



BP2: Highway Features and Policy

Reference: BP2 018	Title of Project:	Advice About Local Road Safety Strategies, DfT, UK
Version: 1	Website:	www.dft.gov.uk/pgr/roadsafety/laquidance/localroadsafetystrategies.pdf

Brief Description of Project:



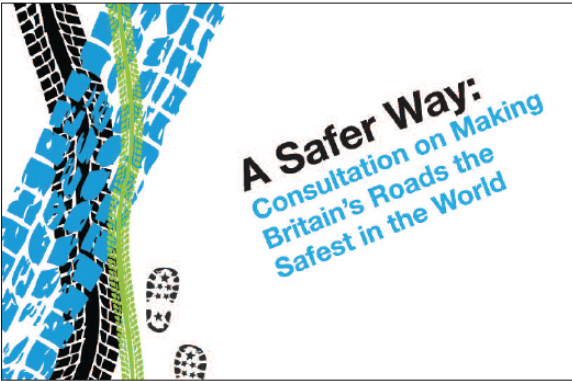
In the UK the Department for Transport (DfT) has produced guidance for local government organisations responsible for producing road safety strategies.

This advice, issued in July 2009, is intended to help all those involved in the development and implementation of local road safety strategies to enhance road safety delivery and thus improve casualty reduction. This document reflects the Department for Transport's publication 'A Safer Way: Consultation on Making Britain's Roads the Safest in the World' (April 2009).

The development and implementation of local road safety strategies (also known as Road Safety Plans) contribute to the delivery of the national road safety strategy in the UK.

Highway engineering, road safety education and local priorities for enforcement have each contributed to the reduction in road casualties achieved to date. PTW casualties remain an issue in the UK, as they do throughout Europe.

The guidance includes a summary of the key points of a strategy.



Key considerations for local road safety strategies

1. *Local authorities own the strategies, whilst other agencies and road safety partnerships will be central to their development and delivery.*
2. *The effective coordination of the contributions of different local agencies, complementing action being taken nationally, is a pivotal part of a local strategy.*
3. *The main objective is casualty reduction – especially of deaths and serious injuries – and we expect local strategies to focus on casualty reduction with objectives and targets to support that aim and programmes planned to achieve that.*
4. *We recommend that local authorities refresh or develop new strategies in conjunction with their partners, at the time they develop new local transport plans (due to come into effect in early 2011) and in the light of the new national road safety strategy.*
5. *Local road safety strategies are integral parts of wider reaching local transport plans, which for example involve working with major employers, including health trusts, on a range of transport issues, including travel plans. Strategies also have strong connections with issues far wider than transport, for example Children and Young People's Plan.*
6. *The best result will often be achieved by combining the roles of education, enforcement and engineering.*
7. *The effective use of data, including in identifying target locations and user groups, alongside monitoring and evaluation, is crucial in the development and implementation of local strategies.*

In the UK the government has placed a legal duty on local authorities to:

“prepare and carry out a programme of measures designed to promote road safety. This includes studying the occurrence of collisions, taking preventative measures and reducing the possibility of casualties on new roads (i.e. collision investigation, prevention and safety audit). A local road safety strategy should be a vital part of the evidence that a local authority is discharging this duty.”

The guidance describes the key elements of an effective strategy:

1. *Local casualty reduction objectives, supported by targets and trajectories;*
2. *A data-led approach to road safety delivery;*
3. *Strong partnership working;*
4. *Professional and systematic delivery;*
5. *Funding and evaluation.*

There is much emphasis in the guidance on the constructive use of casualty data in planning and evaluating casualty reduction projects. It is recommended that each local strategy includes 2 key strategic targets:

1. *The numbers of people killed or seriously injured (KSIs); and*
2. *The numbers of children and young people (0–17 years) killed or seriously injured.*

The guidance identifies 3 key groups which local strategies should address:

1. *Young (17 to 24) car drivers and passengers;*
2. ***Motorcyclists;*** and
3. *Pedestrians in urban areas.*

The guidance summarises the road safety strategy framework in the following table.

Table 4.1 Road safety strategy framework	
Key components of a local road safety strategy	Contents
Local casualty reduction objectives supported by targets and trajectories	Objectives consistent with other local strategies Targets ambitious and evidence-based
Data-led approach	Key challenges (e.g. specific road user groups) targeted Priorities within specific education, engineering and enforcement programmes led by data
Strong partnership working	Key partner groups involved actively in development Strategy influential in partners' priorities
Professional and systematic delivery	Education, engineering and enforcement used together Professionals of different backgrounds signed up to strategy and strategy communicated to front-line staff
Funding and evaluation	Clear plan, including costs and planned outputs Monitoring of outcomes and evaluation of effectiveness
Priority themes	Locally relevant A Safer Way key challenges targeted Other key local priorities and contexts included

The DfT expects to publish new national UK targets for road casualty reduction before the end of 2009.

<p>Monitoring Data:</p>	<p>The performance of local highway authorities in the UK is monitored using casualty data and their effectiveness assessed against national targets. The current UK targets are for achievement by 2010 and based on the annual average for the years 1994-98. These are:</p> <p>A 40% reduction in the number of people killed or seriously injured.</p> <p>A 50% reduction in the number of children (age 0-16 years) killed or seriously injured.</p> <p>Casualty data for 2008 shows that the UK has already met its targets for 2010.</p>
<p>Results:</p>	<p>As the 2009 guidance refers to local road safety strategies yet to be developed, there are no results to report at present.</p>
<p>Key Effective Conclusions:</p>	<p>This advice is based on the analysis of previous performance in the reduction of casualties on UK roads. In the past 10 years there has been a significant and sustained improvement in road safety in the UK.</p> <p>The guidance provided in this document appears to develop the approach which has produced this improvement and, as such, offers the potential to deliver further casualty reduction for PTW riders.</p> <p>Perhaps the most crucial feature of UK policy is the requirement for road safety strategies to be data led and evaluated.</p>
<p>Projects for Comparison:</p>	<p>BP2 009 Positioned for Safety, NSW, Australia. BP2 010 DfT Motorcycling Strategy. UK. BP2 017 DGT Strategy for PTW Safety, Spain.</p>
<p>Justification:</p>	<p>Based on previous performance in reducing overall road casualties, this guidance appears to have the potential to reduce urban PTW injuries in line with eSUM objectives.</p>