



JOINT ROAD SAFETY STRATEGY
LOCAL COMMITTEE FOR WOKING
14 JULY 2004

KEY ISSUE:

To improve the casualty reduction performance locally through improved integration of education, enforcement and engineering.

SUMMARY:

This report updates the Local Transportation input to the Joint Road Safety Strategy approved by SCC Executive. Members are asked to note the current position.

OFFICER RECOMMENDATIONS:

The Committee is asked to note the current position.

1. INTRODUCTION and BACKGROUND

- 1.1 Surrey County Council and Surrey Police produced a “Joint Road Safety Strategy” in order to gain benefit of joint working through efficient, effective and focused use of resources.
- 1.2 The Strategy provides the framework within which both parties work together to reduce the number of casualties and the fear from traffic in Surrey.

2. ANALYSIS AND COMMENTARY

- 2.1 Road safety is a key issue that relies on engineering, education and enforcement. The effectiveness of road safety relies on the parties involved and the Joint Road Safety Strategy brings together Surrey County Council and Surrey Police with common objectives, targets and priorities.
- 2.2 Clause 6 of the Strategy states, “This strategy must be supplemented by local action plans agreed between the Local Committees and the District Commanders.”
- 2.3 Within the strategy there is a 33 point Action Plan and although the Local Transportation Service will be involved in a variety of these, the following table highlights particular areas where the Local Transportation Service considered a response was required.
- 2.4 The Local Transportation Service works together with Surrey Police locally as follows:
 - Local Transportation Service and Surrey Police meet at Accident Working Group.
 - Surrey Police are invited to attend Stage 3 Safety Audit.
 - Local Transportation Service consult Surrey Police on new schemes.
 - Casualty trends and accident trends are discussed.
 - Engineering and enforcement aspects of speed management are discussed.
 - Regular liaison meetings take place.
 - Local Transportation Officers attend the local Police Partnership meetings.
- 2.6 Speed management is a key issue locally not only for the Surrey Police and the Local Transportation Service but also for residents who regularly make contact regarding this issue. Over the last year officers from both

organisations have implemented a strategy using Vehicle Activated Signs that consists of highlighting actual speeds to the motorist together with enforcement. A key benefit of the system in use is the ability to target those periods during the day at any particular site when speeding is occurring most. A programme of roads that will be targeted has been drawn up and has been enhanced through the purchase of two further sets of signs, one by each partner.

- 2.7 Locally the Community Safety budget has been utilised to provide streetlight solutions to problem areas related to the fear of crime including, for example, Coniston Road. Looking ahead there are proposals agreed for the footpath between Safeway and York Road together with Chertsey Road in the town.
- 2.8 The Accident Working Group has met recently and any outcomes will be fed into future programmes or where appropriate implemented at the earliest opportunity.
- 2.9 Stage 3 safety audits are attended by Local Transportation Service and Police to ensure input from both parties.

3. CONSULTATIONS

- 3.1 No particular consultations have taken place on this report however the Local Transportation Director and Divisional Inspector have met recently to discuss relevant matters. In addition the relevant objectives of the Community Safety Strategy for Woking have been considered.

4. FINANCIAL IMPLICATIONS

- 4.1 The financial implications for the actions contained in the Local Transportation Service response must be contained within the current budget however bids can be made through the Local Transport Plan process as appropriate.

5. SUSTAINABLE DEVELOPMENT IMPLICATIONS

- 5.1 There are no sustainable development implications.

6. CRIME AND DISORDER IMPLICATIONS

- 6.1 The implementation of the strategy should result in enhanced road safety, which includes a reduction in speeding offences and reduced fear of crime.

7. SELF RELIANCE IMPLICATIONS

- 7.1 Improved casualty reduction performance within the self reliance project area.

8. EQUALITIES IMPLICATIONS

- 8.1 There are no equalities implications.

9. CONCLUSIONS AND REASONS FOR RECOMMENDATION

- 9.1 The Local Transportation Service continues to work in partnership with the local Police with regard to enforcement, education and engineering. The Local Transportation Service has implemented the Action Plan in various ways to date and Members are asked to note the current position with regard to progress to date.

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**BACKGROUND PAPERS: Officer Report to Executive
SCC/Surrey Police, Joint Road Safety
Strategy. 24 June 2003**

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