**EAST AYRSHIRE COUNCIL**

**COMMUNITY SAFETY FORUM – 26 SEPTEMBER 2001**

# SAPC 2001 ANNUAL CONFERENCE
# ROAD SAFETY SESSIONS

**Report By Director of Development Services**

## 1. PURPOSE OF REPORT

**1.1** The purpose of this report is to advise the Forum of the content of the road safety sessions at the SAPC 2001 Annual Conference held on 10/11 September 2001.

## 2. ROAD SAFETY PRESENTATIONS

**2.1** Four presentations on road safety were made at the conference:

- Safety. Mobility and the Environment
  John Marran, North Lanarkshire Council
- Road Safety on the Trunk Road Network
  Jim Gilmour, Amey Highways
- Safe School Journeys
  Sally Thomas, Scottish Executive
- In-Car Safety
  Mike Hayes, Child Accident Prevention Trust

## 3. SAFETY, MOBILITY AND THE ENVIRONMENT

**3.1** Mr Marran explained that much of the work of engineers was directed at increasing mobility whilst achieving a reduction in accidents and minimising the impact of roads on the environment. He gave examples of how good planning and design could do this. Speed and red light cameras had had a significant effect in preventing offences of this type and in reducing accidents and there were plans to increase their numbers.

Traffic calming had also had an effect and he gave examples of some common techniques such as speed humps and tables, pinch points and village gateways.

The Safer Routes to School programme was growing in importance and showed promise on both accident reduction and the lessening of congestion caused by school journeys. He explained the pilot schemes that had been running in North Lanarkshire including the travel surveys, consultation process and the engineering and educational measures they had adopted.

He also spoke about Home Zones aimed at reducing vehicle impact near houses and about a proposal for different speed limits on various types of rural road.

## 4. ROAD SAFETY ON THE TRUNK ROAD NETWORK

**4.1** After explaining the origins and growth of Amey, Mr Gilmour said that their system to ensure quality and safety on the highways consisted of:

- regular inspections of roads and structures
- repairs and maintenance
- safety audits from motorists point of view
- construction and improvements in alignment, junctions, skid resistance, lighting and cyclist/pedestrian schemes
- monitoring of road works.

In addition, a system to protect employees was in operation. This consisted of:

- training courses
- detailed risk assessments for each task
- independent monitoring
- staff publicity

There were five Engineering Support Units on 2 networks. Their main functions were the removal of debris and minor works and the provision of a fast response to incidents. Their use had led to less queues and fewer secondary collisions.

Mr Gilmour then looked at various topics including:

- Targets – Amey's role was limited to accident reduction on the trunk road network.
- Road Safety Initiatives – Amey was sponsoring initiatives by two police authorities.
- Forums – The Scottish Executive sees a need for Amey to liaise with local authorities.

## 5. SAFE SCHOOL JOURNEYS

**5.1** The speaker said that surveys had shown that 1 in 5 schoolchildren are driven to school. Reasons given by parents for doing this were safety and convenience, and lack of cycling facilities at schools.

She outlined the policy background to the programme, viz. the accident reduction targets for 2010, the School Travel Advisory Group and the Physical Activity Task Force and the funding that had been made available to local authorities to progress this.

The aim of the programme is to reduce the number of school journeys undertaken by car by a wide range of measures such as traffic calming, road safety education, school transport, traffic safety measures within the school and initiatives by parents. These are integrated into a School Travel Plan. The benefits of the programme will be less congestion near schools, a reduction in accidents, and an improvement in the health of the children.

## 6. AN OVERVIEW OF CHILD RESTRAINT MEASURES

**6.1** The speaker gave an overview of child passenger deaths by age in 1999. There were 42 in total. He also outlined restraint use. Rates for front seat restraint use were 95%, but were only 80% for rear seats.

Approval of restraints was a function of the United Nations Economic Commission for Europe under Regulation 44 with various amendments. Five weight categories for restraints had been set; other requirements were clear instructions on routing for webbing, energy absorption, and how secure they were if overturned. Toxicity, flammability, sharp edges and seat belt length were also taken into account.

Two continuing problems had emerged in recent years: side impact protection and reduction of incorrect fitting and use. The ISOFIX system was under development and would help to overcome incorrect fitting; BS ISO 13216 also had this as its aim.

Current consumer issues were the user-friendliness of seats, sources of advice and further legislation.

## 7. LEGAL/FINANCIAL/POLITICAL IMPLICATIONS

**7.1** Nil

## 8. RECOMMENDATIONS

**8.1** The Forum is requested to note the terms of this report.

**Stephen Chorley**
**Director of Development Services**

**GC/YK**
**19 September 2001**

## LIST OF BACKGROUND PAPERS

**NIL**

**For further information please contact Gerald Cummins on 01563 555565**

**AGENDA**