

Report

Report to:	Roads Safety Forum
Date of Meeting:	1 November 2022
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 Council's approach to parking and road safety around schools and the measures and opportunities to encourage more sustainable journeys to and from school

2. Recommendation(s)

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

- (1) that the contents of the report and the continued approach to this matter be noted and supported.

3. Background

- 3.1. Indiscriminate parking and poor road user behaviour can lead to a variety of issues such as blocking footways, limiting children's crossing opportunities, masking visibility of approaching drivers and congestion and frustration of other road users. Each school has a different level and mix of such issues which can be dependent on their geographical location, such as rural/urban or in a residential/town centre location.
- 3.2. The issues related to congestion, unsafe driving and parking practices and the resultant associated risk of conflicts occurring between road users which could lead to accidents require the support and involvement of relevant stakeholders e.g. Police Scotland as well as the roads authority.
- 3.3. Within South Lanarkshire, there are 17 secondary schools, 124 primary schools, 2 private schools and 7 Additional Support Needs schools. Together, there are approximately 46,000 pupils who attend school on a daily basis and this equates to 8,740,000 return pupil journeys to and from school every academic year.
- 3.4. It is noted that Transport Scotland's latest publication on Reported Road Casualties Scotland 2020 states that for the years from the end of 2015 to 2019 the annual average number of children killed in South Lanarkshire was 0 while the number of children seriously injured was approximately 10.6. Therefore, accidents involving children remain at relatively low levels in South Lanarkshire and, of these, less than half will likely involve an accident occurring on the journey to school.
- 3.5. This paper will outline some of the key considerations, actions and measures available regarding parking and road safety surrounding schools, as well as noting the Council's approach to such matters.

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 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 and 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. South Lanarkshire Council employ individuals as PAs 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 PA, as is often enquired about.

- 4.10. 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 PAs 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.

5. Car Free School Zones (CFSZs)

- 5.1. Car Free School Zones is an initiative where the streets outside a school are closed to traffic at school opening and closing times. Closing the streets to vehicles helps achieve a safer, more pleasant environment for everyone using the streets whilst maintaining access for residents, businesses, pedestrians and cyclists.
- 5.2. There are currently 2 pilot CFSZs in place within South Lanarkshire. Schools chosen to participate in this scheme have already tried other means of improving the road environment around the school gates. The initiative is currently in place at Burnside Primary School in Rutherglen and St. Joseph's Primary School in Blantyre and started operation after the school easter holidays in April 2022.
- 5.3. This prohibition is classed as a moving traffic violation and it can only be enforced by the Police. Non-registered vehicles entering the scheme during the times of operation will be identified by police officers and issued a fixed penalty notice of £50. Warning signs are installed at the entrance to the zones and on the approaches, giving drivers an opportunity to find alternative routes around the closed streets. Exempt vehicles require to display a valid pass and can include residents, blue badge holders, and emergency vehicles.
- 5.4. Lessons learned from introductions within other Council areas have been considered, such as at East Lothian Council, where schools located within cul-de-sacs with narrow carriageways and footways had the most success being evident.
- 5.5. Any future adoptions of such an initiative will require to be considered as part of a suite of measures emerging from School Travel Plan development. This will also depend on information gained from considering the successes and challenges experienced with South Lanarkshire's first 2 trial schools, including whether the issues the prohibition had designed to address have been transferred to adjacent streets as well as its impact on the uptake of walking, cycling or wheeling to school. Once monitoring has been concluded, a paper will be presented to a future meeting of the Roads Safety Forum.

6. Encouraging active/ sustainable travel through School Travel Plans (STPs)

- 6.1. School Travel Plans focus on travel methods to and from school, looking at how to encourage more sustainable travel to and from school and contributing towards making the environment around the school safer. The STP process involves the full school, getting everyone thinking about their journey and initiatives that can get involved in such as walking, cycling and park and stride. This all contributes to less car reliance and presence outside schools, with a notable reduction in congestion and emissions, promoting health and safer environmental surroundings, engaging and encouraging sustainable future patterns.

- 6.2. The first stage of the STP process is a consultation exercise with parents, pupils and staff. This is conducted through STP surveys and ascertains travel modes to and from school, how pupils and parents would like to travel to school, we ask about different initiatives such as a Walking Bus and Cycle Train and also Park and Stride and suggestions for suitable car park locations. This also asks how the journey to school can be made safer. A selection of the results from the surveys are included in the survey with the rest included in the appendix section.
- 6.3. The next stage is to collate a summary of the issues to which a key initiative and targets list is created. A programme of implementation is developed from this with short, medium and long-term goals associated with different initiatives and actions.
- 6.4. On completion, the school is awarded their School Travel Plan Award and the school will monitor the travel situation. With the plan being an active document, monitoring is key, with the progress of the measures being delivered, new ones can be added to the document as they occur.
- 6.5. At present, there are 75 schools that have completed a travel plan and a further 61 schools are currently working towards completing their travel plan. The remaining schools are being encouraged to take part.
- 6.6. The STP process include the whole school with surveys distributed to pupils, parents/guardians and staff. Many Junior Road Safety Officers (JRSO's) are engaged in the process as well as Eco groups and parent council members. This local knowledge is key in the success of the structure and delivery of the targets and future development of the travel plan.
- 6.7. Feedback from schools who have completed their plan has been positive in helping respond to issues and the document is used not only to identify initiatives, but also provided an evidence-based model which justifies the allocation of funding.
- 6.8. Every school's Traffic Management Plan, which is conducted by South Lanarkshire Council's Health and Safety Section, now includes the completion or review of their School Travel Plan. This has seen a significant increase in the number of schools contacting Roads and Transportation Services for assistance.
- 6.9. A School Travel Plan Award has been created to recognise school's commitment and to raise awareness with the school community on the completion of their STP. A school certificate, banner and information postcards are received upon completion with ongoing support and assistance available to the school.

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, STP projects, Road Safety within the Curriculum for Excellence 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.

- 7.4. The Council also can help design and deliver engineering solutions to improve problems surrounding schools. These problems are identified through the development of the School Travel Plans and solutions such as new guardrail, signing, lining, cycle and scooter storage / shelter facilities 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.
- 7.5. There are a range of other resources available to schools to assist them with their STP actions, from portable Vehicle Activated Sign (VAS) provision, printed campaign materials, social media assets, various outdoor banners and signs.

8. Partnership Working

- 8.1. Liaison is undertaken with internal colleagues in the promotion of active travel through initiatives and campaigns where appropriate e.g. Environmental Services and work within Air Quality Management Areas such as 'Beat the Street'. This is an online game which requires players to be physically active by walking, cycling, scooting or wheeling between fixed points in a geographical area.
- 8.2. This has most recently been operating within East Kilbride between 14 September to 26 October 2022 with a very high uptake being experienced. This has involved a range of users and age groups, including school groups which can inspire and lead to more active travel and less private car use. The unique game website provides running totals of travelling distances covered within the game, participants, schools and groups involved etc. This can be accessed at www.beatthestreet.me/eastkilbride/
- 8.3. Partnership approaches are also taken with external agencies, groups and organisations such as Community Action Lanarkshire and local community development trusts etc. where appropriate. This can add value to existing work to support, promote and enable safe and active travel practices as well as shaping future priorities within local areas.

9. Conclusion

- 9.1. There is no single solution to the parking and road safety problems being experienced at and around schools. A variety of solutions 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. The encouraging of active and sustainable travel choices is key.
- 9.2. As supported at previous meetings of the Road Safety Forum, schools are encouraged, and in some cases required, to complete a School Travel Plan. The contents of this should identify specific problems to be resolved through identification of objectives and targets. Liaison between the Head Teacher, Parent Council, Education Resources, Roads, Transportation and Fleet Services, and Police Scotland is required to ensure the solutions taken forward are appropriate.
- 9.3. It is recognised that, 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. This, however, is deemed the most appropriate mechanism to address these matters.

10. Employee Implications

10.1. There are no current employee implications associated with this report, however, any increased focus on the initiatives detailed above should be considered in the context of available road safety employee resources which have decreased significantly in previous years.

11. Financial Implications

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

12. Climate Change, Sustainability and Environmental Implications

12.1. Projects and measures which encourage the uptake of active travel and sustainable travel within the Council's local communities, whilst reducing reliance on private vehicles particularly for the shorter more local journeys such as the school run, supports South Lanarkshire's Sustainable Development and Climate Change Strategy. Increased active travel and access to the outdoors will improve health and wellbeing whilst reducing reliance on fossil fuels for the purpose of travel. Encouraging the uptake of active and sustainable travel will also support improvements in air quality emissions by reducing the number of private car journeys and their resultant emissions.

13. Other Implications

13.1. There are no significant risks associated with this report.

14. Equality Impact Assessment and Consultation Arrangements

14.1. 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.

David Booth

Executive Director (Community and Enterprise Resources)

14 October 2022

Link(s) to Council Values/Priorities/Outcomes

Values

- ◆ Focused on people and their needs
- ◆ Working with and respecting others
- ◆ Ambitious, self-aware and improving

Priorities

- ◆ We will work towards a sustainable future in sustainable places

Outcomes

- ◆ Our children and young people thrive
- ◆ Caring, connected, sustainable communities
- ◆ People live the healthiest lives possible

Previous References

- ◆ Community and Enterprise Resource Committee, 'Parking/Road Safety at Schools – Update', 21 August 2018
- ◆ Roads Safety Forum, 'Parking at Schools', 5 December 2017

List of Background Papers

- ◆ Reported Road Casualties Scotland 2020

Contact for Further Information

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

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Appendix 1

Curriculum for Excellence

Ziggy's Road Safety Mission
Streetsense 2
Junior Road Safety Officer Scheme
A2BSafely (Additional Support Needs Resource)
Theatre in Education – The Journey
Crash Magnets
Your Call
Reaction Timers
Calendar Competition

Target Users

Nursery and P1
P1 – P7
P6/7 peer learning
P5 – S6
P6/7
S4/S5
S1 - S3
S3 - S6
all schools – all stages

School Travel Plan Projects

School Travel Plans
Walk to School Campaigns
Starting School
Child Pedestrian Training

Time Travellers Resource
Park Smart Campaign
Park and Stride
Walking Bus
Bus Safety
HGV Safety
Park Safe campaign
'Hands Up Scotland' Travel Survey

Target Users

all schools
all schools
P1 New Intake - all schools
P1/2 Pupils - Delivered at 15 schools
P5
all schools
all schools
primary schools
P4 - P6
all schools
all schools
all schools

Cycling Initiatives

Bikeability
Cycle Friendly School Awards

Target Users

all schools
all schools