

**REPORT TO:** Safer Halton Policy and Performance Board

**DATE:** 16<sup>th</sup> June 2009

**REPORTING OFFICER:** Strategic Director, Environment

**SUBJECT:** A Safer Way: Consultation on Making Britain's Roads the Safest in the World - Presentation

**WARD(S)** Borough-wide

## **1.0 PURPOSE OF THE REPORT**

1.1 To inform the Board of the Consultation Document recently released by the Department of Transport that seeks views on the vision, targets and measures for improving road safety in Great Britain for the period beyond 2010.

## **2.0 RECOMMENDATION: That:**

Members note the presentation made by officers on the consultation document, comment as appropriate and endorse the proposal for the Strategic Director, Environment in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal to submit any comments to the Department of Transport by the deadline of 14<sup>th</sup> July 2009.

## **3.0 SUPPORTING INFORMATION**

3.1 The Department of Transport (DfT) has recently circulated a consultation document seeking views on the vision, targets, and measures for improving road safety in Great Britain beyond 2010. Views received in response to this document will, according to the DfT, influence the final shape of its new road safety strategy.

3.2 The document sets out the Government's proposed road safety strategy for the period from 2010 to 2030 and how its plans to approach the task of reducing casualties on our roads in the next 20 years. It also includes proposed targets and key performance indicators for reductions in deaths and serious injuries that are to be achieved by 2020.

3.3 The analysis of data by the DfT has led it identify the following key challenges for the new strategy:

- **reducing the number of road deaths**, which have fallen at a slower rate than serious injuries:

- **pedestrian and cyclist casualties in our towns and cities** – particularly in deprived communities;
- **protecting children**, particularly in deprived areas and young people who are greatly over-represented in the casualty statistics;
- **protecting motorcyclists**, who represent 20% of road fatalities but just 1% of traffic;
- **safety on rural roads**: 62% of all road fatalities in 2007 occurred on rural roads, which carry only 42% of all traffic;
- **variations** in safety from area to area and road to road;
- **poor road user behaviour** amongst a minority, where drink-driving and failure to wear a seatbelt remain a problem;
- **illegal and inappropriate speed**: excessive speed was recorded as a contributory factor in 26% of road fatalities in 2007.

3.4 A presentation is to be given to the Board outlining the content of the consultation document. Responses to this consultation are required by 14<sup>th</sup> July 2009 and hence this precludes the submission of a detailed report to the Board. It is proposed therefore that the Board note the presentation, comment as appropriate and endorse the proposal for officers to consider the document in detail and prepare a response. This would then be submitted to the Strategic Director, Environment in consultation with the Executive Board Member for Planning, Transportation, Regeneration and Renewal for approval and submission to the DfT.

#### **4.0 POLICY IMPLICATIONS**

4.1 There are no direct implications on policy. However, the final strategy will influence future road safety in Halton.

#### **5.0 OTHER IMPLICATIONS**

5.1 The report informs the Board of the DfT document 'A Safer Way: Consultation on Making Roads the Safest in the World' and upon which a presentation will be made. It sets out the vision, targets and performance measures for improving road safety in Great Britain for the period beyond 2010. While a response may be submitted to the consultation document it is difficult at this stage to determine if there will be any implications for Halton.

#### **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

## **6.1 Children & Young People**

There are no direct implications. However, the final strategy could influence the safety of children and young people in Halton.

## **6.2 Employment, Learning & Skills in Halton**

There are no direct implications.

## **6.3 A Healthy Halton**

There are no direct implications. However, any casualties saved as a result of the new strategy will help to reduce demands on the health service.

## **6.4 A Safer Halton**

There are no direct implications. However, the final strategy could influence the safety of all road users in Halton.

## **6.5 Halton's Urban Renewal**

There are no direct implications.

## **7.0 RISK ANALYSIS**

7.1 As the report is considering a consultation document there are no identifiable risks for the Council at this stage.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

8.1 As the report is considering a consultation document there are no identifiable Equality and Diversity issues.

## **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

<b>Document</b>	<b>Place of Inspection</b>	<b>Contact Officer</b>
A Safer Way: Consultation on Making Britain's Roads the Safest in the World	Department of Highways, Transportation and Logistics, Rutland House, Runcorn or also available at <a href="http://www.dft.gov.uk/consultations">www.dft.gov.uk/consultations</a>	Lisa Scott