

5. Safer roads and communities

Strategic Aim:

To improve road and community safety

5.1 Introduction

Good progress is being made in reducing road casualties, one of the key priorities of the Local Transport Plan. Based on the most recent data (August 2008) the authority is on track to meet both LTP and a demanding PSA2 target. Between 1997 and 2007 there has been a 29% reduction in the number of people killed or injured on Derbyshire's roads, a reduction of over a thousand people a year. Much of this improvement has come about in the last 5 years, which have seen a 19% reduction in the number of people killed or seriously injured, and an 18% reduction in the overall number of casualties.

These longer-term trends, however, mask shorter-term fluctuations. In 2007, for example, a sudden and unexpected increase in serious motorcycle casualties (up 29% in just one year) resulted in a net increase in the total number of fatal and seriously injured casualties. Figures for the first half of 2008 suggest that the overall downward trend has now been resumed, but nevertheless there are some significant challenges to be met if the current improvements are to be sustained. Motorcyclists continue to be the main area of concern, but there are other groups, such as young drivers, that warrant further consideration.

The council continues to devote significant capital resources to reducing casualties through engineering measures. The more readily identifiable sites, however, have now been treated and there is a growing emphasis on more flexible and innovative approaches to casualty reduction. In particular, the LAA process and the Derby and Derbyshire Road Safety Partnership present valuable opportunities to adopt a more broadly-based approach to casualty reduction that extends ownership of the problem and helps to integrate behavioural change, highway engineering and enforcement disciplines.

Since the first Local Transport Plan there has been an increasing emphasis on a data-led, evidence-based approach to casualty reduction. This is becoming embedded in both the highway engineering programme and in education, training and publicity activities. This trend will be further enhanced by improvements introduced following the review of highway services (see page 8-8).

5.2 Progress 2006-2008

Objectives and Key Actions

Progress on the key actions identified is as follows:

Objective 1: Undertake physical measures to improve the safety of all road users

Key Action: Improvements where child casualties occur

In 2007, 42 children were killed or seriously injured, which is a reduction of 49% from the 1995-98 average. The council continues to implement safety improvements on routes used by children travelling to school to help ensure continued progress in reducing child road casualties and to provide support for School Travel Plan initiatives that promote walking and cycling to school. The



measures vary according to local circumstances, but include school safety zones, 20mph zones, flashing amber warning lights and schemes to improve safety on routes used by children travelling to school. A county-wide review of speed limits is currently being undertaken which will also contribute to children's safety both as pedestrians and cyclists, and as car passengers. A comprehensive programme of education and training closely linked to the National Curriculum and initiatives such as child car seat checks in supermarket car parks continue to make an important contribution to the safety of children using the road and transport network (see Objective 2 below).

Key Action: Safer routes for vulnerable road users - route and area-wide improvements

Good progress has been made in reducing the number of pedestrian casualties (KSIs down by 22% in last 5 years) and the authority has continued to give high priority to meeting pedestrians' needs. Measures include the provision, improvement and maintenance of footways, dropped crossings, provision for cyclists and multi-user greenways. The countywide review of speed limits can also be expected to improve pedestrian safety.

Following a period of improvement in cyclist casualties, the number increased in 2007 and currently represents 7.5% of all fatal and serious injury casualties on Derbyshire's roads. While there are signs of an improvement in 2008 (in the first half of the year cyclist KSIs were 26% below 2007 levels), the position needs to be carefully monitored and consideration given to potential interventions to improve the safety of cyclists using the road network. In the meantime the council continues to support the further extension of the off-road cycle network. The high proportion of motorcyclists killed or seriously injured on Derbyshire's roads is a major source of concern. This is being addressed mainly by behavioural change and enforcement initiatives, but physical measures are also important in improving motorcyclists' safety. Following a successful bid for road safety partnership funding a motorcycle safety audit was undertaken on two routes in Derbyshire, the A6 and the A624. This resulted in a number of recommendations for improvement including the installation of 'biker friendly' crash barriers (e.g. Bike Guard) and providing anti-skid surfaces on gully gratings and service covers compatible with the surrounding road surface. A similar approach will be considered for other routes that are heavily used by motorcyclists.

Key Action: Speed management and speed limit review

A major review of speed limits is currently underway. This focuses initially on routes with a poor collision record, particularly rural A-roads. The aim is to adopt speed limits that are appropriate to local circumstances. Typically this will involve reducing speed limits on rural main roads to 50mph (where national speed limits previously applied) and to 30mph where such roads pass through settlements. This is being supported by route specific publicity and measures such as Vehicle Activated Signs (VAS) that seek to encourage a high level of compliance.

The county council has undertaken an improvement and scrutiny review of road safety that confirmed support for safety cameras as an effective means of managing speed and reducing casualties. The council continues to be actively involved in the safety camera programme in conjunction with the police and other members of the Derby and Derbyshire Road Safety Partnership. The safety camera programme has had considerable success in reducing traffic speed and speed-related collisions. The number of prosecutions for speeding in Derbyshire has reduced quite considerably in recent years from 67,000 in 2003

to 29,000 in 2007. This suggests that more motorists are complying with speed limits, but it also frees police time to address other areas of concern such as non-compliance with seatbelt wearing, and drivers using mobile phones.

Key Action: Promoting safety through route enhancements

Routes have been prioritised on the basis of casualty rates for each road, taking into account the length of road and the volume of traffic. This has resulted in a concentration on A-roads especially those with a poor record of collisions. In the north east of the county this includes, for example, roads such as the A61, A619 and A632. Where possible, improvements are implemented in association with maintenance schemes.

The Derby and Derbyshire Road Safety Partnership has also identified problem routes as one of its priorities. The county council takes the lead on this issue on behalf of the partnership and, in conjunction with other partners, it is pursuing an integrated approach embracing highway engineering, road maintenance, behavioural change and enforcement measures. Efforts are again focused on routes with a poor collision record, the worst of these being: the A6 with 90 killed or seriously injured (KSI) casualties in the last 3 years representing 6% of all KSIs; the A515 with 51 KSIs (3.2% of all KSIs) and the A52 with 49 (3.1% of all KSIs).

Key Action: Road safety audits

Safety audits have been undertaken on a number of the schemes included in the LTP capital programme. Typically these are larger schemes such as the improvement of the A61/A619 Horns Bridge roundabout in Chesterfield. The audits are undertaken by a specialist team at Scott Wilson who provide consultancy advice to the county council as part of the 3 Counties Alliance Partnership. The team review the design of schemes and recommend changes and improvements to enhance the safety benefits and effectiveness of the scheme.

The current review of highway services will strengthen the council's capability to analyse collision data and to monitor the effectiveness of the audit process.

Objective 2: Raise awareness of road safety issues and encourage safer travel

Key Action: Training and education for children and young people

Road safety education uses resources closely linked to the National Curriculum including resources for early years (pre-school) settings and workshops targeted at young drivers in sixth forms and colleges. The road safety programme specifically targets children and students known to be at particular risk e.g. Year 6 and Year 7 pupils making the transition from primary to secondary schools. Cycle training is also provided through a network of volunteer cycle instructors. In some cases this may be linked to the promotion of cycling as part of a School Travel Plan.

In response to continuing concerns about road casualties and the need to ensure the most effective use of resources, the approach to road safety education, training and publicity is becoming increasingly sophisticated.

Key developments include:

- increased emphasis on a targeted, evidence led approach (e.g. targeting resources in areas of deprivation with high levels of child pedestrian collisions).
- closer integration of highway engineering and behavioural change initiatives (e.g. publicity to support the speed limit review).



Bakewell Show

- quicker response to emerging problems (e.g. road safety support for students of Broomfield College following serious collisions involving young drivers on the A608).
- adoption of innovative methods to address identified problems (e.g. support for a subsidised Pass Plus scheme in the Burton/Swadlincote area, in conjunction with Staffordshire County Council).
- co-operative working with partner organisations through the Derby and Derbyshire Road Safety Partnership (e.g. young driver initiatives being developed with the Fire and Rescue Service).

The restructuring of management arrangements as part of the review of highway services will further reinforce these trends particularly by bringing together the collision data analysis and the road safety education, training and publicity functions.

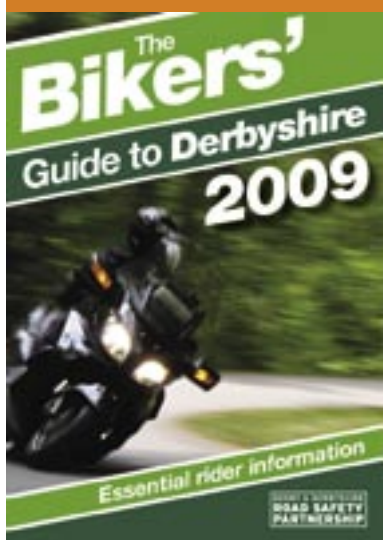
Key Action: Motorcyclist training and motorcycle safety

We have worked very closely with the police to address the problem of motorcyclist casualties on Derbyshire's roads. A recent initiative by the county council has been the extension of the subsidy for the Bike Plus scheme not only for Derbyshire residents, but also for people living outside the county who ride on Derbyshire's roads. The course has been well received by participants who have provided some very positive feedback and has been commended in the national motorcycle press. The first year following the increased subsidy is resulting in a significant increase in the level of take-up with a 70% increase in people registering an interest in the training and a 59% increase in people actually undertaking the training. Those registering also receive an annual update in information.

Other initiatives targeted at motorcyclists include:

- a Bike Plus event at Matlock Bath (a nationally known meeting place for motorcyclists) to promote motorcycle safety and the benefits of the Bike Plus scheme. The Derby and Derbyshire Road Safety Partnership promoted the event with support from partner organisations and several motorcycle dealers.
- appointment of a full-time project officer to promote casualty reduction through direct face-to-face contact with motorcyclists and motorcycle dealers.
- increased police enforcement, concentrated at weekends and Bank Holidays.
- a signing campaign on routes with the worst record for motorcycle casualties. This has now operated for three years and shows casualty reductions of between 20% and 30% during the period of the campaign.
- promotion and distribution of a 'Bikers Guide' to Derbyshire roads aimed at encouraging safer riding on roads with a poor safety record.
- publicity campaigns using radio, press and mobile advertising vans.
- provision of additional safety training for participants in the Wheels to Work scheme (scooter loans to young people seeking access to work or training - see case study on pages 4-10).

Many of these initiatives have been developed in response to a substantial increase in motorcycle casualties between 2006 and 2007. While it is too early to draw firm conclusions it is encouraging to note that in the first 7 months of 2008 there has been a 29% reduction in the number of fatal and seriously injured motorcyclist casualties compared with 2007.



Key Action: National campaigns and local road safety promotions

We dovetail local safety campaigns with national campaigns where this makes effective use of resources and where collision data shows the national campaigns to be consistent with local needs. Examples include drink-drive, mobile phones and speed awareness campaigns.

In addition, the authority supports local road safety promotions such as 'Be Bright Be Seen' aimed at child pedestrians and child cyclists, and offers free checks on the safety and correct fitting of child car seats.

The council has developed a range of communication channels with Derbyshire residents and these provide a cost effective means of promoting road safety with different sections of the community. These include the county council's website, Insight newspaper delivered free of charge to every family in Derbyshire, Gold Card magazine targeted at older people and the b_line magazine and website aimed at children and younger adults.

Objective 3: Work in partnership with others to deliver road safety**Key Action: Development of partnership working**

The establishment of the multi-agency Derby and Derbyshire Road Safety Partnership during the period of the second LTP has enabled the authority to engage more effectively with partner organisations and secure their support in seeking to reduce road casualties and promote road safety. The role of the partnership is described more fully on page 5-7. The authority also recognises the value of working with partners on a cross-boundary basis. For example, analysis of collision data showed a high incidence of young drivers being involved in collisions in Swadlincote and Burton-on-Trent areas in south Derbyshire and east Staffordshire. In response to this, the authority has worked jointly with Staffordshire County Council to offer subsidised Pass Plus Extra training to newly qualified drivers. Work at regional level includes joint working on campaigns and educational resources through the East Midlands Local Authorities Road Safety Officers Association, and the Shiny Side Up Partnership with the East Midlands Local Authorities and the Highways Agency to encourage safer motorcycle riding through a roadside advertising campaign. The sharing of good practice and promoting the development of new approaches to road safety interventions takes place through the Midlands Service Improvement Group.

Objective 4: Reduce crime and fear of crime**Key Action: Community safety and street lighting**

During the period of the second LTP the links between community safety and transport have been strengthened resulting in a more co-ordinated response to cross-cutting issues. Links with other agencies such as district councils and the police have also been fostered and developed. Projects have focused on measures to reduce crime and anti-social behaviour and include, for example:

- installation of security fences to prevent the incidence of stone throwing from bridges in Staveley and on the Trans- Pennine Trail.
- provision of additional street lighting in crime 'hot spots'.
- action to remove graffiti from highway structures under the Community Payback scheme.
- in conjunction with the police and district councils action to prevent inappropriate use of quad bikes in the countryside.

These initiatives have demonstrated the benefits of closer co-operation and it can be expected that links between transport and community safety will continue to be developed through the remainder of the LTP period.





Cromford railway station



Key Action: Improve pedestrian routes to access public transport

There are about 6,000 bus stops in Derbyshire and steady progress is being made in upgrading facilities in line with bus operators' commitments to introduce low floor and accessible vehicles. Public transport facilities are now upgraded as part of routine maintenance schemes. Typically these will involve raised kerbs and hard standings at the bus stop itself, and the provision of dropped crossings and surfaced paths across roadside verges to make access to the bus stop easier. Given the scale of the task the initial focus has been on the immediate vicinity of bus stops, but increasingly emphasis is given to providing safe and convenient pedestrian routes in both existing and proposed new development. The accessibility partnerships and community rail partnerships have also promoted schemes to improve pedestrian access to rail stations. At Cromford for example, a continuous footway and better street lighting have been provided to improve pedestrian links between the station and the village.

Key Action: Surveillance at bus stops/railway stations and emergency communication

Careful consideration is given to the location of new and replacement bus shelters and lighting is provided where needed. The provision of CCTV in town centres can also help to increase the level of surveillance at bus stops. The schemes in Bolsover and Staveley, for example, fulfil this function. 'Help points' have also been provided at stations on the Buxton line, and on stations served by East Midlands Trains there are plans to introduce a new service that links directly to a member of staff at the Derby control centre. The council has worked with the rail industry to secure the provision of CCTV at Matlock and Matlock Bath stations in 2007, and at Whaley Bridge and Buxton in 2008. These schemes have been partly funded by grants from the East Midlands Tourism fund. Further CCTV schemes are currently under investigation at a number of stations including Cromford, Langley Mill, Buxton and Whaley Bridge.

Key Action: Work with bus and train operators to improve on-vehicle security

CCTV is being progressively introduced on buses as operators purchase new and replacement vehicles. Liaison with operators indicates that this is proving to be an effective means of reducing anti-social and potentially violent behaviour. Public transport is also making a contribution to reducing anti-social behaviour and reducing the risk of drink driving. For example, Trent Barton now operates late night weekend services from Derby into surrounding areas of Derbyshire. While these charge premium fares they provide a cheaper alternative to taxis. The council has also supported the introduction of CCTV on school buses. A total of about 25 systems have now been introduced with funding provided either by the county council or the bus operators themselves. On trains, CCTV is being progressively introduced by the train operators (principally East Midlands Trains and Northern Rail) as they renew and upgrade their rolling stock.

Good Practice

Good Practice Case Study 1: School Travel Plans and links to the National Cycle Network

Tibshelf Community School

Whilst developing a School Travel Plan (STP) at Tibshelf Community School, the potential for a new cycle and pedestrian entrance to the school was identified. This would allow direct access to the school from the Five Pits Trail which runs north to south close to the western perimeter of the school grounds.

In recent years, there had been road traffic accidents on Tibshelf High Street (B6014) involving Tibshelf Community School pupils. Safety could be improved if pupils were able to leave Tibshelf High Street at the earliest opportunity and to access school from the west by creating a link from the Five Pits Trail. The travel to school survey, which was conducted as part of the School Travel Plan initiative also highlighted a preference to cycle to school. The main reasons given for not cycling were perceived danger from cars and a lack of cycle storage facilities.

Improvements to an existing footpath have now been completed partly due to inclusion in the Sustrans National Cycle Network & Links to Schools Programme. The footpath has been resurfaced and repositioning and installing of new school perimeter fencing have enabled a further section to be widened. New gates giving access into school have also been erected leading directly to new, covered and secure cycle storage for 40 cycles. This has been funded by the STP grant and a further Sustrans bid for additional cycle storage.

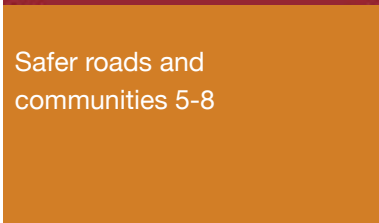
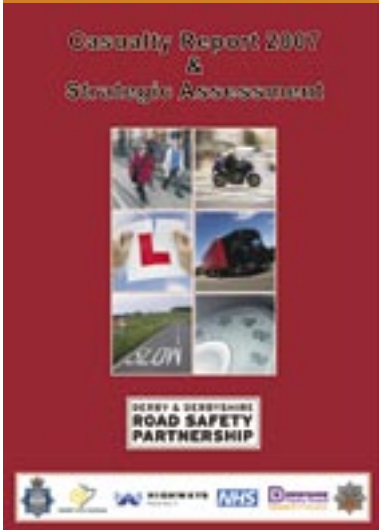
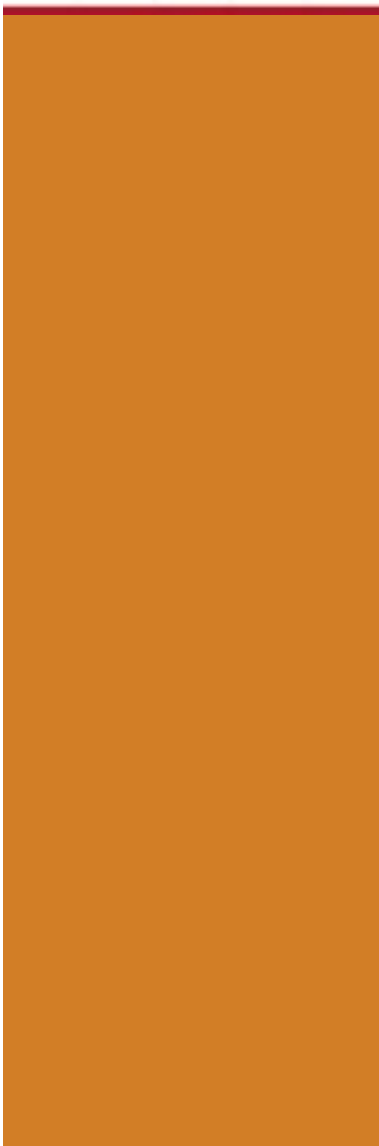
In consultation with the local community, improvements to the crossing point of the Five Pits Trail and Tibshelf High Street have been completed. The existing underpass has been filled and Toucan and Pegasus crossings have now been installed.

In order to achieve the link from the National Cycle Network to Tibshelf Community School and improve the crossing point across Tibshelf High Street, Derbyshire County Council officers from various teams have worked closely together. Total funding of £180,000 was provided by Derbyshire County Council Local Transport Plan, Bolsover Local Strategic Partnership, the national charity Sustrans as well as Tibshelf Community School Travel Plan Grant in order to make the journey to school safer and more sustainable.

Good Practice Case Study 2: Derby and Derbyshire Road Safety Partnership

In April 2007, a new partnership was set up with the aim of promoting road safety and reducing casualties on Derbyshire's roads. The partnership brings together a wide range of organisations with an interest in road safety including Derbyshire County Council, Derby City Council, Derbyshire Constabulary, Derbyshire Magistrates Service, Derbyshire Fire and Rescue, Derbyshire Primary Care Trust, the Highways Agency and the Government Office for the East Midlands (GOEM).





The partnership has completed a strategic intelligence assessment that has led it to focus on five priority areas: reducing child casualties, reducing motorcycle casualties, managing occupational road risk, identifying and tackling issues on problem routes and promoting road safety awareness among young drivers and their passengers. Responsibility for leading on these topics is shared between partner organisations although each member of the partnership will offer help and assistance when needed. The county council, for example, takes the lead on 'problem routes' but works closely with key partners such as Derby City Council, the police and the Highways Agency.

The aim of the partnership is to reduce the number of people killed or injured on Derbyshire's roads as a result of road traffic collisions and raise awareness of road safety issues through education, training and publicity campaigns. The partnership has adopted the responsibilities of the former Safety Camera Partnership and continues to give particular emphasis to managing speed and reducing the number of speed-related collisions and casualties.

The funding of the partnership comes from the Department for Transport to Derbyshire County Council and Derby City Council in the form of the Road Safety Partnership Grant Scheme. The total budget available to the partnership is about £2.4 million, of which roughly two-thirds is allocated to safety camera operations, maintenance and enforcement. The remaining budget has been spent on developing priorities and infrastructure, marketing and advertising and a youth engagement scheme which focus on giving young adults from disadvantaged backgrounds education and guidance on road safety whilst driving.

The partnership seeks to meet the 'national road casualty reduction ten year targets' set in 2000 which aims to halve the number of people killed or seriously injured in road collisions by 40%, to reduce the number of children under 16 years killed or seriously injured in road collisions by 50% and reduce the number of slight injuries expressed as casualties per 100 million vehicle kilometres travelled by 10%.

Since 2005, total casualties in Derbyshire (excluding Derby City, including Derby Joint Area) have decreased by 11.1% to 3459 (from 3890). During this time there has been an increase in fatalities (from 48 to 54) and serious injuries (from 435 to 440). However, during these two years there has been a significant reduction of 12.9% in slight casualties.

Targets

Following a continued downward trend, killed and seriously injured casualties on Derbyshire's roads increased in 2007. A high proportion of these relate to motorcyclist casualties of which there were 35 more in 2007 than 2006. Pedal cyclist casualties also increased by 14. A success was a fall in the number of younger car drivers being injured. Most recent data, however, up to August 2008, shows that Derbyshire is on track to meet both the LTP target and the demanding Public Service Agreement target.

We continue to target our LTP monies at undertaking engineering measures on the route to school and where casualty patterns are highlighted. This is undertaken alongside education and training initiatives in schools.

The number of slight casualties continue to fall and are now well below the 2010 target. Slight casualties continue to be taken into account, along KSI casualties in targeting road safety improvements. More information can be found in Annex 3 (Table A3.3).

BVPI99(x) Number of deaths and serious injuries in road traffic accidents [Not on Track]

BVPI99(y) Number of children killed or seriously injured in road traffic accidents [On Track]

BVPI99(z) Number of slight casualties in road traffic accidents [On Track]

KEY: The target titles are coloured to highlight the position we are currently at in achieving the target compared to the milestones we set ourselves. **Green = achieved/ on track; Amber = milestone target narrowly missed; and Red = not on track.**

Our Local Partners

Partnership working in road safety has been established for many years in Derbyshire, and the Derbyshire Road Safety Partnership is featured as a good practice case study. See Table 5.1 below.

Table 5.1 Safer Roads and Communities Stakeholder Audit

	Funding (additional to LTP)	Planning and reviewing	Doing
National	<ul style="list-style-type: none"> • Central Government • Highways Agency 	<ul style="list-style-type: none"> • National Road Safety Campaigns • Highways Agency 	<ul style="list-style-type: none"> • National Road Safety Campaigns • Highways Agency
Regional/ Sub-Regional	<ul style="list-style-type: none"> • East Midlands Tourism 	<ul style="list-style-type: none"> • Government Office East Midlands • South Pennines Integrated Transport Strategy • Benchmarking Groups 	
Local organisations and volunteers	<ul style="list-style-type: none"> • Local Area Agreement • Derbyshire Road Safety Partnership 	<ul style="list-style-type: none"> • Derbyshire Road Safety Partnership • Crime and Disorder Partnerships • Public Transport Operators • Scott Wilson Kirkpatrick • Derbyshire Constabulary • School Crossing Patrol Service • Cycle training 	<ul style="list-style-type: none"> • Derbyshire Constabulary • Primary Care Trust • Crime and Disorder Partnerships • Scott Wilson Kirkpatrick • School Crossing Patrol Service • Theatre Companies • Cycle training
Local communities	<ul style="list-style-type: none"> • Businesses 	<ul style="list-style-type: none"> • LTP public consultation • MORI • Community Area Profiles • Community Forums • Schools • Businesses • Local enquiries 	<ul style="list-style-type: none"> • Schools • Businesses • Playgroups • Youth Groups
Derbyshire County Council	<ul style="list-style-type: none"> • Community Safety 	<ul style="list-style-type: none"> • Road Safety Team • Area Teams • Community Safety • Street Lighting • Passenger Transport Unit • School Crossing Patrol Service 	<ul style="list-style-type: none"> • Road Safety Team • Area Teams • Community Safety • Street Lighting • Passenger Transport Unit • School Crossing Patrol Service

Inform, consult, involve

Ongoing work with schools and colleges in this strategy area offers direct contact about a range of services. This includes, for example, Theatre in Education which is a countywide initiative that uses theatre within schools to demonstrate issues affecting school pupils such as road safety, the need to use sustainable transport and changes in travel behaviour. The selection of schools that are offered the theatre is based on the casualty figures as it is seen that they are schools with the most need.

5.3 Forward look 2008-2011

Policy Update

An analysis of influence from recent policy and programmes at national, regional and local level (see Annex 2) has resulted in the following summary for this strategy area:

Pedestrian Safety - Use identification and implementation of best practice to provide a secure pedestrian environment.

Child Safety - Increase child awareness of travel safety through education, publicity, infrastructure improvements and enforcement.

Speed Limits - Reviewing the speed limit on major and accident prone roads continues to be a primary concern for road safety.

Motorcycling - The Derby and Derbyshire Road Safety Partnership has devised plans and procedures to help protect the increasing number of motorcyclists within Derbyshire to stay safe through working closely with the police to enforce speed limits, advertisement campaigns, increased warning signage and improved road and surfacing design.

Community Safety - Linking the transport issues with community safety strategies e.g. well lit bus stops, secure car parks.

This update shows that Derbyshire strategy's focus on child and pedestrian safety, speed limits, motorcycling and community safety is in line with national policy.

New Performance Framework

A review of the effect of the new National Performance Framework on this strategy is illustrated below (see Annex 3, section A3.3 for more details).

LTP Mandatory and Best Value Performance Indicators	New Performance Framework 2008 onwards
Safer roads and communities	
✓ BVPI 99x Total killed and seriously injured casualties	NI 47 LAA Safer Communities, and Derby City People killed or seriously injured in road traffic accidents
✓ BVPI 99y Children killed and seriously injured in road traffic accidents	NI 48 Children killed or seriously injured in road traffic accidents
❖ New	NI 110 Young people's participation in positive activities
x BVPI 99z Total slight casualties	

KEY

✓ Continuation of LTP2 indicators

❖ Examples of new performance framework indicators of relevance to transport planning NB there are further potential cross- linkages not indicated on the table

X'Remaindered' indicators

LAA: Indicators selected by the Local Area Agreements are highlighted in bold

The LTP targets are continued in NI 47 and NI 48, with NI 47 having been selected by the Local Area Agreement. There are potential linkages with other targets in the new National Performance Framework such as NI 110 'young people's participation in positive activities'. Although 'total slight casualties' no longer features on the new Performance Framework, this data is still collected by the Department for Transport.

Risk Register

Risk Register Key Risks (from Annex B6 of LTP2)

- **Difficulty in delivering road safety engineering and education measures due to funding pressures**
- **Difficulty in influencing behavioural change such as getting people to reduce speeding/ ride safer**
- **Casualty numbers fall to a level where patterns become random and untreatable. One-off collision could skew results**
- **Difficulty in partners providing support through lack of resources e.g. Police, Safety Camera Partnership**
- **Compensation 'culture' leading to more slight accidents being reported to support claims**

In order to reduce the first four risks, the emphasis is upon partnership working and, as described, an integrated approach to road safety through engineering, education, and enforcement measures. The last risk relates to the level of slight accidents which no longer features in the National Performance Framework.

Areas for Improvement - Risk Management Project Plan

An internal review was carried out with reference to the objectives and actions of each strategy. This is seen as the first stage in identifying key issues and taking these up as appropriate internally, with working partners and the Department for Transport.

This included a Strengths, Weaknesses, Opportunities and Threats (SWOT) analysis which was followed through to a draft risk management project plan. Suggestions include:

- Ensure there is a DCC representative on every Road Safety Partnership Priority Action Group, with the authority to direct work/allocate resources.
- Consider developing procedures to ensure that routine maintenance includes the cutting back of trees/verges and the cleaning of signs.
- Consider further scope for joint route management on cross-boundary routes e.g. campaigns, speed limits.
- The new Road Safety Strategy and Transport Data and Analysis team will seek to enhance data collection using the full range of techniques e.g. before and after accident studies, motorcycle usage, behavioural change, value for money.
- Take further opportunities to link engineering measures with behavioural change e.g. concentrate civil parking enforcement around schools, using alternative training methods - Police Community Support Officers.

- Ensure road and community safety issues are incorporated in local development documents (land use planning).

The risk management project plan for each strategy will be reviewed by senior management and any subsequent actions will be incorporated into the Service Plan for 2009/10 onwards.