



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 22 November 2021

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, 30 November 2021

Time: 10:00

Venue: By Microsoft Teams,

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

Yours sincerely

Cleland Sneddon
Chief Executive

Members

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

Substitutes

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

BUSINESS

1 Declaration of Interests

- 2 Minutes of Previous Meeting** 3 - 8
Minutes of the Roads Safety Forum held on 22 June 2021 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 Road Safety Framework to 2030** 9 - 26
Report dated 12 November 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 Spaces for People 20mph Town Centres and Schools** 27 - 40
Report dated 18 November 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 Education, Training and Publicity Initiatives** 41 - 46
Report dated 8 November 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 School Crossing Patroller Assessments** 47 - 56
Report dated 8 November 2021 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 Police Scotland - Lanarkshire Division Road Safety Update** 57 - 60
Report dated 19 November 2021 by L Hinshelwood, Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 8 Scottish Fire and Rescue Service (SFRS) – South Lanarkshire Area Road Safety Update** 61 - 64
Report dated 16 November 2021 by B Adams, Local Authority Liaison Officer, Scottish Fire and Rescue. (Copy attached)

Urgent Business

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

For further information, please contact:-

Clerk Name:	Elizabeth-Anne McGonigle
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ROADS SAFETY FORUM

2

Minutes of meeting held via Microsoft Teams on 22 June 2021

Chair:

Councillor Julia Marrs

Councillors Present:

Councillor Janine Calikes, Councillor Margaret Cowie, Councillor Mark Horsham, Councillor Davie McLachlan, Councillor Lynne Nailon, Councillor Jared Wark

Councillors' Apologies:

Councillor Robert Brown, Councillor Collette Stevenson, Councillor Margaret B Walker

Attending:

Community and Enterprise Resources

S Laird, Traffic and Transportation Engineer; C Smith, Engineering Officer

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

N Docherty, Administration Assistant; E A McGonigle, Administration Officer; S Terry, Web Journalist

Also Attending:

Scottish Fire and Rescue Service

B Adams, Watch Commander, Local Authority Liaison Officer; A Harris, Crew Commander

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 17 November 2020 were submitted for approval as a correct record.

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

3 Road Accident Casualty Statistics for 2020

A report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the road accident casualty statistics for the Council area during 2020. The statistics highlighted that between 2019 and 2020:-

- ◆ the total number of fatal casualties had decreased from 13 to 10
- ◆ the total number of serious casualties had decreased from 98 to 85
- ◆ there were no fatal child casualties during 2020, no change from 2019
- ◆ the total number of serious child casualties had decreased from 13 to 7
- ◆ the total number of slight casualties had decreased from 320 to 221

The figures provided for 2020 were provisional on the basis that the police could add to or amend the records over the coming months. The confirmed figures would be published by the Scottish Government in October 2021 in 'Reported Road Casualties Scotland 2020'.

The use of the new information technology system, CRaSH, by Police Scotland had resulted in more casualties being classified as serious rather than slight. It was, therefore, not possible to compare serious casualty figures from 2019 to 2020 to those recorded in previous years. Appendices A to E of the report provided information on injury classification, progress towards target figures for each category of road accident and causation factors for all accidents and casualties involving pedestrians and cyclists.

In February 2021, the Scottish Government published the new road safety framework, 'Scotland's Road Safety Framework to 2030', which set out an ambitious long-term goal where no one was seriously injured or killed on Scotland's roads by 2050. The Council was awaiting further information from Transport Scotland and had recently been invited to participate in a Local Partnership Forum which would detail how South Lanarkshire Council could contribute towards the revised approach.

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

The Forum decided: that the report be noted.

[Reference: Minutes of 17 November 2020 (Paragraph 3)]

4 Capital Programme of Road Safety Engineering Projects 2020/2021

A report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the Capital Programme of Road Safety Engineering Works for 2020/2021.

The capital funding received from the Scottish Government Grant for Cycling, Walking and Safer Routes, together with resources received from Strathclyde Partnership for Transport (SPT) and the Council's Roads Investment Plan, totalling £1,700,000, would be used to undertake a number of initiatives which would contribute to achieving casualty reduction targets.

Details were provided of specific initiatives which would be progressed in 2020/2021.

The Forum decided: that the Capital Programme of Road Safety Engineering Projects for 2020/2021, as detailed in the report, be noted.

[Reference: Minutes of 17 November 2020 (Paragraph 4)]

5 School Travel Plans

A report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the School Travel Plan programme within South Lanarkshire.

The aim of School Travel Plans was to encourage more sustainable modes of travel, such as walking and cycling, which would reduce congestion outside schools, increase safety and improve health and environmental awareness, whilst setting active travel patterns for life.

At present, 71 schools had completed a Travel Plan, with a further 65 currently working towards completion.

School Travel Plan support had continued to be offered to schools throughout the COVID-19 pandemic and many schools had made good progress. The Council's School Travel Plan Co-ordinator contacted all schools on a regular basis and engaged with the school community to assist with this process. The Co-ordinator had also contacted schools in response to enquiries and correspondence received by Roads and Transportation Services that related to school journey matters.

There were many initiatives available to schools to progress their School Travel Plan and those were detailed in the report.

Reference was also made to Mossneuk Primary School, East Kilbride, winners of a badge competition as part of the WOW scheme, and to the primary schools that had provisionally placed in the Sustrans Big Pedal competition. The Chair, on behalf of the Forum:-

- ◆ congratulated Mossneuk Primary School on their success
- ◆ thanked all schools which had participated in the Big Pedal competition and passed on congratulations to those schools which had been successful winners

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

The Forum decided:

- (1) that the School Travel Plan programme be noted; and
- (2) that the development of future School Travel Plans be supported.

[Reference: Minutes of 8 August 2019 (Paragraph 4)]

6 Spaces for People – 20mph Town Centres and Schools

A report dated 3 June 2021 by the Executive Director (Community and Enterprise Resources) was submitted on the Spaces for People 20mph Town Centre and Schools projects.

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

The Council had submitted 4 funding applications, with a total of £1.200 million being awarded. This included £0.750 million for the outdoor school environment and £0.100 million for town centres with a phased implementation of measures being identified to support active travel and road safety benefits due to reduced vehicular speeds.

Investigations had taken place in conjunction with Education Resources regarding social distancing requirements and how to facilitate active travel during the pandemic for all 148 schools. Initial considerations included the provision of cones and barriers to aid social distancing requirements and local signage to address local issues. A second phase of measures changed advisory 20mph speed limits to mandatory 20mph speed limits at 88 school-based locations, as detailed in Appendix A to the report.

Town centres, as a core element of local communities, required consideration to be given on how to support people to make essential trips by active travel and follow social distancing rules. Each area was unique in terms of infrastructure and potential for temporary measures, similar issues faced by smaller neighbourhood centres. Details were provided on interventions to encourage local shopping. A second phase of measures would introduce 20mph cordons close to the following town centres:-

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

The Forum decided:

- (1) that the contents of the report be noted; and
- (2) that the 20mph Spaces for People projects, as detailed in the report, be supported.

[Reference: Minutes of the Community and Enterprise Resources Committee of 15 September 2020 (Paragraph 14)]

7 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 17 May 2021 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Due to the COVID-19 pandemic, the Policing Campaign Calendar had been suspended, however, officers continued to target the issues that would have been addressed. The campaigns involved engagement and proportionate enforcement and social media was used to launch events and provide information to the public which included:-

- ◆ national mobile phone, seat belt and speed campaigns
- ◆ local road safety on the motorway network
- ◆ Operation Closepass, promoting driver behaviour in relation to cyclists

Details were provided on road safety and road crime incidents for the period April 2020 to March 2021, with a comparison given of the same period in the previous year. However, the data could not be truly compared due to the impact of COVID-19 and the initial reduction of traffic on the roads in 2020/2021.

Details were also provided on a new driver early intervention scheme for new and nearly new drivers aged 16 to 25. Social media would be used to publicise the scheme which included an online roads safety input developed by the Scottish Fire and Rescue Service (SFRS).

The Forum decided: that the report be noted.

[Reference: Minutes of 17 November 2020 (Paragraph 9)]

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

A report dated 9 June 2021 by the Local Authority Liaison Officer, Scottish Fire and Rescue Service (SFRS) was submitted on national and local road safety campaigns.

Due to the COVID-19 pandemic, SFRS had suspended all road safety engagement sessions but had continued to use both local and national social media channels to promote road safety where appropriate.

Details were provided on road traffic incidents attended by SFRS for the period April 2020 to March 2021, with a comparison given of the same period in the previous year. Due to the COVID-19 pandemic and the reduction in traffic on the roads, the figures could not be truly compared.

Details were also given on:-

- ◆ the Road Safety Governance Board
- ◆ an online presentation developed by SFRS to complement Police Scotland's new driver early intervention scheme and progress with virtual reality headsets

In response to a member's question in relation to VR training, the Local Authority Liaison Officer advised that this would be taken forward at an appropriate time.

The Forum decided: that the report be noted.

Councillors Calikes and Cowie left the meeting during consideration of this item of business

9 Urgent Business

There were no items of urgent business.

Report

3

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

Subject:	Scotland's Road Safety Framework to 2030
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide an outline of the contents of Scotland's Road Safety Framework to 2030

2. Recommendation(s)

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

- (1) that it be noted that Scottish Government has issued Scotland's Road Safety Framework to 2030, which includes national targets and measures for casualty reduction to 2030;
- (2) that it be noted that Local Transport Strategy (LTS) policy remains unchanged in terms of the Council continuing to contribute towards national casualty reduction targets as set out within Local Transport Policy number 16. Casualty reduction targets to 2030 will supersede those set for 2020; and
- (3) that methodologies for Accident Investigation and Prevention (AIP) annual accident data studies will be adapted to provide weighting factors for fatal and serious collision severities as well as for the targeted vulnerable road user groups detailed within the new Framework.

3. Background

- 3.1. Scotland's Road Safety Framework to 2020 ended on 31 December 2020. In partnership with the road safety community and key stakeholders the Scottish Government published Scotland's new Road Safety Framework to 2030 on 25 February 2021 to build on the strength of the 2020 Framework.
- 3.2. Policies approved within the Council's 2013 to 2023 Local Transport Strategy (LTS) include seeking to reduce the number and severity of casualties within South Lanarkshire and to contribute towards the achievement of the 2020 national casualty reduction figures. This remains the case other than we will now contribute towards the 2030 national casualty reduction figures. The next LTS will be published in 2024 with preparation for this work about to commence. Specific reference to the new Road Safety Framework to 2030 will be reflected within this publication.
- 3.3. Scotland's Road Safety Framework to 2030 provides the vision 'for Scotland to have the best road safety performance in the world' and outlines the ambitious and compelling long-term Vision Zero goal for road safety where there are zero fatalities or serious injuries on Scotland's roads by 2050.

- 3.4. Drawing on the latest evidence, the framework highlights key challenges for the immediate and longer term. It sets out new ambitious targets to 2030, strategic actions for the next decade and notes that key performance indicators will be set within the Framework's first delivery plan. All of these will help shape collective efforts, inspire collaboration and frame a shared vision for the future to improve road safety delivery.
- 3.5. The framework uses the words 'we' and 'our' to reflect that this is not just a strategy for Scottish Ministers or safety partners. Collectively we must ensure the safety of every road user including protection for those who choose to walk, wheel and cycle.
- 3.6. The report 'Scotland's Road Safety Framework to 2030 Consultation' was presented to the Road Safety Forum on 17 November 2020 detailing the draft Framework and the context in which this has been developed, including its overarching context, identified key challenges and strategic actions. Much of this information remains the same as reported previously.

4. Outline of Scotland's Road Safety Framework to 2030

- 4.1. The Framework makes it clear that all road users have a part to play in the success of the Framework by keeping our roads safe for themselves and others and, therefore, features the motto "Together, making Scotland's roads safer". The Framework is for all road users and, therefore, its vision, outcomes, challenges, strategic actions and targets belong to each and every one of us collectively and encourages greater personal responsibility.
- 4.2. In line with international best practice, the Framework embeds the Safe System approach. The Safe System's long-term goal is for a road traffic system which becomes free from death and serious injury through incremental, targeted improvements within a specified safety performance framework.
- 4.3. This puts people at its centre, aiming to provide a more forgiving road system that takes human vulnerability and fallibility into account; recognising that people are fragile and make mistakes that can lead to collisions, but it should not lead to death or serious injury. This is a shift from trying to prevent all collisions towards preventing death and mitigating serious injury in collisions. The Framework focuses on targeting outcomes which are causally related to death and serious injury.
- 4.4. A Safe System mitigates this with its five pillars, effectively layers of protection, in the form of the below which all work in harmony to prevent death and serious injury:-
 - ◆ Safe Road Use
 - ◆ Safe Vehicles
 - ◆ Safe Speeds
 - ◆ Safe Roads and Roadsides
 - ◆ Post-crash response
- 4.5. The Framework sets out 5 strategic outcomes which align to the five pillars of the Safe System above which describe the road safety environment it aims to deliver. These are detailed within Appendix 1.
- 4.6. 12 challenges have been identified which are making an impact now, or will in the near future, on road safety generally and, more particularly, on the new Framework. They have been mapped to the Safe System and align with the Scottish Government's policies, plans and strategies. A high-level summary of each challenge, as detailed

below, is provided within Appendix 2. Additional narrative is provided within the Framework.

1. Climate Emergency
2. Active and Sustainable Travel
3. Health
4. Safe System
5. Speed Management
6. Road Safety Delivery
7. Driving/Riding for Work and Workplace Culture
8. Emerging Technologies
9. Enforcement/Deterrence
10. Road Infrastructure and Maintenance
11. Post-Crash Response
12. Road Users

- 4.7. To address current and emerging challenges, the following 12 Strategic Actions have been identified. These are meant to be overarching and are not allocated to any nominated road safety partners. These are the collective responsibility of all stakeholders and road safety partners. Please note that action number 11 and 12 were not included within the draft Framework. Fuller detail on each is provided within Appendix 3.

1. Speed
2. Climate
3. Funding and Resourcing
4. Change in Attitudes and Behaviour
5. Technology
6. Active and Sustainable Travel
7. Knowledge and Data Analysis
8. Enforcement
9. Health
10. Education
11. Engineering
12. Inequality

- 4.8. These strategic actions will be translated and expanded into sub-actions through the development of both national and local delivery plans which will sit out with the framework. The delivery of the strategic actions and underpinned by the sub-actions contained into subsequent national delivery plans will be monitored through the three-tier structure of the framework governance and will be reported through national annual reports.

- 4.9. The 2020 Framework established a Strategic Partnership Board (SPB) and a supporting Operational Partnership Group (OPG) to govern, monitor and deliver the Framework. The 2030 Framework introduces Local Partnership Forums (LPFs) to improve communications and monitoring between national and local levels. The remit and membership of these are detailed below.

- ◆ Strategic Partnership Board (SPB) – the SPB meet twice a year, working in partnership with Ministers and senior partner organisations. They are responsible for collective decisions on strategic approaches, identifying and resolving high-level issues and have public ownership of the framework and its delivery. Board members are:-

- ◆ Transport Scotland
 - ◆ NHS Scotland
 - ◆ Police Scotland
 - ◆ Scottish Fire and Rescue
 - ◆ Convention of Scottish Local Authorities (COSLA)
 - ◆ Society of Local Authority Chief Executives (SOLACE)
- ◆ Operational Partnership Group (OPG) – the OPG meet twice a year to consider a range of evidence-based road safety policies and interventions. It has representation from a variety of organisations with a remit for, or vested interest in, road safety. It has the responsibility for the monitoring, analysis and distillation of evidence and information on activities being undertaken by partners towards the delivery of the Framework. In addition to several affiliated members, core members are:-
- ◆ Transport Scotland
 - ◆ Scottish Ambulance Service
 - ◆ Scottish Fire and Rescue Service
 - ◆ The Royal Society for the Prevention of Accidents (RoSPA)
 - ◆ Society of Chief Officers of Transportation in Scotland (SCOTS)
 - ◆ Scottish Community Safety Network
 - ◆ Police Scotland
 - ◆ IAM Roadsmart
 - ◆ Living Streets
 - ◆ Cycling Scotland
 - ◆ Motorcycle Action Group
 - ◆ Road Haulage Association
 - ◆ British Horse Society
- ◆ Local Partnership Forums (LPFs) – this is a new level of governance of the Framework which will meet twice a year to improve connectivity between what is happening at national and local levels in terms of road safety. It will support monitoring at a local level of the Framework and its deliverables. The LPFs will provide feedback upwards to the OPG. The LPF's does not look to replace or duplicate the work of already established local or regional groups such as the Lanarkshire Road Safety Governance Board or Road Safety West of Scotland which will continue. Membership is expected to evolve as the West of Scotland LPF becomes established but will initially include:-
- ◆ Transport Scotland
 - ◆ Police Scotland
 - ◆ Strathclyde Fire and Rescue Service
 - ◆ RoSPA
 - ◆ Safety Cameras Scotland
 - ◆ representatives from a number of local authorities
 - ◆ potential representatives from local organisations

4.10. The Framework governance structure is shown within Appendix 4 alongside fuller detail of the LPF's remit.

4.11. All Safe System work is based on a performance framework, with a hierarchy of targets. The new Framework has the long-term goal of zero fatalities and serious injuries in road transport by 2050. The below 4 Interim Outcome Targets to 2030 have been confirmed, based on a national 2014 to 2018 baseline:-

- ◆ 50% reduction in people killed
- ◆ 50% reduction in people seriously injured
- ◆ 60% reduction in children (aged <16) killed
- ◆ 60% reduction in children (aged <16) seriously injured

4.12. Intermediate Outcome Targets as presented within the draft version of the Framework did not have a percentage reduction attached to them. Most of these now have this targeted reduction set. This will allow the performance of casualty figures for the specific user groups as follows to be tracked:-

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

4.13. A number of 'Key Performance Indicators' were noted within the draft Framework document that was issued at the time of consultation. These were still in development at the time of the final Framework's publication, and it is noted that these will be contained in the first Road Safety Framework Annual Delivery Plan. It is expected that responsibility will be placed on Transport Scotland or other national lead delivery partners for their action and monitoring.

4.14. It is noted that a Transport Scotland will undertake a National Speed Management Review as recommended within Strategic Transport Projects Review 2. This will establish appropriate speed limits across the urban and rural roads network, including different vehicle types. The review will look at a range of measures such as speed management on motorways; speed limits through roadworks; speed limits through rural settlements on the trunk road network; and reducing speed limits in residential areas. The development of a national strategy for 20mph zones and limits in Scotland will be taken forward. These are welcomed actions and will allow a National Speed Indicator to be progressed to measure compliance on the strategic road network and on roads managed by local authorities, with speeds from 20mph to 70mph. The setting of a baseline will then allow a percentage decrease figure to be set for the speed compliance Intermediate Outcome Target.

4.15. Appendix 5 shows the national targets in an easy to read one-page format. It should be noted that these are set for Scotland as a whole and not specifically to individual Local Authorities. Our progress and contribution to this national effort will, however, be monitored as detailed within item 5.7.

5. Implications for South Lanarkshire Council

5.1. The targeted reduction in killed and seriously injured casualties to 2030 is very ambitious for both child casualties and all ages. Maintaining and furthering reductions at a local level will be particularly challenging due to the positive actions and interventions already taken and the pressures on existing finances and resources.

5.2. The Intermediate Outcome targets also represent a significant challenge where pedestrian, cyclist, motorcyclist, road users aged 70 and over, road users aged 17 to 25 and casualty rates within areas of deprivation are in focus. Work will be undertaken to establish a baseline for these vulnerable age groups and user types, where

appropriate, as well as the causation factors resulting in their involvement within road traffic collisions, particularly those of a serious or fatal nature.

- 5.3. We are supportive of the interim targets and intermediate outcome targets and the ethos of the longer term “Vision Zero” and recognise that this is national effort required to achieve such an ambition and the mechanisms to monitor and assess these.
- 5.4. The traditional 4 E’s of road safety (education, engineering, enforcement and encouragement) remain relevant, however, require to be combined with the safe systems approach. Within this approach there are only certain elements that we have direct responsibility for, therefore, effective partnership working is crucial. Our resources will be directed towards preventing or reducing the severity of road traffic casualties on our road network by addressing the most appropriate locations or road user groups or types and by working closely with our partner organisations. This includes a focus on infrastructure and measures to support active travel and the safety of vulnerable road users.
- 5.5. Our approach to casualty reduction in terms of the identification and prioritisation of locations for Road Safety Accident and Prevention (AIP) investigation and potential mitigation measures/ remedial works was set out in a report to the Forum on 5 December 2017. Road traffic collisions are defined as rare, random multi-factor events, therefore, the minimum number of collisions that will allow for a statistically significant, treatable pattern to be identified is 3.
- 5.6. On an annual basis, usually in November/December, a 3 year Council-wide analysis is undertaken to identify where road accidents are occurring in South Lanarkshire. There are three broad types of location that are suitable for accident intervention which are single sites where collision clusters are identified, rural routes where a length of road features a higher than average collision rate, and area wide schemes. A review of the methodology for each of these will be undertaken to allow an appropriate weighting for higher severity casualties to be applied as well as for those involving vulnerable road user groups as detailed within item 4.12. This will contribute towards the achievement of the Framework’s outcome targets. Any methodology changes will be tested and trialled during the 2021 annual review.
- 5.7. On an annual basis a review of progress towards the four Interim Outcome Targets to 2030, as detailed within item 4.11, will be presented to the Road Safety Forum. A breakdown of causation factors for the following casualty age groups and types (which link to the Interim Outcome Targets and the Intermediate Outcome Targets) will also be given. This information will influence potential actions to be considered for:-
 1. all killed or seriously injured
 2. children killed or seriously injured
 3. pedestrians killed or seriously injured
 4. cyclists killed or seriously injured
 5. motorcyclists killed or seriously injured
 6. road users aged 70 and over killed or seriously injured
 7. road users aged between 17 to 25 killed or seriously injured
- 5.8. South Lanarkshire Council will be represented within the West of Scotland Local Partnership Forum with its first meeting scheduled for 22 November 2021. We will aim to support and align relevant actions set within national or local delivery plans and will participate in the developing and monitoring of these where applicable through this forum. Our processes will continue to be reviewed as the Framework and its actions

are developed and as further information is provided from Transport Scotland such as the guidance on 20mph zones and areas.

6. Employee Implications

- 6.1. Delivery of road casualty reduction measures will continue to be supported by the Council within the existing employee structure and in partnership with external organisations. The use of contractors may be required to deliver larger projects or to provide assistance in the future where required.

7. Financial Implications

- 7.1. The challenging outcome targets of the Framework require significant investment to achieve these. A proportion of the work can be accommodated through existing budgets, however, opportunities will continue to be required to secure external funding. No budget is in place for larger projects which rely on such additional funding being sourced.

8. Climate Change, Sustainability and Environmental Implications

- 8.1. There are no immediate implications in terms of climate change, sustainability and environmental implications associated with this report. It should be noted, however, that the proposed Framework strategic outcomes and actions are interlinked with many current and emerging challenges including climate emergency and active and sustainable travel potential.
- 8.2. This may have a positive impact on the environment and support South Lanarkshire's Sustainable Development and Climate Change Strategy. The Framework aim to reduce car-based traffic, inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than their own vehicles will improve health and wellbeing whilst reducing reliance on fossil fuels and supports improvements in air quality through reduced vehicle emissions. Reduced vehicle speeds and improved safety when walking, cycling or wheeling will also provide the same positive contributions.

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 or strategy and, therefore, no impact assessment is required.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

12 November 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
- ◆ Get it right for children and young people
- ◆ Focused on people and their needs

Previous References

- ◆ Roads Safety Forum, 7 November 2020, 'Scotland's Road Safety Framework to 2030 Consultation'
- ◆ Roads Safety Forum, 5 December 2017, "Accident Reduction Identification and Prioritisation"

List of Background Papers

- ◆ Scotland's Road Safety Framework to 2030: Together, Making Scotland's Roads Safer – draft for consultation
- ◆ Go Safe on Scotland's Roads It's Everyone's Responsibility: Scotland's Road Safety Framework to 2020

Contact for Further Information

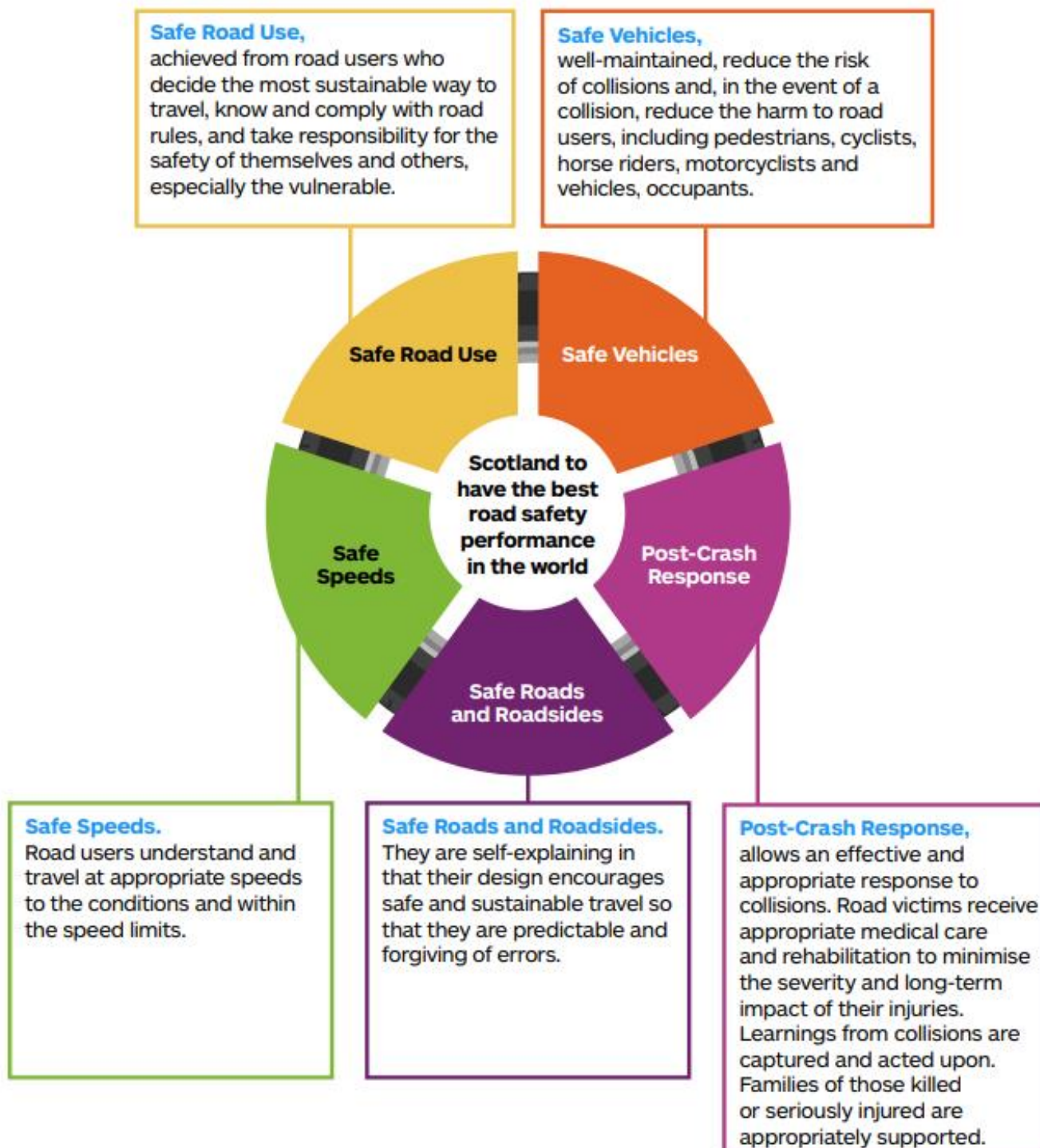
If you would like to inspect the background papers or want further information, please contact:-

Colin Smith, Engineering Officer

Ext: 3757 (Tel: 01698 453757)

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

The Safe System



Safe Road Use

Safe road users are competent at all levels, including: paying full attention to the road ahead and the task in hand; adapting to the conditions (weather, the presence of other users, etc.); travelling at lower speeds; not driving while impaired through drink, drugs (including medicines) or fatigue; not being distracted by in-vehicle technology (mobile phones, entertainment systems, sat navs, etc.); and giving sufficient room to all other road users, no matter what their mode of travel. Safe road users are mindful of the hierarchy of road users, which ensures that those road users who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. They respect other road users at all times and assume responsibility for others' safety as well as their own.

Measures to encourage safe road use also include working together to reduce car-based traffic, inspiring people to use active modes, such as walking, wheeling or cycling or to use public transport rather than their own vehicles.

Education interventions are also important to ensure road users are risk-aware, can develop coping strategies for high-risk situations, and act appropriately to keep themselves and others safe on the road.

Safe Roads and Roadsides

a Safe System, roads and roadsides are designed to reduce the risk of collision, and to mitigate the severity of injury should a collision occur. A combination of the design and maintenance supported by the implementation of a range of strategies to ensure that roads and roadsides can be as safe as possible can reduce casualties on our roads. One way in which this can be achieved is to both segregate different kinds of road users and the traffic moving in different directions or at different speeds. If this is not possible, promoting positive behaviours and safer sharing of spaces, as well as the appropriate use of speed limits and signage, can also be a much more affordable and sustainable way to protect the most vulnerable road users

Safe Speeds

Speed limits in a Safe System are based on aiding crash-avoidance and reducing the speed at which impacts occur. This ensures the body's limit for physical trauma is not reached or exceeded. The Safe System aims to establish appropriate speed limits according to the features of the road, the function it serves, and the physical tolerance of those who use it.

The key factors that should be taken into account in any decisions on local speed limits are:

- history of collisions
- road geometry and engineering
- road function
- composition of road users (including existing and potential levels of vulnerable road users) existing traffic speeds
- road environment

Safe Vehicles

Vehicles are designed and regulated to minimise the occurrence and consequences of collisions to road users. This applies not only to vehicle occupants, but also to pedestrians, cyclists, horse-riders and motorcyclists. Making vehicles safer involves both 'active' safety measures, such as autonomous emergency braking, which can prevent collisions occurring in the first place, and 'passive' safety measures, such as seatbelts and airbags, which protect occupants (and other road users) if a collision does occur. It is also vital to ensure vehicle roadworthiness is regulated to the highest standards. Technology within vehicles, such as feedback from the speedometer and seatbelt reminders can also educate road users about safe road use.

Increasingly, roads and vehicles will be managed within an intelligent transport system, relying on ever-more autonomous vehicles and smart infrastructure. As safety becomes hardwired into vehicle technology and road design, there is potential to further reduce road casualties and deaths through this route.

Post-crash response

It is vital to work with the emergency services and the National Health Service (NHS) to enable the best possible response to collisions, ensure victims are effectively cared for, and facilitate meaningful investigations into the causes and potential solutions for the future. Health outcomes for victims rely on the ability of the system to quickly locate and provide emergency first responder care, in order to stabilise victims and transport them to hospital for further specialist treatment.

Appendix 2

Current and Emerging Challenges



Climate Emergency

its potential effects on road casualties and the benefits that road safety can bring



Active & Sustainable Travel

its potential effects on road casualties and the benefits that road safety can bring



Health improving road safety to reduce impact on public health services



Safe System

implementing the Safe System at all levels



Speed Management

road users not travelling at appropriate speeds, its effect on road casualties



Road Safety Delivery

delivering a shift in resources and funding to focus on road safety delivery



Driving/Riding for Work & Workplace Culture its effect on road casualties



Emerging Technologies

consideration of benefits and challenges of emerging technologies on road safety



Enforcement/Deterrence

increasing the visibility of road policing enforcement



Road Infrastructure & Maintenance

deterioration of road assets and its potential impact on road casualties



Post-Crash Response

improving the fast and effective response to road collisions



Road Users unsafe road use by certain types of Road Users and its effect on road casualties

Appendix 3

Governance structure and remit of the Local Partnership Forums

The remit of the LPFs will include:

- Review, analyse and distil information and evidence which supports delivery of the strategic actions of the framework;
- Sharing information and best practice between members;
- Monitor progress against the strategic actions of the Framework and the sub-actions of the relevant Delivery Plan;
- Align respective relevant organisational activity in accordance with direction provided by the OPG;
- Provide updates to the OPG on activity undertaken and highlight issues to the OPG along with recommendations for action;
- Identify potential barriers to delivery of the strategic actions (including policy and legal barriers) and formulate innovative solutions for consideration by OPG;
- Make recommendations to the OPG for areas where Framework budget might be spent to support Framework strategic actions;
- Highlight key issues and risks to the OPG for their consideration;
- Contribute to the production of a Framework Annual Report, focusing on performance against the sub-actions, set out in the relevant Framework Delivery Plan;
- Monitor risk through an operational Risk Register, raising high-level risks for consideration by the OPG and propose mitigating action;
- Invite road safety delivery partners or other persons to attend meetings, where their expertise is required.

Each LPF will meet twice a year with Transport Scotland providing their secretariat.

The Framework governance can be depicted as follows:



Appendix 4

Strategic Actions

These address the current and emerging challenges and are overarching and not allocated to any nominated road safety partners.

They will be translated and expanded into sub-actions through the development of both national and local delivery plans which will sit out with the framework.

1) Speed: we will deliver a range of speed management initiatives to support the Safe System.

Education: for example, social marketing campaigns or (potential) speed awareness, as part of wider Road Traffic Diversionary Courses, will be key to ensuring road users understand why speed limits are set in any particular area and the need to comply with them. Driving/riding to the conditions, particularly in bad weather and on congested roads, is an important skill to gain.

Enforcement: A National Speed Management Review will be undertaken in 2021 and 2022. It will look at what appropriate speeds mean in a Scottish context and recommend changes to national speed limits accordingly. It will support a range of policies that assists those government national outcomes and indicators that are relevant to this area. Related policy drivers include better road safety and health outcomes, promotion of active travel, climate change mitigation, placemaking and economic growth.

Enforcement: of speed through traditional use of road policing, and fixed and mobile safety cameras will also form part of this strategic action. Continuing to embrace new technology and opportunities, such as processing dashcam footage will also be key to achieving success.

2) Climate: we will deliver road safety initiatives that positively impact the climate emergency and we will mitigate the negative impacts climate change may have on road safety.

In relation to climate change adaptation, road users will need to gain the knowledge, skills and experience required under extreme weather conditions to become safe and responsible.

Employers and employees should be encouraged to apply the Severe weather: fair work charter in order to mitigate road safety risk within their organisations. By smoothing traffic flow, good speed management has the potential to reduce emissions and improve air quality. As far as promoting greener, cleaner choices is concerned, the new Framework consistently applies the NTS2 Travel Hierarchy to road safety matters.

3) Funding and Resourcing: we will consider how funding streams can be improved for national road safety delivery.

A national Road Safety Improvement Fund will be considered to help road authorities meet the challenging 2030 road casualty reduction targets. Road policing will also remain a key priority for Police Scotland. All road safety partners should seek to utilise opportunities across relevant policy areas. This will assist in achieving shared outcomes with the overall aim of reducing casualties and improving our road safety performance.

4) Change in Attitudes and Behaviors: we will engage in partnership working to enable all road users to understand their road safety responsibilities, allowing them to improve their attitudes and behaviors for the safety of themselves and others.

Over the next three years and at the national level we will implement a national conversation on road safety to encourage greater personal responsibility and a change in perception which, ultimately, should lead to a transformation of the road safety culture. The over-riding priority is to highlight the traumatic and lasting impact of road users killed or seriously-injured on communities and the costs to everyday people and their families; while also important to the economy, the emphasis should not simply be about the inconvenience of road closures and delays to one's travel. Any road users must be free from road harm as well as free to walk/cycle/wheel/ride/drive.

Potential activities could include a road safety week with planned events; an online knowledge portal; social media campaigns; and competitions for children and their parents/carers. Educating road users throughout their lives will be key as well as ensuring changes to the Highway Code are well communicated

5) Technology: we will research, implement and evaluate technologies for use within the Safe System and promote them as appropriate.

As technology is rolled out in vehicles, as part of the infrastructure, or directly to road users, it will be very important to monitor the delivery of Scotland's CAV roadmap. This will allow us to research and evaluate the impact that technology may have on road safety. Consideration of potential distraction that in car technology may have on road users.

6) Active and Sustainable Travel: we will ensure road safety remains a key focus of active and sustainable travel in Scotland.

The current push towards more active and sustainable travel needs to consider road safety issues and outcomes from the initial concept/design phase. In addition, active travel initiatives will have to support tackling the so-called 'safety in numbers' effect.

Active and sustainable travel contributes to better place-making which, in turn, contributes to safer places, thereby improving the perception of road safety

7) Knowledge and Data Analysis: we will ensure our actions are evidence-led to support the delivery of the Safe System.

Embedding the Safe system means any road safety initiatives under each of the five pillars are backed up by evidence and then fully evaluated, not only in terms of success in delivery, but also the longer-term success of their road safety outcomes. In addition to utilising revised STATS 19 data following the completion of the current review, we need to ensure we can access and harness data from a variety of sources, be it hospital data, academic research, the motor insurance industry, vehicle manufacturers (through telematics, pre-collision data for research on in-depth collision investigation), or technology companies (through mobile phone data, etc.). This will enhance road safety outcomes.

8) Enforcement: we will optimise enforcement to encourage good road user behavior to support the Safe System.

Enforcement of the rules of the road spreads across most of the five pillars of the Safe System. Safe road use, such as: seatbelt and speed limit compliance; driving unimpaired

by drugs and/ or alcohol; and the maintenance of a safe fleet through the MOT regime and insurance checks should contribute to safer roads.

Although the correlation between enforcement, improved compliance and safety does not imply a causal relationship – as it is difficult to isolate the impacts of enforcement from other factors, the presence, and/or threat, of enforcement, combined with suitable road user education is deemed essential to deter people from taking risks and endangering others. Vulnerable road users are more affected by non-compliant road discipline, than are users of any motorised vehicle. Enforcement methods should also embrace emerging technology which would make it more efficient. Tougher sanctions, albeit reserved to the UK Government, may provide Police Scotland with opportunities to utilise more effective enforcement techniques.

9) Health: we will strengthen the relationship between health and road safety, reduce the likelihood, number and severity of collisions and improve the post-crash response.

Systematic cross-referencing of casualty data from STATS 19 and health (in terms of hospital admissions data) will provide a clearer overall picture of road collisions in Scotland, particularly suffered by Vulnerable Road Users. In addition, the sharing of road safety and health resources together at national and local level should realise more benefits than would have been achieved using the same resources separately. It should be better value for money to prevent casualties in the first instance, thus saving health resources which could be re-directed to caring for other patients, rather than treating road casualties. This was demonstrated through the COVID-19 pandemic when we as a nation adapted our approach to avoid overwhelming the NHS during lockdowns when everything was done to avoid overwhelming the NHS with other than COVID-19 related patients.

10) Education: we will provide opportunities to all road users to gain the knowledge, skills and experience required to become safe and responsible users.

Education is critical to position road safety as a lifelong-learning process. Given the importance of early years, it is vital that learning starts at an early age. We will ensure Curriculum for Excellence allows appropriate time for road safety education. At the same time, we will ensure road users will have access to learn and enhance their road safety knowledge. This will improve their road user experience, demonstrating positive road safety attitudes throughout their lives.

11) Engineering: we will improve road infrastructure and maintenance.

The delivery of this Strategic Action which covers road design, new road infrastructure and maintenance of the existing road infrastructure is a fundamental element to meet the Strategic Outcome of Safe Roads and Roadsides.

Following inclusion of increased funding for asset management in the draft Infrastructure Investment Plan, 'STPR2 Intervention 17 - Investment in the strategic road network asset' recommends making the case for that investment in renewing and improving Trunk Road Carriageways, Structures and Ancillary Assets. The increased investment will bring a number of benefits: safety, economic benefits, jobs, connectivity, resilience, reliable journey times and customer satisfaction. A high quality, well maintained and efficient network also supports other Scottish government programmes for Active Travel, development of Connected and Autonomous Vehicle infrastructure and Bus Priority Investment, and thereby contributes to the low carbon economy. The programme would also include schemes being developed for the Removal of Accessibility Barriers (e.g. tactile paving, dropped kerbs, bus shelter and bus stop improvements, improved footway

widths and crossfall) to assist pedestrian and wheeling access on the trunk road pedestrian network and for access to public transport, supporting equality.

The Scottish Government will also publish 'Cycling by Design' guidance in early 2021 and develop a strategy to support the wider implementation of 20 mph speed limits.

Recognising that 94% of the total Scottish road network are roads under responsibility of local authorities, the Scottish Government will consider the development and implementation of a Road Safety Framework Improvement Fund. This could include a proactive approach to road safety by undertaking a risk mapping exercise on all routes. In addition to more traditional road safety measures, this may identify where investment could be targeted to improve the maintenance and upgrading of roads, kerbsides and pavements.

12) Inequality: we will reduce road safety inequality due to socio-economic disadvantage of people living in areas of deprivation.

Latest data from the MAST analysis platform on road safety indicates that the overall casualty rate in the most deprived 10% SIMD (Scottish Index of Multiple Deprivation) areas is 1.6, which is higher than the rate of 1.0 for the least deprived 10% SIMD areas, between 2015-19. This casualty rate has declined since the 2006-10 period where it was 1.4.

The delivery of this strategic action is highly intertwined with the delivery of the strategic actions on Speed, Change in Attitudes and Behaviour, Active and Sustainable Travel, Enforcement and Education where road safety initiatives will ensure that areas in the most deprived 10% SIMD are covered in their geographical scope. For example, the national speed indicator will have speed counters installed in such areas, and any national road side surveys on seat belt-wearing and mobile-phone use will cover these areas.

This Strategic Action is supported by the following Intermediate Outcome Targets. The casualty rate for the most deprived 10% SIMD areas is reduced to equal the least deprived 10% SIMD areas. The delivery of this Strategic Action will be monitored through the tracking of this Intermediate Outcome Target. In addition, areas of deprivation will become safer once a more cohesive and comprehensive national network of safe well-designed walking and cycling routes, including these areas is delivered through the delivery of the Active Travel Framework and 'Intervention 7 – Reallocation of road space for active travel' of Strategic Transport Projects Review 2.

Appendix 5

Interim Targets to 2030

(these are based on a 2014-18 baseline):

- **50%** reduction in people killed;
- **50%** reduction in people seriously injured;
- **60%** reduction in children (aged <16) killed;
- **60%** reduction in children (aged <16) seriously injured.

Intermediate Outcome Targets

(these are mode or age-specific and track performance of casualty figures for specific user groups):

- **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 and 25 killed or seriously injured;
- Percentage of motorists driving/riding within the posted speed limit;
- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.



Report

4

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

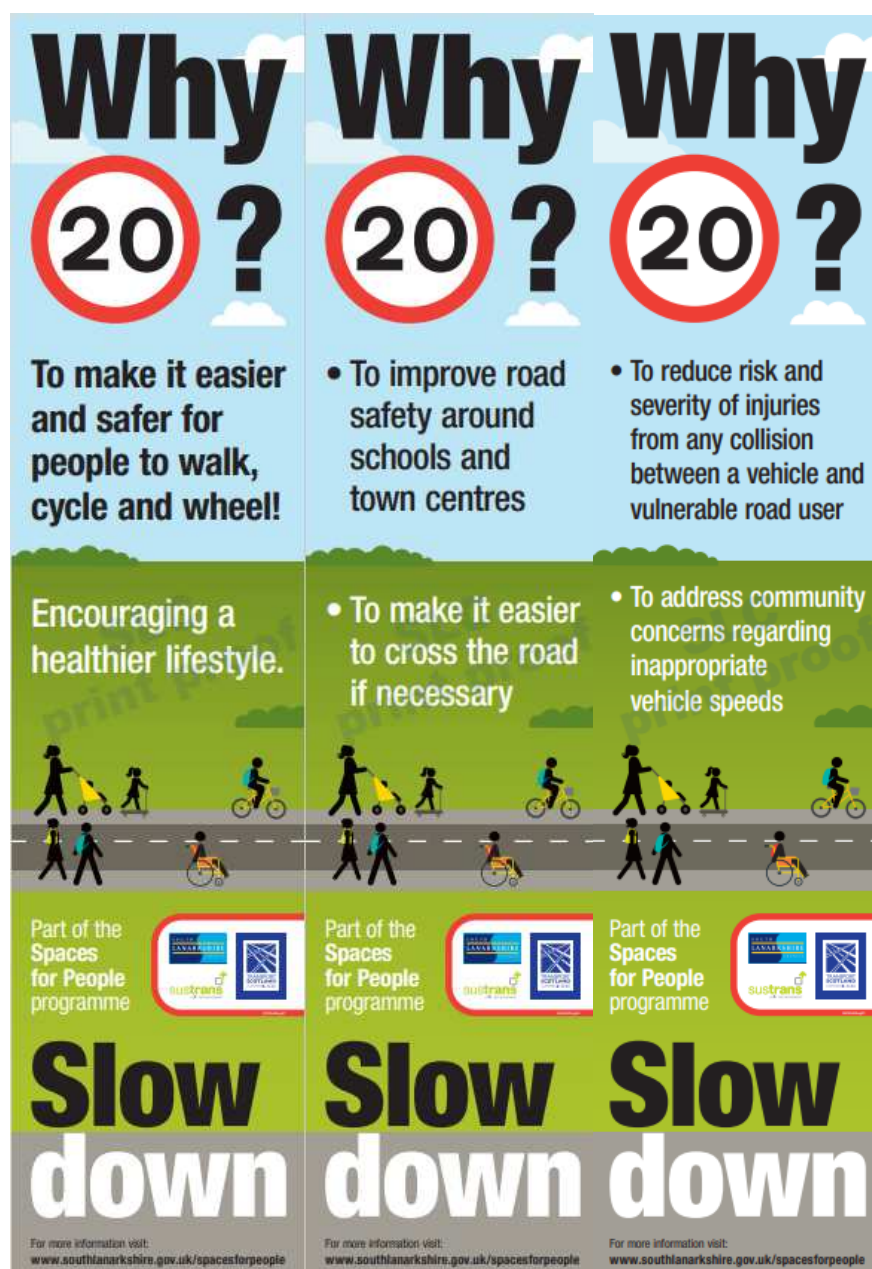
Ward	Project No.	School(s)
Ward 1	66	Braidwood Primary School, Braidwood, Carluke
Ward 1	67	Carluke Primary School, Carluke
Ward 1	75	Crawforddyke Primary School, Carluke
Ward 1	76	High Mill Primary School and Victoria Park Primary School, Carluke
Ward 1	78	Kirkton Primary School, Carluke
Ward 1	81	Law 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

Report

5

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

Subject:	Education, Training and Publicity Initiatives
----------	------------------------------------------------------

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Forum of ongoing education, training and publicity initiatives in South Lanarkshire

2. Recommendation(s)

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

- (1) that the contents of the report be noted and future road safety education, training and publicity activity in South Lanarkshire supported.

3. Background

3.1. Junior Road Safety Officer Scheme (JRSO)

- 3.1.1. All primary, private and additional support needs (ASN) schools are invited to appoint one or two pupils in either primary 6 or primary 7 to be a Junior Road Safety Officers (JRSO) within their school.
- 3.1.2. An invite to register was issued to schools at the end of academic term 2020/2021 for the new academic year. Initial resources in the form of a JRSO A5 personal organiser, lanyard and a selection of prizes are sent to schools as they register. Throughout the year, seasonal road safety information, activities and campaign information are sent to assist the JRSO with their plans.
- 3.1.3. The important role of the JRSO involves partnership working, promotion of road safety, peer learning and engaging with the school community through their notice board, running competitions and talking at assemblies.
- 3.1.4. The Junior Road Safety Officer Scheme is one of the many road safety initiatives promoted within the Road Safety publication 'Road Safety within Curriculum for Excellence'. This booklet provides information on road safety resources and provided the relevant links to support Curriculum for Excellence in all schools for all levels.
- 3.1.5. 99 schools have registered to take part in the scheme during academic year 2021/2022 with a total of 227 JRSOs in place supported by 101 JRSO Coordinators. A few schools have included more pupils and formed JRSO committees or have larger groups undertaking the role as part of a leadership group.

3.1.6. During academic year 2020/2021, 53 schools were able to take part in the Junior Road Safety Officer Scheme and were supported with resources to promote road safety within their establishments which included the below mailings. These will also be repeated during this academic year to assist JRSO's with their duties:-

- ◆ October 2020 – 'Be Safe Be Seen'. This included 'Be Bright' posters and graphics which was distributed to the JRSO's prior to the clocks changing at the end of October. A PowerPoint presentation was also e-mailed to JRSO Co-ordinators to support any school plans for a 'wear something bright/a fluorescent or reflective' themed day. This was highlighted the importance of being safe and being seen near the roads, especially at that time of year.
- ◆ March 2021 - 'Step into Spring'. This focused on the Green Cross Code, types of pedestrian crossings and promotion of the Sustrans 'Big Pedal' event.
- ◆ June 2021 – 'Here Comes Summer'. This 'speed awareness' mailing was an opportunity focus on 20mph speed limits and Twenty's Plenty areas within South Lanarkshire. JRSO's received speed awareness posters and a 'Speeding Ted' activity sheet.

3.2. Calendar Competition

3.2.1. All schools are invited on an annual basis to participate within the road safety calendar competition. Competition guidelines featuring topics for each of the five age group categories and competition details were sent to all schools with teachers asked to send in the best five entries within each year group category from their school.

3.2.2. The competition topics were: - Primary 1 and 2 'In car safety', Primary 3 and 4 'Safe place to cross and play, Primary 5 and 6 'Distractions', Primary 7 'Safe and sustainable school travel' and S1 to S6 'Learning to drive'.

3.2.3. The closing date for submissions was Friday 24 September 2021 and just under 3,000 entries from 99 schools were received by South Lanarkshire Council's Traffic and Transportation Section.

3.2.4. The top 5 entries in each category have been finalised and judging to determine the overall winner and group winners is currently underway via an electronic survey. It is expected that winners will be announced at today's Forum.

3.2.5. Guidelines for the 2022 competition will be issued to all schools during May 2022.

3.3. Pedestrian Distraction Campaign - #Don't walk distracted!

3.3.1. The pedestrian distraction campaign was devised to raise awareness within communities about the dangers and hazards that can be experienced by pedestrians, for example being distracted by a phone or music.

3.3.2. This included a 6 week social media focus, with one social media post a week being issued. This incorporated five supporting graphics and an overall animation featuring all the campaign messaging which included:-

- ◆ Don't 'like', look!. It's too easy to forget road safety when our mind or attention is on something else like our phone. Roads need your full attention. Find a safe place to cross, stop, look and listen before crossing.
- ◆ Leave the phone when crossing the road'. Increase your safety as a pedestrian by not using your mobile phone whilst walking, especially when near or crossing

roads. Studies have indicated that messaging and handheld mobile phones are linked to accidents and near misses.

- ◆ Unplug! Don't tune out to your surroundings. Hit the pause button or take off your earphones whilst crossing the road and only listen to music/audio through headphones once you are in a safe location away from traffic.
- ◆ Be smarter than your smartphone. Smartphones offer music, internet, mapping, apps and calls on the go. These can be a dangerous distraction when used at the wrong time as they can take attention away from being a safe pedestrian.
- ◆ On foot? – be aware of hazards on route! Most people would not use their mobile phone and drive but they do not consider the consequences when using their phone and walking. Roads needs your full attention.

3.3.3. To support the online activity, A3 Correx signs were designed which can be affixed to existing street furniture in selected town locations in conjunction with ground stencilling. A3 posters and leaflets also support the campaign. This campaign was launched within Larkhall town centre and can be utilised in locations where this is considered to be an issue.

3.3.4. Further information on pedestrian distraction can be found on the Council's website: <http://www.southlanarkshire.gov.uk/DistractionsForPedestrians>

3.4. Driver Distraction Campaign – #Don't drive distracted!

3.4.1. A focus on drivers to encourage them to concentrate all their attention on their driving and not towards any other in car distractions has led to the creation of the driver distraction campaign. This complements the previous pedestrian distraction messaging.

3.4.2. With 5 themes to cover a variety of distractions within the car, the campaign includes five social media images, an animation, posters and a leaflet.

3.4.3. The 5 social media themes are:-

- ◆ Don't look for likes, keep your eyes on the road. Using your hand held phone to message, search a map or to access social media at the traffic lights is not only dangerous, but also illegal. Keep all road users in your sight and give them space!
- ◆ Using the satnav and tech on the go is a definite no! Set your satnav or music playlists before you drive off. If you need to, stop the vehicle in a safe place to make any alterations that can distract.
- ◆ Hands free or not, talking on a phone should be forgot! When driving, hands free or not, leave the phone alone. Using a hands-free phone does not significantly reduce the risks. If you have to take a call, find a safe place and pull over.
- ◆ Pay attention to the road, catch up later on the chat! Within the car, don't let distractions from others slow your reactions or divert your attention from the road. Be a safe passenger and respect the driver.
- ◆ Eating or doing your hair? You may never get there!. Clear out any clutter in the car and keep your hands, mind and focus on the task of driving safely. Give the road your full attention to help towards accident prevention.

3.4.4. Further information on driver distraction can be found on the Council's website:- <http://www.southlanarkshire.gov.uk/DistractionsForDrivers>

3.5. Bikeability Scotland Cycle Training

- 3.5.1. All primary schools were invited to participate within Bikeability Scotland cycle training at the start of the 2021/2022 academic session. Instructor training courses were made available to school staff, volunteers and any other interested parties in tandem with these invites.
- 3.5.2. 4 instructor training courses were delivered by Traffic and Transportation Officers. These practical courses involve candidates instructing, demonstrating and participating within a range of activities to UK National Standard for Cycle Training levels 1 and 2. Candidates are provided with the resources, knowledge and experience to deliver these programmes within the school setting.
- 3.5.3. 20 candidates were successfully certified as Bikeability Scotland instructors on conclusion of these courses. This included classroom teachers, school support staff and parent volunteers.
- 3.5.4. Bike Town, part of the Healthy and Happy Community Development Trust, are undertaking pupil Bikeability training within a selected number of schools as funded through Bikeability Scotland's Bikeability Support Plus Fund. This will be supported by at least one adult within the school community. This aims to increase training uptake by schools and to facilitate self-led delivery in future years.
- 3.5.5. The majority of pupil training occurs during the months of March to June. A Bikeability update will be reported on conclusion of the 2021/2022 academic year.

3.6. Scottish Government and Road Safety Scotland 'Drive like Gran's in the car' campaign

- 3.6.1. This is an ongoing campaign run jointly by The Scottish Government and Road Safety Scotland, focused on young male drivers aged between 20 and 29 encouraging them to adopt safer driving habits. Campaign messaging is shared within South Lanarkshire Council's social media.
- 3.6.2. The campaign targets themes of driving on country roads, excessive speed, distractions, drink and drug-driving and vulnerable road users with the now familiar Gran characters using the #DriveSmart hashtag.
- 3.6.3. The campaign is backed by Lorraine Robertson, the mother of a young driver who died in a high-speed collision in 2018. Lorraine has spoken out about the devastating crash which claimed the life of her 20-year-old son Kyle, in the hope it will make other young drivers re-evaluate their driving behaviour. Campaign assets can be accessed from the [Road Safety Scotland](#) website.

4. **Employee Implications**

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

5. **Financial Implications**

- 5.1. Item 3.5.4 is funded by Cycling Scotland at an estimated cost of £5,960. Other items associated with this report were funded by external partners or from the Council's Revenue Budget.

6. **Climate Change, Sustainability and Environmental Implications**

- 6.1. 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.

7. Other Implications

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

8. Equality Impact Assessment and Consultation Arrangements

8.1. 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 Objectives/Ambitions/Values

- ◆ Making communities safer, stronger and sustainable
- ◆ Protect vulnerable children, young people and adults
- ◆ Support our communities by tackling disadvantage and deprivation and supporting aspiration
- ◆ Get it right for children and young people
- ◆ Focused on people and their needs

Previous References

- ◆ Roads Safety Forum 17 November 2020

List of Background Papers

- ◆ None

Contact for Further Information

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

Colin Smith, Engineering Officer, Roads and Transportation Services

Ext: 3757 (Tel: 01698 453757)

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

Report

6

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

Subject:	School Crossing Patrol Assessments
----------	-------------------------------------------

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ consider requests for school crossing patrols at locations within South Lanarkshire

2. Recommendation(s)

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

- (1) that requests for a school crossing patrol at the following locations be refused:-
- ◆ Couthally Terrace at Murray Terrace, Carnwath (6% of value required)
 - ◆ Murray Terrace at Couthally Terrace, Carnwath (6% of value required)
 - ◆ Hareleeshill Road near Wilson Street, Larkhall (7% of value required)

3. Background

- 3.1. Assessments of the above locations are shown on the attached summary sheets. These also detail whether any previous investigations have been undertaken. The summary sheets observe that the sites do not meet the current criteria for the provision of a school crossing patroller.
- 3.2. Assessment results are based on information recorded during surveys at school journey times. A measure of pedestrian demand (P) and vehicle flow (V) over the busiest 10 minutes is identified from this information.
- 3.3. The pedestrian demand (P) is assessed by recording the number of children crossing the road, either with or without an adult, within 50 metres of the proposed crossing site. The vehicle flow (V) consists of all vehicles passing along the road within the predetermined area. These factors are then combined in the formula PV^2 and compared against predetermined threshold values.
- 3.4. For sites pertaining to primary school pupils, where the PV^2 is greater than 148,000 (threshold value), a patroller is clearly justified. Where the PV^2 assessment does not prove conclusive and falls between 74,000 (50%) and 148,000, other environmental factors will be considered and used to revise the original PV^2 value. This provides a weighted and more accurate assessment of potential risk at a site based upon traffic volume, pedestrian demand and the local environment.

- 3.5. For sites pertaining to secondary school pupils, where the PV² is greater than 148,000 (threshold value), the location will be subject to a further risk assessment to determine whether a patroller is justified or not. The risk assessment will make the recommendation of whether the request for a patroller is justified or refused based on particular road risks. Where the PV² assessment does not meet the threshold value, the location will not be considered to merit further investigation and the request will be refused. Generally, however, patrollers will not be provided for secondary school pupils.
- 3.6. The criteria are based upon national best practice and were developed by the Royal Society for the Prevention of Accidents (RoSPA) and the Local Authority Road Safety Officers' Association (LARSOA), now Road Safety GB. The criteria were amended by the Road Safety Forum in 1998 to make it less onerous to justify a patroller. They were further amended in 2011 to prevent the introduction of patrollers at traffic signals with a pedestrian phase or at light controlled pedestrian crossings and in 2015 when revised criteria was introduced for locations predominantly serving secondary school pupils.
- 4. Employee Implications**
- 4.1. There are no employee implications associated with this report.
- 5. Financial Implications**
- 5.1. There are no financial implications associated with this report.
- 6. Climate Change, Sustainability and Environmental Implications**
- 6.1. Relevant sustainable development issues pertaining to assessing school crossing patrols have been considered and assessed.
- 7. Other Implications**
- 7.1. There are no significant risks as assessments are carried out using criteria based upon national practice.
- 8. Equality Impact Assessment and Consultation Arrangements**
- 8.1. 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

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

Previous References

- ◆ Roads Safety Forum 30 October 2019

List of Background Papers

- ◆ None

Contact for Further Information

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

Colin Smith, Engineering Officer

Ext: 3757 (Tel: 01698 453757)

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Couthally Terrace (at junction with Murray Terrace)

School(s) served Carnwath Primary

Survey undertaken on 3/6/21 AM 16/6/21 PM

Survey Results

Number of primary school children (P) crossing during busiest ten minute period.	7
Number of vehicles (V) during busiest ten minute period.	13
PV ²	1183
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	1%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--------------------------------------------------------------------------------------------------	--

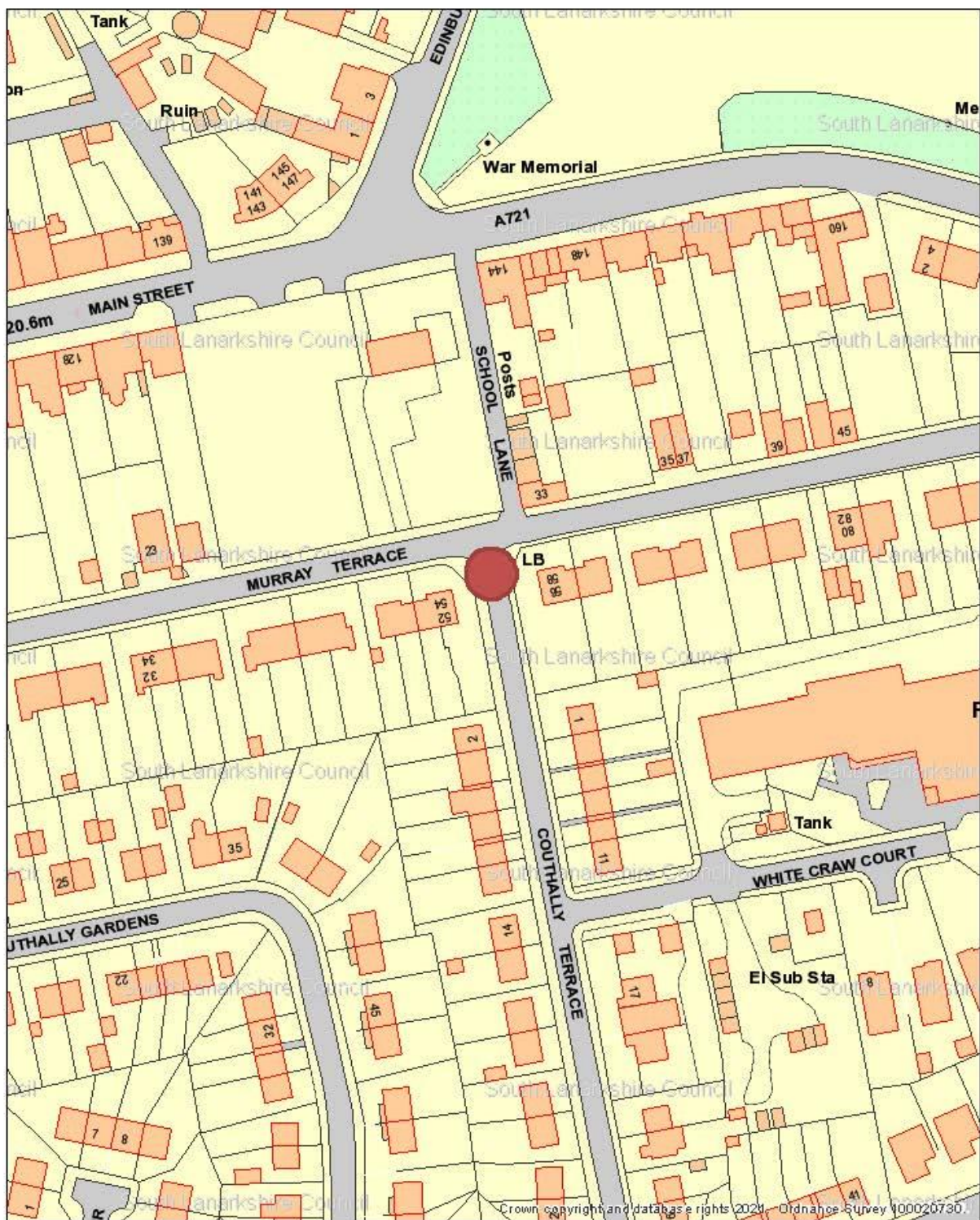
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 3: Clydesdale East

Requested By: Councillor Allison



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Title: School Crossing Patrol Assessment

Notes: Couthally Terrace, Carnwath



South Lanarkshire Council

Scale 1:1,250

08/11/2021 12:38:52

Original Drawing Size: 210 x 297 (A4) (c)

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Murray Terrace (at junction with Couthally Terrace)

School(s) served Carnwath Primary

Survey undertaken on 3/6/21 AM 16/6/21 PM

Survey Results

Number of primary school children (P) crossing during busiest ten minute period.	8
Number of vehicles (V) during busiest ten minute period.	16
PV ²	2048
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	1%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--------------------------------------------------------------------------------------------------	--

If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 3: Clydesdale East

Requested By: Councillor Allison



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Title: School Crossing Patrol Assessment

Notes: Murray Terrace, Carnwath



South Lanarkshire Council

Scale 1:1,250

08/11/2021 12:38:14

Original Drawing Size: 210 x 297 (A4) (c)

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Hareleeshill Road (near Wilson Street)

School(s) served Various

Survey undertaken on 1/11/21 AM 5/11/21 PM

Survey Results

Number of primary school children (P) crossing during busiest ten minute period.	5
Number of vehicles (V) during busiest ten minute period.	48
PV ²	2304
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	7%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

No

If percentage is between 50% and 100% then consider other factors detailed below.

Environmental Factor	Relevant- Yes/No
Vehicle Speeds	
Visibility	
Excessive Street Furniture	
Closeness to Junction	
Parking Problem	
Concentration of Accidents	

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
--------------------------------------------------------------------------------------------------	--

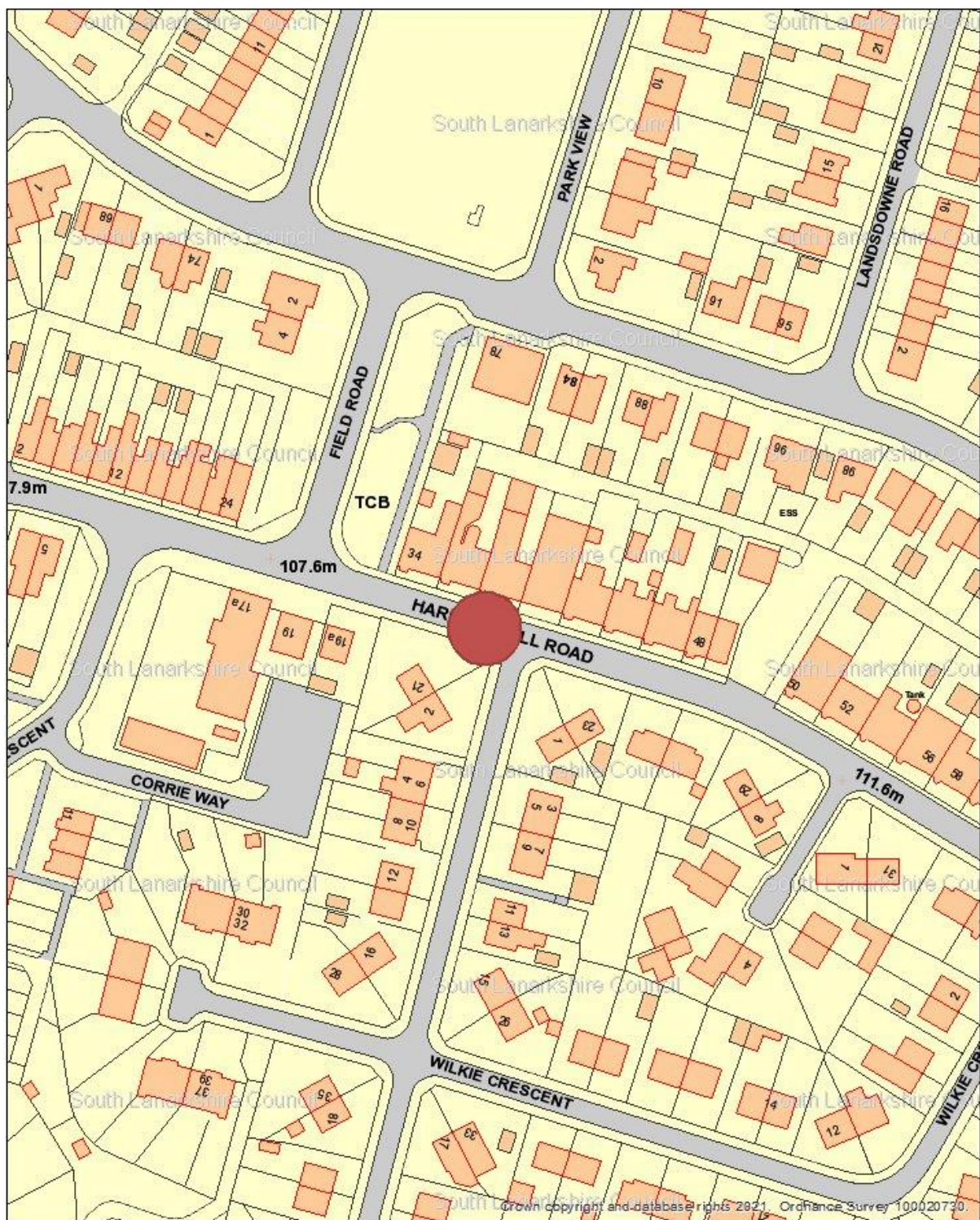
If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

No

Ward: 20 Larkhall

Requested By: Parent



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Title: School Crossing Patrol Assessment

Notes: Hareleeshill Road, Larkhall



South Lanarkshire Council

Scale 1:1,250

08/11/2021 12:46:58

Original Drawing Size: 210 x 297 (A4) (c)

Report

Report to:	Roads Safety Forum
Date of Meeting:	30 November 2021
Report by:	Lorna Hinshelwood, Local Authority 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 road safety campaigns be noted; and
- (2) that the verbal update regarding these road safety campaigns be noted.

3. Background

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

4. Local and National issues

- 4.1. With the lifting of pandemic restrictions and traffic levels returning to pre-COVID-19 level, focus remains on driver engagement through education and where necessary enforcement.
- 4.2. The summer Motorcycle Safety campaign continued to run until the end of September with weekends of action focused on rural routes well known for motorcycle use.
- 4.3. Operation Snaith commenced at the start of August for two weeks, it was a multi-agency campaign with the Driver and Vehicle Standards Agency, Home Office and Immigration, Trading Standards and the Scottish Environment Protection Agency. It focused on enforcement of road traffic offences and intelligence gathering on the priority routes throughout Lanarkshire.

- 4.4. A Summer Drink Drive Campaign, a National Speeding Campaign and a Drug Drive Campaign were also run during the reporting period. These campaigns resulted in positive engagement, education, the issuing of fixed penalties, vehicle seizures and a number of drivers were reported to the Procurator Fiscal.
- 4.5. Two vulnerable road user campaigns were run in the reporting period for Pedestrians and Cyclists and the second for driver behaviour on roads in the immediate vicinity of schools.
- 4.6. A campaign for speed enforcement on the A73 was run, this focused on driver behaviour in rural villages which were located on the A73 trunk road.
- 4.7. A Taxi and Private Hire action plan ran in September focusing on education and enforcement surrounding vehicle documents, road worthiness of the vehicle and the driver's fitness to drive.
- 4.8. South Lanarkshire Road Safety YTD figures cannot be truly reflected against the previous years due to the pandemic, the initial reduction of traffic on roads and volume of people working from home or opting to use public transport. The table below is a synopsis of 2020 and 2021 stats.

Road Safety South Lanarkshire			
	April 2021 to Sept 2021	April 2020 to Sept 2020	% change
Speeding	473	460	+2.8%
Disqualified driving	37	45	-17.8%
Driving Licence	167	199	-16.1%
Insurance	380	504	-24.6%
Seat Belts	33	28	+17.9%
Mobile Phone	40	36	+11.1

- 4.9. Lanarkshire Division are committed to ensuring the road network is safe along with partners and the Road Safety Governance Board who has oversight of reviewing all road crashes and offending to provide a proportionate response to any concerns, trends or patterns identified.

5. New Driver Early Intervention Scheme

- 5.1. The new joint online training input is up and running allowing Lanarkshire Division and Scottish Fire and Rescue Service (SFRS) to continue with presentations on virtual platforms ensuring Road Safety messages are still being delivered to new and nearly new drivers age 16 to 25. Social media will continue to be used to publicise the scheme. Campus Officers have been trained to deliver the input and we hope to deliver more inputs in the New Year, to date 15 inputs have been delivered.

6. Cycle Safe Agility

- 6.1. Through funding secured from the Community Safety Partnership (CSP), Lanarkshire Division delivered cycle safety inputs to 126 young people across Lanarkshire at Bike Marking Events during July and August 2021.

7. Employee Implications

7.1. There are no employee implications.

8. Financial Implications

8.1. There are no financial implications.

9. Climate Change, Sustainability and Environmental Implications

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

10. Other Implications

10.1. There are no implications for risk in terms of the information contained within this report.

11. Equality Impact Assessment and Consultation Arrangements

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

11.2. There was not requirement to undertake any consultation in terms of the information contained in this report.

Lorna Hinshelwood
Local Authority Liaison Officer
Police Scotland

19 November 2021

Previous References

♦ Roads Safety Forum – 22 June 2021

List of Background Papers

♦ None

Contact for Further Information

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

Lorna Hinshelwood

Sergeant - Police Scotland

Police Liaison Officer

South Lanarkshire Council

Tel 01698 483008 - Police

Mob 07341790306

Email Lorna.hinshelwood@scotland.pnn.police.uk

Report

8

Report to:	Roads Safety Forum
Date of Meeting:	30 November 2021
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 has recommenced the delivery of its road safety programme in South Lanarkshire. We are at present unable to host sessions with our target audience on site due to our safe system of work not being signed off. We have been given access to high schools to deliver the input. In the new year we hope to be able to recommence our Firereach programme in which road safety is an integral part.

4.2. SFRS in Lanarkshire has recently appointed a dedicated Youth Community Safety Advocate along with a Community Fire Fighter who will be responsible for the planning and delivery of road safety education alongside the wider youth intervention strategy.

4.3. SFRS Incident Data Relating to road traffic collisions (RTCs):-

SFRS Incident Data Relating to RTCs			
	Q2 2020/2021	Q2 2021/2022	% change
Total number of RTCs	24	32	33.3%
Incidents with a fatality	1	2	100%
Total number of fatalities	1	2	100%
Non-fatal casualties	28	19	- 32.1%

- 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.

5. Future Engagements

- 5.1. A new online presentation has been developed to complement Police Scotland's Young Driver Scheme targeting new and nearly new drivers aged 16 to 25. This is now being delivered in partnership online and when restrictions permit, in person. SFRS will work to target driving age students and local businesses who employ young drivers. When restrictions are eased further we hope to utilise the virtual reality (VR) headsets to further enhance this input.

6. Employee Implications

- 6.1. There are no employee implications.

7. Financial Implications

- 7.1. There are no financial implications.

8. Climate Change, Sustainability and Environmental Implications

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

9. Other Implications

- 9.1. There are no implications for risk in terms of the information contained within this report.

10. Equality Impact Assessment and Consultation Arrangements

- 10.1. This report does not introduce a new policy, function or strategy or recommend a change to an existing policy, function or strategy, therefore, no impact assessment is required.
- 10.2. There was not requirement to undertake any consultation in terms of the information contained in this report.

Ben Adams
Local Authority Liaison Officer
Scottish Fire and Rescue Service

16 November 2021

Previous References

- ◆ Roads Safety Forum – 22 June 2021

List of Background Papers

- ◆ None

Contact for Further Information

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

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