

## **PE1223/NNN**

Petitioner Letter of 19 November 2015

### **PETITIONS COMMITTEE**

10 years on, we are still discussing this?

This petition has been running since 2006 , I started this in 2005 after my grand daughter was knocked down getting off the school bus in 2004, left brain damaged & wheel chair bound, in 2006 Robyn Oldham & Alexander Milne killed, leaving the school bus. In 2004 a young boy killed in Cowdenbeath. Many injuries since, small & large

For over 40 years pupils have been killed an injured, for 40 years school bus safety has hardly changed, yet traffic has increased 10 fold.

However I thank Glasgow City council & Transport Scotland for a comprehensive study, it is much appreciated, and it has covered in depth many problem areas. To much for me to comment on, it would take as many pages, but to highlight a few concerns.

What staggered me was that no one identified the statutory minimum sign unprompted during the hazard perception test, with only 3% (just two participants) identifying it after prompting, staggering & life threatening. Only 13% correctly identified the statutory minimum sign as indicating a bus transporting children to school. A quarter (25%) said it represented a place where children were crossing. Other suggestions were that it indicated a school or nursery school nearby, or the presence of children and parents.

Noting also mentioned- In particular, bus operators were concerned about associated costs and damage to buses. & that signs fade, become dirty. Nor drivers that don't remove them!

There has to be signs, or signs that can me made that suit most buses, LED lights can be fitted onto any material, they can be placed in windows securely, it just need thinking outside the box.

Each death & serious injury has an associated cost, I think meantime £1.5 million taking in every aspect.

But I am sure in 2015 there has to be ways to mitigate these problems, it needs new & innovated thinking.

Things do not have to be an improvement of what is used at present, there are new ideas.

Again as I pointed out earlier on, a sign incorporating a flashing lights works. However within this study, I possibly missed any reference as to why the front sign is ignored?, this sign is as important as the rear one for approaching drivers. Its purpose is also to warn oncoming drivers, its size in the huge windscreen makes that impossible, look at the next one you see, 300 x 300 mm some wind screens are five square meters.

Usually the paper sign informing pupils about their coach number is larger then the safety sign, does that make sense!

Drivers miss the sign though misuse, being left on daily, through this it has totally lost its meaning & safety impact, this will never return unless legislation is changed.

When you think how a driver ignores road signs left up for weeks, you get the idea I am sure.

Bus Drivers I have spoken to told me "I have to out in the rain"!

A guide to improving school Transport Safety" published by Transport Scotland in 2010, has been ignored by virtually every LA.

The ignorance regarding signage in some LAs is staggering, this is those in the transport division of LAs, how do we change that?

Aberdeenshire has improved school bus safety greatly, they have my thanks, but still have problems reported to them & not every bus displays the new safety signage. Again down to bus drivers & depot management, where the safety walks round does not compute

The last two years I have travelled the length & breadth of our country in a motorhome, the situation is in fact worse now than 3 years ago in many areas. There are huge problems with signage safety & visibility.

I see school buses with no signs, yet it's a legal requirement, front signs only, back signs only, signs left on while the same bus does funeral runs, outings, football matches, weddings & left on over the school holiday, left on buses after the school run, left on buses doing service runs, its little wonder motorists pay little heed, it seems the last place they expect to see this sign is actually on a school bus.

I have spoken to our police in Grampian, they kindly laid the present regulations before the procurator fiscal , who said , I cannot prosecute any one , due to the way they are so loosely worded.

See what the parliaments' legal advisors say?

So I ask there question to each one of you & Transport Scotland.

Why do we have a postcode lottery on school bus safety?

Why are Local Authorities are allowed to put school pupil's lives at risk on the school bus?

Why do LAs having differing transport safety policies?

Why it seems the only concern on this has come from the petitions committee & myself , certainly not from LAs?

Can anyone tell me why after 10 years of campaigning, why nothing has changed?

We are still speaking, I won't be here in another 10 years!

Why this is the longest running petition before the committee?

It is by sheer luck that more are not killed or seriously injured, but another pupil will eventually be killed, or have life changing injuries, it will happen.

Stewart Stevenson raised this in the chamber, still no changes.

Why Transport Scotland can manage to have the law devolved on school bus seat belts, yet not signage.

Why is everyone only considering minimum standards, when I fact we should be applying maximum standards.

Which one would you choose for your child, correct maximum.

As you are aware I was told when I started this petition the sign sizes could not be changed, we found out otherwise.

Yes agreed, deaths have dropped, injuries still happen, however only one death will change these statistics.

Being blunt, this could be your child or grandchild.

I would welcome the opportunity to speak with this committee again, in the future, there are new members now, who could benefit from this I am sure.

We are the main & in fact the only real stakeholders in this, it's our families its affected & its our concern that other families will not have to suffer as ours have, yes we will never sadly stop every accident , but we can help towards it.

The decision for change has to come from you & our children rely on you to push this change through.

Thank you.

Ron Beaty



# A Guide to Improving School Transport Safety

Casualty risk, responsibilities and legal requirements, and ten ways to reduce risk on the school journey



*PUBLISHED IN 2010 - NOTHING HAS CHANGED  
IN FACT THE SITUATION IS WORSE*



MISTRAL 50

SHIRRANS COACHES

JONCKHEERE



Glenesk Travel

413 CDI





GG&B  
PROPERTIES  
01387 255351

Town Centre 1

TIP PICK THIS MONTH

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