

Report

Report to:	Roads Safety Forum
Date of Meeting:	30 November 2021
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Spaces for People – 20mph Town Centres and Schools
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ update the Forum on the Spaces for People 20mph town centre and school projects

2. Recommendation(s)

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

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

3. Background

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

3.2. The Council submitted 4 funding applications with a total of £1.2m being awarded. This included £750,000 for the outdoor school environment and £100,000 for town centres with a phased implementation of measures being identified to address the public health emergency and supporting of active travel during this time. Additionally, both projects were deemed to provide road safety benefits due to reduced vehicular speeds included as part these works.

3.3. A report to the Forum on 5 November 2015 “20mph Speed Limits” made the following recommendations on school speed limit setting:-

- ◆ continue to maintain “Twenty’s Plenty” advisory 20mph limits at schools until such time as a suitable alternative mandatory limit is in place. Where mean speeds are greater than 33 mph then introduce part-time mandatory 20mph
- ◆ where mean speeds are in the range 25 to 33 mph, and existing advisory 20mph speed limits are in place, use Vehicle Activated Signs to encourage drivers to reduce their speed to adhere to the 20mph limit during school times. Monitor speeds during the first year after implementation and should speeds reduce during school times then give further consideration to 20mph mandatory limits

- ◆ where mean speeds are less than 25mph, use 20mph mandatory speed limits

4. School Outdoor Environment - Spaces for People

- 4.1. Initial measures and actions provided at schools were outlined at the 22 June 2021 Forum meeting, as well as the second phase of measures to introduce 20mph speed limits at approximately 90 schools. These 20mph limits incorporate gateway signage accompanied by coloured road surfacing and carriageway markings.
- 4.2. This second phase of measures changed advisory 20mph speed limits to mandatory 20mph speed limits at 88 school-based locations. It is considered that these could potentially change the characteristics of the roads outside schools to encourage active travel by pupils and parents/carers. Works at these school locations are generally complete, with some minor alterations or works that require to be made.
- 4.3. Schools not included for a mandatory 20mph speed limit typically have a part-time mandatory 20mph speed limit already in place with the use of electronic signs. Where this is not the case there may be other measures deemed more suitable regarding the setting of a school speed limit. Schools not included will be considered upon conclusion of the Spaces for People project.
- 4.4. Details of the 88 locations and individual works drawings were provided to elected members, communicated to schools and are available to the public on the Council website www.southlanarkshire.gov.uk/spacesforpeople. Schools included within the 88 project locations have been provided as Appendix A.
- 4.5. Banners have been provided to schools involved within these works and post wraps are also available to further promote the 20mph messaging and reasoning behind this project where applicable. Graphics of these items are provided within Appendix B.

5. Town Centres - Spaces for People

- 5.1. Initial measures and actions provided within town centre locations were outlined at the 22 June 2021 Forum meeting, as well as the second phase of measures to introduce 20mph cordons close to a number of town centres. Towns included are:-
 - ◆ Strathaven
 - ◆ Bothwell
 - ◆ Larkhall
 - ◆ Uddingston
 - ◆ Carluke
 - ◆ Lanark
- 5.2. These 20mph limits incorporate gateway signage accompanied by coloured road surfacing and carriageway markings. This measure is to encourage active travel to and within these cordons as vehicles would travel at slower speeds through these. The gateways would help create a change in characteristics to alter driver behaviour. Works at these town centre locations are generally complete, with some minor alterations or works that require to be made.
- 5.3. Post wraps will be displayed at these locations to further promote the 20mph messaging and reasoning behind this project. Graphics are provided within Appendix B.

6. Temporary Traffic Regulation Orders (TTROs)/Monitoring

- 6.1. The 20mph speed reduction works both at schools and within town centres required a Temporary Traffic Regulation Order (TTRO) to be in place. A TTRO allowed a swifter implementation of revised speed limits than a standard Traffic Regulation Order (TRO) and was suited to this project due to the nature and ethos of the funding and works.
- 6.2. Elected members received notification of the TTROs during January 2021 and the Forum was advised that it would be our intention to monitor these locations with a view to permanency before the expiry of the 18-month TTRO. This would require the full TRO process to be undertaken which will include the usual consultees and processes including the opportunity to comment or object which may require alterations to be contemplated.
- 6.3. The Forum was advised that views would be sought and considered after the implementation of measures and before progressing to a permanent speed limit. This would also influence the best approach to future school or town speed limit setting.

7. Speed Measurements

- 7.1. 'Before' and 'after' speed measurements have been undertaken at the town centre locations as well as a sample of school locations.
- 7.2. Mean (average) speed and 85th percentile speed (the speed at or below which 85% of vehicles are travelling) are the most commonly used measures of actual traffic speed. Both are typically collected when considering introducing a 20mph speed limit and in the monitoring of an initiative. Mean (average) speeds are, however, used as the basis for determining speed restrictions.
- 7.3. The relationship between speed and likelihood of collision as well as severity of injury is complex, but there is a strong correlation. It has been shown that for every 1 mph reduction in average speed, collision frequency reduces by around 5%. Based upon data detailed within sections 7.5 and 7.6 it is estimated that an 11.5% reduction in collision frequency can be ascribed to the town centre locations and a 5.5% reduction within the school locations due to the reduced speeds recorded.
- 7.4. Reported road casualty statistics show the role of exceeding the speed limit and travelling too fast for the conditions as cited contributory factors in road traffic collisions. Other reported contributory factors such as loss of control or careless, reckless or in a hurry can often be related to excess or inappropriate speed, and even where the contributory factors are unrelated to the vehicle speed, higher speeds will often aggravate the outcome of the collision and injuries. These factors feature highly within national figures as well as South Lanarkshire collisions which have one or more of these factors cited within over a third of collisions between 2018 and 2020.
- 7.5. Speeds were monitored within the 6 town locations with all experiencing speed reductions. A table is provided as Appendix C showing the survey results. At the measured points, the following is noted:-
 - ◆ vehicle volumes increased an average of 40.2% between the before surveys (February 2021) and the after surveys (September 2021)
 - ◆ 85th percentile speeds fell by 5.6% or 1.7mph from an average of 29.6mph to 27.9mph

- ◆ mean (Average) speed reduced by 8.8% or 2.3mph from an average of 25mph to 22.7mph
- ◆ all sites experienced speed reductions

7.6. Speeds were measured at 17 school locations. A table is provided as Appendix D showing the survey results at the measured points. The following is noted:-

- ◆ vehicle volumes increased an average of 46.5% between the before surveys (February 2021) and the after surveys (September 2021)
- ◆ 85th percentile speeds fell by 3% or 1.1mph from an average of 29.7mph to 28.56%
- ◆ mean (average) speeds reduced by 3.8% or 1.1mph from an average of 24.6 mph to 23.5 mph
- ◆ 14 sites experienced mean (average) speed decreases and 3 sites experienced increases. Increases were experienced at:-
 - ◆ East Milton Primary School - 14.3mph to 16.9mph. A rise of 2.6mph within this residential area with the after survey showing speeds remain significantly under 20mph
 - ◆ Quarter Primary School – 26.2mph to 27.1mph. A rise of 0.9mph on this village road which also saw vehicle volumes rise by 76.8%
 - ◆ Woodhead Primary School – 23.2mph to 23.5mph. A negligible rise of 0.3mph shown on this road

7.7. These overall speed measurements indicate the general suitability of the 20mph speed limits within both the town and school settings. It should be noted that the decreases have been experienced over a period of time of increased traffic volumes as noted above.

7.8. Further measures will be considered where 'after' vehicle speeds are higher than desired and at locations which span a larger area. This may include additional carriageway markings or other suitable features to remind drivers of the 20mph speed limit in place.

8. Consultation

8.1. A public consultation in relation to the introduced 20mph school and town speed limits was closed on 31 October 2021. This involved a separate 'towns' and 'schools' survey. These were communicated via elected members, the Council website and social media channels, on-site information boards and direct contact with Head Teachers of affected schools.

8.2. The consultation in relation to 20mph towns received 148 respondents. It is noted that this is a low response rate which has to be taken into consideration when considering findings due to the polarity of strong views recorded within this respondent base. Headline findings are:-

- ◆ 56% feel that there is a need to provide a reduced speed limit to 20mph within some areas of the road network. The top 3 locations chosen as beneficial for this lower limit by these respondents were:-
 - ◆ 93% selected near schools
 - ◆ 82% selected near town centres/ shopping areas
 - ◆ 78% selected residential areas
- ◆ 52% strongly support the 20mph speed limit introductions
- ◆ 6% are slightly in support of the 20mph speed limit introductions
- ◆ 31% are strongly against the 20mph speed limit introductions

- ◆ 10% are slightly against the 20mph speed limit introductions
- ◆ When split by town, this shows:-
 - ◆ Bothwell (27 respondents):-
 - ◆ 59% strongly in support, 4% slightly in support, 33% strongly against and 4% slightly against
 - ◆ Strathaven (39 respondents):-
 - ◆ 67% strongly in support, 5% slightly in support, 21% strongly against and 8% slightly against
 - ◆ Larkhall (43 respondents):-
 - ◆ 44% strongly in support, 7% slightly in support, 35% strongly against and 14% slightly against
 - ◆ Uddingston (31 respondents):-
 - ◆ 52% strongly in support, 7% slightly in support, 36% strongly against and 7% slightly against
 - ◆ Carluke (32 respondents):-
 - ◆ 34% strongly in support, 9% slightly in support, 47% strongly against and 9% strongly in support
 - ◆ Lanark (55 respondents):-
 - ◆ 49% strongly in support, 6% slightly in support, 40% strongly against and 6% slightly against
- ◆ those in support of the 20mph within towns cited the following as the top three reasons: 'makes it feel safer for pedestrians' (88%), 'decreased traffic speeds reduce collisions and casualties' (76%) and 'makes streets more pleasant to move around in' (71%)
- ◆ those in opposition of the 20mph within towns cited the following as the top three reasons: 'may be ignored by drivers' (72%), 'increases congestion' (70%) and 'would not make any difference to pedestrians' safety' (62%)
- ◆ 38% thought the extents of the 20mph speed limit were appropriate while 31% wished them to be smaller, 23% wished them to be larger and 8% didn't know
- ◆ of those that responded regarding additional features, additional 20mph traffic signs, more carriageway lining/ markings and additional red surface treatment were deemed the top 3 additional features requested by those responding to this question
- ◆ a range of comments have been provided which will be reviewed and considered against each specific town location

8.3. The consultation in relation to 20mph schools received 662 respondents. Headline findings are:-

- ◆ 92% feel that there is a need to provide a reduced speed limit to 20mph within some areas of the road network. Of these, the top 3 locations chosen as beneficial for this lower limit were:-
 - ◆ 98% selected near schools
 - ◆ 66% selected residential areas
 - ◆ 65% where there are a significant number of pedestrians
- ◆ 89% strongly support the 20mph speed limit introductions
- ◆ 6% are slightly in support of the 20mph speed limit introductions
- ◆ 2% are strongly against the 20mph speed limit introductions
- ◆ 1% are slightly against the 20mph speed limit introductions
- ◆ 2% had no opinion
- ◆ those in support of the 20mph around schools cited the following as the top 3 reasons: 'makes it feel safer for pedestrians' (95%), 'decreased traffic speeds reduce collisions and casualties' (77%) and 'makes it safer for cyclists' (54%)

- ◆ those in opposition of the 20mph around schools cited the following as the top 3 reasons: 'may be ignored by drivers' (75%), 'would not make any difference to pedestrians' safety' (65%) and 'may not be policed and enforced effectively' (60%)
- ◆ 64% thought the extents of the 20mph speed limit were appropriate, 4% wished them to be smaller, 25% wished them to be larger and 6% didn't know
- ◆ of those that responded regarding additional features, additional 20mph traffic signs, additional yellow surface treatment and more carriageway lining/ markings were deemed the top 3 additional features requested by those responding to this question
- ◆ a range of comments have been provided which will be reviewed and considered against each specific school location

9. Future Measures and Conclusions

- 9.1. It is considered that the town and school 20mph speed limits have had a positive impact upon reducing vehicular speed and, therefore, road safety. Positive impacts may also be made to health outcomes, promotion of active travel and climate change mitigation through this type of work. Consultation feedback for schools was in strong support of these limits and, although more mixed, general support for town centre speed reductions is also recorded.
- 9.2. Feedback received via the consultation will be reviewed in detail with a view of introducing further measures or undertaking minor alterations that are deemed to be required and appropriate when considering the location and measured speeds.
- 9.3. It is proposed that the Spaces for People town and school locations are made permanent through the promotion of a TRO.
- 9.4. It should be noted that there is a continued national desire to support the introduction of more 20mph speed limits within suitable settings. The development of a national strategy for 20mph zones and limits in Scotland is being progressed by Transport Scotland as well as a National Speed Management Review. The Council welcomes this and will consider this information when published.
- 9.5. The Council will consider findings from other areas that have implemented 20mph speed limits through Spaces for People funding when this information becomes available. It is noted that various approaches have been taken within other areas from blanket 20mph introductions within towns and villages to smaller targeted areas. We will continue to monitor and evaluate our own 20mph introductions.
- 9.6. In the interim, it is proposed that further town and village settings are identified for the introduction of a 20mph speed limit where the nature of the area lends itself to this and mean (average) speeds suggest this would be successful and/or there is community support.
- 9.7. It is proposed that schools that do not have a mandatory 20mph speed limit or part-time mandatory 20mph speed limit should now be considered for the most suitable 20mph provision. Information detailed within item 3.3 will continue to be used as a guide, however, given the findings of this project and the national desire for 20mph expansion, it is proposed that where mean speeds are in the range 25 to 33mph that consideration be also given to a mandatory 20mph speed limit, with supporting features such as coloured road surfacing and carriageway markings, and whether these could be expected to reduce vehicle speeds to an appropriate level.

- 9.8. It is proposed that where existing part-time mandatory 20mph speed limits are in place at schools, activated through the use of electronic flashing signage, that this provision is reviewed, where appropriate. This should ascertain whether a mandatory 20mph speed limit would be a more effective and cost-effective measure. Consideration of any additional features that may be applied at existing sites is also proposed and should be progressed through the individual School Travel Plan process or as a wider review should resources and funding allow this.

10. Employee Implications

- 10.1. There are no employee implications as the project has utilised existing resources. Any further work relating to this project or the gradual expanding of 20mph speed limits may be undertaken utilising existing resources.

11 Financial Implications

- 11.1. The project is fully funded by Spaces for People grant funding managed by Sustrans on behalf of Scottish Government. Any future 20mph speed limit introductions would require having a suitable level of funding identified.

12 Climate Change, Sustainability and Environmental Implications

- 12.1. 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 or measures that may support these 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.

13. Other Implications

- 13.1. There are no other significant implications as result of the contents of this report.

14. Equality Impact Assessment and Consultation Arrangements

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

Michael McGlynn

Executive Director (Community and Enterprise Resources)

8 November 2021

Link(s) to Council Values/Ambitions/Objectives

- ◆ Make communities safer, stronger and sustainable
- ◆ Protect vulnerable children, young people and adults
- ◆ Get it right for children and young people
- ◆ Focused on people and their needs

Previous References

- ◆ Roads Safety Forum, 22 November 2021, "Spaces for People – 20mph Town Centres and Schools"
- ◆ Community and Enterprise Resources Committee, 15 September 2020, "Active Travel Projects 2020/2021"
- ◆ Roads Safety Forum, 5 November 2015, "20mph Speed Limits"

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030

Contact for Further Information

If you would like to inspect the background papers or would like further information, please contact:-

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Appendix A - Spaces for People – 20mph Schools by Ward

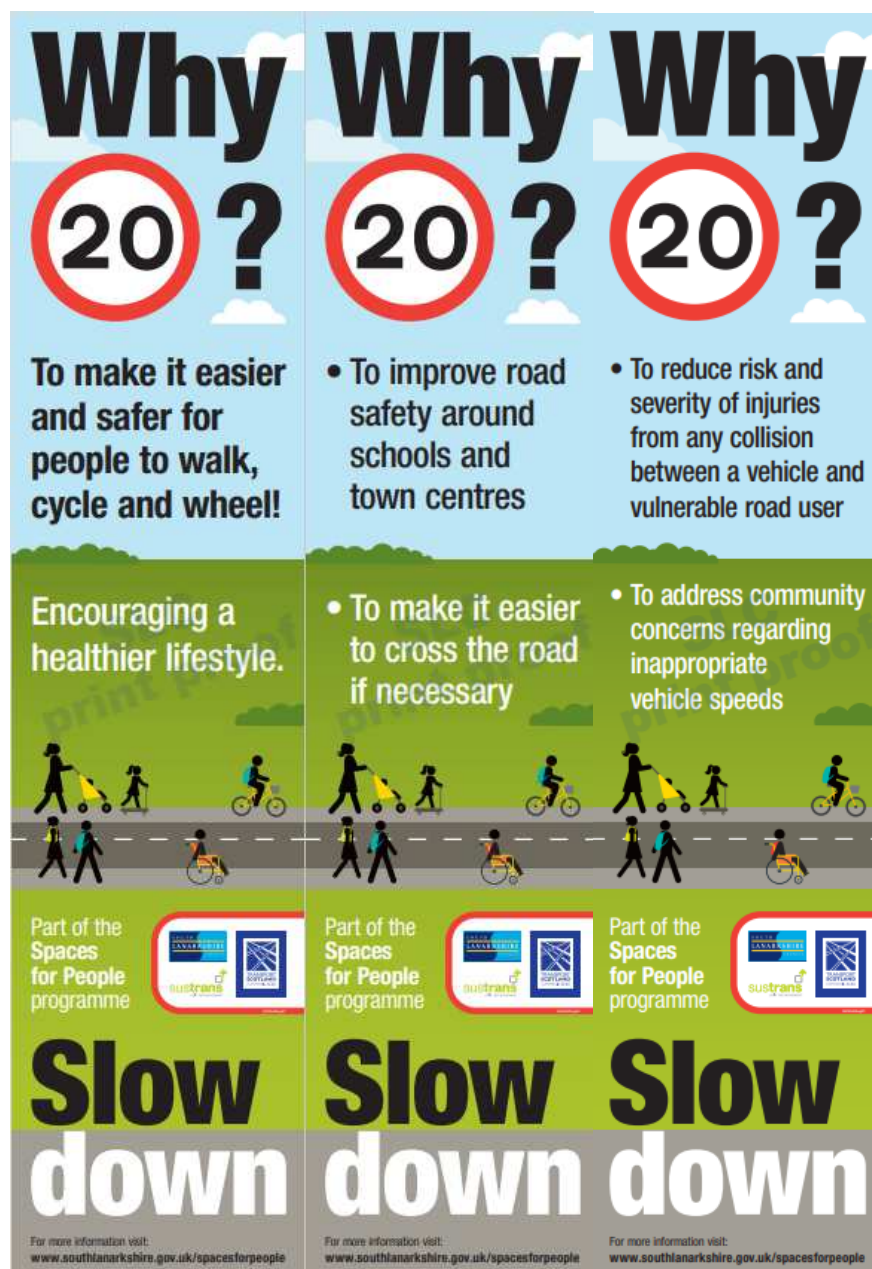
Ward	Project No.	School(s)
Ward 1	66	Braidwood Primary School, Braidwood, Carluke
Ward 1	67	Carluke Primary School, Carluke
Ward 1	75	Crawforddyke Primary School, Carluke
Ward 1	76	High Mill Primary School and Victoria Park Primary School, Carluke
Ward 1	78	Kirkton Primary School, Carluke
Ward 1	81	Law Primary School, Law, Carluke
Ward 1	86	St Athanasius' Primary School, Carluke
Ward 2	77	Kirkfieldbank Primary School, Kirkfieldbank, Lanark
Ward 2	80	Lanark Primary School, Lanark
Ward 2	83	New Lanark Primary School, Lanark
Ward 2	85	Robert Owen Memorial Primary School and St. Mary's Primary School, Lanark
Ward 3	65	Abington Primary School, Abington
Ward 3	68	Carmichael Primary School, Carmichael
Ward 3	69	Carnwath Primary School, Carnwath
Ward 3	70	Carstairs Junction Primary School, Carstairs Junction
Ward 3	71	Carstairs Primary School, Carstairs, Lanark
Ward 3	73	Coulter Primary School, Coulter, Biggar
Ward 3	74	Crawford Primary School, Crawford
Ward 3	79	Lamington Primary School, Lamington, Biggar
Ward 3	82	Leadhills Primary School, Leadhills, Biggar
Ward 3	87	Tinto Primary School, Symington, Biggar
Ward 3	88	Wiston Primary School, Wiston, Biggar
Ward 4	72	Coalburn Primary School, Coalburn
Ward 4	84	Rigside Primary School, Rigside, Lanark
Ward 4	89	Woodpark Primary School, Lesmahagow
Ward 5	1	Auldhouse Primary School, Auldhouse
Ward 5	55	Chapelton Primary School, East Kilbride
Ward 5	9	Gilmourton Primary School, Gilmourton
Ward 5	10	Glassford Primary School, Glassford
Ward 5	19	Sandford Primary School, Sandford
Ward 5	23	Wester Overton Primary School, Strathaven
Ward 5	33	Newfield Primary School, Stonehouse
Ward 5	49	Stonehouse Primary School, Stonehouse
Ward 6	6	Crosshouse Primary School, East Kilbride
Ward 6	11	Greenhills Primary School, East Kilbride
Ward 6	20	South Park Primary School, East Kilbride
Ward 6	22	St Vincent's Primary School, East Kilbride
Ward 7	4	Canberra Primary School, East Kilbride
Ward 7	8	East Milton Primary School, East Kilbride
Ward 7	17	Murray Primary School, East Kilbride
Ward 7	18	Our Lady of Lourdes Primary School, East Kilbride
Ward 8	2	Blacklaw Primary School, East Kilbride
Ward 8	12	Halfmerke Primary School and West Mains School, East Kilbride
Ward 8	15	Maxwellton Primary School and Greenburn School, East Kilbride

Ward 9	16	Mossneuk Primary School, East Kilbride
Ward 10	3	Calderglen High School and Sanderson High School, East Kilbride
Ward 10	13	Hunter Primary School, East Kilbride
Ward 10	14	Long Calderwood Primary School, East Kilbride
Ward 10	21	St Leonard's Primary School, East Kilbride
Ward 11	57	Stonelaw High School and Calderwood Primary School, Rutherglen
Ward 11	58	Cathkin Primary School, Rutherglen
Ward 11	62	Spittal Primary School, Rutherglen
Ward 12	54	Bankhead Primary School, Rutherglen
Ward 12	55	Burgh Primary School, Rutherglen
Ward 12	64	St Columbkille's Primary School, Rutherglen
Ward 13	60	James Aiton Primary, Cambuslang
Ward 13	61	Loch Primary School and St. Anthony's Primary School, Rutherglen
Ward 14	56	Cairns Primary School and St. Cadoc's Primary School, Cambuslang
Ward 14	59	Hallside Primary School and Park View Primary School, Cambuslang
Ward 14	63	St Bride's Primary School, Cambuslang
Ward 15	27	David Livingstone Memorial Primary School
Ward 15	37	St Blane's Primary School, Blantyre
Ward 15	40	Calderside Academy and Nursery, Blantyre
Ward 15	41	Auchinraith Primary School, Blantyre
Ward 15	43	Kear Campus, Blantyre
Ward 16	24	Bothwell Primary School, Bothwell
Ward 16	31	Muredge Primary School and St. John the Baptist Primary School, Uddingston
Ward 16	38	St Bride's Primary School, Bothwell
Ward 17	42	Glenlee Primary School and Hamilton School for the Deaf, Burnbank
Ward 17	45	St Mary's Primary School, Hamilton
Ward 17	47	St Paul's Primary School, Hamilton
Ward 18	48	Neilsland Primary School and St Peter's Primary School, Hamilton
Ward 18	50	Townhill Primary School, Hamilton
Ward 18	51	Udston Primary School, Hamilton
Ward 19	25	Chatelherault Primary School, Hamilton
Ward 19	34	Our Lady & St Anne's Primary School, Hamilton
Ward 19	39	St Elizabeth's Primary School, Hamilton, Hamilton
Ward 19	52	Woodhead Primary School, Hamilton
Ward 20	26	Craigbank Primary School, Larkhall
Ward 20	28	Glengowan Primary School, Larkhall
Ward 20	29	Hareleeshill Primary School, Larkhall
Ward 20	30	Machanhill Primary School, Larkhall
Ward 20	32	Netherburn Primary School, Netherburn, Larkhall
Ward 20	35	Quarter Primary School, Quarter
Ward 20	36	Robert Smillie Memorial Primary School, Larkhall
Ward 20	44	Larkhall Academy, Larkhall
Ward 20	46	St Mary's Primary School, Larkhall

Appendix B - Example school banner



Example post wrap – for town centre or school use



Appendix C - Town Speed and Volume Surveys

Site No.	Location.	BEFORE Total Vehicles.	AFTER Total Vehicles.	DIFFERENCE Total Vehicles. (as %)	BEFORE Mean Speed (mph)	AFTER Mean Speed (mph)	DIFFERENCE Mean Speed (as %)	DIFFERENCE Mean Speed (mph)	BEFORE 85%ile Speed (mph)	AFTER 85%ile Speed (mph)	DIFFERENCE 85%ile Speed (as %)	DIFFERENCE 85%ile Speed (mph)
1	CARLUKE TOWN CENTRE	22159	28070	26.7%	24.0	22.9	-4.6%	-1.1	29.1	28.1	-3.4%	-1.0
2	LANARK TOWN CENTRE	32540	41081	26.2%	25.4	24.7	-2.8%	-0.7	30.1	30.0	-0.3%	-0.1
3	STRATHAVEN TOWN CENTRE	10965	17454	59.2%	21.3	20.5	-3.8%	-0.8	26.1	25.4	-2.7%	-0.7
4	BOTHWELL TOWN CENTRE	31972	41843	30.9%	26.5	22.6	-14.7%	-3.9	30.1	27.3	-9.3%	-2.8
5	UDDINGSTON TOWN CENTRE	25466	36729	44.2%	26.0	21.2	-18.5%	-4.8	30.6	27.3	-10.8%	-3.3
6	LARKHALL TOWN CENTRE	17052	26219	53.8%	26.8	24.5	-8.6%	-2.3	31.4	29.2	-7.0%	-2.2
AVERAGE DIFFERENCE				40.2%			-8.8%	-2.3			-5.6%	-1.7

Appendix D - School Speed and Volume Surveys

Site No.	Location	BEFORE Total Vehicles	AFTER Total Vehicles	DIFFERENCE Total Vehicles (as %)	BEFORE Mean Speed (mph)	AFTER Mean Speed (mph)	DIFFERENCE Mean Speed (as %)	BEFORE 85%ile Speed (mph)	AFTER 85%ile Speed (mph)	DIFFERENCE 85%ile Speed (as %)	DIFFERENCE 85%ile Speed (mph)
7	WOODHEAD PRIMARY, HAMILTON	2695	3890	44.3%	23.2	23.5	1.3%	27.7	29.6	6.9%	1.9
8	STONEHOUSE PRIMARY, STONEHOUSE	12010	13780	14.7%	29.4	24.5	-16.7%	37.4	29.9	-20.1%	-7.5
9	MACHANHILL PRIMARY, LARKHALL	5978	8550	43.0%	24.9	24.6	-1.2%	29.2	29.2	0.0%	0.0
10	DAVID LIVINGSTONE MEMORIAL PRIMARY, BLANTYRE	2211	3435	55.4%	20.8	20.3	-2.4%	25.3	24.7	-2.4%	-0.6
11	QUARTER PRIMARY, QUARTER	2854	5047	76.8%	26.2	27.1	3.4%	30.7	32.0	4.2%	1.3
12	ST. BRIDE'S PRIMARY, CAMBUSLANG	4766	7698	61.5%	24.3	23.5	-3.3%	29.1	28.4	-2.4%	-0.7
13a	PARK VIEW PRIMARY, CAMBUSLANG	5637	6474	14.8%	25.0	24.2	-3.2%	29.1	28.1	-3.4%	-1.0
13b	HALLSIDE PRIMARY, CAMBUSLANG	4238	6895	62.7%	27.8	25.1	-9.7%	32.5	30.3	-6.8%	-2.2
14	STONELAW HIGH / CALDERWOOD PRIMARY, RUTHERGLEN	12068	16441	36.2%	26.6	25.0	-6.0%	31.1	29.6	-4.8%	-1.5
15	CAIRNS AND ST. CADOC'S PRIMARIES, CAMBUSLANG	3621	9312	157.2%	26.8	24.7	-7.8%	32.0	29.9	-6.6%	-2.1
16	LONG CALDERWOOD PRIMARY, EAST KILBRIDE	1457	1987	36.4%	25.6	24.5	-4.3%	31.2	30.2	-3.2%	-1.0
17	WESTER OVERTON PRIMARY, STRATHAVEN	1807	2570	42.2%	19.5	19.0	-2.6%	23.4	23.6	0.9%	0.2
18	EAST MILTON PRIMARY, EAST KILBRIDE	457	687	50.3%	14.3	16.9	18.2%	18.6	21.0	12.9%	2.4
19	ROBERT OWEN / ST. MARY'S PRIMARY, LANARK	2695	3263	21.1%	21.8	19.5	-10.6%	28.1	25.4	-9.6%	-2.7
20	CRAWFORD PRIMARY, CRAWFORD	748	978	30.7%	27.9	25.2	-9.7%	34.5	31.7	-8.1%	-2.8
21	CARLUKE PRIMARY, CARLUKE	8159	7876	-3.5%	28.4	26.8	-5.6%	33.8	31.9	-5.6%	-1.9
22	LEADHILLS PRIMARY, LEADHILLS	1129	1657	46.8%	25.3	24.2	-4.3%	30.7	30.0	-2.3%	-0.7
AVERAGE DIFFERENCE				46.5%			-3.8%			-3.0%	-1.1