



INTRODUCTION

10.1 The aim of the Road Safety Strategy is to make a significant and sustained reduction in the fatal and serious casualties brought about by road injuries.

10.2 The local authorities, the Police and other agencies in West Yorkshire have been working with local people in recent years to reduce injuries. The West Yorkshire Road Safety Strategy is supported by action plans from the five Districts, the Police and Health Authorities and through community safety initiatives.

OBJECTIVES

10.3 Our road safety objectives are:

- change the road environment in such a way that it is both seen to be, and is, a safer place for all road users particularly those most vulnerable - pedestrians, cyclists, motorcyclists, horse riders and ridden horses;
- equip all road users with the skills and information needed to travel safely in regard to their own and other road users' safety;
- involve a wide range of people and organisations in the process of developing an appropriate road environment and a responsible culture to improve safety and the quality of life.

STRATEGY

10.4 The achievement of our objectives will be progressed through:

- analysis of trends in road injuries, and detailed investigation of locations where casualties have occurred to direct and inform remedial action;
- community safety audits to identify road safety needs and priorities;
- introduction of casualty reduction schemes;
- provision of suitable facilities to promote the safety of all users, for example adequate crossing facilities for pedestrians, cyclists, and ridden horses;
- progression and development of training schemes for all road users with particular attention to vulnerable road user groups;
- consultation and involvement with Community Groups and individuals both before and during the implementation of road safety initiatives;



Speed management is an essential tool in improving road safety.

- joint initiatives with the Police including introducing speed and red light cameras;
- joint initiatives with the Health Authority through Health Action Zones;
- development of a speed management strategy;

- regular liaison with the Police and Health Authorities to monitor progress;
- appropriate publicity to inform and to educate all road user groups;
- promote road safety and the reduction of casualties in all areas of the Local Transport Plan.

Local Safety Schemes

10.5 Cost-effective casualty reduction programmes are being implemented, targeted at sites where the casualty record is a cause for concern. The schemes alter the road environment to reduce conflict and to control speeds. Schemes are co-ordinated with education, training and publicity and with Police action. Programmes will include integrating safety measures with other improvements to maximise the benefits that can be achieved.

Speed Management

“Speeds are a major problem - provide more traffic calming and better enforcement”

10.6 Excess speed is a factor in a significant percentage of all crashes causing injury. The adoption of speed management is essential to address rising casualties and the fears caused by inappropriate driving behaviour. The main measures for controlling road speeds are traffic calming features and the introduction of speed cameras to support police enforcement.

10.7 A road hierarchy will be developed throughout the County to allow a co-ordinated application of suitable speed limits according to location.

Skills Training

10.8 Pedestrian, cyclist and pre-driver training are undertaken to provide the skills necessary for individuals to be competent and safe. These will be developed further in response to the commitments in the National Road Safety Strategy.

10.9 The training schemes involve schoolchildren, parents and guardians, young adults, schoolteachers and governors and volunteer workers. A driver improvement scheme is operated and support is given to all agencies with an interest in promoting road safety education and training.

Strategy Development

10.10 The Road Safety Strategy will be further developed to address concerns in road injuries and to sustain reductions that have been made.

10.11 A child road safety audit is being progressed to include the numbers, circumstances and location of injuries to children by all forms of travel. It will consider the journeys that are made by children, the differences between particular age groups and whether or not, as pedestrians, responsible persons accompany them.

10.12 Other issues to be addressed are speed management and motorcycle casualties.