

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT, CULTURE & SPORT

TO:	TRAFFIC MANAGEMENT ADVISORY PANEL		
DATE:	24 MARCH 2009	AGENDA ITEM:	8
TITLE:	ROAD SAFETY STATUS REPORT AND ROAD SAFETY WORK PROGRAMME 2009/2010		
LEAD COUNCILLOR:	COUNCILLOR T PAGE	PORTFOLIO:	PLANNING AND TRANSPORT
SERVICE:	TRANSPORT	WARDS:	BOROUGHWIDE
LEAD OFFICER:	SIMON BEASLEY	TEL:	0118 939 0228
JOB TITLE:	NETWORK MANAGER	E-MAIL:	simon.beasley@reading.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 The purpose of this Report is to advise the Panel of the current Road Safety Status within the Borough and to seek approval for the 2009/2010 Road Safety Schemes, emanating from previously approved Linear Route detailed accident analysis and investigation studies.
- 1.2 Table 1 - Status of Road Safety Schemes for the current financial year.
Table 2 - Comparison of Road Safety Targets for 2010 and Actual 2007 Achievement.
Table 3 - Comparison of Road Safety Targets for 2010 and Actual 2006 Achievement.

2. RECOMMENDED ACTION

- 2.1 That the current status of Road Safety on Reading's roads is noted.
- 2.2 That the following recommendations be made to Cabinet:
 - 2.2.1 That the Road Safety Schemes set out in the attached Table 1 be approved for further investigation and implementation up to the allocated budget subject to paragraphs 2.2.2 to 2.2.4 below.
 - 2.2.2 That the Head of Transport be authorised to consult the Chair of the Advisory Panel, Lead Member for Planning and Transport and Ward Councillors on the detail of the schemes.
 - 2.2.3 That in consultation with the Chair of the Advisory Panel, Lead Member for Planning and Transport and Ward Councillors the Head of Legal Services be authorised to carry out statutory consultations and advertise the resultant

proposals and subject to no objections being received to make traffic regulation orders as appropriate.

2.2.4 That any objections received following the advertisement be reported to a future meeting of the Panel.

2.2.5 That a further report is presented to a future meeting of the Panel in respect of specific schemes emanating from the Inner Distribution Road Study.

2.2.6 That a further report is presented to a future meeting of the Panel in respect of the Road Safety Targets for 2010 and the Actual Achievement for 2008.

3. POLICY CONTEXT

3.1 The Government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury accidents. Measures to improve the safety of Reading's roads feature within the Borough's Local Road Safety Strategy. This local strategy document was produced following the Government's March 2000 Road Safety Strategy document entitled "Tomorrows Roads - Safer for Everyone".

4. THE PROPOSAL

4.1 The Government's March 2000 Road Safety Strategy document entitled "Tomorrow's Roads - Safer for Everyone" set casualty reduction targets for the next 10 years which Local Authorities are tasked with achieving within their areas. These targets are as follows:

- Killed or Seriously Injured (all accident types and age groups) - 40% reduction
- Killed or Seriously Injured (Children) - 50% reduction
- Slight Casualties (all accident types) - 10% reduction

4.2 One third of all casualties involve 17-25 year olds and it was agreed that a 'local' target be set:

- Killed or Seriously Injured (17-25 year olds) - 40% reduction

4.3 Department for Transport guidance stresses the importance of reducing accidents in deprived areas, especially where the people involved live within the area as well. Whitley and Church are Reading Borough's most disadvantaged Wards (taken from The English Indices of Deprivation 2004).

4.4 Although an official target has not currently been set at national or local level, it is recommended to consider any identified road safety issues in these Wards as a priority. In this regard, the Northumberland Avenue Linear Route Study approved by the Panel at the meeting in January 2008 has resulted in schemes for which approval is sought for investigation/construction as part of the 2009/2010 Road Safety Work Programme. A similar exercise for the Church Ward will be

undertaken next Financial Year to establish whether any measures or road safety schemes could be considered for future implementation.

4.5 All of these targets will be measured against baseline figures and will be expressed as an improvement over the average number of accidents (for each category) during the period 1994 to 1998.

4.6 In turn the Borough produced its own Road Safety Strategy, which set out the priority areas for road safety treatment based on accident statistics to ensure the Government targets are met. As previously reported in June 2006 and January 2008, the casualty reduction targets for the Killed or Seriously Injured (All), Killed or Seriously Injured (Children from 0 to 16 years of age) and Killed or Seriously Injured (17 to 25 years of age) categories were met or exceeded. In view of this and as part of the LTP2 the targets for the remaining period to 2010 have been increased as detailed below:

- Killed or Seriously Injured - 55% reduction
- Killed or Seriously Injured (Children) - 72% reduction
- Killed or Seriously Injured (17-25 year olds) - 50% reduction
- Slight Casualties (all accident types) - 10% reduction*

*The "local" target for reduction of Slight Casualties remains unchanged from the Government target.

End of 2007 Position

4.7 A review of progress towards the 2010 targets until the end of 2007 (the latest records for a full calendar year available at the time of preparing this report) has been undertaken. A review of progress towards the 2010 targets until the end of 2008 will be reported to a future meeting of the Panel in respect of the Road Safety Targets for 2010 and the Actual Achievement for 2008, as recommended in 2.2.6 of this report.

4.8 The results for 2007 as shown in Table 2 identify that the targets for reduction of Killed or Seriously Injured (All), and Killed or Seriously Injured (17 to 25 years of age) have been met or exceeded. Going forward, these categories will be carefully monitored to ensure that any potential increase or change in pattern is quickly identified, and that remedial action is swiftly taken to ensure the 2010 targets are achieved.

4.9 The results for 2007 as shown in Table 2 identify that the targets for reduction of Killed or Seriously Injured (Children from 0-16 years of age) and Slight Casualties (all accident types) have not yet been met.

4.10 At this stage of the ten year strategy, there is a fine line between the 2007 target and the 2007 actual achievement, as can be seen from the use of the decimal point in expressing the casualty data. In reality, the Killed or Seriously Injured (Children from 0-16 years of age) category required a reduction of just over one more casualty to have achieved the 2007 target. To some extent, this could be attributed to "random fluctuation". However, it is suggested that previous Panel

approval for a road safety scheme for the London Street/Duke Street/Mill Lane traffic signal junction will contribute towards the casualty reduction target in this category. It is currently proposed that the junction improvement be constructed during the 2009/2010 financial year.

- 4.11 It was considered prudent to establish the nature of the Killed or Seriously Injured (Children from 0-16 years of age) accidents over a period that would help identify and determine whether additional resources should be committed to this particular category. A review has been undertaken of Child fatalities for 1 January 2001 to 31 December 2007, a period of seven calendar years. The accident data confirms that there was one Child fatality (in December 2001) within this lengthy period, and that therefore the current shortfall is in the serious casualty bracket, which is being tackled with schemes such as the London Street/Duke Street/Mill Lane traffic signal junction improvement.
- 4.12 It was reported to the Panel in June 2006 and January 2008 that the target for reduction of Slight casualties had not been met. In an attempt to address the figures for Slight casualties three route studies were agreed by the Panel in June 2006 for construction in 2007/2008. These studies are aimed at reducing the Slight casualty figures. The three studies were A329 Wokingham Road, Park Lane/School Road and A4 Bath Road. Schemes on these three route studies have now been successfully completed. Once a full twelve months post-scheme completion accident data is available, a Stage 4 Road Safety Audit Accident Monitoring and Evaluation Report will be undertaken to establish the relative success of these linear route studies.
- 4.13 With regard to the Slight Injuries category shown in Table 2, the target reduction for 2007 was not met. On a positive note however, it can be seen from Table 2 that the differential between the 2007 target and the 2007 actual achievement is approximately ten casualties. By comparison, at this stage last year when the 2006 targets and achievements were discussed in the TMAP report of January 2008, there was a differential of over twenty casualties, as shown in Table 3. Therefore, whilst not having achieved the 2007 target, it can be clearly seen that the differential is decreasing, and that recent initiatives and road safety schemes implemented are contributing to the target reduction figures.
- 4.14 In an effort to continue with recent achievements and further contribute towards the Slight Casualty reduction targets, Table 1 sets out the proposed 2009/2010 Road Safety Programme. These schemes have resulted from the Linear Route Studies undertaken on Northumberland Avenue from Whitley Wood Close to Christchurch Gardens, and Tilehurst Road and the Meadway from Castle Hill to St. Michaels Road, following approval at the January 2008 TMAP meeting.
- 4.15 It is recommended that the schemes listed in Table 1 be agreed for further investigation/implementation and subject to consultation with the Chair of the Traffic Management Advisory Panel and Lead Member for Planning and Transport schemes, be progressed up to the budget limit allocated for 2009/2010.
- 4.16 Investigation/implementation of the approved schemes in Table 1 would be completed by 31st March 2010.

4.17 A review of the significant number of casualty accidents on the Inner Distribution Road is currently on-going and a further report will be presented to a future meeting of the Panel in respect of this.

5. CONTRIBUTION TO STRATEGIC AIMS

5.1 To promote equality, social inclusion and a safe and healthy environment for all.

6. COMMUNITY ENGAGEMENT AND INFORMATION

6.1 Consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England & Wales) Regulations 1996.

7. LEGAL IMPLICATIONS

7.1 Any proposals for speed limits, movement restrictions, or parking/waiting restrictions would be advertised under the Road Traffic Regulation Act 1984. Any proposals for speed cushions/road humps would be advertised under the Highways Act 1980.

8. FINANCIAL IMPLICATIONS

8.1 The schemes will be funded through the LTP process.

9. BACKGROUND PAPERS

9.1 Traffic Management Committee 9 July 1997.

9.2 The English Indices of Deprivation 2004, Summary for Reading.

9.3 Traffic Management Advisory Panel reports June 2007 and January 2008.