

## **EAST AYRSHIRE COUNCIL**

### **COMMUNITY SAFETY FORUM - 6 JUNE 2001**

#### **SAPC ROAD SAFETY SUB-COMMITTEE 9 MAY 2001**

##### **Report By Director of Development Services**

### **1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is to inform the Forum of matters discussed at the most recent meeting of the Scottish Accident Prevention Council's Road Safety Sub-Committee which was held on 9 May 2001.

### **2. SCOTTISH ACCIDENT PREVENTION COUNCIL (SAPC)**

- 2.1 The SAPC is a national organisation which promotes home, road, water and leisure safety. Membership is made up of Elected Members and officers from local authorities as well as other organisations with an involvement in accident prevention. Sub-Committee meetings are held 3/4 times a year .

### **3. ROAD SAFETY SUB-COMMITTEE -9 MAY 2001**

- 3.1 Twenty six members attended the meeting. Business was conducted under the following headings.

#### **3.2 Matters Arising**

A draft of the leaflet on the SA PC had been compiled. Tendering would take place shortly.

The date of the AGM was 19 September.

It was asked if there had been any progress on the Road Safety Audit. The CoSLA task group which was working on this was going to be disbanded.

The Public Speaking Competition had been won by South Lanarkshire Council who had agreed to host the final next year .

#### **3.3 NATIONAL ROAD SAFETY COMMITTEE**

The next meeting of the NRSC was set for 17 May.

#### **3.4 PARLIAMENTARY ADVISORY COMMITTEE ON TRANSPORT SAFETY**

It was agreed that the SA PC would renew its subscription with PACTS.

A report on the most recent meeting of the Advisory Committee is attached (Annexe 1 }.

#### **3.5 DEPARTMENT OF THE ENVIRONMENT TRANSPORT AND THE REGIONS**

A recent DETR update is attached ( Annexe 2}.

It was noted that the Scottish Executive have started looking at child pedestrian training schemes. There was discussion on whether it was right to target child pedestrian training in deprived areas where the accident statistics are higher, as it should be the norm for all children and some areas will be losing out. In discussion on mobile phones, the ACPOS representative advised that drivers can be charged for not being in sufficient control of the vehicle provided the Police see the driver use the phone. He stated that some Procurator Fiscals will only bring court proceedings if the driver has lost control of the vehicle. As mobile phones were not a major cause of road accidents, there was not a high media response. Most drivers were given fixed penalty fines.

Fife Council was discussing the safety implication of taxi operators contacting drivers via mobile phones. It was suggested that use of mobile phones could be included in the licensing conditions for taxi operators.

### **3.6 SCOTTISH EXECUTIVE**

Information on the Scottish Road Safety Campaign annual seminar had been received. Research findings on recreational drugs and driving, sharing road space and 20mph reduction initiative were available. With regard to the latter there had been an average reduction of 1 mph in speed.

### **3.7 ACPOS**

The ACPOS representative reported on the recent SpeedWatch campaign of 16- 23 April. There were 759 drivers caught speeding on the "National No Speeding Day" that day, 605 in built up areas. He stated that more people die from inappropriate speed than using a mobile phone.

A voluntary roadside test for drugs would be launched in early June. It would be a field impairment test, asking a driver to walk along a white line, touching nose etc. There would be a Safer Scotland drugs initiative on 22-24 June and 29 June to 1 July and this would include alcohol and prescription drugs.

It was expected that future campaigns would be shorter, except the festive 8 campaign. Police forces could recover the costs from the fines paid. ACPOS was looking at part time speed restriction outside schools.

There was some discussion on a system of external speed control being developed by Leeds University. There are indications that it could be very effective in reducing accidents although there would be problems implementing this politically and with motor manufacturers.

### **3.8 CORRESPONDENCE**

TRL	Newsletter
RoSPA	HS Congress & RS Congress
Lothian & Borders Police	Safer Roads
Spokes	Spring 2001 newsletter
Argyll & Bute Council	Road Safety Plan

Shetland Islands Council  
Glasgow City Council  
AA Foundation  
CTC  
IAM  
Strathclyde Police  
Paul O'Donohue

Local transport Strategy  
Road Safety Plan  
Conference Report  
Spring 2001 Digest  
Press releases  
Inverclyde Community Safety  
Armbands

### **3.9 2001 ANNUAL CONFERENCE**

This year's conference will be on 10-11 September and have 4 parallel sessions. The topics for the road safety sessions will be safety on trunk roads, safe school transport, targets and in car safety .

A speaker had not yet been identified for the talk on Trunk Road Safety. Supt Gilmore had been suggested as he has done work for AMEY.

It was hoped that Sarah Boyack would address the conference although she would have to know what the conference theme would be before she could commit herself to attend. One member proposed inviting the opposition spokesperson and another proposal was for an open forum with representatives from all parties.

### **3.10 ANY OTHER COMPETENT BUSINESS**

No funding for the leaflet on the SA PC had been obtained as yet although it was intended to approach the Scottish Executive, the National Lottery then Local Authorities.

There will be a seminar on 18 June on Yellow School Buses. Three English authorities are piloting this but no Scottish authorities have approached First Bus as yet.

The winners of the SAPC awards were as follows: Aberdeen Child Safety Week; Steering Group;. Grampian Fire Brigade Community Fire Safety Education Unit; Euresst Offshore Support Service; Glasgow City Council, Land Services, Road Safety Unit won Category 4.

### **3.11 PRESENTATION ON PACTS**

Mr Gifford, Executive Director of PACTS gave a presentation on the work of the organisation. PACTS is the Parliamentary Advisory Committee on Transport Safety and is based in London. It is an all-party committee which aims to provide information on transport safety to MP's particularly when legislation is proposed, and to promote informed debate on safety issues. It runs regular conferences and holds the Annual Westminster Lecture. It was agreed to put setting up a Scottish PACTS (MacPACTS) on the next agenda.

## **4. RECOMMENDATIONS**

4.1 The Forum is invited to note the contents of this report.

Stephen Chorley  
Director of Development Services

31 May 2001

For further information please contact Gerald Cummins on 01563 555565

**ANNEXES**

1. PARLIAMENTARY ADVISORY COMMITTEE ON TRANSPORT SAFETY
2. DEPARTMENT OF THE ENVIRONMENT TRANSPORT AND THE REGIONS  
- UPDATE

## **APPENDIX I.**

### **ROAD SAFETY ADVISORY PANEL (RSAP)**

The Road Safety Advisory Panel was set up in July 2000 to help the Department implement the Government's road safety strategy and casualty reduction targets set out in *Tomorrow's roads -safer for everyone*.

- Papers and action points will be posted on the DETR Website soon
- Topics discussed at meeting of 20 March 2001, "at work" traffic accidents, developments in Europe and DETR publicity.

### **CHILD ROAD SAFETY**

MVA Consultancy have been appointed Project Manager for a pilot network of child pedestrian training schemes in primary schools in deprived neighbourhoods (at present only in England). The consultants will work closely with selected local authorities and RSOs to set up schemes in selected schools using trained volunteers, and seek to show how such schemes can be sustained in the long term.

DETR is planning to issue a number of new road safety resources and initiatives in the next few months, namely :-

- Materials for transition from primary to secondary school, lesson plans on web site.
- New Highway Code for Young Road Users.
- New Rosalind data base for road safety resources.
- Guidelines for Best Practice in road safety education.
- PC based pedestrian training for 5-11 year olds.
- Guide on 'Teaching children road safety- a guide for parents is being reissued in English, Urdu, Gujarati and Punjabi.

### **SAFER ROUTES TO SCHOOL**

The three Government Departments DETR, DtEE and DH are looking at taking forward the recommendations of the first STAG report.

DETR looking at holding a seminar with bus operators regarding concessionary fares for children of school age later on this year .

The Department awarded bursaries to 55 local authorities in February 2001 to employ school travel plan co-ordinators and to 16 local authorities to employ joint travel plan co-ordinators to promote both school and work place travel plans.

STAG will continue to monitor progress.

### **SCHOOL CROSSING PATROLS**

New measures giving school crossing patrollers wider powers to help people cross the road came into force in England on the 30 January 2001 through the

Transport Act 2000. When in operation, patrols have authority to help anyone who seeks assistance in crossing the road and not just children on their way to and from school.

## **DRUGS and DRIVING**

Programme of research on-going and further reports will be issued in due course.

## **EUROPE**

European Commission has issued a recommendation for a maximum permitted blood alcohol concentration of 50 mg/ml for drivers.

Other recommendations include a lower limit of 20 mg/ml for certain categories of driver (novices, motorcyclists, drivers of lorries, buses and vehicles carrying dangerous goods); random breath testing, harmonisation of standards for breath testing equipment, better enforcement and collaboration on research and information about good practice. The Council A of Transport will discuss this in April.

## **REVIEW OF ROAD TRAFFIC PENALTIES**

Consultation ended on 9 March 2001 and the Home Office and DETR are considering the comments with a view to making recommendations to Ministers for the Safety Bill.

## **SECTION 172 ROAD TRAFFIC ACT AND HUMAN RIGHTS ACT**

The House of Lords judgement in the Margaret Brown test case has overturned the successful appeal in the Scottish High Court. Mrs Brown has since been convicted of her drink driving charge. More importantly the decision has provided powerful security against human rights related challenges to procedures used (mainly) with speed cameras prosecutions.

## **DRIVER TRAINING AND TESTING**

The Department will be working closely with the DSA to deliver the commitments of the road safety strategy. This includes :-

- Expand DSA schools programme
- New arrangements for those wishing to become ADIs and those already in the profession.
- Prepare learner drivers for their driving career, not just to pass the test.
- Consultation paper soon on introduction of 'P' plates for novice drivers.
- Hazard perception introduced into theory test in 2002.
- Leaflet encouraging older drivers to take refresher courses.

## **MOBILE PHONES AND DRIVING**

No need at present to create a new offence of using a mobile phone whilst driving as the police are satisfied that they have sufficient powers to prosecute irresponsible drivers. However the Government will keep the position under review.

## **WORK RELATED ROAD SAFETY**

Task Group has been set up to consider how to reduce the number of work related road

incidents. Membership of group has been drawn from across a range of interests, including employer and employee representatives and discussion document was issued on 1 March 2001.

Further research is being undertaken to establish extent of problem.

DSA is planning a voluntary register of driving instructors specialising in fleet driver training. This will become mandatory when a suitable legislative opportunity arises.

## **SAFER MOTORCYCLING**

Details will be published shortly following on from consultation paper.

## **MOTORISED SCOOTERS**

A High Court decision has confirmed that a Go-Ped is a motor vehicle within the meaning of Section 185 of the Road Traffic Act. To be used on the road, the vehicle would need to comply with Construction and Use Regulations, be taxed and insured and would be subject to MOT requirements. The rider should also hold a driving licence and wear a motorcycle helmet. This will also cover electric, as well as petrol driven scooters.

## **ADVISORY GROUP ON MOTORCYCLING**

On 6 May 1999 Lord Whitty established an Advisory Group on Motorcycling (AGM). This group brings together representatives of the Government, the Motorcycle Industry and those interested in the effects of motorcycling to discuss a range of issues to assist in developing informed policies.

Task Forces have been set up to consider:-

- Research
- Vehicle safety
- Security
- Integration and traffic management
- Statistics
- Environmental and fiscal issues.

The first research project on fatal accidents has just been completed and the results have been discussed with the research task force. .

## **CYCLING**

Wearing rate surveys continue, February 2001 survey has shown that wearing rate on built up roads has increased to around 22%.

VAT removed from purchase price of all helmets.

DETR working with CTC to develop cycle training courses for adults.

The meeting was chaired by Peter Bottomley, who welcomed members both old and new.

### **Executive Director's Report**

Rob Gifford gave a short report relating mainly to the extension of the hypothecation process after the success of the initial pilot schemes.

### **Vehicle Design Working Party**

Safety of loads on vehicles.  
Transmission of light in relation to tinted glass.  
Reuse of airbags.

### **Road Environment Working Party**

Looking for appropriate reporting to parliament to outline progress as part of the triennial root and branch review. This could be by way of a annual focus statement, care should be taken however not to draw conclusions from one - years figures.

### **Road User Behaviour Working Party**

The group had looked at uniformity of sentencing for road traffic offences. This in some cases may have been due to magistrates being in possession of the full facts in relation to the case.

Standardisation of disqualification had also been discussed with reference to N. Ireland and the mainland.

There had also been discussion on the adequacy of safety fencing following the Selby rail crash.

### **Presentation by Gof Jacobs, TRL**

Mr Jacobs gave an overview on the Global Road Safety problem from the point of the GRSP (the Global Road Safety Partnership) a World Bank established project with partners that include Red Cross, Red Crescent, aid agencies and other interested parties.

- ◆ 1 Million deaths per year
- ◆ 80% of deaths occur in countries with the fewest number of vehicles in the developing world.
- ◆ \$500 Billion worldwide, the costs are more than some countries receive in official aid
- ◆ 1.2 fatalities per 10,000 licensed vehicles in the UK, in Nigeria 160 fatalities/10,000 licensed vehicles.
- ◆ Ethiopia kills half the number of the UK but with only 100,000 vehicles.

### The Way Forward

- ◆ Better use of hospital data
- ◆ WHO should monitor road accidents
- ◆ Accident data bases in many developing countries require improvement
- ◆ Economic cost of road accidents not widely understood in developing countries.
- ◆ The GRSP can assist in the reduction of the global death toll and injury by the mechanism of partnerships between public and private sectors which promote collaboration and co-ordination of road safety activities worldwide.

**AGENDA**