ◆ Geographic Information System (GIS) map containing the current position of existing 20mph and 30mph roads
- ◆ GIS map containing the proposed 20mph and 30mph roads after the assessment

## **6. Future Impacts**

- 6.1. Completion of this assessment by all roads authorities across Scotland will shape future national policy and local actions required.
- 6.2. It should be noted that recent and planned works in relation to 20mph speed limits, such as enhancement works at part-time 20mph schools, will remain effective despite any future policy implementations or local actions required as part of the national approach to 20mph speed limits. This national 20mph focus has been kept in mind during recent works discussions and plans.

## **7. Employee Implications**

- 7.1. This road assessment will be issued to tender and a contractor appointed to undertake this work. A scope is currently being prepared and it is anticipated that an award will be made by the end of the calendar year. This study is expected to be complete by spring 2023.

## **8. Financial Implications**

- 8.1. Following agreement by the Scottish Government and COSLA leaders, funding of £1.4 million has been distributed across the 32 local road authorities to resource the commencement and completion of the 20mph road assessment in spring 2023. South Lanarkshire Council's share of this funding is £84,000.
- 8.2. Significant funding will be required to progress and implement any outcome of this assessment. A similar exercise proposed previously concluded that there would be the need to allocate an estimated £3 million to such works, requiring the need to seek external funding. This figure is likely to be nearer £4 million today.

## **9. Climate Change, Sustainability and Environmental Implications**

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

## **10. Other Implications**

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

## **11. Equality Impact Assessment and Consultation Arrangements**

- 11.1. 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)**

14 October 2022

### **Link(s) to Council Values/ Priorities/ Outcomes**

#### Values

- ◆ Focused on people and their needs
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#### Outcomes

- ◆ Our children and young people thrive
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- ◆ People live the healthiest lives possible

### **Previous References**

- ◆ Roads Safety Forum Paper, Scotland's Road Safety Framework to 2030, 30 November 2021

### **List of Background Papers**

- ◆ Scotland's Road Safety Framework to 2030

### **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  
Tel: 07385370113  
E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

## **Appendix 1**

### **Place Criteria**

Identifying any of the following place criteria will help to indicate the 30mph roads which are considered appropriate for potential alteration to 20mph.

The roads which remain at 30mph will typically be on A and B Class roads with little frontage activity and where people walking, wheeling and cycling do not need to share space with motor traffic.

A minimum road length for the speed limit is suggested between 400-600m. The length adopted will depend on the conditions at or beyond the end points.

- a) Is the road within 100m walk of any educational setting (e.g. primary, secondary, further and higher education)
- b) Does the number of residential and/or retail premises fronting the road (on one or both sides) exceed 20 over a continuous road length of between 400 - 600m. Other key buildings should also be considered such as a church, shop or school.
- c) Is the road within 100m walk of any community centre, church, place of worship, sports facility, any hospital, GP or health centre.
- d) Does the composition of road users imply a lower speed of 20 mph which will improve the conditions and facilities for vulnerable road users and other mode shift. (reflect on future plans such as active and sustainable travel, places for people, consider existing and potential levels of vulnerable road users)
- e) Will the road environment, surrounding environment, community and quality of life impact (e.g. severance, noise, or air quality) be improved by implementing 20mph speed limits.

## **Appendix 2**

### **Assessment Process and Scope**

To assist with the decision making a road assessment process has been set out as a flow chart which can be found at Appendix 3.

#### **Existing 20mph Speed Limit**

To apply a level of consistency for 20mph speed limits across Scotland, all roads which currently have an existing speed limit of 20mph, should be assessed against the place criteria. If the road does not meet the place criteria the road authority can consider if speed reduction measures are required; or consider changing to 30mph, recording the details on the road assessment form.

#### **Existing 30mph Speed Limit**

The presumption is that most of the existing 30mph limits in towns and villages will be reduced to 20mph. However, it is recognised that:-

- a) not all 30mph roads which meet the place criteria are appropriate for a 20mph speed limit.
- b) there are 30mph roads which do not meet the place criteria but are suitable for 20mph.
- c) there are some 30mph roads that will remain at 30mph.

For clarity, all 30mph roads should be assessed using the place criteria and the decision/details recorded in the road assessment form. This includes identifying if the existing 30mph road is a restricted road. In addition, the roads which are considered appropriate to reduce from 30mph to 20mph should also be RAG rated with the details recorded on the road assessment form.

#### **Other Existing Speed Limits**

For the purposes of the national strategy for 20mph, roads with a speed limit of 40mph or above are out of scope, however, this does not prevent the road authority from reviewing the speed limit independently. In line with current guidance "[Setting local speed limit: guidance for local authorities](#)"

#### **Consideration of Wider Speed Reduction Measures**

While assessing the road network road authorities should also consider requirements for speed reduction measures to support the credibility of the new speed limit and help encourage compliance so that no enforcement difficulties are created for Police Scotland to address. These should be recorded as a RAG rating, providing details and indicative cost in the road assessment form which will assist to indicate implementation costs.

Examples of speed reduction measures are: village gateways, road layout markings, repeater road markings, vehicle activated signs, raised junctions, rumble strips etc.

#### **Road Adjustments for Short Sections**

Short sections (400m or less) of 30mph road between two sections of 20mph roads should be assessed and adjusted to 20mph allowing for a continuous speed limit to apply depending on the road environment and characteristics.

#### **Buffers Zones**

It may be appropriate to consider an intermediate speed limit, in particular where there are roads with high approach speeds (50mph or above) or outlying houses beyond a village boundary.

Buffer zones should be of a sufficient length in order to allow drivers to adapt their speed in advance of the reduction to 20mph. Desirable minimum length of a buffer is 400m, depending on the road environment and characteristics, however, this can be reduced at the discretion of the road authority for slower approach speeds (40mph or less).

### **Hamlets or Small Settlements**

Where the characteristic of a settlement falls outside the definition of a village (20 or more properties directly fronting the road and a minimum length of 600m) and may have higher speeds running through them, road authorities are encouraged to use their discretion in deciding whether a lower speed limit is appropriate based on the road environment and characteristics.

### **Wider Road Policies**

Consideration of wider road policies should be given, such as active travel infrastructure, reallocation of road space, bus partnership measures, climate change, low emission zones, 20-minute neighbourhoods and future developments.

Introducing these wider policies alongside 20mph may allow for a joined-up approach to planned delivery and allow resources to be combined.

### **Red-Amber-Green (RAG) Rating for Speed Reduction Measures**

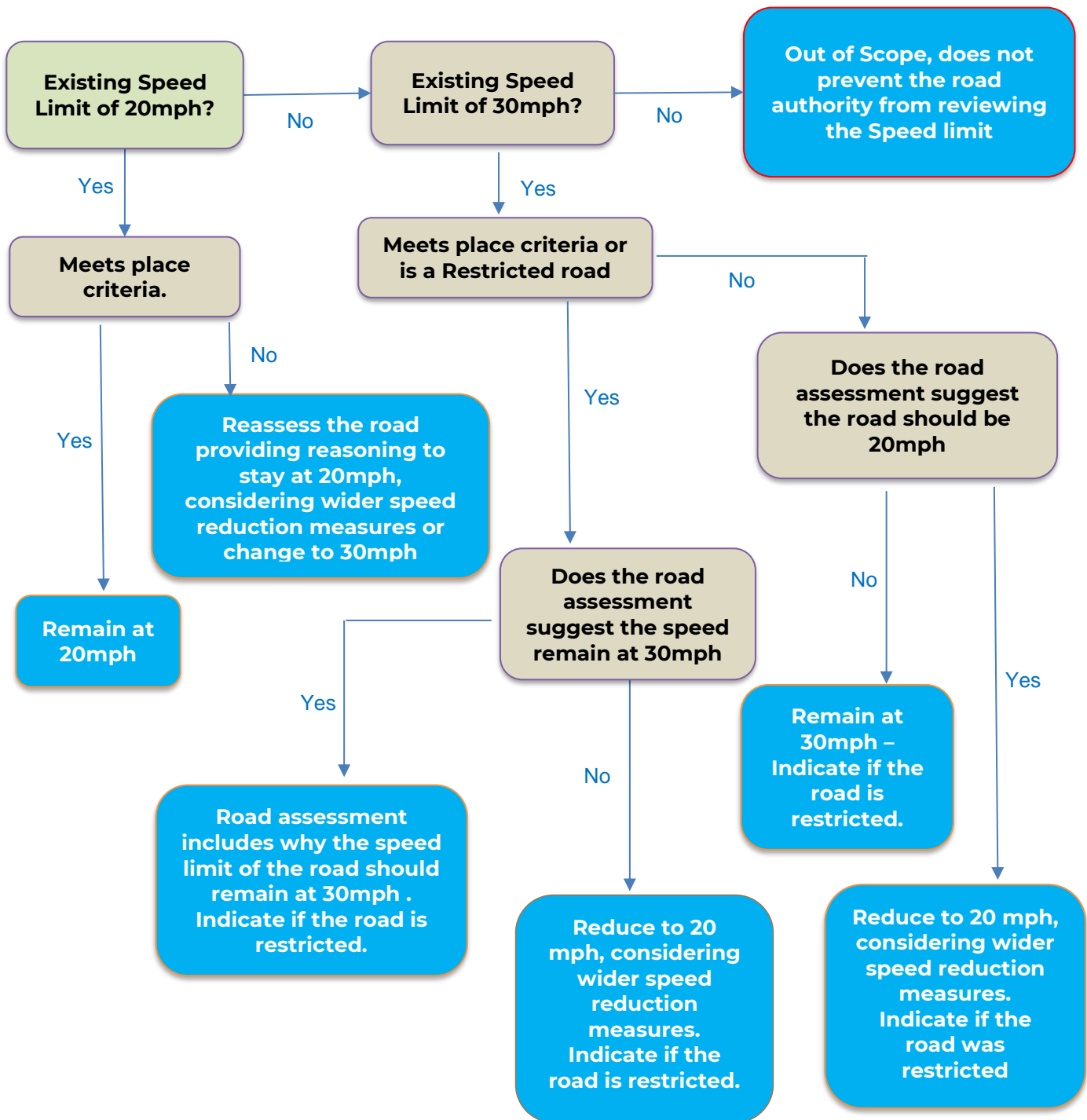
To give an indication on the potential wider speed management measures and the financial cost of implementation, when conducting the road assessment a RAG rating should be applied to the roads which may require changes and recorded in the road assessment form (roads which remain unchanged do not need a RAG rating) as follows:

- Green – 20mph signing only
- Amber – may require speed reduction measures after an evaluation of the sign-only setting
- Red – will require speed reduction measures as part of the implementation of the 20mph speed limit from the outset.

In addition to the RAG rating a brief explanation should be recorded as to what the proposed speed reduction measures are and the indicative costs, as well as identifying the name/location etc of the road and indicating whether the road is a restricted road and/or met the place criteria.

**Appendix 3**

**Road Assessment Flowchart**





# Report

6

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

Subject:	<b>Parking/Road Safety at Schools</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Council's approach to parking and road safety around schools and the measures and opportunities to encourage more sustainable journeys to and from school

## 2. Recommendation(s)

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

- (1) that the contents of the report and the continued approach to this matter be noted and supported.

## 3. Background

- 3.1. Indiscriminate parking and poor road user behaviour can lead to a variety of issues such as blocking footways, limiting children's crossing opportunities, masking visibility of approaching drivers and congestion and frustration of other road users. Each school has a different level and mix of such issues which can be dependent on their geographical location, such as rural/urban or in a residential/town centre location.
- 3.2. The issues related to congestion, unsafe driving and parking practices and the resultant associated risk of conflicts occurring between road users which could lead to accidents require the support and involvement of relevant stakeholders e.g. Police Scotland as well as the roads authority.
- 3.3. Within South Lanarkshire, there are 17 secondary schools, 124 primary schools, 2 private schools and 7 Additional Support Needs schools. Together, there are approximately 46,000 pupils who attend school on a daily basis and this equates to 8,740,000 return pupil journeys to and from school every academic year.
- 3.4. It is noted that Transport Scotland's latest publication on Reported Road Casualties Scotland 2020 states that for the years from the end of 2015 to 2019 the annual average number of children killed in South Lanarkshire was 0 while the number of children seriously injured was approximately 10.6. Therefore, accidents involving children remain at relatively low levels in South Lanarkshire and, of these, less than half will likely involve an accident occurring on the journey to school.
- 3.5. This paper will outline some of the key considerations, actions and measures available regarding parking and road safety surrounding schools, as well as noting the Council's approach to such matters.

#### **4. Statutory Enforcement Practicalities and Capacity**

- 4.1. In 2005, parking was decriminalised in South Lanarkshire. Therefore, the Council is responsible for the enforcement of waiting and loading restrictions as well as the control of on-street parking.
- 4.2. The decriminalisation of parking does not preclude the Police from enforcing legislation in relation to parking that is either causing an obstruction or danger. Enforcement actions from the Police will be commensurate with their other duties.
- 4.3. The definition of obstruction the Police use can be found in Regulation 103 of The Road Vehicles (Construction and Use) Regulations 1986. It states: 'No person in charge of a motor vehicle or trailer shall cause or permit the vehicle to stand on a road so as to cause any unnecessary obstruction of the road.'
- 4.4. In circumstances where a vehicle is obstructing the roadway (which includes carriageway and footway), police judge each incident on its own merit.
- 4.5. Where the driver or keeper of the vehicle is present, a police officer may request the vehicle to be moved and, depending on the circumstances, appropriate enforcement may be undertaken. This could result in penalty points and a fine and these are very much dependant on the circumstances. Where the driver or keeper disputes the action being taken, then a Standard Prosecution Report will be submitted where the Procurator Fiscal will review the case and consider options such as court action.
- 4.6. Where a vehicle is parked in a dangerous position then Section 22 of the Road Traffic Act 1988 can be considered by the Police. This section states: 'If a person in charge of a vehicle causes or permits the vehicle or a trailer drawn by it to remain at rest on a road in such a position or in such condition or in such circumstances as to involve a danger of injury to other persons using the road, he is guilty of an offence'.
- 4.7. Police Scotland will consider the circumstances where a vehicle is parked dangerously on each incident's merit. In the absence of the driver or keeper of the vehicle, Police Scotland can consider removing the vehicle if deemed necessary.
- 4.8. Where a complaint in relation to obstruction or dangerous parking is received in relation to a vehicle parked at a school crossing or within a controlled area, it is likely that Police Scotland will attend, and consideration will be given to removing the vehicle. In most cases the Police will resolve matters by liaising with the driver or keeper of the vehicle. It is very rare that they will remove vehicles using their removal contractor.
- 4.9. Turning back to the Council's remit, the Road Traffic Regulation Act 1984 provides legislation in relation to the employment of Parking Attendants (PAs). It states that a parking attendant shall be an individual employed by the authority or where the authority has made arrangements with any person for the purposes of parking enforcement, an individual employed by that person to act as a parking attendant. South Lanarkshire Council employ individuals as PAs which fulfils the first part of the Act. It should be noted that any person needs to be employed by the Council, directly or indirectly, therefore, volunteers cannot perform the function of a PA, as is often enquired about.

4.10. It should be noted that most schools are located on roads where parking restrictions are not in place and are generally located in residential areas and out with main town centres. In cases where enforcement of restrictions is an issue (e.g. on mandatory zig zag markings) our existing PAs can be deployed as necessary. However, there are practical issues with enforcement as the offending vehicles are usually occupied and hence will simply drive away.

## **5. Car Free School Zones (CFSZs)**

5.1. Car Free School Zones is an initiative where the streets outside a school are closed to traffic at school opening and closing times. Closing the streets to vehicles helps achieve a safer, more pleasant environment for everyone using the streets whilst maintaining access for residents, businesses, pedestrians and cyclists.

5.2. There are currently 2 pilot CFSZs in place within South Lanarkshire. Schools chosen to participate in this scheme have already tried other means of improving the road environment around the school gates. The initiative is currently in place at Burnside Primary School in Rutherglen and St. Joseph's Primary School in Blantyre and started operation after the school easter holidays in April 2022.

5.3. This prohibition is classed as a moving traffic violation and it can only be enforced by the Police. Non-registered vehicles entering the scheme during the times of operation will be identified by police officers and issued a fixed penalty notice of £50. Warning signs are installed at the entrance to the zones and on the approaches, giving drivers an opportunity to find alternative routes around the closed streets. Exempt vehicles require to display a valid pass and can include residents, blue badge holders, and emergency vehicles.

5.4. Lessons learned from introductions within other Council areas have been considered, such as at East Lothian Council, where schools located within cul-de-sacs with narrow carriageways and footways had the most success being evident.

5.5. Any future adoptions of such an initiative will require to be considered as part of a suite of measures emerging from School Travel Plan development. This will also depend on information gained from considering the successes and challenges experienced with South Lanarkshire's first 2 trial schools, including whether the issues the prohibition had designed to address have been transferred to adjacent streets as well as its impact on the uptake of walking, cycling or wheeling to school. Once monitoring has been concluded, a paper will be presented to a future meeting of the Roads Safety Forum.

## **6. Encouraging active/ sustainable travel through School Travel Plans (STPs)**

6.1. School Travel Plans focus on travel methods to and from school, looking at how to encourage more sustainable travel to and from school and contributing towards making the environment around the school safer. The STP process involves the full school, getting everyone thinking about their journey and initiatives that can get involved in such as walking, cycling and park and stride. This all contributes to less car reliance and presence outside schools, with a notable reduction in congestion and emissions, promoting health and safer environmental surroundings, engaging and encouraging sustainable future patterns.

- 6.2. The first stage of the STP process is a consultation exercise with parents, pupils and staff. This is conducted through STP surveys and ascertains travel modes to and from school, how pupils and parents would like to travel to school, we ask about different initiatives such as a Walking Bus and Cycle Train and also Park and Stride and suggestions for suitable car park locations. This also asks how the journey to school can be made safer. A selection of the results from the surveys are included in the survey with the rest included in the appendix section.
- 6.3. The next stage is to collate a summary of the issues to which a key initiative and targets list is created. A programme of implementation is developed from this with short, medium and long-term goals associated with different initiatives and actions.
- 6.4. On completion, the school is awarded their School Travel Plan Award and the school will monitor the travel situation. With the plan being an active document, monitoring is key, with the progress of the measures being delivered, new ones can be added to the document as they occur.
- 6.5. At present, there are 75 schools that have completed a travel plan and a further 61 schools are currently working towards completing their travel plan. The remaining schools are being encouraged to take part.
- 6.6. The STP process include the whole school with surveys distributed to pupils, parents/guardians and staff. Many Junior Road Safety Officers (JRSO's) are engaged in the process as well as Eco groups and parent council members. This local knowledge is key in the success of the structure and delivery of the targets and future development of the travel plan.
- 6.7. Feedback from schools who have completed their plan has been positive in helping respond to issues and the document is used not only to identify initiatives, but also provided an evidence-based model which justifies the allocation of funding.
- 6.8. Every school's Traffic Management Plan, which is conducted by South Lanarkshire Council's Health and Safety Section, now includes the completion or review of their School Travel Plan. This has seen a significant increase in the number of schools contacting Roads and Transportation Services for assistance.
- 6.9. A School Travel Plan Award has been created to recognise school's commitment and to raise awareness with the school community on the completion of their STP. A school certificate, banner and information postcards are received upon completion with ongoing support and assistance available to the school.

## **7. Road Safety Projects and Initiatives**

- 7.1. The Council takes a "whole life" approach to road safety education with initiatives aimed at all ages and types of road users. We believe that good habits are best developed when people are young. Therefore, emphasis is given to educating and training children and young people.
- 7.2. Through the Curriculum for Excellence education programmes, STP projects, Road Safety within the Curriculum for Excellence and cycling initiatives, there are number of options available that are tailored to specific needs and instances where road safety issues have been raised.
- 7.3. Appendix 1 lists these, as well as the target users.

- 7.4. The Council also can help design and deliver engineering solutions to improve problems surrounding schools. These problems are identified through the development of the School Travel Plans and solutions such as new guardrail, signing, lining, cycle and scooter storage / shelter facilities or speed management initiatives are introduced such as part-time mandatory 20mph speed limits. To some degree, progress on implementing physical works is funding dependant.
- 7.5. There are a range of other resources available to schools to assist them with their STP actions, from portable Vehicle Activated Sign (VAS) provision, printed campaign materials, social media assets, various outdoor banners and signs.

## **8. Partnership Working**

- 8.1. Liaison is undertaken with internal colleagues in the promotion of active travel through initiatives and campaigns where appropriate e.g. Environmental Services and work within Air Quality Management Areas such as 'Beat the Street'. This is an online game which requires players to be physically active by walking, cycling, scooting or wheeling between fixed points in a geographical area.
- 8.2. This has most recently been operating within East Kilbride between 14 September to 26 October 2022 with a very high uptake being experienced. This has involved a range of users and age groups, including school groups which can inspire and lead to more active travel and less private car use. The unique game website provides running totals of travelling distances covered within the game, participants, schools and groups involved etc. This can be accessed at [www.beatthestreet.me/eastkilbride/](http://www.beatthestreet.me/eastkilbride/)
- 8.3. Partnership approaches are also taken with external agencies, groups and organisations such as Community Action Lanarkshire and local community development trusts etc. where appropriate. This can add value to existing work to support, promote and enable safe and active travel practices as well as shaping future priorities within local areas.

## **9. Conclusion**

- 9.1. There is no single solution to the parking and road safety problems being experienced at and around schools. A variety of solutions require to be developed in discussion with the school communities and must take cognisance of the location of the school and travel characteristics of those attending the school. The encouraging of active and sustainable travel choices is key.
- 9.2. As supported at previous meetings of the Road Safety Forum, schools are encouraged, and in some cases required, to complete a School Travel Plan. The contents of this should identify specific problems to be resolved through identification of objectives and targets. Liaison between the Head Teacher, Parent Council, Education Resources, Roads, Transportation and Fleet Services, and Police Scotland is required to ensure the solutions taken forward are appropriate.
- 9.3. It is recognised that, even then, the success of these solutions is dictated by the commitment of the school community (e.g. schools, parents, children) to champion and embrace the solutions being introduced. This, however, is deemed the most appropriate mechanism to address these matters.

## **10. Employee Implications**

10.1. There are no current employee implications associated with this report, however, any increased focus on the initiatives detailed above should be considered in the context of available road safety employee resources which have decreased significantly in previous years.

## **11. Financial Implications**

11.1 There are no financial implications associated with this report, however, it should be noted that capital resources for initiatives presently require to be prioritised from external funding streams. A modest level of revenue funding is made available on an annual basis for education, training and publicity initiatives. If a greater level of physical improvements is identified and progressed, relative to the typical current practice, then greater levels of funding will be required.

## **12. Climate Change, Sustainability and Environmental Implications**

12.1. Projects and measures which encourage the uptake of active travel and sustainable travel within the Council's local communities, whilst reducing reliance on private vehicles particularly for the shorter more local journeys such as the school run, supports South Lanarkshire's Sustainable Development and Climate Change Strategy. Increased active travel and access to the outdoors will improve health and wellbeing whilst reducing reliance on fossil fuels for the purpose of travel. Encouraging the uptake of active and sustainable travel will also support improvements in air quality emissions by reducing the number of private car journeys and their resultant emissions.

## **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)**

14 October 2022

### **Link(s) to Council Values/Priorities/Outcomes**

#### Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Ambitious, self-aware and improving

#### Priorities

- ◆ We will work towards a sustainable future in sustainable places

#### Outcomes

- ◆ Our children and young people thrive
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

### **Previous References**

- ◆ Community and Enterprise Resource Committee, 'Parking/Road Safety at Schools – Update', 21 August 2018
- ◆ Roads Safety Forum, 'Parking at Schools', 5 December 2017

### **List of Background Papers**

- ◆ Reported Road Casualties Scotland 2020

### **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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## **Appendix 1**

### **Curriculum for Excellence**

Ziggy's Road Safety Mission  
Streetsense 2  
Junior Road Safety Officer Scheme  
A2BSafely (Additional Support Needs Resource)  
Theatre in Education – The Journey  
Crash Magnets  
Your Call  
Reaction Timers  
Calendar Competition

### **Target Users**

Nursery and P1  
P1 – P7  
P6/7 peer learning  
P5 – S6  
P6/7  
S4/S5  
S1 - S3  
S3 - S6  
all schools – all stages

### **School Travel Plan Projects**

School Travel Plans  
Walk to School Campaigns  
Starting School  
Child Pedestrian Training  
  
Time Travellers Resource  
Park Smart Campaign  
Park and Stride  
Walking Bus  
Bus Safety  
HGV Safety  
Park Safe campaign  
'Hands Up Scotland' Travel Survey

### **Target Users**

all schools  
all schools  
P1 New Intake - all schools  
P1/2 Pupils - Delivered at 15 schools  
P5  
all schools  
all schools  
primary schools  
P4 - P6  
all schools  
all schools  
all schools

### **Cycling Initiatives**

Bikeability  
Cycle Friendly School Awards

### **Target Users**

all schools  
all schools



# Report

7

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

Subject:	<b>Speed Management and Traffic Calming</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the various methods, features and tools that may be utilised for speed management and traffic calming purposes and approaches to their general use

## 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 the approach taken to such measures supported.

## 3. Background

- 3.1. Traffic calming was introduced to the UK in the 1980s following successful schemes in mainland Europe that had improved safety in urban areas.
- 3.2. Although one death or serious injury on the road network is one to many, Scotland holds a good record for casualty reduction and focus continues with the Scottish Government's launch of Scotland's Road Safety Framework to 2030 on 25 February 2021. This sets national targets and measures for casualty reduction to 2030 to which each roads authority contributes towards.
- 3.3. A paper was presented to the Forum on 1 March 2022 detailing road accident casualty statistics within South Lanarkshire during 2021, which also noted that South Lanarkshire too had shown casualty reduction trends, with 2021 recording the lowest casualty figures recorded.
- 3.4. With regard to speed, changes in speed have been shown to bring about changes in injury accidents. A good rule of thumb is that a 5 per cent reduction in injury accidents can be expected to result from a 1mph reduction in mean speed.
- 3.5. Linked to the above Road Safety Framework is the Scottish Government's National Strategy for 20mph which aims to expand 20mph speed limits across Scotland and will ensure all appropriate roads in built-up areas have a safer speed limit of 20mph by 2025. This will have a considerable impact on speed limit provision and general behavioural change expectations in the future, which we require to be mindful of when considering the content of this paper.

3.6. Numerous requests are received for traffic calming on an annual basis which far outweigh available funding and the need and suitability for the requested measures to be introduced. This paper sets out some of the more common measures, considerations regarding their use and the justification for investigations and implementation of new works.

#### **4. Traffic Calming/Speed Management**

4.1. To reduce road accident casualties by providing a safe environment for road users, speed management/traffic calming measures may then be considered. The type of measures that may be considered on a road depends on the type of road and the traffic flow.

4.2. It should be noted that A and B class and other strategic urban roads should not be subject to conventional traffic calming. Such features are typically not appropriate for roads with a speed limit of over 30mph.

4.3. Traffic calming features can be split into 2 main categories, either vertical deflection or horizontal deflection. A non-exhaustive list of features is detailed below with additional information provided at Appendix 1. Any feature may have its own advantages, disadvantages and limitations depending on the proposed locations and its specific variables.

4.4. Vertical deflection - a general term for any measure which alters the vertical alignment of the carriageway over a short distance. Examples include:-

- ◆ Speed Cushions
- ◆ Speed Tables
- ◆ Road Humps
- ◆ Raised Junctions

4.5. Horizontal deflection - a general term which describes any measure which alters the horizontal alignment of the carriageway over a short distance. Examples include:-

- ◆ Build-outs/pinch point
- ◆ Road narrowings
- ◆ Priority system
- ◆ Chicanes
- ◆ Mini roundabouts
- ◆ Pedestrian/traffic island

4.6. Other speed management/traffic calming measures may be utilised which may include:-

- ◆ Signs
  - enhanced signage may be appropriate depending on the site. This is required to comply with Traffic Signs Regulations and General Directions 2016
- ◆ Lining
  - depending on the nature of the site, new/enhanced road markings may be beneficial such e.g. hatching, roundels or central contrast strips. This is required to comply with Traffic Signs Regulations and General Directions 2016

- ◆ Safety Cameras
  - Safety Camera Units operate under the rules and guidance of the Scottish Safety Camera Programme. The Programme follows the rules and guidance set out in the Programme Handbook which can be found at the following link:- <https://www.transport.gov.scot/media/51339/scottish-safety-camera-programme-handbook.pdf>
  - Each unit conducts their own assessment of sites/routes and liaises with Council's regarding shortlisted sites meeting minimum criteria
- ◆ Vehicle activated signs (VAS)
  - signs such as Speed Indicators Signs (SIDs) can either show the speed of the vehicle approaching or display a symbol such as a 'smiley' or 'unhappy' face

## 5. Considerations

- 5.1. The introduction of additional measures requires to be evidence led. Justification would typically include 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 and the general road and surrounding environment in terms of layout, key buildings and social amenities.
- 5.2. Speed and accident reduction are not the only valid objectives leading to the introduction of a speed management/traffic calming scheme. Other objectives may include encouraging non-motorised users and improving the local environment as part of a wider scheme. Provision of speed reduction measures and/or traffic calming is deemed to be most effective when incorporated as part of larger schemes where appropriate e.g. new active travel infrastructure.
- 5.3. For the encouragement of cycling and walking, and discouragement of using the car for inappropriate journeys, traffic calming has a role to play in achieving these objectives and is considered when designing schemes and routes.
- 5.4. It should be noted that traffic calming measures are not always popular. Some of the issues and limitations to be mindful of include:-
  - ◆ Buses
    - journey times can increase, as can passenger discomfort and concerns about passenger safety (especially when humps or cushions are placed at or near bus stops)
  - ◆ Emergency services
    - physical speed-reducing measures can adversely affect the response times of emergency services vehicles. This is particularly relevant to fire and ambulance services. Along strategic routes for such services, consideration needs to be given to the most appropriate design that can minimise delays while at the same time reduce and control the speed of other vehicles. A similar consideration also requires to be given to public bus routes
  - ◆ Public opinion
    - can be supportive, but in some cases resistance from residents has required removal or significant dilution of planned measures. A consultation process is often required

- ◆ Cyclists
  - can find some traffic calming measures uncomfortable, particularly where measures have high upstands. Design of measures needs to take cyclists into account and be cycle friendly
- ◆ Motorcyclists
  - can find some measures difficult to negotiate
- ◆ Equestrians
  - reported to find that some measures, such as pinch points, have an adverse effect on their safety
- ◆ Disabled or older occupants of vehicles
  - those with pre-existing back conditions can find measures more uncomfortable and more difficult to negotiate than more able-bodied persons do
- ◆ Local environment
  - traffic calming measures change speed profiles and, in some circumstances, may lead to higher emission and noise levels. Care needs to be taken to minimise any such adverse effects by encouraging smooth driving patterns

5.5. It is important to recognise that there is traffic calming legislation and consultation requirements that require to be considered. This provides technical detail on certain traffic calming measures as well as the statutory duty for consultation with the public and the usual consultees including the police. Where this is not specifically required within legislation, external funding partners generally insist on this as part of grant funding requirements. Such consultations generally result in a significant level of negativity and objections as there are mixed opinions regarding speed management/traffic calming measures.

## **6. Approach**

6.1. With reference to the above, the Council typically consider sites/routes or areas for traffic calming where:-

- ◆ there is an identified issue or requirement established through the Council's annual accident analysis as detailed to the Forum in today's 'Road Safety and Casualty Reduction' paper

6.2. Additionally, consideration will be made where:-

- ◆ there is a requirement or benefit determined as part of a wider scheme or project that can be evidenced e.g. active travel routes, school travel plan actions, city deal or community growth areas etc
- ◆ significant measurable benefit, cost effectiveness and public support can be shown that outweighs any negatives

## **7. Employee Implications**

7.1. There are no employee implications as part of this report.

## **8. Financial Implications**

8.1. Many of the measures and features attract a significant implementation cost and several will require elements of maintenance also. It is essential that such measures are targeted appropriately and provide a positive and measurable cost benefit, such as can be demonstrated through the Council's annual accident investigation and prevention programme.

8.2. Where active travel works, or initiatives are to be taken forward, they will be prioritised through the Scottish Government Grant: Cycling, Walking and Safer Routes, SPT funding for accident reduction measures on strategic routes/cycle facilities, South Lanarkshire Council's Roads Investment Plan for improved infrastructure and potentially additional external grant funding as it is made available from Scottish Government or other funding bodies.

## **9. Climate Change, Sustainability and Environmental Implications**

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

## **10. Other Implications**

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

## **11. Equality Impact Assessment and Consultation Arrangements**

11.1. 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)**

14 October 2022

### **Link(s) to Council Values/Priorities/Outcomes**

#### Values

- ◆ Focused on people and their needs
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving

#### Priorities

- ◆ We will work to put people first and reduce inequality
- ◆ We will work towards a sustainable future in sustainable places

#### 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

### **List of Background Papers**

- ◆ Scotland's Road Safety Framework to 2030
- ◆ Department for Transport Traffic Calming LTN1/07

**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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Engineering Officer, Roads, Transportation and Fleet Services

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## **Appendix 1 - Traffic Calming Terminologies**

### **Build-out**

A section of kerb built out into the carriageway on one side only to narrow the road.

### **Central contrast strip**

A central strip, which is raised slightly to deter drivers from crossing the centre line.

### **Chicane**

Staggered build-outs used to break up long straight sections of roads. One-way working chicanes may require priority signing which should be clear and visible. Two-way working chicanes can be used on more major roads, which carry larger vehicles.

### **Hatching**

Hatching can be painted on the road to deter drivers from using the full road width by making the road appear narrower. Can be used in combination with other measures.

### **Mini-roundabout**

Mini-roundabouts can be used at the entry to a traffic calmed scheme or within it. The mini-roundabout may be flat, domed or domed with an overrun area depending on the degree of speed reduction required and also the type of vehicles, which may use the junction.

### **Narrowing**

This is a general term which includes:- build-outs, chicanes, pinch points and reallocation of road space along a route.

### **Pedestrian refuge**

These refuges are designed to assist pedestrians crossing the carriageway, but they also serve to reduce the carriageway width in the same way as an island.

### **Pinch point**

A narrowing formed by two build-outs opposite one another.

### **Priority system**

This gives priority to one direction of traffic and is often used at chicanes or narrowings.

### **Raised junction**

A junction where flat-top humps are used to raise the whole junction area.

### **Road hump**

The term road hump covers vertical deflections which comply with the Highway (Road Humps) Regulations 1999.

### **Safety cameras**

Enforcement cameras e.g. red light and speed cameras.

### **Speed cushion**

A hump which occupies only part of a traffic lane having a width which is less than the front wheeltrack of a conventional bus but is greater than the wheeltrack of an average car. Can be used in various layouts including single, double, triple, and double pairs to suit the road width and layout.

**Speed table**

Another name for a flat-top hump.

**Traffic island**

Traffic islands are similar to pedestrian refuges but not intended for pedestrian use. They are primarily used to narrow the available road width and to prevent or discourage overtaking. They may also be used to protect segregated lanes such as bus or cycle lanes.

**Vehicle activated signs**

A variable message sign which is triggered by a vehicle which exceeds a certain pre-set limit. These may be of two types, speed enforcing or warning of a hazard. The sign is illuminated to show the speed limit or one of the warning signs permitted. 'SLOW DOWN' message may also be used with certain signs.





# Report

8

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>1 November 2022</b>
Report by:	<b>Lorna Hinshelwood, Local Authority Liaison Officer Police Scotland</b>

Subject:	<b>Police Scotland - Lanarkshire Division Road Safety Update</b>
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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 Motorcycle campaign ran from April to October 2022. All motorcycles stopped and educated and, enforcement used where necessary.

Lanarkshire Road Policing Officers routinely target roads across the South Lanarkshire Council area which are frequently used by motorbikes. During the campaign period, 90 motorcycles stopped across Lanarkshire where officers highlighted the risks, educated drivers and offered positive reinforcement through road checks. Where offences were detected, enforcement action was taken.

Community policing officers have responded to speeding complaints received from elected members and the public. Driving in excess of the speed limits is one of the most common contributory factors resulting in a road traffic collision. Speed Checks took place across East Kilbride, Hamilton, Rutherglen, Cambuslang and Clydesdale. Officers found majority of motorists were complying with the speed limit, however, enforcement action was taken where necessary. We will continue to carry out regular speed checks at hot spot areas to influence driver behaviour and reduce the number of accidents on our roads.

4.2. The following campaigns have taken place or are ongoing:-

- ◆ 31 May to 13 June 2022 – Seatbelt campaign with 10 detections
- ◆ 5 July to 11 July 2022 - Drug Driving campaign with 5 detections
- ◆ 7 July to 14 July 2022 - Commercial Vehicle campaign
- ◆ Lose the Blinkers campaign during July 2022 in Rutherglen and September 2022 in Carluke. This is to raise awareness of drivers passing too close to horses on the road. Well supported by the community
- ◆ Close Pass campaign currently ongoing. The purpose is to promote safe and responsible shared space interaction between motor vehicles and cyclists and to reduce the number of cyclists killed or injured on our roads. Funding secured through the Community Safety Partnership (CSP) for kit. Camera, memory card and Close Pass mat purchased. Cameras used to record examples of close passes, the mat is used to show drivers the safe distance that should be left around a cyclist on the road

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

4.3. Community policing officers to be trained in speed detection device. More dates to be arranged.

4.4. Synopsis of stats below:-

The decrease in most offences is linked to both the pandemic, with less vehicles making use of the road network, and enhanced police patrols through which vehicle stop engagements increased. Driver/rider education and encouragement has proven to have a positive, preventative impact on road safety.

<b>Road Safety South Lanarkshire</b>			
	April 2022 – Sept 2022	April 2021 – Sept 2022	% change
Speeding	227	406	-44.1%
Disqualified driving	24	31	-22.6%
Driving Licence	102	158	-35.4%
Insurance	292	335	-12.8%
Seat Belts	16	31	- 48.4%
Mobile Phone	35	36	-2.8%

4.5. Lanarkshire Division is 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**

12 October 2022

**Previous References**

◆ Roads Safety Forum – 1 March 2022

**List of Background Papers**

◆ None

**Contact for Further Information**

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

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# Report

9

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>1 November 2022</b>
Report by:	<b>Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS)</b>

Subject:	<b>Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update</b>
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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 to 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 36 RTC's in Q2 of 2022/2023. This is an increase of 3 from 33 in the same reporting period of 2021/2022. The incidents were spread across South Lanarkshire with the highest figure recorded in Hamilton which was 14.

4.2. There were 37 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 18 from the same reporting period last year.

4.3. Sadly we recorded 2 fatal casualties within South Lanarkshire in Q2 2022/2023. This is an increase of 2 from 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			
	Q2 2021/2022	Q2 2022/2023	% change
Total number of RTC's	33	36	9%
Incidents with a fatality	0	2	200%
Total number of fatalities	0	2	200%
Non-fatal casualties	19	37	94%

## 5. Future Engagements

- 5.1. During Q2, Lanarkshire's Community Action Team received training to utilise a Road Safety message via our Virtual Reality training. 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. The Youth Volunteer Scheme is well on the under way with all Adult Instructors now fully trained and 11 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. #ProjectEDWARD is an annual UK-wide road safety campaign backed by the Government, emergency services, highways agencies, road safety organisations and private industry. It aims to promote an evidence-led, 'safe system' approach - the long-term objective of which is a road traffic system free from death and serious injury. This will take place from the 17 October to 21 October 2022 with SFRS delivering several Road Safety presentations throughout South Lanarkshire schools.
- 5.4. We will also be working with charity BRAKE and will be promoting a road safety week from 14 November to 20 November The 2022 campaign theme, Safe Roads for All, will raise awareness of key areas of road safety, including safe vehicles and speeds, the recent update to the Highway Code and the new hierarchy of road users, and the importance of inclusivity to keep us all safe on the roads, no matter who we are or how we travel.

## 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**

10 October 2022

**Previous References**

◆ None

**List of Background Papers**

◆ None

**Contact for Further Information**

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

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