

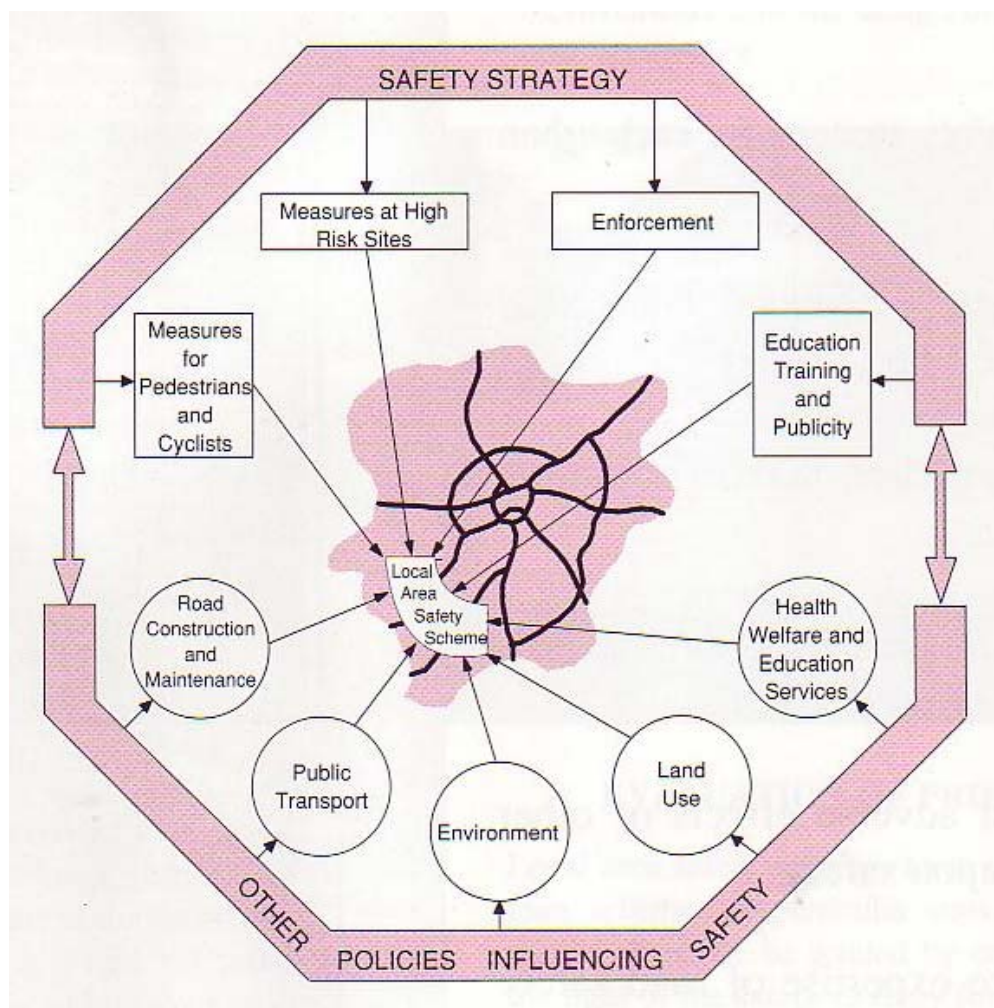
Traffic Advisory Leaflet 3/90
November 1990



Urban safety management guidelines from IHT

Urban Safety Management is a structured approach to accident prevention and casualty reduction on urban roads. It can help local authorities to develop Road Safety Plans, and to implement the Local Authority Associations' Road Safety Code of Good Practice in urban areas.

A Safety Management Strategy for each urban area as a whole allows national, regional and local targets for accident reduction to be reflected in specific safety initiatives; these initiatives to be related to wider policies for the area; and consistent local safety objectives to be developed for each part of that area.



The Urban Safety Project was conducted by the Transport and Road Research Laboratory in collaboration with 5 local highway authorities. It showed that if a new approach to reducing accidents were adopted nationally in urban areas, some 15,000 accidents valued at £175 million could be saved per year. This finding is one of the bases for promoting Urban Safety Management.

The Institution of Highways and Transportation has published 'Guidelines on Urban Safety Management'. These propose that local highway authorities adopt a safety management strategy for each of their urban areas; and they describe the use of modest highway and traffic engineering measures to improve road safety on an area-wide basis.

This leaflet is intended to draw the attention of all those involved with road safety to the advice in the Guidelines.

Deaths, injuries and damage in accidents on urban roads, and people's apprehensions about traffic risk in towns and cities can all be reduced by applying the following ten principles:

- Consider all kinds of road user especially the most vulnerable
- Consider the functions and use of different kinds of road
- Formulate a safety strategy for each urban area as a whole
- Integrate existing accident reduction efforts into the safety strategy
- Relate safety objectives to other objectives for the urban area
- Encourage all professional groups to help to achieve safety objectives
- Guard against adverse effects of other programmes upon safety
- Use the scarce expertise of road safety specialists effectively
- Translate strategy and objectives into local area safety schemes
- Monitor progress towards safety objectives

LOCAL AREA SAFETY SCHEMES

The aim of a programme of local area safety schemes is systematically to adapt the roads in each part of the urban area in line with the safety strategy. Such schemes can reduce scattered accidents, as well as accidents at high-risk sites.

CONSULTATION WITH LOCAL PEOPLE

Improving safety by means of a local area safety scheme may well involve some local people accepting some inconvenience to their daily lives. It is therefore important to involve local people in identifying the safety problems and ways of dealing with them. A particular point should be made of consulting groups of people with **mobility handicaps**.

DESIGN OF SCHEMES

Local area safety schemes rely on the interaction between engineering measures taken at different sites. Some measures can contribute to the local safety objectives without necessarily being directed to a problem at any one specific site. Safety objectives and measures for use on main roads, and those for the areas bounded by them, should be considered together.

ACCEPTANCE OF MEASURES

Measures should as far as possible be **self-enforcing**. Where this is not possible, acceptance of the measures by those most affected is particularly important. Incorporation of environmental improvements into the design of a scheme can help to gain local acceptance.

EVALUATION OF PROPOSED SCHEMES

Local area safety schemes have wider objectives and effects than schemes at particular sites. Choices between options should therefore be guided by comprehensive evaluation in the light of the safety strategy for the whole urban area.

IMPLEMENTATION AND MONITORING

Once the measures that form a scheme have been decided, installation may be best undertaken by those familiar with the implementation of traffic management and environmental improvement schemes in liaison with those affected. The scheme should be subject to safety audit during design and implementation. Its effects should be monitored so that its contribution to safety objectives can be assessed, and any untoward features corrected.

SAFETY STRATEGY FOR A WHOLE URBAN AREA

Formulation of the safety strategy for a whole urban area requires broad appraisals of

- the current and possible future functional hierarchy of main roads, local distributor roads and access roads, together with associated pedestrian and cycle routes;
- accident occurrence and public perception of safety on these various kinds of road in different parts of the area.

It also requires a dialogue among professional groups whose work impinges on road safety through engineering, education, enforcement, environmental improvement, town planning, and the provision of public transport, emergency and welfare services.

Because conditions in urban areas are constantly changing, the safety management strategy should be kept continually under review. Monitoring of progress will help in learning by experience how to make the best use of urban safety management.

ACCIDENT REDUCTIONS FROM INDIVIDUAL MEASURES AND LOCAL AREA SCHEMES

The potential for accident reduction through local area safety schemes is made up of three component parts:

1. The reduction achievable from traditional, site-specific measures directed towards the safety objectives of the scheme as a whole. As a general rule, action at a **single site** could be expected to reduce accidents on average by **33 per cent** and schemes along a **route** by **15 per cent**.
2. The reduction achieved by measures specifically designed to redistribute traffic within the area and perhaps to reduce it in particular parts of the area. Such measures aim to match the amount of use of each road more safely to the traffic function for which it is designed.
3. The reduction brought about by more general treatment of various parts of the road network to encourage the redistributed traffic to use each road in a manner more appropriate to the function chosen for that road.

Experience within the Department's Urban Safety Project indicates that the second and third components together can be expected to amount on average to a **10 per cent** reduction in accidents in the area covered by a scheme. This would be in addition to the levels of reduction obtained from the first component.

The Guidelines (ISBN 0-902 933 07 8) are available from:

The Institution of Highways and Transportation
3 Lygon Place
Ebury Street
London S W 1 W OJS
Telephone 071-730 5245
Fax 071-730 1628
Price: £20 (+ £3 p & p each).

Full remittance required with order.

The Local Authority Associations' Road Safety Code of Good Practice is available from:

The Association of County Councils
Eaton House
66A Eaton Square London
SW 1 9Bh
Telephone 071-235 1200
Fax 071-235 458
Price £10 including p & p

Full remittance required with order.

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