

# Report

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>17 November 2020</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Child Pedestrian Road Safety Training Scheme</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Child Pedestrian Road Safety Training Scheme within South Lanarkshire

## 2. Recommendation(s)

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

- (1) that the content of the report be noted and future child pedestrian road safety training activity in South Lanarkshire be supported.

## 3. Background

3.1. The Child Pedestrian Road Safety Training Scheme, formerly known as Kerbcraft, is a practical on-road training scheme for children aged 5 to 6. This is offered to 15 schools in South Lanarkshire.

3.2. Initially introduced by the Scottish Government with support from the Department for Transport, it was started in South Lanarkshire in 2004 within 13 schools in the former Hamilton and Blantyre Social Inclusion Partnership (SIP) areas. Funding was received from 2004 to 2007 to deliver this scheme targeting areas of deprivation where children are identified more at risk of being injured in a road traffic collision.

3.3. Due to the effects of the change from Social Inclusion Partnership Areas (SIPs) to the Scottish Index of Multiple Deprivation (SIMDs), a review of the most deprived areas in South Lanarkshire was undertaken and compared to initial school participation. Additional consideration was also given to Local Outcome Improvement Plan areas (LOIPs) and reported road traffic accidents involving primary aged pupils to ascertain any new area of focus or change of priorities.

3.4. From this exercise, it was concluded that currently participating schools will continue to be offered the training with a further 2 joining from August 2019 bringing the school total to 15. This will be kept under review with schools being added and removed where changing priorities are identified. This will be based predominantly on levels of deprivation and instances of reported road traffic accidents involving primary aged children.

- 3.5. The initial Kerbcraft model was a 12 week training programme. For all schools participating within the training programme, the number of training weeks has been reduced from 12 to 6 with the future proposal that the scheme becomes predominately school led following the training of parents/teachers with ongoing assistance and support given to schools. As the Kerbcraft model has been altered, the scheme is now known as the Child Pedestrian Road Safety Training Scheme.
- 3.6. The Child Pedestrian Road Safety Training Scheme is a progressive training programme. Starting with the foundation of choosing safer routes to cross, learning a strategy to cross safely between parked cars (only when there is no other option) and finishing with learning about the different types of junctions. The combination of starting locations, destinations and the practising of crossing safely ensures that the safe crossing strategies are delivered and understood.
- 3.7. Children are encouraged to work in a group along with and under the guidance of an adult helper to discuss safe and unsafe places to cross the road, concluding with an understanding of the safest outcome.
- 3.8. Communication is an important skill with pupils working in small groups with an adult to discuss ideas and solutions to the safer crossing practices. With the training taking place outside the school grounds, children are encouraged to discuss what they have learnt in class and at home. The practical training is supported by 'The Journey' which is a fun and eye-catching activity book covering road safety messages for this age group.
- 3.9. The Traffic and Transportation Section's School Travel Plan Co-ordinator organises and delivers the Child Pedestrian Training Scheme.

#### **4. Training Information**

- 4.1. The dates provided below seem some time ago, however, the reporting of this initiative was delayed due to the impact of Covid-19.
- 4.2. The 7 schools that completed the training scheme between January – Summer holidays 2019 were as follows:-

<i>School</i>	<i>Number of pupils and stage</i>	<i>Number of helpers</i>
Auchinraith Primary School	42 Primary 2 pupils	3 helpers + school staff
Beckford Primary School	17 Primary 1 pupils	4 helpers + school staff
Glenlee Primary School	45 Primary 2 pupils	1 helper
Hamilton School for the Deaf	3 Primary 2 pupils	School staff
St. Blane's Primary School	25 Primary 1 pupils	1 helper
St. John's Primary School, Hamilton	38 Primary 2 pupils	1 helper
Udston Primary School	42 Primary 2 pupils	3 helpers

- 4.3. The 7 schools that completed the training scheme between August – December 2019 were as follows:-

<i>School</i>	<i>Number of pupils and stage</i>	<i>Number of helpers</i>
St. Cadoc's Primary School	21 Primary 2 pupils	1 helper + school staff
High Blantyre Primary School	26 Primary 2 pupils	5 helpers
St. Cuthbert's Primary School	39 Primary 2 pupils	5 helpers + school staff
St. Joseph's Primary School	38 Primary 2 pupils	2 helpers
St. Ninian's Primary School	35 Primary 2 pupils	1 helper
St. Paul's Primary School	18 Primary 1 pupils	School staff
Townhill Primary School	45 Primary 2 pupils	3 helpers + school staff

- 4.4. In January 2020, the programme recommenced, continuing and revisiting the schools that participated between January and Summer 2019 with the addition of Cairns Primary School for their first involvement within the programme. Six out of the eight schools were scheduled to take part before the end of term 2020.
- 4.5. Due to school closures in March 2020 resulting from Covid-19, several schools have been unable to complete their training. 2 schools were scheduled to commence pupil training after the Easter break and were therefore unable to do so.
- 4.6. All educational establishments reopened fully in August 2020. As a result of guidance provided by Education Resource regarding the requirements for physical distancing, practical school training and events have been suspended.
- 4.7. For those schools that were due to participate in the training scheme this term, an activity booklet entitled "The Journey" will be sent to the school for pupils which can be used in class or as a home working project. Teachers will also receive road safety initiative information that will help support classroom activities and link with Curriculum for Excellence. Further guidance is awaited with regards to when training can resume. Schools will be contacted on an individual basis to discuss their training options and an invitation to complete or start pupil training when it is appropriate.

## **5 Employee Implications**

- 5.1. The Child Pedestrian Road Safety Training Scheme is co-ordinated by the School Travel Plan Co-ordinator which normally accounts for 75% of the officer's time.

## **6 Financial Implications**

- 6.1. Promotional items to support the scheme for both children and volunteers were provided and funded by Road Safety Scotland. 'The Journey' booklet was introduced to support and reinforce on road, classroom and home learning and was funded by the Council's Revenue Budget.

## **7 Climate Change, Sustainability and Environmental Implications**

- 7.1. 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 and those which promote pedestrian skills 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.

## **8 Other Implications**

- 8.1. Risk assessment of the routes are undertaken by the School Travel Plan Co-ordinator prior to training commencing. A dynamic risk assessment is carried out before and during training as well as a site specific Risk Assessment in place for each participating school.

## **9. Equality Impact Assessment and Consultation Arrangements**

- 9.1. 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.
- 9.2. A consultation of the scheme takes place at the end of every training block with Head Teacher, volunteers, parents, and pupils to gain feedback and comments.
- 9.3. Survey results for the training detailed within this report show the following main findings:-
- ◆ All schools that undertook training stated that the children gained valuable road safety knowledge.
  - ◆ 100% of volunteers that took part in the scheme thought that the Child Pedestrian Road Safety Training Scheme was a worthwhile initiative for them to participate in.
  - ◆ Parents were asked if they felt the Child Pedestrian Road Safety Training Scheme was worthwhile for their child to participate in with 100% of those responding stating that it was.
  - ◆ 94% of children responding to the survey selected that they enjoyed their Child Pedestrian Road Safety Training Scheme.

**Michael McGlynn**  
**Executive Director (Community and Enterprise Resources)**

22 October 2020

**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 disadvantages and deprivation and supporting aspiration
- ◆ Get it right for children and young people
- ◆ Focused on people and their needs

**Previous References**

- ◆ Road Safety Forum, 12 March 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:-

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