



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 29 April 2024

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, 07 May 2024
Time: 10:00
Venue: Hybrid - Committee Room 1, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Yours sincerely

Paul Manning
Chief Executive

Members

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

Substitutes

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

BUSINESS

1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 8
Minutes of the meeting of the Roads Safety Forum held on 20 February 2024 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **Road Accident Casualty Statistics for 2023** 9 - 30
Report dated 18 April 2024 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Police Scotland - Lanarkshire Division Road Safety Update** 31 - 34
Report dated 18 April 2024 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 5 **Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 35 - 38
Report dated 18 April 2024 by P Duncan, Local Authority Liaison Officer, Scottish Fire and Rescue Service. (Copy attached)

Urgent Business

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

For further information, please contact:-

Clerk Name:	Elizabeth-Anne McGonigle
Clerk Telephone:	07385403101
Clerk Email:	elizabeth-anne.mcgonigle@southlanarkshire.gov.uk

ROADS SAFETY FORUM

2

Minutes of meeting held via Confero and in Committee Room 1, Council Offices, Almada Street, Hamilton on 20 February 2024

Chair:

Councillor Margaret Cowie (Depute)

Councillors Present:

Councillor John Anderson, Councillor Ralph Barker, Councillor Colin Dewar, Councillor Cal Johnston-Dempsey, Councillor Susan Kerr, Councillor Julia Marrs, Councillor Kenny McCreary, Councillor Norman Rae

Councillor's Apology:

Councillor Davie McLachlan (Chair)

Attending:

Community and Enterprise Resources

S Carle, Traffic and Transportation Team Leader; S Laird, Engineering Manager; C Park, Head of Roads, Transportation and Fleet Services; C Smith, Engineering Officer

Finance and Corporate Resources

N Docherty, Administration Assistant; E-A McGonigle, Administration Officer

Police Scotland

L Hinshelwood, Local Authority Liaison Officer

Apology:

Scottish Fire and Rescue Service

G Tudhope, Watch Commander, Local Authority Liaison Officer

1 Declaration of Interests

No interests were declared.

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 21 November 2023 were submitted for approval as a correct record.

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

3 20mph Speed Limit Update

A verbal update by the Head of Roads, Transportation and Fleet Services (Community and Enterprise Resources) was given on progress towards the National Strategy for 20mph speed limits.

At its meeting on 21 November 2023, the Forum noted the progress towards the National Strategy for 20mph speed limits. Since that meeting, there had been ongoing discussions with Transport Scotland and the Society of Chief Officers of Transportation Scotland (SCOTS).

The National Strategy for 20mph speed limits aimed to expand them across Scotland and ensure all appropriate roads in built up areas had a safer speed limit of 20mph by 2025. A recap of background information was provided as follows:-

- ◆ on 25 February 2021, the Scottish Government had launched Scotland's Road Safety Framework to 2030 which had set national targets and measures for casualty reduction
- ◆ Transport Scotland's Strategic Transport Projects Review 2 (STPR2) had previously committed to develop a National Strategy for 20mph zones that supported a range of policies that would assist those government national outcomes and indicators
- ◆ the 2021 Programme for Government had committed to ensuring all appropriate roads in built up areas had a safer speed limit of 20mph by 2025
- ◆ road safety themed policies previously approved in the Council's 2013 to 2023 Local Transport Strategy (LTS) included supporting and encouraging driving at 20mph or below in residential areas and outside schools

Road assessments had been undertaken against place criteria which had been provided by Transport Scotland to establish which 30mph roads would be considered appropriate for a reduction to 20mph. An initial draft of the assessment had been included in the report to the Forum on 21 November 2023 and had identified a significant number of roads in South Lanarkshire that would change from 30mph to 20mph based on the place criteria.

The 2 options being appraised by the Scottish Government were:-

- ◆ a change in national legislation to the national speed limit in built up areas from 30mph to 20mph. This option removed any decision-making from the Council. From a road safety perspective, this had been the preferred option
- ◆ local authorities considering the results of the place criteria assessments to roll out, where appropriate, 20mph speed limits using Traffic Regulation Orders (TROs)

Discussions with Transport Scotland indicated that the second option would be taken forward, whereby local authorities would be left to make decisions on the roll out of appropriate 20mph roads. This would give local authorities flexibility to align resources appropriately and to sense check the results from the place criteria road assessments.

A report would be prepared for a future meeting of the Forum outlining the Council's next steps towards the National Strategy for 20mph speed limits. Officers would work with communities and elected members to gain a better understanding of priority areas. There would also be funding available from Transport Scotland.

The Committee decided: that the verbal update on progress towards the national strategy for 20mph speed limits be noted.

[Reference: Minutes of 21 November 2023 (Paragraph 4)]

4 School Travel Works/Initiatives Paper

A report dated 22 January 2024 by the Executive Director (Community and Enterprise Resources) was submitted on the School Travel Plan programme within South Lanarkshire.

School Travel Plan support was offered to all schools, whether it be their first School Travel Plan development or a review of their current Plan. The School Travel Plan aimed to:-

- ◆ engage and foster more sustainable travel journeys
- ◆ increase walking, cycling and scooting to and from school

- ◆ reduce air pollution and contribute to clearer air quality
- ◆ focus on the safety of the environment within and outwith the school grounds

At present, 82 schools had completed a Travel Plan, with a further 56 currently working towards completion. Some examples of good practice were detailed at paragraph 3.11 of the report, whereby the schools highlighted had worked to raise awareness of road safety and active travel matters within their school communities.

There were many initiatives available to schools to progress their School Travel Plan and those were fully detailed at sections 4 to 7 of the report under the following headings:-

- ◆ Road Safety Through Curriculum for Excellence/Local Initiatives
- ◆ South Lanarkshire Council WOW – Walk Once a Week/Walk on a Wednesday P5 Initiative
- ◆ Cycling Scotland, Cycle Friendly School Fund

The Sustrans Annual Hands Up Travel Survey took place on the second week of September. All educational establishments, including nurseries, were invited to complete the survey on any one day during the survey week. Details for the 2022 Survey were provided at paragraphs 7.4 to 7.6 of the report and this included a comparison of South Lanarkshire data to national data.

The Sustrans Annual Hands Up Travel Survey for 2023 had taken place during the week commencing 11 September 2023 and the preliminary results would be available in early 2024. The finalised data would be published around May 2024.

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

There followed a lengthy discussion around School Travel Plans in light of the ongoing secondary school transport consultation. In response to a member's request that the Forum review the Road Safety West of Scotland (RSWoS) guidance for the assessment of walking routes to school at its next meeting, officers:-

- ◆ confirmed that the secondary school transport consultation was ongoing with colleagues from Education Resources and was being conducted under the current guidance
- ◆ emphasised that it was vital to ensure assessments were conducted on a consistent basis
- ◆ suggested that the report on assessment to walking routes to schools using the RSWoS guidance, which had been considered by the Forum in February 2016, could be updated for the next meeting. However, there would be no suggestion to review or amend this guidance as it was currently being applied in the consultation

Following the lengthy discussion, the Depute Chair undertook to discuss the matter with the Chair, in conjunction with officers, and a decision would be taken as to whether it was appropriate to consider the Road Safety West of Scotland guidance at the next meeting of the Forum.

The Forum decided:

- (1) that the contents of the report be noted; and
- (2) that, in consultation with the Chair, a decision be made around the appropriateness of considering the West of Scotland Road Safety guidance at the next meeting.

[Reference: Minutes of 31 January 2023 (Paragraph 5), 13 June 2023 (Paragraph 7) and 25 February 2016 (Paragraph 6)]

5 Priority Road Safety Engineering Projects 2024/2025

A report dated 23 January 2024 by the Executive Director (Community and Enterprise Resources) was submitted on the proposed priority road safety initiatives 2024/2025.

The Council's Local Transport Strategy 2013 to 2023 identified a number of road safety policies and actions to contribute towards the achievement of the 2030 national casualty reduction targets.

The Council targeted resources and improvements where 3 or more injury accidents had occurred in the previous 3 years, or on routes that had an injury accident rate greater than the national average for that type of route. As a result, the Council delivered annual prioritised road safety improvements at identified accident locations/routes/areas.

On 21 November 2023, the Forum was advised of the methodology used to identify where road accidents were occurring in South Lanarkshire and how the information was used to prioritise identified accident locations and then prioritise the Capital Programme of Road Safety Engineering Works. Section 4 of the report provided an update on the recently completed Route Action Plan Assessments and details on the recently concluded annual Single Site Assessments.

Focus would also be placed on the following vulnerable road user groups/ages to coincide and contribute to the targeted casualty reductions sought within the new Framework:-

- | | |
|-----------------|------------------------------------|
| ◆ children | ◆ road users aged 70 and over |
| ◆ pedestrians | ◆ road users aged between 17 to 25 |
| ◆ cyclists | ◆ areas of highest deprivation |
| ◆ motorcyclists | |

Information was provided on:-

- ◆ the completion of route action plan assessments for rural class A and B routes, which had resulted in 5 locations, as detailed in Appendix 1 to the report, being identified for investigation
- ◆ the completion of single site assessments, which had resulted in 5 locations, as detailed in Appendix 2 to the report, being identified for investigation
- ◆ a range of further actions spanning education, engineering, enforcement and encouragement which would be considered in conjunction with partners, as detailed in Appendix 3 to the report

The projects identified would be developed further and, where works or initiatives would be taken forward, they would be prioritised through the Scottish Government grants Cycling, Walking and Safety Streets and Road Safety Improvement Fund as well as the Council's Roads Investment Plan for improved infrastructure. Strathclyde Partnership for Transport (SPT) had advised that its capital grant had been reduced to zero and, therefore, it was unclear if any funding would be available in 2024/2025.

The Forum decided:

- (1) that the report be noted; and
- (2) that it be noted that the priority projects identified would be progressed and implemented in line with available funding.

[Reference: Minutes of 1 March 2022 (Paragraph 4) and 21 November 2023 (Paragraph 3)]

6 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 29 January 2024 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

The Roads Policing Unit (RPU) and community officers continued to support speeding complaints around south Lanarkshire towns and outside schools. Pop up police had been used to deter excessive speeds. Education and enforcement was used where necessary.

Details were also provided on the following local and national initiatives:-

- ◆ National Speed campaign which ran from 16 to 29 October 2023
- ◆ Get Ready for Winter campaign which ran from 23 October to 4 November 2023
- ◆ Drive Insured which ran from 20 to 26 November 2023 with 13 detections
- ◆ Brake Road Safety which ran from 19 to 25 November 2023
- ◆ Festive Drink Drive campaign which ran from 1 December 2023 to 2 January 2024

Where possible, social media had been used to promote campaigns and raise awareness.

The report provided details on road safety and road crime incidents for the period April to December 2023 and compared with figures for the same period of the previous year. In terms of statistics to December 2023, there was a decrease in most road crimes in the period compared with the previous year, however, there was a 47.5% increase in mobile phone offences and a 17.2% increase in seat belt offences.

Trends had been identified with elderly drivers/pedestrians and 3 of the 6 fatal accidents recorded involved elderly pedestrians. In November/December 2023, there were 4 serious road traffic collisions (RTCs) involving elderly drivers. An elderly driver awareness event was being planned, in conjunction with partners, to coincide with the Vulnerable User campaign in March 2024.

The Forum decided: that the report be noted.

[Reference: Minutes of 21 November 2023 (Paragraph 6)]

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

A report dated 1 February 2024 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS) was submitted on national and local road safety campaigns.

Details were provided as follows on road traffic incidents attended by SFRS for Quarter 3 (Q3) in 2023/2024 and compared with data for Q3 in the previous year:-

- ◆ there had been an increase of 2 road traffic incidents from 36 in the same reporting period last year
- ◆ those incidents were spread across South Lanarkshire, however, the highest number was recorded in the Hamilton area which equated to 16
- ◆ there was one fatal incident within South Lanarkshire and this had decreased from 2 from the same reporting period in the previous year
- ◆ there were 44 non-fatal casualties, with 22 of those occurring within the Hamilton area
- ◆ 6 of the non-fatal casualties resulted in victims going to hospital with a potential serious injury

Details were also provided on the following future engagements in Q4:-

- ◆ Lanarkshire's Community Action Team would continue to deliver the road safety message via virtual reality based presentations to local high schools, young drivers and third sector groups
- ◆ the Youth Volunteer Scheme was well established. All adult instructors were fully trained and 11 young people from across Lanarkshire had been identified to participate in the 3-year rolling scheme
- ◆ SHIELD (**S**afety at **H**ome and on the road, gained from, **I**nformation, **E**ducation **L**earning and **D**emonstrations) courses were now in place within South Lanarkshire for Community Payback in which attendees learned about road safety

The Forum decided: that the report be noted.

[Reference: Minutes of 21 November 2023 (Paragraph 7)]

8 Urgent Business

There were no items of urgent business.

Report

3

Report to:	Roads Safety Forum
Date of Meeting:	7 May 2024
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Road Accident Casualty Statistics For 2023
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1. Purpose of Report

1.1. The purpose of this 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 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.

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. Changes in data collection from 2019 onwards have been experienced 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 for post-CRaSH data. Adjusted figures have been sourced from Transport Scotland for this purpose and there may, therefore, be alterations to previously reported data.
- 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.
- ◆ Progress towards the following 4 headline targets is reported on annually and can be found in Appendix A as well as the figures for slight injury casualties for additional background:-
 - ◆ 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.

3.5. National interim targets for specific user groups/ages have also been set as detailed below:-

- ◆ 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.

3.6. Causation factors relating to these are investigated and presented annually. This information is detailed within the appendices C to J which also includes causation factors for the targets detailed within items 3.5. A 3-year period (2021 to 2023) has been used for this.

3.7. The figures provided for 2023 are provisional on the basis that the police may still add or amend records until their quality assurance processes are completed. 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 2023 will be published by The Scottish Government around October 2024 in "Reported Road Casualties Scotland 2023".

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 2023 to show context. These also detail the 5-year baseline figures upon which the targeted casualty reductions are based and 2030 targeted figures. A graph of overall yearly casualty figures has also been provided showing data from 2005 to 2023 to provide an overall context within Appendix B.

4.2. The COVID-19 pandemic and the implications thereafter have had a significant impact on casualty numbers from 2020 onwards and has left a legacy of higher instances of home or agile working. Knowledge of this is assumed throughout this paper. This continues to be considered in relation to current trends in travel patterns and frequency.

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 2023 was 7, a decrease of 3 when compared to 2022. This involved 5 pedestrians, 4 of which being older road users (70 year or over), and 2 vehicle drivers. There were no significant common causation factors, circumstances, time or days of the week recorded. This is below the 5-year average (2014 to 2018) baseline figure of 11.2 and over the 2030 target of 5.6.

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. It should be noted that all fatal collisions are fully investigated by Police Scotland and liaison with South Lanarkshire Council's Traffic and Transportation Section is undertaken.

4.5. Serious Casualties

The year-end total for 2023 was 125, an increase of 41 when compared to the figure of 84 for 2022. This is below the 5-year average (2014 to 2018) baseline figure of 137 and over the 2030 target of 68.5. Car users account for 42% of these casualties with pedestrians accounting for 30%, powered two wheelers 14% and cyclists 7%. Of these, approximately 49% occurred within a recorded speed limit of 30mph or under.

- 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 directly compare serious casualty figures from 2019 onwards to those recorded in previous years. Figures prior to and including 2019 utilise adjusted figures to allow for this change, including target baseline figures, to facilitate ongoing comparison. Transport Scotland have published adjusted figures on a yearly basis which have been used within this report.

4.7. Child Fatal Casualties

There were no fatal child casualties for the fifth year running. These continue to be a rare occurrence. A 3-year average figure has been used to provide a trend line for this group within Appendix A.

4.8. Child Serious Casualties

The number of serious child casualties recorded during 2023 was 23, an increase of 19 when compared to the 2022 figure of 4 casualties. This is over the 5-year average (2014 to 2018) baseline figure of 16.2 and over the 2030 target of 6.5. This comprised of 15 pedestrians, 6 vehicle passengers, 1 motorbike rider and 1 cyclist with 83% of these casualties being over ten years old. 10 of the 15 pedestrian collisions include the causation factor 'failed to look properly (pedestrian)'.

- 4.9. 2022 experienced the lowest figure recorded and 2023 has recorded a figure similar to 2016/2017 levels. This category is generally observed to fluctuate from year to year, however, 2023 has saw a significant increase and will require monitoring to establish any emerging trends as it cannot be considered in isolation at this stage. Information provided within item 4.6 regarding adjusted figures also relates to this category.

4.10. Slight Casualties

238 casualties were recorded during 2023 which was an increase of 48 compared to the 190 during 2022. The 2022 figure is the second lowest value recorded with the lowest recorded in 2021 with 164 casualties.

4.11. Total Casualties

The provisional overall total of 370 casualties during 2023 shows an increase of 86 casualties when compared to the previous year's figure of 284 casualties. 2022 experienced the second lowest number of casualties with only 2021 recording a lower figure with 253. This year's figure returns closer to pre-2020 levels which recorded above 400 casualties. It should be noted that approximately 22% of annual casualties occur on the Trunk Road network (M74/A725/A726/A702).

- 4.12. The increase in casualties is unique when compared to the general trend across previous years, however, it is important to note that this peak in casualties should not be considered in isolation at this stage. This may be a one off peak due to chance, or due to other factors such as the periods of isolation during COVID-19 resulting in various members of the community being unpractised in road traffic related skills. Officers are not complacent about this increase and will continue to monitor trends in casualties closely.

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 three-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 C to J. 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 4 ‘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.
- 5.6. The 4 most common causation factors in all accidents in 2023 relate to driver/rider error. These are:-
 - ◆ failed to look properly (Driver/Rider - Error)
 - ◆ careless/reckless (Driver/Rider - Behaviour)
 - ◆ failed to judge other person's path/speed (Driver/Rider - Error)
 - ◆ loss of control (Driver/Rider - Error)
- 5.7. Current initiatives and actions associated with the priority road users/age groups detailed within Scotland's Road Safety Framework to 2030 can be found within the Appendix 3 of the paper 'Priority Road Safety Initiatives 2023/2024' presented at the 20 February 2024 Forum meeting. These initiatives and actions will be prioritised and progressed in relation to the above common causation factors in discussion with partners and considering available resources.
- 5.8. In addition to road safety education, training and publicity activity, the council introduce various engineering measures at sites identified during our casualty reduction programme to combat these causation factors including:-
 - ◆ provision of advance warning signage
 - ◆ enhanced road markings
 - ◆ high-friction material

- ◆ speed reduction measures
- ◆ reduced speed limits

5.9. 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. Where works or initiatives are to be taken forward, they will be prioritised through the Scottish Government Grant: Cycling, Walking, Safer Routes, and their Road Safety Improvement Fund as well as the Council's Roads Investment Plan for improved infrastructure. No funding is presently available from SPT during 2024/2025 year for road safety interventions.

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.

David Booth

Executive Director (Community and Enterprise Resources)

18 April 2024

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Accountable, effective, efficient and transparent
- ◆ Ambitious, self-aware and improving
- ◆ Fair, open and sustainable

Priorities

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

Outcomes

- ◆ Our children and young people thrive
- ◆ Good quality, suitable and sustainable places to live
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Roads Safety Forum 13 June 2023 – Road Accident Casualty Statistics for 2022

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

Tel: 0738 537 0113

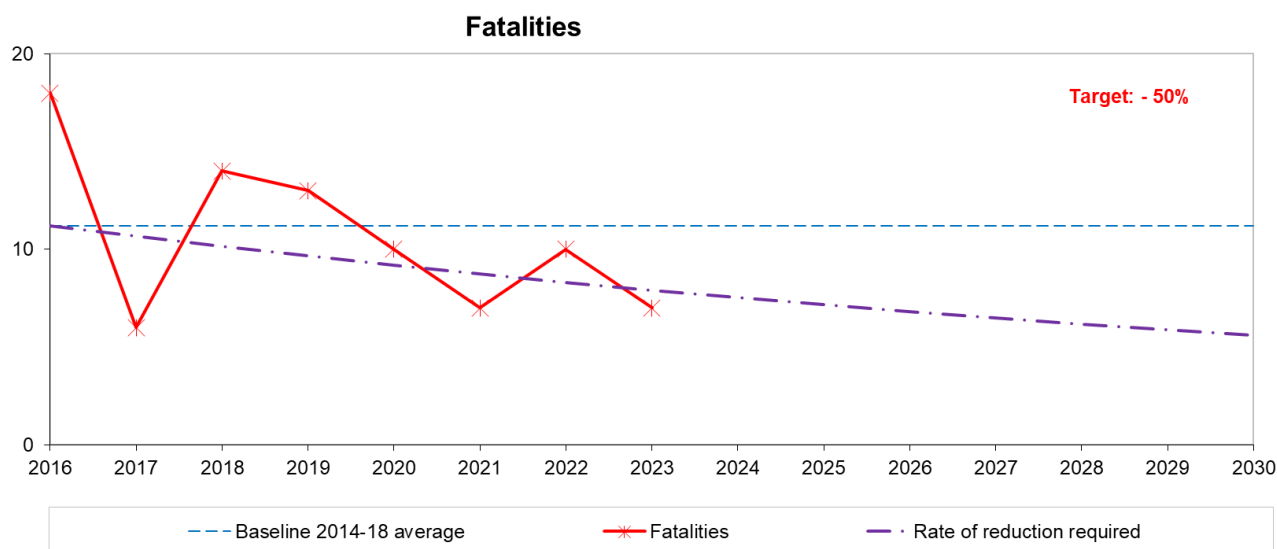
E-mail: colin.smith@southlanarkshire.gov.uk

Appendix A

All Fatal Casualties

2014 to 2018 baseline 11.2

2030 target (50% reduction) 5.6



2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
13	5	18	6	14	13	10	7	10	7

- *Fatal casualty numbers have been erratic and have failed to follow any specific trend within recent years.*
- *The year-end total for 2023 was 7, a decrease of 3 when compared to 2022.*
- *This involved 5 pedestrians, 4 of which being older road users (70 year or over), and 2 vehicle drivers.*
- *There were no significant common causation factors, circumstances, time or days of the week recorded.*
- *This is below the 5-year average (2014 to 2018) baseline figure of 11.2 and over the 2030 target of 5.6.*

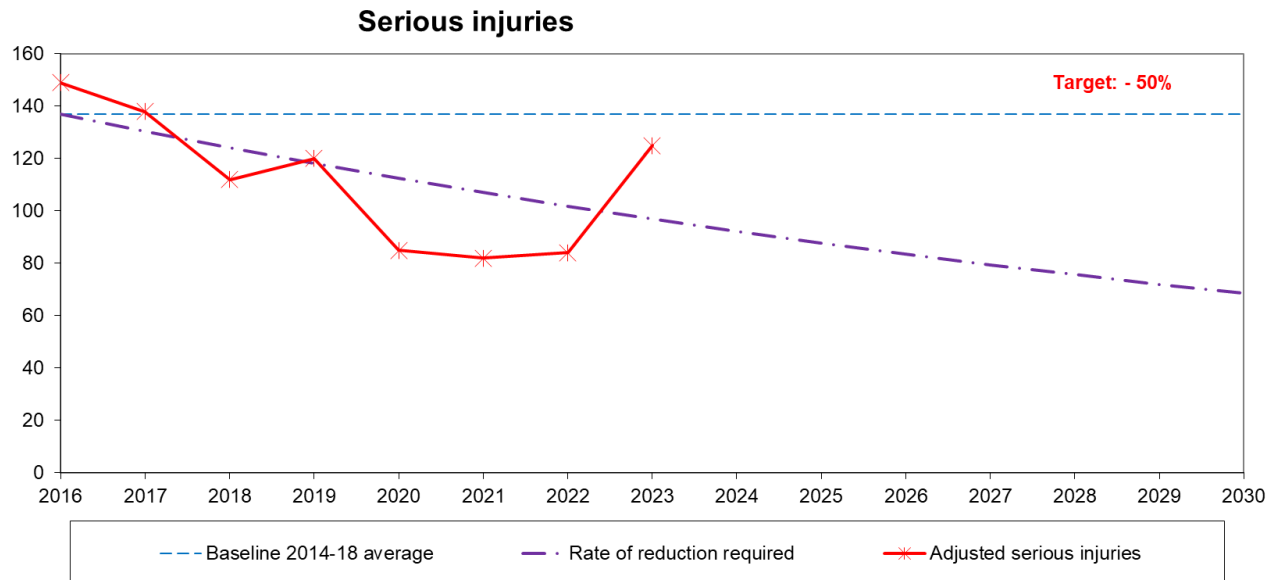
All Serious Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures)

137

2030 target (50% reduction)

68.5



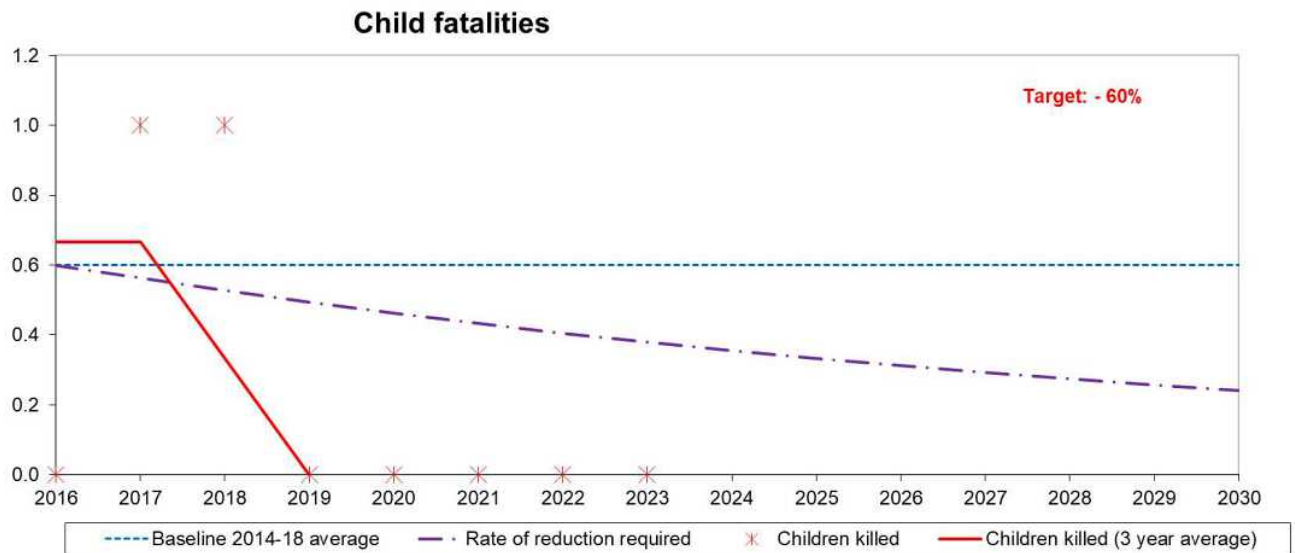
2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
152	134	149	138	112	120	85	82	84	125

- The year-end total for 2023 was 125, an increase of 41 when compared to the figure of 84 for 2022.
- This is below the 5-year average (2014 to 2018) baseline figure of 137 and over the 2030 target of 68.5.
- Car users account for 42% of these casualties with pedestrians accounting for 30%, powered two wheelers 14% and cyclists 7%. Of these, approximately 49% occurred within a recorded speed limit of 30mph or under.

All Fatal Child (<16 years) Casualties

2014 to 2018 baseline 0.6

2030 target (60% reduction) 0.2



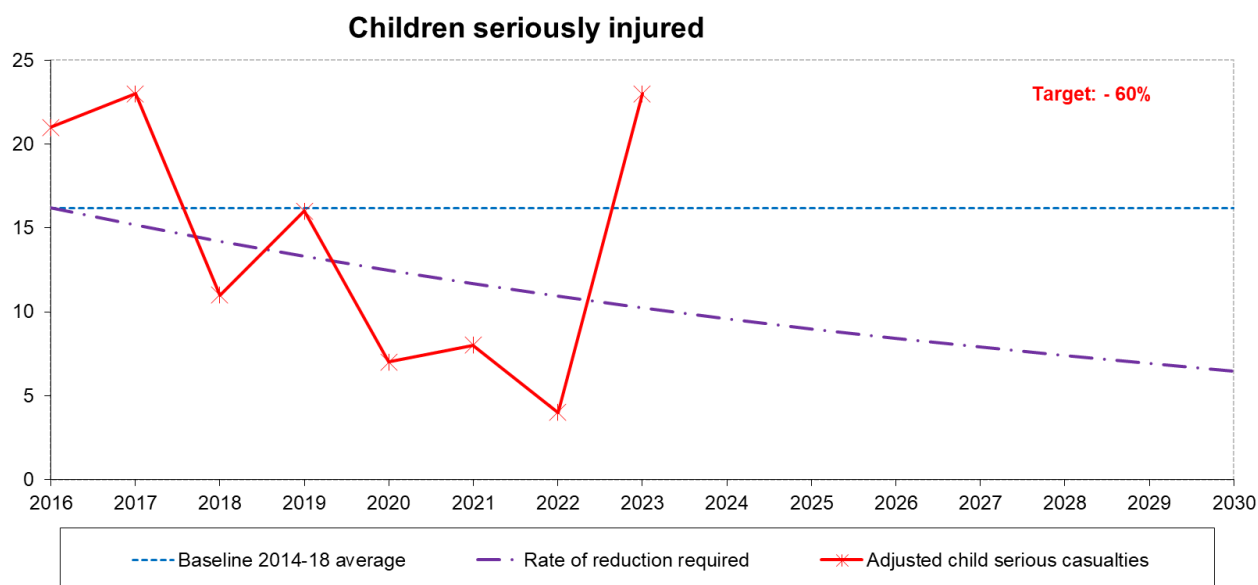
2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
1	0	0	1	1	0	0	0	0	0

- There were no fatal child casualties for the fifth year running. These continue to be a rare occurrence.

All Serious Child (<16 years) Casualties (adjusted figures)

2014 to 2018 baseline (adjusted figures) 16.2

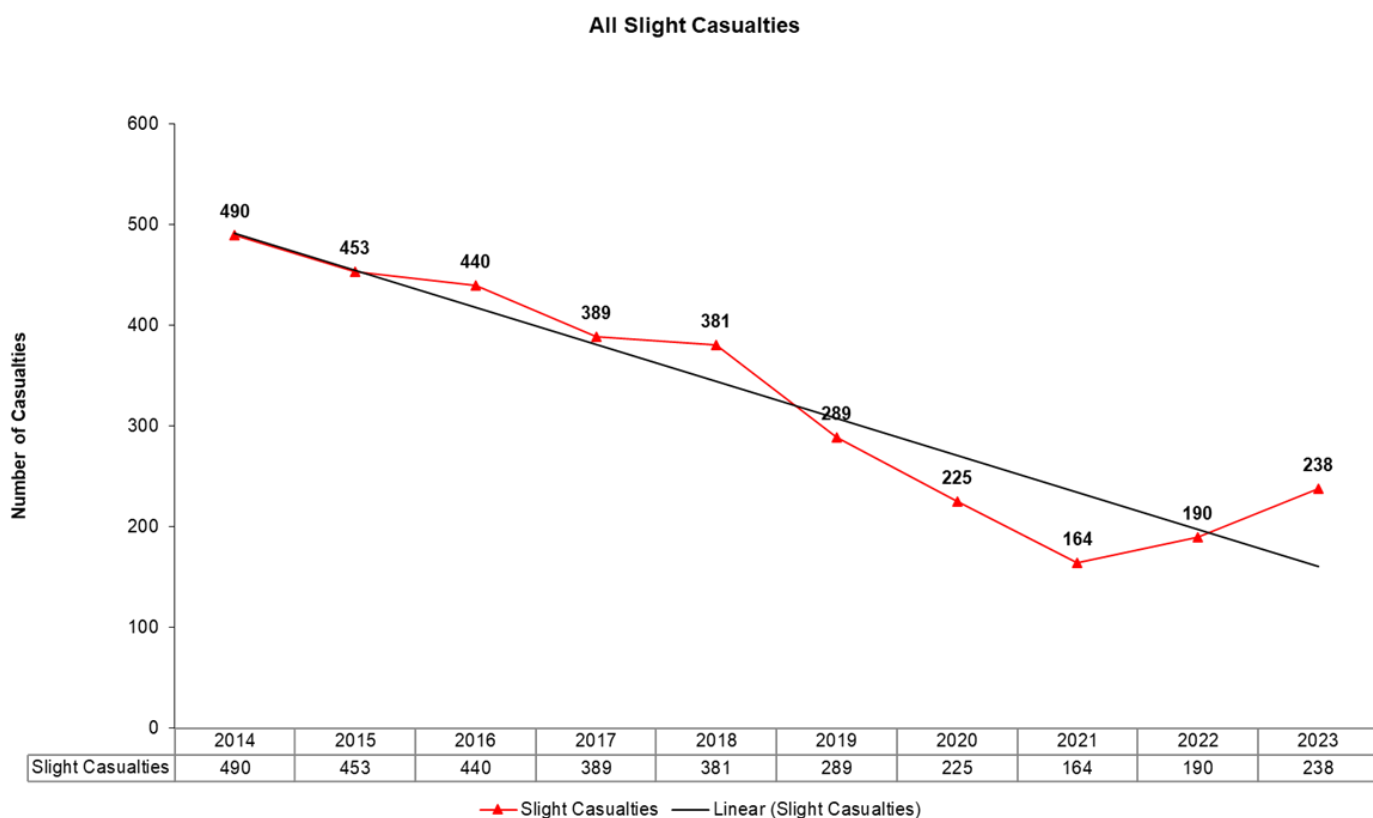
2030 target (60% reduction) 6.5



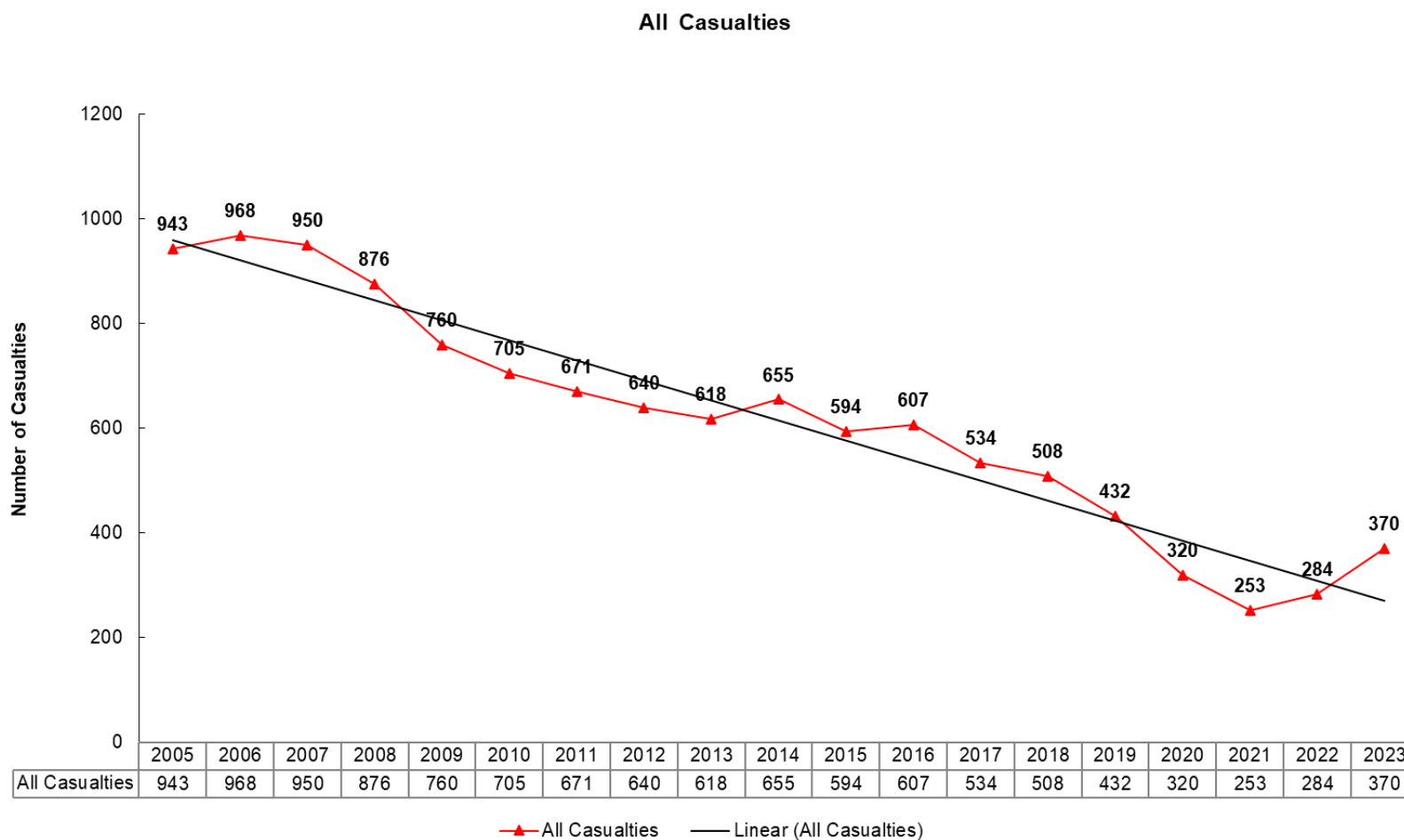
2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
14	12	21	23	11	16	7	8	4	23

- The number of serious child casualties recorded during 2023 was 23, an increase of 19 when compared to the 2022 figure of 4 casualties.
- This is over the 5-year average (2014 to 2018) baseline figure of 16.2 and over the 2030 target of 6.5.
- This comprised of 15 pedestrians, 6 vehicle passengers, 1 motorbike rider and 1 cyclist with 83% of these casualties being over ten years old. 10 of the 15 pedestrian collisions include the causation factor 'failed to look properly (pedestrian)'.

All Slight Casualties within South Lanarkshire



- 238 casualties were recorded during 2023 which was an increase of 48 compared to the 190 during 2022. The 2022 figure is the second lowest value recorded with the lowest recorded in 2021 with 164 casualties.



- The provisional overall total of 370 casualties during 2023 shows an increase of 86 casualties when compared to the previous year's figure of 284 casualties.
- 2022 experienced the second lowest number of casualties with only 2021 recording a lower figure with 253. This year's figure returns closer to pre-2020 levels which recorded above 400 casualties.
- It should be noted that approximately 22% of annual casualties occur on the Trunk Road network (M74/A725/A726/A702).

Appendix C

Most cited accident causation factors for 'all accidents' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

<u>ALL ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
405 Failed to look properly (Driver/Rider - Error)	8	54	85	147
602 Careless/Reckless (Driver/Rider - Behaviour)	4	32	40	76
406 Failed to judge other person's path/speed (Driver/Rider - Error)	2	22	49	73
410 Loss of control (Driver/Rider - Error)	5	31	33	69
802 Failed to look properly (Pedestrian)	1	27	24	52
103 Slippery road due to weather (Road Environment Contrib)	0	25	25	50
403 Poor turn or manoeuvre (Driver/Rider - Error)	1	17	19	37
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	10	16	30
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	3	12	10	25
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	14	24
601 Aggressive driving (Driver/Rider - Behaviour)	2	5	12	19
308 Following too close (Driver/Rider - Injudicious)	0	3	14	17
706 Dazzling sun (Driver/Rider - Vision Affected)	0	6	11	17
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	6	11	17
408 Sudden braking (Driver/Rider - Error)	0	4	11	15
999 Other (Special Codes)	3	5	6	14
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	8	5	13
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	3	10	13
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	1	4	8	13
806 Impaired by alcohol (Pedestrian)	1	6	5	12
808 Careless/Reckless (Pedestrian)	1	8	2	11
409 Swerved (Driver/Rider - Error)	0	6	5	11
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	3	10

102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	5	5	10
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	2	8	10
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	6	1	9
703 Road layout (Driver/Rider - Vision Affected)	2	4	3	9
509 Distraction in vehicle (Driver/Rider - Impairment)	2	4	3	9
503 Fatigue (Driver/Rider - Impairment)	0	3	5	8
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	3	5	8
502 Impaired by drugs (Driver/Rider - Impairment)	1	2	4	7
401 Junction overshoot (Driver/Rider - Error)	0	5	2	7
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	7
109 Animal or object in carriageway (Road Environment Contrib)	1	3	3	7
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	0	3	4	7
402 Junction restart (Driver/Rider - Error)	0	3	2	5
603 Nervous/Uncertain (Driver/Rider - Behaviour)	0	3	2	5
810 Disability or illness (Pedestrian)	0	2	3	5

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 5 or more accidents are included above.

Appendix D

Most cited accident causation factors for 'killed and seriously injured accidents' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

<u>ALL KSI ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Total</u>
405 Failed to look properly (Driver/Rider - Error)	8	54	62
602 Careless/Reckless (Driver/Rider - Behaviour)	4	32	36
410 Loss of control (Driver/Rider - Error)	5	31	36
802 Failed to look properly (Pedestrian)	1	27	28
103 Slippery road due to weather (Road Environment Contrib)	0	25	25
406 Failed to judge other person's path/speed (Driver/Rider - Error)	2	22	24
403 Poor turn or manoeuvre (Driver/Rider - Error)	1	17	18
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	3	12	15
306 Exceeding speed limit (Driver/Rider - Injudicious)	4	10	14
501 Impaired by alcohol (Driver/Rider - Impairment)	2	8	10
808 Careless/Reckless (Pedestrian)	1	8	9
999 Other (Special Codes)	3	5	8
108 Road layout e.g. bend, hill or narrow (Road Environment Contrib)	0	8	8
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	6	8
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	7
806 Impaired by alcohol (Pedestrian)	1	6	7
601 Aggressive driving (Driver/Rider - Behaviour)	2	5	7
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	6	6
706 Dazzling sun (Driver/Rider - Vision Affected)	0	6	6
703 Road layout (Driver/Rider - Vision Affected)	2	4	6
509 Distraction in vehicle (Driver/Rider - Impairment)	2	4	6
409 Swerved (Driver/Rider - Error)	0	6	6
401 Junction overshoot (Driver/Rider - Error)	0	5	5

102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	5	5
707 Rain, sleet, snow or fog (Driver/Rider - Vision Affected)	1	4	5
408 Sudden braking (Driver/Rider - Error)	0	4	4
109 Animal or object in carriageway (Road Environment Contrib)	1	3	4

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 4 or more accidents are included above.

Appendix E

Most cited accident causation factors for 'children <16yrs accidents' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

<u>ALL CHILDREN <16YRS ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
802 Failed to look properly (Pedestrian)	0	15	13	28
405 Failed to look properly (Driver/Rider - Error)	0	3	9	12
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	2	4	6
103 Slippery road due to weather (Road Environment Contrib)	0	4	2	6
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	3	6
808 Careless/Reckless (Pedestrian)	0	4	1	5
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	2	3	5
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	2	2	4
803 Failed to judge vehicle's path/speed (Pedestrian)	0	3	1	4
308 Following too close (Driver/Rider - Injudicious)	0	1	2	3
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	0	3	0	3
410 Loss of control (Driver/Rider - Error)	0	3	0	3
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	2	3

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 3 or more accidents are included above.

Appendix F

Most cited causation factors for 'pedestrian accidents' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

<u>PEDESTRIAN ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
802 Failed to look properly (Pedestrian)	1	26	22	49
405 Failed to look properly (Driver/Rider - Error)	5	8	6	19
808 Careless/Reckless (Pedestrian)	1	8	2	11
806 Impaired by alcohol (Pedestrian)	1	5	5	11
809 Pedestrian wearing dark clothing at night (Pedestrian)	2	6	1	9
602 Careless/Reckless (Driver/Rider - Behaviour)	3	4	1	8
803 Failed to judge vehicle's path/speed (Pedestrian)	2	5	1	8
801 Crossed road masked by stationary or parked vehicle (Pedestrian)	0	3	4	7
306 Exceeding speed limit (Driver/Rider - Injudicious)	2	1	2	5
410 Loss of control (Driver/Rider - Error)	1	2	2	5
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	1	2	4
103 Slippery road due to weather (Road Environment Contrib)	0	3	1	4
601 Aggressive driving (Driver/Rider - Behaviour)	1	0	3	4
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	2	1	3
701 Stationary or parked vehicle(s) (Driver/Rider - Vision Affected)	0	1	2	3
509 Distraction in vehicle (Driver/Rider - Impairment)	2	0	1	3
810 Disability or illness (Pedestrian)	0	2	1	3
804 Wrong use of pedestrian crossing (Pedestrian)	1	0	2	3

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 3 or more accidents are included above.

Appendix G

Most cited causation factors for 'cyclist accidents' within the most recent 3-year period:
1 January 2021 to 31 December 2023.

<u>CYCLIST ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
405 Failed to look properly (Driver/Rider - Error)	0	10	5	15
602 Careless/Reckless (Driver/Rider - Behaviour)	0	5	0	5
407 Too close to cyclist, horse or pedestrian (Driver/Rider - Error)	0	2	2	4
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	4	0	4
802 Failed to look properly (Pedestrian)	0	1	3	4

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 4 or more accidents are included above.

Appendix H

Most cited causation factors for 'road users aged 70 and over' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

<u>ROAD USERS 70+ ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
405 Failed to look properly (Driver/Rider - Error)	4	12	14	30
602 Careless/Reckless (Driver/Rider - Behaviour)	1	8	5	14
410 Loss of control (Driver/Rider - Error)	0	9	5	14
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	7	5	13
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	4	6	10
103 Slippery road due to weather (Road Environment Contrib)	0	3	3	6
505 Illness or disability, mental or physical (Driver/Rider - Impairment)	0	3	2	5
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	0	3	1	4
306 Exceeding speed limit (Driver/Rider - Injudicious)	2	0	2	4

*NB: Sum of contributory factors only, not actual accident/casualty totals.
Only factors cited within 4 or more accidents are included above.*

Appendix I

Most cited causation factors for 'motorcyclists' within the most recent 3-year period:
1 January 2021 to 31 December 2023.

<u>MOTORCYCLIST ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
410 Loss of control (Driver/Rider - Error)	0	10	3	13
405 Failed to look properly (Driver/Rider - Error)	2	6	4	12
406 Failed to judge other person's path/speed (Driver/Rider - Error)	1	3	5	9
403 Poor turn or manoeuvre (Driver/Rider - Error)	1	5	2	8
102 Deposit on road e.g. oil, mud, chippings (Road Environment Contrib)	0	4	2	6
999 Other (Special Codes)	2	3	0	5
103 Slippery road due to weather (Road Environment Contrib)	0	3	2	5
602 Careless/Reckless (Driver/Rider - Behaviour)	0	3	2	5
306 Exceeding speed limit (Driver/Rider - Injudicious)	0	3	1	4

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 4 or more accidents are included above.

Appendix J

Most cited accident causation factors for 'road users between 17 to 25yrs' within the most recent 3-year period: 1 January 2021 to 31 December 2023.

<u>ROAD USERS 17-25YRS ACCIDENTS</u>	<u>Fatal</u>	<u>Serious</u>	<u>Slight</u>	<u>Total</u>
405 Failed to look properly (Driver/Rider - Error)	0	12	11	23
602 Careless/Reckless (Driver/Rider - Behaviour)	1	7	11	19
410 Loss of control (Driver/Rider - Error)	2	6	9	17
103 Slippery road due to weather (Road Environment Contrib)	0	8	8	16
406 Failed to judge other person's path/speed (Driver/Rider - Error)	0	8	8	16
306 Exceeding speed limit (Driver/Rider - Injudicious)	0	3	6	9
307 Travelling too fast for conditions (Driver/Rider - Injudicious)	0	4	3	7
403 Poor turn or manoeuvre (Driver/Rider - Error)	0	5	2	7
501 Impaired by alcohol (Driver/Rider - Impairment)	0	3	2	5
408 Sudden braking (Driver/Rider - Error)	0	2	3	5
302 Disobeyed give way or stop sign markings (Driver/Rider - Injudicious)	0	1	3	4
605 Inexperienced or learner driver/rider (Driver/Rider - Behaviour)	0	3	1	4
301 Disobeyed automatic traffic signal (Driver/Rider - Injudicious)	0	2	2	4

NB: Sum of contributory factors only, not actual accident/casualty totals.

Only factors cited within 4 or more accidents are included above.



Report

Report to:	Roads Safety Forum
Date of Meeting:	7 May 2024
Report by:	Lorna Hinshelwood, Partner Liaison Officer Police Scotland

Subject:	Police Scotland - Lanarkshire Division Road Safety Update
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ update the Roads Safety Forum on forthcoming campaigns
- ◆ discuss ongoing national and local campaigns

2. Recommendation(s)

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

- (1) that the information set out in this report in relation to road safety campaigns be noted; and
- (2) that the verbal update regarding the 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. Roads Policing and Community officers continue to support speeding and parking complaints across South Lanarkshire towns and outside schools. Education and enforcement used where necessary. Social media used to promote initiatives.

We are planning an elderly driver awareness event in conjunction with partners. This was planned for March 2024 but is still in planning stages and will take place at a later date.

Road Safety campaigns from January to March 2024 as follows:-

- ◆ Seatbelt Campaign – 16 to 22 January 2024
- ◆ Mobile Phone Campaign – 26 February to 10 March 2024
- ◆ Vulnerable Road Users – 6 to 12 March 2024
- ◆ Speeding Campaign – 20 to 26 March 2024
- ◆ Motorcycle Campaign started on 29 March and runs until 27 September 2024

4.2. **Synopsis of stats**

There is a current data embargo on Road Safety South Lanarkshire statistics which is up to, and inclusive of, 7 June 2024. An update will be provided to the Forum after this date.

4.3. **Notable arrests/recoveries:-**

- ◆ 2 January 2024 – Proceeds of Crime Act 2002 (POCA) seizure of £1,125 cash, Dryburgh Avenue, Rutherglen
- ◆ 21 January 2024 – drugs recovery of £9,000 cannabis resin and £28,000 amphetamine, Hamilton
- ◆ 21 January 2024 – drugs recovery of £40,000 Heroin, M74 Junction 14
- ◆ 30 March 2024 – POCA seizure of £29,695 cash, B7076 Lanark Road

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

18 April 2024

Previous References

- ◆ Roads Safety Forum – 20 February 2024

List of Background Papers

- ◆ None.

Contact for Further Information

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

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Report

5

Report to:	Roads Safety Forum
Date of Meeting:	7 May 2024
Report by:	Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS)

Subject:	Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ update the Roads Safety Forum on forthcoming campaigns
- ◆ discuss ongoing national and local campaigns

2. Recommendation(s)

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

- (1) that the information set out in this report in relation road safety campaigns be noted; and
- (2) that the verbal update regarding these road safety campaigns be noted.

3. Background

3.1. In terms of the remit of the South Lanarkshire Roads Safety Forum, it has been agreed that the Scottish Fire and Rescue Service (SFRS) will provide routine updates on national and local issues and campaigns relating to keeping people living and working in South Lanarkshire safer on our roads.

4. Local and National issues

4.1. SFRS attended a total of 34 road traffic collisions (RTCs) in Q4 of 2023/2024. This is an increase of 12 from 22 in the same reporting period of 2022/2023. The incidents were spread across South Lanarkshire with the highest figure recorded within Clydesdale (15).

4.2. There were 33 non-fatal casualties, again these were spread across South Lanarkshire. We have recorded an increase of 4 from the same reporting period last year.

4.3. During Q4 we recorded 1 fatal casualty within South Lanarkshire in 2023/2024. This is an increase from zero with the same reporting period in the previous year.

4.4. SFRS South Lanarkshire Area are committed to ensuring the road network is safe. where trends are identified, a proportionate engagement plan will be created and implemented along with partners and the Road Safety Governance Board.

Community Action Team Activities in Q4 2023/2024

- ◆ Met with British Transport Police to discuss rolling out Road Safety presentations to Operational Crews.
- ◆ Visited Hamilton Grammar to discuss Drive to Arrive with S5 pupils.
- ◆ SHIELD Workshops - Road Safety Presentations and Advice Delivered
- ◆ Road and Water Safety event at Drumpellier Park
- ◆ Fire Reach course for young people from Carluke

4.5. National Campaigns

- ◆ Older Drivers Campaign – Age effects driving ability and is reflected in statistics in terms of accidents.
- ◆ 20mph Campaign – If you hit someone at 30mph they are 7 times more likely to die than at 20mph. Speed limits will be reduced on all appropriate roads.
- ◆ Pavement Parking Campaign – Forcing people from the pavement onto the road increases risk of accidents. Lanarkshire Operational Fire Crews are aware of how to report internally so that we can notify South Lanarkshire Council.

SFRS Incident Data Relating to RTCs			
	Q4 2022/2023	Q4 2023/2024	% change
Total number of RTCs	22	34	+55%
Incidents with a fatality	0	1	+100%
Total number of fatalities	0	1	+100%
Non-fatal casualties	29	33	+14%

5. Future Engagements

- 5.1. During Q1, Lanarkshire's Community Action Team will continue to deliver the Road Safety message via our Virtual Reality based presentations to local High Schools, young drivers and third sector groups. These members of staff are now able to focus their efforts on engaging with young drivers and those identified through partnership working to deliver road safety education.
- 5.2. Our Youth Volunteer Scheme is well on the under way with 4 new Adult Instructors and 12 young people from across Lanarkshire and surrounding areas that have been carefully identified to take part in the three-year rolling scheme. Road Safety will form an integral part of this course.
- 5.3. Our Fire Reach courses are now in place within Lanarkshire and young people from across Lanarkshire have been carefully identified to take part in the weeks course with Road Safety forming an integral part of this course. South Lanarkshire funding will allow us to run approximately 6 to 8 courses over the next year.
- 5.4. Road and Water Safety Event at Strathclyde Park with Police and Operational Fire Crews in June 2024
- 5.5. Community Action Team will tie in with the national Older Drivers Campaign by visiting places where elderly drivers are commonly found for example, Garden Centres in Clyde Valley, golf courses and nurseries in South Lanarkshire. Our aim is to educate Older Drivers to make them more risk aware and not to prevent them from driving.

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.

Paul Duncan
Local Authority Liaison Officer
Scottish Fire and Rescue Service

18 April 2024

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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