

Item No. 7	Classification: Open	Date: May 19 2009	Meeting Name: Executive
Report title:		Adoption of the road safety plan	
Ward(s) or groups affected:		All	
From:		Strategic director for regeneration and neighbourhoods	

RECOMMENDATION(S)

1. That the executive considers the outcomes of the public consultation and the subsequent amendments to the road safety plan
2. That the executive considers the contents of this report and adopts the road safety plan

BACKGROUND INFORMATION

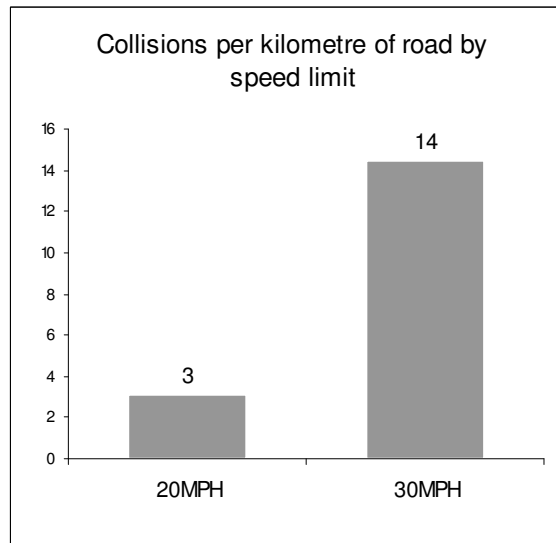
3. The council is committed to making Southwark a better place for all people who live, work and study here. Reducing danger on the roads and making travel safer are an integral part of this and the council is dedicated to lowering the risk of road casualties.
4. The council adopted the current road safety plan in 2004 and this was subsequently revised in 2005. The road safety plan forms an integral part of Southwark's Local implementation plan (Lip), the five year transport strategy for the borough. The plan has since been reviewed to ensure that the council continues to improve safety on the roads.
5. The revised road safety plan (appendix A) reflects the council's current programme of work and sets out actions for improving road safety to make the borough a safer place to travel in. The road safety plan identifies council services and supporting partners responsible for delivering these actions.

KEY ISSUES FOR CONSIDERATION

6. Transport for London requires that all London boroughs produce a road safety plan to ensure coordination of road safety improvements across London. The plan is also a response to the targets set out in the government's strategy, Tomorrow's Roads – Safer for Everyone. These targets were further stretched in 2006 by the then Mayor of London and contained within London's road safety plan.
7. The council is required to prepare and carry out a programme of measures designed to promote road safety under section 39 of the Road Traffic Act 1988. The road safety plan sets out a course of actions for delivery over the coming years, to be funded primarily by TfL.
8. Southwark's sustainable community strategy sets out the priorities for making the borough a better place and a number of key objectives are related to road safety. The revised road safety plan sets out in detail how these will be achieved, with particular reference to becoming a 20mph borough and reducing the incidence and severity of road casualties.

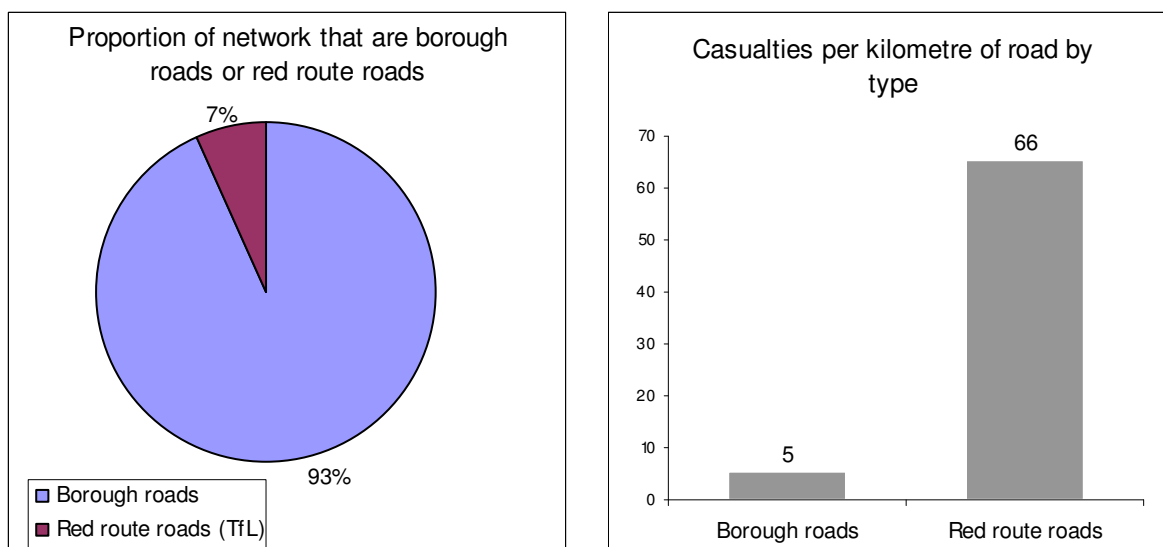
9. The casualty reduction targets identified in Southwark’s road safety plan are part of the Local Area Agreement. More specifically the council’s performance is monitored by the number of people killed and seriously injured on the roads for each quarter (national indicator 47).
10. Most collisions in Southwark occur on busy roads and at junctions where the speed limit is 30mph. Areas contained within 20mph zones in Southwark tend to have lower collision rates and therefore a lower risk of being injured in a road crash, as illustrated in figure 1.

Figure 1



11. Approximately half of all collisions in Southwark happen on the red route roads (which are controlled by TfL), and the rest on the borough roads. However, red route roads make up only 7% of the total road length in Southwark. This means that the level of risk on these roads is much higher (see figure 2)

Figure 2



12. The proposals set out in the road safety plan are consistent with the council’s statutory powers and duties.

Public consultation

13. The formal consultation on the revised road safety plan was held over a six week period from November 14 2008 until December 23 2008. The draft was approved for consultation by the executive member for environment and transport. The consultation process and steps for engagement are further detailed in the consultation strategy, appendix B.
14. In total 152 responses were received during the consultation period, with a response rate from the original mail out of 15%. Overall, the responses received were in support of the council's proposed actions and demonstrated a good understanding of the key issues surrounding road safety and transport policy.
15. Individual replies were sent out to all who provided feedback detailing how their comments contributed to the development of the road safety plan.

Amendments to the road safety plan

16. Subsequent to the review and public consultation, the road safety plan has been revised to address issues raised and incorporate suggested improvements. In some cases, where public comments deviated from key policy, further justification and clarification has been provided in the plan.
17. The key changes to the plan are as follows:
 - To target safety on the busy road network in order to achieve a significant reduction in casualties, particularly in town centre locations.
 - To lobby for greater levels of enforcement (both police and camera)
 - To lobby for Transport for London to address safety on the red route roads, where the majority of collisions happen (see figure 1)
 - To review existing 20mph zones to identify where there may be an issue with vehicle speeds.
 - Further justification has been provided with regard to the introduction of the 20mph upper speed limits on borough roads, to types of traffic calming used and to levels of enforcement (see figure 2).
 - Clarification of cyclist collision rates to take into account the increase in cycling in London, to show that there has been a relative decline in cyclists injured on the roads, rather than an actual increase in numbers.
 - To address road safety through parking schemes and the maintenance programme.
 - A commitment to using and promoting new road safety technology, with particular reference to average speed cameras and vehicle speed limiters (ISA).
 - The road safety plan will include the action plan as an addendum to the main plan, so that it can be updated as required.
18. The road safety plan has retained a number of the original policies including the commitment to become a 20mph borough.

COMMUNITY IMPACT STATEMENT

19. The road safety plan and associated actions are expected to have the following benefits to the community of Southwark:
 - Reduce the risk of casualties to road users;

- Improve the perception of safety for the more vulnerable users, especially children;
 - Improve the street and living environment of Southwark;
Make sustainable transport safer and more secure;
 - Achieve a shift to the use of more sustainable modes of transport.
20. A reduction in the number and severity of casualties on Southwark's roads will improve the overall health and life chances of all people. This is a positive benefit to all of the community as a whole, irrespective of race, age, religious belief, sexual orientation or gender.
 21. The road safety plan contains measures to improve road safety and covers all modes of travel. The plan supports wider government initiatives and addresses issues of health and obesity by promoting active modes of travel. It also promotes the reduction of motor vehicular traffic which will improve air quality and the local environment.
 22. The road safety plan encourages social inclusion by promoting improvement to the public realm, including the condition of roads and the footway and making local town centres safer and more attractive. This is particularly important to the mobility impaired and includes the provision of safe crossing points, dropped kerbs and appropriate levels of maintenance.
 23. The plan pays particular attention to those who are more vulnerable on our roads such as cyclists, pedestrians and powered two wheeler riders. It is recognised that these users are more at risk and special attention is paid to address this inequality.
 24. The road safety plan will positively impact on children in recognition that they are more vulnerable, and sets out provision for specialised training and education to equip them with skills for lifelong use on the roads.
 25. People who live in deprived communities are more likely to be involved in a road collision than those from less deprived communities. The road safety plan recognises that this is an issue in Southwark and sets out specific measures to reduce inequality and promote social inclusion.
 26. An equalities impact assessment has been prepared for the road safety plan and it has been considered by the equalities and diversity panel. This can be found in appendix C.
 27. The progress of the plan will also be monitored by the public transport consultative forum and its mobility sub group.
 28. Overall, proposals in the road safety plan should have a positive impact on all Southwark residents. The council will undertake annual monitoring of the plan to ensure that the targets are on track and address any issues that are identified.

RESOURCE IMPLICATIONS

29. The actions in the road safety plan identify delivery responsibilities and funding sources. The majority of funding is likely to be from Transport for London through the Lip funding stream and some programme areas may be supplemented by section 106 agreements. Other sources of funding may also become available through specific bids and grants on an ad hoc basis and will be explored

wherever possible.

30. The progression of actions in the plan is dependent on the above areas of funding. Supplementary internal funding will need to be considered as and when actions are to be taken forward if no other funding is identified.

SUPPLEMENTARY ADVICE FROM OTHER OFFICERS

Finance director

31. There are no immediate resource implications arising from this report but it should be noted that the implementation of the actions contained within the road safety plan is subject to identification and confirmation of external funds.

BACKGROUND DOCUMENTS

Background Papers	Held At	Contact
Road safety plan 2005	Council offices, Tooley Street	Erica Blennerhassett 020 7525 5462
Local implementation plan	Council offices, Tooley Street	Erica Blennerhassett 020 7525 5462

APPENDICES

No.	Title
Appendix A	Road safety plan 2009
Appendix B	Road safety plan consultation strategy
Appendix C	Equalities impact assessment

AUDIT TRAIL

Lead Officer	Richard Rawes, Strategic Director of Regeneration and Neighbourhoods	
Report Author	Erica Blennerhassett	
Version	Final	
Dated	May 8 2009	
Key Decision?	Yes	
CONSULTATION WITH OTHER OFFICERS / DIRECTORATES / EXECUTIVE MEMBER		
Officer Title	Comments Sought	Comments included
Strategic Director for Legal and Democratic Services	Yes	Yes
Finance Director	Yes	Yes
Executive Member for Environment and Transport	Yes	Yes
Date final report sent to Constitutional/Community Council/Scrutiny Team		May 11 2009

