



Council Offices, Almada Street  
Hamilton, ML3 0AA

Tuesday, 22 October 2019

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:** Wednesday, 30 October 2019

**Time:** 10:00

**Venue:** Committee Room 5, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Yours sincerely

**Paul Manning**  
**Depute Chief Executive**

### **Members**

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

### **Substitutes**

Maureen Chalmers, Allan Falconer, Alistair Fulton, Ann Le Blond, Kenny McCreary, Mark McGeever, Bert Thomson

## BUSINESS

### 1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 6  
Minutes of the meeting of the Roads Safety Forum held on 8 August 2018 submitted for approval as a correct record. (Copy attached)

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### Item(s) for Consideration

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- 3 **Review of Residents' Parking Permit Zones (RPPZ) Policy** 7 - 14  
Report dated 3 October 2019 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Bikeability Scotland Cycle Training** 15 - 20  
Report dated 3 October 2019 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Police Scotland - Lanarkshire Division Road Safety Update** 21 - 24  
Report dated 3 October 2019 by the Local Authority Liaison Officer, Police Scotland. (Copy attached)
- 6 **School Crossing Patrol Assessments** 25 - 40  
Report dated 3 October 2019 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 **Dates for Future Meetings** 41 - 42  
Report dated 1 October 2019 by the Executive Director (Finance and Corporate Resources). (Copy attached)

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### Urgent Business

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

### ***For further information, please contact:-***

Clerk Name: Pauline MacRae  
Clerk Telephone: 01698 454108  
Clerk Email: pauline.macrae@southlanarkshire.gov.uk

## ROADS SAFETY FORUM

2

Minutes of meeting held in Committee Room 2, Council Offices, Almada Street, Hamilton on 8 August 2019

**Chair:**

Councillor Julia Marrs

**Councillors Present:**

Councillor Robert Brown, Councillor Margaret Cowie, Councillor Davie McLachlan, Councillor Lynne Nailon, Councillor Collette Stevenson, Councillor Margaret B Walker, Councillor Jared Wark

**Councillors' Apologies:**

Councillor Janine Calikes, Councillor Mark Horsham

**Attending:**

**Community and Enterprise Resources**

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

**Education Resources**

D Hinshelwood, Support Services Manager

**Finance and Corporate Resources**

J McDonald, Administration Adviser

**Also Attending:**

**Scottish Fire and Rescue**

A Stewart, Prevention and Protection Manager

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### 1 Declaration of Interests

No interests were declared.

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### 2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 12 March 2019 were submitted for approval as a correct record.

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

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### 3 Capital Programme of Road Safety Engineering Projects 2019/2020

A report dated 9 July 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the Capital Programme of Road Safety Engineering Projects 2019/2020.

The capital funding received from the Scottish Government Grant for Cycling, Walking and Safer Streets, together with resources received from Strathclyde Partnership for Transport (SPT) and the Council's Roads Investment Plan totalling £1,300,000, would be utilised to undertake a number of initiatives which would contribute to achieving casualty reduction targets.

Details of specific initiatives, which would be progressed in 2019/2020, were provided.

**The Forum decided:** that the Capital Programme of Road Safety Engineering Projects 2019/2020, as detailed in the report, be noted.

*[Reference: Minutes of 15 May 2018 (Paragraph 5)]*

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#### **4 School Travel Plans**

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A report dated 5 July 2019 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, 69 schools had completed a Travel Plan, with a further 64 currently working towards completion.

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 would initially arrange to meet with a school representative to discuss the School Travel Plan process as well as potential issues and associated availability of resources.

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

A list of schools and their status in relation to School Travel Plans was attached as an appendix to 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 10 October 2018 (Paragraph 3)]*

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#### **5 Education, Training and Publicity Initiatives**

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A report dated 5 July 2019 by the Executive Director (Community and Enterprise Resources) was submitted on the range of road safety education, training and publicity initiatives being undertaken in South Lanarkshire.

**The Forum decided:**

- (1) that the road safety education, training and publicity initiatives being undertaken in South Lanarkshire, as detailed in the report, be noted; and
- (2) that future road safety education, training and publicity initiatives in South Lanarkshire be supported.

*[Reference: Minutes of 10 October 2018 (Paragraph 5)]*

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## **6 Police Scotland - Lanarkshire Division Road Safety Update**

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A report dated 23 July 2019 by the Local Authority Liaison Officer, Police Scotland was submitted on national and local road safety campaigns.

Information was provided on the following initiatives:-

- ◆ Motorcycle Weekend of Action 4, 5, and 6
- ◆ Elderly Driver Engagement
- ◆ Insurance Enforcement Week 1
- ◆ End of Motorcycle Campaign
- ◆ Get Ready for Winter

**The Forum decided:** that the report be noted.

*[Reference: Minutes of 12 March 2019 (Paragraph 10)]*

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## **7 Urgent Business**

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There were no items of urgent business.



# Report

3

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>30 October 2019</b>
Report by:	<b>Executive Director (Community and Enterprise Resources)</b>

Subject:	<b>Review of Residents' Parking Permit Zones (RPPZ) Policy</b>
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## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ Outline the progress to date with regard to the review into Residents' Parking Permit Zones (RPPZs) Policy and overall conclusions that have emerged

## 2. Recommendation(s)

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

- (1) that the contents of this report be noted; and
- (2) that the recommendations detailed at paragraph 5.2. be confirmed as the agreed position of the Forum and that it be noted that, these will be considered at a future Community and Enterprise Resources Committee for approval.

## 3. Background

- 3.1. The requirement for residents' parking permits in areas throughout South Lanarkshire followed the introduction of the Car Parking Charter in 1997.
- 3.2. The parking needs of commuters, residents and visitors often result in a high demand for both short-term and long-term parking within the area and the Council receives a high volume of correspondence on this subject from both residents and commuters, either directly or via elected representatives.
- 3.3. There are already significant RPPZs in East Kilbride, The Village (East Kilbride), Hamilton and Rutherglen. To park in these zones, residents or their visitors need to display a permit, however, it does not mean there will always be a space available. There are also several smaller areas where permits have been issued to both residents and businesses, including Carluke, Rutherglen and Cambuslang.
- 3.4. At the Community and Enterprise Resources Committee of 21 August 2018, the commencement of a review of the current RPPZs policy, overseen by the Roads Safety Forum, was approved and, due to significant parking pressures being experienced, the commencement of initial consultation for new RPPZs at Hairmyres in East Kilbride and in the area surrounding Cambuslang Station was also agreed. This was in addition to the extension of the RPPZ in the Montrose Crescent area of Hamilton and modest adjustments to the boundary of The Murray zone of East Kilbride.

- 3.5. At the Community and Enterprise Resources Committee of 22 January 2019, it was also agreed that consultation would be undertaken with regard to the potential for a RPPZ in the vicinity of Blantyre Station. This was due to ongoing parking pressures.
- 3.6. The three RPPZ consultation exercises have now concluded and a paper is expected to be considered by the Community and Enterprise Resources Committee on 12 November 2019. For completeness, the extensions of the RPPZs in the Montrose Crescent area of Hamilton and in The Murray area of East Kilbride have now been implemented.
- 3.7. The paper before you today provides a summary of the work undertaken in relation to the review of the current RPPZ policy and the proposed way forward. Section 4 outlines the key matters discussed and debated and section 5 proposes recommendations that the Forum is being asked to support.

#### **4. Matters Discussed/Debated and the Outcomes**

- 4.1. It was agreed that the Roads Safety Forum would be the overseeing group for the RPPZ policy review and, at the Forum meeting of 10 October 2018, a special meeting of the Forum was requested to discuss matters in more detail. This meeting occurred on 15 January 2019 with a summary of the discussions presented at a subsequent Forum meeting of 12 March. At these meetings, the Roads Safety Forum was asked to consider and discuss several matters. The following summarises the discussions, comments and observations.
- 4.2. The view of the Forum was that RPPZs were an effective demand management approach to assist in minimising the impact on residents in areas of competing parking demand. RPPZs should be seen as an additional approach that officers can use to complement existing approaches such as waiting and loading restrictions (i.e. yellow lines).
- 4.3. The Forum considered that the main factors (positive and negative) to be considered when considering the introduction of RPPZs were the need to balance the competing demands of residents, businesses, employers and commuters. Parking displacement into adjacent streets or areas was also an area of concern, as was the possible disincentivisation of the use of public transport.
- 4.4. With regard to the potential need to expand specific existing RPPZs, or amend their boundaries, it was agreed it would be necessary to consider each zone on its merits.
- 4.5. The Forum agreed that RPPZs could be considered at all locations where parking pressure on residential areas was seen as a concern and not only in areas of high demand e.g. near town centres/train stations where parking is at a premium. There was a specific discussion on whether there were any specific areas, not covered by existing or proposed RPPZs, where RPPZs should be seen as a priority for implementation. It was suggested that all elected members, not just those on the Forum, be consulted on this. Eleven areas were subsequently identified following feedback from elected members for potential future RPPZ assessment and these are outlined in Appendix 1.
- 4.6. There was discussion on whether areas around schools should be considered for RPPZs and the consensus was that other measures such as waiting and loading restrictions, Keep Clear zig-zags and similar would generally be more appropriate.



- 4.7. The Forum felt that a key consideration when implementing any demand management approaches areas (e.g. RPPZs or waiting and loading restrictions) was the ability to effectively enforce restrictions. It was the general feeling of the Forum that it was not best practice to promote restrictions that cannot be effectively enforced. This included reference to evening and weekend enforcement not presently being undertaken by Parking Attendants and the potential need for this to be reviewed.
- 4.8. While it is important to manage demand in residential areas, it is also essential to ensure that suitable facilities and capacity remain available for businesses and commuters. The Council has a suite of policies contained within the Local Transport Strategy promoting sustainable travel to encourage a shift away from the private car. We must also be mindful of the Scottish Government's recent Climate Emergency declaration and the heightened need to continue efforts to promote and encourage more sustainable travel.
- 4.9. With regard to the implementation and prioritisation of any extended or new RPPZ, the Forum's view was that assessment criteria for particular areas should be developed. Noting the position in paragraph 4.8, criterion 6 has been added to those previously discussed by the Forum to date:-
1. proximity to town centres
  2. proximity to significant parking generators (e.g. rail stations, hospitals, education establishments)
  3. road geometry/lack of off street parking/narrow streets
  4. scope for other demand management measures such as waiting and loading restrictions
  5. potential for increased parking provision (e.g. new park and ride facility)
  6. impact on adjacent businesses and commuters of any new RPPZ
- 4.10. Officers were tasked with considering how such assessment criteria might be developed so as to allow potential zones to be ranked or prioritised. In order to develop this, the proximity of the parking attraction (i.e. the generator of parking demand) to the centroid of the potential zone was considered to be the key factor.
- 4.11. Each of the criteria was given a weighting factor. For example, a railway station would attract all day parking with limited turnover when compared to a leisure centre, so would receive a higher weighting. The potential zone was then given an assessment score based upon the attractions located within ten minutes' walk of its centroid. This score was combined with the weighting factor for each of the attractions and this generated an overall score for a potential zone.
- 4.12. This methodology was applied to several existing and potential zones, to test its robustness, and considered by senior Roads and Transportation Officers. It was apparent, however, that such a numerical based scoring system was too prescriptive and could not accurately capture all of the potential dynamics and issues that would require to be considered within an area. While it could be used to consider areas as high, medium or low priority, it would not be appropriate to use the individual scores generated to prioritise one location over another.

- 4.13. It is, therefore, proposed not to use a formal scoring system but, instead, the assessment criteria outlined at paragraph 4.9 would be used by officers, in a less prescriptive manner, to conduct both an assessment of potential future RPPZs and, thereafter, consider the conclusions in line with available resources and other Council priorities or projects.
- 4.14. Decisions on the management of operational and traffic management matters on the road network, by way of promoting Traffic Regulation Orders, presently falls to the Executive Director (Community and Enterprise Resources) and the Head of Roads and Transportation Services. It is, therefore, proposed that this arrangement would continue and, if an RPPZ was to proceed, it would be promoted in the same manner as any other Traffic Regulation Order under the Road Traffic Regulation Act 1984.
- 4.15. Given increasing financial pressures and potential to expand/introduce new RPPZs, a key consideration for the Forum was whether the time was now right to consider charging a small fee for residents' parking permits. Officers presented to the Forum the administrative and employee costs associated with the existing RPPZs in operation.
- 4.16. After much debate, the view of the Forum was that there should be some sort of fee which, at the very least, covers the administrative costs associated with issuing around 6,900 permits largely to residents but also to some business premises. The costs previously reported to the Road Safety Forum were in the order of £40k, but a further review has confirmed these to be closer to £50k. The agreement of Forum members to introduce a fee links directly to Audit Scotland's report from 2013 encouraging Councils to better understand their unit costs and seek to recover them where discretionary services are being provided.
- 4.17. A range of potential fees were developed by officers for consideration and these were discussed at the meeting of the Forum held on 12 March 2019. After consideration of all aspects of the introduction of a parking permit fee, including the impact on residents, enforcement and cost, Forum members agreed fully on the principle of introducing a fee for parking permits and proposed the following options:-
- ◆ option 1 a fee of £10 per permit for a period of 2 years
  - ◆ option 2 a fee of £20 for the first permit and £10, thereafter, for a period of 2 years
  - ◆ option 3 a fee of £20 for the first 2 permits with an ascending scale, thereafter, for a period of 2 years
- 4.18. Option 1 would potentially generate £50k (assuming a modest reduction in the take up of permits) which would cover the costs of issuing permits and deliver a modest surplus. Option 2 would potentially generate £69k which again covers the costs of issuing permits albeit delivering a greater surplus and Option 3 would be around £92k delivering a much larger surplus. These estimates assume that the introduction of a fee would potentially reduce the number of permits issued by around one third.
- 4.19. Officers have subsequently considered the three options and recommend that a fee of £10 for every permit (i.e. Option 1) is made for a period of 2 years for all existing, extended and subsequently proposed RPPZs. This will establish the principle of charging a permit fee and is in accordance with Audit Scotland's recommendations. It will also allow officers to implement the new arrangements and better understand the potentially reduced demand for permits moving forward (i.e. due to fee implementation). It is also felt that a fee of £10 is a figure that the majority of

residents would accept as reasonable and would go some way to reduce any adverse response to the introduction of such fees.

- 4.20. The Forum also noted that permits were issued manually on a rolling programme every two years and came to the view that the primary process for applying for permits should be on-line but that all other existing options should remain available, but those applying for and paying for permits should be encouraged to use online systems. The two year time validity period for permits was also agreed by all Forum members as a reasonable period to allow for reduced administrative costs, but not so long as to perhaps lose control of the number of permits in operation which would invariably happen over a longer period.

## **5. Conclusions/Recommendations**

- 5.1. In summary the Roads Safety Forum has overseen and developed the review of RPPZ Parking Policy through discussion with Officers and following consideration of various papers and information.
- 5.2. The Forum is therefore asked to support the following statements and specific recommendations noting that these will be taken to a future Community and Enterprise Resources Committee for consideration and approval.
1. RPPZs are an effective demand management tool and should now be considered for future expansion or rolled out to new areas, subject to an appropriate assessment by officers and the introduction of a fee for issued permits.
  2. Permits issued to both residents and businesses in any existing, expanded or new RPPZ will be subject to a £10 fee for each permit and be valid for a period of two years.
  3. Requests for new or expanded RPPZs can now be considered and an assessment using criteria (at para 4.9) will be undertaken to review the need or otherwise of any proposed RPPZs.
  4. The Executive Director (Community and Enterprise Resources) will decide on whether to proceed having considered the Officer's assessment report.
  5. The introduction of new or expanded RPPZs must balance the competing demands of residents, businesses, employers and commuters.
  6. The enforcement of demand management measures (e.g. RPPZs and other waiting and loading restrictions require to be suitably resourced, including during the evening and at weekends.
  7. The primary process for applying for permits should be on-line but all other existing options should remain available at this stage.
- 5.3. With regards to timescales it is proposed that those areas outlined in Appendix 1 be subject to the assessment exercise proposed at paragraphs 4.13 and 4.14 before the end of May 2020. Thereafter, those that are to progress would be implemented in line with the statutory process associated with Traffic Regulation Orders. The whole process of promoting an Order takes some nine months though it can take considerably longer if objections are received.
- 5.4. Parking Demand Management can be a very emotive subject especially where increases or new charges are being considered. Reaching a consensus across all political parties and concluding the review into RPPZs should be seen as a very positive development by the Forum.

5.5. Subject to confirmation by the Forum today, officers now have another approach to manage the competing demands in areas especially in those areas close to town centres or where there are facilities such as railway stations, educational establishments, hospitals or other medical premises nearby as is the case for the three areas where consultation was undertaken. The imposition of a £10 fee also means that the financial pressures associated with administering this approach can be managed effectively, allowing for wider roll out if necessary.

## **6. Employee Implications**

6.1. There are no significant employee implications associated with the recommendations in this report as this work will be undertaken by existing employees. There are a number of interrelated parking workstreams and priorities which need to be considered with regards to resourcing and timescales. The timescales outlined in paragraph 5.3, therefore, reflect the available resources and other competing priorities.

## **7. Financial Implications**

7.1. There are no significant financial implications associated with the recommendations in this report. There would, however, be potential capital and additional administrative costs associated with introducing any new or extended restrictions and particularly with implementing new RPPZs, as additional permit applications would require to be processed and issued. Implementation of any extended or future RPPZs would have to be prioritised in line with available budgets at the time of implementation, albeit it is recognised that in part at least this will be self financing.

## **8. Other Implications**

8.1. There are no significant risks associated with this report, nor any environmental implications. There are no implications for sustainability in terms of the information contained within this report.

## **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. There is no requirement to undertake any consultation at this time in terms of the information contained in this report.

**Michael McGlynn**

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

3 October 2019

## **Link(s) to Council Values/Ambitions/Objectives**

- ◆ Improve the quality of life of everyone in South Lanarkshire
- ◆ Improve the road network, influence improvements in public transport and encourage active travel
- ◆ Work with communities and partners to promote high quality, thriving and sustainable communities

### **Previous References**

- ◆ Community and Enterprise Resources Committee 22 January 2019
- ◆ Road Safety Forum 12 March 2019

### **List of Background Papers**

- ◆ Executive Committee 23 February 2011 Agenda Item 9 “Member/Officer Task and Finish Group - Parking Management Strategy”
- ◆ Executive Committee 5 October 2011 Agenda Item 9 “Parking Management Strategy – Review by Members/Officers Task and Finish Group”
- ◆ Community and Enterprise Resources Committee 21 August 2018 Item 12 “Review of Residents’ Parking Permit Zones (RPPZs)”
- ◆ Road Safety Forum 10 October 2018 “Review of Residents’ Parking Permit Zones (RPPZs)”
- ◆ Road Safety Forum 15 January 2019 “Review of Residents’ Parking Permit Zones (RPPZs)”
- ◆ Community and Enterprise Resources Committee 22 January 2019 Item 12 “Parking Demand Management Review”
- ◆ Road Safety Forum 12 March 2019 “Review of Residents’ Parking Permit Zones (RPPZs)”

### **Contact for Further Information**

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

Colin Park, Roads and Transportation Services

Ext: 3653 (Tel: 01698 453653)

E-mail: [colin.park@southlanarkshire.gov.uk](mailto:colin.park@southlanarkshire.gov.uk)

## Appendix 1

### Additional potential RPPZ's

Reid Street, Rutherglen

Tuphall Road, Hamilton

Abercorn Drive / Chestnut Crescent area, Hamilton

Station Road, Blantyre

Biggar

Dundas Place, The Village, East Kilbride

South Avenue, Carluke

Fairyknowe Gardens; Bothwell

Main Street area, Uddingston

Craigallian Avenue, Halfway

Westwood area, East Kilbride

# Report

4

Report to: **Roads Safety Forum**  
 Date of Meeting: **30 October 2019**  
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Bikeability Scotland Cycle Training**

## 1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the Bikeability Scotland Scheme within South Lanarkshire schools for the previous completed academic year

## 2. Recommendation(s)

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

- (1) that the contents of the report are noted.

## 3. Background

- 3.1. Bikeability Scotland is the name for multi level Cycle Training in Scotland, designed to give the next generation the skills and confidence to ride their bikes safely on today's roads.
- 3.2. The three levels of Bikeability Scotland form part of the Scottish Government's Cycle Action Plan for Scotland (CAPS) and align to the National Standard for Cycle Training developed on behalf of the Department for Transport. Cycling Scotland has responsibility for the administration and development of this programme nationally.
- 3.3. The following Bikeability Scotland levels are coordinated and supported by the council's Traffic and Transportation Section.

Bikeability Scotland Level 1 - Teaching children the basic skills of riding a bike such as balance, control and making turns. This is offered to children in Primary 5 and takes place in the playground.

Children who have participated in Level 1 should be able to:-

- ◆ get on their bike, start cycling, then stop and get off
- ◆ ride their bike using the brakes and gears
- ◆ control the speed of their bike properly
- ◆ make their bike go where they want it to, including moving around objects safely
- ◆ stop quickly if they need to
- ◆ look all around them when riding, including behind, without wobbling
- ◆ give their bike a simple check to ensure it is road-worthy

Bikeability Scotland Level 2 - Teaching children how to ride a bike safely on the road and navigate basic junctions. It is usually delivered to children in Primary 6 and is designed to be delivered on a quiet risk assessed road after basic skills have been taught in the playground.

Children who have participated in Level 2 should be able to:-

- ◆ start and finish a journey by road, including passing parked cars
- ◆ be aware of everything around them and signal their intentions to other road users
- ◆ position themselves properly on the road and pass side roads
- ◆ use junctions including left and right turns into major and minor roads
- ◆ use the Highway Code and understand their responsibilities as road users

#### **4. Instructor Training**

- 4.1. All primary schools were invited to participate within Bikeability Scotland Level 1 and Level 2 training during the academic term 2018/2019.
- 4.2. To support the programmes, the certified one day 'Cycle Training Assistant' training course was offered to all new or existing school trainers/ volunteers looking to update their skills and knowledge to National Standards for cycle training and Bikeability Scotland Level 1 and Level 2 programmes.
- 4.3. This course has SCQF (Scottish Credit and Qualifications Framework) accreditation to Level 5 by SQA (Scottish Qualifications Authority). Two Traffic and Transportation Officers are approved by Cycling Scotland as certified training providers.
- 4.4. 4 'Cycle Training Assistant' courses were successfully delivered by Traffic and Transportation Officers. These courses are highly practical, with candidates demonstrating, teaching and participating within Level 1 and Level 2 activities. They also cover subjects such as risk assessment, bicycle safety checks and the importance of cycle helmets.
- 4.5. This training has increased local capacity to deliver the Bikeability Scotland Level 1 and Level 2 programmes by competent and certified trainers, including the 'on-road' element of Level 2. Exposure to the real life road setting is viewed positively by trainers and this will continue to be promoted.
- 4.6. 30 candidates were certified as Cycle Training Assistants after successful completion of a 'Cycle Training Assistant' course.

#### **5. Programme Results**

- 5.1. Results from the academic term 2018/2019 are as follows:-

- ◆ 995 pupils from 41 schools completed the Level 1 course
- ◆ 1262 pupils from 52 schools were subject to assessment at Level 2. This included 1096 pupils from 46 schools completing Bikeability Scotland Level 2 to National Standards by having an element of "on-road" training
- ◆ 8 schools who participate biannually at Level 2 'on-road' had this academic year as their year off. These schools have been included within the 2018/2019 participation figures detailed within the below table
- ◆ 27 schools delivered multi-level training i.e. both Level 1 and Level 2



Participation figures are summarised in the tables below for the last four academic years.

	<b>No. of schools 2015/2016 *</b>	<b>No. of schools 2016/2017 *</b>	<b>No. of schools 2017/2018 *</b>	<b>No. of schools 2018/2019 *</b>
<b>Level 1</b>	48	42	46	41
<b>Level 2 Playground</b>	13	6	8	6
<b>Level 2 'on-road'</b>	35	46	49	54

*\* Includes schools which deliver biannually*

	<b>No. of pupils 2015/2016</b>	<b>No. of pupils 2016/2017</b>	<b>No. of pupils 2017/2018</b>	<b>No. of pupils 2 2018/2019</b>
<b>Level 1</b>	801	1026	1115	995
<b>Level 2 Playground</b>	223	148	157	166
<b>Level 2 'on-road'</b>	716	876	942	1096
<b>Total No. of Pupils</b>	1740*	2050*	2214*	2257*

*\*An element of duplication may be present where pupils have undertaken both levels during the same academic year.*

## **6. Pupil Assessment Procedures**

- 6.1. Bikeability Scotland is offered to schools on a continuous assessment basis. This entails the teacher/trainer assessing pupils throughout training or during a final training session. Competence is graded against each learning outcome.
- 6.2. Several learning outcomes are specified for each level of training. Each learning outcome is rated by pupil competence in a traffic light system of red (developing), amber (consolidating) and green (secure) which mirrors the terminology and assessment framework within Curriculum for Excellence.

## **7. Future Developments**

- 7.1. Bikeability Scotland Level 1 and Level 2 programmes will be offered to each primary school on an annual basis. The 'Cycle Training Assistant' course, for school staff and community volunteers who wish to deliver to National Standards Level 1 and/or 2, will be made available in tandem.

- 7.2. Cycling Scotland have developed a Bikeability Communications Strategy which will see messaging, particularly via social media, targeted to schools, parents and communities to generate increased participation in Bikeability Scotland Cycle training.
- 7.3. Preparatory work and investigations are underway by Cycling Scotland to establish a Greater Glasgow regional Bikeability group whereby resources, experience and skills may be shared across the regional group.
- 7.4. A fleet of bikes and related equipment has been procured and funded by Cycling Scotland on behalf of South Lanarkshire Council. This will be provided, stored, insured and maintained by Happy n Healthy Community Development Trust (Bike Town Project) for a one year period and be made available to schools, particularly in Cambuslang and Rutherglen, as required. Further opportunities to have a similar provision within Clydesdale is being investigated.

## **8. Employee Implications**

- 8.1. Grant funding has been provided to establish a part-time temporary post within South Lanarkshire to continue Bikeability Scotland cycle training progress within schools. This will be a one year fixed term contract and we expect the new officer will commence their post in November 2019.

## **9. Financial Implications**

- 9.1. Printed training materials are provided free of charge by Cycling Scotland.
- 9.2. A grant of £2,625 was awarded from Cycling Scotland's 'Bikeability Scotland Support Plus Fund' for 2018/2019 to meet the cost of 'Cycle Training Assistant' courses, cycle helmets, road warning signs, bicycles, helmets and sundry items. A further £19,000 was awarded to facilitate the establishment of the part-time Bikeability Coordinator post as detailed above. This has been carried through to academic year 2019/2020.
- 9.3. A grant of £7,000 from Cycling Scotland's 'Bikeability Scotland Support Plus Fund' has been granted to facilitate the continuation of this work during academic term 2019/2020.

## **10. Other Implications**

- 10.1. There are no risk or sustainability implications in terms of the information contained in 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 and therefore, no impact assessment is required.

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

3 October 2019

**Link(s) to Council Values/Ambitions/Objectives**

- ◆ Making communities safer, stronger and sustainable
- ◆ Improve the road network, influence improvements in public transport and encourage active travel

**Previous References**

- ◆ None.

**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](mailto:colin.smith@southlanarkshire.gov.uk)



# Report

5

Report to:	<b>Roads Safety Forum</b>
Date of Meeting:	<b>30 October 2019</b>
Report by:	<b>Teri Flynn, Local Authority Liaison Officer Police Scotland</b>

Subject:	<b>Police Scotland - Lanarkshire Division Road Safety Update</b>
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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 Roads Safety Forum is asked to approve the following and 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. National issues

4.1 A verbal update will be provided on the following National and Local campaigns:-

- |                           |  |
|---------------------------|--|
| ◆ 21 to 27 October 2019   | <b>Get Ready For Winter</b>                |
| ◆ 9 to 15 November 2019   | <b>Speed, Seatbelt and Mobile Campaign</b> |
| ◆ 19 to 25 November 2019  | <b>BRAKE Road Safety Week</b>              |
| ◆ 1 Dec 2019 – 2 Jan 2020 | <b>Festive Drink/Drug Drive Campaign</b>   |
| ◆ 20 to 26 January 2020   | <b>Insurance Enforcement</b>               |

- 5.2 These campaigns will involve engagement and proportionate enforcement. Social media will be used to launch events and provide information to the public.
- 5.3 Lanarkshire Division is committed to ensuring the road network is safe along with partners, and the Road Safety Governance Board has oversight of reviewing all road crashes and offending to provide a proportionate response to any concerns, trends or patterns identified.

## **6 Project EDWARD**

- 6.1 Project EDWARD (European Day Without A Road Death) is a European road safety campaign aimed at reducing fatal and serious injuries on the roads. The roadshow travels throughout Europe and arrived in Scotland on the 23 September, ahead of the day of action on 26 September 2019. Lanarkshire Division assisted Project EDWARD staff with a visit to Hilltop Primary School in Airdrie to educate and engage service users in road safety. On 26 September, the focus was on the effect that speed, mobile phone use, failure to wear appropriate seat belts, child restraints and drink/drug driving has on fatalities.

## **7 Elderly Driver Engagement Campaign**

- 7.1 The national campaign ran from 14 September until the 20 September 2019 with the aim of engaging with older drivers (aged 65 and over) and their relatives in an effort to reduce the number of casualties in road collisions and improve road user behaviour. Officers from Lanarkshire Divisional Road Policing Unit visited Rosebank Garden Centre in Carluke and Hunter Community Health Centre in East Kilbride. They offered information, advice and raised awareness of road safety issues. The campaign proved to be very popular with many organisations asking for police attendance at social venues.

## **8 Employee Implications**

- 8.1 There are no employee implications.

## **9 Financial Implications**

- 9.1 There are no financial implications.

## **10 Other Implications**

- 10.1 There are no implications for sustainability or 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 no requirement to undertake any consultation in terms of the information contained in this report.

**Teri Flynn**  
**Local Authority Liaison Officer**  
**Police Scotland**

3 October 2019

**Contact for Further Information**

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

Teri Flynn  
Sergeant - Police Scotland  
Police Liaison Officer  
South Lanarkshire Council

Tel 01698 483008 - Police  
Tel 01698 452257 - SLC  
Mob 07341790306  
E-mail [teri.flynn@scotland.pnn.police.uk](mailto:teri.flynn@scotland.pnn.police.uk)  
SLC E-mail [teri.flynn@southlanarkshire.gcsx.gov.uk](mailto:teri.flynn@southlanarkshire.gcsx.gov.uk)





# Report

**6**

Report to: **Roads Safety Forum**  
 Date of Meeting: **30 October 2019**  
 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:-
- ◆ Alison Lea, East Kilbride (6% of value required).
  - ◆ St. Ninian's Road, Hamilton (34% 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 ten 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 PV<sup>2</sup> 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 PV<sup>2</sup> 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 Roads 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.
- 3.7. It is noted that a commitment was given to undertake further a PV<sup>2</sup> assessments at specified locations reported at the Forum's meeting on 12 March 2019. It is noted that these further assessments and site investigations do not change the initial outcome of the requests and that criteria remains unmet. Summary sheets have been attached to the end of this report in addition to the information below.
- ◆ Overton Road, Cambuslang (28% of value required).  
The previous assessment reported that 48% of the value required for the provision of a patroller was met. The prior assessment in 2014 also failed to meet criteria.
  - ◆ New Road, Cambuslang (45% of value required).  
The previous assessment reported that 90% of the value required for the provision of a patroller was met. Prior assessments in 2017 and 2014 also failed to meet criteria.
  - ◆ Woodland Crescent, Cambuslang (44% of value required).  
The previous assessment reported that 85% of the value required for a patroller was met. Prior assessments in 2016 and 2013 also failed to meet criteria.
  - ◆ Glenafeoch Road, Carluke (21% and 4% of value required).  
The previous assessment reported that 15% and 5% of the value required for the provision of a patroller was met.

#### **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. Other Implications**

- 6.1. Relevant risk and sustainable development issued pertaining to assessing school crossing patrols have been considered and assessed.
- 6.2. There are no significant risks as assessments are carried out using criteria based upon national practice.

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

- 7.1. 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)**

3 October 2019

### **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 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: - Colin Smith, Engineering Officer

Ext: 3757 (Tel: 01698 453757)

E-mail: [colin.smith@southlanarkshire.gov.uk](mailto:colin.smith@southlanarkshire.gov.uk)

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      Alison Lea at Calderwood Road Junction, East Kilbride

School(s) served                      Hunter Primary

Survey undertaken on              29.8.19 (PM)/ 12.9.19 (AM)

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	4
Number of vehicles (V) during busiest ten minute period.	48
PV <sup>2</sup>	9216
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	6%

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.

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

Recalculated PV <sup>2</sup> 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: 10: East Kilbride East

Requested By: Public

Previously Assessed: No



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Title: School Crossing Patroller Assessment



South Lanarkshire Council

Notes: Alisson Lea, East Kilbride

Scale 1:1,250

25/09/2019 16:46:29

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

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      St. Ninian's Road, Hamilton

School(s) served                      St. Ninian's Primary

Survey undertaken on                27/8/19

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	74
Number of vehicles (V) during busiest ten minute period.	26
PV <sup>2</sup>	50,024
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	34%

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.

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

Recalculated PV <sup>2</sup> as a proportion of the value required for recommending a patroller.	
--	--

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

**Is Patrol recommended**

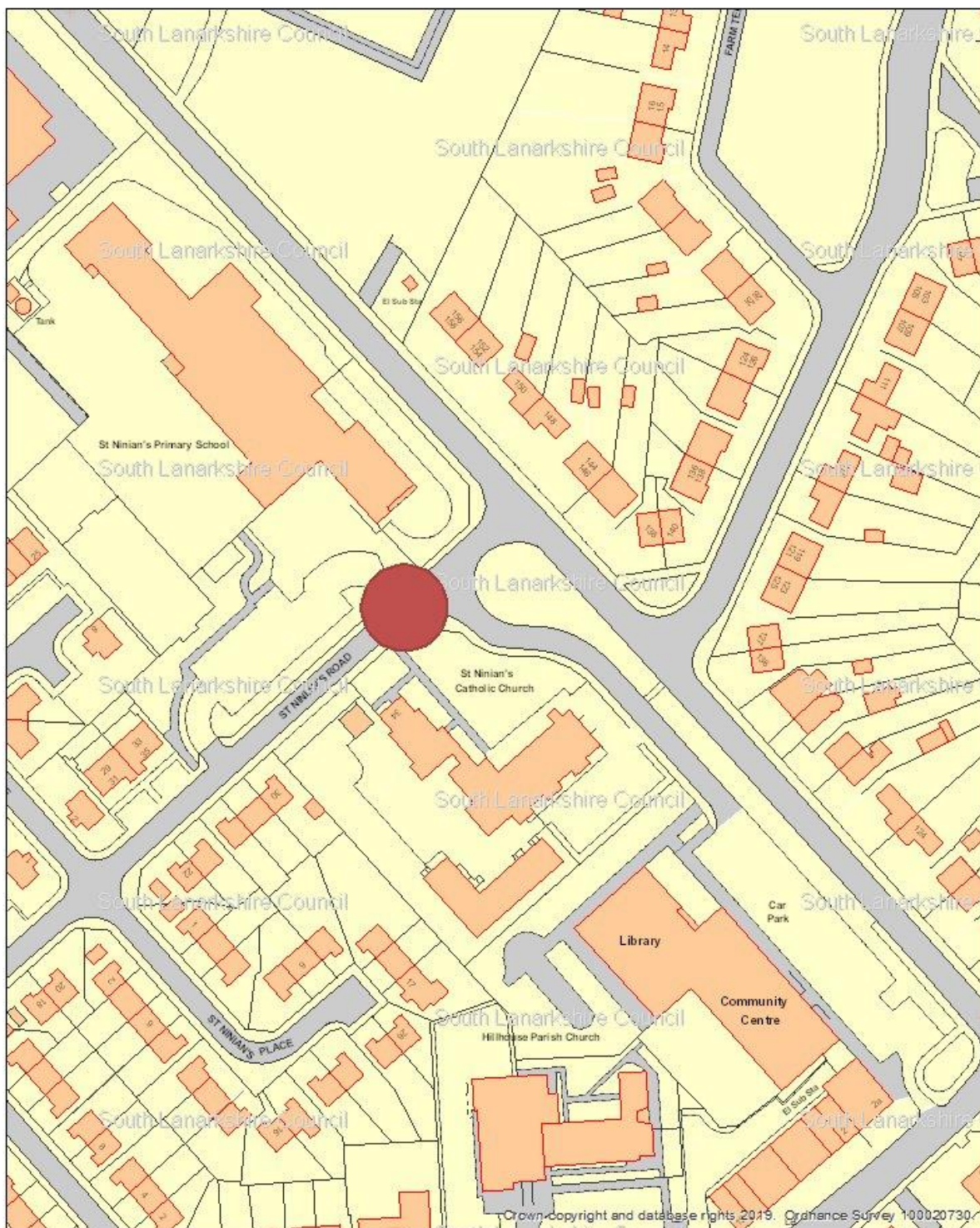
**No**

Ward: 18: Hamilton West and Earnock

Requested By: School

Previously Assessed: No





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<p>Title: School Crossing Patroller Assessment</p>	<div data-bbox="837 1657 1029 1758"> </div> <div data-bbox="1045 1657 1300 1691"> <p>South Lanarkshire Council</p> </div>		
<p>Notes: St. Ninian's Road, Hamilton</p>	<table border="1"> <tr> <td data-bbox="837 1780 1061 1814"> <p>Scale 1:1,250</p> </td><td data-bbox="1061 1780 1364 1814"> <p>25/09/2019 17:01:41</p> </td></tr> </table>	<p>Scale 1:1,250</p>	<p>25/09/2019 17:01:41</p>
<p>Scale 1:1,250</p>	<p>25/09/2019 17:01:41</p>		
<p>Original Drawing Size: 210 x 297 (A4) (c)</p>			

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      Overton Road, Cambuslang

School(s) served                      Park View/ Hallside Primary

Survey undertaken on                10/9/19

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	29
Number of vehicles (V) during busiest ten minute period.	38
PV <sup>2</sup>	41,876
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	28%

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.

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

Recalculated PV <sup>2</sup> as a proportion of the value required for recommending a patroller.	
--	--

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

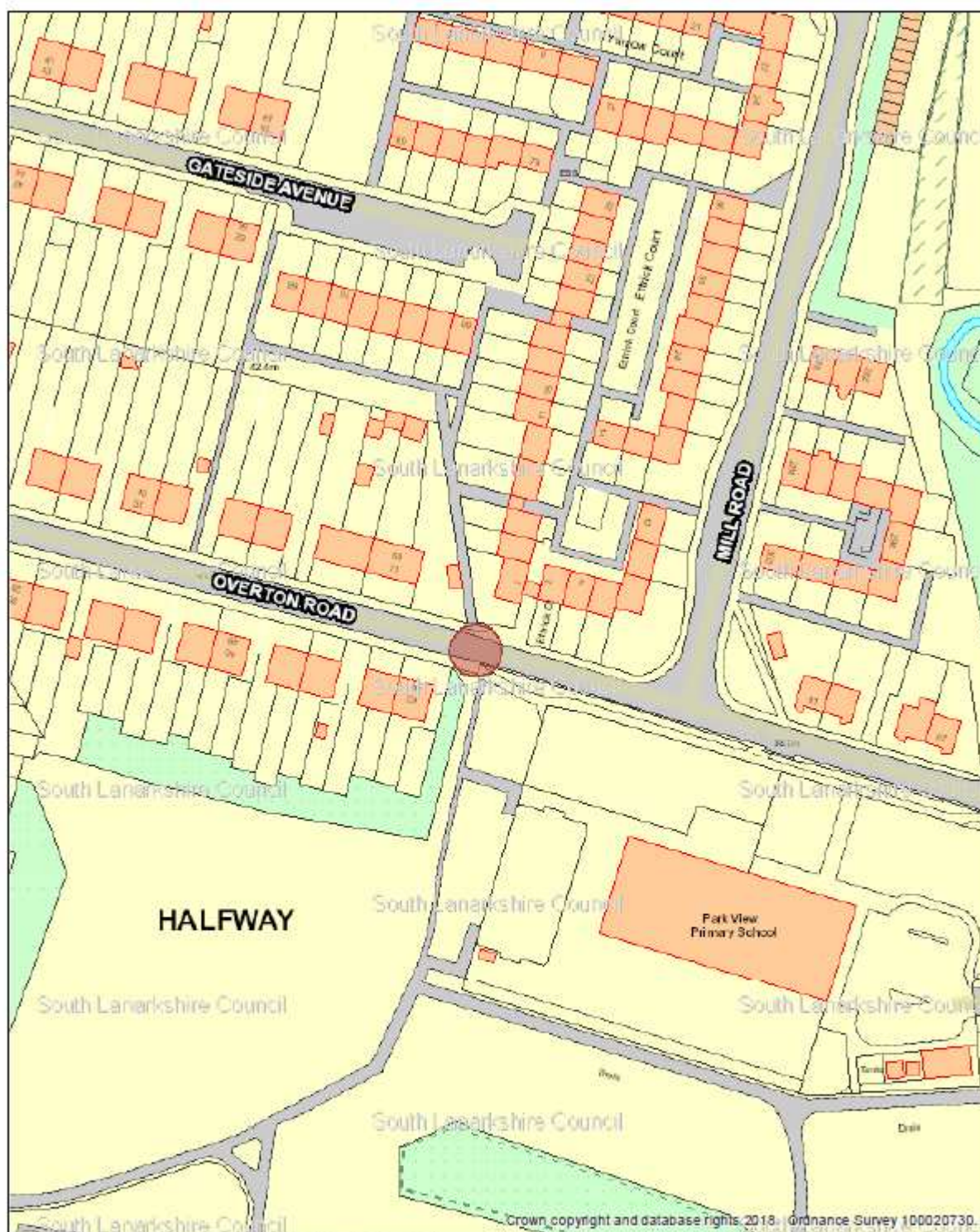
**Is Patrol recommended**

**No**

Ward: 14: Cambuslang East

Requested By: Road Safety Forum (reassessment)





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Title: School Crossing Patrol Assessment

Notes: Overton Road, Cambuslang



South Lanarkshire Council

Scale 1:1,250

03/10/2018 12:41:16

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

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      New Road, Cambuslang  
School(s) served                      Park View/ Hallside Primary  
Survey undertaken on                2.9.19 (PM) 10.9.19 (AM)

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	21
Number of vehicles (V) during busiest ten minute period.	56
PV <sup>2</sup>	65,856
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	45%

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.

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

Recalculated PV <sup>2</sup> as a proportion of the value required for recommending a patroller.	
--	--

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

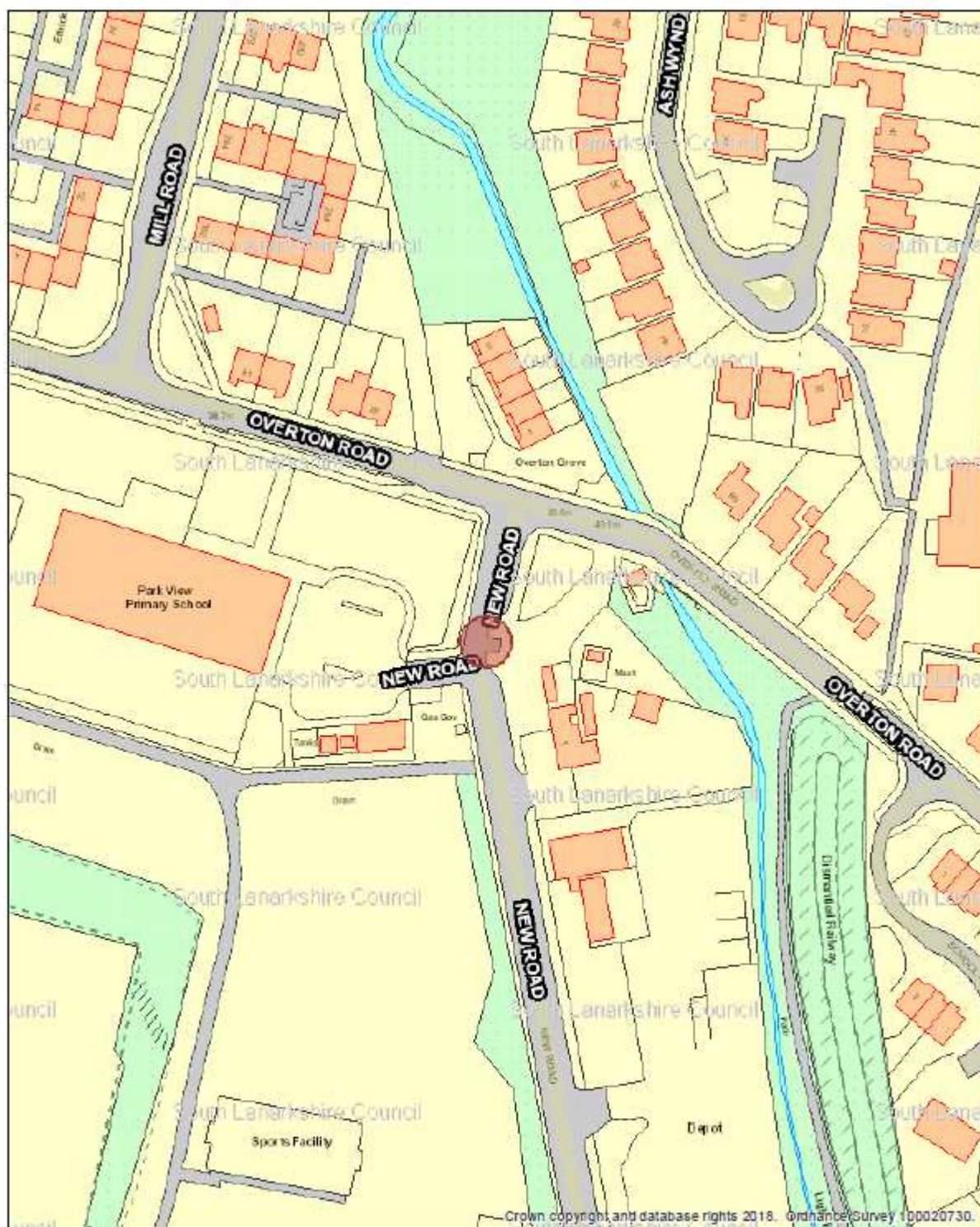
**Is Patrol recommended**

**No**

Ward: 14: Cambuslang East

Requested By: Road Safety Forum (reassessment)





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Title: School Crossing Patrol Assessment

Notes: New Road, Cambuslang



South Lanarkshire Council

Scale 1:1,250

03/10/2018 12:42:36

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

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      Woodland Crescent, Cambuslang

School(s) served                      Cairns/ St. Cadoc's Primary

Survey undertaken on                28/8/19

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	20
Number of vehicles (V) during busiest ten minute period.	57
PV <sup>2</sup>	64,980
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	44%

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.

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

Recalculated PV <sup>2</sup> 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: 14: Cambuslang East

Requested By: Road Safety Forum (reassessment)





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Title: School Crossing Patrol Assessment

Notes: Woodland Crescent, Cambuslang



South Lanarkshire Council

Scale 1:2,500

10/10/2018 17:01:27

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

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      Glenafeoch Road (southbound), Carluke

School(s) served                      Crawforddyke Primary

Survey undertaken on              4/9/19 (AM) 16/9/19 (PM)

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	49
Number of vehicles (V) during busiest ten minute period.	25
PV <sup>2</sup>	30,625
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	21%

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.

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

Recalculated PV <sup>2</sup> 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: 1: Clydesdale West

Requested By: Road Safety Forum (reassessment)

## **School Crossing Patrol Assessment Sheet**

### **Primary Pupils**

Proposed location                      Glenafeoch Road (northbound), Carluke

School(s) served                      Crawforddyke Primary

Survey undertaken on              4/9/19 (AM) 16/9/19 (PM)

### **Survey Results**

Number of primary school children (P) crossing during busiest ten minute period.	49
Number of vehicles (V) during busiest ten minute period.	11
PV <sup>2</sup>	5,929
PV <sup>2</sup> as a proportion of the value required for recommending a patroller (value required is 148,000).	4%

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.

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

Recalculated PV <sup>2</sup> 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: 1: Clydesdale West

Requested By: Road Safety Forum (reassessment)





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Title: Glenafeoch Road, Carluke

Notes: School Crossing Patroller Assessment



South Lanarkshire Council

Scale 1:1,250

13/06/2018 15:24:33

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



# Report

**7**

Report to: **Roads Safety Forum**  
 Date of Meeting: **30 October 2019**  
 Report by: **Executive Director (Finance and Corporate Resources)**

Subject: **Dates for Future Meetings**

## **1. Purpose of Report**

1.1. The purpose of the report is to:-

- ◆ advise on the dates for future meetings of the Roads Safety Forum

## **2. Recommendation(s)**

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

- (1) that the proposal to hold future meetings of the Roads Safety Forum in the Council Offices, Almada Street, Hamilton at 10.00am on the following dates be endorsed:-

Tuesday 28 January 2020

Tuesday 9 June 2020

Tuesday 17 November 2020

## **3. Background**

3.1. Future meeting dates for meetings of the Roads Safety Forum are scheduled in advance.

3.2. It is proposed, therefore, that future meetings of the Forum be held on:-

- ◆ Tuesday 28 January 2020 at 10.00am
- ◆ Tuesday 9 June 2020 at 10.00am
- ◆ Tuesday 17 November 2020 at 10.00am

## **4. Employee Implications**

4.1. There are no employee implications.

## **5. Financial Implications**

5.1. There are no financial implications.

## **6. Other Implications**

6.1. There are no risks associated with this proposal.

6.2. There are no sustainability implications associated with this proposal.

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

- 7.1. 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.
- 7.2. There was no requirement to undertake any consultation in terms of the information contained in this report.

**Paul Manning**

**Executive Director (Finance and Corporate Resources)**

1 October 2019

### **Link(s) to Council Values/Ambitions/Objectives**

- ◆ Accountability, effective, efficient and transparent

### **Previous References**

- ◆ None

### **List of Background Papers**

- ◆ None

### **Contact for Further Information**

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

Ext: 4149 (Tel: 01698 454149)

E-mail: [nicola.docherty@southlanarkshire.gov.uk](mailto:nicola.docherty@southlanarkshire.gov.uk)