



- 1.3 The council is typically able to construct about between one and four schemes per year depending on budget availability, and receives in excess of 250 requests for road safety improvements per year. All enquiries are assessed in a consistent, fair and transparent manner, in accordance with the agreed policy, to ensure the council's finite resources are targeted to the areas in communities with the highest risk setting.

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## 2. Report

- 2.1 The petition was submitted to the council by Newarthill Community Council, requesting a controlled pedestrian crossing facility, particularly around the area adjacent to 'Sal's Fastfood' shop.
- 2.2 To establish current conditions at this location, a pedestrian movement survey was carried out on Thursday 13th March 2025, for a 12-hour period from 7am to 7pm to establish the volume of pedestrians crossing and traffic volumes at the location around Sal's Fastfood on Carfin Road, Newarthill. See Appendix 1 attached.
- 2.3 The survey results allow the calculation of the degree of conflict between pedestrians and vehicles to determine whether the location meets the threshold for the installation of a controlled pedestrian crossing. A pedestrian crossing demand assessment was carried out on Carfin Road at location 952-01 and the resultant score was **11 points**, which is significantly below the initial threshold of 80 points. Therefore, there is insufficient evidence to justify the consideration of any pedestrian crossing improvements on Carfin Road at this time.
- 2.4 In addition, to determine whether any other road safety improvements were a priority, a traffic survey was undertaken on Carfin Road for a seven-day period, commencing on 13th March 2025. The survey measured the 85th percentile speeds at these locations. The 85th percentile speed is defined as the speed at or below which 85 percent of all vehicles are observed to travel under free-flowing conditions past a monitored point and is the standard metric used to establish speed limits on roads. The speed survey results confirmed that the recorded 85th percentile speed was 34.5mph at location 952-01 of Appendix 2. The speed limit on Carfin Road is 30mph.
- 2.5 Furthermore, a review of Police Scotland's Road injury accident statistics on Carfin Road was undertaken for the most recent five-year period where data is available, which is from 18 February 2020 to 17 February 2025. The review confirmed there has been 2 slight injury accidents recorded in this time period on Carfin Road. It should be noted that Police Scotland do not record details of accidents that involve damage to vehicles and property only. Only details of injury accidents are recorded by Police Scotland and that is what many local authorities, including North Lanarkshire Council, use to inform their priorities for road safety improvements.
- 2.6 After assessing the traffic speeds and accident history information, together with surveyed traffic volumes and the proportion of HGVs, the Road Safety Indicators scores for 'road safety improvements' at this location is **98 points**, which is below the Stage 2 threshold of 130 points. Therefore, there are no proposals to undertake road safety improvements, including the introduction of pedestrian crossing facilities on Carfin Road at this time.

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## 3. Measures of Success

The request from the Community Council has been assessed in accordance with the council's policy and prioritisation framework for pedestrian crossings and traffic calming to ensure consistency of approach in the assessment of road safety requests.

#### **4. Supporting Documentation**

Appendix 1 – Location plan of pedestrian survey on Carfin Road

Appendix 2 – Location plan of vehicle speed and volume survey on Carfin Road

Appendix 3 – Policy – Prioritisation of Road Safety Improvements (approved at Environment & Climate Change Committee - 8/2/23)



**Pamela Humphries**  
**Chief Officer (Place)**

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**5. Impacts ( <http://connect/report-template-guidance> )**

<p><b>5.1 Public Sector Equality Duty and Fairer Scotland Duty</b> Does the report contain information that has an impact as a result of the Public Sector Equality Duty and/or Fairer Scotland Duty? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?  If Yes, has an assessment been carried out and published on the council's website? <a href="https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments">https://www.northlanarkshire.gov.uk/your-community/equalities/equality-and-fairer-scotland-duty-impact-assessments</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.2 Financial impact</b> Does the report contain any financial impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant financial impacts have been discussed and agreed with Financial Solutions? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.3 HR policy impact</b> Does the report contain any HR policy or procedure impacts? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant HR impacts have been discussed and agreed with People and Organisational Development? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.4 Legal impact</b> Does the report contain any legal impacts (such as general legal matters, statutory considerations (including employment law considerations), or new legislation)? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, have all relevant legal impacts have been discussed and agreed with Legal and Democratic Solutions? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>
<p><b>5.5 Data protection impact</b> Does the report / project / practice contain or involve the processing of personal data? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, is the processing of this personal data likely to result in a high risk to the data subject? Yes <input type="checkbox"/> No <input type="checkbox"/> If Yes, has a Data Protection Impact Assessment (DPIA) been carried out and e-mailed to <a href="mailto:dataprotection@northlan.gov.uk">dataprotection@northlan.gov.uk</a> Yes <input type="checkbox"/> No <input type="checkbox"/></p>
<p><b>5.6 Technology / Digital impact</b> Does the report contain information that has an impact on either technology, digital transformation, service redesign / business change processes, data management, or connectivity / broadband / Wi-Fi? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> If Yes, please provide a brief summary of the impact?</p>

Where the impact identifies a requirement for technology, has an assessment been carried out (or scheduled) by the Enterprise Architecture Governance Group (EAGG)?

Yes  No

**5.7 Environmental / Carbon impact**

Does the report / project / practice contain information that has an impact on any environmental or carbon matters?

Yes  No

If Yes, please provide a brief summary of the impact?

**5.8 Communications impact**

Does the report contain any information that has an impact on the council's communications activities?

Yes  No

If Yes, please provide a brief summary of the impact?

**5.9 Risk impact**

Is there a risk impact?

Yes  No

If Yes, please provide a brief summary of the key risks and potential impacts, highlighting where the risk(s) are assessed and recorded (e.g. Corporate or Service or Project Risk Registers), and how they are managed?

**5.10 Armed Forces Covenant Duty**

Does the report require to take due regard of the Armed Forces Covenant Duty (i.e. does it relate to healthcare, housing, or education services for in-Service or ex-Service personnel, or their families, or widow(er)s)?

Yes  No

If Yes, please provide a brief summary of the provision which has been made to ensure there has been appropriate consideration of the particular needs of the Armed Forces community to make sure that they do not face disadvantage compared to other citizens in the provision of public services.

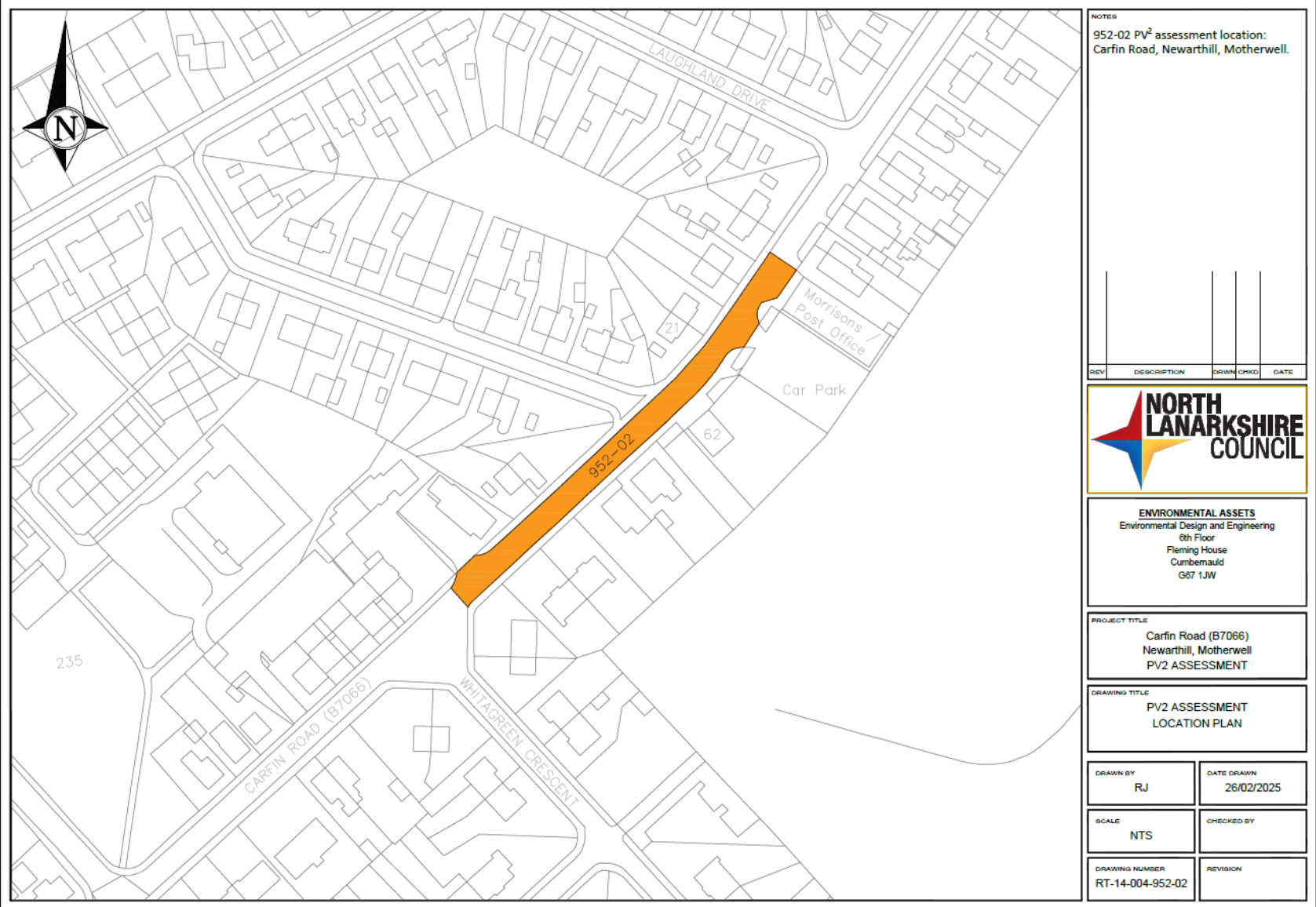
**5.11 Children's rights and wellbeing impact**

Does the report contain any information regarding any council activity, service delivery, policy, or plan that has an impact on children and young people up to the age of 18, or on a specific group of these?

Yes  No

If Yes, please provide a brief summary of the impact and the provision that has been made to ensure there has been appropriate consideration of the relevant Articles from the United Nations Convention on the Rights of the Child (UNCRC).

**Appendix 1 – Location Plan of Pedestrian PV2 Survey**



NOTES  
 952-02 PV<sup>2</sup> assessment location:  
 Carfin Road, Newarthill, Motherwell.

REV	DESCRIPTION	DRAWN	CHECKED	DATE



**ENVIRONMENTAL ASSETS**  
 Environmental Design and Engineering  
 8th Floor  
 Fleming House  
 Cumbemauld  
 G67 1JW

PROJECT TITLE  
 Carfin Road (B7066)  
 Newarthill, Motherwell  
 PV2 ASSESSMENT

DRAWING TITLE  
 PV2 ASSESSMENT  
 LOCATION PLAN

DRAWN BY  
 RJ

DATE DRAWN  
 26/02/2025

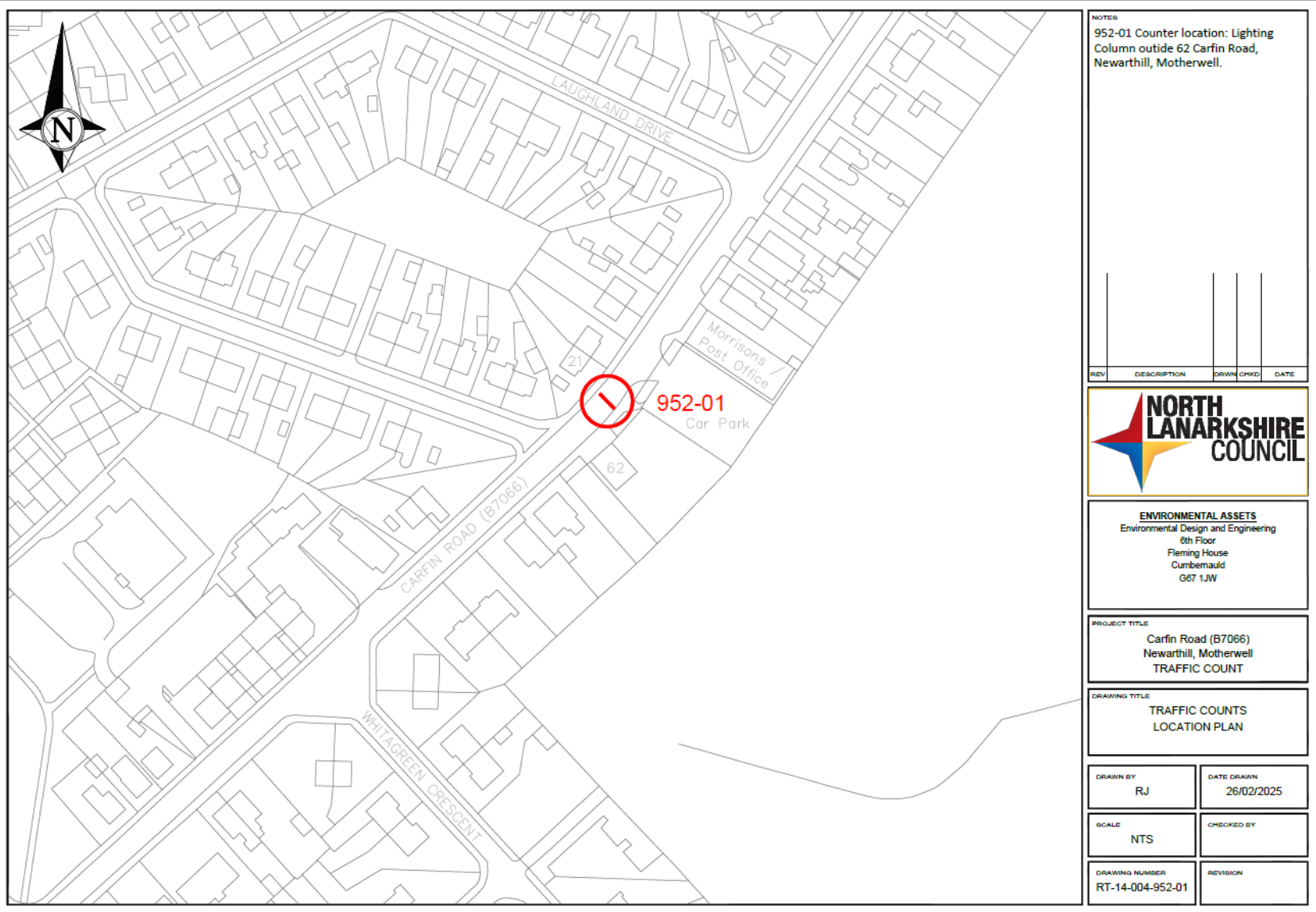
SCALE  
 NTS

CHECKED BY

DRAWING NUMBER  
 RT-14-004-952-02

REVISION

**Appendix 2 – Location Plan of Vehicle Speed and Volume Survey**



NOTES

952-01 Counter location: Lighting Column outside 62 Carfin Road, Newarthill, Motherwell.

REV	DESCRIPTION	DRWN	CHKD	DATE



**ENVIRONMENTAL ASSETS**  
 Environmental Design and Engineering  
 8th Floor  
 Fleming House  
 Cumbemauld  
 G67 1JW

**PROJECT TITLE**  
 Carfin Road (B7066)  
 Newarthill, Motherwell  
 TRAFFIC COUNT

**DRAWING TITLE**  
 TRAFFIC COUNTS  
 LOCATION PLAN

**DRAWN BY**  
 RJ

**DATE DRAWN**  
 26/02/2025

**SCALE**  
 NTS

**CHECKED BY**

**DRAWING NUMBER**  
 RT-14-004-952-01

**REVISION**

## Appendix 3 – ‘Prioritisation of Road Safety Improvements’ Policy

### Scoring Matrix

#### Stage 0 - Pedestrian Crossing Demand

This stage applies only to requests for pedestrian crossings. Requests for traffic calming measures proceed straight to Stage 1.

To determine the need for a pedestrian crossing, surveys will be undertaken to identify the four peak hours with the greatest conflict between pedestrians (P) and vehicles (V). This is known as the PV<sup>2</sup> assessment.

For example, if there were an average of 50 pedestrians and 600 vehicles recorded in the four busiest hours, the PV<sup>2</sup> value would be 50(P) x 600(V) x 600(V) = 18 million.

Any site with a PV<sup>2</sup> of 60 million or greater will proceed to Stage 1 for further investigation as this will satisfy the minimum threshold score of 80, which is calculated by dividing the PV<sup>2</sup> value by 750,000.

#### Stage 1 – Road Safety Indicators

For every request relating to traffic calming, speeding concerns, road safety issues or pedestrian crossings, a seven-day classified traffic volume and survey will be undertaken. This survey will record the two-way traffic flows, the vehicle composition, and establish the average bi-directional 85th percentile speed.

Police Scotland’s database will be interrogated to establish the accident history, including those including pedestrians, at the locations under consideration. This review will be for the most recent five-year period that data is available. To ensure that the accident history is scalable, and the results are proportionate, the number of accidents will be measured against the length of the street or area under consideration.

The following scoring methodology will be applied to all sites to determine whether they meet the Stage 1 threshold score for Road Safety Indicators.

Criteria	Description	Score
<b>Accident History</b> (per accident for the most recent 5 year period)	Slight	20
	Serious	40
	Fatal	80
<b>Speed</b> (percentage over speed limit)	0% - 10%	5
	10% - 20%	10
	20% - 30%	20
	30% - 50%	30
	50% and above	40
<b>Traffic Volume</b> (average daily flow)	Per 1000 vehicles	1
<b>Vehicle Composition</b>	>10% HGVs (7.5t and above)	5
<b>STAGE 1 THRESHOLD</b>		<b>80</b>



Only sites that score more than the Stage 1 threshold will proceed to Stage 2 for further investigation to identify potential traffic calming measures.

Pedestrian crossing sites that met both Stage 0 and Stage 1 thresholds will proceed to Stage 2 for further investigation about installing a pedestrian crossing.

## Stage 2 – Environmental Factors

Proximity to local trip attractors form the basis of the Stage 2 assessment, as the risk setting will be higher in and around places such as schools, hospitals, medical centres etc., where there is likely to be a higher proportion of vulnerable road users.

Two additional environmental factors will be assessed for pedestrian crossing sites during Stage 2. These factors will take account of vulnerable users and road widths.

The following scoring methodology will be applied on a site-by-site basis

Criteria	Description	Score
<b>Local Trip Attractors</b> (within 200m of traffic survey locations)	School / Nursery School Entrance	15
	Significant route to school (other than above)	10
	Hospital, Doctors, Nursing Home, Home for Elderly	10
	Park / Playpark Entrance (not associated with school)	5
	Shops	5
	Bus Stops within 400m of count location	5
	Health Centre	3
	Community; Sports Centre	3
	Footway on both sides (no = gets a score)	3
<b>Additional Factors for Pedestrian Crossings Only</b>		
<b>Vulnerable Users</b>	Children, elderly or mobility impaired >15% of total pedestrians	5
<b>Road Width</b>	Less than 7.3 metres	0
	Between 7.3 and 10 metres	10
	Over 10 metres	15

## Ranked and Prioritised Sites

The score obtained in Stage 2 will be added to the scores obtained from the previous stage(s) to determine whether the following overall threshold values have been met for each site.

<b>Pedestrian Crossing Sites</b>	
Stage 0 Threshold	80
Stage 1 Threshold	160
<b>Stage 2 Threshold</b>	<b>220</b>
<b>Traffic Calming Sites</b>	
Stage 1 Threshold	80
<b>Stage 2 Threshold</b>	<b>130</b>

# Assessment Methodology Flow Chart

