

APPENDIX 2 - TOMORROW'S ROADS SAFER FOR EVERYONE - ACTION TABLES IMPLICATIONS FOR THE CITY COUNCIL

CHAPTER	ACTION IDENTIFIED IN TOMORROWS ROADS	IMPLICATIONS FOR COUNCIL OR ACTION BEING TAKEN BY COUNCIL	Date
Safer for Children	Local Authorities to carry out child road safety audits	Assessment of concerns based upon casualty records to be included in Safer Routes Strategy. Schools in Safer Routes Project areas will be encouraged to identify road dangers and solutions.	LTP July 2000. City Council
	Local Authorities must consider: - Using their powers to create 20 mph Zones	Policy on introducing more 20mph Zones in City to be included in Speed Management Strategy which will form part of Road Safety Strategy.	SMS to be developed by Road safety Partnership during 2001/2002. Public Consultation Early 2002
		As part of Safer Routes Strategy 20mph zones to be introduced around schools participating in Project	LTP July 2000. City Council
	- Providing safe crossing facilities	. Part of Safer Routes Strategy and Walking and Cycling Strategy: School gate congestion to be addressed on routes to and from schools as part of Safer Routes projects with peak hour restrictions on parking.	As above LTP July 2000
	- making enforcement more effective	The Road Safety Partnership has set up a Camera Enforcement Partnership who are developing a Business Plan for taking forward the introduction of additional Speed Camera's in the City. Sites for introducing enforcement cameras will be identified which will achieve the most benefits for reducing casualties	April 2002
	Central Government to support local authorities putting in Home Zones	City Council has committee approval to introduce Home Zones where appropriate. Unsuccessful bid to be included as Pilot Home Zone.  Kedleston Road area identified as potential Home Zone  Highway Design Guide for Residential Areas to include Home Zone Concept	August 1998 July 1999  In LTP for 2003/04  Early 2001
	Central Government to continue to encourage schools to teach road safety in PSHE at key stages 1, 2, and 3	Already undertaken.	Ongoing

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Safer for Children	Central Government to work with road safety professionals to ensure road safety resources are used in schools	Road Safety Education material produced by Road Safety Education for use in schools.	Ongoing
	Central Government to produce road safety education guidelines for schools and professionals	Already issued. Most of the ideas in the guidance already being undertaken in schools.	No action necessary
	Encourage parents to get involved through - <i>One Step Ahead</i> for new parents Resources for the transition from primary to secondary school	Awaiting guidance from DETR. However, some work is already carried out in schools in the term prior the transition from Primary to Secondary School.	Ongoing
	Develop a programme promoting child pedestrian training schemes in deprived areas	Child Pedestrian Training Schemes promoted at Key Stage 1 for all schools.	Already Undertaken
	Support School Travel Plans	Consultants (ENVIRON) commissioned to promote school travel plans in Evington Secondary Schools.  All schools to be surveyed and travel plans for all schools to be completed by 2011 which will include targets for reducing travel by car.	2000/2001  2011
	Change Legislation on School Crossing Patrols	Awaiting Central Government Legislation.	No action at moment
	Safer Drivers Training and Testing	Boost road safety education in schools	Pre Driver courses already run in schools targeted at Years 12/13 in conjunction with the Driving Standards Agency.
Develop schemes for better information and advice for older drivers.		Programmes already in place, SAGE Programme being piloted. Pre retirement courses run through Voluntary action Leicester.	Ongoing

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Safer Drivers – Drink, Drugs and Drowsiness	Improve drink-drive publicity campaigns	Road Safety Education already link their campaigns to those run by DETR.	Ongoing
	Consider how to target publicity on the risks of drug-driving.	This is an issue which can be taken forward through the Road Safety Partnership.	Ongoing
	Improve publicity on fatigue	This is an issue which can be taken forward through the Road Safety Partnership	Ongoing
Safer Infrastructure	Production of provisional local transport plan for 2000/2001 including the local casualty reduction target and local road safety strategy	Targets set and included in LTP	July 1999
	Production of full five year local transport plans	Targets set and included in LTP	July 2000
	Monitor accidents and address problem sites	List of sites where there have been 9 or more accidents in previous three years compiled in June each year to provide a programme for accident investigation. There are currently over 60 sites which meet the criteria. Sites are investigated to identify remedial measures for inclusion in Local Safety Scheme or Traffic Calming programmes.  All residential areas in the city are prioritised for traffic calming, with areas with a greater than 100% First Year Rate of Return identified for further investigation and inclusion in Local Safety Scheme or Traffic Calming programmes. .	On going  Due for review in early 2002
	Maintain roads and road signs to a high standard	The road and road signs are currently maintained subject to financial restrictions to the standards in the Highway Maintenance Code of Good Practice. This document is currently being reviewed and a new Code of Good Practice taking in the concept of Best Value will be issued in April 2001.	On going

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Safer Speeds	Advice on more efficient speed limit signing and additional signing for speed cameras	Need to await guidance, will be included in Speed Management Strategy	Early 2002
	Revised guidance on setting local speed limits	Need to await guidance, will be included in Speed Management Strategy	Early 2002
	More 20 mph zones to tackle accident problems and to improve the safety of school routes	Policy on introducing more 20mph Zones in City to be included in Speed Management Strategy which will form part of Road Safety Strategy.	SMS to be developed by Road safety Partnership during 2001/2002. Public Consultation Early 2002
		Safer Route Strategy will be based upon the pattern of child pedestrian accidents in the City, measures will include 20 mph Zones outside schools and on the route to school if appropriate.	Included in LTP July 2000, Principle to be endorsed by City Council January 2001.
	Type approve and issue guidance on speed activated signs to warn drivers of hazards	Need to wait approval, will be included in Speed Management Strategy.	Early 2002
	Pilot scheme for development of a speed camera funding mechanism	A Camera Enforcement Partnership are developing a strategy for the introduction of additional Speed Camera's in the City. sites for introducing enforcement cameras will be identified which will achieve the most benefits for reducing casualties	April 2002
	Country-wide rollout of camera funding	Strategy to be developed see above.	April 2002

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Safer Speeds	Creation of a hierarchy of roads by road usage	Hierarchy to be defined in Speed Management Strategy. Primary legislation awaited.	April 2002
	Issue guidance on creating self-explaining roads	Need to await guidance, will be included in Speed Management Strategy	April 2002
	Review policies based on research into effect of and justification for lower speed limits in rural and urban areas	Need to await results of research , will be included in Speed Management Strategy	Early 2002
	Review policies based on research into alternative signing conventions, including viability of "unsigned" limits	Need to await results of research, will be included in Speed Management Strategy	Early 2002
	Development of a simpler method of making speed limits by reference to a speed management strategy	To be included in Speed Management Strategy	April 2002
	Safer Vehicles	Improved seat belt wearing rates.	Can be achieved through enforcement and education.
Safer Motorcycling	No Action specifically for Local authorities.	Motorcycle Forum may want to become involved in a Voluntary register for accredited trainers.	No Timescale
Safety for Pedestrians Cyclists and Horseriders	<ul style="list-style-type: none"> <li>- measures to increase cycling and walking</li> <li>- with a range of measures to improve safety</li> </ul>	<p>Walking and Cycling Strategy for Central Leicestershire appended to Local Transport Plan.</p> <p>As part Safer Routes Strategy facilities for pedestrians and cyclists will be improved, including provision of traffic calming, cycle lanes and safe crossing points for pedestrians and cyclists. In the LTP a programme of works is outlined for introducing Safer Routes Schemes in 10 areas of the city with a rolling programme.</p>	July 2000

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Safety for Pedestrians Cyclists and Horseriders	Monitor and develop home zones	City Council has committee approval to introduce Home Zones where appropriate. Unsuccessful bid to be included as Pilot Home Zone.	August 1998 July 1999
		Kedleston Road area identified as potential Home Zone	In LTP for 2003/04
		Highway Design Guide for Residential Areas to include Home Zone Concept.	Early 2001
Better Enforcement	Monitor the extent to which road safety issues are included in Crime and Disorder strategies.	Not included in Crime & Disorder Audit for Leicester as concerns already being addressed through the Transport Policy and Programmes ( Now Local transport Plan).	No action
	Develop a new funding mechanism for speed cameras	The Road Safety Partnership has set up a Camera Enforcement Partnership who are developing a Business Plan for taking forward the introduction of additional Speed Camera's in the City. sites for introducing enforcement cameras will be identified which will achieve the most benefits for reducing casualties	April 2002