

NORTH LANARKSHIRE COUNCIL

REPORT

TO: Bellshill and District Area Committee	Subject: Road Safety
From: Director of Planning and Development	
Date: 11 March 1999	Ref: S/TT/03/14/WH/SK

1.0 Purpose

- 1.1 The purpose of this report is to advise Bellshill and District Area Committee on road safety issues, particularly those raised by the Community Forum in its consideration of the North Lanarkshire Community Safety Strategy.

2.0 Background

- 2.1 The Bellshill and District Area Committee, at its meeting on 4th February, 1999, considered the local traffic and road safety concerns raised by the Community Forum at its meeting on 21st January, 1999 and decided that the Director of Planning and Development should bring forward this report.

3.0 Road Safety

- 3.1 Road Safety is a responsibility which the Council has under the Road Traffic Act 1988, Section 39 of which dictates that each local authority must:-

- prepare and carry out a programme of measures designed to promote road safety,
- carry out studies into road accidents,
- take appropriate measures to reduce the risk of such accidents including:-
 - a) dissemination of information and advice
 - b) provision of practical training to all classes of road user
 - c) construction, improvement, repair or maintenance of roads
 - d) other measures for controlling, protecting or assisting the movement of traffic
- when constructing new roads, take appropriate measures to reduce the risk of accidents

- 3.2 Funding for Road Safety schemes and initiatives is available from two main sources, the Council's Composite Capital Programme and the Revenue Budget. Major schemes involving a high cost are financed through the Capital Programme while minor alterations to the road network such as road markings and signing can be funded from the Revenue Budget. In general terms the Revenue Budget is directed at maintaining the existing road network while new assets are provided under the Capital Programme. A list of recently implemented schemes and initiatives is included at Appendix 1.

4.0 Traffic safety including the incidence of speeding

- 4.1 The Transportation function of the Department tackles road safety issues through implementation of the 4 E's (Engineering, Enforcement, Education and Encouragement).

- 4.2 At its meeting on 18th February 1998 the Planning and Development (Transport and Development) Sub-Committee approved a list of high injury accident locations as the basis for tackling problems associated with road accidents (Engineering) (Appendix 2). Four of the 36 accident locations listed lie within the Bellshill and District Area. During these times of restricted funding it is increasingly important to target resources in the best way possible to reduce accidents. The limitations on funding are such, however, that it has not been possible to include any road safety schemes in the Capital Programme for 1998/99. It remains to be seen if Service Plan bids for the next and subsequent financial years will find a place in the Capital Programme.
- 4.3 At its meeting of 6th January, 1999 the Planning and Development (Transport and Development) Sub-Committee approved selection criteria for the inclusion of road humps within traffic calming schemes (Engineering) (Appendix 3). Traffic calming is one of the tools used to treat injury accident locations.
- 4.4 Speeding is, unfortunately, endemic nowadays on the nation's roads. The responsibility for enforcing speed limits lies with Strathclyde Police (Enforcement). Where high speeds are a factor in injury accidents, however, the sites may qualify for treatment under the Council's policies at 4.2 and 4.3 above. It should also be noted that as part of the Strathclyde Police campaign, this Department has been involved in identifying those locations which are known to have a high percentage of speed related accidents to enable the police to target their resources.
- 4.5 As Members will be aware the Department has a small Road Safety Training Section (Education) which has a wide remit in providing information and training, not only to school children but to all road users. One current initiative is "Foolspeed" (Appendix 4) for which the Committee's support is sought.
- 4.6 In an attempt to practice what we preach discussions are underway with the Chief Executive's Department to raise Council official's awareness of road safety issues (Encouragement). Another example is the Safer Routes to School project which also involves raising awareness of such issues for parents and children.
- 5.0 Limited duration of pedestrian's crossing time at pelican crossings**
- 5.1 Pelican crossings are, by far, the most common form of signalised pedestrian crossing used in North Lanarkshire. The amount of time given to pedestrians to cross the road is decided by applying national criteria issued by the Scottish Office (Appendix 5). This time is in two parts, both of which are functions of the width of the crossing and the assumed walking speed of pedestrians of 1.2 m/s. Dependant on the crossing width, therefore, pedestrians are given between 10 and 25 seconds to cross the road in a combination of steady green and flashing green man signal while vehicular traffic is shown either a red or flashing amber signal. In some circumstances the green man time can be extended by an additional 2 seconds to assist, for example, disabled persons. In practice these timings work well when both drivers and pedestrians operate the system properly and obey their respective signals. The new Puffin style crossings are designed to detect the presence of pedestrians but these are only now beginning to be introduced.
- 6.0 Disrepair of roads within Bellshill and District area**
- 6.1 The routine maintenance of the fabric of the road network is funded through the Revenue Budget whereas serious deteriorations necessitating full road reconstruction are done through the Capital Programme, being classified, effectively, as a new asset. Road maintenance is prioritised on a basis of need but the whole of North Lanarkshire road network is suffering as a result of long term under-funding. This topic was the subject of a report to the Planning and Development Committee on 29th October, 1997 a copy of which is enclose at Appendix 6.

7.0 Insufficient street lighting at new traffic island on Main Street, Mossend

7.1 The island in question was installed by a private developer as a requirement of and in association with their residential development in Adamson Street. The developer constructed the island but failed to install lighting to the island's column until pressed by the Department's lighting officials. The island is now lit, but at the time of writing (4th March, 1999) has still to undergo the Council's electrical safety checks.

8.0 Recommendation

8.1 Committee is asked to note the contents of this report.

I A Lawson

for
Director of Planning and Development

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APPENDIX 1

RECENTLY IMPLEMENTED AND ONGOING ROAD SAFETY AND TRAFFIC MANAGEMENT SCHEMES/INITIATIVES

Viewpark/Tannochside

- 1) Old Edinburgh Road - Speed Camera (1995)
- 2) Old Edinburgh Road/West Avenue - Staggered Pelican Crossing (1995)
- 3) Old Edinburgh Road/Laburnum Road - Mini Roundabout (1996)
- 4) Old Edinburgh Road/Oakdene Avenue - Toucan Crossing (1996) Glasgow/Edinburgh Cycle Route
- 5) New Edinburgh Road/Spindlehowe Road - Traffic Signals (1996) Glasgow/Edinburgh Cycle Route
- 6) Aitkenhead Road/Old Edinburgh Road - Zebra Crossing (installation date of 12th April 1999)

Bellshill

- 1) Bellshill Town Centre Action Plan - Counts/Options currently being analysed
- 2) Motherwell Road - Speed limit countdown markers & entrance gateway (1998)
- 3) Hamilton Road - Town entrance gateway (1997)
- 4) North Road - Speed limit extension (1997)
- 5) North Road - Speed limit countdown markers & entrance gateway (1998)
- 6) Hamilton Road - Pedestrian and vehicular safety scheme (1997)
- 7) North Orbiston (Parkhead) - Twenty's Plenty initiative (1998)
- 8) Sacred Heart Primary School - Safer Routes To Schools initiative (ongoing)
- 9) Lawmuir Primary School - Road Safety initiative (ongoing)

Mossend

- 1) Main Street/Calder Road - Improvement to Roundabout (1994)
- 2) Main Street/Pollock Street - Staggered Pelican Crossing (1994)
- 3) Motherwell Road/Calder Road - Right turn Storage Bay (1995)
- 4) Main Street/McPherson Street - Refuge Island (1995)
- 5) Main Street/Bairdsland View - Staggered Pelican Crossing (1996)

Holytown

- 1) Carfin to Holytown Link Road (1995)
- 2) Main Street/Stevenson Street - Traffic Signals (1996)

Newarthill

- 1) Woodilee Road - Road Humps (1992)

APPENDIX

POSSIBLE FUTURE SCHEMES

Viewpark/Tannochside

- 1) New Edinburgh Road/Glasgow Road - Signing
- 2) New Edinburgh Road/Glasgow Road - Junction Improvements at Powburn, Blanntyre Farm Road and Old Edinburgh Road.
- 3) Old Edinburgh Road/Fallside Avenue - Upgrade of Traffic Signals

Bellshill

- 1) Bellshill Town Centre Action Plan Recommendations
- 2) North Road - Roundabout and Pedestrian Islands

Mossend

- 1) Main Street - Traffic Regulation Order
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NORTH LANARKSHIRE COUNCIL

REPORT

To: PLANNING AND DEVELOPMENT COMMITTEE (Transportation and Development Sub-Committee)		Subject: IDENTIFICATION OF LOCATIONS IN NLC WHICH HAVE HIGH INJURY ACCIDENT TOTALS
From: DIRECTOR OF PLANNING AND DEVELOPMENT		
Date: 18 February	Ref: D/TT/	

Purpose of Report

To bring to the attention of Committee details of locations which have the highest number of road injury accidents within the boundaries of North Lanarkshire.

Background

1. The Road Traffic Act 1988, section 39, makes provision for each local authority to carry out studies into accidents and to take steps to both reduce and prevent accidents:-

Section 39(3)....each authority:-

- a) must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than (trunk roads) within their area,
- b) must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents.....

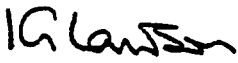
To this end NLC maintains a road accident database using information provided by Strathclyde Police. Accident data is updated on a monthly basis.

2. The road accident database was scanned for the period January 1994 to December 1996 and grid squares which had 5 or more injury accidents occurring within them during this period were identified.
3. Statistical tests were then applied to the accident data in order to identify locations which had significant levels of pedestrian accidents or a high proportion of fatal and serious accidents and these sites were weighted accordingly and a priority list was then established (see Appendix 1).
4. In this list pedestrian factor indicates the number of accidents which resulted in an injury to a pedestrian.
5. This priority list will enable available resources to be directed towards locations which have real rather than perceived road accident problems.
6. Accident sites which have been identified on trunk roads are listed separately since responsibility for the investigation of problems associated with these locations lies within the Scottish Office.

Recommendation

It is recommended that Committee:-

- a) note the Council's statutory duty under the Road Traffic Act 1988 to identify where road accidents are occurring and take measures to prevent accidents occurring in the future;
- b) note the contents of the priority list of sites with more than 5 injury accidents and approve its use as the basis for tackling problems associated with road accidents within NLC, and
- c) note that to achieve significant reductions in accident levels will require the allocation of adequate resources.



Stanley C. Cook
DIRECTOR OF PLANNING AND DEVELOPMENT

22 January 1998

For further information please contact Robert McCrum on 01236 616254.

North Lanarkshire Council Road Injury Accidents 1994 to 1996

Cluster Sites

	<u>Grid Ref.</u>	<u>Road No.</u>	<u>Approximate Location</u>
1	279700,655000	A721	MAIN ST AT ITS J/W KIRK ROAD WISHAW
Accidents: 11 Pedestrian Factor: 5			
2	279300,654600	B7032	CALEDONIAN ROAD 50 M SOUTH OF STATION RD WISHAW
Accidents: 8 Pedestrian Factor: 4			
3	280200,654400	A721	STEWARTON ST AT J/W GREENHEAD RD WISHAW
Accidents: 8 Pedestrian Factor: 2			
4	273400,663000	A725	WHIFFLET STREET 30M NORTH OF HAGMILL RD COATBRIDGE
Accidents: 8 Pedestrian Factor: 2			
5	274700,657800	A721	BELLSHILL RD NR TO J/W NEWHUT RD M'WELL
Accidents: 8 Pedestrian Factor: 1			
6	273200,660200	B7070	B7070 NORTH ROAD BELLSHILL AT J/W MAIN ST
Accidents: 7 Pedestrian Factor: 3			
7	273600,663800	A725	WHIFFLET ST AT SCHOOL STREET COATBRIDGE
Accidents: 7 Pedestrian Factor: 2			
8	273300,662300	A725	A725 AT J/W NORTH ROAD COATBRIDGE
Accidents: 7 Pedestrian Factor: 1			
9	272200,660400	A721	NEW EDINBURGH ROAD AT J/W BELLZIEHILL ROUNDABOUT
Accidents: 7 Pedestrian Factor: 0			
10	272200,663500	U	OLD MONKLAND RD 50 YDS EAST OF DUNURE ST COATBRIDGE
Accidents: 6 Pedestrian Factor: 6			
11	273100,659900	B7070	HAMILTON RD APPROX 10M SOUTH OF CROSSGATES BELLSHILL
Accidents: 6 Pedestrian Factor: 4			
12	274700,657900	U	BELLSHILL RD AT ITS JUNCTION WITH LOGANS RD MOTHERWELL
Accidents: 6 Pedestrian Factor: 3			
13	282300,656000	A722	MANSE RD 70M FROM J/W WESTWOOD RD NEWMAINS
Accidents: 6 Pedestrian Factor: 3			
14	275100,656900	A721	HAMILTON RD AT J/W MUIR ST
Accidents: 6 Pedestrian Factor: 1			

15 276500,669300 A73 STIRLING RD AT ITS J/W GREENGAIRS RD AIRDRIE
Accidents: 6 Pedestrian Factor: 1

16 276500,668300 B803 A73 STIRLING RD AT J/W GREENGAIRS RD
Accidents: 6 Pedestrian Factor: 0

17 270000,664500 A89 COATBRIDGE RD BARGEDDIE J/W LANGMUIR RD
Accidents: 6 Pedestrian Factor: 0

18 277400,661800 B802 BO'NESS RD AT J/W WOODHALLMILL RD CHAPELHALL
Accidents: 6 Pedestrian Factor: 0

19 286700,658500 B717 BURNBRAE RD NR TO J/W THE A71
Accidents: 6 Pedestrian Factor: 0

20 282200,655600 A73 MAIN STREET APPROX 10M SOUTH OF J/W SCHOOL RD NEWMAINS
Accidents: 6 Pedestrian Factor: 0

21 279600,655100 A721 MAIN ST 50YDS WEST OF J/W HILL ST WISHAW
Accidents: 5 Pedestrian Factor: 4

22 277900,665000 U HOWLETNEST RD AIRDRIE APR 60MTRS W/OF ITS J/W BANKHEAD AVE
Accidents: 5 Pedestrian Factor: 4

23 278300,665800 B8058 FORREST ST AT J/W CONNOR ST AIRDRIE
Accidents: 5 Pedestrian Factor: 4

24 271400,660900 B7001 OLD EDINBURGH RD NEAR J/W FALLSIDE AVE VIEWPARK
Accidents: 5 Pedestrian Factor: 3

25 276700,665400 A89 CLARK ST AIRDRIE AT ITS J/W KNOX ST
Accidents: 5 Pedestrian Factor: 3

26 273700,663800 B753 CALDER STREET COATBRIDGE AT ITS J/W WILLIAM STREET
Accidents: 5 Pedestrian Factor: 3

27 273400,673200 C35 NORTH RD 25M NORTH OF J/W MAIN RD CONDORRAT
Accidents: 5 Pedestrian Factor: 3

28 279200,653300 B754 CASTLEHILL ROAD AT JUNCTION WITH SMITH AVENUE WISHAW
Accidents: 5 Pedestrian Factor: 2

29 274700,658200 U DALRIADA CRES AT J/W KYLEMORE CRES MOTHERWELL
Accidents: 5 Pedestrian Factor: 2

30 274600,664800 A89 MAIN ST AT J/W LOCKS ST C'BRIDGE
Accidents: 5 Pedestrian Factor: 2

31 275600,665200 A89 ALEXANDER ST AT QUEEN VICTORIA ST AIRDRIE

Accidents: 5 Pedestrian Factor: 1

32 273600,664800 A89 MAIN ST 5 YDS EAST OF J/W COATBANK ST COATBRIDGE

Accidents: 5 Pedestrian Factor: 1

33 277200,665400 A73 CARLISLE RD AT ROUNDABOUT JCT CLARK ST AIRDRIE

Accidents: 5 Pedestrian Factor: 0

34 270400,677700 A803 GLASGOW RD KILSYTH APP 10YDS WEST OF LAIRDSHILL PL KILSYTH

Accidents: 5 Pedestrian Factor: 0

35 273900,656400 A723 HAMILTON RD AT J/W SPINE RD MOTHERWELL

Accidents: 5 Pedestrian Factor: 0

36 274200,656300 B754 AIRBLES RD 25M EAST OF J/W GREENACRES MOTHERWELL

Accidents: 5 Pedestrian Factor: 0

Trunk Road Locations

1 269900,670300 A80 CUMBERNAULD ROAD 1/2 MILE EAST OF J/W STONEYETTS RD

Accidents: 12 Pedestrian Factor: 0

2 270700,663400 A8 A8 WESTBOUND AT ON SLIP FROM A752

Accidents: 7 Pedestrian Factor: 0

3 274200,674000 A80 A80 AT J/W A73 AT AUCHENKILN ROUNDABOUT

Accidents: 9 Pedestrian Factor: 0

4 273300,662700 A8 A8 NEAR SHAWHEAD AT SLIP RD TO A725 COATBRIDGE

Accidents: 5 Pedestrian Factor: 0

5 273300,662600 A8 A8 800M EAST OF SHAWHEAD FLYOVER

Accidents: 5 Pedestrian Factor: 1

6 274100,673900 A80 A80 AT AUCHENKILNS ROUNDABOUT

Accidents: 5 Pedestrian Factor: 0

EXCERPT OF MINUTE OF MEETING OF THE PLANNING AND DEVELOPMENT (TRANSPORT AND DEVELOPMENT) SUB-COMMITTEE HELD ON 6 JANUARY 1999

TRAFFIC CALMING - ROAD HUMPS SELECTION CRITERIA

3. Under reference to paragraph 3 of the Minute of the meeting of this Sub-Committee held on 23 September 1998 there was submitted a report (docketed) dated 18 December 1998 by the Director of Planning and Development (1) advising of the introduction of the Road Humps (Scotland) Regulations 1998, which came into force on 19 July 1998, and the accompanying guidance from the Secretary of State for Scotland; (2) reminding Members of the ongoing trial of low cost 20 mph zones, which could, in future, be used as an alternative to the installation of road humps, and (3) proposing operational criteria to be used to assess requests for the installation of road humps as part of a Traffic Calming Scheme on an existing road.

Decided:

- (1) that the ongoing trial of low cost 20 mph zones in North Lanarkshire be noted, and
- (2) that road humps complying with the requirements of the Road Humps (Scotland) Regulations 1998, be placed on roads only where each of the following operational criteria are satisfied:-
 - (a) where the road is within a residential area and where there are a minimum of three pedestrian injury accidents recorded in the preceding three year period per 100 metres of road;
 - (b) where a system of carriageway lighting complying with BS5489 is provided;
 - (c) where a maximum speed limit of 30 mph is in force;
 - (d) where the average vehicle speed exceeds 25 mph;
 - (e) where there are no bus routes (other than an in exceptional circumstances), and
 - (f) if it is unlikely that migration of traffic will cause more severe problems on adjacent roads.

NORTH LANARKSHIRE COUNCIL

REPORT

To: PLANNING AND DEVELOPMENT COMMITTEE (TRANSPORT AND DEVELOPMENT SUB-COMMITTEE)		Subject: TRAFFIC CALMING, ROAD HUMPS SELECTION CRITERIA
From: DIRECTOR OF PLANNING AND DEVELOPMENT		
Date: 6 January 1998	Ref: JM/KG	

Purpose of Report

1. This report asks Committee to approve the adoption of criteria which will be used to assess the justification for the installation of road humps as part of a traffic calming scheme on an existing road.

Background

2. The Roads (Scotland) Act 1984 (commencement No 3) Order 1990 brought into force sections 36 to 40 of the Roads (Scotland) Act 1984 on January 1991. Section 38(1) empowers the Secretary of State to make Regulations concerning the construction, maintenance and status of road humps and consequently, the Road Humps (Scotland) Regulations 1990 came into force on 11 January 1991.
3. As reported to Committee on 23 September 1998, the Road Humps (Scotland) Regulations 1998 replaced the Road Humps (Scotland) Regulations 1990 with effect from 16 July 1998.
4. The Scottish Office guidance contained in SODD Circular No 9/1998 gives roads authorities significantly greater freedom to design and install road humps. However, while this legislation authorises the Council to install road humps, it is still necessary to establish criteria to allow assessment and justification to be viewed against the many competing demands on resources. Road humps are not a pancea for perceived road safety issues and there are significant costs associated with their installation and subsequent maintenance. It is important therefore that any sites targeted are the ones which will offer the greatest benefits i.e. those where the greatest accident reductions can be achieved.
5. Analysis of road accidents in North Lanarkshire in 1997 indicates that 21% of all casualties were pedestrians, with 67% of these being either children or senior citizens. The rate for child pedestrians in North Lanarkshire was 218 casualties per 100,000 population which compares unfavourably with the rate for Scotland which was 194 casualties per 100,000 of the population. It is also noted that elderly pedestrians are particularly vulnerable since 6 out of 10 pedestrians killed on the roads in North Lanarkshire in 1997 were over the age of 65. Statistics show that of the child pedestrian casualties in North Lanarkshire, 23% are injured on their way to/from school, therefore the great majority of children are injured outwith school hours and research shows that the accidents happen within relatively short distances of home. Therefore, if traffic calming is to be used to reduce this accident total, it should be concentrated in the high risk residential areas.

6. As an alternative to expensive traffic calming measures the Council have implemented a trial, in conjunction with the other Scottish Councils, to establish if low cost measures can effect reductions in speeds and accidents in residential areas. The Low Cost 20 mph Schemes in Residential Areas trial scheme was first reported to committee on 12 November 1997 and the three trial sites were implemented during November 1998. The results of this trial throughout Scotland will be reported within 2 years and if successful, authorisation may be given at that time for implementation in all residential areas.
7. Until the 20 mph trial reports are completed and given the current problems with regard to pedestrian accidents within North Lanarkshire (and in particular child pedestrian accidents) in residential areas, it is considered that the following basic criteria should be applied in assessing whether road humps should be installed as part of a traffic calming scheme:

Road humps, complying with the requirements of the Road Humps (Scotland) Regulations 1998, should be placed on roads only :-

- a) where there are a minimum of three pedestrian injury accidents recorded in the previous three years per 100m length of road,
- b) within a residential area,
- c) where a system of carriageway lighting complying with BS5489 is provided,
- d) where a maximum speed limit of 30 mph is in force,
- e) where the average vehicle speed exceeds 25 mph,
- f) where there are no bus routes (other than in exceptional circumstances),
- g) if it is unlikely that migration of traffic will cause more severe problems on adjacent roads

Recommendations

8. Committee is asked to:-
- a) note the ongoing trial of low cost 20 mph zones;
 - b) approve the use of the criteria in paragraph 7 above to assess the justification for installation of road humps as part of a traffic calming scheme.

Stanley C. Cook
DIRECTOR OF PLANNING AND DEVELOPMENT

18 December 1998

For further information please contact John Marran on 01236 616253.

SCOTTISH ROAD SAFETY CAMPAIGN**FOOLSSPEED INITIATIVE**

- 1. The Scottish Road Safety Campaign [SRSC] is funded by the Scottish Office and is responsible for the promotion and co-ordination of Road Safety in Scotland.**
- 2. The SRSC has 2 main committees - Publicity and Education.**
- 3. North Lanarkshire Council plays an active part within the SRSC with Jim Truscott Planning and Development Dept. current Chair of the Education Committee which oversees the production of Road Safety educational resources and other related activities.**
- 4. In 1997 the Publicity Committee identified a need to develop a strategy aimed at changing driver behaviour. The Working Group which was subsequently set up decided that the main thrust of the strategy would be to target the problem of inappropriate and excessive speed of vehicles on the road.**
- 5. After considerable research the title Foolsspeed was given to the campaign and the strategy based on a psychological theory of human behaviour change.**
- 6. The Foolsspeed campaign was launched on the 10th November 1998 by The Scottish Office Minister Calum MacDonald and will run in various phases for approximately 4 years.**
- 7. The first phase of paid advertising is detailed on the attached sheet.**
- 8. Paid publicity, however, is only part of the Campaign. The SRSC is seeking partners and sponsors from both the private and public sector.**
- 9. North Lanarkshire Council will be supporting the campaign. The Planning and Development [Transportation and Development] Sub Committee at it's meeting on 11th November agreed to support the Campaign as staff and financial resources allow.**
- 10. A range of materials have been produced to support the Campaign and these are available from SRSC. [See attached sheet for details]. The Planning and Development Dept. is seeking the support of the Community Safety Task Group to maximise publicity for the Campaign within the Authority [See attached list of possible activities] and is encouraging the partners within the Task Group to identify ways in which the Foolsspeed Campaign can be supported within their organisation.**

**LIST OF WAYS IN WHICH NLC MAY BE ABLE TO SUPPORT THE
FOOLSSPEED CAMPAIGN**

Official launch of local Foolsspeed campaign. P. and D. Dept./Comm. Safety Task Group/local press.

Produce special backdrop for launch incorporating Campaign/NLC/Community Safety Task Group logos.

Use of backdrop in strategic locations within Council premises.

Seek the support of Departmental Directors and appropriate Committees for the Campaign

Distribution and display of campaign posters both within and outwith the Council *premises*

Display of Campaign decal on Council vehicles

Consider use of Campaign logo as computer screensaver

Use of computer mouse mat with Campaign logo

Message to staff via facility on wage slip

Possible use of logo on mail frank system

Details of the Campaign in staff newsletter

Feature of the Campaign - possibly photographs of launch in NLC newspaper

NLC seeks the support of the Community Safety Task Group partners in the development of ideas similar to the above within their own organisations.

"THE DESIGN OF PEDESTRIAN CROSSINGS"

Table 3 PELICAN CROSSINGS - OPERATIONAL CYCLE, USE & VARIATIONS

PERIOD	USE	VARIATION FOR
A	Vehicle running time	Traffic volume
B	Standard stop warning to vehicles	None
C	Vehicle clearance period	Vehicle actuation
D	Pedestrian invitation to cross	Road width, disabled pedestrians, crossings with central refuge
E	Warning to pedestrian to clear the crossing and not to cross. Vehicles remain stopped. For use with divided crossing	Site conditions
F	As period 5 above but with vehicles allowed to proceed provided the crossing is clear of pedestrians ahead of them	Road width
G	Additional pedestrian clearance time before vehicle running period	Road width

Table 4 PELICAN CROSSINGS - OPERATIONAL CYCLE & TIMINGS

PERIOD	SIGNALS SHOWN		TIMINGS (Seconds)
	TO PEDESTRIANS	TO VEHICLES	
A	Red Standing Figure (wait)	Steady Green (proceed if way is clear)	20-60 (fixed) 6-60 (VA)
B	Red Standing Figure	Steady Amber (stop unless not safe to do so)	3 (Mandatory)
C	Red Standing Figure	Steady Red (stop, wait behind Stop line on carriageway)	1 to 3
D	Green Walking Figure with audible signal if provided (cross with care)	Steady Red	4 to 7 (in some circumstances plus 2)
E	Flashing Green Figure (do not start to cross)	Steady Red	0 or 2
F	Flashing Green Figure	Flashing Amber (give way to pedestrians on the crossing - they have priority)	6 to 18
G	Red Standing Figure	Flashing Amber	1 or 2

NORTH LANARKSHIRE COUNCIL

REPORT

To: PLANNING AND DEVELOPMENT COMMITTEE	Subject: ROAD MAINTENANCE EXPENDITURE
From: DIRECTOR OF PLANNING AND DEVELOPMENT	
Date: 29 OCTOBER 1997	Ref: IGL/LMcW

PURPOSE OF REPORT

1. To inform the Committee of the consequences of current levels of roads revenue expenditure and to make recommendations regarding future expenditure levels.

BACKGROUND

2. In recent years, local authorities have come under increasing pressure to reduce expenditure in real terms. Central Government has used rate capping measures to ensure that local authorities comply with their desired objective to reduce public spending. As a result, all local authorities have had to make difficult decisions with regard to the effects on services.
3. As far as the Roads revenue budget is concerned, expenditure in 1997/98 in North Lanarkshire will be 40% less in real terms than it was 8 years ago (just over £7m compared with £11m if the 1989 had kept pace with inflation and increase in length of road network - see Appendix 1). This situation is further exacerbated by the fact that the road network is carrying 30% more traffic than it was in 1989/90 - including a substantially increased number of heavy goods vehicles. The significance of this last factor is that the damage to roads infrastructure caused by vehicles is proportional to the 4th power of the axle weight. A single 38 tonne truck is therefore equivalent to 12000-15000 cars.
4. The issue of underfunding of the road network is not restricted to North Lanarkshire Council. A recent report by the County Surveyors Society has indicated that an extra £3billion a year is needed to improve and maintain the existing network within the UK.
5. Nor are the problems confined to road surfaces. Street lighting columns also have a finite life but a large proportion are well in excess of the nominal 30 year lifespan for which they are designed. The problem has been highlighted by a number of spectacular and tragic failures of concrete and steel columns in various parts of the UK.
6. North Lanarkshire Council is responsible for a 1450 km local road network plus associated footways, 425+ bridges and 55000 lighting columns. The Net Book Value of £105m (including only £750,000 for all bridges) does not reflect the true value of this network to the community in terms of facilitating communications and economic and social activity. Indeed the replacement value alone of the network would be in excess of £1bn.

7. To offset the restrictions on the revenue budget certain carriageway and footway resurfacing schemes which have historically been carried out under the Revenue Budget have been capitalised. However, while financially expedient, this has implications on other capital budget aspirations and cannot be a long term solution. Meanwhile, the transportation capital budget itself is no longer ring-fenced and transportation projects have to compete with other Council priorities. The desire of the Council to retain levels of expenditure on Winter Emergency Works means that the cuts in other road maintenance activities are proportionally greater.

REQUIRED LEVELS OF EXPENDITURE

8. A recent study by this Department indicated that a sum of £26m would be required to repair the immediate outstanding defects on carriageways and footways. This is simply to patch existing carriageways and footways and no allowance has been made for the resurfacing which in many cases is required or desirable. The actual provision in this year's revenue budget for such works is £1.75m.
9. The sum required to replace deteriorated lighting columns is £25m. In practice, we anticipate spending in the order of £0.5m this year on the replacement of lighting columns.
10. The graph in Appendix 1 shows that in this financial year there is a £4m revenue gap between the allocated budget and the 1989/90 level of expenditure projected forward to 1997/98. If this £4m funding deficit is not reinstated in subsequent financial years, the result will be that an increasing length of the Council's road network will fall below tolerable standards.
11. The situation in regard to the Street Lighting Network is equally critical. At the present time, almost half of the Council's 55,000 lighting units are either structurally unsound or fail to meet the requirements of the Electricity at Work Regulations. There has been an increasing incidence of columns collapsing in high winds with an attendant risk to life and property. Major electrical faults are also common because of the dilapidated state of much of the cable network and the safety and security of residents in affected areas is compromised. To maintain the integrity of the Street Lighting Network, columns and equipment have to be replaced in a 30 year cycle. Such a planned maintenance strategy would require the Council to replace some 2,000 columns per year at a cost of £2 million per annum.
12. In 1987, the Government set a target of a one third reduction in the number of casualties by the year 2000 when compared with the average number of casualties in the period 1981-1985. This is an objective which the former Strathclyde Regional Council set out to better through a combination of the 4 E's - engineering, education, enforcement and encouragement. In the last 12 months for which detailed statistics are available, 21 people were killed and 1251 injured in accidents on roads in North Lanarkshire. Many of these casualties involved school children and the elderly. Deteriorating road surfaces, inadequate street lighting and adverse weather conditions all conspire to exacerbate the road safety record. It is also worth noting that the Road Safety Code of good practice recommends 1 Road Safety officer per 50,000 population. The figure for North Lanarkshire would therefore be 6+ officers. We have a team of 4 based in Motherwell.

3.

CONSEQUENCES OF UNDER-FUNDING

13. The likely effects of continued under-funding are as follows:
- a) An increasing length of the Council's road network will fall below tolerable standards.
 - b) The safety of the travelling public (both pedestrian and vehicles) will be compromised.
 - c) There will be an increasing number of liability claims.
 - d) There will be a higher incidence of street lighting failures.
 - e) It will become more difficult to attract inward investment.
 - f) The Council may not meet the Government target of reducing road casualties by one-third by the year 2000.
 - g) An increased risk of crime/anti-social behaviour because of street lighting faults.
14. While it is recognised there are competing needs for scarce council funding it is considered that road maintenance budgets have suffered more than their fair share of cuts within recent years. Basically the Council has to spend to save. Large scale replacement reconstruction and resurfacing works are required to arrest the present rate of decline and to restore the balance between capital and revenue expenditure.
15. If the Council were to adopt a 10 year revenue works programme to bring its roads up to standard, it would require an additional £5m/annum over and above the £4m mentioned in paragraph 10.

RECOMMENDATIONS

16. Committee is asked to:-
- (i) Note the contents of this report.
 - (ii) Recognise that the present revenue funding of the road network is inadequate.
 - (iii) Agree in principle the need to carry out a planned revenue programme to bring the existing road and lighting network up to a more acceptable standard.
 - (iv) Refer this report to the Policy and Resources Committee for their consideration with a view to augmenting revenue funding for road maintenance expenditure.

IC Lawson

Stanley C. Cook
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For further information please contact Grahame Lawson on 01236 616202.

NORTH LANARKSHIRE COUNCIL

Comparison of Actual Contractors' Budget with Budget Using Harris Index and Increase in Adopted Roads (Base Year 1989)

