



**Author/Lead Officer of Report:** Tracy Hendry –  
Road Safety Manager

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**Report of:** Road Safety Action Plan  
**Report to:** Transport and Regeneration Committee  
**Date of Decision:** March 2024  
**Subject:** Acceptance of the Road Safety Plan

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report/part of the report and/or appendices and complete below:-				

**Purpose of Report:**

To seek approval for the Road Safety Action Plan 2024-2029.

**Recommendations:**

The Transport, Regeneration, and Climate Policy Committee is recommended to:

- a) Endorse the progression of the *points and actions in the Road Safety Action Plan 2024 – 2029 – Action List*, within the *Road Safety Action Plan*, and,
- b) Note that any actions requiring future approval by the committee will be reported back to the committee at a future date..

**Background Papers:**

- *Road Safety Action Plan 2024-2029*
- *Appendix One - Local Safety Schemes*

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Adrian Hart
		Legal: Victoria Clayton and Richard Cannon
		Equalities & Consultation: Ed Saxton
		Climate: Laura Ellendale
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	<b>SLB member who approved submission:</b>	<i>n/a</i>
3	<b>Relevant Policy Committee</b>	<i>Transport and Regeneration</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	<b>Lead Officer Name:</b> <i>Tracy Hendry</i>	<b>Job Title:</b> <i>Road Safety Manager</i>
	<b>Date:</b> <i>06/03/24</i>	



## 1. PROPOSAL

- 1.1. Making Sheffield roads safer for all users is an important part of the Council's role. Road traffic collisions (RTCs) remain one of the main causes of serious injury and death in Sheffield and according to the World Health Organisation are the leading cause of death for children and young adults aged 5 to 29 years old. Road traffic collisions can result in significant pain, grief, and trauma to all those involved. They can also incur a large economic cost to society and can result in severe congestion on the surrounding road network.
- 1.2. The Department for Transport (DfT) estimates that the total worth of preventing RTCs in Great Britain in 2022 was circa £43.2 billion with this equating to a sum of £126.2m in the City of Sheffield alone.
- 1.3. Striving for the delivery of a safer road network is essential in providing Sheffield City residents and visitors with safer and more sustainable access to the services and facilities they need to enjoy a good quality of life. The current economic climate has put pressure on our services; however, the Council cannot be complacent in delivering Road Safety measures over the forthcoming years.
- 1.4. Our aim is for a Vision Zero approach to road safety management and is based on the belief that no death or serious injury is acceptable on Sheffield's roads.**
- 1.5. Whilst we want to achieve our Vision Zero aim in the shortest possible time this action plan acknowledges the significant challenge that will be faced to achieve it. We have therefore set an interim target of 50by30 - a 50% reduction in Killed and Serious Injuries (KSIs) by 2030 to measure our progress against.
- 1.6. We aim to do this by employing the Safe Systems approach – this is a human centred approach that believes that every road death or serious injury is preventable.
- 1.7. The Safe System approach is built upon two basic facts about people. People make mistakes and will do on the roads. People are vulnerable to being killed or seriously injured if they are involved in a crash.

The Safe System [approach] seeks to design these two facts out of the equation. This means that all elements of the road system need to work together as one to minimise the chance of a collision, or, if a collision does take place, to prevent death or serious injury from occurring. There are 5 Pillars to the Safe System approach:

- **Safe Users:** Reducing the likelihood of road users making mistakes or behaving in a way that is risky for themselves and other people through targeted interventions, enforcement, marketing campaigns, education programs, and safety training.

- Safe Roads: Designing an environment that is forgiving of mistakes, by removing vehicular traffic wherever possible and ensuring safety is embedded within all scheme designs.
- Safe speeds: Encouraging appropriate speed for a busy and populated city.
- Safe vehicles: Reducing risk posed by the most dangerous vehicles.
- Post-collision response: Developing systematic information sharing and learning from collisions that have happened.

1.8. In an environment where resources are limited, this strategy sets out how we will improve the effectiveness of the delivery of education, training, publicity, and engineering road safety measures, as well as setting out our aims of expanding and adapting to a targeted approach. This action plan seeks to align and support the outcomes of the new Sheffield Transport Vision, Sheffield's Transport Plan, the upcoming South Yorkshire Local Transport Plan (LTP4), South Yorkshire Safer Roads Partnership's Strategy, Sheffield's Climate Strategies and the DfT wider strategy for road safety.

1.9. This plan seeks to set out the specific outcomes and objectives, along with the actions that we will deliver in the City. Acting in line with the Safe System approach will require us to work in partnership with key stakeholders including the South Yorkshire Safer Roads Partnership, South Yorkshire Police (SYP), South Yorkshire Fire and Rescue, Public Health, South Yorkshire Mayoral Combined Authority, key institutions including our universities, businesses, and our communities.

1.10. The following action plan will be key in guiding the delivery of road safety within Sheffield, outlining, and supporting the visions, key goals, and approach to help make our roads safer.

## **2. HOW DOES THIS DECISION CONTRIBUTE?**

2.1. The Road Safety Action Plan aligns with the council's priorities and supports the objectives as set out in the Sheffield's Transport Plan:

- Improve Road Safety
- Healthy lives and well-being for all
- Clean Economic growth
- Encouragement of more travel by active modes (walking and cycling) and public transport (tram and bus).
- Integrate with other portfolio objectives.

## **3. HAS THERE BEEN ANY CONSULTATION?**

We have conducted a survey on Have You Say. We want anyone who lives, works, and visits Sheffield to be able to tell us what they think about our city and proposed projects, Have Your Say Sheffield enables us to do

this by providing SCC with a platform to conduct online surveys. The Road Safety Action Plan quick poll survey showed overall that Sheffield City Council should be prioritising Road Safety, and 58% supported a Safer Systems Approach.

#### **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

##### 4.1. Equality Implications

4.2. It is considered that the project will provide positive implications for protected characteristics and well-being as listed. The objective is to ultimately increase the level of safety, mobility, and accessibility whilst improving health by supporting more active travel movements. This will be fully looked at through the procurement procedures.

##### 4.3. Financial and Commercial Implications

4.4. The figures in the Road Safety Action Plan 2024-2029 will be contained within existing financial resources.

##### 4.5. Legal Implications

4.6. The Council is the local highway authority and through this action plan recognises its responsibilities regarding road traffic, safety management and is working to create a safe road traffic system within which no-one who uses the roads will suffer death or serious injury.

4.7. The Council has a statutory duty to prepare and carry out a programme of measures designed to promote road safety pursuant to the Road Traffic Act 1988, Section 39. Further to this duty, the Council must also carry out studies into accidents arising out of the use of vehicles and take such measures as appear appropriate to prevent such accidents, including:

- the dissemination of information and advice relating to the use of roads
- the giving of practical training to road users of any class or description of road users
- the construction, improvement, maintenance or repair of roads for which it is responsible
- other measures taken in exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.

The proposal described in this report is deemed to fulfil this duty.

4.8. The Transport Act 2000 ("the 2000 Act") places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city.

4.9. The Council is also under a duty contained in section 16 of the Traffic Management Act 2004 (“the 2004 Act”) to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network.

#### 4.10. Climate Implications

4.11. Transport has an important role to play in tackling the climate emergency. This project aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and support local policy. This includes promoting public transport and encouraging modal shifts for short journeys by providing a safe high-quality active travel capability.

#### 5. Other Implications

5.1. There are no direct Human Resource implications for the council.

5.2. There are no direct property-related implications for the council

5.3. The recommendations have no negative immediate impact on public health but have the potential to be positive given the project's objective to improve road safety and active travel.

### **6. ALTERNATIVE OPTIONS CONSIDERED**

6.1. 'Do nothing' has been considered but is not deemed appropriate as Sheffield needs a Road Safety Action Plan.

### **7. REASONS FOR RECOMMENDATIONS**

7.1. The expected benefits from the action plan are focused on road safety – to reduce the opportunities for road traffic collisions resulting in injury. This aligns with Sheffield and South Yorkshire's joint aim of Vision Zero.

7.2. Further expected benefits from the measures outlined in the action plan are an increase in safety, perception of safety, and improving health by supporting safe active travel movements.

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