

Living Streets and Network Management

ROAD SAFETY BRIEFING APRIL 2013



Introduction:

Much progress has been made in reducing road casualties as a result of delivering the first two Local Transport Plans those documents providing a firm foundation on which to develop and improve the network. Through LTP 3 (2011 –2026) adopted by Full Council April 2011, we intend to continue addressing this issue

The Current Situation regarding collisions on our Network:

Killed and Seriously Injured 2008-2012 – Road users types

Road user	2008	2009	2010	2011	2012 *
Pedestrians	18	12	20	21	10
Cyclists	13	8	5	9	9
Motorcyclists	13	10	21	23	24
Car Users	16	14	12	18	15
Other vehicles users	2	1	2	3	0
Totals	60	45	60	73	58

**N.B. 2012 figures have not yet been verified by the DfT therefore 2012 statistics may be subject to change.*

Child KSI's 0-15	9	6	8	14	2
-------------------------	----------	----------	----------	-----------	----------

Highlights of groups identified for intervention:

A study of the main causes of collisions in the city revealed that the majority of injuries came about as a consequence of user error, with car drivers and their passengers aged 17-24 being the most commonly injured (KSI and Slight) with collisions likely to occur during the times of 15.00 and 18.00*. In addition to this group over the past three years pedestrians and motorcyclists (M/Cs) have continued to remain a high priority. Motorcyclists are over-represented in the statistics of those injured on our network and 2012 has seen a rise in the number of M/Cs killed on our roads *Plymouth Road Safety Audit, Accmap data for data(1994-2009)

Partnership Working:

We have recently (February 13) met with all our partners within the Peninsula Road Safety Partnership: Devon County Council, Torbay Council, Cornwall Council, Devon & Cornwall Police, Safety Camera Partnership, Devon & Somerset Fire Service and Highways Agency. It has been identified that the partners have a shared concern, regarding the groups most likely to be injured, and there is a desire to optimise delivery of interventions by the partners working closely together in a coordinated manner with the identified vulnerable road user groups especially motorcyclists and young car users

Programmes/Actions

The council will:

- a. Identify sites for interventions through Local Safety Schemes, Safer Journeys to schools, route and area interventions
- b. Introduce 20 mph schemes as a means of providing sustainable, accessible, safer neighbourhoods and to improve the quality of life for residents through an umbrella of initiatives captured by the 'Living Streets' agenda
- c. Work in partnership with planners, developers and communities to ensure the concerns of all road users are considered at the outset in the design and development process
- d. Discharge the Council's duty under section 39 of the Road Traffic Act: 1988 (*page 67 LTP 2011-26*)
- e. Continue to promote local and national campaigns focusing on Speed, Drink/Drug Driving and Mobile Phone distractions, while working more closely with our key partners in Road Safety to put together improved programmes of interventions through Education, Training, and Publicity to achieve further reductions in collisions across both Plymouth, Devon and Cornwall

Plymouth's Targets to 2020:

KSI casualty reduction forecast to 2020	2005 -2009 average	2020
Killed or Seriously injured	58	
Target		31
Change on 05-09 average	-40%	

Child Killed and seriously injured	2005-2009 Average	2020
	9	
Target		5
Change on 05-09 average	-50%	

Summary:

The Council will continue to target resources where they will deliver greatest benefits prioritising identified casualty problems (local, route and area schemes), vulnerable road users and areas of social deprivation. We will also seek to deliver safer infrastructure through working and effective consultation with planners, developers and the local community.

Collision data analysis will continue to be **the primary source** of information in helping to determine the effectiveness of any casualty reduction and infrastructure improvements. This information will be reviewed and viewed in context of supporting information from the indices of social deprivation and the Council's Road Safety Audit which will help focus our activities.

The main thrust of the Council's input will be to ensure that the network reflects the needs and demands of the community, providing an environment that is appropriate to requirements and with safety seen as the cornerstone of investment.

The Council will continue to foster and build on its productive collaboration with Devon & Cornwall Constabulary, Peninsula Road Safety Partnership, Devon and Somerset Fire Service, Naval Base, and Plymouth Primary Care Trust, part of the NHS Health Authority, who play key roles in collision reduction and health improvement. Opportunities will be created to forge alliances with the private sector and we will endeavour to include individuals, groups and communities in the process and delivery of safer roads in Plymouth.

Collaboration on speed reduction, drink/drug driving/riding will continue to be a priority for our education, enforcement and engineering activities as it is identified as one of the main factors involved in collisions on the road. The Council will also target its resources at improving facilities for the most vulnerable road users – pedestrians, cyclists and motorcyclists. (The term 'Vulnerable Road Users' can be applied to anyone who is using the road network who is not within a car, lorry or other large vehicle)

Plymouth City Council will support best practice and implement campaigns locally in support of national road safety initiatives aimed at reducing collisions on the road and promoting modal shift.