

ABERDEEN CITY COUNCIL

COMMITTEE	Operational Delivery
DATE	6 September 2018
REPORT TITLE	Effectiveness of Existing Measures of Road Safety Around Schools- Notice of Motion Councillor Nicol
REPORT NUMBER	OPS/18/088
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CHIEF OFFICER	Mark Reilly
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TERMS OF REFERENCE	4

1. PURPOSE OF REPORT

This report details the investigation into the safety and safety practices on the road network around schools and makes recommendations about options for improvement.

2. RECOMMENDATION(S)

That the Committee:-

- 2.1 Approve the proposals in paragraph 3.7 in principle, and instruct the Chief Officer Operations and Protective Services to contact schools that would be eligible for loading restrictions with a view to engaging 3 to 4 schools to take part in the trial;
- 2.2 Instruct the Chief Officer Operations and Protective Services to commence the necessary legal procedure of initial consultation with Police Scotland, Scottish Ambulance Service, Scottish Fire and Rescue Service, Public Transport Operators, Freight Transport Association, Road Haulage Association and any other organisations representing persons likely to be affected by any provision in the order as the authority considers appropriate e.g. Community Councils, Aberdeen Cycle Forum, Disability Equity Partnership etc. If no objections are received, then progress to the public advertisement; and
- 2.3 Following the public advertisement, if there are no objections, the Traffic Regulations Orders may be made by way of delegated authority. In the event of objection(s) being lodged, instruct the Chief Officer Operations and Protective Services to report the results to a future meeting of this Committee.

3. BACKGROUND

- 3.1 At its meeting on 29 August 2017, the Communities, Housing and Infrastructure Committee accepted Councillor Nicol's Notice of Motion and instructed "the traffic management team and city wardens to report on the effectiveness of the existing measures of road safety in the vicinity of our schools together with the costs currently incurred and to report on possible alternative options or measures that could be implemented in the vicinity of our schools that would promote less indiscriminate parking and poor driving practices" and for "the traffic management team, city wardens and assets and finance team in Education and Children's Services, in consultation with Police Scotland to consult with individual Parent Councils and representative pupil bodies as to measures they may consider to be appropriate that would promote less indiscriminate parking and poor driving practices."
- 3.2 Discussion was held with Councillor Nicol to clarify the objective of the Notice of Motion. The objective is to consider new approaches to traffic management which will provide more effective enforcement of restrictions and send a clear message to offenders that their driving behaviours must improve.
- 3.3 A Service Update issued in December 2017, advised Members of the current practices commonly adopted in Aberdeen City to address road safety concerns, traffic management costs relating to school road safety measures and outlined the methodology proposed to identify alternative options, including possible trials.
- 3.4 **The effectiveness of methods currently employed around schools within the city**
 - 3.4.1 Statistics and survey data has been gathered around schools through previous investigations and reviews by Road Safety Officers. A selection of this data is provided below.
 - 3.4.2 It is important to recognise that there are many different causes that result in accidents occurring therefore the data has been analysed in several ways to determine if engineering or enforcement measures could have influenced the outcome.
 - 3.4.3 Of the 5 road traffic incidents recorded in proximity to schools, 5 children were injured and no adults were injured. Four of these incidents resulted in serious injuries, (for information a serious category injury in a child can range from a night in hospital for observation or more serious to life changing injuries) and 1 slight injury. Speeding was not a recorded factor in any of these incidents. Neither were dangerous parking or manoeuvres.
Of the 5 incidents, 3 were due to the pedestrian casualty 'failing to look properly; 1 child passenger in a vehicle was detained in hospital for observation only; and the final collision was the fault of the driver. No engineering or enforcement mitigation was identified as a result of any of the incidents.

- 3.4.4 On the city network, there were 60 road traffic incidents involving children under the age of 16 years (slight 23, serious 37 and no fatal) over the last 3 years. These incidents occurred throughout the city and across the day, night and year. A review of the causation factors did not reveal any trends, i.e. commonality between or clusters of incidents.
- 3.4.5 The number of accidents resulting in serious injury to under 16s has seen a reduction, from 9 in 2015 and 11 in 2016, to 2 in 2017. This is a reduction of 80% in under 16s seriously injured in road traffic collisions.

3.5 Evidence from other Local Authorities on alternative proposals

- 3.5.1 In October 2016 the Scottish Government published a research study “Tackling the School Run”. This investigated the factors influencing school travel choices and detailed many of the initiatives currently used within schools across Scotland, many of which occur in Aberdeen schools. The study recognised that changes required multi agency input including Transport, Education, Planning, Health and Wellbeing and Environment.
- 3.5.2 The study summarises that “the transport sector has to date led on supporting schools and the wider community to develop sustainable travel habits and to change social norms away from car use and towards active modes. While this is and will continue to be key, lessons from the research highlighted the benefits of community buy-in, and there may be scope to increase the role of the school community in the design of new infrastructure using some of the examples highlighted in this report. Further and wider engagement between transport and other policy areas is also a key dimension.”

3.6 Consultation

- 3.6.1 A consultation email was sent to all schools within Aberdeen and they were invited to respond and to pass on the request to any Parent and Public Councils that exist at the school. The responses are summarised in Appendix A.
- 3.6.2 These responses highlighted the volume work that schools are doing on an ongoing basis to educate and inform pupils and parents regarding road safety around their schools.
- 3.6.3 They also highlight the need for enforcement of waiting restrictions with many mentioning that the City Wardens are the best road safety measure available at the school.
- 3.6.4 The role of City Wardens could be set to expand in the next couple of years if the Scottish Government’s Transport Bill comes into being. Verge and footway parking will become enforceable making indiscriminate parking less acceptable.
- 3.6.5 The introduction of 20mph speed limits on all city centre roads was raised as a method being employed in other areas of Scotland. This ties in with the draft bill currently being considered by the Scottish Government. Evidence is also presented in the Tackling the School Run report that in Fife where 20 mph speed limits zones were introduced in almost all urban residential streets the

results were as follows: “Before the introduction of lower speed limits 50% of traffic did not exceed 25 mph, after surveys indicate that 83% of traffic does not now exceed 25 mph.”

- 3.6.6 In Aberdeen, 20 mph zones are set up around many schools with mandatory part time 20 mphs being an important feature too. Officers await the determination of the Bill prior to implementing any further areas within the city as the benefits of a national scheme will be significant however the range of implications for Local Authorities have not yet been fully quantified.
- 3.6.7 The request for one-way systems in streets around schools was raised through the consultation. These requests are reviewed on a location by location basis and must consider the needs of the local community who live in the streets surrounding streets. It should also be noted that a side effect of one way systems can be an increase in traffic speeds.

3.7 Options

- 3.7.1 Whilst it is appreciated that schools frequently remind carers of the need to park safely and in appropriate locations on the periphery of the school ground, drivers do not feel that their actions are part of the problem and various excuses are used to justify their actions. It is necessary to change driver mindsets so that inappropriate parking is no longer thought of as excusable.
- 3.7.2 Options or measures that could be implemented near our schools to support instant enforcement to address indiscriminate parking and poor driving practices, are limited. Many complaints surrounding city centre schools relate to the inconvenience of vehicles being parked in resident's or pay and display bays without appropriate permits or parking tickets. Whilst this is inappropriate behaviour it does not represent a road safety concern.
- 3.7.3 More pressing is the need to address parking on waiting restrictions such as double or single yellow lines. These lines have been installed to assist traffic flows or to address poor parking practises. Waiting restrictions allow for dropping off and picking up passengers and goods, therefore the City Warden's handhelds have a 5 minute stand off period during which dropping off or picking up may occur and a penalty charge notice cannot be issued. Frequently vehicles move away during this period however delays and disruption will have occurred on the network over the stand off period. Loading restrictions can be applied to enable instant enforcement to be carried out, when the City Wardens are present.
- 3.7.4 The intention of enabling instant enforcement is to force a mindset change for those who don't recognise the safety implications of parking on waiting restrictions.
- 3.7.5 This action will not be appropriate at all schools therefore further consultation and investigation will be required to determine appropriate locations with a trial of 3 to 4 schools being suggested in the first instance.

3.7.6 The success of the trials would be measured through feedback from the schools involved and from the number of complaints received by the Road Safety team.

4. FINANCIAL IMPLICATIONS

4.1 The cost of implementing loading restrictions trials at 3 to 4 schools is expected to cost in the region of £10,000 dependant on the lengths of restrictions employed. This will be paid for by the CWSS fund 2018/19 subject to completion of the consultation and statutory processes.

4.2 This will also require a reallocation of existing City Warden resources to increase the frequency of school visits over the initial period of implementation to support the mindset change and, whilst this will not result in additional costs, it will reduce resources available in other areas of the network.

5. LEGAL IMPLICATIONS

5.1 There are no direct legal implications arising from the recommendations of this report.

6. MANAGEMENT OF RISK

	Risk	Low (L), Medium (M), High (H)	Mitigation
Financial			
Legal			
Employee			
Customer	There may be a feeling that people are being targeted for their parking behaviour	L	The scheme will be delivered in consultation with schools and parent groups to bring them onside
Environment			
Technology			
Reputational			

7. OUTCOMES

Local Outcome Improvement Plan Themes	
	Impact of Report
Prosperous People	This will assist in increasing safety for school pupils and encourage walking and cycling to school thereby improving health and air quality.

8. IMPACT ASSESSMENTS

Assessment	Outcome
Equality & Human Rights Impact Assessment	Has been completed. This highlights that the trial will need to take account of the access arrangements for children with disabilities who may require to be dropped at the front of the school. Trial schools will have to take cognisance of these requirements and offices will have to ensure that suitable alternative parking is available.
Privacy Impact Assessment	Not required
Duty of Due Regard / Fairer Scotland Duty	Not applicable

9. BACKGROUND PAPERS

Tackling the School Run available at
<https://www.gov.scot/Resource/0051/00513039.pdf>

10. APPENDICES

Appendix A: School Consultation Response Summary.

11. REPORT AUTHOR CONTACT DETAILS

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Appendix A: School Consultation Response Summary

Ashley Road Primary School

Road Safety Challenges	Adopted road safety measures	Most effective measure	School suggested safety measures (for future consideration)	Comment
<p>Congestion around school access points.</p> <p>Blocking of local resident's driveways and entrances</p> <p>Parking on prohibition of waiting restriction markings</p> <p>Vehicles speeding</p>	<p>Walk to school and WOW trackers</p> <p>Work with the City Wardens and Living Street Scotland</p> <p>Organise annual visit to Absafe</p> <p>Participates in Hand Up Scotland Survey annually</p>	<p>The presence of Traffic Wardens has been the most effective road safety measure</p>	<p>Introduce 20mph speed limit in all city centre roads, as this is a method used in other Scotland cities.</p> <p>Introduce one-way traffic around schools</p> <p>Restricted access in and out of certain school streets at start and end of a school day</p>	<p>The adopted Road Safety measures have been observed to only work for a short period of time.</p>

Fernielea School

Road Safety Challenges	Adopted road safety measures	Most effective measure	School suggested safety measures (for future consideration)	Comment
<p>Limited parking spaces has resulted in parents parking on double yellow lines, grassed areas and pavements. Drop off on zig-zag lines and in bus stop boxes.</p> <p>Reduced visibility resulting from parked cars. Kids find it difficult to cross from Stronsay Place to Summerhill Drive.</p> <p>Blocking of local resident's driveways and entrances</p>	<p>Parking campaign with Junior Road Safety Officer (JRSO) pupils</p> <p>Installed double yellow lines</p> <p>Sent out warning letter to parents regarding road safety</p> <p>The city wardens patrol the school once a week</p> <p>Works with local church to allow parents use their car park</p> <p>Adopts the walk, cycle and scoot to school initiative annually</p> <p>Has a Lollipop Person at the junction of Eday Road and Stronsay Place and Stronsay Drive.</p> <p>Facebook post warning parents of the importance of road safety.</p> <p>Had a road safety banner competition with the best 3 banners displayed on the school gate.</p>	<p>The presence of City Wardens has been the most effective road safety measure</p>		<p>Parents park dangerously in the absence of city wardens, they will deter from irresponsible parking habit if parking tickets are issued.</p>

Ferryhill School

Road Safety Challenges	Adopted road safety measures	Most effective measure currently	School suggested safety measures (for future consideration)	Comment
<p>The location of the school, the school has a wide catchment area and is surrounded by busy roads.</p> <p>Drivers speeding</p> <p>Insufficient signage</p> <p>High footpath makes it difficult for bikes, buggies and scooter to get on and off the pavement.</p> <p>Poor visibility in winter months</p> <p>Dangerous parking practices</p> <p>Illuminated 20mph is not visible going down Bon Accord Street towards Willowbank junction</p> <p>Speed has not been reduced outside the drop off and pick up point</p>	<p>Issued out a Road Safety questionnaire to parents. There were 86 participants and the result of the survey shows that 71% of the parent walked their children to school, 78% feels unsafe crossing the road when the Lollipop person is off duty, 75% were of the opinion that drivers are going above the 20mph speed limit.</p> <p>Worked closely with the councillor (Cllr Catriona Mackenzie) and Police Scotland to discuss the possibility of getting pedestrian crossing</p>	<p>Lollipop person</p>	<p>Vehicular Speed survey</p> <p>Pedestrian crossing in close proximity to the school.</p> <p>Introduce Park Smart scheme</p>	

Forehill Primary School

Road Safety Challenges	Adopted road safety measures	Most effective measure currently	School suggested safety measures (for future consideration)	Comment
<p>Inconsiderate parking by parents during peak periods. Parents park inappropriately around the local area.</p>	<p>Carry out time to time reminder of the danger of irresponsible parking around the school and over speeding.</p> <p>Road safety inputs and materials are shared among staff as part of their Health curriculum as well as work covered through visitors / health committee.</p> <p>Informs the pupils about general road safety measures such as “be safe be seen”, use of bikes and scooters, use of safe routes to school etc.</p> <p>Involvement in Absafe.</p>		<p>Random visiting and monitoring of parking practices around the school and the local community.</p> <p>Speed limit enforcement and issuing of parking tickets to offenders.</p>	<p>Parent’s complaints and contact to the road safety team and police often results in ad hoc speed checks</p>

Bucksburn Academy

Bucksburn Academy have no Road Safety challenges / concerns

Greenbrae School

The main road safety issue at Greenbrae School has to do with traffic travelling in opposite directions on Greenbrae Crescent at drop off and pick up times. This often causes congestion and chaos as cars try to manoeuvre to get past each other.

Danestone School

Milltimber School

Road Safety Challenges	Adopted road safety measures	Most effective measure currently	School suggested safety measures (for future consideration)	Comment
<p>Parents are constantly parking inappropriately. They park on zig-zag lines, double yellow lines, corners and on pavements, they sometimes stop in the middle of the road.</p> <p>Limited visibility as a result of the poor parking habits.</p> <p>Drivers do not comply with the 20mph speed limit when light is flashing and also the 30mph speed limit on Fairview Street.</p> <p>Overtaking of bus stopped at the bus stop just before the zebra crossing on Fairview Street. Sometime drivers do not stop for pedestrians.</p>			<p>Make the advisory 20mph speed limit on Fairview Brae mandatory so it can be enforced.</p> <p>Install flashing light on Fairview Brae just before its junction with Fairview Street.</p> <p>Introduce pedestrian crossing on Laurel Lane's junction with Laurel Drive as it's much busier since the opening of the 3rd Don.</p> <p>Extend the 20mph zone onto a portion of Laurel Drive around Fairview Brae junction.</p> <p>Introduce a lollipop person to help pupils cross the road.</p> <p>Install a barrier at the end of the footpath on the south-east entrance to the play ground's junction with Fairview Brae.</p> <p>The bushes and trees next to the staff car park should be cut back to improve visibility</p>	

Milltimber School

Road Safety Challenges	Adopted road safety measures	Most effective measure currently	School suggested safety measures (for future consideration)	Comment
Limited parking leads to inappropriate parking around the school Potholes Road safety features for a large portion of Parent Council meetings	Banner competition held with pupils to deliver safe parking message	Presence of the City Wardens		