



Council Offices, Almada Street  
Hamilton, ML3 0AA

Monday, 21 February 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 March 2022**

**Time: 10:00**

**Venue: By Microsoft Teams,**

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

Yours sincerely

**Cleland Sneddon**  
**Chief Executive**

### **Members**

Julia Marrs (Chair), Robert Brown, Janine Calikes, Maureen Chalmers, Margaret Cowie, Mark Horsham, Davie McLachlan, Lynne Nailon, Margaret B Walker, Jared Wark

### **Substitutes**

Allan Falconer, Alistair Fulton, Ann Le Blond, Kenny McCreary, Mark McGeever, Collette Stevenson, Bert Thomson

## BUSINESS

### 1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 8  
Minutes of the meeting of the Roads Safety Forum held on 30 November 2021 submitted for approval as a correct record. (Copy attached)

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### Item(s) for Consideration

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- 3 **Road Accident Casualty Statistics 2021** 9 - 22  
Report dated 9 February 2022 by the Interim Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Priority Road Safety Engineering Projects 2022/2023** 23 - 30  
Report dated 9 February 2022 by the Interim Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Bikeability Scotland Cycle Training** 31 - 34  
Report dated 9 February 2022 by the Interim Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Police Scotland - Lanarkshire Division Road Safety Update** 35 - 38  
Report dated 2 February 2022 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 7 **Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 39 - 42  
Report dated 10 February 2022 by B Adams, Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

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### Urgent Business

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- 8 **Urgent Business**  
Any other items of business which the Chair decides are urgent.

***For further information, please contact:-***

Clerk Name:	Elizabeth-Anne McGonigle
Clerk Telephone:	01698 454521
Clerk Email:	elizabeth-anne.mcgonigle@southlanarkshire.gov.uk

# ROADS SAFETY FORUM

2

Minutes of meeting held via Microsoft Teams on 30 November 2021

**Chair:**

Councillor Julia Marrs

**Councillors Present:**

Councillor Robert Brown, Councillor Margaret Cowie, Councillor Mark Horsham, Councillor Davie McLachlan, Councillor Margaret B Walker, Councillor Jared Wark

**Councillors' Apologies:**

Councillor Janine Calikes, Councillor Maureen Chalmers, Councillor Lynne Nailon, Councillor Collette Stevenson

**Attending:**

**Community and Enterprise Resources**

S Laird, Engineering Manager; C Smith, Engineering Officer

**Education Resources**

D Hinshelwood, Support Services Manager

**Finance and Corporate Resources**

N Docherty, Administration Assistant; A Livingstone, Public Relations Officer; E A McGonigle, Administration Officer

**Also Attending:**

**Scottish Fire and Rescue Service**

B Adams, Watch Commander, Local Authority Liaison Officer

**Police Scotland**

PC T Hunter, Local Authority Liaison Officer Assistant

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## 1 Declaration of Interests

No interests were declared.

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## 2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 22 June 2021 were submitted for approval as a correct record.

**The Forum decided:** that the minutes be approved as a correct record.

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## 3 Road Safety Framework to 2030

A report dated 12 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the Road Safety Framework to 2030.

Scotland's Road Safety Framework expired on 31 December 2020. On 25 February 2021, the Scottish Government, in partnership with the road safety community and key stakeholders, published 'Scotland's Road Safety Framework to 2030', the aim of which was 'for Scotland to have the best road safety performance in the world'. It outlined the ambitious and compelling long-term Vision Zero goal for road safety where there would be zero fatalities or serious injuries on Scotland's roads by 2050.

On 17 November 2020, the Forum considered the Scottish Government's consultation on Scotland's Road Safety Framework to 2030 and noted the key challenges and strategic actions within the Framework, much of which remained unchanged.

The Safe System approach was embedded in the Framework and Appendix 1 to the report outlined:-

- ◆ 5 layers of protection, which worked in harmony, to prevent death and serious injury through incremental, targeted improvements within a specified safety performance framework
- ◆ 5 strategic outcomes aligned to those 5 pillars

12 challenges had been identified which were making an impact now, or would in the near future, on road safety generally and, more particularly, on the new Framework. Those challenges had been mapped to the Safe System and aligned with the Scottish Government's policies, plans and strategies, as detailed in Appendix 2 to the report. To address those challenges, 12 overarching Strategic Actions had been identified, as detailed in Appendix 4 to the report.

The Safe System work was based on a performance framework with a hierarchy of targets, details of which were provided in Appendix 5 to the report. The following 4 Interim Outcome Targets to 2030 had been confirmed, 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

Information was given in Section 4.11 and Appendix 5 of the report, in relation to Intermediate Outcome Targets, most of which now had a percentage reduction set attached to them which would allow the performance of casualty figures for specific user groups to be tracked.

A review of progress towards the 4 Interim Outcome Targets to 2030 for South Lanarkshire would be presented to the Forum on an annual basis and include a breakdown of causation factors. This information would influence potential actions to be considered for all killed or seriously injured which included children, pedestrians, cyclists, motorcyclists, road users aged 70 and over and those aged between 17 to 25.

Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) aimed to reduce the number and severity of casualties within South Lanarkshire and contributed towards the achievement of the 2020 national casualty reduction figures. This remained the case, however, it would now be the 2030 national casualty figures that would be used. The next LTS would be published in 2024 and would include specific reference to the new Framework.

A review of the methodology used to identify and prioritise locations for Road Safety Accident Investigation and Prevention (AIP) would be undertaken to allow for appropriate weighting for higher severity casualties to be applied as well as for those involving vulnerable road users. This would contribute towards achievement of the Framework's Outcome Targets.

The 2020 Framework established a Strategic Partnership Board (SPB) and a supporting Operational Partnership Group (OPG) to govern, monitor and deliver the Framework. It also introduced Local Partnership Forums (LPFs), a new level of governance, which would meet twice a year to improve connectivity between what was happening nationally and locally in terms of road safety. Appendix 3 to the report detailed the governance structure for the Framework and outlined the remit of the Local Partnership Forums,

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

**The Forum decided:**

- (1) that the publication of the Scottish Government's Scotland's Road Safety Framework to 2030 be noted;
- (2) to note that the Council would continue to contribute towards national casualty reduction targets, as set out within Local Transport Policy number 16, with casualty reduction targets to 2030 superseding those set for 2020; and
- (3) to note that methodologies for Accident Investigation and Prevention (AIP) annual accident data studies would be adapted to provide weighting factors for fatal and serious collision severities, as well as for the targeted vulnerable road groups detailed within the new Framework.

*[Reference: Minutes of 17 November 2020 (Paragraph 5)]*

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#### **4 Spaces for People 20mph Town Centres and Schools**

A report dated 18 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the Spaces for People 20mph Town Centres and Schools.

In response to the COVID-19 pandemic, the Scottish Government had launched their Spaces for People grant funding that supported local authorities to introduce temporary measures that would support social distancing and active travel messages, as well as providing an outside environment where this could take place.

The Council had been awarded £1.200 million which included £0.750 million for the outdoor school environment, £0.100 million for town centres and other projects.

On 22 June 2021, the Forum agreed to support the second phase of measures to change advisory 20mph speed limits to mandatory 20mph speed limits at 88 school-based locations, as detailed in Appendix A to the report. Graphics of banners and post wraps were provided in Appendix B to the report. It was considered that this would potentially change the characteristics of roads outside of schools and encourage active travel by pupils and parents/carers. Works at the 88 schools had almost been completed, with only some minor alterations required. Those schools not included for a mandatory 20mph speed limit typically had a part-time mandatory 20mph speed limit in place with the use of electronic signals. Where this was not the case, consideration would be given to other measures deemed more suitable.

Information was provided on the second phase of measures which introduced 20mph cordons close to the following town centres:-

- |              |              |
|--------------|--------------|
| ◆ Strathaven | ◆ Uddingston |
| ◆ Bothwell   | ◆ Carluke    |
| ◆ Larkhall   | ◆ Lanark     |

The 20mph limits incorporated signage accompanied by coloured road surfacing and carriageway markings as detailed in Appendix B to the report.

Survey results of 'before' and 'after' speed measurements undertaken at the town centre locations, as well as a sample of school locations, were given in appendices C and D to the report. The overall speed measurements indicated the general suitability of the 20mph speed limits in both settings.

A public consultation in relation to the introduced 20mph school and town centre speed limits closed on 31 October 2021. Feedback received would be reviewed in detail with a view to introducing further measures or undertaking minor alterations.

The 20mph speed reduction works at school and town centres required a Temporary Traffic Regulation Order (TTRO) to be in place. Locations would be monitored with a view to the Spaces for People town centre and school locations being made permanent through the promotion of a Traffic Regulation Order before the expiry of the 18 month TTRO.

There was a continued national desire to support the introduction of more 20mph speed limits within suitable settings. It was proposed that, where appropriate, further town and village settings be identified for the introduction of 20mph speed limits. Schools without a mandatory or part-time 20mph speed limit would also be considered for the most suitable 20mph provision.

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

**The Forum decided:**

- (1) that the contents of the report be noted;
- (2) that the 20mph Spaces for People projects, as detailed in the report, be supported; and
- (3) that the continued setting of school and town centre 20mph speed limits be supported at locations, as deemed appropriate.

*[Reference: Minutes of 22 June 2021 (Paragraph 6) and Minutes of the Community and Enterprise Resources Committee of 15 September 2020 (Paragraph 14)]*

*Councillor Walker left the meeting during consideration of this item of business*

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## **5 Education, Training and Publicity Initiatives**

A report dated 8 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on a range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

The Chair advised that the annual calendar competition had concluded and the overall winner was Freya Richardson of Chapelton Primary School.

**The Forum decided:**

- (1) that the road safety education, training and publicity initiatives being undertaken in South Lanarkshire, as detailed in the report, be noted; and
- (2) that future road safety education, training and publicity initiatives in South Lanarkshire be supported.

*[Reference: Minutes of 17 November 2020 (Paragraph 8)]*

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## **6 School Crossing Patroller Assessments**

A report dated 8 November 2021 by the Executive Director (Community and Enterprise Resources) was submitted on requests for school crossing patrols at 3 locations within South Lanarkshire.

The locations had been assessed and failed to meet the Council's approved criteria. It was, therefore, recommended that the requests for school crossing patrols at the following locations be refused:-

- ◆ Couthally Terrace at Murray Terrace, Carnwath
- ◆ Murray Terrace at Couthally Terrace, Carnwath
- ◆ Hareleeshill Road near Wilson Street, Larkhall

Further information was provided on those locations that had met a significant proportion of the criteria and members' comments were noted. Members were also assured that further assessments would be undertaken when required.

**The Forum decided:** that the refusal of the requests for crossing patrols at the 3 locations detailed above, which had failed to meet the Council's criteria, be supported.

*[Reference: Minutes of 30 October 2019 (Paragraph 6)]*

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## **7 Police Scotland - Lanarkshire Division Road Safety Update**

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A report dated 19 November 2021 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Traffic levels had returned to pre-pandemic levels so there was a focus on driver engagement through education and, where necessary, enforcement.

The following campaigns ran through the reporting period:-

- ◆ summer Motorcycle Safety which ran until the end of September 2021
- ◆ Operation Snaith which ran for 2 weeks at the start of August 2021
- ◆ summer drink drive
- ◆ national speeding
- ◆ drug drive
- ◆ 2 vulnerable road user campaigns
- ◆ speed enforcement on the A73
- ◆ taxi and private hire action plan which ran in September 2021 and focused on education and enforcement

Details were provided on road safety and road crime incidents for the period April to September 2021 and the figures were provided for the previous year. The data could not truly be compared due to the impact on COVID-19 and the initial reduction of traffic on the roads in 2020/2021.

Details were also provided on a new driver early intervention scheme for new and nearly new drivers aged 16 to 25. This was run jointly with Scottish Fire and Rescue Service (SFRS). Presentations continued on virtual platforms and social media continued to be used to publicise the scheme.

The Assistant Local Authority Liaison Officer responded to members' questions on various aspects of the report.

**The Forum decided:** that the report be noted.

*[Reference: Minutes of 22 June 2020 (Paragraph 7)]*

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## **8 Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update**

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A report dated 16 November 2021 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS) was submitted on national and local road safety campaigns.

SFRS had recommenced delivery of its road safety programme in South Lanarkshire following the easing of COVID-19 restrictions. It was noted that, following recent agreement, the Firereach programme would also re-commence.

Details were provided on road traffic incidents attended by SFRS for the period April to September 2021 and data was provided for quarter 2 in the previous year. Due to the COVID-19 pandemic and the reduction in traffic on the roads, the figures could not be truly compared.

Details were also given on:-

- ◆ the appointment of a dedicated Youth Community Safety Advocate along with a Community Fire Fighter
- ◆ creation and implementation of a proportionate engagement plan along with partners and the Road Safety Governance Board
- ◆ an online presentation developed by SFRS to complement Police Scotland's new driver early intervention scheme and progress with virtual reality headsets

The Local Authority Liaison Officer responded to a member's question around joint working and publicity.

**The Forum decided:** that the report be noted.

*[Reference: Minutes of 22 June 2020 (Paragraph 8)]*

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## **9 Urgent Business**

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There were no items of urgent business.



# Report

3

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

Subject:	<b>Road Accident Casualty Statistics 2021</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ inform the Forum of the provisional number of fatal, serious and slight casualties resulting from road accidents occurring in the Council area during the year 2021

## 2. Recommendation(s)

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

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

## 3. Background

- 3.1. In February 2021, Scottish Government published Scotland's Road Safety Framework to 2030 and an ambitious long-term goal where no one is seriously injured or killed on our roads by 2050.
- 3.2. The Framework builds on what has already been achieved here in Scotland over the last decade. It sets out new strategic outcomes for road safety, built around the safe system approach, coupled with a comprehensive performance management system to monitor progress. For the first time, mode specific targets have been created to focus attention by partners on priority areas.
- 3.3. Currently the Council is awaiting further advice from Transport Scotland with regards to baseline figures to fully allow the tracking of our contribution to the national casualty reduction targets. This is required due to the changes in data collection from 2019 onwards following the introduction of the Collision Recording and Sharing platform (CRaSH) used by Police Scotland to record and collate data. This tends to result in more casualties being classified as 'serious' and, therefore, has caused a discontinuity in the time series with adjusted figures requiring to be used. Provisional adjusted figures have been used within this report for 'serious casualty' and 'child serious casualty' targets. These figures may require to be altered at a later stage.
- 3.4. It should be noted that casualty reduction targets are for Scotland as a whole and not specifically to individual local authorities. These will, however, be monitored locally to allow our progress and contribution to this national effort to be detailed.

3.5. Progress towards the following targets will be reported on annually:-

- ◆ 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

3.6. Further targets for specific user groups/ages have also been set as detailed at the Forum's meeting of 30 November 2021 and agreement that the causation factors relating to these will be investigated and presented annually. This information is detailed within the appendices.

3.7. The figures for 2021 are provisional on the basis that the police may still add or amend records over the coming months. It is expected that a small number of December 2021 records may still be added. The numbers should be minimal, particularly across the higher severities, therefore, the general trends described below are, to all intents and purposes, accurate. The confirmed figures for 2021 will be published by The Scottish Government during October 2022 in "Reported Road Casualties Scotland 2021".

#### **4. Road Accident Casualty Statistics**

4.1. The statistics for all fatal, serious and slight casualties, including child fatal and serious casualties, within South Lanarkshire are detailed in the tables that form part of Appendix A to this report. These are given as the figures for the calendar years 2014 through to 2021 to show context. These also detail the provisional 5-year baseline figures upon which the targeted casualty reductions are based and 2030 targeted figures.

4.2. The COVID-19 pandemic, and the various protection levels in place since the first COVID-19 lockdown imposed on 23 March 2020, have significantly impacted upon travel patterns and frequencies during this time. This continues to leave a legacy of higher instances of home or agile working and potentially altered travel patterns. Knowledge of this is assumed throughout the remainder of this paper.

#### **4.3. Fatal casualties**

Fatal casualty numbers have been erratic and have failed to follow any specific trend within recent years. The year-end total for 2021 was 7, a decrease of 3 when compared to 2020 and the lowest figure in the last 4 years.

4.4. Road accidents are described as rare, random and multi-factored events and fatal road accidents can be described as the rarest, so their occurrence can be hard to influence. A low of 5 fatal casualties occurred in 2015 compared to a high of 18 during 2016 with a five-year average (2017 to 2021) of 10 fatalities.

#### **4.5. Serious casualties**

The year-end total for 2021 was 74, a decrease of 12 when compared to 2020.

4.6. It is important to note that the utilisation of the CRaSH information technology system by Police from 2019 now results in more casualties being classified as serious rather than slight. It is, therefore, not possible to compare serious casualty figures from 2019 onwards to those recorded in previous years. Figures prior to and including 2019 require to be adjusted to allow for this change, including target baseline figures, to facilitate ongoing comparison. Provisional adjusted figures have been obtained for this purpose.

#### 4.7. Child fatal casualties

There were no fatal child casualties for the third year running. These continue to be a rare occurrence with 2 child fatalities within the last 5-year period (2017 to 2021) giving a 5-year average of 0.4.

#### 4.8. Child serious casualties

The number of serious child casualties remained the same from 2020 to 2021 with 8 casualties. The lowest figure of 6 serious casualties was recorded during 2018 and matched in 2014 and 2015. Due to the small number of casualties associated with this category the figures are generally observed to fluctuate from year to year. Information provided within item 4.6 regarding adjusted figures also relates to this category.

#### 4.9. Slight casualties

A significant decrease in slight casualties occurred between 2021 and 2020 with a reduction of 71 casualties to 150. This represents the lowest recorded figure.

#### 4.10. Total casualties

The provisional overall total of 231 casualties during 2021 represents the lowest figures recorded.

### **5. Discussion**

5.1. Section 39 of the Road Traffic Act 1988 requires that all local authorities carry out studies into the cause of accidents on roads in their area and to take appropriate measures to prevent accidents. Since its formation, the Council has been proactive in reducing casualties on the road network, however, much still requires to be accomplished to further improve road safety in line with the Framework aspirations. Through the efforts of the Council and by working in partnership with other bodies such as Strathclyde Partnership for Transport, the National Health Service, Police Scotland and the Scottish Fire and Rescue Service (SFRS), we aim to have fewer people injured in road accidents.

5.2. To effectively reduce casualties in South Lanarkshire the Council and its partners need to address a wide variety of issues, including vulnerable road users, road user behavior and the road environment.

5.3. Factors which contributed to each accident are recorded by the Reporting Officer at the time of each incident. Several factors which contributed to the crash can be selected. An interrogation of these causation factors has been undertaken for the last 3-year period. The most significant causation factors for all accidents, killed and serious accidents, child accidents and the specific user groups/ages casualties detailed in item 3.5 is shown respectively within appendices B to H. These will be considered when assigning priority to future road safety measures.

5.4. For road safety measures to be effective, cooperation is needed across the various disciplines – the four 'Es' of road safety: education, engineering, enforcement and encouragement. At the heart of road safety planning, it is essential that casualty reduction strategies are identified and that actions are developed to implement these strategies.

5.5. The Council is responsible for road safety engineering solutions and much of road safety education. Other partners such as the police and fire and rescue services also contribute to road safety education and the police are mainly responsible for enforcement while all partners have a role to play in encouraging road safety.

## **6. Employee Implications**

6.1. There are no personnel implications.

## **7. Financial Implications**

7.1. Funding for accident reduction schemes, both route actions and single site, has been and will continue to be sought from external sources such as The Scottish Government's "Cycling, Walking, Safer Routes" allocation and Strathclyde Partnership for Transport (SPT).

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

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

## **9. Other Implications**

9.1. There are no significant risks associated with 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 and, therefore, no impact assessment is required.

**Alistair McKinnon**

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

9 February 2022

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

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

### **Previous References**

- ◆ Report to Roads Safety Forum 26 June 2021 – Road Accident Casualty Statistics for 2021

### **List of Background Papers**

- ◆ Scotland's Road Safety Framework to 2030 published by the Scottish Government in February 2021

### **Contact for Further Information:**

If you would like to inspect any of the background papers or want any further information, please contact Colin Smith, Engineering Officer, Roads and Transportation Services  
Ext: 3607 (Tel: 01698 453607)

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

## Appendix A

### All Fatal Casualties

2014 to 2018 baseline

11

2030 target (50% reduction)

5.5

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
13	5	18	6	14	13	10	7	5.5

### All Serious Casualties

2014 to 2018 baseline (provisional adjusted figures)

151

2030 target (50% reduction)

75.5

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
83	70	83	87	56	94	86	74	75.5

### All Fatal Child (<16 years) Casualties

2014 to 2018 baseline

1

2030 target (60% reduction)

0.4

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
1	0	0	1	1	0	0	0	0.4

### All Serious Child (<16 years) Casualties

2014 to 2018 baseline (provisional adjusted figures)

18

2030 target (60% reduction)

7.2

2014	2015	2016	2017	2018	2019	2020	2021	2030 Target
6	6	13	15	6	11	8	8	7.2

### All Slight Casualties within South Lanarkshire

2014	2015	2016	2017	2018	2019	2020	2021
559	519	506	441	437	320	221	150

## Appendix B

Most cited accident causation factors for 'all accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

<b>ALL ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	7	55	153	215
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	20	80	101
103 Slippery road due to weather (Road Environment Contrib)	1	23	53	77
802 Failed to look properly (Pedestrian)	2	28	41	71
410 Loss of control (Driver/Rider - Error)	8	22	40	70
602 Careless/Reckless (Driver/Rider - Behaviour)	2	19	49	70
403 Poor turn or manoeuvre (Driver/Rider - Error)	6	16	28	50
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	6	8	18	32
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	10	14	28
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	17	27
308 Following too close (Driver/Rider - Injudicious)	0	6	19	25
803 Failed to judge vehicle's path/speed (Pedestrian)	1	9	10	20
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	5	13	18
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	2	1	15	18
706 Dazzling sun (Driver/Rider - Vision Affected)	1	4	12	17
408 Sudden braking (Driver/Rider - Error)	0	4	13	17
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	14	17
401 Junction overshoot (Driver/Rider - Error)	0	5	11	16
999 Other (Special Codes)	5	2	9	16
601 Aggressive driving (Driver/Rider - Behaviour)	1	5	9	15
806 Impaired by alcohol (Pedestrian)	1	5	8	14
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	4	10	14
409 Swerved (Driver/Rider - Error)	2	3	9	14
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	7	13
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	6	12
101 Poor or defective road surface (Road Environment Contrib)	0	4	7	11
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	4	7	11
502 Impaired by drugs (Driver/Rider - Impairment)	3	3	4	10
509 Distraction in vehicle (Driver/Rider - Impairment)	0	8	2	10
703 Road layout (Driver/Rider - Vision Affected)	1	4	5	10
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

## Appendix C

Most cited accident causation factors for 'killed and seriously injured accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

<b>ALL KILLED AND SERIOUS INJURED ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	7	55	62
410 Loss of control (Driver/Rider - Error)	8	22	30
802 Failed to look properly (Pedestrian)	2	28	30
103 Slippery road due to weather (Road Environment Contrib)	1	23	24
403 Poor turn or manoeuvre (Driver/Rider - Error)	6	16	22
602 Careless/Reckless (Driver/Rider - Behaviour)	2	19	21
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	20	21
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	10	14
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	6	8	14
803 Failed to judge vehicle's path/speed (Pedestrian)	1	9	10
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	10
509 Distraction in vehicle (Driver/Rider - Impairment)	0	8	8
999 Other (Special Codes)	5	2	7
502 Impaired by drugs (Driver/Rider - Impairment)	3	3	6
808 Careless/Reckless (Pedestrian)	2	4	6
308 Following too close (Driver/Rider - Injudicious)	0	6	6
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	6
806 Impaired by alcohol (Pedestrian)	1	5	6
601 Aggressive driving (Driver/Rider - Behaviour)	1	5	6
809 Pedestrian wearing dark clothing at night (Pedestrian)	0	6	6
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	6	6
409 Swerved (Driver/Rider - Error)	2	3	5
401 Junction overshoot (Driver/Rider - Error)	0	5	5
706 Dazzling sun (Driver/Rider - Vision Affected)	1	4	5
703 Road layout (Driver/Rider - Vision Affected)	1	4	5
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	5	5
510 Distraction outside vehicle (Driver/Rider - Impairment)	1	3	4
810 Disability or illness (Pedestrian)	0	4	4
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	4	4
101 Poor or defective road surface (Road Environment Contrib)	0	4	4
408 Sudden braking (Driver/Rider - Error)	0	4	4
109 Animal or object in carriageway (Road Environment Contrib)	1	3	4

301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	4	4
804 Wrong use of pedestrian crossing (Pedestrian)	0	3	3
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	2	1	3
201 Tyres illegal, defective or under inflated (Vehicle Defects)	0	3	3
805 Dangerous action in carriageway (Pedestrian)	1	2	3
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	3
503 Fatigue (Driver/Rider - Impairment)	0	3	3
807 Impaired by drugs (Pedestrian)	0	3	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>			



## Appendix D

Most cited accident causation factors for 'children <16yrs accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

<b>CHILDREN &lt;16YRS ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Slight</b>	<b>Total</b>
802 Failed to look properly (Pedestrian)	0	14	18	32
405 Failed to look properly (Driver/Rider - Error)	0	5	17	22
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	1	7	8
803 Failed to judge vehicle's path/speed (Pedestrian)	0	4	4	8
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	6	8
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	7
103 Slippery road due to weather (Road Environment Contrib)	0	1	5	6
808 Careless/Reckless (Pedestrian)	0	2	2	4
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	3	4
101 Poor or defective road surface (Road Environment Contrib)	0	1	2	3
602 Careless/Reckless (Driver/Rider - Behaviour)	0	2	1	3
306 Exceeding speed limit (Driver/Rider - Injudicious)	0	2	1	3
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	0	3	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

## Appendix E

Most cited causation factors for 'pedestrian accidents' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

<b>PEDESTRIAN ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Slight</b>	<b>Total</b>
802 Failed to look properly (Pedestrian)	2	27	38	67
405 Failed to look properly (Driver/Rider - Error)	2	8	17	27
803 Failed to judge vehicle's path/speed (Pedestrian)	1	7	9	17
806 Impaired by alcohol (Pedestrian)	1	4	8	13
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	6	7	13
602 Careless/Reckless (Driver/Rider - Behaviour)	0	4	5	9
808 Careless/Reckless (Pedestrian)	2	4	2	8
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	2	6	8
809 Pedestrian wearing dark clothing at night (Pedestrian)	0	6	1	7
103 Slippery road due to weather (Road Environment Contrib)	0	3	4	7
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	3	3	6
810 Disability or illness (Pedestrian)	0	3	2	5
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	1	3	4
804 Wrong use of pedestrian crossing (Pedestrian)	0	3	1	4
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	4	4
706 Dazzling sun (Driver/Rider - Vision Affected)	0	2	2	4
807 Impaired by drugs (Pedestrian)	0	3	1	4
805 Dangerous action in carriageway (Pedestrian)	1	2	1	4
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

## Appendix F

Most cited causation factors for 'cyclist accidents' within the most recent 3-year period:  
1 January 2019 to 31 December 2021.

<b>CYCLIST ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	1	14	12	27
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	6	10
602 Careless/Reckless (Driver/Rider - Behaviour)	0	5	3	8
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	2	1	3
310 Cyclist entering road from pavement (Driver/Rider - Injudicious)	0	2	1	3
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	2	1	3
802 Failed to look properly (Pedestrian)	0	1	1	2
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	0	2	2
706 Dazzling sun (Driver/Rider - Vision Affected)	0	0	2	2
702 Vegetation (Driver/Rider - Vision Affected)	0	2	0	2
705 Dazzling headlights (Driver/Rider - Vision Affected)	0	1	1	2
401 Junction overshoot (Driver/Rider - Error)	0	0	1	1
506 Not displaying lights at night or poor visibility (Driver/Rider - Impairment)	0	1	0	1
101 Poor or defective road surface (Road Environment Contrib)	0	0	1	1
710 Vehicle blind spot (Driver/Rider - Vision Affected)	0	0	1	1
507 Rider wearing dark clothing (Driver/Rider - Impairment)	0	1	0	1
408 Sudden braking (Driver/Rider - Error)	0	1	0	1
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	0	0	1	1
404 Failed to signal/misleading signal (Driver/Rider - Error)	0	0	1	1
402 Junction restart (Driver/Rider - Error)	0	1	0	1
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	0	1
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	1	0	1
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	0	1	1
203 Defective brakes (Vehicle Defects)	0	1	0	1
103 Slippery road due to weather (Road Environment Contrib)	0	0	1	1
803 Failed to judge vehicle's path/speed (Pedestrian)	0	1	0	1
109 Animal or object in carriageway (Road Environment Contrib)	0	1	0	1
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

## Appendix G

Most cited causation factors for 'road users aged 70 and over' within the most recent 3-year period: 1 January 2019 to 31 December 2021.

<b>ROAD USERS 70+ ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	2	8	13	23
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	7	9
602 Careless/Reckless (Driver/Rider - Behaviour)	1	0	7	8
802 Failed to look properly (Pedestrian)	0	5	2	7
403 Poor turn or manoeuvre (Driver/Rider - Error)	1	2	4	7
103 Slippery road due to weather (Road Environment Contrib)	0	3	4	7
410 Loss of control (Driver/Rider - Error)	0	4	2	6
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	1	3	4
408 Sudden braking (Driver/Rider - Error)	0	1	2	3
308 Following too close (Driver/Rider - Injudicious)	0	0	3	3
706 Dazzling sun (Driver/Rider - Vision Affected)	0	1	2	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				

## Appendix H

Most cited causation factors for 'motorcyclists' within the most recent 3-year period:  
1 January 2019 to 31 December 2021.

<b>MOTORCYCLIST ACCIDENTS</b>	<b>Fatal</b>	<b>Ser.</b>	<b>Slight</b>	<b>Total</b>
405 Failed to look properly (Driver/Rider - Error)	2	7	8	17
410 Loss of control (Driver/Rider - Error)	2	1	4	7
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	3	1	5
403 Poor turn or manoeuvre (Driver/Rider - Error)	3	1	1	5
103 Slippery road due to weather (Road Environment Contrib)	0	2	2	4
109 Animal or object in carriageway (Road Environment Contrib)	1	1	1	3
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	0	1	2	3
101 Poor or defective road surface (Road Environment Contrib)	0	1	2	3
<i>NB: Sum of contributory factors only, not actual accident/casualty totals.</i>				



# Report

4

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

Subject:	<b>Priority Road Safety Engineering Projects 2022/2023</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the proposed Priority Road Safety Engineering projects and road safety actions to be progressed during 2022/2023

## 2. Recommendation(s)

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

- (1) that the contents of the report be noted and priority projects identified be progressed and implemented in line with available funding.

## 3. Background

- 3.1. The Council's Local Transport Strategy 2013 to 2023 identifies a number of road safety policies and actions. As a consequence, the Council seeks to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the 2030 national casualty reduction targets.
- 3.2. The Council will assess road safety enquiries and target resources and improvements where 3 or more injury accidents are occurring in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.3. As a result, the Council deliver annual prioritised road safety improvements at identified accident locations/routes/areas. Funding is sought from a variety sources on an annual basis to deliver numerous projects and initiatives.
- 3.4. The Roads Safety Forum, at its meeting of 5 December 2017, was advised of the methodology used to identify where road accidents are occurring in South Lanarkshire and how the information is used to prioritise identified accident locations and how these tables are then used to prioritise the Capital Programme of Road Safety Engineering Works.
- 3.5. A further meeting of the Road Safety Forum on 30 November 2021 outlined Scotland's Road Safety Framework to 2030. One of the recommendations was that the methodology for the annual road accident studies would be adapted to provide weighting factors for fatal and serious collision severities as well as for the targeted road user groups detailed within the new Framework. An update regarding this action is provided within this report.

#### **4. Route Action Plan Assessment**

- 4.1. The assessment for rural A class and B class routes has recently been concluded and a number of locations have been identified for detailed investigations. A total of 32 sections currently have an accident rate greater than the national average. Weightings have been applied for the first time where fatal or serious road traffic collisions have been identified as well where vulnerable road user groups/ages are represented within killed or seriously injured casualties.
- 4.2. A weighting multiplication factor has been applied to each 'Route Accident Rate as a percentage of the National Accident Rate'. This is based upon the highest severity road traffic collision recorded on its length. A multiplication factor of 7.1 for a fatal and 4.5 for a serious road traffic collision has been applied where this is the highest collision severity on the route. An accident resulting in a slight injury accident has a factor of 1. This is based on the comparative cost to society as a result of injury collisions of various severities (fatal, serious and slight) and is based upon work undertaken by road safety professionals and statisticians.
- 4.3. A further 'double' gearing factor has then been applied where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented. These are specified in Scotland's Road Safety Framework to 2030 and include: - pedestrians killed or seriously injured, cyclists killed or seriously injured, motorcyclists killed or seriously injured, road users aged 70 and over killed or seriously injured and road users aged between 17 to 25 killed or seriously injured. It is not deemed appropriate to include a Scottish Index of Multiple Deprivation (SIMD) gearing factor within the route analysis.
- 4.4. It is noted that the above new weightings/gearing factors make some routes feature higher in priority within the route action plan priority table than they would previously without these additions. These, however, provide a greater priority to locations experiencing more serious casualties and where vulnerable road user groups/ages are involved and focus remains on routes where the accident rate exceeds the national average.
- 4.5. The number of routes identified for investigation has reached a small number this year due to the improvement works which have already been implemented or are currently programmed and the future alterations works associated with new residential / commercial developments coming forward through the planning process. It is proposed to investigate 2 locations. The route accident rate is below the national accident rate for A749 Nerston to Cathkin By-pass, however, this has been included due to information following regular collisions being received from adjacent landowners which merits further investigation. In addition, the top 5 sites within the priority table will be subject to a review of existing signage, lining and verge marker posts with works progressed where required such as replacement signs, renewed lining or the cleaning of existing sign faces and street furniture. These are listed in Appendix 1. It is likely that these will result in new, remedial or alteration works during 2022/2023.
- 4.6. Single Site Assessment  
This approach taken with route action plans in previous years has resulted in significant reduction in casualties. With the treatment of most of the routes, focus remains to be given to single site locations also.



- 4.7. The annual Single Site Assessment has recently been concluded and this identified that 22 locations have three or more injury accidents occurring in the previous three years. Weighting factors have been applied for the first time with points allocated to each road traffic collision at each site as well as a weighing applied for sites within the most deprived 20% as detailed within the Scottish Index of Multiple Deprivation. Each fatal accident is awarded 7.1 points with serious accidents 4.5 points and slight accidents allocated 1 point respectively.
- 4.8. Where at least one vulnerable road user/age group resulting in a killed or seriously injured casualty is represented, a further 'double' gearing factor has been applied to each site's total points.
- 4.9. It is noted that the above new weightings/gearing factors make some sites feature higher in priority within the single site priority table than they would have previously without these additions. This includes sites with under 3 road traffic collisions which feature within the priority table for monitoring purposes. These have previously had more than 3 accidents within a study period and have since experienced reductions. It is not proposed that sites with a total of less than 3 points will typically be considered for investigation/ action. It is proposed to investigate 10 sites as shown in Appendix 2, and from the outcome implement a number of schemes.
- 4.10. Assessments of both Route Action and Single Site locations take cognisance of road traffic collision trends e.g. increases or decreases when compared to the previous study period, road user type, causation factors which are attributed to each accident and common factors present at each location. Casualty injury severities and vulnerable road user groups/ ages are also given due consideration. Also considered are improvement works which have been implemented previously or are programmed in the future. Some locations are also subject to improvements associated with new residential / commercial developments coming forward through the planning process. Locations not identified for investigation will continue to be monitored.
- 4.11. Casualty Reduction – Other Considerations  
Due to the lower number of route action plan routes and single sites taken being identified for investigation and the publication of Scotland's Road Safety Framework to 2030, an additional approach will be taken towards targeting road safety interventions.
- 4.12. Focus will be placed on the following vulnerable road user groups/ ages, to coincide and contribute to the targeted casualty reductions sought with the new framework:-
- ◆ children
  - ◆ pedestrians
  - ◆ cyclists
  - ◆ motorcyclists
  - ◆ road users aged 70 and over
  - ◆ road users aged between 17 to 25
  - ◆ areas of highest deprivation as identified within the Scottish Index of Multiple Deprivation (SIMD)
- 4.13. Actions spanning education, engineering, enforcement and encouragement will be considered in conjunction with our partners. Please see Appendix 3 for a range of initial ideas and concepts which will be considered further over the coming months.

## **5. Employee Implications**

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

## **6. Financial Implications**

- 6.1. The projects discussed earlier in this report will be developed further and where works or initiatives are to be taken forward they will be prioritised through the Scottish Government Grant: Cycling, Walking and Safety Streets, SPT funding for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan for improved infrastructure.

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

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

## **8. Other Implications**

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

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

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

**Alistair McKinnon**

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

9 February 2022

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

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

### **Previous References**

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

### **List of Background Papers**

Scotland's Road Safety Framework to 2030

Route Action Plan Priority Table 2022/2023

Single Site Priority Table 2022/2023

### **Contact for Further Information**

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

Ext: 3757 (Tel: 01698 453757)

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

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

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

## Appendix 2 – Single Sites for Investigation

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

## **Appendix 3 – Casualty Reduction – Other Considerations**

### Children

Child Pedestrian Training – develop a resource for all primary schools

Enhanced Walk to School promotion – focus weeks/events/walk once a week scheme

School run campaign – radio/ advertising

Road user behaviour campaign – targeted to senior pupils

Expansion of Car Free School Zones (CFSZs)

Monitor/ develop school 20mph speed limits

Engage Police Scotland regarding enforcement where necessary

### Pedestrians

20mph speed limit reductions – additional towns/villages/cordons

Crossing facility provision – consider greater use of zebra crossings

Adult road safety educational campaign

Residential area speed campaign

Pedestrian distraction campaign – secondary schools/ colleges

Promote safe active travel for everyday journeys - reduced car/vehicle use

Engage Police Scotland regarding enforcement where necessary to protect pedestrians

### Cyclists

Continued Bikeability Scotland Level 1 and 2 cycle training within primary schools

Pilot Level 3 Bikeability Scotland cycle training within select schools

Provide cycle storage within key town/village destinations

Provide cycle storage within educational establishments where there is a demand

Mutual respect between drivers/cyclists campaign – social media

20mph speed limit reductions – additional towns/villages/ cordons

Implement a Bike to School week – develop supporting road safety educational materials

Continued cycle network development

### Motorcyclists

Engage with local groups/ partners to develop educational/training opportunities

Rural roads and speed - social media campaign including motorcyclists

### Road Users aged 70 and over

Engage with seniors' forums and partners to develop educational/ promotion opportunities

Older road users campaign development

20mph speed limit reductions – additional towns/villages/ cordons

### Road users aged between 17 to 25

Financial incentive for further training for new drivers e.g. Pass Plus

Increased road safety offer to secondary schools in conjunction with partners

Road user behaviour campaign – seatbelts/drink& drugs/speed/distractions/passengers

### Areas of Deprivation

Develop campaigns helping to inform of responsible road use

Consider 20mph speed limit reductions

Prioritised for road safety interventions where appropriate

# Report

5

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

Subject:	<b>Bikeability Scotland Cycle Training</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Bikeability Scotland Scheme within the current academic year

## 2. Recommendation(s)

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

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

## 3. Background

3.1. Bikeability Scotland is the name for multi level Cycle Training in Scotland, designed to give children the skills and confidence they need to cycle safely on the roads, and to encourage them to carry on cycling into adulthood. Bikeability Scotland supports the next generation of confident and responsible road users.

3.2. The 3 levels of Bikeability Scotland form part of the Scottish Government's Cycle Action Plan for Scotland (CAPS) and align to the National Standard for Cycle Training developed on behalf of the Department for Transport. Cycling Scotland has responsibility for the administration and development of this programme nationally.

3.3. The following Bikeability Scotland levels are coordinated and supported by the Council's Traffic and Transportation Section.

### Bikeability Scotland Level 1

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

There are 6 National Standard Level 1 outcomes:-

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

## Bikeability Scotland Level 2

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

There are 6 National Standard Level 2 outcomes:-

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

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

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

3.5. The website [www.cycling.scot/bikeability-scotland](http://www.cycling.scot/bikeability-scotland) is full of useful information for schools, parents and instructors as well as linking to supporting videos which accompany the practical training.

## **4. School Participation and Instructor Training**

4.1. All primary schools were invited to participate within Bikeability Scotland Level 1 and Level 2 training during academic term 2021/2022. Contact is typically made at the start of the new term in August for the autumn/winter period and is then reissued in January for the spring/summer terms.

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

4.3. 4 instructor training courses were delivered by Traffic and Transportation Officers in the Autumn 2021 term. These practical courses involve candidates instructing, demonstrating and participating within a range of activities to UK National Standard for Cycle Training levels 1 and 2. Candidates are provided with the resources, knowledge and experience to deliver these programmes within the school setting.

4.4. 20 candidates were successfully certified as Bikeability Scotland instructors on conclusion of these courses. This included classroom teachers, school support staff and parent volunteers.

4.5. Primary schools were contacted again at the beginning of January 2022 and invited to participate in the Bikeability Programme. 4 further Instructor training courses have been scheduled to take place during the month of March 2022.



- 4.6. Bike Town, part of the Healthy and Happy Community Development Trust, have undertaken pupil Bikeability training within a selected number of schools as funded through Bikeability Scotland's Bikeability Support Plus Fund during the first part of this academic year. This has been supported by at least one adult within the school community. This aims to increase training uptake by schools and to facilitate self-led delivery in future years. 8 schools benefited from this during Autumn 2021, with a number of additional schools expected to receive this support by the end of the academic year.
- 4.7. School participation is collated at the close of the academic school year and, therefore, this information is not available at present. The majority of pupil training has yet to occur during the months of March to June 2022.

## **5. Enhanced Communication**

- 5.1. Cycling Scotland will be contacting non-participating schools within South Lanarkshire as part of an enhanced communication programme to support greater uptake of the Bikeability Scotland scheme. Direct mail communication has been agreed upon by South Lanarkshire Council with the following distribution scheduled:-

- ◆ Late January 2022  
Letter and generic Bikeability Scotland information leaflet sent by post to Head Teachers.
- ◆ February 2022 (2 weeks following the Head Teacher distribution)  
Letter and South Lanarkshire Council Bikeability leaflet sent to Parent Councils.
- ◆ Late February 2022 (2 weeks after the Parent Council distribution)  
Second letter and South Lanarkshire Council Bikeability leaflet sent to Head Teachers.

## **6. Bikebank**

- 6.1. A small fleet of bikes and helmets, previously funded by Cycling Scotland, remains available to schools. This allows the provision of a small quantity of bikes on a loan basis to address individual cases issue of pupil inclusion. It is not the aim of this 'Bikebank' to provide a fleet of bikes but rather to give opportunities to individual pupils where they may have been excluded due to issues such as not owning a bike, the bike has not been properly maintained or cannot be transported to school.
- 6.2. Bikes are currently available from Montrose House in Hamilton or Happy n Healthy Community Development Trust (Bike Town Project) in Rutherglen and require to be booked in advance to ensure availability and to arrange collection/delivery. These bikes are also utilised when Bike Town staff are undertaking Bikeability Scotland pupil cycle training on behalf of South Lanarkshire Council.

## **7. Bikeability Coordinator**

- 7.1. A new part time Bikeability Co-ordinator was appointed and started on 9 November 2021, funded by Cycling Scotland's Bikeability Support Plus grant. This post will help promote Bikeability Scotland throughout the Council area and provide additional support to schools when required. Further funding will be sought to continue this post once the initial funding has been utilised.

## **8. Employee Implications**

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

## **9. Financial Implications**

- 9.1. Printed training materials are provided free of charge by Cycling Scotland.
- 9.2. A grant of £6,700 was awarded from Cycling Scotland's Bikeability Scotland Support Plus Fund to meet the cost of 'Bikeability Scotland Instructor' courses, third-party pupil training delivery and sundry items during academic year 2021/2022.

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

- 10.1. There are no significant implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted, however, that active and sustainable travel schemes may have a positive impact on the environment by reducing reliance on private vehicles, supporting South Lanarkshire's Sustainable Development and Climate Change Strategy. Reduced motorised vehicle journeys will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions

## **11. Other Implications**

- 11.1. There are no risks in terms of the information contained in this report.

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

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

**Alistair McKinnon**

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

9 February 2022

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

- ◆ Making communities safer, stronger and sustainable
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

### **Previous References**

- ◆ Road Safety Forum, Education, Training and Publicity Initiatives, 30 November 2021
- ◆ Road Safety Forum, Education, Bikeability Scotland Cycle Training, 30 October 2019

### **List of Background Papers**

- ◆ Bikeability Scotland Training Materials

### **Contact for Further Information**

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

Ext: 3757 (Tel: 01698 453757)

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

# Report

6

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>1 March 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. With the lifting of pandemic restrictions and traffic levels returning to pre-COVID-19 level, focus remains on driver engagement through education and where necessary enforcement.

4.2. Lanarkshire Road Policing Festive Drink/Drug Driving Campaign ran from December 2021 until 3 January 2022. Officers highlighted the risks, educated drivers and discourage them from drink/drug driving through road checks and high visibility patrols while using enforcement where necessary. Lanarkshire Road Policing carried out a total of 70 breath tests, where 6 were positive for alcohol, and 67 drug wipes where 38 drivers were positive during the campaign. Drug wipe tests only detect cannabis and cocaine.

4.3. The following campaigns are scheduled:-

- ◆ 21 February 2022 – a week long Mobile Phone campaign
- ◆ 14 March 2022 – Commercial Vehicle campaign (launch)

4.4. Community policing officers to be trained in speed detection device. This has previously been done but due to turnover of personnel this required to be undertaken again.

4.5. Synopsis of stats below:-

Road Safety South Lanarkshire			
	April 2021 to Dec 2021	April 2020 to Dec 2020	% change
Speeding	559	602	-7.1%%
Disqualified driving	54	61	-11.5%
Driving Licence	237	288	-17.7%
Insurance	554	715	-22.5%
Seat Belts	41	41	Same
Mobile Phone	49	58	-15.5%

4.6. 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. New Driver Early Intervention Scheme

5.1. Across South Lanarkshire, an additional 235 young people have received the New Driver Training Scheme input at Routes to Work Cambuslang and Lanark. Schools receiving the inputs include Calderglen and Duncanrig High. The total stands at 250 young people receiving the input. We will continue to offer the scheme to schools across South Lanarkshire.

## 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 no requirement to undertake any consultation in terms of the information contained in this report.

**Lorna Hinshelwood**  
**Local Authority Liaison Officer**  
**Police Scotland**

2 February 2022

**Previous References**

- ◆ Roads Safety Forum – 30 November 2021

**List of Background Papers**

- ◆ None

**Contact for Further Information**

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

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Police Liaison Officer  
South Lanarkshire Council

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# Report

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Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>1 March 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 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 33 road traffic collisions (RTCs) in Q3 of 2021/2022. This is an increase of 13 from 20 in the same reporting period of 2020/2021. The incidents were evenly spread across South Lanarkshire. The highest figure was recorded in Clydesdale which was 10.

4.2. There were 18 non-fatal casualties, again these were evenly spread across South Lanarkshire. This is a decrease of 2 from the same reporting period last year.

4.3. It is pleasing to report that there were no fatal casualties recorded in South Lanarkshire in Q3 2021/2022. This is a decrease of 3 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.

<b>SFRS Incident Data Relating to RTC's</b>			
	Q3 2020/2021	Q3 2021/2022	% change
Total number of RTC's	20	33	+65%
Incidents with a fatality	1	0	-100%
Total number of fatalities	3	0	-100%
Non-fatal casualties	20	18	-10%

## **5. Future Engagements**

- 5.1. A review of staffing was carried out after the legacy North and South Lanarkshire Local Senior Officer (LSO) areas were merged in the summer of 2021. As a result of this we now have a dedicated Youth Community Safety Advocate and a Community Firefighter. 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 way to becoming operational. The Adult Instructors are currently undertaking their training and then the young people will be recruited. Road safety will form an integral part of this course.
- 5.3. The Firereach programme has been funded again and we have recruited 3 Firereach instructors. The courses will be delivered from Coatbridge Firereach building. Road safety forms an important part of this course. We aim to deliver 4 courses for South Lanarkshire young people by the end of summer 2022.

## **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.



**Ben Adams**  
**Local Authority Liaison Officer**  
**Scottish Fire and Rescue Service**

10 February 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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