

Stockton-on-Tees

Local Transport Plan 2006 to 2011:

Road Safety Strategy

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Contents

- 1. Introduction**
- 2. Context**
- 3. Strategic Issues**
- 4. Action Plan**
- 5. Indicators, Targets and Trajectories**

Chapter 1: Introduction

Background

Road Safety forms a central part of the Council's Transport Strategy. From increasing levels of use of more sustainable forms of transport without a consequent rise in casualties to vulnerable user groups to meeting Government objectives for casualty reduction, Road Safety has the capacity to contribute hugely to the Council's delivery of the Government/Local Government Association's Shared Priority for Transport.

Central to the Road Safety Strategy and its partner documents is the understanding that Road Safety is, and must continue to be, an integral part of the development of a strategy to remove barriers to modal shift. So much so that Stockton on Tees Road Safety Team now has a major role not only in the safety aspects of sustainable transport, but also in its promotion.

This Road Safety Strategy looks at the national, regional and local issues and themes emerging from guidance, and identifies both how these issues impact at a local level, and how we as an authority can best address them. It sets out to show how we will encourage the development of Road Safety as a legitimate and valued Council Service area. It details the context in which it is set, considers the strategic issues that need to be addressed and outlines an Action Plan for its delivery.

Aim and Objectives

The overall **Aim** of this Strategy is:

“Reducing road casualties and the fear of traffic”

To meet this aim, the **Objectives** of this Strategy are:

- To develop a programme of Road Safety Education, Training and Publicity, which will enable the communities of Stockton to travel safely by their mode of choice, including continuing support for Road Safety Engineering measures;
- To achieve a sustainable and continued reduction in levels of casualties, and in particular, those Killed or Seriously Injured (KSIs) across all user groups;
- To take into account the particular needs of our Priority Neighbourhoods;
- To increase the levels of use of more sustainable modes of travel, without a consequent increase in casualties amongst vulnerable user groups;
- To provide for the needs of *more* sustainable transport users at all stages of the land use planning and development control processes;
- To provide a management framework within which the supporting documents of the cycling, walking, powered two-wheeler and school and workplace travel plans strategies can be effectively implemented;
- To ensure that the Authority adopts hierarchies of users and infrastructure which prioritise the travel choices available to promote sustainable modes of travel; and
- To identify and implement a methodology to better allocate resources to identified accident areas through the continuation and development of Partnerships with key stakeholders.

Chapter 2: Context

The following sets out the key context for the development and implementation of the Road Safety Strategy.

National Context

Tomorrow's Roads - Safer For Everyone (DfT 2003)

A review of strategy and targets contained within the original document, published in 2000, states:

"...the 2010 [casualty reduction] targets remain appropriate".

The Future of Transport: a Network for 2030 (DfT 2004)

Sets out the Government's strategy for transport over the next 25 years. Key to this strategy is the way in which travel is changing across the country.

Smarter Choices changing the way we travel (DfT July 2004)

Examines the impact of 'soft' measures on travel choices, and specifically states that a rise in levels of use of more sustainable modes of travel should not lead to an increase in casualties in vulnerable user groups.

Regional Context

There is no Regional Policy body responsible for formulating or implementing road safety policy. A number of organisations exist for the regional adoption of national policy, for example the Cleveland Casualty Reduction Group, of which the Council continues to be an active member. Professional bodies, such as the Local Authority Road Safety Officers' Association (LARSOA) North East, meet regularly to discuss implementation of national campaign and to jointly devise and fund regional campaigns.

Local Context

A number of local factors come into play in dictating the Council's response to the challenges of Road Safety:

Trends in Car Ownership & Traffic Growth

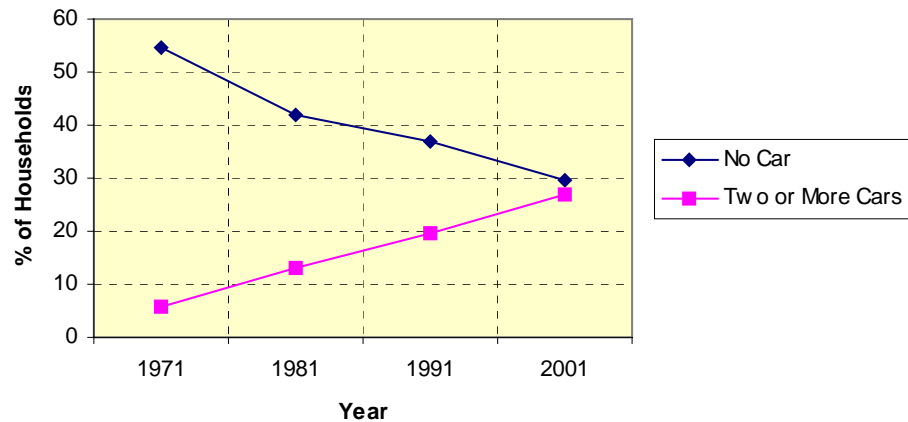
Car ownership levels within the Borough have been steadily rising over the years, as illustrated by [Figure 2.1](#). More recently, and as [Figure 2.2](#) shows, the rate of growth in new car registrations in Stockton-on-Tees since 2001 has exceeded both the regional and the national trend.

As [Table 2.1](#) shows, the percentage of households with no car is well below the averages for the Tees Valley and the North East, whilst the proportion of households with two or more cars is well above the sub-regional and regional averages. However, whilst both of these percentages are close to the average for England and Wales, these headline figures mask some quite stark discrepancies at a more local level. Based on the Ward Boundaries in place at the time that the 2001 Census was carried out, the percentage of households with no car ranged from 3.5% (Ingleby Barwick) to 64.8% (Portrack & Tilery), whilst the percentage with two or more cars varied between 6.8% (Portrack & Tilery) and 56.8% (Ingleby Barwick): in Whitton Ward, 11.5% of households had three or more cars.

Area	% of Households with:	
	No Car	Two or More Cars
Stockton-on-Tees	29.6	27.1
Tees Valley	34.2	22.5
North East	35.9	21.0
England & Wales	26.8	29.4

(Source: 2001 Census)

**Table 2.1: Car Ownership Levels, 2001
Sub-Regional, Regional and National Comparisons**



(Source: Census Data)

Figure 2.1: Car Ownership Levels, 1971 to 2001

Road Casualties in Stockton

The Council publishes an annual **Road Casualty Review**, which identifies trends in recorded road casualty data. This Review informs the Council's annual programme of revenue, capital and operational schemes.

In order to better understand the underlying factors behind these trends, the Council has commissioned an independent KSI Accident Causation Review with a view to identifying and introducing appropriate mitigation measures over the five-year lifetime of the Second Stockton-on-Tees Local Transport Plan (LTP). Although it has yet to be published, the key conclusions of this Study are likely to include:



(Source: Department for Transport)

**Figure 2.2: Growth in Car Licences, 2001 to 2004
Regional and National Comparisons**

- There are few specific geographical 'clusters' of accidents within the Borough;
- There is little scope for the introduction of area-wide accident mitigation measures; and
- An increased emphasis needs to be placed on education and training measures designed to tackle existing road user behaviour.

Chapter 3: Strategic Issues

The Council's Long-Term Transport Strategy, as set out in the Second LTP, is based on the set of Core Aims and Objectives set out in [Table 3.1](#) below.

Road Safety will play a key role in meeting many of these Aims and Objectives, particularly those highlighted in green within the Table.

The remainder of this Chapter considers the Policy Areas within which Road Safety's contribution to meeting the Core Aims and Objectives of the LTP will be focused.

Shared Priority Theme	Core Aims	Objectives
Accessibility	To improve opportunities for all to access health, education, jobs, leisure and food outlets.	Improved public transport network coverage.
		More integrated transport links.
		Better travel information.
		Increased reliability of transport systems.
		Reduced cost of travel.
Congestion	To reduce the rate of traffic growth in the Borough.	Encouragement of more walking and cycling trips.
		Increased use of more sustainable alternatives to the private car.
		Promotion and awareness of more sustainable alternatives to the private car.
Road Safety	To reduce the incidence and severity of casualties on the Borough's roads.	More efficient management and use of existing infrastructure.
		Ensure that all new and improved highways infrastructure adopts best practice in 'safe by design' principles.
		Take into account the greater incidence of casualties in priority neighbourhoods.
Air Quality	To reduce the risk posed to health by traffic related pollution.	Promote road safety education within the community.
		Maintain statutory air quality objectives across the Borough.
Other Quality of Life	To improve transport's contribution to our community's quality of life.	Implement measures designed to reduce PM10 levels across the Borough.
		Implement measures designed to enhance safety and reduce the fear of crime.
		Address noise and climate change issues.
		Enhance the landscape and biodiversity.
		Enhance the quality of the public realm.
		Improve community transport.
		Promote healthier communities.
		To provide recreational opportunities for a wider range of people, especially those without cars

Table 3.1: The Road Safety Strategy's Contribution to Meeting the Core Aims and Objectives of the Long-Term Transport Strategy

Policy Areas

Tackling Disadvantage

Child Safety Audit

The Council is committed to undertaking a full Child Safety Audit by October 2006. We will use this information to refine and focus our service delivery – particularly in our Priority Neighbourhoods.

Cycle Training

As detailed within our cycling, walking and travel plan strategies, we offer cycle training to the National Standard, and we are rolling the programme out across the Borough, through the lifetime of the strategy. Funding originally came from Stockton's Public Service Agreement (PSA) to employ a team of professional cycle instructors – as of April 2006, this team has been mainstream funded within the Authority's establishment. This service is available to school-aged children, adults and local businesses. We are now able to offer free of charge practical cycle training to all Y5 and Y6 pupils in the Borough's schools.

Pedestrian Training

Also funded by the PSA pump priming, we now have a team of professional pedestrian instructors, able to offer a targeted service, with schools within our Priority Areas being offered a preferential access to training. We are now able to offer free of charge practical pedestrian training to all Y3 and Y4 pupils in the Borough's schools.

Targeted Road Safety Education

We already offer a range of services designed for vulnerable user groups, including the above mentioned training, but also a programme of Road Safety Education, including "The Arnie Armadillo Roadshow", a schools-based Road Safety Quiz, and a range of awareness raising campaigns on cycle safety, in car safety and safer driving. We will continue to deliver these services throughout the lifetime of the plan, and aim to enhance the service through better targeting of resources, and diversification into areas such as personal mobility training for SEN schools/young adults.

Children

'Every Child Matters' (ECM) and Extended Schools

Road Safety will have a key role to play in supporting the introduction of a number of measures arising from this agenda; from extended schools and the consequent changes in travel patterns, to education on Road Safety in new and innovative ways. To ensure our maximum involvement, we are developing a number of partnerships with colleagues in health and education sectors to ensure effective coordinated delivery of required measures. These will lead to jointly developed and monitored targets, which will be implemented and reported on through the lifetime of this strategy.

School Travel Planning

Travel Planning now forms a central part of the prioritisation of service delivery for Road Safety – each plan has a requirement for support services in terms of Education and Training, and the process of developing travel plans lends itself well to identification of priority areas. Details on the School and Workplace Travel Plan Strategy can be found in the relevant document, produced to support this strategy and LTP2. We will ensure that all schools in the Borough have a travel plan in place by 2010.

Junior Road Safety Officers (JRSOs) and Travel Planning

The Council is firmly committed to the development of a network of JRSOs in Primary Schools across the Borough, and in an innovative step, are developing a series of resources which will allow Junior Road Safety Officers to become "Travel Plan Monitors", establishing a direct communication link on Travel Planning and Road Safety with the student body of every Primary School in the Borough.

Education and Training – 'Crucial Crew'

Now in its 10th successful year, a multi-agency partnership delivering a strong personal safety message, of which Road Safety forms a key part, to primary aged children across the Borough.

Education and Training – ‘Theatre in Education’

Aimed mainly at young pre-drivers, TE is a series of educational theatre events staged in secondary schools across the Borough, with a strong element of student interaction. We are now introducing TE in Primary Schools for Y6 Students.

Education and Training – Publicity

Stockton on Tees Borough Council has a reputation for its innovative and sometimes challenging use of advertising in raising awareness of risks faced by a number of user groups across the Borough. A series of campaigns, targeting specific vulnerable and at risk groups, using established characters and delivery methods will be delivered throughout the lifetime of the strategy.

School Crossing Patrol Service

The School Crossing Patrol Service is an integral part of our strategy in respect of School Travel Plans, promotion of walking as a transport mode and the development of independent young travellers. The Service operates in accordance with the National School Crossing Patrol Guidelines, and is subject to regular review.

Early in 2006/07, we will undertake a full review of our School Crossing Patrol Service and sites to ensure the most efficient use of our resources and to tie in more closely with our School Travel Planning and Road Safety Education programmes.

Urban Areas

Speed Management

Excess and inappropriate speed are major contributors to both accidents and casualty severity in urban areas across the Borough. Local consultation has shown that speeding traffic is a major source of concern to residents, particularly those in Priority Neighbourhoods.

We will target roads with poor accident records through a combination of physical measures designed to reduce traffic speeds (for example traffic

calming schemes) and the introduction of enforcement of appropriate speed limits, working in partnership with the Police through the Cleveland Safety Camera Partnership. We will deliver targeted road safety campaigns, education programmes and appropriate driver training courses in support of this initiative.

Driver Feedback Signs

The new arrangements for the management of Safety Camera Partnerships due to come into effect in 2007/08 will allow for greater flexibility in the spending of generated revenue. There are opportunities to expand the use of Driver Feedback signs (Speed Information Devices or SIDs) to warn drivers of excess speed.

Links & Partnerships

We will build upon our links to the implementation of regeneration strategy in our Priority Neighbourhoods, and the delivery of Local Action Plans through our programme of targeted education, training and publicity, and through the travel planning process, will seek to engage schools in the regeneration of the communities they serve. We will continue to develop our partnership with Education and Children’s Services through the evolving Extended Schools Agenda.

Community Engineer

The Community Engineer initiative has proven to be a particularly effective method of empowering communities. It enables them to identify local transport problems, their solutions and involves them in the implementation process. The resultant schemes will often involve both engineering schemes and educational interventions.

Rural Areas

Speed Management

In the rural areas of the Borough, there are specific speed management issues – such as maintained higher speeds by vehicles entering villages – that require a different management approach. This includes the introduction of specific

physical measures such as 'Village Gateways' and targeted signing on rural roads. As mentioned above in *Urban Areas* opportunities exist for greater use of Driver Feedback signs in carefully targeted locations.

We will, in partnership with the Police through the Cleveland Safety Camera Partnership, deliver targeted road safety campaigns, education programmes and appropriate driver training courses in support of rural speed management.

Multi Modal Use

The Council is committed to developing measures to resolve the small number of conflicts due to different user groups having differing needs and expectations of the rural network, particularly given the increasing use of rural roads for leisure purposes. All road users should feel equally able to use the rural network. Measures could include greater use of education and information, speed management, and traffic management procedures where appropriate.

Safer Vehicles

NCAP

Driven by the NCAP agenda, manufacturers are making significant improvements in safer vehicle design, both in terms of occupant/pedestrian protection and measures designed to prevent collisions from occurring in the first place. The Council's role is to influence driver behaviour and ensure that drivers make the best use of designed-in safety improvements. This could include seatbelt use and the correct fitting of child safety seats. We will continue to be mindful of the phenomenon of Risk Compensation, where the benefits arising from advances in vehicle safety are often offset by improved performance by the user.

Speed Management

Engineering

The Council's Speed Management Strategy is based on an analysis of common causative factors, the introduction of appropriate speed reduction measures and a programme of enforcement to target roads with speed related safety problems. This Strategy will be informed by the recommendations arising from

an independent study of accident causation within the Borough commissioned by the Council in September 2005.

Education

This issue will be addressed through a combination of techniques, aimed at specific user groups. Examples of this targeted approach include the 'Two Second Rule' - emphasising the need for drivers to maintain a safe distance when travelling at speed.

Encouragement

The Council will continue act as lead authority within the Tees Valley for the National Driver Improvement Scheme (NDIS), and this model is already in use as training for corporate clients as Managing Occupational Road Risk (MORR), and through the lifetime of the Strategy, will be developed and implemented as a support service for Workplace Travel Planning (see the [School and Workplace Travel Plan Strategy](#)), as Fuel Efficient Driver Training, with the support of the Energy Saving Trust.

Enforcement

We will continue to operate an annual programme of joint enforcement and education initiatives with Cleveland Police as part of the Cleveland Casualty Reduction Group. We will continue our partnership with Cleveland Police in the Cleveland Safety Camera Partnership. We will provide, as long as is required, the service delivery of the National Driver Improvement Scheme on behalf of Cleveland Police. Through the Officers' Traffic Group, we will continue to develop appropriately enforceable traffic management solutions where required.

Motorcycling

Stockton has considerable experience, developed over thirty years, in the field of motorcycle training and education. This experience has enabled the development of several other initiatives, e.g. driver and cyclist training

'Handle It or Lose It' (HIOLI)

Described in more detail in our [Motorcycling Strategy](#), post-test training of riders of high-powered sports motorcycles has traditionally been a difficult issue in which to engage the appropriate users. HIOLI offers a new and innovative method for dealing with the issues raised by the growth in the use of such machines. We will seek to continue to expand the provision of post-test training and to seek further innovative solutions, e.g. local voluntary advanced riding groups.

Cleveland Motorcycle Training (CMT)

We will continue to support a training service within the local Partnership area. From 2006/07, we will have a new local partnership with adjacent local authorities, revised in order to better address the needs of our trainees, and to better match with statutory requirements.

Enforcement

Partnership to Deliver Better Enforcement

We will continue to operate an annual programme of joint enforcement and education initiatives with Cleveland Police as part of the Cleveland Casualty Reduction Group. We will jointly develop, with Cleveland Police Motorcycle Section, a range of specific initiatives with an educational and training outcome to target higher risk motorcyclists and also those guilty of poor rider behaviour.

Drivers

Corporate Policy

In order to discharge our responsibility to our employees under Health and Safety at Work, Driver Training is now mandatory for all employees who drive as part of their normal duties. Through the lifetime of the strategy, we will ensure that all required employees receive the necessary training, and any new starters receive the same as part of their induction process.

Managing Occupational Road Risk (MORR)

The Health and Safety Executive estimate that in at least a third of fatal road accidents, someone involved is "at work".

We will inform and advise local businesses and organisations of their obligations and responsibilities in respect of employees' driving for business purposes. This will include both advice on risk assessment, and also the offer of professional driver training via our road safety team.

National Driver Improvement Scheme (NDIS)

The National Driver Improvement Scheme offers drivers who are reported for Section 3 Road Traffic Act offences (e.g. Driving without due care and attention) a course of training as an alternative to a court appearance. Research shows that such drivers have a lower collision/offending rate post training than those who are not retrained. We will continue to act as service provider to Cleveland Police for the training aspect as long as required.

Corporate and Workplace Driver Training

Using our experience gained through the National Driver Improvement Scheme, we will continue to provide high quality driver training to local businesses.

Other Areas of Work

Workplace Travel Planning

The Environmental Projects team has now taken on responsibility for workplace travel planning. This provides a structure which has previously been lacking in the development and monitoring of workplace travel plans, although as indicated in our *School and Workplace Travel Plan Strategy*, there is already a programme of promotion in place for 2006/7, supported by an online travel plan generation system, which will "go live" in May 2006.

Fuel Efficient Driver Training

The "System" of driving, as used in our Corporate Driver Training lends itself to development into Fuel Efficient driver training. We will therefore, from 2006/07, offer local businesses courses in "Safer and Fuel Efficient" driving. This assists with the Council's adoption of a Climate Change Strategy, and is being developed in partnership with the Energy Saving Trust.

Neighbourhood Renewal

Road Safety needs form an integral part of the regeneration of Priority Neighbourhoods. We will be working in partnership with communities and developers, utilising the experience of the Community Engineer to reduce road risk and enhance Quality of Life in Urban Regeneration projects.

Planning Gain

Similarly to the above, we will seek to influence planning applications to gain Road Safety improvements at reduced cost, through leveraging in developer contributions.

Consultation Strategy

We have developed a consultation strategy for the service group in order to maximise the effectiveness of local involvement in highways and transportation improvements.

Chapter 4: Action Plan

The Council's **Five-Year Road Safety Action Plan** is illustrated in [Table 4.1](#).

Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Tackling Disadvantage	<ul style="list-style-type: none"> Child Safety Audit. Cycle Training. Pedestrian Training. Targeted Road Safety Education. 	<ul style="list-style-type: none"> We will undertake a full Child Safety Audit by September 2006. 					
		<ul style="list-style-type: none"> We will offer schools within our priority areas a preferential access to training – numbers trained as in Table 5.1. 					
		<ul style="list-style-type: none"> We will continue to deliver a full range of targeted services throughout the lifetime of the Strategy. 					
		<ul style="list-style-type: none"> We will offer personal mobility training for SEN schools/young adults in the Borough's special schools, subject to a school-based suitability assessment. 					
Children	<ul style="list-style-type: none"> Every Child Matters. School Travel Plans. Education and Training. Publicity. School Crossing Patrol Service. 	<ul style="list-style-type: none"> We will develop, in partnership with our colleagues in Education and Children's Services, targets, which will be implemented, monitored and reported on through the lifetime of this Strategy. 					
		<ul style="list-style-type: none"> We will ensure that all schools in the Borough have a travel plan in place by 2010. 					
		<ul style="list-style-type: none"> We will take an active part in the continuance of Crucial Crew, ensuring delivery of road safety messages direct to 2,500 primary aged children. 					
		<ul style="list-style-type: none"> We will deliver Theatre in Education service to all secondary schools in the Borough, annually, through the lifetime of the Strategy. 					
		<ul style="list-style-type: none"> We will deliver, throughout the lifetime of the Strategy, a series of campaigns, targeting specific vulnerable and at risk groups, using established characters and delivery methods. 					
		<ul style="list-style-type: none"> We will carry out an ongoing review of crossing patrol sites, as part of the recruitment process throughout the lifetime of the Strategy, and to implement solutions to issues arising from the 2005/06 School Crossing Patrol Review. 					

Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Urban Areas	<ul style="list-style-type: none"> Links and Partnerships. Community Engineer. 	<ul style="list-style-type: none"> We will maintain and improve our links to the implementation of regeneration strategy in the priority areas. 					
		<ul style="list-style-type: none"> We will deliver a programme of targeted education, training and publicity in support of regeneration derived engineering measures. 					
		<ul style="list-style-type: none"> Through the travel planning process, we will engage schools in the regeneration of the communities they serve. 					
		<ul style="list-style-type: none"> We will continue to provide, in support of the work of our Community Engineer, education and training services in conjunction with community developed engineering works to ensure their safe and appropriate use. 					
Rural Areas	<ul style="list-style-type: none"> Speed Management. Multi-modal Use. Child Safety Audits 	<ul style="list-style-type: none"> We will implement the findings of the Council's recently commissioned study of accident causation. 					
		<ul style="list-style-type: none"> Through the period of this strategy, the Council will work with its partners and local stakeholders to address the issues of conflict arising out of multi-modal use of the rural network. 					
		<ul style="list-style-type: none"> We will use Child Safety Audits to gain a better understanding of the issues of rural transport as they affect younger people, and subsequently develop and implement appropriate responses to be over the lifetime of this Strategy. 					
Safer Vehicles	<ul style="list-style-type: none"> NCAP. Risk Compensation. 	<ul style="list-style-type: none"> We will develop a programme of supporting training and education to ensure drivers make best use of safety improvements that are driven forward by European NCAP. 					
Speed Management	<ul style="list-style-type: none"> Engineering Education Encouragement Enforcement 	<ul style="list-style-type: none"> We will develop and implement a programme of engineering measures, training, education and publicity in response to information arising from our study of accident causation, published Spring 2006. 					
		<ul style="list-style-type: none"> We will implement an education programme targeted at specific groups, identified as being at higher risk from speed related accidents. 					
		<ul style="list-style-type: none"> We will continue to be lead authority on the National Driver Improvement Scheme (NDIS), Managing Occupational Road Risk (MORR), and will develop a programme of Fuel Efficient Driver Training, (with the support of the Energy Saving Trust). 					
		<ul style="list-style-type: none"> We will continue to work with our partners to ensure that more drivers involved in accidents are given the opportunity to access NDIS, and will focus our driver and motorcycle training accordingly. 					

Policy Area	Issues	Actions	Timescale				
			2006/07	2007/08	2008/09	2009/10	2010/11
Motorcycling	<ul style="list-style-type: none"> • HIOLI. • Advanced Riding • CMTS. 	<ul style="list-style-type: none"> • We will seek to continue to expand the provision of post-test training and to seek innovative solutions. 					
		<ul style="list-style-type: none"> • Support for local advanced riding Groups. 					
		<ul style="list-style-type: none"> • We will continue to support a training service within the local Partnership area. 					
Enforcement	<ul style="list-style-type: none"> • Partnership to deliver better enforcement. 	<ul style="list-style-type: none"> • We will develop and improve on our close working partnership with Cleveland Police and Cleveland Safety Camera Partnership to ensure better-targeted resources in support of this role. 					
Drivers	<ul style="list-style-type: none"> • Corporate Policy. • MORR. • NDIS. • Corporate and Workplace Driver Training. 	<ul style="list-style-type: none"> • Mandatory driver training for all staff driving on Council business. 					
		<ul style="list-style-type: none"> • Provision of advice and guidance to local businesses and organisations on the management of Occupational Road Risk. 					
		<ul style="list-style-type: none"> • Provision of courses on behalf of Cleveland Police in respect of the National Driver Improvement Scheme. 					
		<ul style="list-style-type: none"> • Provision of courses on Safer Driving to local businesses and organisations. 					
		<ul style="list-style-type: none"> • Development of Safer and Fuel Efficient Driver Training Courses for local businesses and organisations. 					
Other Areas of Work	<ul style="list-style-type: none"> • Workplace Travel Planning. • Neighbourhood Renewal. • Consultation Strategy. 	<ul style="list-style-type: none"> • Advice and guidance to local business with regards to safer and more sustainable road use as part of the development of a Workplace Travel Plan 					
		<ul style="list-style-type: none"> • Work in partnership with communities and developers, utilising the experience of the Community Engineer to reduce road risk and enhance Quality of Life in Urban Regeneration projects. 					
		<ul style="list-style-type: none"> • To continue to utilise the consultation strategy for the service group in order to maximise the effectiveness of local involvement in highways and transportation improvements. 					

Table 4.1: Road Safety Action Plan, 2006/07 to 2010/11

Five-Year Capital Expenditure Profile

Table 4.2 illustrates the Council's proposed capital expenditure on road safety initiatives over the lifetime of the Second LTP. It should be stressed that the figures shown are indicative, and that the actual road safety budget in each year will be dependent on the Council's annual Local Transport Capital Expenditure Settlement. The detailed Capital Programme in each year will be agreed in consultation with the Cabinet Member for Development and Regeneration.

Financial Year	2006/07	2007/08	2008/09	2009/10	2010/11
Expenditure (£000s)					

Table 4.2: Indicative Capital Expenditure on Road Safety Initiatives 2006/07 to 2010/11

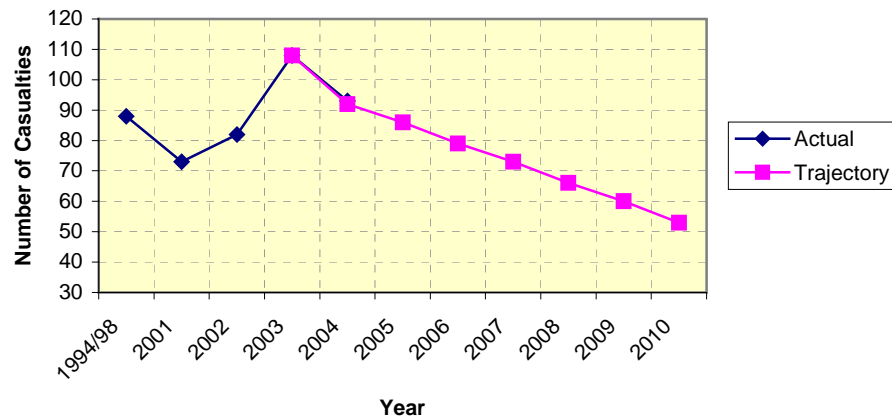
Chapter 5: Indicators, Targets and Trajectories

The Council recognises the need for a robust monitoring regime to be put in place to ensure that the rate of progress towards the aims and objectives set out in this Strategy can be accurately assessed. Targets and trajectories for four indicators (three mandatory and one supplementary) covering key areas of road safety delivery have been set within the Second Stockton-on-Tees Local Transport Plan (LTP), and these are described in detail below.

LTP Road Safety Targets

Mandatory Indicators

Total KSI Casualties (BVPI 99(a)(i))



(Source: Stockton-on-Tees Borough Council)

Figure 7.1: Actual and Predicted KSI Casualties 1994/98 Baseline to 2010

The national target for this indicator, as set by the DfT, is to achieve by 2010 a 40% reduction in total KSI casualties against the 1994-98 baseline. Our progress to date towards this target is shown in [Figure 7.1](#).

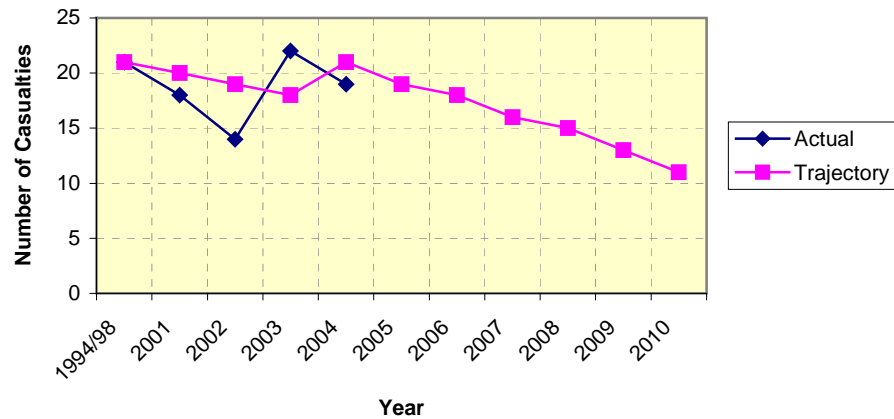
As [Figure 7.1](#) shows, whilst the number of KSI casualties (93) was just above the target of 92 set for the year, 2004 marked a return to the long-term downwards trend following increases in the two previous years. Even more encouragingly, the provisional outturn for 2005 is actually below the target figure.

Whilst the continuation of this trend will result in the 2010 target of 53 KSI casualties being achieved well ahead of schedule, both the overall target and its associated trajectory have been retained unaltered for this LTP given the volatility of this indicator in recent years. **This represents a 'stretched' target** as defined in the Guidance published by the DfT.

Child KSI Casualties (BVPI 99(b)(i))

The DfT has also set the national target for this indicator, to reduce by 2010 the total of child KSI casualties by 50% against the 1994-98 baseline.

As illustrated in [Figure 7.2](#), this indicator is currently on track, with 19 child KSI casualties in 2004 against the target of 21 set for the year. For this reason, both the overall target – 11 child KSI casualties in 2010 – and its associated trajectory are retained unaltered for this LTP. **This represents a 'stretched' target** as defined in the Guidance published by the DfT.



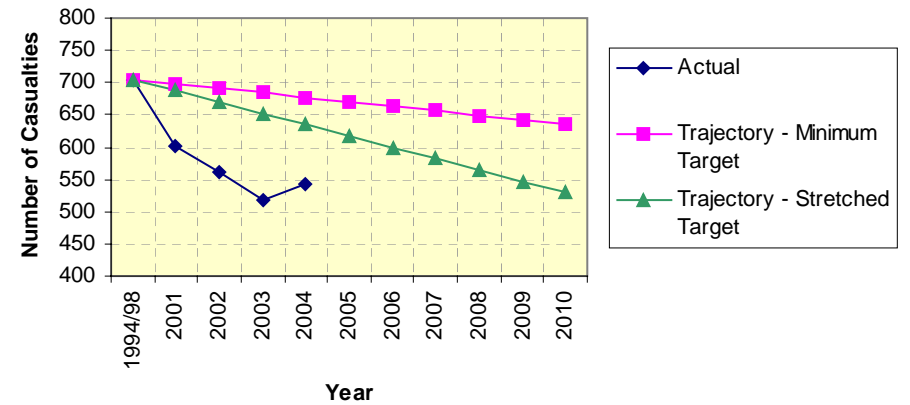
(Source: Stockton-on-Tees Borough Council)

Figure 7.2: Actual and Predicted Child KSI Casualties 1994/98 Baseline to 2010

Total Slight Casualties (BVPI 99(c)(i))

The national target for this indicator, again set by the DfT, is to achieve a 10% reduction in the total number of slight casualties compared to the 1994-98 baseline by 2010.

As [Figure 7.3](#) shows, the Council has made excellent progress against this indicator to date, and the 2004 outturn of 542 slight casualties is well below the **minimum target** of 635 set for 2010. For this reason, a more challenging trajectory – based on an overall reduction of 25% compared to the 1994-98 baseline – has been adopted for the Second LTP. **This represents a ‘stretched’ target** as defined in the Guidance published by the DfT.



(Source: Stockton-on-Tees Borough Council)

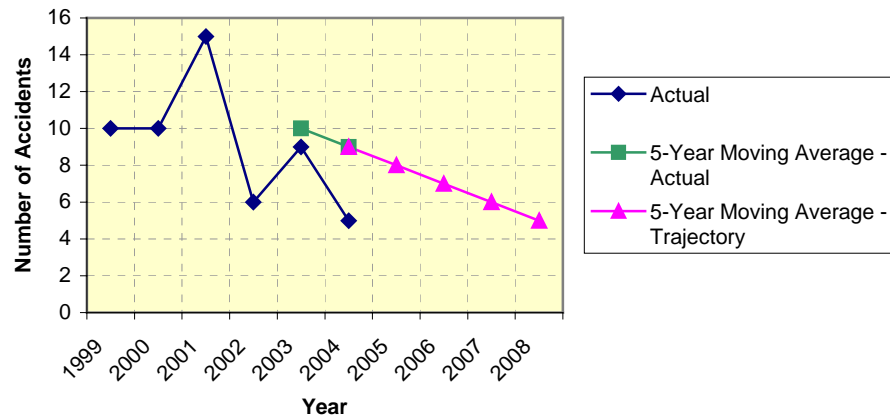
Figure 7.3: Actual and Predicted Slight Casualties 1994/98 Baseline to 2010

Supplementary Indicators

SUP 1: Number of Child KSI Accidents in Priority Neighbourhoods

Analysis of the accident trend over the period from 1999 to 2004 within the Borough’s 11 Priority Neighbourhoods has revealed that, whilst the incidence of all KSI accidents is lower than the Borough average, this situation is reversed as far as Child KSI accidents are concerned.

For this reason, a **minimum target** to halve the number of Child KSI accidents occurring in the eight Wards covering the Priority Neighbourhoods between 2003 and 2008 has been set. This target, which is consistent with that adopted within the Council’s Neighbourhood Renewal Action Plan, is based on a five-year moving average to take into account the inconsistencies in annual outturns inherent in a small dataset. Both the target and its associated trajectory are illustrated in [Figure 7.9](#).



(Source: Stockton-on-Tees Borough Council)

Figure 7.9: Actual and Predicted Reduction in Child KSI Accidents in Priority Neighbourhoods, 1999 to 2008

Local Target

Training

As indicated in the Action Plan in [Chapter 4](#), a key factor in our delivery of Workplace Travel Planning will be the delivery of training for Fuel Efficient Driving in order to drive down the levels of emissions due to driving on works business. We have undertaken to deliver the levels of training shown in [Table 5.1](#) over the lifetime of this Strategy.

Both the Council's Walking and Cycling Strategies contain a commitment to deliver training for a variety of user groups, and this commitment will also contribute towards the delivery of this Strategy. The predicted levels of training over the lifetime of the Strategy are shown in [Table 5.1](#).

Year	Pedestrians (Children)	Cyclists (All Ages)	Motorcyclists (All Levels)	Corporate Drivers (SBC Staff)	Driver Improvement (DIS Referrals & External Companies)	Fuel Efficient Drivers
2004/05	0	177	450	57	212	0
2005/06 (est.)	500	500	450	80	190	0
2006/07*	1000	1000	450	90	200	0
2007/08**	1050	1050	600	150	300	100
2008/09**	1100	1100	620	155	320	110
2009/10**	1150	1150	640	160	340	120
2010/11**	1200	1200	660	170	360	140

Table 5.1: Actual and Predicted Numbers Trained, 2005/06 to 2010/11

KEY:

* Assumes current establishment, but with a team of four pedestrian/cyclist instructors.

** Assumes increased funding secured through the Council's Local Area Agreement (LAA), enabling new course development and deeper market penetration.