



Council Offices, Almada Street
Hamilton, ML3 0AA

Thursday, 24 May 2018

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: Tuesday, 15 May 2018

Time: 10:00

Venue: Committee Room 2, Council Offices, Almada Street, Hamilton, ML3 0AA

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

Members are reminded to bring their fully charged tablets to the meeting

Yours sincerely

Lindsay Freeland
Chief Executive

Members

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

Substitutes

Maureen Chalmers, Alistair Fulton, Ann Le Blond, Martin Lennon, Kenny McCreary, Bert Thomson,

BUSINESS

1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 6
Minutes of the Roads Safety Forum held on 27 February 2018 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **Police Scotland - Lanarkshire Division Road Safety Update** 7 - 8
Report dated 27 April 2018 by the Local Authority Liaison Officer. (Copy attached)
- 4 **Parking/Road Safety at Schools** 9 - 18
Report dated 25 April 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Capital Programme of Road Safety Engineering Works for 2018/2019** 19 - 24
Report dated 30 April 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Pass Plus** 25 - 28
Report dated 24 April 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 7 **Kerbcraft Road Safety Training Initiative** 29 - 32
Report dated 24 April 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 8 **School Crossing Patrol Assessments** 33 - 38
Report dated 30 April 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)

Urgent Business

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

For further information, please contact:-

Clerk Name: Tracy Slater

Clerk Telephone: 01698 454185

Clerk Email: tracy.slater@southlanarkshire.gov.uk

ROADS SAFETY FORUM

Minutes of meeting held in Committee Room 2, Council Offices, Almada Street, Hamilton on 27 February 2018

Chair:

Councillor Julia Marrs

Councillors Present:

Robert Brown, Janine Calikes, Mark Horsham, Lynne Nailon, Collette Stevenson, Bert Thomson (*substitute for Councillor Fagan*), Jared Wark

Councillors' Apologies:

Joe Fagan, Davie McLachlan, Margaret B Walker

Attending:

Community and Enterprise Resources

E Gibson, Road Safety Training Officer; S Laird, Traffic and Transport Engineer; C Park, Engineering Manager

Education Resources

D Hinshelwood, Support Services Manager

Finance and Corporate Resources

T Slater, Administration Officer

Also Attending:

Police Scotland

Sergeant T Flynn, Local Authority Liaison Officer

1 Declaration of Interests

No interests were declared.

2 Minutes of Previous Meeting

The minutes of the meeting of the Roads Safety Forum held on 5 December 2017 were submitted for approval as a correct record.

In relation to item 4 in the minutes, when it had been decided that a report would be submitted to this meeting on Parking at Schools, the Forum was advised that the report was still being finalised and would be submitted to the next meeting of the Forum.

In relation to item 6, when it had been noted that the 'New Driver Scheme' presentation would be shown at this meeting, the Forum was advised that this would now be shown at the next meeting of the Forum.

The Forum decided: that the minutes be approved as a correct record and the updated position in relation to items 4 and 6 be noted.

Councillor Calikes entered the meeting after this item of business

3 Pass Plus

A report dated 3 February 2018 by the Executive Director (Community and Enterprise Resources) was submitted on the subsidised Pass Plus Scheme within South Lanarkshire.

In 2016, there had been 108 injury accidents in South Lanarkshire, resulting in 127 casualties where the driver of the vehicle causing the accident was in the 17 to 25 year old age group. The Pass Plus road safety initiative aimed to assist newly qualified drivers gain driving experience and, therefore, reduce injury accidents.

The subsidised scheme had been launched in July 2007 and details were provided on the:-

- ◆ number of newly qualified drivers who had participated in the Scheme
- ◆ findings from the annual evaluation of the Scheme

Following discussion on how to increase uptake of the Scheme, it was agreed that officers would look at the possibility of increasing the subsidy and the inclusion of motorcyclists.

The Forum decided: that the contents of the report be noted.

[Reference: Minutes of 6 March 2017 (Paragraph 3)]

4 Road Accident Casualty Statistics for 2017

A report dated 6 February 2018 by the Executive Director (Community and Enterprise Resources) was submitted on the road accident casualty statistics for the Council area during 2017. The statistics highlighted that:-

- ◆ the total number of fatal casualties had reduced between 2016 and 2017 from 18 to 7
- ◆ the total number of serious casualties had increased between 2016 and 2017 from 83 to 86
- ◆ there had been 1 fatal child casualty during 2017
- ◆ the total number of child serious casualties had increased between 2016 and 2017 from 13 to 15
- ◆ the total number of slight casualties had decreased between 2016 and 2017 from 506 to 418

A report on the Capital Programme of Road Safety Engineering Works for 2018/2019 would be submitted to the next meeting of the Forum which would include information on localities where accidents had occurred.

The Forum decided: that the road accident casualty statistics for 2017 be noted.

[Reference: Minutes of 6 March 2017 (Paragraph 4)]

5 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 8 February 2018 by the Local Authority Liaison Officer, Police Scotland, was submitted on national and local road safety campaigns.

An update was given on the following initiatives:-

- ◆ Festive Drink and Drug Drive Campaign
- ◆ Motorcycle Safety Campaign Launch
- ◆ Motorcycle Weekend of Action 1

- ◆ Motorcycle Weekend of Action 2
- ◆ Cycling Scotland – Give Everyone Cycle Space

The Local Authority Liaison Officer responded to members' questions and confirmed that a presentation on the 'New Driver Scheme' would be delivered to the next meeting of the Forum.

The Forum decided: that the report and verbal update be noted.

6 Urgent Business

There were no items of urgent business.



Report

3

Report to: **Roads Safety Forum**
Date of Meeting: **15 May 2018**
Report by: **Teri Flynn, Local Authority Liaison Officer**
Police Scotland

Subject: **Police Scotland - Lanarkshire Division Road Safety Update**

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
- ◆ give members an overview of the New Driver Early Intervention Scheme

2. Recommendation(s)

2.1. The Roads Safety Forum is asked to approve the following 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 Road 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. Local issues

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

- **May 2018 – Motorcycle Weekend of Action 2 and 3**
- **June 2018- Vulnerable Road Users- Cyclists and Pedestrians**
Drink/Drug Drive Campaign
- **July 2018- Motorcycle Weekend of Action 4**

4.2. These campaigns will be concentrating on vulnerable road users and will tie in with the national campaigns.

5. New Driver Early Intervention Scheme

5.1. The New Driver Early Intervention Scheme was introduced in Lanarkshire division in August 2017 and now has over 45 officers trained in delivering the input. It is open to learner drivers, employers of new drivers and full licence holders who have passed a practical test within a 2 year period.

6. Employee Implications

6.1. There are no employee implications.

7. Financial Implications

7.1. There are no financial implications.

8. Other Implications

8.1. There are no implications for sustainability or risk 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, therefore, no impact assessment is required.

9.2. There was not requirement to undertake any consultation in terms of the information contained in this report.

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

27 April 2018

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 07979 707820
E-mail teri.flynn@scotland.pnn.police.uk
SLC E-mail teri.flynn@southlanarkshire.gcsx.gov.uk

Report

4

Report to:	Roads Safety Forum
Date of Meeting:	15 May 2018
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	Parking/Road Safety at Schools
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the key issues in connection with parking at schools as well as potential actions to assist in reducing the number of pupils travelling to and from school by car

2. Recommendation(s)

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

- (1) that the key issues be noted and reported to a future Community and Enterprise Resources Committee; and
- (2) that the tools, techniques and initiatives outlined in this paper continue to be deployed as solutions throughout the Council area in response to identified issues.

3. Background

3.1. It was agreed that the key issues, listed below in relation to parking and road safety around schools, previously identified by the Community and Enterprise Resources Committee of 3 October 2017, be considered by the Forum:-

- ◆ statutory enforcement practicalities and capacity
- ◆ banning vehicles from school frontages (e.g. East Lothian trial)
- ◆ encouraging active travel
- ◆ obstructive/dangerous parking

3.2. Indiscriminate parking can lead to a variety of issues such as blocking footways, limiting children's crossing opportunities, masking visibility of approaching drivers and congestion. Each school has different levels of issues and these can be dependent on their geographical location such as rural/urban or in a residential/town centre location.

3.3. At the Road Safety Forum of 5 December 2017, members initially discussed these issues and a variety of safety related parking issues including the relative roles of stakeholders, including the Council and Police Scotland. The issues related to congestion and the resultant associated risk of conflicts occurring between road users which could lead to accidents.

3.4. The discussion at the Forum included other topics and these are listed below:-

- ◆ effectiveness of school travel plans and the sharing of the survey information
- ◆ scope for Council employees or volunteers to assume the roles of Parking Attendants to take enforcement action/issue Penalty Charge Notices (PCNs)
- ◆ opportunities to use camera technology to assist in any enforcement action
- ◆ road safety projects and initiatives available
- ◆ school keep clear markings

3.5. Within South Lanarkshire there are 17 Secondary Schools, 124 Primary Schools, 2 Private Schools and 7 Additional Support Needs Schools. Together, there are approximately 50,000 pupils who attend school on a daily basis and this equates to 9,500,000 pupil journeys to and from school every academic year.

3.6. Transport Scotland's latest publication on Reported Road Casualties Scotland 2016 states that for the years from the end of 2012 to 2016 the annual average number of children killed was 0 while the number of children seriously injured was 8. Therefore, accidents involving children remain extremely rare in South Lanarkshire and of these, less than half will likely involve an accident occurring on the journey to school.

3.7. While these statistics are encouraging, we cannot become complacent and must continue to refine and assess the effectiveness of what we presently do and consider whether there are alternative ideas to be developed. The remaining sections of this paper discuss each of the subject areas raised above.

4. Statutory Enforcement Practicalities and Capacity

4.1. In 2005, parking was decriminalised in South Lanarkshire. Therefore, the Council is responsible for the enforcement of waiting and loading restrictions as well as the control of on-street parking.

4.2. The decriminalisation of parking does not preclude the Police from enforcing legislation in relation to parking that is considered to be either causing an obstruction or danger. Enforcement actions from the Police will be commensurate with their other duties.

4.3. The definition of obstruction the Police use can be found in Regulation 103 of The Road Vehicles (Construction & Use) Regulations 1986. It states:

'No person in charge of a motor vehicle or trailer shall cause or permit the vehicle to stand on a road so as to cause any unnecessary obstruction of the road.'

4.4. In circumstances where a vehicle is obstructing the roadway (which includes carriageway and footway), Police judge each incident on its own merit.

- 4.5. Where the driver or keeper of the vehicle is present, a Police Officer may request the vehicle to be moved and, depending on the circumstances, appropriate enforcement may be undertaken. This could result in penalty points and a fine and these are very much dependant on the circumstances. Where the driver or keeper disputes the action being taken, then a Standard Prosecution Report will be submitted where the Procurator Fiscal will review the case and consider options such as court action.
- 4.6. Where a vehicle is parked in a dangerous position then Section 22 of the Road Traffic Act 1988 can be considered by the Police. This section states:
- 'If a person in charge of a vehicle causes or permits the vehicle or a trailer drawn by it to remain at rest on a road in such a position or in such condition or in such circumstances as to involve a danger of injury to other persons using the road, he is guilty of an offence'.*
- 4.7. Police Scotland will consider the circumstances where a vehicle is parked dangerously on each incident's merit. In the absence of the driver or keeper of the vehicle, Police Scotland can consider removing the vehicle if deemed necessary.
- 4.8. Where a complaint in relation to obstruction or dangerous parking is received in relation to a vehicle parked at a school crossing or within a controlled area, it is likely that Police Scotland will attend and consideration will be given to removing the vehicle. In most cases the Police will resolve matters by liaising with the driver or keeper of the vehicle. It is very rare that they will remove vehicles using their removal contractor.
- 4.9. Turning back to the Council's remit, the Road Traffic Regulation Act 1984 provides legislation in relation to the employment of Parking Attendants (PAs). It states that a parking attendant shall be an individual employed by the authority or where the authority has made arrangements with any person for the purposes of parking enforcement, an individual employed by that person to act as a parking attendant.
- 4.10. South Lanarkshire Council employ individuals as Parking Attendants which fulfils the first part of the Act. It should be noted that any person needs to be employed by the Council, directly or indirectly, therefore, volunteers cannot perform the function of a Parking Attendant.
- 4.11. Consideration has also been given to persons already employed by the Council, such as facilities employees, however, the current level of resources available would not allow them to take on additional duties.

- 4.12. It should be noted that most schools are located on roads where parking restrictions are not in place and are generally located in residential areas and out with main town centres. In cases where enforcement of restrictions is an issue (e.g. on mandatory zig zag markings) our existing Parking Attendants can be deployed as necessary. However, there are practical issues with enforcement as the offending vehicles are usually occupied and hence will simply drive away.
- 4.13. Finally, in terms of enforcement, while we understand that the Protection of Freedoms Act 2012 permits the use of Automatic Number Plate Recognition cameras in privately-run car parks, this legislation does not presently give Local Authorities the ability to use the same technology either in Council's own car parks or on-street restrictions.
- 4.14. At this time, Parking Attendants require to undertake this duty by being on site to witness and observe any infringement of parking restrictions. We propose to investigate future opportunities for camera enforcement in discussion with the Scottish Government and Legal colleagues.

5. Banning Vehicles From School Frontages

- 5.1. In 2014, East Lothian Council undertook an 18-month trial banning vehicles from three Haddington streets during the peak school travel periods. The trial was introduced following a period of public consultation which resulted from proposals made by the school Parent Councils, teachers and officers from East Lothian Council. The trial was concluded, and permanent traffic regulation orders are now in place. The schools in question have high numbers of children who walk or cycle to school.
- 5.2. The banning of motor vehicles from Neilson Park Road, Victoria Road and Wemyss Place Haddington, which serve three schools, are effective from 8.30am to 9.30am and 3.00pm to 4.00pm (Monday to Thursday) and 8.30am to 9.30am and 11.45am to 12.45pm (Friday) during term time. These restrictions do not apply to residents of the streets or blue badge holders. Provision has also been made in the order for emergency services and delivery vehicles to access the streets during these times.
- 5.3. The schools are located in two relatively short cul-de-sacs with narrow carriageways and footways. The third street, Wemyss Place runs at 90 degrees to Victoria Road. There are less than 20 residential properties accessed via the two cul-de-sacs. The cul-de-sacs are accessed from main roads and are close to the town centre of Haddington and away from residential areas.
- 5.4. Notwithstanding this, the schools suffered the same general problems experienced around the vast majority of schools where, at opening and closing times, a significant number of parents/carers park and manoeuvre their vehicles to the detriment of other road users. The usual methods to discourage indiscriminate parking and manoeuvring, such as letters to parent/carers, had been used and had failed to resolve the issues.
- 5.5. Over and above that, the schools experienced problems that could be described as antisocial behaviour by a select minority of parents/carers. Actions included turning vehicles with little or no regard to pedestrians which, given the narrow nature of the streets, require multiple manoeuvres.

- 5.6. Residents have been issued with passes that show that they are entitled to drive during the periods of prohibition. Head teachers have been issued with a small number of passes to distribute as they see fit but, in general, teachers and staff are expected to lead by example and not drive to school or be using the roads during the periods of prohibition.
- 5.7. The consultation process for the Order included liaison with the Police who, at that time, were the legacy force of Lothian and Borders. Police Scotland were generally supportive of the Order but commented that the proposed signing was cumbersome while advising that enforcement would be a low priority and commensurate with duties during times of operation.
- 5.8. Depending on the individual circumstances at each school, there is a risk that the problem the prohibition has designed to address would transfer to adjacent streets.
- 5.9. East Lothian Council believe that the prohibition works best when the number of residential properties accessed via the cul-de-sacs is 20 or less. A higher number will make the management and distribution of resident permits more challenging to administer. The prohibition would also only be appropriate in cul-de-sacs where entry and exit is controlled; a through road would be virtually impossible to operate and manage.
- 5.10. A prohibition such as this is classed as a moving traffic violation and it can only be enforced by the Police. Preliminary discussions have taken place between South Lanarkshire Council and Police Scotland. Police Scotland has indicated that the general principle of the prohibition of driving at schools using similar criteria to that used by East Lothian Council would be supported. Support for such proposals would, however, be considered on each location's own merit.
- 5.11. A preliminary review of school's in South Lanarkshire indicates that 33 Primary and 8 secondary schools are accessed via a cul-de-sac. The adoption of such an initiative at these locations would require to be considered as part of a suite of measures emerging from School Travel Plan development.

6. Encouraging Active Travel/School Travel Plans

- 6.1. The aim of School Travel Plans is to encourage more sustainable modes of travel, such as walking and cycling, hence reducing congestion outside schools and increasing safety, improving health and environmental awareness, ultimately setting active travel patterns for life. The local context, including pupil travel patterns, is researched and presented in the Plan. This then allows appropriate solutions to be identified and targets for implementation to be set. The process puts the onus on pupils, parents and teachers to monitor the travel situation and to develop appropriate aims and identify targets and timescales for action. The Plan is an active document with a monitoring regime included, so the progress of any measures can be followed, and new ones added as it continues to develop.
- 6.2. At present, there are 68 schools that have completed a travel plan and a further 60 schools are currently working towards completing their travel plan. The remaining schools are being encouraged to take part.

- 6.3. To understand the views of the school community, pupils, parents/carers as well as staff are asked to complete a questionnaire as part of the travel plan development. This gives an opportunity to provide suitable travel information and also identify specific problems to be resolved through identification of objectives and targets. A programme of activities or initiatives is identified. A recent example of such a travel plan will be provided at the Forum on 15 May 2018.
- 6.4. Feedback from schools who have completed their plan has been positive and the document is used not only to identify initiatives but also provided an evidence based model which justifies the allocation of funding.
- 6.5. To encourage schools to complete and continue to update their plans, consideration is being given to introducing a “recognition” award. Where schools meet criteria relating to increasing proportions of sustainable travel, participation in certain initiatives such as Junior Road Safety Officer/Calendar Competition and other campaigns, then it would perhaps be appropriate to recognise this.
- 6.6. It should be noted that a school will be invited to a future Road Safety Forum to present their plan and provide feedback on the process as well as the effectiveness of the plan.

7. Road Safety Projects and Initiatives

- 7.1. The Council takes a “whole life” approach to road safety education with initiatives aimed at all ages and types of road users. We believe that good habits are best developed when people are young. Therefore, emphasis is given to educating and training children and young people.
- 7.2. Through the Curriculum for Excellence education programmes, School Travel Plan projects and cycling initiatives, there are number of options available that are tailored to specific needs and instances where road safety issues have been raised.
- 7.3. Appendix 1 lists these as well as the target users and the paper presented at the Road Safety Forum on 5 December 2017 discussed the initiatives in greater detail.
- 7.4. The Council also delivers engineering solutions to problems surrounding schools. These problems are identified through the development of the School Travel Plans and solutions such as new guardrail, signing, lining or speed management initiatives are introduced such as part-time mandatory 20mph speed limits. To some degree, progress on implementing physical works is funding dependant.

8. School Keep Clear Markings

- 8.1. At its meeting in June 2010, the Forum noted the contents of a report proposing a pilot scheme for the introduction of mandatory zig zag markings outside 20 schools. Up to this time, all school keep clear markings in South Lanarkshire had been advisory. In May 2014, the Forum noted a further report that provided results from a monitoring exercise carried out before and after the zig zag markings were changed from advisory to mandatory.
- 8.2. It was noted that 10 schools showed a reduction in the number of vehicles stopping on the zig zag markings, 3 schools showed no change and 7 schools showed an increase. Overall 113 vehicles stopped on the school keep clear markings in the before survey and 81 stopped in the after study, a reduction of 32 vehicles.

- 8.3. Before and after vehicle speeds were measured in each direction outside 6 of the schools. On average the speeds increased from 22mph to 24.9mph, an increase of 2.9mph.
- 8.4. A short questionnaire/survey was also sent to the 20 schools to gauge the success or otherwise of the pilot scheme. The results of the pilot indicated that while parking generally reduced, the perception from the schools was that the scheme had limited effect on parking practices. It was noted that the introduction of mandatory school keep clear markings should be considered as one of several measures and targeted at specific schools with known parking problems.

9. Conclusion

- 9.1. This paper has sought to consider and discuss some of the key issues related to parking and road safety around schools.
- 9.2. Issues can be complex and there is no single solution to the problems being experienced. A variety of solutions, discussed in this paper, require to be developed in discussion with the school communities and must take cognisance of the location of the school and travel characteristics of those attending the school. Emerging from this exercise will be individual actions for schools that complete their School Travel Plans.
- 9.3. Schools should, therefore, be encouraged, and in some cases required, to complete a School Travel Plan. Its contents should identify specific problems to be resolved through identification of objectives and targets. Liaison between the Head Teacher, Parent Council, Education Resources, Roads and Transportation Services and Police Scotland is required to ensure the solutions taken forward are appropriate.
- 9.4. Even then, the success of these solutions is dictated by the commitment of the school community (e.g. schools, parents, children) to champion and embrace the solutions being introduced.
- 9.5. Funding requirements to implement physical works will also require to be considered further.

10. Employee Implications

- 10.1. There are no current employee implications associated with this report, however, any increased roll out of the initiatives discussed above should be considered in the context of available road safety employee resources which have decreased significantly in recent years as a result of establishment downsizing to achieve revenue savings.

11. Financial Implications

- 11.1. There are no financial implications associated with this report, however, it should be noted that capital resources for these initiatives presently require to be prioritised from external funding streams. A modest level of revenue funding is currently available for education, training and publicity initiatives. If a greater level of physical improvements is required relative to typical current practice then greater levels of funding will be required.

12. Other Implications

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

13. Equality Impact Arrangements and Consultation Arrangements

- 13.1. 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.
- 13.2. All necessary consultation arrangements will take place.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

25 April 2018

Link(s) to Council Objectives/Ambitions/Values

- ◆ Make 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

- ◆ Community and Enterprise Resources Committee - 3 October 2017
- ◆ Road Safety Forum - 7 May 2014 and 5 December 2017

List of Background Papers

None

Contact for Further Information

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

Stuart Laird, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

E-mail: Stuart.Laird@southlanarkshire.gov.uk

Curriculum for Excellence	Target Users
Ziggy's Road Safety Mission	Nursery and P 1
Streetsense/Streetsense 2	P1 – P7
Junior Road Safety Officer Scheme	P6/7
A2BSafely (Additional Support Needs Resource)	P5 – S6
Theatre in Education – The Journey	P6/7
Crash Magnets	S4/ S5
Your Call	S1-3
Reaction Timers	S3- S6
Theatre in Education	S1
School Daze	S1
Friends Disunited	S5/6
Calendar Competition	all school – all stages
School Travel Plan Projects School Travel Plans Walk to School Campaigns Safe Start Kerbcraft Driving School of Sports News Time Travellers Resource Park Smart Campaign Park and Stride Walking Bus Bus Safety HGV Safety	Target Users all schools all schools P1 New Intake - all schools P1/2 Pupils - Delivered at 13 schools in Hamilton/ Blantyre area) P4-P7 P5 all schools all schools Primary Schools P4-P6 all schools
Cycling Initiatives Bikeability Cycle Friendly School Awards	Target Users all schools all schools

Report

5

Report to: **Roads Safety Forum**
 Date of Meeting: **15 May 2018**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Capital Programme of Road Safety Engineering Works for 2018/2019**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ♦ advise the Forum of the Capital Programme of Road Safety Engineering Works for 2018/2019 that will contribute to achieving government casualty reduction targets

2. Recommendation(s)

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

- (1) that the contents of the Capital Programme of Road Safety Engineering Works for 2018/2019 be noted.

3. Background

3.1. The Road Safety Forum, at its meeting of 27 February 2018, was advised of the provisional number of casualties occurring in the Council area in 2017 and of the trend in casualties with the Scottish Government's casualty reduction targets. It was further advised that there is still a lot of work to do and that the 2020 targets are challenging.

3.2. The Road Safety Forum, at its meeting of 5 December 2017, was advised of the methodology used to identify where road accidents are occurring in South Lanarkshire, how the information is used to prioritise identified accident locations and how these tables are then used to prioritise the Capital Programme of Road Safety Engineering Works. These reports further explained the tried and tested measures that have been employed to assist in casualty reduction to date, as well as their success.

4. Capital Programme of Road Safety Engineering Works for 2018/2019

4.1. Funding of the Capital Programme is provided from three sources: Scottish Government Grant: Cycling, Walking and Safer Streets (CWSS) funding (£432,000), Strathclyde Partnership for Transport (SPT) funding (£470,000) for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan (£125,000) for improved infrastructure.

- 4.2. The philosophy that has guided the development of previous Capital Programmes of Road Safety Engineering Works has been continued when developing the 2018/2019 programme (Appendix 1). Targeting locations with accident records is the main priority, and accounts for approximately 69% of the budget. Other road safety initiatives take up the remaining 31%. The initiatives targeting accident locations are the Route Action Plans and the AIP Single Site schemes.
- 4.3. It should be noted that CWSS conditions of grant require the Council to consider spending a minimum of 36% and preferably over 50% of the grant for the purposes of undertaking a programme of works promoting cycling. This will be met from the cycle schemes as well as a contribution towards some of the traffic signal schemes identified in Appendix 1.
- 4.4. The other road safety initiatives are:-
- ◆ Road Safety Infrastructure Improvements
 - ◆ Speed Limit Initiatives
 - ◆ Traffic Signals/Pedestrian Crossings
 - ◆ Engineering measures at schools
 - ◆ Cycle Schemes
- 4.5. A copy of the priority tables relating to Route Action Plan Assessments, Single Site Assessments as well as Area Wide Assessments will be available for viewing at the meeting.
- 5. Financial Implications**
- 5.1. The projects will be financed through the Scottish Government Grant: CWSS (£432,000), SPT funding (£470,000) for accident reduction measures on strategic routes/cycle facilities and South Lanarkshire Council's Roads Investment Plan (£125,000) for improved infrastructure.
- 6. Employee Implications**
- 6.1. The projects will be delivered utilising existing staff resources.
- 7. Other Implications**
- 7.1. There are no significant risks associated with this report, nor any environmental implications.
- 7.2. There are no implications for sustainability in terms of the information contained within this report.
- 8. Equality Impact Arrangements and Consultation Arrangements**
- 8.1. 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.
- 8.2. Consultation forms an integral part of the promotion of any traffic regulation order that is required for the implementation of a new speed limit.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

30 April 2018

Link(s) to Council Values/Ambitions/Objectives

- ◆ Make 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

- ◆ Road Safety Forum 5 December 2017
- ◆ Road Safety Forum 27 February 2018

List of Background Papers

None

Contact for Further Information

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

Stuart Laird, Roads and Transportation Services

Ext: 3607 (Tel: 01698 453607)

E-mail: Stuart.Laird@southlanarkshire.gov.uk

APPENDIX 1

Capital Programme of Road Safety Engineering Works for 2018/2019

Cycling, Walking and Safer Streets (CWSS) Grant	£432,000
Strathclyde Partnership for Transport (SPT)	£470,000
Roads Investment Plan (RIP)	<u>£125,000</u>
Total	£1,027,000

Projects	Justification	Action	CWSS	SPT	RIP
Route Action Plans/AIP Single Sites					
Newhousemill Road, between Hamilton and East Kilbride	Accident rate 1.4 times national average – This is the phase two of works began last financial year.	Warning signs, road markings and verge marker posts	£60,000		
B7071 Bothwell Road / Industrial Access Road, Hamilton	Priority single sites with three or more injury accidents in three years (four turning injury accidents)	Installation of a new traffic signal controlled junction.	£90,000		
A73 / Sherrifflats Road / Station Road, Thankerton	Accident rate 2.4 times national average. Works identified last year and signage purchased last financial year.	Installation of speed activated warning signage		£5,000	
A724 Burnbank Road / Pollock Avenue, Hamilton	Single sites with three or more injury accidents in three years (nine injury accident with a high proportion of pedestrian accidents over recent years)	Installation of Pedestrian Refuge Island		£30,000	
B7071 Bothwell Road, / Caird Street, Hamilton	Single sites with three or more injury accidents in three years (seven injury accidents with a high proportion of turning accidents)	Reconfiguration of traffic signal junction	£132,000	265,000	£125,000

Road Safety Infrastructure Improvements	Minor / routine road safety measures prioritised through enquiries	Pedestrian guardrail, road markings and road signs	£15,000		
Speed Limit Initiative	Introduce reduced limits previously identified in speed limit review. Routes previously subject to RAP treatment and/or accident rate above national average eg A71 between the east Ayrshire and Cornsilloch. Other routes to be confirmed.	Signing to comply with legislation	£15,000		
Engineering Measures at Schools	Measures identified through previous and ongoing School Travel Plans eg signing / lining / guardrail etc	Pedestrian guardrail, road markings and road signs	£20,000		
Cycle Schemes	Development of cycle infrastructure to increase cycling. Cycling projects include a variety of road safety improvements to the network.	Continue the installation of routes in East Kilbride and the provision of cycle shelter parking in Town Centres.	£100,000	£170,000	
Total			£432,000	£470,000	£125,000

Report

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Report to: **Roads Safety Forum**
 Date of Meeting: **15 May 2018**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Pass Plus**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ provide the Forum with an update for the subsidised Pass Plus Scheme within South Lanarkshire

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. In order to provide newly qualified drivers with the necessary skills and knowledge to cope with varying road conditions, South Lanarkshire Council launched the Pass Plus subsidised scheme on 26 July 2007.
- 3.2. The Pass Plus road safety initiative aims to assist newly qualified drivers to gain valuable driving experience, which builds on the existing skills and knowledge gained during training for their Learner Driver Test. The topics covered in this project are driving in town, all weather driving, driving out of town, night driving, driving on dual carriageways and driving on motorways.
- 3.3. The current subsidy of £75 towards the total cost of Pass Plus training aims to encourage more newly qualified drivers to participate in this initiative.
- 3.4. The subsidy of £75 has remained the same since the subsidised Pass Plus Scheme was launched in South Lanarkshire in 2007. The initial cost of the scheme, as at 2007, was approximately £120. Following the Road Safety Forum Meeting on 27 February 2018 it was agreed that officers would review the level of subsidy on offer versus the cost of the initiative. Contact was subsequently made with the Driver and Vehicle Standards Agency who confirmed the current cost of the Pass Plus scheme is approximately £150.

3.5. The uptake of Pass Plus has reduced in recent years as illustrated below:-

Participants in Pass Plus Scheme											
Year	2007/ 08	2008/ 09	2009/ 10	2010/ 11	2011/ 12	2012/ 13	2013/ 14	2014/ 15	2015/ 16	2016 /17	2017 /18
	175	271	182	265	196	156	146	150	105	74	59

3.6. While cost alone is not the reason for the reduced uptake, in order to stimulate the scheme and encourage more newly qualified drivers to participate in Pass Plus, it may be advantageous to increase the level of subsidy albeit this would have to be considered relative to continuing financial pressures.

3.7. Below is a comparison of other participating Councils' Pass Plus subsidies within Scotland:-

- ◆ Argyll and Bute - £75. Cost of scheme fluctuates between £150 to £250 due to increased cost of travel to reach motorways
- ◆ Inverclyde currently offer 50% of the cost of the course up to a maximum of £80
- ◆ Fife - £90. Pass Plus costs approximately £130 in this Council area

4. Employee Implications

4.1. There are no employee implications associated with this report.

5 Financial Implications

5.1. Funding for this financial year 2018/2019 Pass Plus Scheme will be met by the Community Safety Partnership who have allocated £7,000. Should demand exceed the available funding, consideration will be given to utilising the Road Safety Revenue Budget.

6. Other Implications

6.1. There are no significant risks associated with this report, nor any environmental implications.

6.2. There are no implications for sustainability in terms of the information contained within this report.

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. Consultation on the effectiveness of the initiative was completed by participants and results are available from the Traffic and Transportation Section.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

24 April 2018

Link(s) to Council Objectives/Ambitions/Values

- ◆ Make communities safer, stronger and sustainable
- ◆ Protect vulnerable children, young people and adults
- ◆ Improve achievement, raise educational attainment and support lifelong learning
- ◆ Focused on people and their needs

Previous References

- ◆ Road Safety Forum 27 February 2018

List of Background Papers

None

Contact for Further Information

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

Eleanor Gibson, Roads and Transportation Services

Ext: 3617 (Tel: 01698 453617)

E-mail: eleanor.gibson@southlanarkshire.gov.uk

Report

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Report to: **Road Safety Forum**
 Date of Meeting: **15 May 2018**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Kerbcraft Road Safety Training Initiative**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the progress of the Kerbcraft Road Safety Training Initiative within South Lanarkshire.

2. Recommendation(s)

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

- (1) That the contents of the report are noted and future Kerbcraft Training is supported.

3. Background

- 3.1. The Kerbcraft Road Safety Training Initiative is an on-road pedestrian training scheme which was introduced to South Lanarkshire in 2004. It was initiated by the Scottish Government and backed by the Department for Transport to target areas of deprivation where children were found to be more at risk of being injured in a road traffic collision.
- 3.2. The Kerbcraft model necessitates collaboration with families and the local school community in order to provide effective road safety education.
- 3.3. Creative and critical thinking is essential in order to solve problems at the roadside, particularly during “safer places” training.
- 3.4. Communication between children and with an adult volunteer is an integral part of the roadside training. Children are also encouraged to relay their experiences back in the classroom and with their parents at home.
- 3.5. Each part of the Kerbcraft model provides children with a problem to solve through the creation of starting positions and roadside destinations.
- 3.6. Throughout the Kerbcraft training, children are encouraged to comment on the suggestions of others. The use of open questions as part of the safer places programme helps to facilitate constructive comments by the children.

- 3.7. The Kerbcraft initiative was initially funded by the Scottish Government for three years between 2004-2007. Schools situated in the Hamilton and Blantyre Social Inclusion Partnership (SIP) area were chosen as part of the bid for funding to the Scottish Government and these schools are still currently involved in the project.
- 3.8. Due to the benefits of the initiative South Lanarkshire Council have continued to provide the Kerbcraft Pedestrian Training initiative and the initial thirteen schools take part every year.
- 3.9. The training is completed on a rolling programme co-ordinated by the School Travel Plan Co-ordinator. The schools which completed the Kerbcraft training between August and December 2016 are as follows:-

School	Number of pupils and stage	Number of volunteers
High Blantyre Primary School	33 Primary 2 pupils	2 Volunteers and 3 school staff members (2 from supported class).
St. Cuthbert's Primary School	36 Primary 2 pupils	4 Volunteers
St. Joseph's Primary School	48 Primary 2 pupils	3 Volunteers
St. Paul's Primary School	11 Primary 1 pupils	1 Volunteer, Home School Partnership Worker and 1 / 2 school staff members.
Townhill Primary School	49 Primary 2 pupils	8 Volunteers

- 3.10. Schools which participated between January 2017 and Summer 2017 are as follows:-

School	Number of pupils and stage	Number of volunteers
Auchinraith Primary School	39 Primary 2 pupils	2 Volunteers, 2 teachers and 1 school staff member.
Beckford Primary School	20 Primary 1 pupils	2 Class teachers, 1 student teacher, Home School Partnership Worker, 8 Volunteers and 1 school staff member.
Glenlee Primary School	38 Primary 2 pupils	3 Volunteers
Hamilton School for the Deaf	3 pupils from younger class	Class teacher
St. Blane's Primary School	43 Primary 1 pupils	1 Volunteer and 2 school staff members.
St. John's Primary School, Hamilton	41 Primary 2 pupils	3 Volunteers and 2 / 3 school staff members from supported class.
St. Ninian's Primary School	26 Primary 2 pupils	2 Volunteers
Udston Primary School	45 Primary 2 pupils	5 Volunteers

3.11. The following schools participated between August and December 2017:-

School	Number of pupils and stage	Number of volunteers
High Blantyre Primary School	41 Primary 2 pupils	2 Volunteers and school staff member from supported classes.
St. Cuthbert's Primary School	38 Primary 2 pupils	4 Volunteers
St. Joseph's Primary School	35 Primary 2 pupils	3 Volunteers
St. Ninian's Primary School	34 Primary 2 pupils	2 Volunteers
St. Paul's Primary School	21 Primary 1 pupils	4 Volunteers, 2 school staff members, Home School Partnership Worker and 1 class teacher.
Townhill Primary School	50 Primary 2 pupils	7 Volunteers

3.13. The following schools commenced further training in January 2018 and will continue to Summer 2018:-
Glenlee, Hamilton School for the Deaf, Auchinraith, St. John's, Hamilton, Beckford, St. Blane's and Udston Primary School.

3.14. Looking to the future, we are considering the effects of the recent changes where the SIP areas have been replaced with the Scottish Index of Multiple Deprivation which has identified the worst 15% of areas in South Lanarkshire. In addition, consideration will also be made in respect of the ongoing community engagement process in relation to the areas associated with the Local Outcome Improvement Plan and the priorities identified in the Area Wide Accident Action Plan.

4. Employee Implications

4.1. The Kerbcraft Pedestrian Training programme is co-ordinated by the School Travel Plan Co-ordinator. The programme accounts for 60% of the Officers working time.

5. Financial Implications

5.1. 2016/2017 – Promotional items for pupils and volunteers were funded by Road Safety Scotland.

6. Other Implications

6.1. Risk assessments of the routes used are undertaken by the School Travel Plan Co-ordinator prior to training commencing. A dynamic risk assessment is carried out at every training session.

6.2. There are no implications for sustainability in terms of the information contained within this report.

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. Consultation with Head Teachers, volunteers, parents and pupils to ascertain the effectiveness of training received is completed at the end of training. Previous feedback from the consultation has produced the following results from August 2016 to Summer 2017:-

- ◆ all parents who responded rated the Kerbcraft Pedestrian Training Scheme to be worthwhile
- ◆ 93% of participating children enjoyed their Kerbcraft training
- ◆ all participating teachers stated that the children gained valuable road safety knowledge
- ◆ 100% of volunteers who responded thought that the Kerbcraft Pedestrian Training Scheme was worthwhile initiative to participate in, with 82% indicating it was very worthwhile.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

24 April 2018

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

Previous References

Road Safety Forum 27 June 2016

List of Background Papers

None.

Contact for Further Information

If you would like inspect any of the background papers or want any further information, please contact: - Eleanor Gibson, Roads and Transportation Services

Ext: 3617 (Tel: 01698 453617)

E-mail: eleanor.gibson@southlanarkshire.gov.uk

Report

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Report to: **Roads Safety Forum**
 Date of Meeting: **15 May 2018**
 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 approve the following recommendation(s):-

- (1) that the request for a school crossing patrol at the following location be supported:-
- ♦ Harvester Avenue, Cambuslang

3. Background

- 3.1. Assessments of the above location are shown on the attached summary sheets. The summary sheets observe that the site meets 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 PV² 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 PV² 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 Road 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.
- 4. Employee Implications**
- 4.1. Two patrollers will be required at this site as the criteria have been satisfied.
- 5. Financial Implications**
- 5.1. The overall cost of two new patrollers is approximately £12,200 which will be met from existing budgets.
- 6. Other Implications**
- 6.1. Relevant risk and sustainable development issues 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.
- 7.2. All necessary consultation arrangements have taken place.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

30 April 2018

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

- ◆ Roads Safety Forum 20 May 2015

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

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Harvester Avenue, Cambuslang (northbound)

School(s) served St. Charles/Newton Farm Primary

Survey undertaken on 12/12/17

Survey Results

Number of primary school children (P) crossing during busiest ten minute period.	101
Number of vehicles (V) during busiest ten minute period.	39
PV ²	153,621
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	104%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

Yes

If percentage is between 50% and 100% then consider other factors detailed below.

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

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

Yes

Ward: 14: Cambuslang East

Requested By: Parent Council

School Crossing Patrol Assessment Sheet

Primary Pupils

Proposed location Harvester Avenue, Cambuslang (southbound)

School(s) served St. Charles/Newton Farm Primary

Survey undertaken on 12/12/17

Survey Results

Number of primary school children (P) crossing during busiest ten minute period.	101
Number of vehicles (V) during busiest ten minute period.	73
PV ²	538,229
PV ² as a proportion of the value required for recommending a patroller (value required is 148,000).	364%

If proportion is 100% or greater then Patrol recommended.

Is Patrol recommended

Yes

If percentage is between 50% and 100% then consider other factors detailed below.

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

Recalculated PV ² as a proportion of the value required for recommending a patroller.	
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If proportion remains under 100% then Patrol is not recommended.

Is Patrol recommended

Yes

Ward: 14: Cambuslang East

Requested By: Parent Council



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Title: Harvester Avenue, Cambuslang

Notes: School Crossing Patrol Assessment



South Lanarkshire Council

Scale: 1:1,250

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