
To: Infrastructure, Land and Environment Policy Board

On: 3 November 2021

Report by: Director of Environment & Infrastructure

Heading: Renfrewshire Council Road Safety Policy

1. Summary

- 1.1 The Council has a vision to create a road network that is safe for all users, provides benefit to health and wellbeing as well as being a fundamental driver of economic regeneration through provision of access to employment, leisure and social activity.
- 1.2 This Road Safety Policy has been shaped to mirror “Scotland’s Road Safety Framework to 2030” and Transport Scotland’s vision to have the best road safety performance in the world.
- 1.3 These aspirations cannot be achieved in isolation but by taking a collective approach to improving Road Safety in our area utilising a number of different strands as outlined within the Road Safety Action Plan within this Policy.
- 1.4 Although the main aims of this Policy relate to improvements to road safety, one of the key aspects of any infrastructure related policy will be recognition of the declaration of a climate emergency in Renfrewshire. It is important that this policy and in particular the attached action plan ensure that climate change and active measures to reduce private car travel feature throughout the document.
- 1.5 The key objectives are to:
- Reduce the volume of traffic on our road network,
 - Reduce the speed of the traffic on our road network, and

- Enhance the physical environment for those who wish to walk, wheel, cycle or use public transport.
- 1.6 The human costs of accidents are incalculable in terms of the pain, heartache and suffering of those who have been seriously injured or for those who are left to grieve for a family member or friend. Accidents also have a direct economic cost based on lost output, medical costs, damage to property, emergency service attendance and other incidental costs such as insurance administration.
- 1.7 This policy aims to reduce the number of accidents on our network based on three key principles of Education, Engineering and Enforcement. In order to allow officers to deliver improvement to road safety across Renfrewshire it is important that appropriate processes are in place for determining the range of interventions that would be appropriate for individual locations.
- 1.8 There is no single deciding statistic, but a series of factors which determine whether a particular area would require an increased focus. Priority should be given to sites which either have a particularly acute problem, or which can be objectively assessed using measurable parameters.
- 1.9 The increasing numbers of requests for traffic calming on roads in Renfrewshire means that assessment criteria are required to identify priority areas for traffic calming with proposed actions being decided on an evidence-led assessment.
- 1.10 The action plan, at the end of the policy attached at Appendix 1, outlines the areas where officers will have a renewed focus over the coming months and years to deliver on the aim of creating a safe road network for all users in Renfrewshire.
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2. Recommendations

It is recommended that the Infrastructure, Land and Environment Policy Board:

- 2.1 Approves the Road Safety Policy as attached at Appendix 1 and notes that update reports will be provided to future Boards on the progress made against the attached action plan.
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3. Background

- 3.1 Local authorities are responsible for road safety on their local road network. The 1988 Road Traffic Act puts a 'statutory duty' on local authorities to deliver an appropriate road safety education service and to provide a safe local road network. This includes consideration of safe road design and construction, accident investigation and analysis, the provision of traffic calming, setting speed limits and provision of facilities for pedestrians and cyclists.

- 3.2 When considering roads from a safety perspective, there are a number of factors which can be considered, and these usually fall into three broad categories:
- Education – initiatives designed to raise awareness of issues and how identified problems can be addressed,
 - Enforcement – specific interventions at determined locations to improve driver behaviour and improve the safety of a road within a particular area, and
 - Engineering – the introduction of physical barriers or structures designed to improve the safety of the road for a sustainable period.
- 3.3 From an engineering perspective the main way of addressing road safety issues is the deployment of traffic calming measures, ideally at design stage, but on most occasions this is done retrospectively, reflecting the changing environment of street design over the last 30 years.
- 3.4 It is however recognised that a wider view is required in order to deliver on the aim of reducing traffic volumes on our road networks, which is why this Road Safety Policy also looks towards areas such as Public Transport, Active Travel, School Safety as well as emerging issues such as pavement parking.
- 3.5 This Road Safety Policy complements existing approaches in related areas such as the Council's Cycling Strategy, our work with the Glasgow City Region Bus Partnership as well as looking to the future with the creation of a new Renfrewshire Local Transport Strategy.
- 3.6 The Policy document has an accompanying action plan which sets out the key priorities of the service in relation to Road Safety over the coming months and years. The actions are grouped under relevant sections and are assigned as either short, medium or long term interventions, with the priority focus areas set out at 4.1 to 4.4 below.

4. Road Safety Action Plan

4.1 Educational Initiatives

A major contributory factor to the success of any Road Safety Action Plan is an effective, wide ranging communication and engagement exercise. Existing links with schools, local community groups and partners such as Police Scotland will be strengthened and ensuring our message of educating driver behaviour is as influential as it can be.

School travel plans and the influence of our young people on adults will be a critical theme going forward and we will ensure our communications are robust in that regard

4.2 Policy Development

As an organisation we will continue to promote road safety through development of national, regional and local policies. The creation of a new Regional Transport Strategy by 2022 will allow Renfrewshire to develop a new Local Transport Strategy thereafter. One of the key aspects of this will be how we can further improve the safety of our road network, with one of the most important aspects of this being our continued commitment to enhancing our public transport and active travel offering.

We will continue to work with our colleagues in Planning to ensure new developments are delivered with the end result being enhanced road safety measures from the outset rather than retro-fit approaches.

We will commit to a roll out of mandatory 20mph zones across Renfrewshire, this will be a significant undertaking and likely to be a rolling programme over a number of years but is essential in delivering further improvements to road safety in Renfrewshire. This Road Safety Plan and associated guidance document provides our officers with a framework for prioritising these areas over a number of years.

4.3 Public Transport & Active Travel

The Council will continue to commit significant capital resources as well as accessing external funds to deliver improvements to both our Public Transport and Active Travel networks.

We will look to be innovative in our approach to this expansion, recognising that it cannot be a one size fits all approach in a similar way we approached the Transport Scotland Spaces for People fund.

4.4 Enforcement

We will continue to enhance links with colleagues and Partners, recognising that no one single team is responsible for changing inappropriate driving or parking behaviours.

4.5 Review

It is recognised that the environment we operate in is continually evolving and as a result we must continue to evolve as well. We will review this policy and associated action plan on an ongoing basis to ensure it will continue to deliver the identified improvements for our communities.

Implications of the Report

1. **Financial** – As outlined within the policy, the implementation of various interventions does come at a financial cost, however adopting a longer-term rolling programme will ensure the aims of the policy become achievable.
2. **HR & Organisational Development - none**
3. **Community Planning**

Empowering our Communities – This policy gives considered priority to community requests for traffic calming.

Safer and Stronger – The aim of this policy is to create a road network in Renfrewshire that is safer for all users..
4. **Legal** – none
5. **Property/Assets** – none
6. **Information Technology - none**
7. **Equality & Human Rights** - The recommendations contained within this report have been assessed in relation to their impact on equalities and human rights. No negative impacts on equality groups or potential for infringement of individuals' human rights have been identified arising from the recommendations contained in the report. If required following implementation, the actual impact of the recommendations and the mitigating actions will be reviewed and monitored, and the results of the assessment will be published on the Council's website.
8. **Health & Safety** - none
9. **Procurement** -none
10. **Risk** - none
11. **Privacy Impact** - none
12. **Cosla Policy Position** – not applicable.
13. **Climate Risk** – The encouragement of a modal shift towards Active Travel and Public Transport will reduce congestion and have a positive impact on climate change through the resultant reduction in vehicle emissions.

List of Background Papers - None

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Road Safety Policy

**Renfrewshire Council
Environment & Infrastructure**

November 2021



**Renfrewshire
Council**



Foreword

I am delighted to provide the foreword to this document which sets out how Renfrewshire Council intends to improve road safety within its communities and reduce the number of people killed and seriously injured on its roads.

Scotland's original Road Safety Framework was launched in June 2009. It set out the vision for road safety in Scotland, the main priorities and issues and included Scotland-specific targets and milestones which were adopted from 2010.

Renfrewshire Council is proud of its achievements in road safety, measured against this framework over the past decade. The number of people killed on local authority roads has dropped by two-thirds in that period and the number of slight injury casualties has dropped by around three-quarters. Serious injury road casualties have remained broadly static and it is the means to reduce these which this document aims to target.

Renfrewshire Council also recognises it must strive to further reduce road casualties as it aims to meet the challenging road casualty reduction target set by Scottish Government, in its new Road Safety Framework to 2030, of zero fatalities and injuries on Scotland's roads by 2050.

Renfrewshire Council cannot achieve this in isolation, but by engaging with organisations and individuals with an interest in road safety and the newly created Local Partnership Forums, anyone who travels on Renfrewshire's road network, by whichever mode they choose, for whatever purpose, should be able to do so safely with the help of this Renfrewshire Council Road Safety Policy document.

Councillor Cathy McEwan

Convener of Infrastructure,
Land & Environment Policy Board



National & Local Context

The vision is to create a road network that is safe for all users, provides benefit to health and well being as well as being a fundamental driver of economic regeneration through access to employment, leisure and social activity.

Renfrewshire Council's Road Safety Policy has been shaped to mirror Scotland's 'Road Safety Framework to 2030' and Transport Scotland's 'Vision for Scotland' to have the best road safety performance in the world. Road safety impacts on everyone's daily life, whether we are pedestrians, cyclists, passengers, or drivers; and we all should have the freedom to travel safely no matter which mode of transport we choose.

The Council believes that nearly all road collisions and their consequent injuries should be avoidable and, accepting that road safety is everyone's responsibility, together we can achieve an improvement in Renfrewshire's road safety performance which will contribute to Transport Scotland's vision.

Renfrewshire Council has a key duty to provide and maintain a safe road network, including footways and cycleways. The Road Traffic Act 1988 (Section 39) places several statutory duties on Local Authorities to prepare and deliver a programme of measures designed to improve road safety, carry out studies into accidents on our local roads and take measures which are appropriate to prevent these accidents.

A wide range of interventions include engineering and enforcement but may also include education and behaviour change events. These measures coupled with community involvement and strong partnership working will be key to reducing the number of accidents in our council area.

Given the wide variety of disciplines involved in road safety issues this Road Safety Policy will set out the Council's procedures and criteria for assessing and prioritising requests that come from communities and groups who wish to improve their road environment.

Our Road Safety Policy encapsulates the Government's Safe System which sets out five outcomes:



Figure 1. Scotland's Road Safety Framework—Outcomes

Used with permission from Transport Scotland—Scotland's Road Safety Framework to 2030

Our Road Safety Policy and its delivery will perform a crucial role in supporting other Council policies and priorities to achieve their outcomes. This policy/plan sets out our road map of how we, along with our partners and our local communities, can achieve these challenging targets.

Current Position and Next Steps

The core emphasis of the 2030 Road Safety Framework targets is to reduce the number of those killed or seriously injured on our roads.

The Council has performed well in relation to road safety improvement targets, however there is still work to do to ensure the number of people seriously injured continues to decrease. This policy and the associated action plan will make real improvements in tackling the issue of road safety across Renfrewshire. It is widely recognised that no one organisation can deliver these improvements on its own and we will continue to work with stakeholders such as Police Scotland and raise awareness of the consequences of poor driving behaviours.

As part of Renfrewshire Council's plan to achieve Transport Scotland's targets to 2030, we will continue to invest in our road network, including cycleways, road safety measures and active travel through community involvement to ensure that Renfrewshire has the best road safety record in Scotland.

In the last year the Council has made record levels of investment in roads infrastructure as well as rolling out pilots to improve road safety around schools. In addition, significant funding has been set aside specifically to improve road safety through engineering solutions, whether that be traffic calming measures or signalised pedestrian crossing points.

The focus of our investment will be on casualty reduction and developing and sharing best practice in casualty reduction interventions with our partners and colleagues throughout Scotland. We will evaluate our progress with an annual report, which summarises Renfrewshire's road casualty statistics following the publication of Transport Scotland's annual report 'Reported Road Casualties Scotland'. The findings will allow us to measure our progress towards the 2030 targets and assist with the prioritisation of our road safety resource.

In addition to the safety perspective, the action plan aims to make a contribution to the Climate Change agenda by increasing access to Active Travel and Public Transport.

Our Targets

Interim Targets to 2030

- 50% reduction in people killed
- 50% reduction in people seriously injured
- 60% reduction in children (aged <16) killed
- 60% reduction in children (aged <16) seriously injured



Intermediate Outcome Targets

- 40% reduction in pedestrians killed or seriously injured
- 20% reduction in cyclists killed or seriously injured
- 30% reduction in motorcyclists killed or seriously injured
- 20% reduction in road users aged 70 and over killed or seriously injured
- 70% reduction in road users aged between 17 to 25 killed or seriously injured
- Percentage of motorists driving/riding within the posted speed limit
- The casualty rate for the most deprived 10% SIMD areas is reduced to equal to the least deprived 10% SIMD areas.

Intermediate Measures

- Casualty rate per 100 million vehicle kilometers for cyclists killed and seriously injured
- Casualty rate per thousand population for pedestrians killed and seriously injured
- Number of people killed and seriously injured in collisions where at least one driver/rider was driving for work, not commuting



Figure 2. Road Safety Framework Targets

Used with permission from Transport Scotland—Scotland's Road Safety Framework to 2030

Road Safety

To decide on how we invest in road safety, and the importance of the need to reduce accident casualties, it is important we discuss the true cost of road accidents. The human costs of accidents are incalculable in terms of the pain, heartache and suffering of those who have been seriously injured or for those who are left to grieve for a family member or friend. However, accidents also have a purely economic cost based on the number of lost days work, hospital costs, damage to property, emergency service attendance and other incidental costs such as insurance and administration.

The Department for Transport estimates the value of accident and casualty costs in Great Britain each year. The current cost of a Fatal accident stands at £2,029,237. An accident where someone is seriously injured costs £228,029. These values are used to produce average accident and casualty costs for Scotland and Transport Scotland includes these in its annual publication 'Reported Road Casualties'. These are calculated using the Great Britain casualty costs and the number of casualties by severity in accidents in Scotland.

The current cost of a Fatal accident in Scotland on all road types is £2,267,767. An accident where someone is seriously injured costs £270,384. The average costs per accident for Great Britain and Scotland differ because of differences in the average numbers of casualties per accident, and the proportions of fatal and serious casualties in an accident.

While the Council must consider the cost of accidents to the economy, our main focus is always on providing safer communities for all our residents and our commitment is to continue to invest in road safety to prevent or reduce road traffic accidents, injuries and deaths. To do so Renfrewshire Council goes beyond its minimum obligation of its statutory duty under the Road Traffic Act 1988, to provide a road safety service. We provide a devoted and combined Traffic and Road Safety section consisting of road safety engineers, development officers, technicians and a dedicated Road Safety and Active Travel Officer.



Active Travel

Active travel is an essential component of an active and healthy lifestyle and the Council will continue to invest in the required infrastructure to encourage modal shift towards active travel.

Providing the infrastructure to allow residents to cycle to work even one day a week results in a potential decrease of 20% in car journeys for any given week.

The Council uses a variety of funding sources to deliver active travel improvements, including working with SPT and Sustrans and utilising our own Roads Capital Investment Programme to deliver cycling improvements across the area. The Council also utilises the planning process to impose conditions on new developments on the basis of providing appropriate active travel infrastructure.

In the last two years, the Council has been successful in securing significant amounts of external funding to deliver improvements, including temporary cycle lanes, which if proven successful would be made permanent.

We encourage active travel to school, with the aim of improving children's health and wellbeing as well as reducing congestion and CO₂ emissions around schools. In order to assist active travel, schools have been encouraged to adopt positive active travel policies to promote more sustainable travel choices for all members of the school community and visitors, to ultimately improve safety on the school journey and reduce the volume of traffic on the school run.

We have also introduced traffic orders outside schools to discourage parking by parents at or near the school gate. We will continue with these programmes so that eventually parking will be prohibited at the gates of all our schools. In order to encourage travel by public transport we carry out school pick up and drop off assessments. This is to ensure that the facilities at the school bus stop meet safety standards.

Public Transport

The Council works in partnership with SPT and bus operators to encourage the use of public transport for employment, leisure and recreational purposes, recognising that a shift towards public transport will have a significant impact on congestion levels and secure lasting improvements for road safety in Renfrewshire.

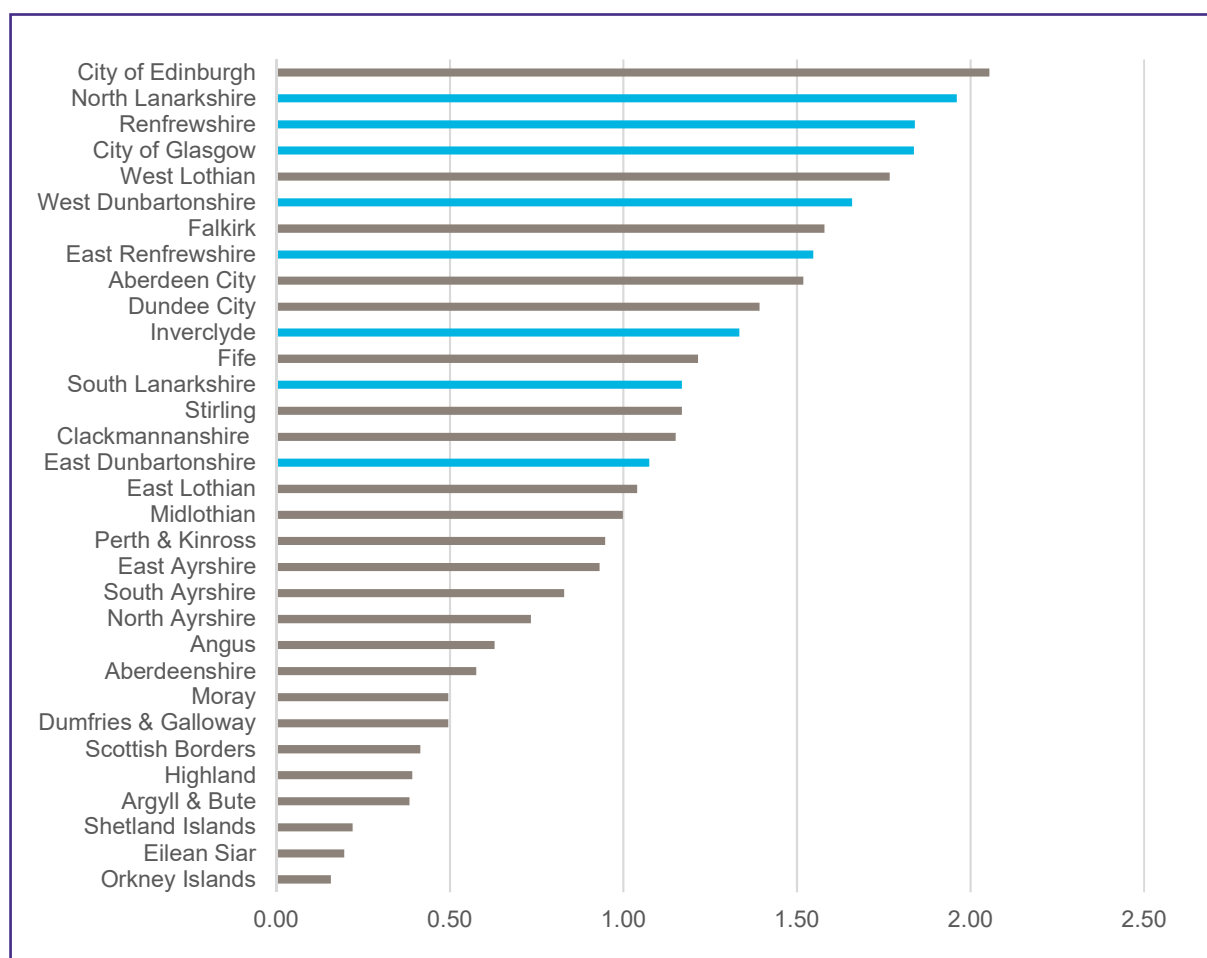


Figure 3. Vehicle km travelled per km of Road by Council Area

Used with permission from Transport Scotland—Scotland's Road Safety Framework to 2030

As can be shown in the above figure, Renfrewshire has the 3rd highest number of vehicle kilometres per kilometre of road traveled in Scotland by private car. The requirement for improvements to Public Transport in the area are significant to encourage the shift towards Public Transport instead of the private car.

The Council is working with the Glasgow City Region authorities, SPT and bus operators as part of the Glasgow City Region Bus Partnership and has submitted a funding application to Transport Scotland's Bus Partnership Fund to make significant improvements to public transport in Renfrewshire.

Pavement Parking

The Transport (Scotland) Act 2019 introduced provisions for banning pavement parking in Scotland, with the responsibility being delegated to local authorities to determine their own local arrangements for introducing exemptions to the pavement parking ban where necessary in their own authority areas.

The enactment of these provisions has been delayed due to the COVID-19 pandemic and further

guidance is due to be issued in 2022 as to how authorities will determine which areas may be suitable for introducing the parking ban.

The Council has secured £50,000 funding for 2021 to carry out initial assessments of our road network to ensure the legislation and associated guidance is implemented as appropriate across Renfrewshire.

Parking Enforcement

Civil parking enforcement contributes to the authority's transport objectives. A good civil parking enforcement regime is one that uses quality-based standards that the public understands, and which are enforced fairly, accurately and expeditiously.

Renfrewshire Council aim to increase compliance with parking restrictions through clear, well designed, legal and enforced parking controls. Civil parking enforcement also provides a means by which an authority can effectively deliver wider transport strategies and objectives.

We also aim to ensure that parking in town centres and other shopping areas is convenient, safe and secure, including appropriate provision for motorcycles and deliveries. Our parking policies, including enforcement, are proportionate and do not undermine the vitality of town centres.

Our parking policies are developed and designed to support:

- managing the traffic network to ensure expeditious movement of traffic, (including pedestrians and cyclists),
- improving road safety
- improving the local environment
- improving the quality and accessibility of public transport

- meeting the needs of people with disabilities, some of whom will be unable to use public transport and depend entirely on the use of a car
- managing and reconciling the competing demands for kerb space

As well as having Parking Attendants patrolling the Renfrewshire area issuing Penalty Charge Notices for parking infringements, we also tie in with local Schools, Businesses, Communities and other key partners to assess safe routes and manage the traffic network as outlined above.

We also carry out joint 'Days of Action' with Police Scotland in known hotpot areas to address issues of unruly road users and inconsiderate parking.

It is however recognised that the Council will have to take a longer term view in relation to car parking, particularly in and around the town centre areas and new housing developments, and this will require the development of a separate Parking Strategy for Renfrewshire.

Road Safety Interventions

When looking at roads from a safety perspective, there are a number of corrective actions which can be considered, and these usually fall into three broad categories which encompass the Governments Safe System approach to Road Safety, outlined by Figure 1 above.

Engineering—The introduction of physical barriers or structures designed to improve the safety of the road for a sustainable period. These solutions can take a number of forms, whether its signalised crossing points, speed tables, islands or chicanes, these interventions help to force behaviour change in areas where there can be incidences of poor driving behaviours.

Education—As in many cases, education is not a one off approach and requires to be embedded as a culture within areas and is often best supported by engineering solutions even on an interim basis. Interventions such as basic signing and lining works can contribute to the wider educational aspect of road safety. Recent initiatives designed to raise awareness of issues have focussed on safety around schools and this will continue to be a priority for the Council going forward.

Enforcement—As a last resort targeted enforcement campaigns can deliver initial benefits for a period of time, however the desire is for long term improvement so it is important that any enforcement efforts are complemented with either appropriate educational or engineering interventions.

Engineering Interventions

Traffic Calming

In many instances road safety enhancements may only be requested for a single street rather than a whole residential zone. From an engineering perspective a common way of addressing road safety issues is the deployment of traffic calming measures, ideally at design stage, but in most occasions this is done on a retrospective basis, reflecting the changing environment of street design over the last 30 years.

There are a number of measurable parameters which could be used to assess whether traffic calming at a particular location would be appropriate and to prioritise its need for action. The ones selected below are deemed the most important:

- Accidents involving injury to pedestrians or cyclists,
- The measured speed of vehicles at the site under consideration,

- The likelihood of vulnerable road users wanting to cross the road,
- The volume of traffic using the road.

Although cost is not one of the parameters that is used for the assessment, it is recognised that there will be a limit to how many schemes can be delivered on an annual basis. This does not preclude the investigation of other types of remedial measures at sites with lower priority ratings.

Pedestrian Crossing Facilities

Sometimes unforeseen demands require the Council to provide new crossings. Not all these crossings merit signalised control. The provision of crossings must balance the needs of all road users while recognising our increasingly aging population and the needs of other disabled and vulnerable road users.

Safety around Schools will continue to be a priority for the Council going forward and a programme of improvements to school crossing facilities is underway and will be carried out over a rolling programme to deliver essential infrastructure to ensure all children feel safe when walking to and from school.

Crossings are provided as amenities to give access and easier movement to pedestrians without incurring excessive delays to traffic. The provision of crossings and the needs of those people who experience most difficulty and danger in crossing is targeted by Traffic Calming Measures.

Each potential crossing location is assessed for its ability to serve the most people, the most appropriate type of crossing or alternatives if a crossing is not practically possible. Renfrewshire Council has adopted Local Transport Notes LTN 1/95 and LTN 2/95, The Assessment of Pedestrian Crossings and The Design of Pedestrian Crossings, when justifying the case for the provision of a new pedestrian crossing. In addition, when specifically justifying the case for a new signal-controlled pedestrian crossing the PV² assessment tool is used.

Cycling Facilities

Renfrewshire Council Cycling Strategy outlines our intention to increase cycling levels and how we priorities demand for cycling infrastructure. With higher levels of cycling come a wealth of benefits, both for individuals and for society.

People can benefit from improved physical health and mental wellbeing, and enjoy a means of getting around that is quick, convenient and low-cost. Communities benefit through reduced congestion, improved air quality, and more liveable places. Driving conditions would also be improved from more people cycling, with reduced journey times, and less competition for parking spaces.

A transport system and urban environment that is more cycle friendly is also more pedestrian-friendly, because well designed improvements to cycling infrastructure (dropped kerbs, better lighting on off-road paths, crossing points, etc.) very often directly benefit pedestrians, wheelchair users, joggers or dog-walkers.

Road Markings

Renfrewshire Council aims to increase compliance with parking restrictions through clear, well designed, legal and enforced parking controls. Civil parking enforcement provides a means by which an authority can effectively deliver wider transport strategies and objectives.

With car ownership ever on the increase, demand for on-street parking is growing to the extent that in some circumstances private driveway entrances are being habitually blocked by parked cars preventing access to or from the road by the driveway's owner. The circumstance where this is most prevalent, and which generates the most requests from residents, is where the private driveway is in the vicinity of a local amenity which attracts visitors, albeit for limited amounts of time each day.

Renfrewshire Council provides driveway protection road markings but will only provide the marking when requested, if it is identified by on-site inspection that the driveway is being regularly obstructed and that the driveway is within a 200m walk of a school, local shops or entertainment/sports venue.

The marking is provided on the understanding that the Council cannot enforce it and cannot change it if it proves to be ineffective. The applicant is advised to contact Police Scotland with any issues around abuse of the marking after it has been marked.

Enforcement Interventions

20 Mile Per Hour Zones

A number of years ago Renfrewshire Council introduced advisory Twenty's Plenty Zones in a limited number of residential areas to see what effect they would have in curbing speeds. The zones required only the erection of advisory speed limit signs and in some locations Zone Entry Features, but they were not enforceable by the Police and depended on voluntary driver compliance for their success.

The zones have had some success over the years but have lately come under criticism and the time-limited permission for the signs has now expired.

As a matter of priority, Renfrewshire Council plans to convert all its current advisory Twenty's Plenty Zones into mandatory 20mph Zones. Consultations with Police Scotland will identify if or where additional traffic calming features may be necessary to augment the speed limit signs and consultations on the required traffic regulation orders will follow.

Any decision to lower the speed limit to 20 mph should seek to avoid the need for extensive police enforcement, as 20 mph limits will not be routinely enforced, unless it is absolutely necessary and in the interest of casualty reduction. The only exception to this is the enforcement of 20 mph speed limits outside schools, which takes place on a regular basis.

New Residential 20mph Zones

It is generally recommended that a 20mph Zone is situated over an area which has several roads. 20mph Zones use traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit, and in this way the zone becomes 'self-enforcing'. Speed humps, chicanes, road narrowing, planting and other measures can be introduced to both physically and visually reinforce the nature of the road.



Educational Interventions

Children and Young People remain among the most vulnerable of road users. Road Safety Education plays a vital role in developing lifelong skills, behaviours, and attitudes from an early age through to adulthood. We will continue to support our schools by providing support and access to quality resources.

The reduction in the number of collisions involving young people and cyclists is a priority for us. By striving to provide a core of road safety education at all stages from pre-school through to secondary, we are helping our children and young people become safe and responsible road users for life.

Road Safety Education is delivered in school by teaching staff using resources that have been developed in line with the Curriculum for Excellence.

Road safety learning at every level

Early	ELC P1	Go Safe with Ziggy	streetsense2	School Travel Plans
First	P2 P3 P4	streetsense2		School Travel Plans
Second	P5 P6 P7	streetsense2	JRSO	Reaction Timer
		a2bsafely	School Travel Plans	
Third & Fourth	S1 S2 S3	Your Call	Reaction Timer (S3 only)	School Daze (S1 only)
		a2bsafely	Get in Lane	School Travel Plans
Senior Phase	S4 S5 S6	Crash Magnets (S4 & S5 only)		Reaction Timer
		a2bsafely	Get in Lane	School Travel Plans

Road safety learning and the seven principles of Curriculum for Excellence

PRIMARY			SECONDARY	
Early	First	Second	Third & Fourth	Senior Phase
Holding Hands	Crossing the road safely	Cycling Training	Travel independently & greater distances on all modes of transport	Driving
-- SKILLS FOR LEARNING --			SKILLS FOR LIFE	SKILLS FOR WORK --
At what age are children's driving attitudes and behaviour formed?				

Figure 4. Road Safety within the curriculum

Used with permission from Road Safety Scotland: Road safety within curriculum for excellence 2020-21 booklet



In addition to classroom-based road safety resources, the Council secures external funding on an annual basis to deliver practical programmes in schools to educate children on the benefits of Active Travel. Our Smarter Choices Smarter Places project work with Living Streets continues to bring opportunities for schools to engage in fun and informative initiatives like WOW, Walk to School Weeks and Active Travel Zones.

Each September since 2008 Renfrewshire schools have taken part Sustran's Hands Up Survey (HUS). The survey identifies, journey to school trends and is the largest national dataset on school travel. It gives valuable information and helps us to target behaviour change interventions and monitor them.

Key results from Renfrewshire's 2020 Hands Up Survey showed that 44.7% of primary and secondary pupils walk to school, which is in line with the National Average. 14.1% park and stride which is above average and is the highest level recorded in Renfrewshire since the survey began. 21.8% of pupils are driven which is the lowest figure recorded since 2013.

We continue to work with our partners at Sustrans, Paths for All (Smarter Choices Smarter Places) Living Streets, Cycling Scotland, Renfrewshire Leisure, our colleagues in Children's Services and other Council Departments. We are also members of the West of Scotland Road Safety Forum which consists of 12 local authorities, Police Scotland, Strathclyde Fire and Rescue, Strathclyde Safety Camera Partnership and Transport Scotland. Together our aim is to reduce road accident casualties and increase active sustainable journeys.

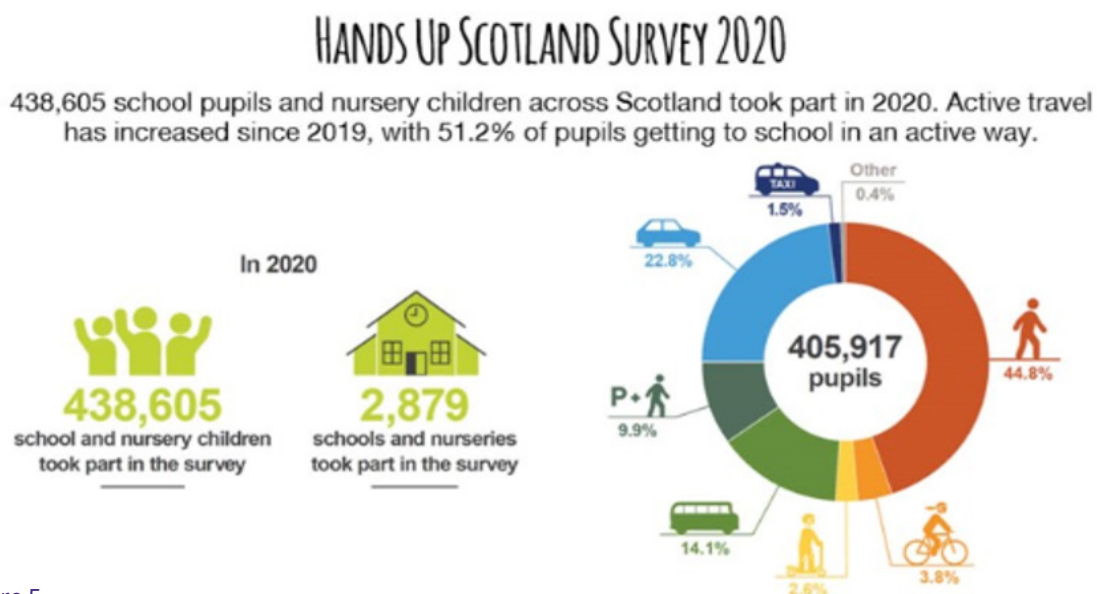


Figure 5.

Used with permission from Sustrans annual HUS 2020 report

Assessment of Interventions

From an engineering perspective the main way of addressing road safety issues is the deployment of measures during a development design stage, however on most occasions this is done on a retrospective basis, reflecting the changing environment of street design over the last 30 years.

There are a range of circumstances where road safety interventions would be considered appropriate. There is, therefore, no single deciding statistic, but a series of factors which increase the justification for a scheme. Priority should be given to sites which either have a particularly acute problem, or which can be objectively assessed using measurable parameters.

Road Safety interventions can take many forms, it can be simple methods such as signing and road marking or more complex physical measures such as changes to the vertical and horizontal alignment of the road. Measures which change the vertical alignment of the road require a consultation process with the emergency services and road users affected by the proposals. The consultation follows a similar process to that for Traffic Regulation Orders.

On A and B class roads and other distributor roads, vertical and horizontal features are not likely to be appropriate. Instead, road markings, conventional signs and vehicle actuated signs will be adopted on such roads to encourage road users to reduce their speed.



Assessment Criteria

The speed and volume of traffic, particularly in residential areas, can lead to accidents, with these accidents usually affecting the most vulnerable road users, in particular children, elderly people, pedestrians and cyclists.

What's more, the quality of life for residents can be adversely affected by the fear of excessive traffic speed and by concern for the safety of their families.

Traffic calming measures help to increase road safety. They have a clear, successful record of reducing crashes and casualties.

There are a range of measurable parameters which could be used to assess whether traffic calming at a particular location would be appropriate. The ones selected below are deemed as the most important criteria:

- Accidents involving injury to pedestrians or cyclists should remain a significant factor in choosing locations for traffic calming. Other accidents involving other injuries and those involving damage only to vehicles should also be considered, but with a lesser weighting.
- The measured speed of vehicles at the site under consideration is also significant. Such observations are commonly expressed as the 85th percentile speed, which is the speed exceeded only by the fastest 15% of vehicles.
- There is also a case for traffic calming where vulnerable people are likely to cross the road such as near nursery schools, primary schools, playgrounds, elderly lunch clubs, shops, etc.
- Both the volume of traffic and the amount of 'Rat Run' traffic in residential areas can cause concern to local people. In this context, 'Rat Run' traffic means traffic which does not require access to addresses in the immediate vicinity but uses the road as a short cut.

When a request for traffic calming is received the set parameters above are determined for the area in question. If they match or exceed any of the following thresholds they will be considered further and prioritised as indicated below.

The parameters will be measured on the following basis:

- I. Two or more pedestrian or cyclist injury accidents per three years through the length of the proposed scheme.
- II. The observed 85th percentile speed is above 110% of the speed limit of the road in question plus 2mph.
- III. The length of road associated with the proposed scheme is directly associated with pedestrian movements from a facility such as a school, hospital, nursing home.
- IV. The through traffic in both directions exceeds 180 vehicles in the peak hour.

After the initial selection of sites as indicated in the Initial Selection Process above, a points system below will be used to prioritise schemes meeting the justification criteria with points being allocated under the following headings:

- Vehicle Speed,
- Accidents—vehicle occupants,
- Accidents—vulnerable road users,
- Vulnerable pedestrian generators,
- Vehicle Flow, and
- Crossing Width.

Road Safety Action Plan

The action plan set out here outlines what the Council will do in relation to each of the key strands which impact on Road Safety. The action plan will detail a range of areas the Council will be working to address over a short, medium and longer term period.

Continued monitoring and evaluation of how we allocate our resources is essential to determine how we take road safety forward into the future. The key aim of this policy is to reduce casualties and improve the overall quality of life for citizens of, and visitors to and through Renfrewshire.

This cannot be tackled in isolation and our action plan focusses on a range of areas as a collective process to improve road safety in Renfrewshire. We have a desire to reduce the number of cars on our roads, reduce the speed of the cars on our roads and enhance the experience for those wishing to walk, wheel or cycle in Renfrewshire.

Area	Actions	Timescale
Campaigns		
Educational Initiatives	In conjunction with partners continue to raise awareness of the dangers of drink/drug driving	●
Educational Initiatives	Continue to support the work of the Safety Camera Partnership and highlight areas of concern for future interventions	●
Educational Initiatives	We will continue to roll out our educational campaigns to schools across Renfrewshire	●
School Road Safety	A priority programme of upgrades to safe walking routes will be identified with enhancements being made to crossing facilities at or around schools	●
School Road Safety	We will monitor the implementation of the school parking exclusion zones prior to assessing whether a wider roll out should be considered	●
Policy Development		
Local Transport Strategy	We will ensure that Road Safety plays a central role in Renfrewshire's next Local Transport Strategy	●
Development Management	We will continue to use the Development Management process to ensure new housing developments are placing road safety and active travel at the centre of the development plans	●
Development Management	We will consider the needs of our residents with mobility issues as part of new housing developments	●
Traffic Calming	We will develop a priority programme of locations where traffic calming would be appropriate to improve road safety in these local areas	●
20mph Zones	We will change the advisory Twenty's Plenty zones to mandatory 20mph zones	●
20mph Zones	We will commit to a programme of identifying priority locations where 20mph zones would be appropriate	●
Car Parking	We will develop a long term strategy for car parking in and around our town centre areas	●
Technology	We will continue to invest in technology to promote and encourage driver behaviour change in Renfrewshire	●

Area	Actions	Timescale
Walking, Cycling & Public Transport		
Walking	The Council will continue to commit funds every year to install pedestrian dropped kerb crossings, where missing	●
Walking	The Council will prepare a programme of footway adoption for all unadopted footways associated with adopted carriageways	●
Active Travel	The Council will continue to pursue external and internal funding streams to deliver on the key priorities outlined within the Councils Cycling Strategy	●
Active Travel	We will evaluate the success of temporary cycling infrastructure and where successful look to make this permanent	●
Active Travel	We will improve access to cycling for all, including families and children who do not have access to cycling equipment	●
Public Transport	The Council will continue to work with the Glasgow City Region Bus Partnership to deliver on the key improvements identified within the Bus Partnership Fund application	●
Public Transport	The Council will continue to work in partnership with SPT on short, medium and long term improvements to the public transport network in Renfrewshire	● ● ●
Enforcement		
Enforcement	We will continue to enforce road restrictions across the area to minimise congestion and encourage appropriate parking behaviours	●
Road Markings	We will continue to prioritise road markings that have a safety benefit to road users and pedestrians	●

Timescale Key

- Short term
- Medium term
- Long term



003416

Road Safety Policy —Assessment Guidance

**Renfrewshire Council
Environment & Infrastructure**

November 2021



**Renfrewshire
Council**

Introduction

There are a number of different potential solutions to improve road safety as a result of requests from communities or elected members for action.

Whilst it is acknowledged that assessment comes down to raw data and statistics, officers require a methodology to assess potential schemes in order to identify priorities for implementing such actions..

Although, as outlined in our Road Safety Policy, whilst the human cost of road traffic accidents is immeasurable, the cost of implementing traffic calming schemes has to be identified and appropriate resources applied to this. It is therefore essential that our officers have assessment guidance in place to allow individual interventions or a planned programme of schemes to be developed with a rolling programme extending over a number of years to deal with the issue.

The assessment guidance below covers a range of topics and identifies 4 specific areas where assessment guidance is required;

- Introduction of 20mph zones,
- Implementation of specific traffic calming schemes,
- Introduction of signalised crossings, and
- Application of advisory keep clear road markings.

The assessment guidance provides elected members and communities with an understanding of what considerations officers make when assessing schemes for road safety measures.

1. Residential 20mph Zones

The national 30mph speed limit for urban areas was set back in the 1930s, at a time when our understanding of road safety was very different and has never been changed. Dropping the speed limit from 30mph to 20mph in residential areas delivers many benefits from making it easier to cross the road to cutting air pollution. 20mph speed limits have been shown to reduce vehicle speed and that reducing speed saves lives.

The perceived dangers of cycling on the road or letting children walk to school will be reduced and more people should feel able to make walking and cycling a daily part of their lives. People will feel more confident in exploring their local services and greenspaces on foot or by bike, and reduced air pollution will reduce the risks of heart and lung disease. Vulnerable road users will also feel safer as cars will be passing at lower speeds. At 20mph, motorists will be able to spot children as well as older and disabled people earlier and have more time to react to their presence on the road.

Local authorities can use Traffic Regulation Orders (TROs) to set speed limits to 20mph. However, this is a very time consuming and expensive process for local authorities to take forward to cover all the relevant streets and areas. Hence, we need a process by which residential areas in greatest need can be prioritised.

TROs are open to consultation and subsequent objections and it is important that the Police are in support of any 20mph Zone TRO before it is published for public consultation.

It is generally recommended that a 20mph Zone is situated over an area which has several roads. 20mph Zones use traffic calming measures to reduce the adverse impact of motor vehicles on built up areas. The principle is that the traffic calming slows vehicles down to speeds below the limit, and in this way the zone becomes 'self-enforcing'. Speed humps, chicanes, road narrowing, planting and other measures can be introduced to both physically and visually reinforce the nature of the road.

The 2016 Traffic Signs Regulations and General Directions (TSRGD) extended the definition of traffic calming by permitting the use of repeater signs and road markings as traffic calming features.

Modern roads, designed to keep traffic speeds under 20mph, are unaffected by this policy. There is no need to enhance their traffic calming features to reduce speeds any further. In this instance the Council has the option, if necessary, of promoting a 20mph limit through signing alone. Drivers are alerted to the speed limit with 20mph speed limit repeater signs. 20mph limits are most appropriate for roads where average speeds are already low and the layout and use of the road gives the clear impression that a 20mph speed or below is the most appropriate.

One common concern about the introduction of 20mph limits is the impact of increased journey times and potentially higher economic costs for drivers commuting or making deliveries. Evidence from 20mph areas across the UK suggests that increases in journey times are minimal. However, the provision of 20mph zones will be limited to residential streets with main arterial and distributor roads remaining at existing speed limits.

Local Authorities are the bodies responsible for determining where 20mph Zones should be introduced. 20mph Zones should initially be prioritised to places where they are most needed, for example, in areas of social deprivation which have high populations, areas which consistently display accident problems or in residential areas around locations which are common urban destinations.

The procedure for the assessment of requests for Residential 20mph Zones is given below and is based on the 'Good Practice Guide on 20mph Speed Restrictions Version 2', Transport Scotland 2016.

Guidelines for Initial Selection

Requests for 20mph zones should originate from local resident groups or Community Councils, or through their Local Members or MPs/MSPs. Requests from individuals will not be considered, they must originate from a body which is representative of the majority view held in the area. Each request will be recorded in a list for initial selection.

Initial selection will be based on information already held by the Council or information readily gathered without the need to commission external surveys.

Non-injury accidents are not recorded by the Police and are therefore not available for use from the national accident statistic record.

There is a range of circumstances where a 20mph Zone would be considered appropriate. There is no single deciding statistic, but a series of factors which increase the justification for a scheme. Priority should be given to sites which either have a particularly acute problem or which can be objectively assessed using measurable parameters.

If a speed survey has been carried out in the last 3 years, a new one will not be instructed unless there has been a significant change in development, land use or transport network in the surrounding area during that time.

Measurable parameters:

- I. The accident rate of all casualty types/ all vehicle types/ all severities (as shown by www.crashmap.co.uk) per kilometre of road in the zone, averaged over the last three years recorded.
- II. The observed 85th percentile speed of vehicles on each road in the zone under consideration (as measured, as a minimum, by daytime speed surveys of a sample of 100 vehicles or one-hour duration, whichever is the shortest).
- III. The presence of places frequented by vulnerable road users in the zone, like nursery schools, primary schools, playgrounds, elderly lunch clubs, care homes, hospitals, doctor's surgeries, local shops.

Thresholds

When a request for a 20mph Zone is received the set of parameters above are determined for the zone in question. If they match or exceed any of the following thresholds they will be considered further and prioritised:

- I. The rate of injury accidents per km within the zone is greater than the 2014-18 average number of all severities of injury accidents on all Renfrewshire's local authority roads per km of road;

$$\frac{262}{848} = 0.3 \text{ accidents per km}$$

(Threshold based on information from 'Reported Road Casualties Scotland 2018', National Statistics Publication for Scotland and Renfrewshire Council's GPS records)

- II. The observed 85th percentile speed averaged across all the roads in the proposed zone is above 110% of the speed limit of the roads in question, plus 2mph.
- III. Roads in the proposed zone are within 400m of a facility such as a nursery school, primary school, playground, elderly lunch club, care home, hospital, doctor's surgery, local shop.

Prioritisation of Sites

After the initial selection of sites as indicated in the Initial Selection Process above, the points system below will be used to prioritise schemes meeting the justification criteria.

Points will be allocated under the following headings:

- Vehicle Speed
- Accidents, vehicle occupants
- Accidents, pedestrians and cyclists
- Pedestrian generators
- Scottish Index of Multiple Deprivation 2020

Parameter	Category	Score
Vehicle speed (85th percentile) (mph above speed limit)	1-5 above	10
	6-10 above	15
	>10 above	20
Accidents, vehicle occupants (personal injury accidents over last 3-year recorded period)	fatal	6 per accident
	serious	4 per accident
	slight	2 per accident
Accidents (pedestrians, cyclists) (personal injury accidents over last 3-year recorded period)	fatal	7 per accident
	serious	5 per accident
	slight	3 per accident
Pedestrian generators Located within 400m of a road in the proposed zone of (this list is not exhaustive)	school entrances	6
	local shops	3
	bus stops	3
	community centres	3
	hospital/ medical centres	3
	elderly, nursing homes	3
	hospitals	3
	elderly lunch clubs	3
	nurseries	3
	play groups	3
	play park	3
Index of Multiple Deprivation (taken from Scottish Index of Multiple Deprivation 2020) https://simd.scot/#/simd2020/BTTTTT/9/-4.0000/55.9000/ Using the map on the website link above, the proposed 20mph Zone can be identified as one or more data zones with an associated multiple deprivation index of 1 to 10. The category in this table is based on the average index of all SIMD data zones in the proposed 20mph Zone.	1	10
	2	9
	3	8
	4	7
	5	6
	6	5
	7	4
	8	3
	9	2
	10	1
Total Score		

The total score from the above table will be used, along with consideration of the concerns raised by communities and elected members and other local factors to list sites in priority order for action. There will be a limit to the number of zones that could be introduced in any single year and it is recognised this will be a multiple year programme.

2. Traffic Calming Measures

Traffic calming measures are ideally best implemented when incorporated into an area-wide project such as a 20mph Zone. Only when the potential for such a zone has been investigated and exhausted should a stand-alone traffic calming project be considered.

There is a range of circumstances where traffic calming would be considered appropriate. There is, therefore, no single deciding statistic, but a series of factors which increase the justification for a scheme. Priority should be given to sites which either have a particularly acute problem, or which can be objectively assessed using measurable parameters.

Measurable parameters:

- I. Accidents involving injury to pedestrians or cyclists are a significant factor in choosing locations for traffic calming. Other accidents involving other injuries and those involving damage only to vehicles may also be considered.
- II. Traffic speed is often the driver of most requests for traffic calming. The observed 85th percentile speed of vehicles (as measured, as a minimum, by a daytime speed survey of a sample of 100 vehicles or one-hour duration, whichever is the shortest) is used for comparison of such requests.
- III. There is also a case for traffic calming where vulnerable people are likely to cross the road such as near nursery schools, primary schools, playgrounds, elderly lunch clubs, shops, etc.
- IV. The volume of traffic in residential areas can cause concern to local people. While all roads are available to the public, some may experience inappropriate volumes of traffic for their residential nature.

When a request for traffic calming is received the set of parameters above are determined for the area in question. If they match or exceed any of the following thresholds they will be considered further and prioritised as indicated below.

Thresholds

When a request for a 20mph Zone is received the set of parameters above are determined for the zone in question. If they match or exceed any of the following thresholds they will be considered further and prioritised:

- I. Two or more pedestrian or cyclist injury accidents recorded in the last three years, through the length of the proposed scheme as recorded on www.crashmap.co.uk.
- II. The observed 85th percentile speed is above 110% of the speed limit of the road in question plus 2mph.
- III. The volume of through traffic in both directions exceeds 180 vehicles in the peak hour.

Prioritisation

After the initial selection of sites as indicated in the Initial Selection Process above, the points system below will be used to prioritise schemes meeting the justification criteria.

Points will be allocated under the following headings:

- Vehicle Speed
- Accidents, vehicle occupants
- Accidents, vulnerable road users
- Vulnerable pedestrian generators
- Vehicle Flow
- Crossing Width

Traffic Calming Site Assessment Table

Parameter	Category	Score
Vehicle speed (85 th percentile) (mph above speed limit)	1-5 above	10
	6-10 above	15
	>10 above	20
Accidents, vehicle occupants (personal injury accidents/km over 3-year study period)	fatal	6 per accident
	serious	4 per accident
	slight	2 per accident
Accidents, vulnerable road users (personal injury accidents/km over 3-year study period)	fatal	7 per accident
	serious	5 per accident
	slight	3 per accident
Pedestrian generators (this list is not exhaustive)	school entrances	6
	shops	3
	bus stops	3
	community centres	3
	hospital/ medical centres	3
	elderly, nursing homes	3
	hospitals	3
	elderly lunch clubs, nurseries, play groups	3
	play park	3
Vehicle Flow in peak hour (vehicles per hour)	per 100	1
	Over 1000	10
Crossing width (widths above 5.5m)	5.6m - 8.5m	3
	>8.5m	5
Total Score		

The total score from the above table will be used, along with consideration of the concerns raised by communities and elected members and other local factors to list sites in priority order for action. There will be a limit to the number of zones that could be introduced in any single year and it is recognised this will be a multiple year programme.

3. Signal Controlled Pedestrian Crossings

Renfrewshire Council has adopted Local Transport Notes LTN 1/95 and LTN 2/95, The Assessment of Pedestrian Crossings and The Design of Pedestrian Crossings, when justifying the case for the provision of a new pedestrian crossing. In addition, when specifically justifying the case for a new signal-controlled pedestrian crossing, Renfrewshire Council officers adopt the PV² Assessment procedure given below.

PV² Assessment of Proposed Signalised Pedestrian Crossing Sites

Crossings are provided as amenities to give access and easier movement to pedestrians without incurring excessive delays to traffic. Generally, the provision of crossings should be targeted at the needs of those people who experience most difficulty and danger in crossing. It should not be assumed that the provision of a crossing alone will necessarily lead to a reduction in road accidents.

When carrying out assessment of the site, the degree of conflict between pedestrians and vehicles is estimated by counting the number of vehicles passing the site in both directions, and the number of pedestrians crossing the road along a length extending at least 50m on each side of the proposed crossing site. Particular attention should be paid to the existence of established or popular pedestrian routes or natural paths in the vicinity and to possible difficulties in changing them without physically guiding pedestrians.

The degree of conflict between pedestrians and vehicles is determined by PV² where V is the 2-way total hourly flow of vehicles and P is the 2-way total hourly flow of pedestrians crossing the road within 50m on either side of the site at busy times. When taking these counts a pedal cycle should be counted as one vehicle, since it can impede a pedestrian to the same extent as a motor vehicle. Children should always be included in pedestrian counts.

Counts of numbers of vehicles and pedestrians are normally taken within the period 0600 to 2200 to cover a typical working day. It is not necessary to count for the whole period or to commence the count on the hour. In some instances, it may be desirable to count over shorter periods to determine peak pedestrian and vehicle volumes.

Provided the count is typical and representative of site conditions, the actual counting should be a matter of local judgement.

Where the proposed crossing site is within 50m of a road junction the count of pedestrians crossing on the junction side of the site should be taken up to the projection of the nearest kerb line of the intersecting road. Depending on the site conditions a proportion of all those crossing between the junction and the normal 50m limit should be added to the count.

The numerical criterion against which the requirement for a pedestrian crossing will be assessed is provided by the average of the four highest hourly rates of PV². An average value exceeding 1×10^8 for an undivided road or 2×10^8 for a divided road will meet this criterion. Where there are pronounced seasonal variations in the number of pedestrians and vehicles, pedestrian crossings may be considered appropriate where the requirement for provision of a facility is likely to be met for at least 4 months of the year.

Although numerical calculations of the degree of conflict between pedestrians and vehicles (PV²) provide a basis for assessing the need for a pedestrian crossing all the other factors set out in the sections on site and option assessment in LTN 1/95 must also be taken into account.

School Crossing Patrols

In justifying the provision of new School Crossing Patrol sites, Renfrewshire Council has adopted the 'Criteria for Establishing School Crossing Patrol Sites' of the 'School Crossing Patrol Service Guidelines revised April 2018', produced by the Road Safety GB School Crossing Patrol Specialist Advisers Group.

4. Road Markings

Driveway Protection Markings

With car ownership ever on the increase, demand for on-street parking is growing to the extent that in some circumstances private driveway entrances are being habitually blocked by parked cars preventing access to or from the road by the driveway's owner. The circumstance where this is most prevalent, and which generates the most requests from residents, is where the private driveway is in the vicinity of a local amenity which attracts visitors, albeit for limited amounts of time each day.

The TSRGD 2016 permits the use of a white line road marking to delineate the extent of the private driveway opening which may otherwise be obscured from a visiting driver's view. The road marking, commonly called an H-bar, is advisory and cannot be enforced by Renfrewshire Council's Parking Attendants. It has no legal standing and depends on the goodwill of drivers for its efficacy. Police officers have suggested, when asked to attend by residents who are blocked in, that its presence aids their assessment of whether a driveway could be construed to be actively obstructed.

Renfrewshire Council will only provide the marking when requested, if it is identified by on-site inspection that the driveway is being regularly obstructed and that the driveway is within a 200m walk of a school, local shops or entertainment/sports venue. The only exception to this is where the marking protects a driveway used by a disabled blue badge holder (driver or passenger). In this case the marking is provided without the need for further inspection.

The marking is provided on the understanding that the Council cannot enforce it and cannot change it if it proves to be ineffective. The applicant is advised to contact Police Scotland with any issues around abuse of the marking after it has been marked.

Keep Clear Markings

One of the other identified issues relating to the demand for on-street parking is where the ends of residential cul-de-sacs are being habitually blocked by parked cars, preventing their intended use by vehicles for turning around.

It is particularly important for road safety that turning heads are always available for vehicles to turn around. Reversing vehicles for any distance is dangerous, especially delivery vehicles with restricted views to the rear, and risks accidents with pedestrians or other road users. A turning head minimises the distance any vehicle has to reverse to leave the cul-de-sac.

When requested for action to prevent parking in residential turning heads, officers will initially use the 'Keep Clear' road marking diagram 1026 from the TSRGD 2016. The marking can be applied without the need for a traffic order and sends an immediately recognisable message to the public.

Should the 'Keep Clear' marking prove ineffective over time officers may consider the promotion of a traffic regulation order. Before committing time and resource to its statutory process, officers should ask the local residents to show proof of majority support for the order from their neighbours.

