



Council Offices, Almada Street
Hamilton, ML3 0AA

Monday, 01 October 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: Wednesday, 10 October 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), Walter Brogan, Robert Brown, Janine Calikes, Mark Horsham, Davie McLachlan, Lynne Nailon, Collette Stevenson, Margaret B Walker, Jared Wark

Substitutes

Maureen Chalmers, Margaret Cowie, Alistair Fulton, Ann Le Blond, Kenny McCreary, Bert Thomson

BUSINESS

1 Declaration of Interests

- 2 **Minutes of Previous Meeting** 3 - 8
Minutes of the Roads Safety Forum held on 15 May 2018 submitted for approval as a correct record. (Copy attached)

Item(s) for Consideration

- 3 **School Travel Plans** 9 - 40
Report dated 17 September 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 4 **Review of Residents' Parking Permit Zones (RPPZs)** 41 - 46
Report dated 17 September 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 5 **Education, Training and Publicity Initiatives** 47 - 52
Report dated 17 September 2018 by the Executive Director (Community and Enterprise Resources). (Copy attached)
- 6 **Police Scotland - Lanarkshire Division Road Safety Update** 53 - 56
Report dated 21 September 2018 by the Local Authority Liaison Officer. (Copy attached)
- 7 **Dates for Future Meetings** 57 - 58
Report dated 20 September 2018 by the Executive Director (Finance and Corporate Resources). (Copy attached)

Urgent Business

- 8 **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 15 May 2018

Chair:

Councillor Julia Marrs

Councillors Present:

Robert Brown, Janine Calikes, Mark Horsham, Martin Lennon (*substitute for Councillor Fagan*), Lynne Nailon, Collette Stevenson, Bert Thomson (*substitute for Councillor Walker*), 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 Transportation Engineer; A Martucci, Engineering Officer; C Park, Engineering Manager

Finance and Corporate Resources

T Slater, Administration Officer

Also Attending:

Police Scotland

Sergeant T Flynn, Local Authority Liaison Officer

Chair's Opening Remarks

The Chair, on behalf of the Forum, welcomed Rachel Thomson, who was on work experience with Administration and Legal Services, to the meeting.

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 27 February 2018 were submitted for approval as a correct record.

In relation to item 3 in the minutes, when it had been decided that officers would look at the possibility of increasing the subsidy for the Pass Plus Scheme and the inclusion of motorcyclists, the Forum was advised that there was a report on the agenda for consideration of the subsidy, however, this scheme was solely for car drivers and could not include motorcyclists.

The Forum decided:

- (1) that the minutes be approved as a correct record; and
- (2) that the update in relation to the Pass Plus Scheme be noted.

3 Police Scotland - Lanarkshire Division Road Safety Update

A report dated 27 April 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:-

- ◆ Motorcycle Weekend of Action 2 and 3
- ◆ Vulnerable Road Users – Cyclists and Pedestrians
- ◆ Drink and Drug Drive Campaign
- ◆ Motorcycle Weekend of Action 4

The Local Authority Police Liaison Officer also gave a presentation on the New Driver Early Intervention Scheme which had been introduced in Lanarkshire in August 2017. Over 45 officers had been trained in delivering these presentations which were open to learner drivers, employers of new drivers and full licence holders who had passed their test within a 2 year period.

The Local Authority Liaison Officer responded to members' questions.

The Forum decided: that the report and presentation be noted.

[Reference: Minutes of 27 February 2018 (Paragraph 5)]

Councillor Lennon entered the meeting during this item of business

4 Parking/Road Safety at Schools

A report dated 25 April 2018 by the Executive Director (Community and Enterprise Resources) was submitted on the key issues with parking and road safety at schools.

At its meeting on 3 October 2017, the Community and Enterprise Resources Committee agreed that the following key issues, in relation to parking and road safety around schools, be considered by the Forum:-

- ◆ statutory enforcement practicalities and capacity
- ◆ banning vehicles from school frontage
- ◆ encouraging active travel
- ◆ obstructive/dangerous parking

At its meeting on 5 December 2017, the Forum held initial discussions on those issues and also agreed to include consideration of:-

- ◆ the 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

Information was provided on the measures and initiatives available to the Council in controlling parking and ensuring road safety at schools.

Following discussion, it was noted that, as each school's situation was unique, there could not be one single solution to the problems being experienced. It was proposed, therefore, that:-

- ◆ Roads and Transportation Services liaise with Education Resources, Headteachers, Parent Councils and Police Scotland to encourage, and in some cases require, schools to complete a School Travel Plan which would include an action plan identifying objectives and targets for that school
- ◆ the opportunity be taken to re-launch and promote the initiatives and measures currently available to schools

The Forum decided:

- (1) that the key issues in relation to parking and road safety at schools be noted;
- (2) that the proposal that Roads and Transportation Services liaise with Education Resources, Head Teachers, Parent Councils and Police Scotland to encourage, and in some cases require, schools to complete a School Travel Plan which would include an action plan identifying objectives and targets for that school be supported;
- (3) that the proposal to re-launch and promote the measures and initiatives currently available to schools be supported; and
- (4) that a report outlining the Forum's findings and providing recommendations for future action be submitted to the Community and Enterprise Resources Committee for consideration.

[Reference: Minutes of the Community and Enterprise Resources Committee of 3 October 2017 (Paragraph 9) and Minutes of 5 December 2017 (Paragraph 2)]

Councillor Thomson left the meeting after this item of business

5 Capital Programme of Road Safety Engineering Works for 2018/2019

A report dated 30 April 2018 by the Executive Director (Community and Enterprise Resources) was submitted on the Capital Programme of Road Safety Engineering Works 2018/2019.

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 £1,027,000, 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 2018/2019, were provided.

The Forum decided: that the Capital Programme of Road Safety Engineering Works 2018/2019, as detailed in the report, be noted.

[Reference: Minutes of 27 June 2016 (Paragraph 5), 5 December 2017 (Paragraph 5) and 27 February 2018 (Paragraph 4)]

6 Pass Plus

A report dated 24 April 2018 by the Executive Director (Community and Enterprise Resources) was submitted on the subsidised Pass Plus Scheme within South Lanarkshire.

The 'Pass Plus' road safety initiative, which had been launched by the Council in July 2007, aimed to assist newly qualified drivers gain driving experience. Details were provided on the number of newly qualified drivers who had participated in the Scheme to date and it was noted that the uptake had declined in recent years.

The current subsidy of £75 towards the total cost of Pass Plus training aimed to encourage more newly qualified drivers to participate in this initiative. However, the subsidy had remained the same since the Scheme was launched and it had been found that the initial cost of the Scheme had risen from £120 to £150.

At its meeting on 27 February 2018, the Forum had agreed that officers should review the level of subsidy with a view to increasing uptake.

Following discussion, the Forum agreed that a proposed increase of the subsidy to £100 be submitted to a future meeting of the Community and Enterprise Resources Committee for consideration.

The Forum decided: that a proposal to increase the Pass Plus Scheme subsidy to £100 be submitted to a future meeting of the Community and Enterprise Resources Committee for consideration.

[Reference: Minutes of 27 February 2018 (Paragraph 3)]

7 Kerbcraft Road Safety Training Initiative

A report dated 24 April 2018 by the Executive Director (Community and Enterprise Resources) was submitted on the progress of the Kerbcraft Road Safety Training Initiative within South Lanarkshire.

The Kerbcraft Road Safety Training Initiative was an on-road pedestrian training scheme which had been introduced to the Council in 2004.

Details were provided on the level of participation over recent years.

Initial funding for this Initiative was provided for schools within the Hamilton and Blantyre Social Inclusion Partnership (SIP) area and those were the schools still involved in the Initiative. However, this required to be re-evaluated due to recent changes, where SIP areas had been replaced by the Scottish Index of Multiple Deprivation's worst 15% of areas in South Lanarkshire. In addition, consideration would have to be given to the ongoing community engagement process in relation to areas associated with the Local Outcomes Improvement Plan and the priorities identified in the Area Wide Accident Action Plan.

The Forum decided: that the Kerbcraft Road Safety Training Initiative being undertaken in South Lanarkshire, as detailed in the report, be noted.

[Reference: Minutes of 27 June 2016 (Paragraph 3)]

8 School Crossing Patrol Assessments

A report dated 30 April 2018 by the Executive Director (Community and Enterprise Resources) was submitted on a request for 2 school crossing patrols at locations within South Lanarkshire which had been assessed in terms of the Council's approved criteria.

2 locations at Harvester Avenue, Cambuslang, had met the Council's criteria and, therefore, had been approved.

The Forum decided: that the request for a crossing patroller at the locations detailed above, which had met the Council's criteria, be supported.

[Reference: Minutes of 20 May 2015 (Paragraph 5)]

9 Urgent Business

There were no items of urgent business.

Chair's Closing Remarks

The Chair advised that this would be the last meeting that Eleanor Gibson, Road Safety Training Officer would be attending as she was leaving the Council. The Chair, on behalf of the Forum, commended Mrs Gibson for her achievements in this post, thanked her for her contribution to road safety within South Lanarkshire over the years and wished her well for the future.

Report

Report to:	Roads Safety Forum
Date of Meeting:	10 October 2018
Report by:	Executive Director (Community and Enterprise Resources)

Subject:	School Travel Plans
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1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of the School Travel Plan programme 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 the development of future School Travel Plans are supported.

3. Background

3.1. 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.

3.2. At present there are 68 schools that have completed a travel plan and a further 62 schools are currently working towards completing their travel plan. The remaining schools have been encouraged to take part and, since the summer, several meetings with schools have taken place. This encouragement will continue.

4. The School Travel Plan Process

4.1. The Council's School Travel Plan Co-ordinator contacts all schools on a regular basis to engage with the school community. The co-ordinator will initially arrange to meet with a school representative to discuss the School Travel Plan process as well as potential initiatives and associated availability of resources.

4.2. A template is available for schools to use to help them create their School Travel Plan. This breaks down each section to inform them of what to include. A Sample School Travel Plan is also available electronically, which schools can edit and personalise for their own school.

4.3. The following sections form the basis of a School Travel Plan.

♦ **Introduction**

In this section, schools explain why they wish to create a School Travel Plan. This may include reducing the amount of car journeys, promoting sustainable travel and addressing road safety and transport problems in and around the school. They may wish to give some relevant background information about national trends and targets to support their reasons. Those involved in the development of the plan are identified. These will include staff, parents, pupils and maybe local residents. In addition, the schools include the aim(s) and objective(s) of their School Travel Plan and their commitment to support the initiative.

♦ **Brief Description of the School**

The plan will include a map to show the location of the school and surrounding area and detail local characteristics, for example shops, businesses, amenities etc. Information such as the school opening and closing times and any before or after school clubs, if the school has one are also detailed. If there is any future developments planned for beside the school or expansion plans, these can be included as this will have an impact on the volume of traffic and potentially future road safety issues.

♦ **Consultation**

This section is completed in the form of a survey and there are three surveys available (parent, pupil and staff). Paper versions of the surveys are available as well as electronic links to complete on-line. The surveys look at travel methods to and from school and ask for opinions on sustainable travel. It also asks about initiatives such as Walking Buses, Cycle Trains and Park and Stride. Parents, pupils and staff also get the chance to comment on their concerns on how the journey can be made safer. Once all the surveys are submitted, reports containing the results are compiled by the Council's Corporate Team. At this point the results can be discussed and comparisons made, as well as identifying travel patterns.

♦ **Summary of School's Transport and Road Safety Problems**

The final section is used to discuss and highlight the issues specifically for the school. This may include parking issues or speeding issues which can be indicated on maps of the surrounding area as a visual aid to show areas of concerns.

5. Key Initiatives with Objectives and Targets

5.1. There are many initiatives available for schools to progress in their School Travel Plan. Schools consider the initiatives they wish to help to work towards the identified issues. Objectives of the initiatives are stated, with start dates/timescales for implementation also identified.

- 5.2. School Travel Plan initiatives that are available are listed in Appendix 1 for information.
- 5.3. Appendix 2 provides an example of a School Travel Plan for Wester Overton Primary School in Strathaven and, at the Forum, a short presentation on the school will be given.
- 6. Programme for Implementation**
- 6.1. Schools are asked to complete an action plan of the initiatives that they wish to focus on and inform if the measures are short, medium or long term. This information can be displayed in a timeline to demonstrate the success or otherwise of the initiatives over time. These initiatives should link to the objectives and targets of the plan and also identify resources needed and decide who will be responsible for implementation and who to contact.
- 7. Plans for Monitoring and Review**
- 7.1. The final section of the plan identifies the mechanisms for monitoring of the School Travel Plan. It will likely include how changes will be reported and made as well as plans for a future review and how any amendments will be made to the School Travel Plan.
- 8. Employee Implications**
- 8.1. The School Travel Plan initiative relies on the schools producing the plan and at certain points through the plan development, the School Travel Plan Co-ordinator from Roads and Transportation Services will assist.
- 9. Financial Implications**
- 9.1. Promotional items and engineering works are funded from a variety of internal sources such as the Roads Revenue budget and external partners such as Road Safety Scotland, Road Safety West of Scotland etc.
- 10. Other Implications**
- 10.1. There are no implications for sustainability 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 and, therefore, no impact assessment is required.
- 11.2. Consultation information in relation to School Travel Plan is provided at paragraph 4.3. of the report.

Michael McGlynn
Executive Director (Community and Enterprise Resources)

17 September 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

None

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: -

Stuart Laird, Roads and Transportation Services
Ext: 3607 (Tel: 01698 453607)
E-mail: stuart.laird@southlanarkshire.gov.uk

Appendix 1

School Travel Plan Initiatives

- Walking Bus - A Walking Bus is where parent helpers and children walk along a set route to and from school and children join the Walking Bus at designated “stops”. Training is offered for parents as well as high visibility vests for all involved. A Walking Bus pack containing information for parents, permission forms and maps are available for schools.
- Park and Stride - This initiative encourages parents to park a little further away from the school with their child, walking the remaining short distance, either supervised or unsupervised. Many schools have options for car parking nearby and as is often the case areas can be highlighted that parents should avoid parking such as certain streets, zig-zag markings etc.
- Walk to School Schemes - There are many walk to school schemes that schools can use. For example in May, there is National Walk to School Week and October is International Walk to School Month. South Lanarkshire Council Traffic and Transportation Section also offer WOW (Walk Once a Week / Walk On a Wednesday) for Primary 5 pupils. Participating pupils receive a reward twice a year if they manage to walk once a week or on a Wednesday respectively.
- Cycle Train - This is a similar idea to a Walking Bus with children cycling to school with adults. A Cycle Train Pack and maps can be provided for schools to help them set this up.
- Cycle and Scooter Shelter – This measure helps to store and cover bikes and scooters safely when children cycle or scoot to school. This in turn encourages parents to allow children to cycle / scoot to school in the knowledge that their bikes or scooters will remain safe and covered during the school day.
- Cycle Friendly School Award - This is designed to reward parents, teachers and volunteers around Scotland who are committed to increasing cycling in schools. The award is open to every Primary and Secondary School in Scotland and is nationally recognised. The award is designed to encourage cycling to become part of a schools culture, providing benefits such as improving children’s health, improving the school and surrounding environment, contributing towards Health Promoting including Eco-schools initiatives and links in with Curriculum for Excellence. A Cycle Friendly School Award pack is available.
- Car Sharing - This is an informal arrangement between parents and staff that live near to each other. This would save single car journeys and staff travelling to school in cars by themselves. They can then begin sharing the school run on an alternative basis. This cuts congestion, boosts school ethos and morale and allows parents to enjoy a more social aspect to the ‘school run’.
- Curriculum Links – In some schools pupils are involved in creating a School Travel Plan. Pupils and Pupil Councils/Junior Road Safety Officers often have some excellent ideas of how to best promote and encourage walking, cycling and sustainable transport measures for the school journey. There are also a number of links to Level 1, 2 and 3 Curriculum for Excellence links which will further involve pupils.

- Go Safe! Ziggy's Road Safety Mission – This initiative is targeted for Nursery and Primary 1. Following research and multi-agency collaboration Go Safe! Ziggy's Road Safety Mission launched in Scotland in October 2010. This approach includes three key age groups: 0-3; pre-school and the transition into Primary 1, in line with the Scottish Government's policy on early intervention and Curriculum for Excellence. Themed around the seasons, the approach has been developed to be used throughout the year both at home and as part of the Early Level curriculum through early year's settings and Primary 1 classes. For 0-3's a bright and noisy rhyming story in the form of a clip-on buggy book 'Out and About' has been created. For the pre-school and transitional material, six stories have been developed based on specially created characters. All early years' establishments and Primary 1 classes have been issued with a Big Book Set – a teaching pack containing the series of six Ziggy stories in big book format. The pre-school education sector and Primary 1 classes received copies of smaller versions of the books to give directly to children for home. These books for home complement the work that's done in class. The website www.gosafewithziggy.com allows visitors to interact with stories and activities as well as information for parents and educators.
- Be Safe Bus Safe Booklet - An activity booklet with important information relating to travelling safely on bus transport includes puzzles and games for pupils.
- HGV Booklet - To identify the potential blind spot dangers of large vehicles an activity booklet highlighting such dangers around HGV's also includes vehicle information and offers educational activities.
- Park Smart - The Park Smart campaign encourages parents and carers to walk with their children to school whenever possible, showing them how to cross the road safely. Haphazard parking around schools makes the journey potentially more dangerous. Crossing between parked cars is more difficult, particularly for children. If parents really have to drive their child to or from school, advice is given such as parking well away from the school entrance and not on the zig-zag road markings. Banners, leaflets and posters can be provided for schools to promote and highlight the scheme. In addition, initiatives such as the promotion of the Council's "Driving School of Sports" are available.
- Road Safety Education - Supporting and encouraging general road safety initiatives and campaigns will help in the creation of a Travel Plan and should be included in the aims and objectives i.e. Junior Road Safety Officer Scheme, Go Safe with Ziggy and Bikeability. These can be supplemented by road safety worksheets and games. Schools can access a Streetsense2 pack which has various ideas on new, fun road safety related activities for pupils.
- Engineering Measures - There are various initiatives that can be implemented. Identified measures such as gate or path improvements, alternative access points, guardrail, lighting improvements, traffic management measures (speed controls, crossing facilities, drop off zones) to environmental improvements on routes to school (signing and lining, school facilities) can be introduced.
- Awareness and Publicity - It is practice to publicise what the school is doing in relation to School Travel Plans. Schools can use various means including school Newsletters, leaflets or flyers, school website or school app as well as raising awareness via competitions. Schools can also have a notice board communicating issues and information to those in and visiting the school. In some locations details of local public transport can also be displayed.

Wester Overton ³ Primary and Nursery



Travel Plan March 2018

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Introduction

Wester Overton Primary School and Nursery's Travel Plan sets out measures and best practice regarding travel arrangements for both staff and pupils. The school recognises the importance of promoting sustainable transport in order to reduce the current trend of car reliance. We believe that a School Travel Plan (STP) will help to address many of our road safety and transport problems and have a very positive effect on the local community as a whole.

The STP has been devised with input from staff, parents and pupils. Each year we undertake a period of consultation and discussion between our stakeholders and carry out various surveys and questionnaires to obtain an outline of their views.

The main aims of Wester Overton Primary School and Nursery's Travel Plan are:

-  To reduce the amount of car trips made to and from the school.
-  To reduce congestion around the school drop-off area.
-  To promote safe routes to school.
-  To improve health and fitness of staff, pupils and parents.
-  To help reduce pollution and create a better environment by using alternative travel methods to cars.

We hope to realise these aims by encouraging staff, pupils and parents to adopt sustainable transport alternatives to travel to school. These are set out and explained in the **Key Initiatives with Objectives and Targets** and **Programme for Implementation** section.

Brief Description of the School



(google Maps: <https://www.google.co.uk/maps/@55.6842626,-4.0667528,16.25z>)

Wester Overton Primary and Nursery is situated in the market town of Strathaven in South Lanarkshire. It has an approximate role of 360 pupils and a further 60 in the nursery. Our nursery and school catchments includes the northern part of the town as well as the Dovecastle and Kypeview areas of the town and outlying areas such as Carnduff, Muirkirk Road, Darvel Road and Hamilton Road. Children from these areas qualify for school transport.

The school opening hours are 09:00am – 3:00pm. The nursery currently runs with 2 sessions; one from 08:45am until 11:55am and the other from 1:00pm until 4:10pm. Throughout the year there are a variety of extra-curricular activities on before after, or during the school day.

The Strathaven After School Club is open from 07:30am – 09:00am and 03:00pm until 06:00pm.

Wester Overton Primary is situated beside the neighbouring school, St Patrick's primary. At the moment St Patrick's is going through the school's modernisation scheme and is currently being house in the old Kirkland Park building. Work vehicles have caused congestion at times.

We encourage children to cycle or scoot to school. We have cycle racks in the playground and recently received a grant for a cycle and scoot shelter.

Evidence of Consultation

As the main method of consultation, a survey is distributed to all pupils, parents and staff and the results collated. The responses help us to understand the views of pupils, parents and staff. The results are shown on the following pages:

Staff Responses	
How far do you travel to school?	Ideally, how would you <u>like</u> to travel to school?
2 (11%) less than half a mile 2 (11%) half a mile to 1 mile 4 (21%) 1-2 miles 1 (5%) 2-3 miles 10 (53%) over 3 miles	5 (28%) Walk 11 (61%) by car 1 (6%) by bicycle 0 by train 0 by bus 1 (6%) other method
If you travel to school by car, would you consider sharing the trip (Car sharing)?	Please give reason for wishing to travel this way:
8 (53%) Yes 7 (47%) No	Carry heavy items Convenience No public transport in my area Too much to carry
If No can you say why:	
Distance Go for a swim before work No one else lives anywhere near me Too early – need to be flexible Would add to my journey time	
If you currently travel to school by car, what would persuade you to consider walking:	Do you have any concerns in relation to the school journey or the school vicinity (for you or the pupils)?
Walking Come in car when on time limit Create pavement beside country road distance so nothing would persuade Do walk occasionally in good weather, but have heavy bags to carry. I can't walk, it's too far (approx. 10 miles) Timing changing facilities Too far distance wise Too far. No pavement and a busy road. Weather and timing. Cycling Busy road, no pavement I can't cycle – it's too far. Timing/Changing facilities. Too dangerous. Public Transport Doesn't come near Not available, costs too much, not reliable There isn't any Too infrequent, every hour from home to work.	Busy roads near school gates at 9am and 3pm Can't get parked in school car park. Cars parked all over – too close to school. Cars parked on yellow lines outside school – cars making U-turns. No, Except for the parking at certain times of the day. ON approach to school car park entrance and turning right into grounds. Hazard with cars overtaking. Very busy near Strathaven Academy with pupils.

Parent Responses

Child's Age	Child's Class	Is your child:
18 (13%) 5 years or less	11 (8%) Primary 1	71 (50%) Male
23 (16%) 6 years	26 (18%) Primary 2	71 (50%) Female
24 (17%) 7 years	20 (14%) Primary 3	
19 (13%) 8 years	25 (18%) Primary 4	
19 (13%) 9 years	21 (15%) Primary 5	
20 (14%) 10 years	16 (11%) Primary 6	
18 (13%) 11 years	23 (16%) Primary 7	
0 12 years		

How far does your child travel to school?	How far does your child travel to and from school?
74 (54%) Less than ½ a mile 36 (26%) half a mile – 1 mile 27 (20%) over 1 mile	93 (66%) on foot 41 (29%) By car 5 (4%) By school bus 0 by public transport 2 (1%) by bicycle 0 by scooter

If you could choose, how would you <u>like</u> your child to travel to school?	How does your child usually travel to school?	Would /do you allow your child to walk to school?	Would/do you allow your child to cycle to school
100 (72%) on foot 15 (11%) by car 11 (8%) by school bus 0 by public transport 13 (9%) by bicycle	59 (42%) with other chn and an adult 25 (18%) with other chn and no adult 19 (14%) on their own 37 (26%) with an adult	60 (43%) Yes, if supervised. 55 (40%) yes, if unsupervised 24 (17%) No	54 (39%) Yes, if supervised 43 (31%) Yes, if unsupervised 43 (31%) No
Would you be available as a parent volunteer to supervise a small group of children walking to school (walking bus)?		Would you be available as a parent volunteer to supervise a small group of children cycling to school (cycle train)?	
22 (16%) Yes 118 (84%) NO		9 (7%) Yes 125 No	
What would encourage or enable your child to walk or cycle to school (rank 1-5 with 5 being most important)?		Other Reasons	
Safer crossing places 1 st Slower traffic speeds 2 nd Others walking or cycling the same way 3 rd More road safety education 4 th Better facilities at school 5 th Health and safety benefits 6 th		distance too far If we lived nearer the school None of the above would influence Nothing, we live in Stonehouse Safer walk way on Overton Road Speed bumps Street lighting, pavements wider roads Walking to school in weather and time dependent Weather conditions Cycling – more competent cyclists Sort out car parking at school (both gates) No cars allowed to park on pavements.	

If your child travels to school by car, how many additional pupils travel with you?	Would you consider sharing the trip with other parents and their children?
32 (41%) None 28 (36%) One 13 (17%) Two 5 (6%) Three 0 More than three	46 (58%) Yes 34 (43%) No
We are encouraging those who come to school by car to park a little further away from the school. This will help make the journey to school safer for those children who walk or cycle. Would you consider supporting a 'Park and Ride' initiative – parking further away from the school and walking the remaining short distances?	If 'No' can you say why?
95 (89%) Yes 12 (11%) No	My child is autistic and would find this difficult. Need to get to work as soon as possible after 9am Only ever drive in very bad weather
Can you think of any suitable locations to use as a pick up/drop off area or to suggest as a park and stride site?	
Back of school Park Remaining ground after demolition of Ballgreen Hall Rugby club car park St Patrick's Strathaven Golf Club Orchard gardens War monument Bottom of Fernlea Road.	
Are you satisfied with your child's knowledge of road safety?	
114 (86%) Yes 19 (14%) No	
How could the journey to school be made safer?	
Lollipop lady at Hamilton Road/Commercial Road/Glassford Road junction Less cars parked at front entrance. A patrol/parent drop off area. No road crossings Parents could slow down and be more considerate if children crossing. Free school bus Traffic from Hamilton Road have not reduced speed to 30mph. Need safer crossing place. Organise groups of walking children. Drivers to take more care. Pedestrian/Pelican crossing on Hamilton road. Reduce parking on double yellow lines. Speed bumps Designated parking for parents. Regular reminders. Cars not parking up on pavements. Less travelling by car. Less HGV lorries at peak times.	

Summary

The responses to this survey have indicated that just over one quarter of parents currently use the car to drop off and collect their child at school. Around two thirds of our parents completing the survey say their children walk to and from school.

89% of parents completing this survey reported that they would be happy to support a Park and Stride scheme if there was a designated place to park. Over three quarters of responses indicate they are happy with their child's knowledge of road safety.

Pupil Responses

	Walk	Cycle	Scooter/ Skate	Park and Stride	Driven	Bus	Taxi	Other	Total
2008	66.4%	*	*	2.6%	17.4%	11.5%	*	0%	235
2009	57.7%	*	2.6%	5.7%	20.7%	11%	*	*	227
2010	42.2%	9.7%	*	5.2%	32.5%	8%	*	*	289
2011	-	-	-	-	-	-	-	-	-
2012	-	-	-	-	-	-	-	-	-
2013	48.8%	4%	5.6%	7.1%	24.4%	9%	*	*	324
2014	47.6%	3.7%	4%	13.6%	22%	8.4%	*	*	273
2015	36%	10%	4%	12%	30%	7%	1%	0%	326
2016	41.9%	6.6%	4.6%	6.6%	35%	4.6%	0.6%	0.0%	346

Summary of School's Transport and Road Safety Problems

Wester Overton Primary School is located within a relatively quiet housing scheme. There are some problems with congestion that the school traffic causes before 9am and at 3pm. Our main challenge is the parking and driving behaviours of a minority of parents. Some parents dropping off their children close to the bell will park momentarily on the zig zag lines on Ashkirk Road. Similarly, at our back entrance, some parents will drop their children off on the no parking zone that leads up to the gate. Our janitor monitors our front gate area, and at regular points across the year, our senior leadership team patrol around the school grounds to assess parking and move anyone on where necessary. Parking wardens have visited the school on the request of the Head Teacher. Regular reminders are also placed in the school newsletters and our JRSOs hand out park safe leaflets at school.

Key Initiatives with Objectives and Targets

Walking



Walk to School Week

We take part in the above initiative every year with pupils in school participating.



Park and Stride initiative

Objectives: This encourages children to walk to school if they can during this particular event. It benefits the pupils as they will get exercise and also improves congestion and inappropriate parking on Ashkirk Road and West barns Road.

A Park and Stride initiative will encourage those who need to drive to school to walk at least some distance to the school and ease parking congestion around the school itself.

Cycling



The Big Pedal –Cycle or Scoot to School

We take part in the Big Pedal each year. The Big Pedal is the UK's largest inter-school cycling and scooting challenge that inspires pupils, staff and parents to choose two wheels for their journey to school.



Add Bike and Scooter storage shelter and promote within school.



Bikeability Training

We promote cycling in the school and take our senior pupils through Bikeability training levels 1 and 2. This scheme provides our pupils with the practical skills and understanding on how to cycle on today's roads. Bikeability gives everyone the skills and confidence for all kinds of cycling. We also run several Scooter 'masterclasses' for our younger pupils and in our nursery we support children to ride a two wheeler bike.

Objectives: To encourage more children to cycle or scoot to school. We hope that we will be able to inform pupils about cycling events that are held nationally. This will improve the general health and fitness of pupils, reduce congestion and reduce impact of cars on our environment.

Targets: To continue to participate in Big pedal and Bikeability training each year.

Road Safety



JRSO

We teach all of our pupils about Road Safety through the Health and Wellbeing curriculum. In addition to this we also have two Junior Road Safety Officers (JRSOs) who work throughout the year to promote Road safety. These officers are trained, organise competitions and speak at assemblies. They also help carry our surveys. They have their own notice board in the school where they promote various initiatives such as 'walk to school week'. Our JRSOs issue Park Smart Zig Zag leaflets and Be Safe Bus Safe Booklets.

Objectives: The Road Safety lessons and JRSOs raise awareness of issues when travelling to and from school. They teach pupils about many aspects of road safety. This helps to make children safer when travelling to and from school but also when out playing with friends out of school.

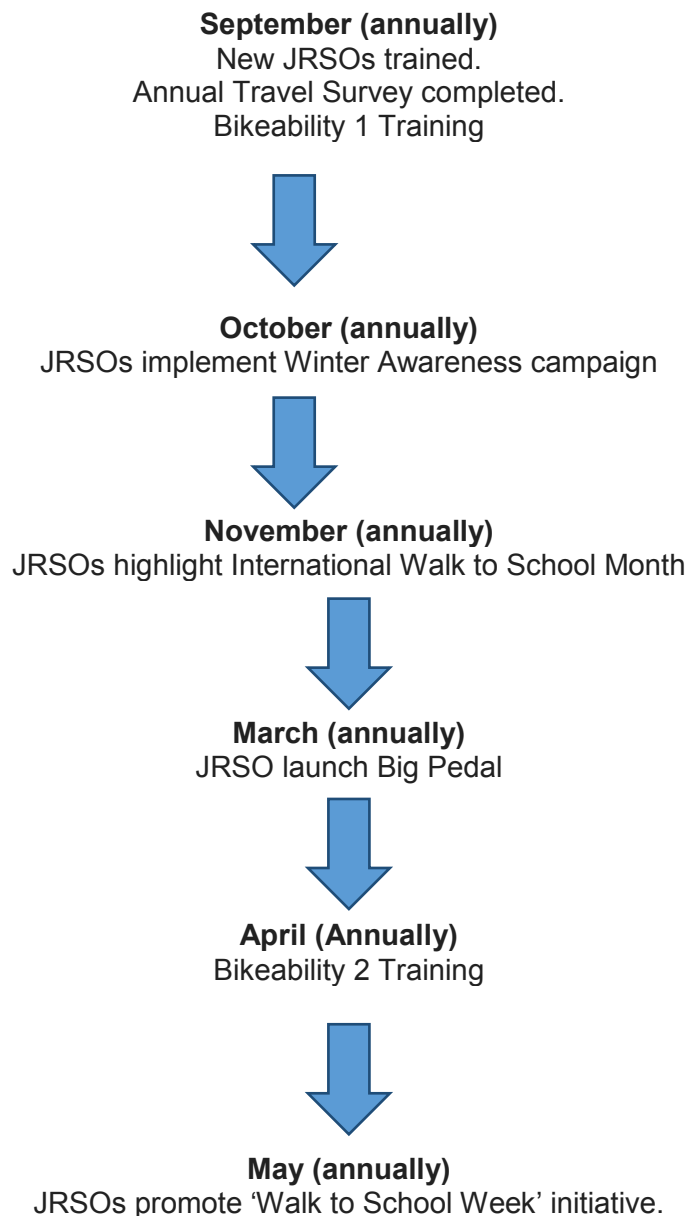
Targets: To continue to support JRSOs in their jobs. We will continue to teach pupils about Road Safety through the Health and Wellbeing curriculum. New JRSOs will be appointed annually.

Publicity/Awareness

Objective: Raise the profile of the School Travel Plan.

Targets: Make available the School Travel Plan on the school's website. Keep notice boards and displays within the school updated with any School Travel Plan developments. Liaise with our School Travel Plan Coordinator regarding press coverage for any of our initiatives launches and events.

Programme for Implementation



We will begin work on these plans as detailed in the *objectives* and *targets*. The whole of the Eco and Health Committee will be involved in the implementation of these proposals. We will also be involving the parents and pupils in this process and encouraging them to do all that they can to help us develop our School Travel Plan.

Plans for Monitoring and Review

The plan will be monitored and reviewed at staff meetings, parent Council meetings, Pupil Council meetings and Eco Committee meetings. Pupils' views will be represented by the JRSO. A copy of the Travel Plan will be made available on the JRSO and Eco notice boards and on the school website.

Any amendments that are to be made to the plan will be inserted by the Head Teacher and shared through the school newsletter. Updated copies will be made available.

Date of next review: March 2019.



Wester Overton Primary School

School Travel Plan – Parent Questionnaire

1. Child's name.....Age Class.....

2. Street name Postcode

3. My child is Male ☐ Female ☐ (Please tick)

4. How far does your child travel to school?

Less than 1/2 a mile ☐ 1/2 a mile to 1 mile ☐ Over 1 mile ☐

5. How does your child travel to / from school? (Please tick)

	TO	FROM
On Foot	<input type="checkbox"/>	<input type="checkbox"/>
By Car	<input type="checkbox"/>	<input type="checkbox"/>
By School Bus	<input type="checkbox"/>	<input type="checkbox"/>
By Public Transport	<input type="checkbox"/>	<input type="checkbox"/>
By Bicycle	<input type="checkbox"/>	<input type="checkbox"/>
By Scooter	<input type="checkbox"/>	<input type="checkbox"/>



6. If you could choose, how would you like your child to travel to school? (Please tick)

On Foot	By Car	By School Bus	By Public Transport	By Bicycle	By Scooter
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

7. How does your child usually travel to school?

With Other Children and an Adult

☐

On Their Own

☐

With Other Children and No Adult

☐

With an Adult

☐

8. Would / do you allow your child to walk to school?

Yes, if supervised

☐

Yes, if unsupervised

☐

No

☐

9. Would / do you allow your child to cycle to school?

Yes, if supervised

☐

Yes, if unsupervised

☐

No

☐

10. Would you be available as one of the parent volunteers to supervise a small group of children walking to school (Walking Bus)?

Yes

☐

No

☐

11. Would you be available as one of the parent volunteers to supervise a small group of children cycling to school (Cycle Train)?

Yes

☐

No

☐

12. What would encourage or enable your child to walk or cycle to school?

Safer crossing places

☐

Slower traffic speeds

☐

More road safety education

☐

Others walking or cycling the same way

☐

Better facilities at school (cycle storage etc.)

☐

Other.....

*Please rank from 1 to 5,
5 being the most
important to you.*

13. If your child travels to school by car, how many additional pupils usually travel with you?

None

☐

One

☐

Two

☐

Three

☐

More

☐

14. Would you consider sharing the trip with other parents and their children?

Yes

☐

No

☐

15. We are encouraging those who come to school by car to park a little further away from the school. This will help to make the journey to school safer for those children who

walk or cycle. Would you consider supporting a "Park and Stride" initiative - parking further away from the school and walking the remaining short distance?

Yes ☐ No ☐

If "No", please give reasons.....

16. Can you think of any suitable locations to use as a pick up / drop off area or to suggest as a "Park and Stride" site?

.....

17. Are you satisfied with your child's awareness and knowledge of road safety?

Yes ☐ No ☐

18. How could the journey to school be made safer?

.....
.....
.....

Thank you for completing this survey



All information you send to us is strictly confidential. It will be processed and held in accordance with the principles of the Data Protection Act (1998). This information will be used only for statistical and research purposes by the Council. No information about you as an individual will be passed on to any Council Department.



Wester Overton Primary School

School Travel Plan – Staff Questionnaire

About You

1. Name School

2. Home Address (for mapping purposes only).....

3. How far do you live from school?

Less than ½ mile ☐ ½ to 1 mile ☐ 1-2 miles ☐

2-3 miles ☐ over 3 miles ☐

The Journey To and From School

4. How do you travel to/from school? (Please tick)

To Walk ☐ Car ☐ Bus ☐ Train ☐ Bicycle ☐

From Walk ☐ Car ☐ Bus ☐ Train ☐ Bicycle ☐

If any other method, please detail

.....

5. Ideally, how would you like to travel to school? (Please tick)

Walk ☐ By Bike ☐ By Train ☐

By Car ☐ By Bus ☐ Other (how?)

Please give a reason.....

6. If you travel to school by car, would you consider sharing the trip (car sharing)?

Yes ☐ No ☐ Already Do ☐

If "No", please give reasons

.....

7. If you currently travel to school by car, what would persuade you to consider

Walking

Cycling.....

Public Transport

8. Do you have any concerns in relation to the school journey or the school vicinity (for you or for the pupils)?


.....

.....

9. Any other comments?

.....

Thank you for completing this survey!

 All information you send to us is strictly confidential. It will be processed and held in accordance with the principles of the Data Protection Act (1998). This information will be used only for statistical and research purposes by the Council. No information about you as an individual will be passed on to any Council Department.

School Travel Plan - Parents Survey

Wester Overton Primary School

Base: 142 Respondents

Which area in South Lanarkshire is your child's school located?

0 (0%)	Hamilton
142 (100%)	East Kilbride
0 (0%)	Rutherglen/Cambuslang
0 (0%)	Clydesdale

Does your child attend Primary, Nursery or High school?

142 (100%)	Primary school / Nursery
0 (0%)	Secondary/High school

Child's Age:

18 (13%)	5 years or less
23 (16%)	6 years
24 (17%)	7 years
19 (13%)	8 years
19 (13%)	9 years
20 (14%)	10 years
18 (13%)	11 years
0 (0%)	12 years

Child's Class:

11 (8%)	Primary 1
26 (18%)	Primary 2
20 (14%)	Primary 3
25 (18%)	Primary 4
21 (15%)	Primary 5
16 (11%)	Primary 6
23 (16%)	Primary 7
0 (0%)	Nursery

Is your child:

71 (50%)	Male
71 (50%)	Female

How far does your child travel to school?

74 (54%) Less than half a mile
36 (26%) Half a mile to 1 mile
27 (20%) Over 1 mile

How does your child travel TO school?

93 (65%) On foot
42 (30%) By Car
6 (4%) By School Bus
0 (0%) Public Transport
1 (1%) By Bicycle
0 (0%) Scooter

How does your child travel FROM school?

93 (66%) On foot
41 (29%) By Car
5 (4%) By School Bus
0 (0%) Public Transport
2 (1%) By Bicycle
0 (0%) Scooter

If you could choose, how would you like your child to travel to school?

100 (72%) On foot
15 (11%) By Car
11 (8%) By School Bus
0 (0%) Public Transport
13 (9%) By Bicycle

How does your child usually travel to school?

59 (42%) With other children and an adult
25 (18%) With other children and no adult
19 (14%) On their own
37 (26%) With an adult

Would / do you allow your child to walk to school?

60 (43%) Yes, if supervised
55 (40%) Yes, if unsupervised
24 (17%) No

Would / do you allow your child to cycle to school?

- 54 (39%) Yes, if supervised
- 43 (31%) Yes, if unsupervised
- 43 (31%) No

Would you be available as a parent volunteer to supervise a small group of children walking to school (walking bus)?

- 22 (16%) Yes
- 118 (84%) No

Would you be available as a parent volunteer to supervise a small group of children cycling to school (cycle train)?

- 9 (7%) Yes
- 125 (93%) No

What would encourage or enable your child to walk or cycle to school (Rank 1 - 5 with 5 being most important)?

Safer crossing places	1 st
Slower traffic speeds	2 nd
More road safety education	4 th
Others walking or cycling the same way	3 rd
Health and Fitness Benefits	6 th
Better facilities at school	5 th
Other (Please specify)	1 (100%)

Other:

- Distance too far
- Distance too far
- if we lived closer
- If we lived nearer the school.
- N / A, does this already.
- N/A
- None of above would influence
- Nothing we live in Stonehouse
- Safer walk way on Overton Road
- Safer walkway on Overton Road Hill.
- speed bumps
- Street lighting 5, pavements 4, wider roads 3.
- Walking to / from school is weather and time dependant.
- Weather conditions

If your child travels to school by car, how many additional pupils travel with you?

- 32 (41%) None
- 28 (36%) One
- 13 (17%) Two
- 5 (6%) Three
- 0 (0%) More than three

Would you consider sharing the trip with other parents and their children?

46 (58%) Yes

34 (43%) No

We are encouraging those who come to school by car to park a little further away from the school. This will help make the journey to school safer for those children who walk or cycle. Would you consider supporting a 'Park & Stride' initiative - parking further away from the school and walking the remaining short distance?

95 (89%) Yes

12 (11%) No

If 'No' can you say why

- My child is autistic and would find this difficult. Park and Stride point could be Strathaven Hotel car park / Old Hamilton Road Petrol Station.
- Need to get to work as soon as possible after 9am.
- No
- Only drive when dropping off @ SASC or when have to be at sports centre to swim @ 3.20pm.
- Only drive when dropping off @ SASC or when have to be at sports centre to swim @3:20.
- Only ever drive in very bad weather.
- Only use car if late or raining - also have 2 additional young children.
- Time pressure and I can't see how this would work for Wester Overton.

Can you think of any suitable locations to use as a pick up / drop off area or to suggest as a 'Park & Stride' site?

- ?
- Back of the school?
- No
- No
- NO
- Park
- Remaining ground after demolition of ballgreen hall.
- Rugby Club car park
- Rugby Club car park.
- S. Hotel
- St. Patrick's
- Strathaven Golf Club
- Strathaven Hotel
- Strathaven Hotel Car Park
- Strathaven Hotel Car Park
- Strathaven Hotel Car park?
- Strathaven Hotel or Park Crescent
- Strathaven Hotel, Orchard Gardens
- Strathaven Hotel, Orchard Gardens
- Strathaven Park
- The hill = "Woodhill" road - good visibility, space on either side?
- The Paddock Gate car turning area near walk through to Strathaven Hotel.
- The Strathaven Hotel kindly tolerates parents doing this every day and it's greatly appreciated.
- There is always availability to park in the "squares" in High Living - that's where we park at 3. I drop off at 8:30am.
- Various car parks situated around school

Are you satisfied with your child's knowledge of road safety?

114(86%) Yes

19 (14%) No

How could the journey to school be made safer?

- A patrol / parent officer in drop off areas.
- A patrol / parent where there is a drop off area.
- A school crossing patrol or pelican crossing on Hamilton Road.
- Cars going slower around the school zone. Someone parks on double yellow outside P1 exit.
- Cars not driving as fast up and down the Hamilton Road.
- Cars not parking up on pavements and too close to school entrance.
- Crossing person on Hamilton Road.
- Crossing person on Hamilton Road.
- Crossings on Hamilton Road and Speed Restrictions
- Designated parking for parents. More crossing patrols /traffic control.
- Driver taking more care of children walking / crossing.
- Fewer / slower cars
- Fewer cars, slower drivers.
- Free School Bus
- Hamilton Road very busy and fast. Less on street parking immediately at school.
- Having a lollipop lady on Hamilton Road.
- If we lived nearer.
- It couldn't.
- Left traffic going to school and for the traffic that does go to slow down.
- Less cars parked at front entrance. There are loads of residential car parks so no need to park on zig zag lines.
- Less H.G.V Lorries at Peak Periods
- Less traffic
- Less traffic at back of school on Fernslea Road as a lot of children have to cross between parked cars.
- Less travelling by car to school - too many cars.
- Lollipop lady at Hamilton Road / Commercial Road / Glassford Road Junction
- Lollipop person at junction of Commercial / Hamilton Road / Traffic calming there.
- Lollipop person at junction of Commercial / Hamilton Road. Traffic calming there.
- More safe crossing - Pine St lights - cars don't always stop. Narrow pavements, too fast cars.
- More school crossing patrols.
- More school crossing points available.
- More school patrols.
- NA
- Only avoid cycling as on wet days bikes have no shelter. Very good lollipop lady already on Overton Road.
- Parents not driving to or away from school at high speed once they collect their own children which makes it very dangerous for all the other children around.
- Pedestrian crossing / pelican crossing on Hamilton Road between roundabout and hotel entrance.
- Regular reminders of the dangers are beneficial.
- School bus should be free
- School signs and slower traffic on Hamilton Road - safer crossing at hotel over Overton Road to side entrance.
- Slower traffic certain areas.
- Speed bumps
- Speed bumps on main Hamilton Road. Cars travel far too quickly on a 30mph.
- Speed bumps on Overton Road.
- There is a need for lollipop ladies at busy main roads - Hamilton Road.
- There is a notable absence of safety crossings on major roads in Strathaven. Crossings on Glassford Road and Hamilton Road are necessary for our child to walk unsupervised to school.
- Traffic lights for pedestrian crossing on Commercial Road
- Very good lollipop lady already on Overton Road.
- Volunteer assistants to cross kids over unallocated hotspots. Also the "over a mile away" clause on the school bus initially started our trend of using the car as our house is 0.98 miles from school!
- Walking with or going with school escorts.
- We already car share. Whole road layout at roundabout at the Castle would need to be altered - cars coming in 5 directions at present.
- We desperately need a safe crossing point over Hamilton Road. Cars travel too quickly, visibility is poor due to parked cars and I will never feel my children are safe crossing this road without adult supervision.

- We stay approx. 3 miles from the school and route to school is on single track roads with farm vehicles and lorries frequently using the roads. Not safe or suitable for children.
- Whole road layout at Castle would need to be altered. At present have to cross with cars coming in 5 different directions.
- With Regular Reinforcement!

School Travel Plan - Employee Survey

Wester Overton Primary School

Base:19 Respondents

Which area in South Lanarkshire is your school located?

0 (0%) Hamilton
 19 (100%) East Kilbride
 0 (0%) Rutherglen/Cambuslang
 0 (0%) Clydesdale

Do you teach in nursery, primary or high school?

19 Primary / Nursery school
 (100%)
 0 (0%) Secondary/High school

How far do you travel to school?

2 (11%) Less than half a mile
 2 (11%) Half a mile to 1 mile
 4 (21%) 1 to 2 miles
 1 (5%) 2 to 3 miles
 10 (53%) Over 3 miles

Ideally, how would you like to travel to school?

5 (28%) Walk
 11 (61%) By car
 1 (6%) By bicycle
 0 (0%) By bus
 0 (0%) By train
 1 (6%) Other method

Please specify the other method you would like to use:

- time
- run
- car

Please give a reason for wishing to travel this way:

- Carry heavy items
- Convenience
- Due to carrying things to school.
- no public transport in my area.
- Timing
- Too much to carry

If you travel to school by car, would you consider sharing the trip (car sharing)?

8 (53%) Yes

7 (47%) No

0 (0%) Already do

If 'No' can you say why:

- Distance
- Go for swim beforehand
- No one else lives anywhere near me.
- Too early - need to be flexible
- Would add to my journey time

If you currently travel to school by car, what would persuade you to consider:

Walking

- Come in car when on time limit
- Create pavement beside country road.
- Distance so nothing would persuade
- do walk occasionally in good weather but have heavy bag to carry.
- Having more time and less to carry.
- I can't walk, it's too far (approx. 10 miles).
- Nothing
- Nothing
- Timing / changing facilities
- Too far distance wise
- Too far, no pavement, busy road

Cycling

- Weather, timing
- Busy road, no pavement
- I can't cycle, it's too far.
- Nothing x 2
- Timing / changing facilities
- Too dangerous

Public Transport

- Too dangerous on roads, would consider cycling on pavements.
- Nothing
- Doesn't come near
- Not available, cost too much, not reliable.
- There isn't any.
- Too infrequent, every hour from home to work.

Do you have any concerns in relation to the school journey or the school vicinity (for you or for the pupils)?

- Busy roads near school gates at 9am and 3pm.
- Can't get parked in school car park.
- Cars parked all over too close to school
- Cars parked on yellow lines outside school - cars making U turns.
- No x 2
- No, except for the parking at certain time of the day.
- On approach to school car park entrance and turning right into grounds, hazard with cars overtaking. Janitor opens gate to cars entering grounds between 8:30-9am.
- Very busy near Strathaven Academy with pupils (walking on road).

Any other comments?

- no
- none

Report

4

Report to: **Roads Safety Forum**
 Date of Meeting: **10 October 2018**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Review of Residents' Parking Permit Zones (RPPZs)**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise of the status and next steps for the review into the current Residents' Parking Permit Zones (RPPZs) policy
- ◆ generate discussion on matters to be considered as part of the review into RPPZs
- ◆ agree how the review is to be undertaken and associated timescales

2. Recommendation(s)

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

- (1) that the commencement of the review into the Residents' Parking Permit Zones (RPPZs) policy and its progress via the Roads Safety Forum, utilising the Terms of Reference at Appendix 1, be noted.

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. Issue of such permits is governed by a number of Traffic Regulation Orders (TROs) which were originally promoted in the late 1990's.
- 3.2. There are significant residents' parking zones 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.
- 3.3. The Council's Parking Unit administers and enforces these resident parking permit zones.
- 3.4. At the Executive Committee of 23 February 2011, it was agreed that a Member/Officer Task and Finish Group be convened to consider the Council's RPPZs. This reflected the increasing financial burden of administering such schemes.
- 3.5. A paper outlining the Group's review and recommendations was submitted to the Executive Committee on 5 October 2011. Amongst the recommendations were:-
 - (1) that the Zones in East Kilbride be significantly reduced in size
 - (2) that the Zones elsewhere remain unchanged

- 3.6. These recommendations were accepted and subsequently implemented. Consequently, Council policy since 2011 has been not to consider any further RPPZs.
- 3.7. Each parking zone has different terms, conditions and different times that permits need to be displayed. Parking permits are only issued to vehicles registered to an address within the zone and they can apply for multiple permits depending on the zone concerned.

4. Current Situation

- 4.1. The demand for parking across a number of areas in South Lanarkshire continues to increase as car ownership and pressure from various uses (e.g. commuters, businesses etc) continues to rise. This is particularly evident in residential areas close to town centres or where there are facilities such as railway stations, educational establishments, hospitals or other medical premises nearby.
- 4.2. 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.
- 4.3. The residents' concerns are generally that there is obstructive or dangerous parking, by commuters or visitors to the facilities described above, and that they cannot park close to their homes. They regularly ask for waiting restrictions (i.e TROs) to be introduced (which are not generally appropriate in residential areas as they can inconvenience the residents), or for the introduction of residents' permits.
- 4.4. There are three areas which are experiencing significant pressure at this time:-
- ◆ the residential part of Montrose Crescent in Hamilton, currently not within a residents' parking zone
 - ◆ residential areas in East Kilbride near to Hairmyres Hospital/Rail Station
 - ◆ residential areas in Cambuslang close to the town centre and near to the rail station
- 4.5. In Hamilton, the section of Montrose Crescent that currently is not within a Resident Parking Zone is under pressure from parking as a consequence of large employers in the area such as the Council, the Procurator Fiscal's Office, and Hamilton Water Palace.
- 4.6. In East Kilbride, close to Hairmyres Station, the issues are mainly caused by rail commuters; however, some visitors to the hospital contribute to the problem. Residents have been complaining for several years that they cannot access or egress their driveways, or park on street close to their homes and that the situation is getting worse year on year. Following the recent consultation on the Council's Consultative Draft Park and Ride Strategy, this area generated the second highest volume of response.
- 4.7. It is the area around Cambuslang town centre, however, that generated the largest volume of correspondence during the recent consultation on the Park and Ride Strategy. The main issue here is again commuters using the rail station, but there is also an element of town centre parking included. The problem is compounded by the historic nature of the narrow residential streets, with residents expressing concerns about access and egress to their driveways.

- 4.8 These are complex issues for which there are unlikely to be easy solutions. Any vehicle, provided it is properly taxed and insured, can park on a public road and, for example, commuters seeking to access railway stations will consider they have as much right to park on a public road as local residents. Also, the introduction of a RPPZ may simply displace an existing problem to another location, usually on the boundary of a new zone.
- 4.9 Notwithstanding the above, it was agreed at the Community and Enterprise Committee of 21 August 2018 that:-
- ◆ the expansion of the current RPPZ's be approved to include all of Montrose Crescent, Hamilton
 - ◆ consultation in relation to the introduction of RPPZ's at Hairmyres Station, East Kilbride and Cambuslang Station to be progressed
- 5. Current Position**
- 5.1. Given some 7 years have elapsed since the current policy in relation to RPPZs was approved, and given that in many areas parking pressures continue to increase, it is considered appropriate to review the current policy.
- 5.2 At the Community and Enterprise Resource Committee of 21 August 2018, the commencement of a review of the current Residents' Parking Permit Zones (RPPZs) policy was, therefore, approved. It was agreed that a review would be undertaken over a 9 month period via the Road Safety Forum with the review establishing a medium term policy position within the Terms of Reference set out in Appendix 1.
- 6. Next Steps/Timescales**
- 6.1 Officers are currently progressing with the statutory process for the introduction of the expanded zone at Montrose Crescent. There is also an area on the boundary of the Murray zone, East Kilbride that has been redeveloped in recent years (e.g. from a school use to residential) which requires amendments/additions to the existing TRO. At this stage, we expect to have expanded RPPZs operational in these areas by Spring 2019, subject to any objections received being satisfactorily resolved.
- 6.2 With regards to the pre-consultation (i.e. before any formal statutory consultation) for the introduction of new RPPZs at Hairmyres Station, East Kilbride and Cambuslang Station, it is expected that this will commence towards the end of October 2018/early November 2018 running for a period of 8 weeks with assessment of responses thereafter. The format of the consultation has still to be confirmed, but will involve largely the same consultees as per the early stages of TRO consultation (e.g. community councils, business groups, partners). Residents will also have an opportunity to take part in the process via an online questionnaire.
- 6.3 Consultation will be undertaken on the geographical extents of any new zones and not necessarily the specific permit arrangements which would be in force as this will be covered under the wider review outlined at Appendix 1.
- 6.4 Feedback on the consultation will be considered with a view to commencing, in Spring 2019, the formal statutory procedures to implement the new RPPZs which, given the likely issues generated and objections received, could take between 9 to 12 months to satisfactorily resolve.
- 6.5 The wider RPPZ review will commence formally today on 10 October 2018 and, in the first instance, be progressed and co-ordinated by Roads and Transportation Services

officers with a progress/status report prepared for the Roads Safety Forum on 12 March 2019.

6.6 The need for specific input by Roads Safety Forum Members in advance of this Forum meeting, or indeed after, will be coordinated via the Chair of the Road Safety Forum either by a special meeting or via email communication. Comments and suggestions for inclusion/consideration in the review will be welcomed from Forum Members at today's meeting and going forward by emailing Colin Park, Engineering Manager who is leading the review.

6.7 Given the complexity of the matters being discussed and the schedule of Road Safety Forum meetings, it is the intention to aim for conclusion of the review no later than early summer 2019.

7. Employee Implications

7.1. There are no significant employee implications associated with undertaking a review or introducing or amending zones, as this work would be undertaken by existing employees. There would be potential employee costs associated with introducing expanded zones, as additional parking attendants may be required, however, this will be considered and evaluated as part of the proposed review.

8. Financial Implications

8.1. There are no financial implications associated with undertaking a review. There would, however, be potential capital and additional administrative costs associated with introducing new or amending zones, as additional permit applications would require to be processed and issued, however, this will be considered and evaluated as part of the proposed review.

9. Other Implications

9.1. 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.

10. Equality Impact Assessment and Consultation Arrangements

10.1. 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

10.2. Other than the consultation for the new and expanded RPPZs outlined above, 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)

17 September 2018

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

- ◆ Executive Committee 23 February 2011
- ◆ Executive Committee 5 October 2011
- ◆ Community and Enterprise Resources Committee 21 August 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: -

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Terms of Reference

Review of Residents Parking Permit Zones (RPPZ's)

1. Objective

The objective of the review is to examine current arrangements for the management of RPPZ's and review current policy with regard to the potential wider use of RPPZ's as a parking management tool and consider associated issues.

2. Scope of Review

- ◆ Review current management arrangements and the potential for efficiencies including e-enablement.
- ◆ Consider areas of current demand which may benefit from the wider use of RPPZ's.
- ◆ Identify the resourcing demands (staff and financial) associated with current and potentially wider use of RPPZ's.
- ◆ Provide options including costs with regard to future parking policy in relation to RPPZ's.

3. Timescales

The review will report within 9 months of commencing.

4. Resourcing

The review will be undertaken utilising existing staff resources.

Report

5

Report to: **Roads Safety Forum**
 Date of Meeting: **10 October 2018**
 Report by: **Executive Director (Community and Enterprise Resources)**

Subject: **Education, Training and Publicity Initiatives**

1. Purpose of Report

1.1. The purpose of the report is to:-

- ◆ advise the Forum of ongoing education, training and publicity initiatives in 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 road safety education, training and publicity activity in South Lanarkshire is supported.

3. Background

3.1. Theatre in Education – Primary Schools

3.1.1. "The Journey" is a play aimed at Primary 6 and Primary 7 pupils with links to Curriculum for Excellence. This is one of a series of plays for schools which are part of the Theatre in Education Programme of Road Safety Scotland. The Baldy Bane Theatre Company is commissioned by Road Safety Scotland to perform this play in primary schools across Scotland. South Lanarkshire Council receives an allocation of a number of performances on an annual basis.

3.1.2. "The Journey" is an engaging play in a forum theatre style which deals with issues related to peer pressure, friendship and situations that can lead to unsafe behaviours near the road. Aims of the play are to raise awareness of the coming dangers to which this age group will be exposed to during the next few years, helping them realise why those dangers are particularly relevant to their age group and to enable them to analyse, discuss and change decisions and outcomes.

3.1.3. 12 Primary Schools received a performance of The Journey for Primary 6 and 7 at the beginning of March 2018. These schools were:-

- ◆ Craigbank Primary, Larkhall
- ◆ Loch Primary, Rutherglen
- ◆ Newton Farm Primary, Newton
- ◆ Robert Owen Memorial Primary, Lanark
- ◆ St. Anthony's Primary, Rutherglen
- ◆ St. Bride's Primary, Cambuslang
- ◆ St. Cuthbert's Primary, Hamilton
- ◆ St. John the Baptist Primary, Uddingston
- ◆ St. Leonard's Primary, East Kilbride

- ◆ St. Ninian's Primary, Hamilton
- ◆ Townhill Primary, Hamilton
- ◆ Udston Primary, Hamilton

3.2. Theatre in Education – Secondary Schools

- 3.2.1. The road safety plays “School Daze” for S1 pupils and “Friends Disunited” for S5/6 pupils toured South Lanarkshire schools during the end of August 2018 with the rest planned for the end of November 2018. The plays were commissioned by Road Safety Scotland and performed by the Baldy Bane Theatre Company. The plays have curricular links to Health and Wellbeing, Expressive Arts, Literacy and Numeracy.
- 3.2.2. “Schools Daze” for S1 is a thought-provoking production involving relationships, peer pressure and popular sub-cultures. It involves a typical friendship group as they make their way to and from school. The play encourages pupils to explore how their actions, attitudes and decisions can affect those around them.
- 3.2.3. “Friends Disunited” involves a variety of characters enacting a witty and powerful drama about young people with promising futures. The influence a loutish youth culture has on a young man learning to drive leaves the audience with some sobering thoughts.
- 3.2.4. Secondary schools which received both a performance of “School Daze” and “Friends Disunited” are:-
- ◆ Biggar High School
 - ◆ Cathkin High School
 - ◆ Larkhall Academy
 - ◆ Lesmahagow High School
 - ◆ Uddingston Grammar
- 3.2.5. Calderglen High School received a performance of “Friends Disunited” only.

3.3. Junior Road Safety Officer Scheme – All Together for Road Safety

- 3.3.1. The Junior Road Safety Officer (JRSO) Scheme is offered to all Primary, Private and ASN schools with one or two Primary 6 or Primary 7 pupils undertaking the role. Pupils can complete an application form or can be nominated or selected for the role which they will fulfil for one or two years. Schools are asked to have a Junior Road Safety Co-ordinator within the school to help assist and support the newly appointed JRSO and to offer guidance and help throughout their role.
- 3.3.2. All the resources required are posted to schools as they register and regular updates and information is sent out to schools. JRSOs receive a personal organiser, including a badge, notebook and a pen as well as some prizes for the year ahead.
- 3.3.3. JRSOs have an important job with the aim to encourage peer learning and promote partnership working. JRSOs are asked to promote road safety in their nursery and/or school through having a notice board and updating this to reflect the different seasons, running competitions and talking at assemblies.

- 3.3.4. The JRSO website www.jrso.com has great ideas and a member's only area as well as being accessible in the App Library on GLOW.
- 3.3.5. The Junior Road Safety Officer Scheme has a great link to the Curriculum for Excellence including experiences and outcomes in:-
- ◆ health and wellbeing: responsibilities of all
 - ◆ expressive arts
 - ◆ literacy: responsibility for all
 - ◆ literacy and English
 - ◆ numeracy and maths
 - ◆ numeracy: responsibility of all
 - ◆ social studies
- 3.3.6. This year, 116 are participating in the JRSO Scheme.
- 3.4. Good Egg Safety – A Helpful Guide for Older Road Safety Users**
- 3.4.1. This Good Egg guide is a helpful guide to road safety for older drivers, pedestrians, cyclists and for using public transport. The guide covers driver safety, including car maintenance, health, medicines and mobility, winter driving, child car seats as well as keeping safe as a pedestrian. Public transport and sustainable travel elements are also included with excellent safety advice and real life examples given throughout the booklet. The guide has a website www.olderpersonsroadsafety.com which reinforces the guide.
- 3.4.2. The booklet was distributed to all South Lanarkshire sports centres and medical and doctor surgeries.
- 3.5. Good Egg – In Car Safety Clinics**
- 3.5.1. Parents and carers were offered the chance to get their child's car seat checked by a Good Egg Safety expert.
- 3.5.2. This is a major initiative launched by Road Safety Scotland and leading car seat safety experts, Good Egg Safety, to raise awareness of the dangers to children travelling in a car seat which does not fit them properly or is incorrectly fitted. Last year, during checks across Scotland, 60% of child car seats were found to be incorrectly fitted or incompatible to the child/vehicle.
- 3.5.3. South Lanarkshire area received two Good Egg Safety Events which were held at Sainsbury's in Hamilton on 14 and 15 of September. The event was promoted through posters and South Lanarkshire Council's social media channels.
- 3.5.4. Good Egg In Car Safety Guides are available as well as a variety of social media platforms which offer great advice, top tips, common error videos and much more.
- 3.6. Road Safety West of Scotland – Signs2Schools**
- 3.6.1. A sign manufacturer in Yorkshire has designed a range of eye-catching signs to help address the problem of unsafe parking and driving in and around school entrances.
- 3.6.2. The 'Kiddie Shaped' and 'Child Friendly Police Officer' signs, produced by Signs2Schools are available with popular messages including 'think before you park', 'don't park on the zig zags', 'caution children' and 'slow down'.

- 3.6.3. The signs are double sided making them visible to traffic from both directions and include a base to keep them in place.
- 3.6.4. South Lanarkshire Council, through the Road Safety West of Scotland, has ordered 6 “Kiddie Shaped” signs and delivery of these is expected in October 2018. These will be considered for use at schools as part of any School Travel Plan initiative to assist in highlighting potential road safety issues at schools.

4. Employee Implications

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

5. Financial Implications

- 5.1. Promotional items associated with this report are funded by external partners or from the Council’s 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. All the necessary consultation arrangements have taken place.

Michael McGlynn

Executive Director (Community and Enterprise Resources)

17 September 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

- ◆ Roads Safety Forum of 5 December 2017

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: -

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Report

6

Report to: **Roads Safety Forum**
Date of Meeting: **10 October 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 update on the New Driver 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 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. Local issues/National issues

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

- ◆ September 2018 – End of Motorcycle Safety Campaign
- ◆ October 2018 - Get Ready for Winter
- ◆ November 2018 - Carriage Dangerous Goods, Transport Scotland Winter Service Plan, Speed, Seatbelt and Mobile Phone Campaign
- ◆ December 2018 - Festive Drink and Drug Drive Campaign

4.2. These campaigns will involve engagement and proportionate enforcement. Social media will be used to launch events and provide information to the public.

4.3. Superintendent Hay continues to lead on the Road Traffic Accidents priority within the Community Plan (LOIP) on behalf of the Safer South Lanarkshire Board. From April – July 2018, there has been a reduction in the number of people seriously injured and the number of children seriously injured compared to the same period last year.

- 4.4. Lanarkshire Division are 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.
5. **New Driver Intervention Scheme**
- 5.1. The New Driver Intervention Scheme was introduced in Lanarkshire Division in August 2017 and now has over 50 officers trained in delivering the input. Funding has been provided by South Lanarkshire Council for the production of leaflets and pop up banners which will be used to publicise the scheme.
- 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

21 September 2018

Contact for Further Information

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

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Report

7

Report to: **Roads Safety Forum**
 Date of Meeting: **10 October 2018**
 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 future meetings of the Roads Safety Forum be held in the Council Offices, Almada Street, Hamilton at 10.00am on the following dates:-

Tuesday 12 March 2019
 Tuesday 27 August 2019
 Tuesday 22 October 2019

3. Background

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

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

- ◆ Tuesday 12 March 2019 at 10.00am
- ◆ Tuesday 27 August 2019 at 10.00am
- ◆ Tuesday 22 October 2019 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)

20 September 2018

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

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