

Leicester
City Council

WARDS AFFECTED
All

FORWARD TIMETABLE OF CONSULTATION AND MEETINGS:

Cabinet

15th July 2002

LEICESTER, LEICESTERSHIRE AND RUTLAND ROAD SAFETY PLAN.

Report of the Service Director, Highways & Transportation, Environment, Regeneration & Development

1 Purpose of Report

The Cabinet is asked to approve a draft Road Safety Plan for the Leicestershire Police area, and agree that consultations with user groups will be undertaken on the Speed Management Strategy part of the plan.

2 Summary

2.1 The members of Leicester, Leicestershire and Rutland Road Safety Partnership have been working together to produce a Road Safety Plan for the Leicestershire Police area to meet the partnership's agreed aim:-

" To provide a safer environment on the roads of Leicester, Leicestershire and Rutland using education, engineering and enforcement to enable all road users to travel in confidence, free from fear of death or injury".

2.2 The draft Road Safety Plan takes into account new and emerging national policies and strategies, including casualty reduction targets for 2010, and, through a series of action plans, takes forward and develops the work of the 1991 Road Safety Plan for Leicestershire.

2.3 The plan is split into two parts. The first part - Policies, Objectives and Strategy - sets out the overall framework and defines the key objectives. It is intended that this part of the Plan should be reviewed every five years or where there is a substantial change in national policy.

2.4 The second part - Action Plans and Performance Monitoring - will be produced by individual members of the partnership and will be updated annually. It will set out the proposed actions to be put forward as a means of achieving the objectives of the Road Safety Plan for the forthcoming year. Part 2 of the plan will also report back on progress and performance monitoring for the previous years Action Plans and Targets including detailed analysis of casualty data.

- 2.5 An overview on casualty data and trends for the Leicestershire Police area, including progress towards Central Government's casualty reduction targets, will be provided by Leicestershire County Council.
- 2.6 Cabinet is asked to approve the draft Road Safety Plan for the Leicestershire Police area, attached as Appendix B, to enable consultations with user groups and other interested bodies to take place with regard to the managing speed part of the plan including road hierarchy.
- 2.7 Leicestershire County Council's Cabinet is also considering a report on the draft Road Safety Plan during July 2002. This will enable approval of the draft plan to be reported in the Central Leicestershire Local Transport Plan Annual Progress Report, which is to be submitted to DTLR at the end of July.

3 Recommendations:

It is recommended that Cabinet:

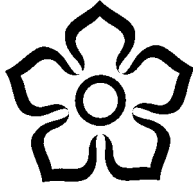
- 3.1 approve the draft Road Safety Plan for Leicester, Leicestershire and Rutland attached as Appendix A;
- 3.2 agree that consultation on a speed management strategy be undertaken with user groups and other interested bodies; and
- 3.3 agree that a further report on the speed management strategy be prepared for consideration by Cabinet following consultations.

4 Headline Financial and Legal Implications

No financial implications arise directly from this report. Further reports concerning the allocations of Transport Capital Programme for Local Safety Schemes, Traffic Calming Schemes, Safer Routes to School Schemes and Pedestrian and Cycle Improvements will be presented to Cabinet as appropriate.

Under Section 39 of the Road Traffic Act 1988, it is a statutory duty of Local Authorities to 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 undertaken by other bodies.

5 Report Author/Officer to contact: Michael Jeeves x6529



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LEICESTER, LEICESTERSHIRE AND RUTLAND ROAD SAFETY PLAN.

Report of the Service Director, Highways & Transport, Environment, Regeneration & Development

Supporting Papers.

1. Background.

- 1.1 In 1991 Leicestershire County Council published a Road Safety Plan for Leicestershire. The Road Safety Plan set out how the obligations on road safety under Section 39 of the Road Traffic Act 1988 and Central Government Casualty Reduction Targets to 2000 were to be met through action plans based around the three E's - Engineering, Enforcement and Education. The contents of the plan were drawn up using Guidelines from the Local Authorities Association's.
- 1.2 The City Council, as highway agent for the County Council, undertook investigation of accident cluster site to produce Local Safety Schemes and from 1991, prioritised areas for traffic calming for inclusion in the County Council's Transport Capital Programme.
- 1.3 A review of the Road Safety Plan was undertaken by Leicestershire County Council and a new plan was approved in 1994. Following Local Government Reorganisation in 1997 Leicester City became the highway authority for the city, including responsibility for road safety.
- 1.4 In 1995 Leicestershire Police convened a meeting of what was to become the Leicester, Leicestershire and Rutland Road Safety Partnership, which was formally launched in October 1999. The members of the partnership are Leicester City Council; Leicestershire County Council; Rutland County Council; Leicestershire Police; the Highways Agency; and, Local NHS. The partnership was set up to develop and co-ordinate road safety initiatives within the Leicestershire Police area, and particularly to target effort and resources to meet national casualty reduction targets. The partnership has

agreed common aims and objectives for the Leicestershire Police area, as set out in Appendix A.

1.5 National Casualty Reduction Targets.

1.6 On 3rd March 2000 the Government published "Tomorrow's Roads - Safer For Everyone", which sets out the Government's Road Safety Strategy and Casualty Reduction Targets for 2010 and "New Directions in Speed Management - A Review of Policy". The targets are as follows

- by 2010 the number of people killed or seriously injured in road accidents will reduce by 40% compared with the average for 1994 - 1998;
- by 2010 the number of children killed or seriously injured in road accidents will reduce by 50% compared with the average for 1994 – 1998; and
- by 2010 the casualty rate for slight injuries will reduce by 10% expressed as the number of people slightly injured per 100 million vehicle kilometres compared with the average for 1994 – 1998.

1.7 Details of the specific targets for Leicester City are contained in Appendix C. The total number of people killed or seriously injured in 2001 was 77% of the 94-98 average, and for children it was 96% of the 94-98 average.

1.8 Draft Road Safety Plan

1.9 Since 1999 the Road Safety Partnership has been drawing up a Road Safety Plan for Leicester, Leicestershire and Rutland, with Leicestershire County Council taking the lead. The plan is split into two parts.

1.10 Part 1 - Policies, Objectives and Strategy - sets out the national picture and the local context which form the overall framework for the plan. It also defines the key objectives, describes the problems to be addressed and the current accident patterns, and sets out a strategy for four main areas:

- Improving Safety for Vulnerable Road Users;
- Providing a Safer Environment;
- Managing Speed;
- Encouraging Safer Driving.

1.11 Key proposals are set for each of these areas, which either complement existing policies for individual authorities or can be included in future policies. It is intended that this part of the Plan should be reviewed every five years, or where there is a substantial change in national policy.

1.12 Leicester City Council already has agreed policies on traffic calming, Home Zones and Safer Routes, These are, of course, similar to the key proposals in the Providing a Safer Environment and Managing Speed areas.

1.13 Part 2 - Action Plans and Performance Monitoring - will be produced by individual members of the partnership and will be produced annually and set

out the proposed actions to be put forward as a means of achieving the objectives of the Road Safety Plan for the forthcoming year. Part 2 of the plan will also report back on progress and performance monitoring for the previous years Action Plans and Targets. It will include detailed analysis of casualty data and monitor progress against targets together with proposals for:

- Speed Management;
- Local Safety Schemes;
- Traffic Calming;
- Safer Routes; and
- Education, Training and Publicity.

1.14 An overview on casualty data and trends for the Leicestershire Police area, including progress towards Central Government casualty reduction targets will be provided by Leicestershire County Council.

1.15 Speed Management Plan.

1.16 As part of a report on the Safer Routes Strategy, Road Safety Strategy and Casualty Reduction Targets, The Cabinet on 15th January 2001 noted

"that a speed management strategy for the Central Leicestershire Area, including the provision of speed cameras, is being drawn up through the Leicester, Leicestershire and Rutland Road Safety Partnership, and that, prior to public consultation, members will be requested to approve it".

1.17 The draft Road Safety Plan now includes a section on Managing Speed, which incorporates all the elements of a Speed Management Plan that were included in the report to Cabinet. Within Part 2 of the Road Safety Plan it is proposed to set out how a Speed Management Strategy, including a review of the road hierarchy, will be taken forward. As this review could result in changes to the classification of the highway network, it is proposed to undertake consultations with user groups, including where appropriate schools. Following these consultations, Cabinet will be asked to approve the Speed Management Strategy, including the new road hierarchy.

2 Details of Research & Consultation.

2.1 The Leicester, Leicestershire and Rutland Road Safety Plan has been drawn up by the Leicester, Leicestershire and Rutland Road Safety Partnership. The other members of the partnership are: Leicestershire County Council; Rutland County Council; Leicestershire Police; The Highways Agency; and, Local NHS.

2.2 User groups will be consulted about the development of the speed management strategy.

3 Implications.

OTHER IMPLICATIONS	YES/NO	PARAGRAPH REFERENCES WITHIN SUPPORTING PAPERS
Equal Opportunities	NO	
Policy	YES	1.9 - 1.12
Elderly and Low Income	NO	
Sustainable and Environmental	NO	
Crime and Disorder	YES	1.15 - 1.16
Human Rights Act	NO	

4 Background Papers

- 4.1 Road Safety Code of Practice - Local Authority Associations 1989
- 4.2 Tomorrows Roads – Safer for Everyone - DETR – March 2000
- 4.2** New Directions in Speed Management – DETR – March 2000
- 4.3 Report to Cabinet - Safer Routes Strategy, Road Safety Strategy and Casualty Reduction Targets, 15th January 2001.

CD/TA/MFJ/TA09028, Author: M. F. Jeeves, Extn 6529

APPENDIX A - OBJECTIVES OF THE LEICESTER, LEICESTERSHIRE ROAD SAFETY PARTNERSHIP.

The overall aim of the Leicester, Leicestershire and Rutland Road Safety Partnership is jointly:

" To provide a safer environment on the roads of Leicester, Leicestershire and Rutland using education, engineering and enforcement to enable all road users to travel in confidence, free from fear of death or injury".

The Leicester, Leicestershire and Rutland Road Safety Partnership will achieve this by:

- IDENTIFYING AGREED TARGETS.
- DEVELOPING A JOINT SPEED MANAGEMENT STRATEGY
- THE DEVELOPMENT OF AN ACCIDENT DATABASE (WITH THE HEALTH AUTHORITY)
- DEMONSTRATING A COMMITMENT TO TRAVELWISE/MOBILITY MANAGEMENT/GREEN TRANSPORT PLAN
- CO-OPERATING ON PRACTICAL SCHEME PROJECTS

APPENDIX B

Leicester, Leicestershire and Rutland
Road Safety Plan

LEICESTER, LEICESTERSHIRE AND RUTLAND
ROAD SAFETY PARTNERSHIP

FEBRUARY 2002

Leicester, Leicestershire and Rutland Road Safety Plan

Foreword

Part 1 – Policies, Objectives and Strategy

1. Background
 - 1.1 The National Picture
 - 1.2 The Local Context
 - 1.3 The Way Forward
2. Key Aims
 - 2.1 Corporate Objectives
 - 2.2 Key Objectives
 - 2.3 Targets and Performance Indicators
3. The Problems to be addressed
 - 3.1 Overview
 - 3.2 Casualties in the Leicestershire Police Area
 - 3.3 Vulnerable Groups
 - 3.4 Problems of Inappropriate Speed
 - 3.5 Community Concerns
4. The Strategy
 - 4.1 Improving Safety for Vulnerable Users
 - 4.2 Providing a Safer Environment
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 - 4.4 Encouraging Safer Driving
5. Resources
6. Implementing the Strategy

APPENDICES

- 1: The Leicester, Leicestershire and Rutland Road Safety Partnership
- 2: Local Transport Plan Objectives
- 3: Corporate Objectives
- 4: The Safety Camera Project

Leicester, Leicestershire and Rutland Road Safety Plan

Foreword

This Road Safety Plan presents the joint proposals of the Leicester, Leicestershire and Rutland Road Safety Partnership (The Partnership) (See Appendix 1), to meet the Partnership's agreed aim:-

“To provide a safer environment on the roads of Leicester, Leicestershire and Rutland using education, enforcement and engineering to enable all road users to travel in confidence, free from fear of death or injury.”

This Road Safety Plan takes into account new and emerging national policies and strategies, including casualty reduction targets for 2010, and, through a series of Action Plans takes forward and develops the work of the Road Safety Plan for Leicestershire (1991).

The Plan is in two parts: -

Part 1 - Policies, Objectives and Strategy, sets out the overall framework and defines the Key Objectives. The Road Safety problems are identified and a strategy for dealing with these is set out. It is intended that this part of the Plan should be reviewed every five years or when there is any substantial change to National Policies.

Part 2, Action Plans and Performance Monitoring, will be produced by each member of the partnership within their respective authorities. The plans will be produced annually and will set out the proposed actions to be put forward as a means of achieving the objectives of the Road Safety Plan for the forthcoming year. To evaluate the degree to which these objectives are being met, Part 2 of the plan will also report back on progress and performance monitoring for the previous years Action Plans and Targets, including detailed casualty analysis. Feedback from this part of the Plan will help to guide the development of ongoing Action Plans for succeeding years.

Leicestershire County Council will provide an overview of casualty data and trends for the Leicestershire Constabulary area including progress towards the Government's headline targets.

Part 1 – Policies, Objectives and Strategy

1. Background

1.1 The National Picture

Every year around 44,000 people are killed or seriously injured on Britain's roads. In total there are some 300,000 casualties resulting from 240,000 collisions and about fifteen times as many damage only collisions. Nevertheless, within Europe, Britain has a comparatively good road safety record and, despite continued traffic growth, the number of casualties has fallen over the past 50 years. However, there is no reason for complacency and there is much to be done to further improve road safety

In 1998 the Government issued a White Paper on the future of transport 'A New Deal for Transport – Better For Everyone'. The paper outlined the development of significant transport integration at both a national and local level, in order to attain a transport system that was safe, efficient, clean and fair, allowing people a wider transport choice, and encouraging greater use of alternatives to the car. One of the objectives set out in the White Paper was to improve safety for all users of the public highway. Transport 2010 - The 10 Year Plan built on these foundations and was subsequently produced as a long term strategy to deliver this transport integration.

The Crime and Disorder Act in 1998 demonstrated the increased emphasis on public safety and crime reduction. Issues of crime and disorder play an important role in the development of road safety policy, especially with regards to creating an environment free from fear and with reduced danger.

In 2000 the DTLR published a national road safety strategy 'Tomorrow's Roads - Safer for Everyone'. The Strategy has 10 main themes. The subject of vulnerable road users is given high priority, with particular attention given to child road safety. The Strategy also includes separate themes on road safety for pedestrians, cyclists, horse riders and motor cyclists. Other areas covered included Safer driving – Testing and Training; Safer driving – Drink, Drugs and Drowsiness; Safer infrastructure; Safer speeds; Safer vehicles; Better Enforcement and Promoting safer road use.

The Strategy sets three main casualty reduction targets for the year 2010, reflecting particular concern over killed and seriously injured casualties (KSI's) overall, and in particular those occurring to children. The targets use a baseline average figure for the years 1994 to 1998, and seek to:

- (i) Reduce the number of killed or seriously injured (KSI) by 40%.**
- (ii) Reduce KSI's among children by 50%.**
- (iii) Reduce the rate of slight casualties by 10%, expressed as the rate of slight injuries per 100 million kilometres travelled.**

To assist local authorities in achieving the casualty reduction targets set for 2010, the Department for Transport, Local Government and the Regions (DTLR) published 'A Road Safety Good Practice Guide' in 2001, drawing together information on good practice.

In 2000, a review of the role that the management of speed plays in local authorities' road safety policies was published in 'New Directions in Speed Management – A Review of Policy'. It was acknowledged that speed is an important contributory factor in road collisions and that its management is vital in the reduction of casualties and in the meeting of targets

Also published in 2000, the White Paper 'Saving Lives – Our Healthier Nation', set out the prevention of road collisions as a national priority in improving the health of the population and reducing inequalities. It set targets for the reduction of death and serious injury from all collisions. A key theme is the promotion of safe walking and cycling to improve coronary health.

1.2 The Local Context

The Deposit Draft of the Leicestershire, Leicester and Rutland Structure Plan 1996-2016, and Local Plans, provide a strong policy basis for the promotion of road safety. The Structure Plan Strategy policy calls for a reduction in the need to travel and specifies that destinations are readily accessible through the integration of land use and transport. One of the priorities of Accessibility and Transport Policy Number 1 is that 'Integrated and sustainable transport will be further developed in order to: improve road safety and the environment and contribute to improving the quality of life'.

The Local Transport Plans for Leicestershire, Central Leicestershire and Rutland all present a common theme of providing for a sustainable transport system, which incorporates casualty reduction and danger reduction (see Appendix 3).

1.3 The Way Forward

The recent government policy advice and targets have clarified the direction for local authorities and others involved in road safety to embark upon a concerted programme of actions for the first decade of the 21st century. Road safety is now concerned with more than purely casualty reduction. There are important links with other areas, including speed management, health improvement, highway maintenance, and a range of sustainable transport issues within an integrated transport system. The environment for vulnerable road users must be made safer and be made to feel safer, in order to encourage alternative forms of transport to the car. Improving road safety involves a number of departments and sections within each Local Authority as well as a number of other agencies, including the Police and the Local NHS Authority. It has become increasingly apparent, therefore, that a joint approach is even more necessary in order to achieve the co-ordinated changes that are needed to make the road actually safer and feel safer.

2. Key Aims

2.1 Corporate Objectives

It is clear that the objectives within all three Local Authorities' Local Transport Plans (Appendix 2), together with each of the Partners' Corporate Objectives (Appendix 3) all have a common theme of providing for a sustainable transport system that incorporates casualty reduction and improved road safety. It is important that the Key Objectives of this Road Safety Plan reflect these overall aims.

2.2 Key Objectives

The Key Objectives for the Road Safety Plan are: -

1. ***To seek to achieve the following targets by the year 2010:-***
 - (i) ***Reduce the number of killed or seriously injured (KSI) by more than 40%.***
 - (ii) ***Reduce KSI's among children by at least 50%.***
 - (iii) ***Reduce the rate of slight casualties by at least 10%, expressed as the rate of slight injuries per 100 million kilometres travelled***
2. ***To focus particular attention on improving road safety for vulnerable road users.***
3. ***To seek to achieve and maintain a highway network which minimises danger and encourages safe and confident use by all sections of the community.***
4. ***To reduce speed where this is a major contributory factor to accidents and also in sensitive areas where local communities find speed intimidating and detrimental to their quality of life.***
5. ***To promote road safety and improve the attitudes and behaviour of all road users through training, education and awareness, and by developing effective links with the media.***

2.3 Targets and Performance Indicators

The success or otherwise of the strategies set out in the Road Safety Plan can only be assessed against a range of objective and measurable parameters. Wherever possible these should be "Outcomes" that focus on results which can be understood by all members of the community. In some cases "Outcomes" are difficult to quantify, particularly in the field of behavioural changes. In such areas alternative indicators will be proposed.

Detailed Performance Indicators are set out in each Partners' annual Action Plan ('Part 2' of the Road Safety Plan). Updated monitoring of these will be presented, along with detailed feedback on the individual actions also set out

in the annual Action Plans. Casualty rates will be a Key Performance Indicator for assessing the overall success of the Road Safety Plan.

3. The Problems to be addressed

3.1 Overview

Road casualties are the main cause of accidental death or injury, for which society bears a large human and financial cost. Whether as individuals or organisations we all have to take responsibility for our, and others', safety and also play our own part in reducing the number of casualties and road danger.

Whilst it is apparent that over the years the number of traffic related casualties has not grown proportionally with the increase in traffic flow (in the last 50 years vehicle numbers have grown six fold whereas the number of casualties has only grown by about a third), the number of people being killed and injured is still a very serious problem and requires a comprehensive programme of remedial action.

It should be noted that a proportion of road casualties do not get reported to the Police and therefore do not appear in official casualty statistics. Whilst fatalities are almost always reported to the Police the under-reporting of collisions becomes more prevalent with less seriously injured casualties. Up to 30% of collisions involving slight injury are not recorded.

3.2 Casualties in the Leicestershire Police Area

There were 5229 total casualties in the Leicestershire Constabulary Area (LCA) in 2000. Whilst this represents an increase in the total of all casualties from the baseline set by the national strategy (average for the years 1994-1998) of 6.0% progress has been made towards some of the specific targets set by government. Fig 1 shows the trends in Killed and Seriously Injured (KSI) accidents for the LCA

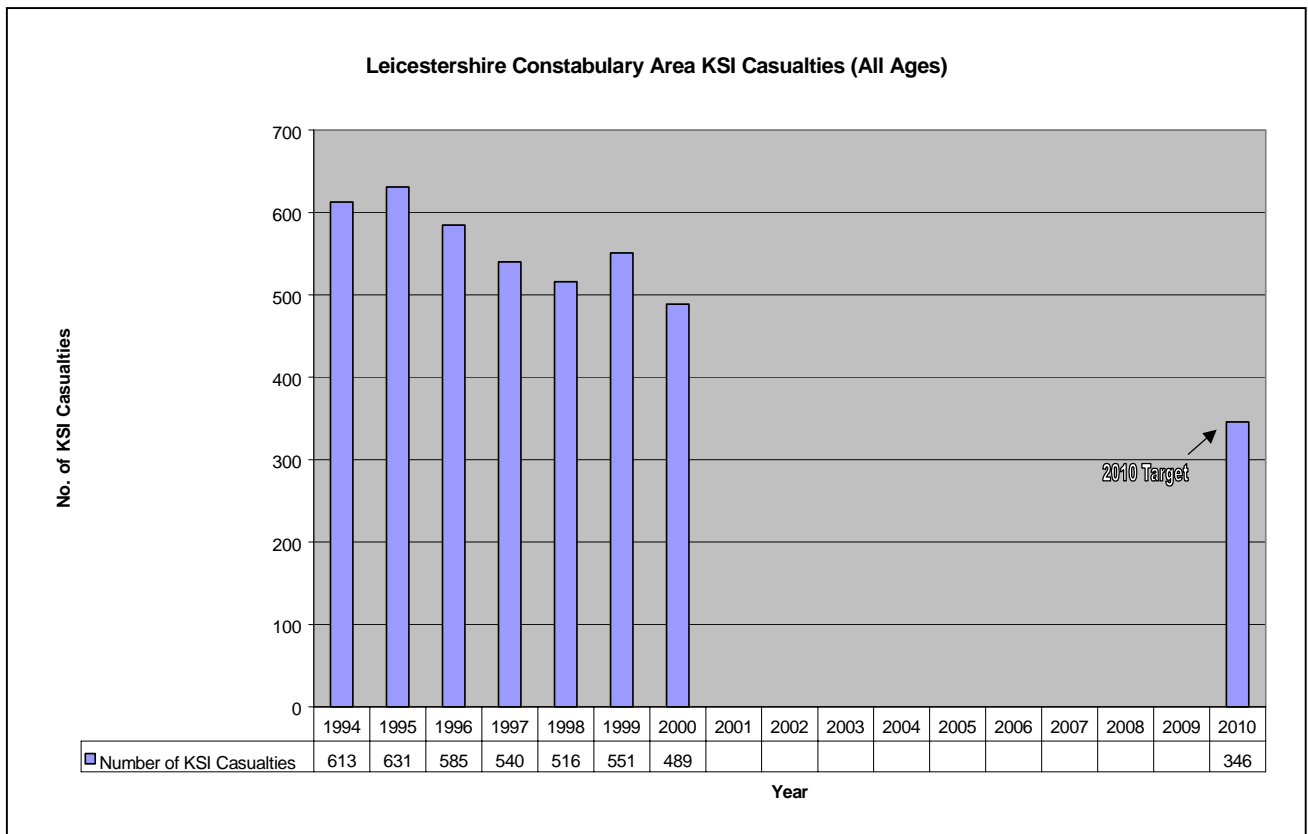


FIGURE 1 - KSI Casualties (All Ages) in Leicestershire Constabulary Area

The total number of KSI casualties (all ages) in 2000 was 489. This represents a drop of 15.3 % from the baseline (577) and continues the underlying downward trend since the mid 1990's within the county. The Key Objective for this Road Safety Plan seeks to exceed the target reduction shown for 2010 (i.e. to reduce the number of killed and seriously injured casualties to less than 346 annually).

Data since 1994 for the East Midlands area show that total KSI casualties have fallen every year since 1995, and from a 1994 to 1998 baseline average of 4,020, to a total of 3,468 recorded in 2000, representing a decrease of 13.7%. Trends in LCA are therefore showing a greater reduction than the regional figures.

National figures show that KSI casualties have fallen every year since 1994. The total for 2000 of 41,564 casualties shows a decrease of 12.8% from the baseline average, compared with the figure of 15.3% for LCA.

Child Casualties

Child KSI Casualty trends are shown in Figure 2.

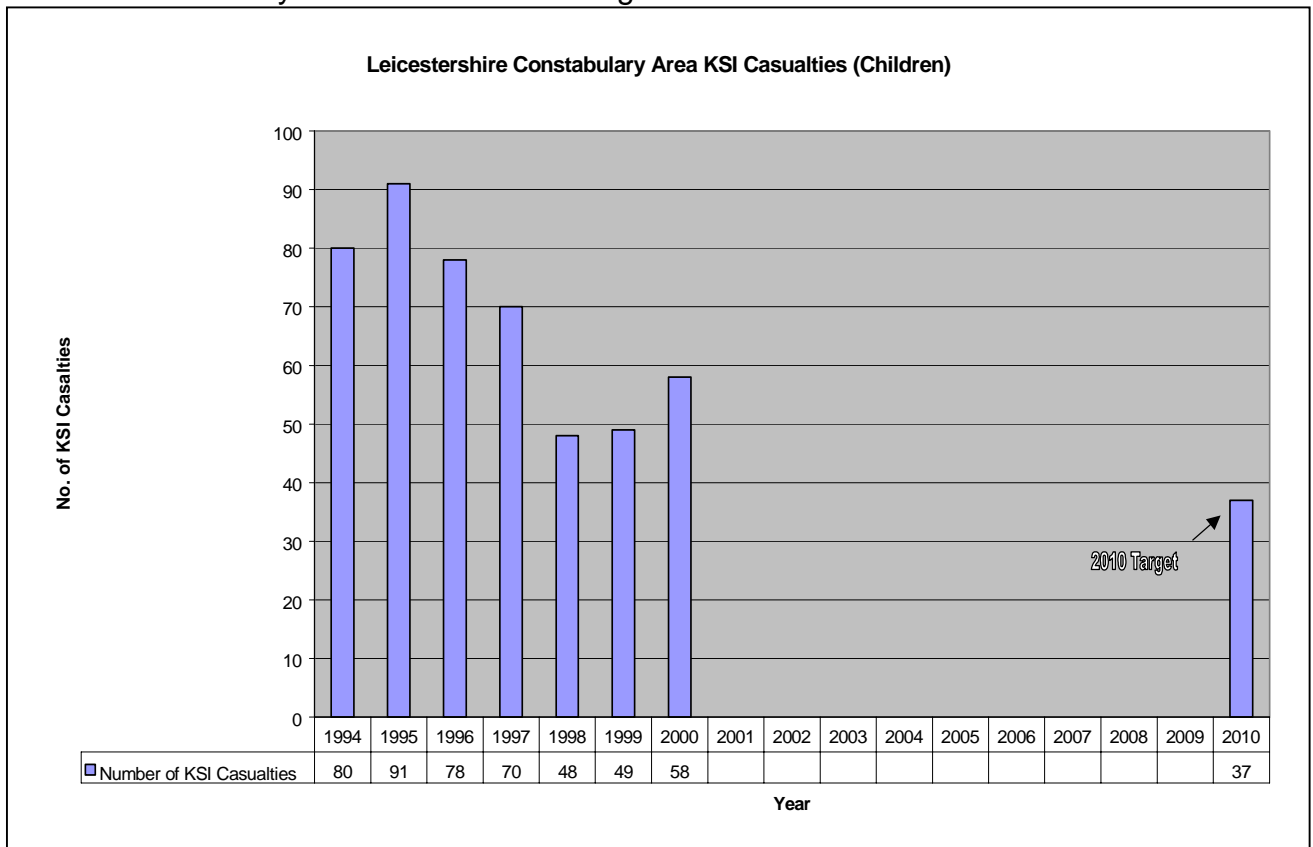


FIGURE 2 - KSI Casualties (Children) in Leicestershire Constabulary Area

The total number of KSI casualties (children) in 2000 was 58. This represents a drop of 20.5% from the baseline (73). There was a drop in child KSI casualties of almost 50% in three years between 1995 and 1998, although the total has risen again slightly during the last two years. Whilst the overall reduction in casualties from the baseline is encouraging therefore, the numbers of casualties for the next two years will indicate the direction of the underlying trend and a more accurate idea of the task to reach the target for 2010. The Key Objective for this Road Safety Plan seeks to exceed the target reduction shown for 2010 (i.e. to reduce the number of killed and seriously injured child casualties to less than 37 annually).

Data for the East Midlands area show that child KSI casualties have shown a number of fluctuations since 1994, although there has been a reduction in casualties for the last two years and the total is at its lowest level since 1994. There were 430 child KSI casualties in 2000 and this represents a reduction of 24% from the baseline, compared with 20.5% for Leicestershire.

National figures also show that KSI casualties for children have fallen every year since 1994. The total for 2000 of 5,202 casualties shows a decrease of 24.2% from the baseline average.

The statistics demonstrate that there is a considerable degree of variability in this area.

Slight Casualties

Figure 3 shows the trends in Slight Casualties.

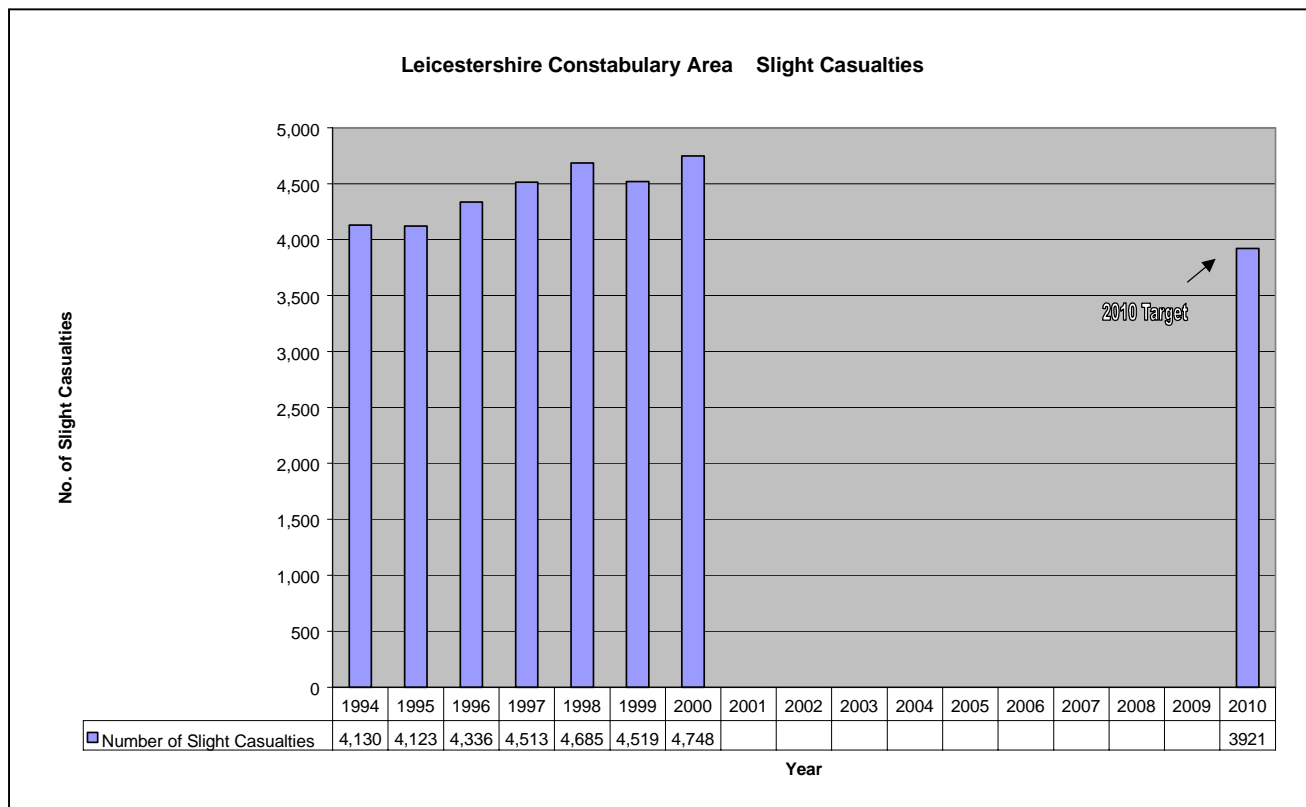


FIGURE 3 - Slight casualties in Leicestershire Constabulary Area

Whilst the number of KSI casualties has fallen since the baseline years of 1994 to 1998 the number of 'Slight' casualties has shown an upward trend since 1994. This contributes significantly to the rise in the total number of casualties in Leicestershire, referred to above. The total for 2000 was 4,748 slight casualties (the highest total since 1994) and represents an increase of 9% from the baseline of 4357. Within the East Midlands area the total of slight casualties has fluctuated a small amount since 1994, with the total of 20,099 for the year 2000 showing an increase from the baseline of 5.2%, compared to 9% for Leicestershire. The national figures have also shown small variations on an annual basis, with the total for 2000 also showing a small increase, of 2.4%, over the baseline.

3.3 Vulnerable Groups

Certain sections of the community are particularly vulnerable to road collisions. These include, children, pedestrians, cyclists, powered two wheeler riders, horse riders, people with disabilities and older people. Improving road safety for these groups is important to any integrated transport strategy. Figure 4 shows the distribution of casualties by road user class.

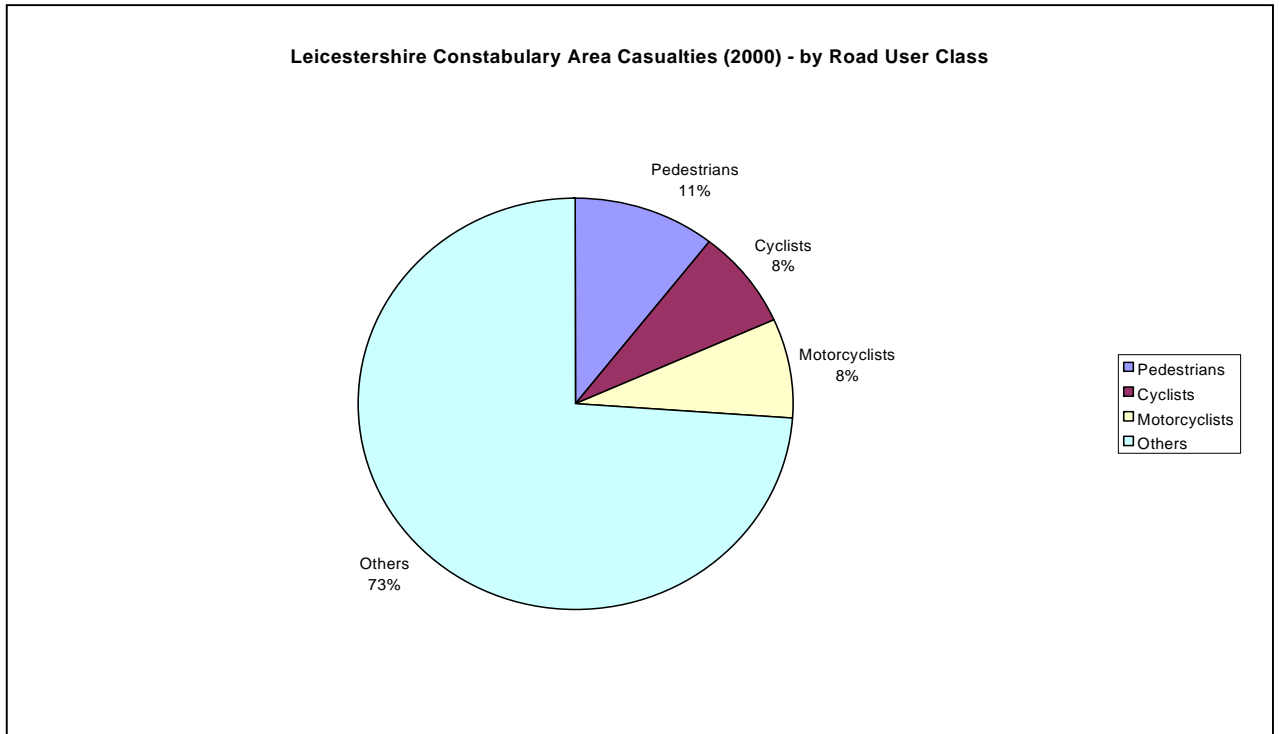


FIGURE 4 - Road casualties in 2000 in the Leicestershire Constabulary Area - by Road User Class

Children

Road traffic collisions are the leading cause of accidental injury amongst children under 16 years of age, and the government's concern about this is reflected in the specific child related targets for 2010. Britain's record of injury to child pedestrian casualties is particularly poor in comparison with our European neighbours. Child pedestrian casualties peak at about age 12 and child cyclists at age 14. Boys are more frequently injured than girls. Nearly a fifth of child pedestrian casualties happen on the school journey and this increases for secondary school pupils. Children in the lowest socio-economic group and from ethnic minority backgrounds are more likely to be involved in collisions. As referred to above, the number of child KSI casualties in Leicestershire has risen for the last two years having dropped significantly since a peak in the mid 1990's. There is no discernible underlying reason for this change and the number of Child KSI's in the next couple of years will have to be monitored closely in order to ascertain the statistical trend and the likelihood of meeting the targets for 2010.

Pedestrians

Although the number of pedestrian casualties has fallen in recent years this is partly because people have been walking less. Pedestrians still, however, constitute approximately 11% of all casualties within Leicestershire. The perception of danger is a contributory factor inhibiting the encouragement of walking and cycling as a healthy alternative to car travel in many instances. Most collisions involving pedestrians occur when they are crossing the road or walking adjacent to the carriageway. In urban areas the speed of vehicles involved in collisions with pedestrians is a major factor in the severity of the resulting injury. About 60% who are struck at speeds below 20 mph sustain only minor injuries whereas at 30 mph 90% sustain serious injury. Elderly people are more likely to sustain serious injuries than younger people in the same situation.

Cyclists

Cyclists are also vulnerable road users, and in 2000 made up approximately 8% of all road casualties, despite consisting of only around 2% of road traffic (nationally the amount of cycle traffic fell between 1999 and 2000). In the absence of special cycle tracks they have to share road use with motorised vehicles and have little protection if involved in a collision. Cyclists are particularly vulnerable at junctions where conflicts resulting from turning movements occur and on busy main roads, especially in urban areas, where parked vehicles and close proximity to motorised vehicles create potential hazards.

Powered Two Wheelers

Although powered two wheelers are registered to just 2% of the population and make up between 1% and 2% of all road traffic, their riders make up a disproportionately large share of casualties, with approximately 8% of all casualties and 13 % of killed and seriously injured casualties occur to powered two wheeler riders. Nationally, on average, powered two wheeler riders suffer between 140 and 170 KSI's per 100 million km travelled. This compares to a figure of between 80 and 90 KSI's per 100 million km travelled for cyclists and just below 10 KSI's per 100 million km travelled for car drivers and passengers.

Horse Riders

Horse riders are another vulnerable group and there are over three million horse riders in the UK. A large proportion regularly ride on the road, although they are perhaps more prevalent in rural areas. Horses can easily be unsettled by inconsiderate passing motorists and other road users. Although accurate statistics are not available for this class of roads user, the British Horse Society estimates there are 3000 horse-related collisions nationally every year.

People with Disabilities and Older People

People with disabilities and older people are also particularly at risk from road collisions; difficulties with perceiving vehicle speeds and proximity and the relative slowness of older pedestrians and some with disabilities puts them at increased risk. Historically, many facilities designed to help pedestrians negotiate crossing the road safely were not specifically designed with these groups in mind. In the unfortunate event of a collision occurring, the severity of injury to older people is much higher than their younger counterparts.

3.4 Problems of Inappropriate Speed

Inappropriate speed is a contributory factor in many KSI casualties.

There are a number of problems caused by inappropriate speed, which can be tackled in this Road Safety Plan. These include the following:

- The number and severity of collisions increases rapidly with speed
- There is a disproportionate relationship between speed and the severity of injuries (see paragraph 3.3 above)
- The effects of speed greatly increases in wet conditions or on surfaces with sub standard skid resistance (braking distances can double and visibility can be impaired)
- The amount of pollutants increases disproportionately with speed
- Inappropriate speed can increase perceived danger, a particular problem for more vulnerable road users.

3.5 Community Concerns

Although accident data gives an objective picture of road safety it cannot guide an assessment of peoples concerns and perceptions of safety hazards.

In urban areas the dominance of motor vehicles in the built environment often restricts the safe use of streets by other users. In residential areas children are often prevented from utilising the space around their homes and older people feel vulnerable and intimidated by traffic volumes and noise. In village communities relatively low levels of traffic flow can still cause intrusion into the environment and large vehicles give particular rise for concern. There is continued concern at the speed of traffic in both urban and village environments and while, in some instances, this is a perception of potential danger rather than a reality, nevertheless there is considerable detriment to the quality of life of the communities affected. The growing numbers of requests for Traffic Calming and speed enforcement measures to redress the balance between motorised vehicles and other users reflect these concerns.

In rural areas many country roads are used for recreation and mixed use including walking, cycling and horse riding. The enjoyment of the countryside provides a good contribution to health and the intimidating effect of motorised vehicles can be a considerable restraint to these activities.

4. **The Strategy**

The Strategy has been developed under four main headings to reflect the Key Objectives:-

- Improving Safety for Vulnerable Road Users
- Providing a Safer Environment
- Managing Speed
- Encouraging Safer Driving

4.1 **Improving Safety for Vulnerable Users**

Children, pedestrians, cyclists, powered two wheeler riders, people with disabilities, older people and horse riders are more vulnerable to road collisions than other groups. Careful attention needs to be paid to these road users to make sure that their special needs are taken into account, and standards of provision may need to be enhanced to ensure a safe environment. Pedestrians need safe and convenient facilities for crossing busy roads and protection from intimidation by motorised vehicles. Children need special training in road safety if they are to develop safe and confident independent travel. Older people and those with disabilities need more time if their interactions with traffic are to be safe.

Key Proposals:-

1. ***Special attention will be paid to the needs of all vulnerable groups in the design of new infrastructure.***
2. ***School travel plans will be developed and implemented to provide safer routes to schools and encourage walking and cycling for the journey to school.***
3. ***Child road safety audits will be carried out to inform the development of schemes and education programmes to benefit child safety.***
4. ***Child friendly areas will be developed particularly in the vicinity of schools, including the introduction of 20 mph Zones where appropriate.***
5. ***Practical child pedestrian training providing basic road awareness skills will be offered in primary schools with six and seven year old children (Key Stage 1).***
6. ***A “Walking and Cycling Strategy” will be developed to include improved pedestrian and cycle facilities and encourage safe walking and cycling.***
7. ***Special facilities for disabled people will be provided at Signal Controlled pedestrian crossings.***

8. ***Cycle training courses will be developed to provide an opportunity for all age ranges to gain the confidence and skills to be able to undertake more journeys by cycle.***
9. ***In areas where horse riding is prevalent, special attention will be paid to measures to improve safety and encourage where practical the safe “shared” use of road space.***
10. ***Training and testing for riders and passengers of powered two wheelers will be provided where practical.***

4.2 Providing a Safer Environment

The design and layout of roads and footways is critical to achieving a safe environment. There are many National standards applicable to road layout and design and safety is a main objective. Infrastructure design, traffic regulation and control and highway maintenance of both the existing highway network and access to new development all have a part to play. In some locations enhancements to the normal standards are needed where there is evidence of a particular safety problem or where changes to the environment can contribute to influencing driver behaviour. Traffic Calming is one example of this approach. It is important that the environmental infrastructure encourages safe and confident use by all road users.

Key Proposals:-

1. ***An annual programme of Local Safety Schemes (LSS) will be introduced where analysis of casualty records indicates that a reduction in the number of personal injury accidents could be achieved by remedial measures.***
2. ***Safety Audits will be carried out following national and local guidelines on all significant new road schemes, ensuring, where practical, that the inclusion of safety measures for pedestrians, cyclists, powered two wheeler users and disabled people is included in the design as a priority.***
3. ***Safety Audits will also be carried out on existing roads as part of casualty reduction programmes to ensure the latest safety standards are met.***
4. ***The development of “Home Zones” (a national initiative in which residential areas or groups of streets are improved to give priority to non car users) schemes will form part of the Action Plans.***
5. ***Traffic Calming schemes will be introduced where identified as part of Local Safety Schemes, or within new residential developments as appropriate, or where, subject to the local policies of each authority, benefits to the quality of life of the community can be achieved by reducing the adverse environmental effects of traffic.***

6. ***Street lighting will be provided and maintained, including new development, to aid the movement of all road users during the hours of darkness. New street lighting installations will be designed in accordance with the British Standard, using the latest lighting technology to enhance the night-time street scene, and raise the quality of life for the local community.***
7. ***The Partners will give a high priority to the potential for casualty reduction when developing and implementing programmes of highway maintenance schemes.***
8. ***Traffic Management techniques (to include signing and lining where appropriate) will be utilised to provide consistent and continuous information about the highway for all road users to ensure the safe and efficient operation of the highway network and address local safety concerns.***
9. ***The design and layout of new highway and development schemes will have safety as a main objective in order to encourage safe and confident use by all road users. (This will be reflected in the reviews of Highway Development Control Guides currently taking place).***

4.3 Managing Speed

The strong association between road casualties and inappropriate speed makes speed management a vital tool in the overall strategy to reduce road casualties. Apart from safety considerations, there are also significant environmental and economic benefits to managing speed.

There are national guidelines for speed limits on all classes of road. There are current discussions on possible revisions to this framework but no formal changes are expected in the immediate future. Since 1993 there has been increasing discretion given to Local Authorities to set speed limits at a level appropriate to local conditions and in particular to set limits lower than the normal national standard where there is real evidence that a reduced speed limit would reduce accidents. However, for speed limits to be effective they must be consistent and seen as sensible and reasonable to the majority of drivers otherwise enforcement becomes impossible and widespread abuse of limits occurs with the added possibility of bringing all speed limits into disrepute.

In some cases physical changes to the road layout and environment are an essential part of reinforcing a speed limit. This particularly applies to the lower limits of 30mph and 20 mph. In areas where 20mph is considered an appropriate maximum speed then physical restraint measures will almost always be required to reduce speeds to this level. Outside urban areas and villages physical changes are not usually possible or appropriate and could give rise to increased danger. In these cases other measures such as signs, carriageway markings and enforcement with speed cameras may be needed to ensure compliance with a speed limit.

One of the main objectives of the Leicester, Leicestershire and Rutland Road Safety Partnership when it was formally launched in 1999 was to produce a discrete Speed Management Strategy. The Speed Management Strategy will be developed based on the framework set out below.

Key Proposals:-

- 1. The Partners will respond to Government guidance and consider the development of a Road Hierarchy, reflecting the primary functions of roads in urban and rural areas, targeted by road safety considerations, for the purposes of forming a framework for a new speed limit policy**
- 2. Speed limits for existing and new sections of the highway network will be set with regard to the surrounding environment, the occurrence and types of casualties and the sensitivity of the area.**
 - 30mph will be the normal speed limit on roads in urban areas and village settlements, where supported by the local community.**
 - 20mph limits will be created in residential areas where there will be a proven benefit to reducing collisions or enhancing the environmental quality of urban communities. Particular attention will be paid to areas outside schools.**
 - On “Quiet Roads” lower speed limits together with other measures will be considered to encourage mixed use, to include safer walking, cycling and horse riding.**
 - Temporary “Low” Speed limits will be used, as appropriate, where road works are in progress or other hazards of a temporary nature exist.**
- 3. The risks of inappropriate speed and the reasons for Speed Limits will be publicised widely to encourage a change in attitude to speed.**
- 4. Enforcement of existing speed limits will be enhanced by the more extensive use of Safety Cameras as part of the national initiative (Appendix 4).**
- 5. Where appropriate, traffic engineering measures will be used to modify the road environment and ensure reduced speeds.**
- 6. Roads serving new developments will be designed such that vehicle speeds are kept to levels appropriate to their principal type of use.**

4.4 Encouraging Safer Driving

The majority of road casualties are caused by driver error. Influencing and improving driver behaviour are key issues to the success of any road safety strategy. There is a developing national strategy for improving the training and testing of new drivers which also includes ideas for encouraging older drivers to take refresher courses. To drive safely it is essential to be mentally and physically alert. Drink, drugs and tiredness all contribute to collisions.

Key Proposals:-

1. ***Educational presentations on safe driving techniques will be undertaken by members of the Partnership.***
2. ***The Partnership will continue to operate the National Driver Improvement Scheme, which provides courses for driver improvement as an alternative to direct prosecution in specific cases.***
3. ***Leicestershire Constabulary will develop Motorway Driver Presentations for new and inexperienced motorway drivers, and a hazard perception package to present to groups of employees and members of clubs and societies on techniques to include defensive driving and hazard perception for drivers.***
4. ***Road Safety education will instil in young people (from pre school to secondary school) the right attitudes to road safety and safe driving.***
5. ***The Partnership will run a programme of high quality, well researched and evaluated advertising and promotion and ensure a co-ordinated road safety "campaign", focussing on issues such as drink driving, drug abuse, inappropriate speed, the importance of eyesight test and the effects of tiredness on driving.***

5. Resources

- 5.1 Each member of the Partnership has its own resources to address the objectives of the Road Safety Plan. These include staff to carry out accident investigation, scheme design, training, publicity and enforcement together with budgets to support Local Safety schemes and other measures targeted at reducing casualties. Details of these resources and their application will be included in each of the partner's individual Action Plans.

A common resource is the Accident Database, which is built up from information collected and collated by the Police. The database is managed for the whole of the Leicestershire Constabulary area by Leicestershire County Council and provides all agencies with quick access to casualty information. The analysis of casualties derived from the database guides the

use of the techniques detailed in the Action Plans, as and where appropriate, by each member of the Partnership.

Key Proposals:-

- 1 *The Partners will work together to ensure that verified personal injury casualty data is made available on the database within a maximum of 8 weeks of the collision occurring.***
- 2 *The Partners will produce, annually, a ranked 'cluster site' list and undertake route length and area based investigations, in order to establish those places where personal injury collisions occur most frequently on the highway network.***
- 3 *The traffic enforcement priorities of Leicestershire Police, including the enforcement of speed limits and parking restrictions, will be directed to reducing casualties. New and emerging technology will be used where appropriate.***

6. Implementing the Strategy

The second part of this Road Safety Plan, "Action Plans and Performance Monitoring" will be developed as separate documents by each member of the Partnership reflecting their authorities' contribution to the overall strategy. Part 2 of the overall Road Safety Plan will set out the framework for implementing the strategy on an annual basis in April of each year. It will include detailed analysis of accident trends, set targets for each year and monitor progress against those targets together with proposals for:-

- Speed Management
- Local Safety Schemes
- Traffic calming
- Route Action Plans
- Safer Routes to School
- Education, Training and Publicity

LLRSP - Appendix 1:

The Leicester, Leicestershire and Rutland Road Safety Partnership

Having met since 1995 under the 'Target 2000' initiative, the Leicester, Leicestershire and Rutland Road Safety Partnership was formally launched in October 1999. It covers the Leicestershire Police area, which consists of the administrative areas of the three Local Authorities - (i.e. Leicestershire County Council, Leicester City Council and Rutland County Council). The Partnership comprises officers of the three local authorities along with Leicestershire Constabulary, Leicestershire Health Authority and the Highways Agency.

The Partnership was set up to develop and co-ordinate road safety initiatives within the Leicestershire Police area, and particularly to target effort and resources more effectively to meet Government casualty reduction targets set for 2010. This Road Safety Plan has adopted the overall Partnership aim: - *“To provide a safer environment on the roads of Leicester, Leicestershire and Rutland using education, enforcement and engineering to enable all road users to travel in confidence, free from fear of death or injury”* (see Foreword). A joint strategy was also agreed, with the following common aims and objectives:-

- Identification of agreed targets (relating to casualty reduction in line with Central Government)
- Development of a joint speed management strategy
- Development of an accident database (to be shared between Partners, providing accident and casualty information, to include a link to hospital records)
- Demonstration of a commitment to Travelwise/Mobility Management/Green Transport Plans (the concept of these should be accepted and appropriate support given for implementation by all Partners)
- Co-operation on practical scheme projects (developing a more structured approach, with more Multi Agency schemes benefiting from the pooling of resources).

These aims and objectives reflect a shift from casualty reduction in isolation, to a wider agenda embracing the perception of safety and issues of sustainability. These are in line with this Road Safety Plan.

LLRSP - Appendix 2

Local Transport Plan Objectives

CENTRAL LEICESTERSHIRE LTP	LEICESTERSHIRE COUNTY LTP	RUTLAND COUNTY LTP
<p>Accessibility To improve access to employment, leisure, education, housing, health care and shopping.</p>	<p>Accessibility To improve access to everyday facilities, including employment, education, shopping, leisure and health care, for all sections of the community, but particularly for those who do not have access to a car.</p>	<p>Accessibility An approach which improves equity and access as a key dimension to improving quality of life, and to improve access to local services.</p>
<p>Economy To support the local economy and encourage economic growth in suitable locations with particular regard to the City Centre.</p>	<p>Economic Development To support the local economy and accommodate economic growth in sustainable locations</p>	<p>Economy A strategy which is based on the community's priorities within the local, regional, national and European Union context.</p>
<p>Safety To reduce the number, severity, risk and fear of transport accidents.</p>	<p>Safety To improve safety and security for all travellers</p>	<p>Safety To address personal and road safety issues.</p>
<p>Sustainability To encourage and develop the more sustainable transport modes of walking, cycling and public transport and where appropriate bring about a decrease in travel overall.</p>	<p>Environment To reduce the adverse impact of traffic on people and on the natural and built environment</p>	<p>Sustainability A strategy, which meets sustainability criteria and is positively targeted at improving sustainability performance against a set of identified indicators.</p>
<p>Social Inclusion To reduce social exclusion by improving accessibility for those without access to a private vehicle, for disabled people, women, children, older people, ethnic minorities and the unemployed.</p>	<p>Integration To improve integration within and between travel modes, and ensure the transport system supports the wider objectives of the County Council and other service providers.</p>	<p>Integration To improve rural transport/reduce car use, and an approach which will work positively with businesses.</p>
<p>Quality of Life To improve the quality of life by reducing the pollution, noise, congestion, delay and severance caused by traffic.</p>	<p>Health To improve health through improvements in air quality and encouragement of more walking and cycling as means of exercise.</p>	<p>Quality of Life To maintain and improve environmental quality.</p>

LLRSP - Appendix 3

Corporate Objectives

Leicestershire County Council

One of the Administration's objectives, as contained in The Medium Term Corporate Strategy is "Improving our Transport System". In that section there is a commitment to:-

"Improve Road Safety and implement programmes to reduce the number of people killed and seriously injured on our roads, particularly children and other vulnerable road users."

In addition, there are other corporate objectives that the Road Safety Plan specifically addresses, there are:-

- Meeting Health and Care Needs
- Caring For Our Environment
- Making Communities Safer

There is a cross relationship between these objectives and those set out in detail in the Local Transport Plans.

Leicester City Council

The City Council has a number of priorities in its Community Plan, including 'Environment, Pollution and Transport'. The following goals are of relevance to the Road Safety Plan.

- To continue to reduce the number of road accident casualties
- To encourage more walking and cycling, increasing the number of cycled and walked journeys.
- To increase the role of public transport in the City and increase the number of people using it.
- To slow down the growth in car travel into and around the city with the longer term aim of reversing this upward trend.

Rutland County Council

The Council has recently adopted a set of aims and strategic objectives. This Road Safety Plan will contribute positively to the following objectives:

- Encourage economic well-being and employment prospects
- Work to improve the health and well-being of all members of the community
- Continue to make Rutland an attractive place for those who live, work and visit here
- Work to maximise social inclusion

Leicestershire Constabulary

The Leicestershire Constabulary has a number of objectives within its own Casualty Reduction Strategy. There are:-

- Education and Encouragement
(To continue by various means to promote the road safety ethic)
- Enforcement
(To enforce the road traffic law, including speeding and drugs related driving offences)
- Engineering
(In partnership with the Local Authorities and the Highways Agency to promote road safety through engineering measures)

The Safety Camera Project

As part of the Government's initiative to reduce road casualties a review of Speed Management Strategy was undertaken In March 2000. The review identified that inappropriate speed was a significant contributory factor in many road collisions. To assess the effectiveness of better enforcement of speed limits on reducing killed and seriously injured (KSI) casualties at sites where inappropriate speed had been identified as a major contributory cause, a pilot scheme was set up, initially in 8 areas (Subsequently extended to 12) to extend the use of Safety Cameras and allowing a proportion of the fines collected from offenders to be used to fund the project and the introduction of further cameras (Netting Off). The scheme also incorporates "red light" cameras at signal-controlled junctions and pedestrian crossings

The two-year pilot study commenced in April 2000 and passed the half way stage on the 1st April 2001. The initial results of the trials are encouraging and seem to indicate that on average, at the camera sites in the pilots, the number of people killed or seriously injured fell by 47%, compared with the average over the previous three years. Across the eight areas as a whole the number of people killed or seriously injured (KSI) dropped by 18%. On average the number of drivers speeding at camera sites dropped from 55% to 16%. The figures are only based on one year's results and the real effect of the project will need more careful evaluation over a longer period to determine the long term success of the technique. However, based on the results so far the Government has decided to press ahead and introduce more areas into the scheme.

Proposal

The DTLR has published guidelines setting out the requirements for joining the proposed expansion of the scheme. The guidance requires area partnerships (made up of Police, Highway Authorities, Magistrates Courts) to oversee the operation of the project. The sites selected for camera installation must satisfy detailed guidelines to ensure there is quantified evidence that those sites have the greatest speed related casualty problems. In future all camera sites (fixed and mobile cameras) will have to be signed and highly visible to motorists. Their location must be publicised in local papers, local radio, and identified on web-sites.

A sub group of the Leicestershire, Leicester and Rutland Safety Partnership has been set up to manage a proposed safety camera project for the partnership area. The lead Project Management role will be undertaken by the Police, with Leicestershire County Council providing the Public Relations input and Leicester City acting as the "Treasurer". The site selection, based on agreed criteria, will be undertaken by Leicestershire, Leicester and Rutland based on the Accident Database information.

The proposal has been approved by the DTLR and the Partnership intend to introduce a netting off scheme from Spring 2002 with additional camera sites, high levels of enforcement and high profile publicity aimed at changing public attitudes to the acceptability of speeding. Details of the scheme as it evolves will be included in the Action Plans and Performance Monitoring section of the Road Safety Plan.

APPENDIX C - PATTERN OF CASUALTIES IN LEICESTER

Between 1994 – 1998 the average number of casualties per year in Leicester was 1515. Of which 8%(127) were Killed or Seriously Injured and 92% (1389) were slight injuries. Of those Killed or Seriously Injured 28 were children, 73 were pedestrians and 13 were cyclists. Table 1 shows average casualty numbers for Leicester between 1994 and 1998. It is can be seen that the largest number of casualties, 813 are occupants of motor cars.

During 2001 there were 1476 people injured on the roads in Leicester of which 97 were either fatal or resulted in serious injury. Of those killed or seriously injured 26 were children, 47 were pedestrians and 12 were cyclists.

New Targets For Leicester.

The table below sets out how the Central Government Targets to reduce the total number of people killed or seriously injured by 2010 and the number of children killed or seriously injured during the same period relate to Leicester. In addition for Central Leicestershire there is a target to reduce slight casualty rates by 10% by 2010 using the ATC index of traffic volume. The implications for slight casualties has not been estimated as yet.

Target	1994-1998 Average	2010 Target	2001
Reduce number of people killed or seriously injured by 40%	127	76	97 (77%)* ¹
Reduce number of children killed or seriously injured by 50%	27	13	26 (96%)* ¹

*¹ - 2001 as a percentage of 94-98 average.

It can be seen in the table that the total number of people killed or seriously injured in 2001 was 77% of the 94-98 average, and for children it was 96% of the 94-98 average.

One of the requirements of the Local Transport Plan is that an annual progress report needs to be included which includes a table of performance indicators, including total casualties for the authority area with children listed separately, and the list of engineering schemes to be introduced. Part 2 of the Road Safety Plan which it is proposed to produce each year will provide this information.