

# Safe roads, reliable journeys, informed travellers

Department for  
**Transport**

Tomorrow's roads –  
safer for everyone

The second three-year review



The Government's road safety strategy  
and casualty reduction targets for 2010

February 2007



Safe roads, Reliable journeys, Informed travellers

A **Strategic Safety Action Plan** for  
the Core Trunk Road Network  
(to reduce road accidents and casualties, including those of road workers)

# 2007



## Safety targets

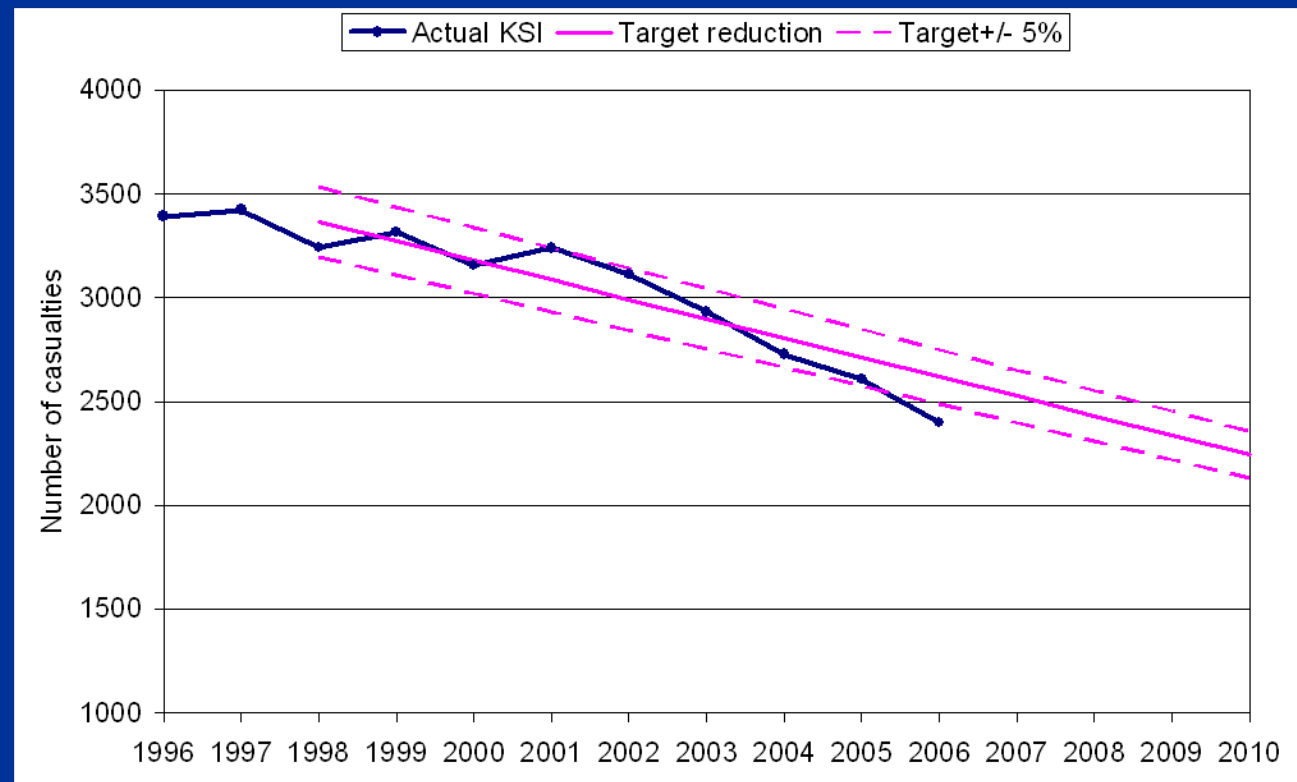
- Progress against casualty reduction targets
- Initiatives on driver education
- Initial safety results on M42 ATM promising
- Protecting workers on the road

# Killed and Seriously Injured

Target to  
reduce by 33%

2006

- achieved 29%  
reduction
- 376 killed
- 2023 Serious
- =2399 KSI

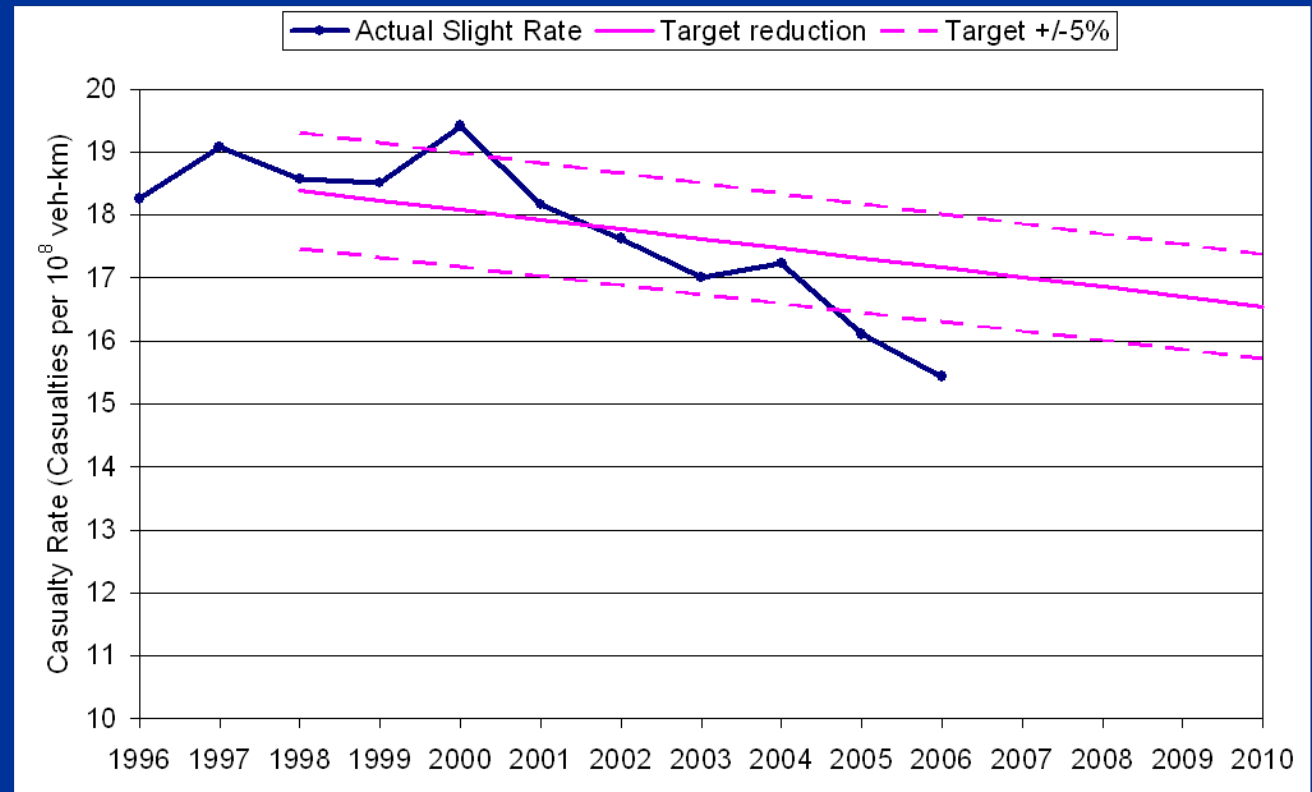


# Slight

Target to reduce  
by 10%

2006

• 20450  
casualties

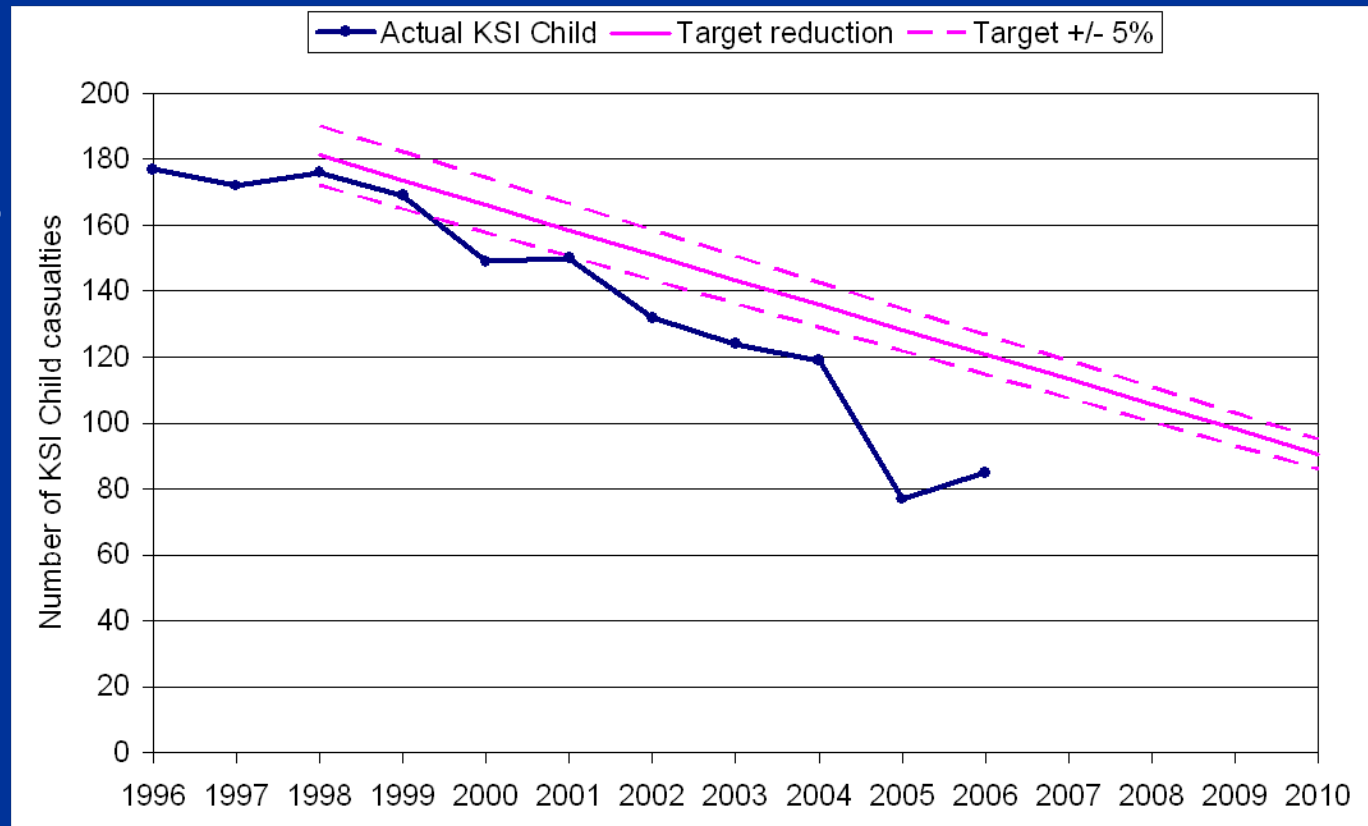


# Children

Target to  
contribute to a  
national  
reduction of 50%

2006

- 53% reduction
- 85 KSIs (but 10% up from 2005)



# Road Workers Safety

- Increased use of VMS to alert drivers
- Average speed monitoring through road works
- Moveable concrete barriers to protect workers
- Education and training – sector schemes

## In summary

### In 2005

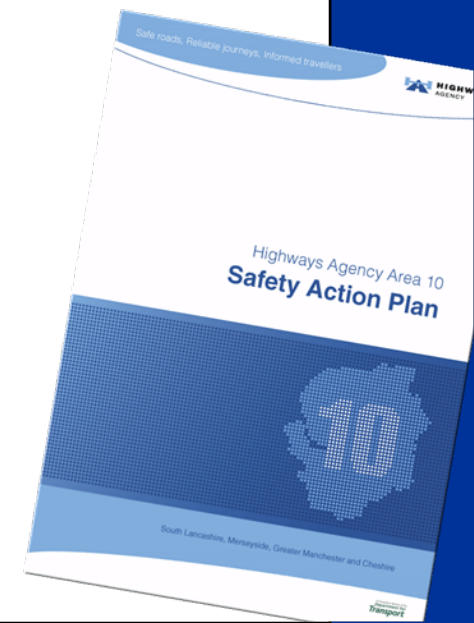
- Killed – 408
- Seriously injured – 2201
- Slight - 21052
- Child KSI - 77

### In 2006

- Killed – 376
- Seriously injured – 2023
- Slight - 20450
- Child KSI - 85

## Contents of the Area Safety Action Plan (ASAP)

1. Introduction to the Area
2. National Context
3. Accident and Casualty trends
4. Road User Groups
5. Stakeholder Participation
6. Traffic Officer Role
7. Management & Co-ordination of Road Safety
8. People
9. Management of Accident Databases
10. Objectives
11. Budgets
12. Timescales & Programming





# Maintaining the infrastructure

- Aim - Safe and serviceable condition
- Development of Integrated Asset Management System
- “Motivating Success” framework with service providers
- New winter maintenance fleet rolled out from 2008

Safe roads, reliable journeys,  
informed travellers

# Implement robust processes for managing surface condition

- UK pioneered introduction of skid resistance Standards
- Significantly strengthened via recent advice
- Proprietary surfacings seem to have safety benefits



## Investment in Research

- Texture depth specifications being updated with better understanding of material performance
- Further work to do on PSV to optimise use of aggregate
- Understand and mitigate “early-life” friction effects



# Remain alert and responsive to new challenges

- Quantify benefits deriving from skid policy
- More sustainable use of aggregate
- Specifications / processes robust to effects of climate change
- Changing requirements as traffic flow / control systems develop
- Lead harmonisation in Europe

