

1. Co-ordinating the Road Safety Effort

- 1.1. The Road Safety Team is one of seven teams that make up the Transport, Infrastructure and Engineering section in the Directorate of Development, all of which contribute to the delivery of road safety objectives. The core functions of the Road Safety Team are to co-ordinate and implement the Road Safety Strategy and Speed Management Strategy. The Team also has responsibility for co-ordinating activities regarding the delivery of the City's Pedestrian and Cycling Strategies, and for co-ordinating Public Rights of Way in the City.
- 1.2. Government policy informs the direction and operation of the City Council regarding casualty reduction, as do local priorities established by the Authority. Most notable are the DfT 2010 targets for the reduction of casualties on our roads contained in the document 'Tomorrow's Roads: safer for everyone' 2000 and are outlined later in this strategy.
- 1.3. The City Council also has an important role to play in improving the shared priorities of improving accessibility, reducing congestion and improving air quality. These priorities are outlined in 'Smarter Choices – Changing the Way we Travel' 2004. Through our own programmes and joint projects with our partners we aim to provide the community with the information and encouragement needed to adopt sustainable travel modes.
- 1.4. The report 'Making the Connections' 2003 – Social Exclusion Unit, emphasises the need to improve access to transport for disadvantaged communities. By working with other agencies and groups we can help identify sections of the community that are disproportionately represented in casualty statistics and implement measures designed to improve pedestrian, cycle and public transport links that can both improve road safety and access for these groups.
- 1.5. This strategy also recognises concerns over rising obesity in children and the consequent health burden this will place on the NHS in the future and how it can be jointly addressed through many of our programmes. The Department of Health paper 'Choosing Health: making healthier choices easier: Children and Young People – starting on the right path', gives School Travel Plans and promoting sustainable travel to school a high priority. Influencing young people early on to make sustainable travel choices establishes behaviour that can bring lasting benefits to individuals and our community.
- 1.6. The implementation of School Travel Plans, which is guided by the document 'Travelling to School: an action plan' 2003, seeks to address and apply measures that will tackle and help reduce the number and severity of child casualties and to promote sustainable travel. Our annual 'Child Road Safety Audit' identifies areas where child casualties have occurred and seek solutions in partnership with stakeholders and other agencies to eradicate them.
- 1.7. Road Safety in the wider sense involves a mix of the four E's (Encouragement Education, Enforcement and Engineering) in varying degrees to enhance safety and reduce injuries on the road. Many of the City Council's existing programmes detailed in the City's first road safety strategy (2001 – 2006) will continue to operate as they provide ongoing services which are relevant to the aims and objectives of this strategy.
- 1.8. It is our aim to ensure that the responsibility for safer roads is owned by every road user and in particular by those with responsibility for others; parents, employers and teachers.

- 1.9. The detail of programmes regarding measures outlined in this strategy can be found on the Road Safety Web site at <http://www.plymouth.gov.uk/roadsafety>
- 1.10. This document is companion and integral to LTP2, the City Council's Local Development Framework 2006 - 11 and of the Pedestrian and Cycling strategies.

2. Statutory Duties for Road Safety

- 2.1. A unitary authority since 1st April 1998, the City of Plymouth assumed responsibility for the Highways and as such has a statutory duty under the "1988 Road Traffic Act, Section 39" viz:
 - "(2) Each Local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.
 - (3) Each local authority -
 - (a) must carry out studies into collisions arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area,
 - (b) must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such collisions, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and
 - (c) in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such collisions when the roads come into use."

3. Policy

- 3.1. Road safety in Plymouth operates and supports a number of policy areas on both a national and local level to achieve a range of casualty reduction and related objectives.
- 3.2. The City Council has in place a number of resources to help achieve targets set out in the Government's White Paper – 'Tomorrows Roads Safer for Everyone' and has a number of policies, initiated through strategic and local partnerships to deliver them.
- 3.3. Local polices have evolved as a result of implementing LTP1 and new or redefined targets have been introduced to focus delivery of objectives.
- 3.4. City Council Policies include:
 - An annual review of casualty data to identify cluster sites, trends, groups of users or types of behaviour with a view to seeking measures for education, engineering and enforcement interventions through a partnership approach.
 - An annual review of casualty reduction targets to ensure that new goals are set where objectives have been met and robust evaluation where difficulties are identified.
 - To work in close liaison and partnership with sister Authorities to promote casualty reduction in a more holistic and coordinated manner, particularly with regard to speed reduction, motorcycle casualty reduction and the promotion of measures to address occupational road risk.
 - To exploit opportunities through Private Finance Initiative, planning gain and other sources including maintenance, to introduce 20mph schemes outside schools where appropriate.
 - An initial review of all planned engineering schemes based on the sustainable road user hierarchy, to identify opportunities for enhancing measures for vulnerable road user's safety and to encourage sustainable travel.
 - The promotion of engineering interventions designed to better inform all road users regarding scheme objectives, through dedicated publicity.
 - Targeting areas of social deprivation and in particular 'Super Output Areas' (SOAs) with regard to child casualty reduction and prevention. Working closely with communities to tackle the disadvantaged and the root causes of road casualties.
 - Working in partnership with the Health & Police Authorities to pursue joint casualty reduction targets, promote sustainability and the adoption of healthy lifestyles.
 - To collaborate with colleagues in sister City Council Departments and external agencies to identify and address social exclusion and accessibility issues.
 - To collaborate with Life Long Learning and the Health Authority to highlight the links between sustainable travel and health through the promotion and implementation of School Travel Plans.

- To input into planning applications and positively influence proposals with regard to casualty reduction and the promotion of sustainable travel, working in partnership with local developers.
- To promote 'Work place travel plans' and support City Council initiatives aimed at encouraging more sustainable choices for commuters.

3.5. Whilst this is by no means an exhaustive list of policies related to casualty reduction, it provides a background from which the City Council can operate and underlines the crosscutting and integrated nature of the City Council's approach.