

ANGUS COUNCIL**ROAD SAFETY****REPORT BY THE DIRECTOR OF ROADS****1. INTRODUCTION**

The Government has set a target for road casualty reduction of one-third by the year 2000. A large part of this target reduction is expected to come from traffic engineering measures, education in all sectors of the community and through local transport policy matters.

Most accidents occur on roads within the control of Local Authorities and they therefore have a key role to play in improving road safety.

In 1992 the Convention of Scottish Local Authorities (COSLA) Roads and Transportation Committee set up a Road Safety Steering Group with a remit to include:

- the development of a corporate approach to road safety
- the co-ordination of road safety work in Scotland
- the dissemination of examples of good practice

2. DETAILS

- (i) A Code of Good Practice was developed by all Local Authority Associations to underline the considerable importance which they attach to road casualty reduction and their determination to support the Government's objective of securing a one-third reduction by the year 2000.

The strategy proposed by the Code of Good Practice involves action by Local Authorities in the following seven key areas:

- Planning
- Information
- Engineering
- Education and Training
- Enforcement
- Encouragement
- Co-ordination of Resources

Details of the abbreviated form of Code of Good Practice are attached in Appendix A for information purposes.

- (ii) Angus, based on 1991 Census information has, on average, both higher car availability levels in comparison to either Tayside or Scotland and also a higher fatal and serious accident problem.

3. RECOMMENDATIONS

- (i) To note the contents of the abbreviated form of Code of Good Practice for Road Safety.
- (ii) To note the trends in car-ownership and fatal/serious accident levels in Angus and agree that further investigation be carried out.
- (iii) To give approval for the Director of Roads to co-ordinate the development of a comprehensive Road Safety Plan for Angus.

Dr Bob McLellan
Director of Roads

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LOCAL AUTHORITY ASSOCIATIONS' ABBREVIATED FORM OF CODE OF GOOD PRACTICE

PLANNING

This Code of Good Practice has been developed by all Local Authority Associations to underline the considerable importance which they attach to road casualty reduction and their determination to support the Government's objective of securing a one-third reduction by the year 2000.

The Strategy proposed by the Code of Good practice involves action by Local Authorities in the following seven key areas:-

- All local authorities, whether or not they have a statutory responsibility for road safety, should specifically consider how they are able to assist in reducing road casualties through their statutory functions and local influence.
(Paragraph 32)
- All Local Authorities should adopt, publish and regularly review a strategy for assisting road casualty reduction in their area.
(Paragraph 32)
- In developing and reviewing the strategy, consultation should take place with the Police and other Local Authorities involved in the area.
(Paragraph 34)
- Where Local Authorities have statutory responsibilities for road safety, the strategy should be more comprehensive and comprise a Road Safety Plan.
(Paragraph 34)
- The Road Safety Plan should identify target reductions in casualties which the strategy is intended to achieve over a specified period related to the resources provided.
(Paragraph 35)
- The Road Safety Plan should take account of all programmes and services which have the potential for affecting road casualties.
(Paragraphs 36 and 37)
- The information and management systems outlined in the 'Guidelines for Accident Reduction and Prevention' published by the Institution of Highways and Transportation are commended to Local Highway Authorities as a minimum requirement on which to base their accident reduction programme.
(Paragraph 42)

**LOCAL AUTHORITY ASSOCIATIONS'
ABBREVIATED FORM OF CODE OF GOOD PRACTICE (continued)**

INFORMATION

- Road accident data should be supplemented by traffic and appropriate demographic information.
(Paragraph 43)
- Local Highway Authorities should consider obtaining supplementary information from local hospital records particularly in respect of pedestrian and cyclist casualties.
(Paragraph 44)
- Local Highway Authorities should, in co-operation with the Police, monitor the accuracy of injury accident data and introduce improvements where necessary.
(Paragraph 45)
- Local Highway Authorities should adopt standards for the application of accident investigation procedures based upon those identified in this Code of Good Practice.
(Paragraph 46)
- Subject to the requirements of confidentiality all relevant road accident data together with appropriate interpretation should be available by Local Highway Authorities at minimum cost to all parties for the purpose of assisting in casualty reduction
(Paragraph 47)
- Local Highway Authorities should take reasonable steps to publicise the location and nature of high risk sites.
(Paragraph 48)
- All Local Authorities should support priorities being given to identify casualty reduction measures.
(Paragraph 48)

ENGINEERING

- Road safety benefits should not be arbitrarily ascribed to schemes where no objective assessment has been made or where such benefits are insignificant compared to the overall cost or other objectives
(Paragraph 49)
- All staff involved in the design and implementation of highway improvements, maintenance works and traffic management schemes should have an understanding of casualty reduction principles and easy access to relevant data
(Paragraph 50)
- All highway schemes should be subject to safety checking by staff not associated with the original design both before and after construction.
(Paragraph 50)

EDUCATION AND TRAINING

- The principles of safety checking should also be applied to new development affecting the highway.
(Paragraph 51)
- Road accident data, together with appropriate interpretation should be readily available to all Members and staff who are involved in the approval of scheme priorities and programmes.
(Paragraph 52)
- The budget for each highway scheme should provide for all temporary signing together with relevant publicity and educational material.
(Paragraph 53)
- Local Education Authorities should encourage the incorporation of a planned and co-ordinated road safety programme within the curriculum of all primary and secondary schools.
(Paragraph 60)
- Road safety educational programmes should be related wherever possible to local circumstances and environment.
(Paragraph 61)
- Specific responsibility for road safety education planning and co-ordination should be included within the responsibilities of at least one staff member at every school.
(Paragraph 62)
- Road safety should be incorporated within the initial training of student teachers and available as in-service training.
(Paragraph 63)
- Guidelines should be made available on expected knowledge and levels of attainment in road safety education.
(Paragraph 64)
- "Safer Routes to School" projects should be encouraged.
(Paragraph 65)
- The recommended criteria should be used in evaluating the requirements for School Crossing Patrols.
(Paragraph 66)
- School Crossing Patrols should be provided with sufficient training to enable them to supply regular reinforcement of road safety principles to children.
(Paragraph 67)

LOCAL AUTHORITY ASSOCIATIONS'
ABBREVIATED FORM OF CODE OF GOOD PRACTICE (continued)

**EDUCATION AND
TRAINING (cont'd)**

- School Transport Contracts should specify special signing arrangements and safety requirements when children are boarding, travelling or alighting, together with a Code of Conduct for Drivers.
(Paragraph 68)
- All Local Authorities should possess and make available on request information on the local availability of road safety educational material and road user training schemes.
(Paragraph 70)
- Safety equipment, including conspicuity aids and safety seats should be readily available for purchase or loan.
(Paragraph 71)

ENFORCEMENT

- Each Police Authority should adopt and regularly review a road safety policy and Police operational objectives for casualty reduction should be co-ordinated with Local Authority Road Safety Plans.
(Paragraph 72)
- Enforcement implications should be taken into account in the design of highway improvement and traffic management schemes.
(Paragraph 73)
- Wherever possible programmed enforcement action should be planned in conjunction with, and supported by, the Local Highway Authorities.
(Paragraph 74)
- Local Authorities should support the Police in the introduction of technological aids to traffic law enforcement.
(Paragraph 75)
- Local Authorities should support the extension of Driver Rehabilitation Schemes.
(Paragraph 76)

ENCOURAGEMENT

- Local Authorities should make maximum use of their influence in support of road safety promotion.
(Paragraph 77)
- Local Authorities should actively discourage drinking and driving at all Civic and Departmental functions.
(Paragraph 78)
- Local Authorities should identify improvement targets for road accidents involving their own vehicles.
(Paragraph 80)

***CO-ORDINATION OF
RESOURCES***

- Local Authorities should encourage safe driving practices amongst all employees.
(Paragraph 80)
- All vehicles owned or operated by Local Authorities under contract, including public and school transport, should be maintained to the highest standards of safety and supplied with appropriate safety equipment.
(Paragraphs 81 and 82)
- Local Highway Authorities should ensure co-ordination between the various disciplines involved.
(Paragraph 84)
- Local Highway Authorities should establish a central accident investigation unit.
(Paragraph 84)
- Arrangements for interaction and interchange of accident investigation and road safety education staff should be established.
(Paragraph 85)
- The importance and status of casualty reduction work should be recognised in particular by the support of training and qualification.
(Paragraph 86)
- In considering staff levels for accident reduction Local Highway Authorities should have regard to the guidelines identified in this Code of Good Practice.
(Paragraph 87)
- Where Road Safety Committees and support groups are established their role and effectiveness should be reviewed within the context of the Road Safety Plan.
(Paragraph 91)
- Opportunities for introducing private sector finance into casualty reduction measures should be fully explored.
(Paragraph 94)
- Appropriate monitoring facilities should be established to assess the effectiveness of casualty reduction schemes and the information made available through local and national liaison arrangements
(Paragraph 95)

REGULATION OF
RESEARCH

- 1. The following should be done by the...
(Paragraph 5)
- 2. The following should be done by the...
(Paragraph 6)
- 3. The following should be done by the...
(Paragraph 7)
- 4. The following should be done by the...
(Paragraph 8)
- 5. The following should be done by the...
(Paragraph 9)
- 6. The following should be done by the...
(Paragraph 10)
- 7. The following should be done by the...
(Paragraph 11)
- 8. The following should be done by the...
(Paragraph 12)
- 9. The following should be done by the...
(Paragraph 13)
- 10. The following should be done by the...
(Paragraph 14)