

South Lanarkshire Council



Annual Performance Report

2014 – 15



Objective 3

Improve road network and influence improvements in public transport



3. Improve road network and influence improvements in public transport

Lead – Community and Enterprise Resources

A high quality and well maintained road network matters to everyone in South Lanarkshire and beyond – businesses use it to deliver goods and services; workers use it to get to and from their place of work; families use it every day. We aim to ensure that the road and public transport network enables the flow of people, goods and services safely throughout the area, thereby supporting the local economy.



We said that we would improve and maintain the road network through allocation of significant additional resources over a number of years and support a range of public transport schemes.

Achievements for 2014-15



- We continued to implement the [Road and footpath improvements plan](#), completing 214 carriageway schemes and 54 footway schemes within the year. As a result, 7% of the council's road network was resurfaced last year, leading to an improvement in the condition of the road network in South Lanarkshire and a reduction in the amount of our road network that still needs to be considered for maintenance treatment: 33.8% compared to 35.9% in 2013-14.
- We completed improvements to the road infrastructure, including junction alterations and the installation of traffic signals at the A749 East Kilbride Road / Western Road and regional congestion reduction measures at Main Street / Mill Street, Rutherglen.
- In conjunction with Strathclyde Partnership for Transport, we completed alteration works at the Blackswell Lane / Townhead Street junction in Hamilton Town Centre. Monitoring carried out since completion of the works has already shown the benefits.
- We undertook safety checks on 374 bridges and strengthened Thinacre Bridge in Quarter.
- The council is responsible for almost 65,000 lighting columns (including street lighting and sign lights) and luminaires, many of which have reached the end of their useful lives and are in poor condition. We are working towards renewing all potentially defective items, and renewed or improved 470 lighting columns in 2014-15. The period 2015 to 2020 will see significant additional investment in the replacement of our lighting units.
- We delivered traffic signal and pedestrian crossing maintenance improvements at four locations within Uddingston, Law, Hamilton and Lanark and responded to 99% of traffic signal faults within 48 hours, which is in excess of our annual target of 95%.

Improve road network and influence improvements in public transport

Achievements for 2014-15 (continued)

- In response to the increasing challenge of severe and changing winters, we treated over 1,000 km of our road network and almost 100 km of footways, using 37,000 tonnes of salt.
- We continued to encourage more people to travel actively and sustainably by promoting walking, cycling and the use of public transport. We did this by completing the installation of cycling routes, including the last phase of the East Kilbride to Hamilton route and the Cambuslang section of the Hamilton to Rutherglen route. We also worked with developers to complete a new Park and Ride car park in Blantyre, and we promoted the use of school travel plans aimed at providing children with healthy travel alternatives to and from school; the number of schools with travel plans increased from 59 to 64.

Areas for improvement and action



- During 2013, a total of 75 people were killed or seriously injured on South Lanarkshire's roads, including six fatal casualties (one of which was a fatal child casualty). This represented one of the lowest figures in our history. However, in 2014, the number of people killed or seriously injured increased to 96, including 12 fatal casualties (one of which was a fatal child casualty). Whilst these figures show that the overall number of serious and fatal casualties has increased from 2013 to 2014, the long term trend is still generally downward and the targets within South Lanarkshire are still achievable. These figures are a reminder that a focus on road safety initiatives is a council necessity if it is to maintain its contribution to reducing road casualties on the roads of South Lanarkshire and make roads safer for all users. The council's Roads and Transportation Service will therefore continue to focus on accident reduction projects during 2015-16.

Next steps



- We will continue to implement our Roads Investment Programme, completing 176 carriageway schemes and 42 footway schemes, and we will continue to undertake safety checks and maintenance on our bridges.
- As part of the new £1.13 billion City Deal for Glasgow and the surrounding areas, we will progress three major road infrastructure projects at Cathkin Relief Road, Greenhills Road and Stewartfield Way. Construction of the Cathkin Bypass is expected in 2016. The road will reduce traffic on local residential roads, reduce congestion at peak times and cut carbon emissions. See article 'Operation bypass' in [The Reporter Winter 2014](#) page 40.
- We will deliver improvements to local infrastructure to encourage walking and cycling. This includes completing the national cycle route from Larkhall to Stonehouse, completing the first phase of the national cycling network south of Lesmahagow, and continuing discussions regarding new cycle routes in East Kilbride and additional works on existing cycle routes in Rutherglen and Cambuslang.
- We will deliver traffic signal and pedestrian crossing maintenance improvements and complete over 95% of traffic signal repairs within 48 hours.
- We will continue our programme of street lighting improvements, with 1,800 lighting columns improved / renewed by the end of March 2016.
- We will continue to deliver a winter maintenance service allowing the safe passage of vehicles and pedestrians, and minimising delays, diversions or road closures due to winter weather.

Improve road network and influence improvements in public transport

 Link to:

[Transport and streets](#)

[Local Transport Strategy](#)

[Roads and Lighting performance at a glance report](#)

[Improve road network and influence improvements in public transport – Quarter 4 Progress Report 2014-15](#)



Road maintenance

Independent surveys assess the quality of the council's roads and identify if they should be considered for treatment. A lower percentage of the road network requiring treatment indicates that more of the road network is in good condition. The council's results show that the condition of our roads is steadily improving and this can be attributed to the above ongoing investment programme.



Percentage of the road network to be considered for maintenance:

	2012-13	2013-14	2014-15	Are we improving?
SLC	36.8%	35.9%	33.8%	Yes 
Scotland	36.2%	36.7%	37%	

Case study:

from [The Reporter Spring 2015](#) page 16

Driving forward road improvements

Launched in 2008, the council's £126 million Roads Investment Programme is designed to improve around 80% of the council-controlled road network. Although originally scheduled to last for 8 years, the scheme was extended to 2019.

In 2014-15, under this programme, roads across South Lanarkshire benefited from around £19 million of investment. Road improvements included:

- resurfacing work on the A724 Hamilton Road, Cambuslang (£190,000)
- resurfacing work on the A730 Blairbeth Road, Rutherglen (£272,000)
- partial reconstruction and resurfacing of the section from Calderglen Country Park to Torrance roundabout (£260,000)
- partial reconstruction and resurfacing at Gilmourton, Strathaven (£200,000)
- improvements to New Lanark Road, Clydesdale (£680,000)
- resurfacing work on the A724 Burnbank Road, Hamilton (£180,000)

The Roads Investment Programme continues to deliver improvements for everyone using the roads in South Lanarkshire. There is still a lot of work to be done. However, there have been significant improvements since the programme began back in 2008, especially relating to the main roads, which have been the council's prime focus. With a high percentage of these main roads now improved, the focus can now turn to our residential roads.



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