

Report

Report to:	Roads Safety Forum
Date of Meeting:	22 June 2021
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Capital Programme of Road Safety Engineering Projects 2021/2022
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ inform the Forum of the Capital Programme of Road Safety Engineering Projects for 2021/2022 that will contribute to achieving government casualty reduction targets

2. Recommendation(s)

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

- (1) that the contents of the Capital Programme of Road Safety Engineering Projects for 2021/2022 be noted.

3. Background

3.1. The Council's Local Transport Strategy 2013 to 2023 identifies a number of road safety policies and actions. Therefore, the Council seeks to reduce the number and severity of casualties within South Lanarkshire and contribute towards the achievement of the national casualty reduction targets.

3.2. 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.

3.3. 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 are being created to focus attention by partners on priority areas. Transport Scotland will also establish new Local Partnership Forums to expand and grow the connections between national and local road safety across Scotland.

3.4. At this time, the Council is awaiting further information / advice from Transport Scotland and have recently been invited to participate in Local Partnership Forum. It is anticipated that a paper will be presented to a future Roads Safety Forum which details how South Lanarkshire Council will contribute to the revised approach.

- 3.5. In the meantime, the Council will continue to assess road safety enquiries and target resources and improvements where 3 or more injury accidents have occurred in the previous 3 years or on routes that have an injury accident rate greater than the national average for the type of route.
- 3.6. As a result, the Council delivers annual prioritised road safety improvements at identified priority locations. Funding is sought from a variety of sources on an annual basis to deliver numerous projects and initiatives.
- 3.7. 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. Tables are produced annually to prioritise the Capital Programme of Road Safety Engineering Projects.

4. Route Action Plan Assessment

- 4.1. The annual assessment of rural A class and B class routes was concluded, and several locations were identified for detailed investigations. A total of 35 sections currently have an accident rate greater than the national average. We investigated 16 locations (shown in Appendix 3) with such an accident rate or where accident trends were rising following previous treatment or there was merit in tandem investigation with another route/site. The outcome of these investigations and actions are listed in Appendix 1 with works currently being instructed and programmed.

5. Single Site Assessment

- 5.1. The annual assessment of single site locations identified that 31 locations have three or more injury accidents occurring in the previous three years. We investigated in detail 10 locations (shown in Appendix 3) with such an accident rate or where there was merit in tandem investigation with another route/site. The outcome of these investigations and proposed actions shown in Appendix 2.

6. Traffic Signals/Pedestrian Crossings

- 6.1. Within South Lanarkshire there are over 200 signal installations. These require to be upgraded and replaced every 15 to 20 years and a replacement programme is ongoing. New installations feature up to date vehicular and pedestrian detection and tactile paving, revised timings and dropped kerbs are also provided to meet current standards.
- 6.2. Traffic signal upgrade works this financial year are being taken forward and the following locations are being programmed with other works to be confirmed once estimated costs are known: -

- ◆ Cleghorn Bridge, Cleghorn - traffic signal upgrade
- ◆ East Kilbride Road/Blairbeth Road, Rutherglen – traffic signal upgrade and introduction of traffic signal control system MOVA
- ◆ Main Street/Bridge Street, Cambuslang – traffic signal upgrade
- ◆ Main Street/Stonelaw Road, Rutherglen – traffic signal upgrade
- ◆ Main Street/Mill Street, Rutherglen – pedestrian crossing upgrade

7. Engineering Measures at Schools / Speed Limit Initiatives

- 7.1. Measures identified through ongoing School Travel Plan development such as revised crossing points, footway extensions, improved / additional signing, road markings and guardrail are also being taken forward. A review of the ongoing plans is currently under way and works will be identified at a number of schools in due course.

7.2. Following the introduction of 20mph speed limits in 6 town centres and approximately 90 schools as part of the Spaces for People (SfP) initiative, consideration will be given to other locations. These locations will be determined following the outcome of the SfP review later the year.

8. Active Travel Schemes

8.1. A paper on active travel schemes was presented to the Community and Enterprise Resources Committee on 15 September 2020 which detailed several initiatives. In addition, further active travel projects are currently being considered for construction this financial year in East Kilbride, Carstairs, Bothwell/Uddingston. The introduction of these projects also considers road safety measures.

9. Employee Implications

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

10. Financial Implications

10.1. The projects discussed earlier in this report are being developed and works or initiatives being taken forward are being prioritised through the below funding sources.

Funding Source	Projects	Allocated Amount
South Lanarkshire Council Roads Investment Plan	Traffic signal projects	£300,000
Scottish Government Grant: Cycling Walking and Safer Routes	Accident reduction measures (single sites and route action improvements)	£300,000
	Engineering Measures at Schools	£50,000
	Road Safety Measures/ Speed Limit Initiatives	£150,000
	Traffic signal projects	£300,000
SPT: Congestion Reduction Measures	Traffic signal projects	£300,000
SPT: Casualty Reduction Measures	Accident reduction measures (single sites and route action improvements)	£300,000
	Total	£1,700,000

11. Climate Change, Sustainability and Environmental Implications

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

12. Other Implications

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

13. Equality Impact Assessment and Consultation Arrangements

13.1. 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.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

3 June 2021

Link(s) to Council Values/Ambitions/Objectives

- Make communities safer, stronger and sustainable
- Protect vulnerable children, young people and adults
- Support our communities by tackling disadvantage and deprivation and supporting aspiration
- Improve the road network, influence improvements in public transport and encourage active travel

Previous References

Community and Enterprise Resources Committee 15 September 2020 - Active Travel

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 inspect any of the background papers or want any further information, please contact: - Stuart Laird, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

E-mail: stuart.laird@southlanarkshire.gov.uk

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

Route	Start Point	End Point	Fatal	Serious	Slight	Total	Route Acc Rate (acc/100 m vkm)	National Acc Rate (acc/100 m vkm)	Route Rate as %age of National Rate	Action
A702	Council Boundary	M74 Junction 14 (South)	2	3	1	6	50.36	10.61	474.67	Liaison with Police Scotland regarding targeted enforcement action and potential motorcycle initiative.
B7078	Kirkmuirhill	M74 J10	1	1	6	8	56.58	17.14	330.11	Extension of 30mph speed limit with associated gateway signing and markings Police Scotland targeted enforcement.
A721	Newbigging	Elsrickle	0	2	1	3	34.46	10.61	324.81	Provision of improved / new road markings, high grip surfacing, verge marker posts and signs.
B740	B7078 junction	Council Boundary	1	1	1	3	54.82	17.14	319.82	Provision of improved / new road markings, verge marker posts and signs.
A73	A70 Hyndford Bridge	A72 Junction Symington	2	2	5	9	29.54	10.61	278.41	Investigated in tandem with single site. Provision of new layby to allow for an additional location for operation of mobile safety camera and permanent reduction of speed with associated gateway signing and markings.
B7078	M74 J10	M74 J11 (Poneil)	0	3	3	6	42.98	17.14	250.73	Investigated in tandem with single site. Provision of improved / new road markings and signs and minor cycle route extension.
A70	Douglas	M74 J12 n/bound off ramp	0	1	2	3	26.35	10.61	248.35	Investigated in tandem with single site. Provision of priority traffic management system at bridge, improved / new road markings and signs. Minor junction alterations at A70/B7078.

B759 Cathkin Road	A749 East Kilbride Road	Council Boundary	0	2	4	6	41.51	17.14	242.17	Investigated in tandem with single site. Provision of high grip surfacing.
A721	B7056 Yieldshield Road	Harelaw Roundabout	0	2	6	8	22.43	10.61	211.40	Liaise with Safety Camera Partnership regarding potential enforcement action.
A73	Braidwood	Lanark	1	0	8	9	18.13	10.61	170.88	Provision of new high grip surfacing.
B7011 Brownlee Road	A71 Horsely Brae	Mauldslie Road	0	0	2	2	24.84	17.14	144.93	Provision of improved / new road markings, verge marker posts and signs and vegetation cut back.
A72	M74 J7 (E)	Cornsilloch Roundabout	0	1	5	6	14.77	10.61	139.18	Provision of improved / new road studs and vegetation cut back.
A71	Stonehouse (west)	Canderside	0	3	2	5	13.47	10.61	127.00	Provision of improved / new road signs.
B7078	Canderside	Blackwood	0	2	4	6	17.27	17.14	100.74	Liaise with Police Scotland regarding enforcement and drink/drug initiatives.
Mauldslie Road	Brownlee Road	Carlisle Golf Club	0	1	3	4	12.40	17.14	72.35	Provision of improved / new road markings, high grip surfacing, verge marker posts and signs. Investigated in tandem with B7011.
B7078	A70 Millbank	A702 Abington	0	0	0	0	0.00	17.14	0.00	Investigated in tandem with B7078. Minor junction alterations at A70/B7078.

Appendix 2 – Single Site Locations

Location	Road Class	Built Up/Non Build Up	Fatal	Serious	Slight	Total	SIMD Weight	Weight Total	Action Taken/Comments
A724 Burnbank Road at Pollock Avenue, Hamilton	A	BU	0	0	4	4	1.3	5.2	Provision of revised road markings.
B759 Cathkin Road at East Kilbride Road junction, Rutherglen	B	BU	0	0	5	5	1	5	Investigated in tandem with route. Provision of high grip surfacing.
A72 Almada Street at Douglas Street/ Montrose Crescent, Hamilton	A	BU	0	0	3	3	1.4	4.2	Investigated full length of Almada Street. Alteration to traffic signals at Douglas Street.
B768 Main Street, Rutherglen east end	B	BU	0	2	1	3	1.4	4.2	Monitoring will continue.
A70/A721, Carstairs (Columbie junction)	A	NBU	0	0	4	4	1	4	Provision of high grip surfacing and new road markings.
A724 Burnbank Road at Argyle Drive junction, Burnbank.	A	BU	0	1	2	3	1.1	3.3	Monitoring will continue.
A73 at Station Road Junction, Thankerton	A	NBU	0	0	3	3	1	3	Investigated in tandem with A73 route. Provision of new layby to allow for an additional location for operation of mobile safety camera and permanent reduction of speed with associated gateway signing and markings.
B7071 Cadzow Street at junction with Auchingramont Road/ Lower Auchingramont Road, Hamilton	A	BU	0	1	2	3	1	3	Provision of revised signing and road markings.
A72 Lower Auchingramont Road at Muir Street, Hamilton	A	BU	0	1	1	2	1	2	Monitoring will continue. Investigated in tandem with B7071 Cadzow Street
B7078 Carlisle Road at B7079 Eastwood Road, Lesmahagow.	B	NBU	0	0	1	1	1	1	Investigated in tandem with B7078 route. Provision of improved / new road markings and signs and minor cycle route extension.