



IRMP Steering Group Integrated Risk Management Planning : Policy Guidance

Road Traffic Collision Reduction



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Planning : Policy Guidance

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Contents

Section 1: Introduction	5
Section 2: Scope	7
Section 3: Risk Analysis	8
Section 4: Strategies	12
Section 5: Delivery Mechanisms	17
Section 6: Monitor and Review	19
Annex A: Relevant Legislation	20
Annex B: Corporate Social Responsibility	22
Annex C: National Policy And Other Relevant IRMP Guidance	23
Annex D: Local Policy	26

Document Status

This guidance has been published by Communities and Local Government on behalf of the IRMP Steering Group.

Representatives on the Steering Group include the Chairs of the Practitioners and Business and Community Safety Fora, Chief Fire Officers Association (CFOA), Confederation of British Industry, Health and Safety Executive, Local Government Association, Fire Protection Association, and the three main uniformed representative bodies as well as other key stakeholders from the “fire industry” .

Communities and Local Government are of the view that an Integrated Risk Management Plan (IRMP) is best produced and implemented at a local level based upon local needs, but consider that these chapters of policy guidance will assist in ensuring a consistency in approach and quality in the way that IRMPs are produced. For the avoidance of doubt this guidance is not mandatory and has been made available for Fire and Rescue Authorities (FRAs) to use, should they wish to, in the development of themed areas of IRMP.

Section 1

Introduction

- 1.1 Fire and Rescue Authorities (FRAs) are required through the National Framework to produce a local IRMP that sets out the authority's strategy, in collaboration with other agencies, for reducing the commercial, economic and social impact of fires and other emergency incidents.
- 1.2 The National Framework for the Fire and Rescue Service (FRS) 2008-11 is available on the internet at:

www.communities.gov.uk/publications/fire/nationalframework200811
- 1.3 The reduction of road traffic collisions is a responsibility of Government through the national road safety strategy "Tomorrows Roads – Safer for Everyone" issued in March 2000. The last 3-year review was published in February 2007.
- 1.4 The national road safety strategy acknowledges the responsibilities of local authorities and local road safety partnerships for the reduction of road injuries, expressed through Local Transport Plans and more targeted delivery plans. This is included within "Safer Roads" objectives that promote travel choice and healthy communities, free from the intimidation caused by road traffic, particularly the antisocial use of vehicles.
- 1.5 The Fire and Rescue Services Act 2004 lays down a power for the FRS to become involved with government and local road safety partnerships to bring significant knowledge and experience of rescuing and protecting people from harm – and to give additional impact to the work that is already being done to reduce road deaths and injuries. Particularly the intention is to develop and deliver in partnership initiatives that promote individual and social responsibility in respect of road safety matters.
- 1.6 Road traffic collisions (RTCs) not only impact upon the community in terms of direct and indirect loss, but also upon the FRS in terms of:
 - Responding to RTCs requires the deployment of significant resources, which reduces substantially the time available for Community Safety work, including the reduction of RTCs
 - Placing firefighters and the community at risk every time the FRS responds to an RTC

- An impact upon our workforce and their families, resulting in loss of employment and time away from the workplace.

1.7 There have been significant reductions in road injuries since the national road safety strategy was introduced but there is much to be done to bring down road injuries still further and to deal with the harmful effects of road traffic. There is a clear opportunity for the FRS to become a part of national and local road safety partnerships and take benefit from the existing experience, knowledge, skills and links that are already in place to assist in reducing deaths and injuries on the road.

The Fire and Rescue Services Act 2004 is available on the Internet at:
www.opsi.gov.uk/acts/acts2004/20040021.htm

Section 2

Scope

Legislation

- 2.1 The key legislation which FRAs will need to take account of in considering how to incorporate RTC strategies in their IRMP strategy are:
- 1 *The Fire and Rescue Services (FRS) Act 2004*
 - 2 *The Road Traffic Act 1988 (imposes specific duties on local authorities).*
 - 3 *The Civil Contingencies Act 2004*
- 2.2 Further detail on the relevant aspects of the legislation cited is at Annex A. In considering how to include RTCs in the IRMP process, FRAs will also need to take account of corporate social responsibility (see Annex B) and; national and local policy (Annexes C and D).

Section 3

Risk Analysis

3.1 Public Service Agreement Targets (PSA)

- In 2000, the Government of England, and the Devolved Administrations in Wales, Scotland and Northern Ireland collectively signed and published “Tomorrow’s Roads, safer for everyone” – a strategy for improving road safety during the period 2000-2010

www.dft.gov.uk/pgr/roadsafety/strategytargetperformance/tomorrowsroadssaferforeveryone

- The strategy sets out targets to be achieved by 2010, compared to a 1994 – 8 average baseline for:
 - a 40 per cent reduction in the number of people killed or seriously injured in road accidents.
- In 2006, just under 32,000 people were killed or seriously injured; this is 33 per cent below baseline
- A 50 per cent reduction in the number of children killed or seriously injured
- In 2006, the number of children killed or seriously injured in road accidents was 3,294 and represented a 52 per cent reduction from the baseline
- A 10 per cent reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres
- In 2006, the reported rate was 28 per cent below the baseline
- Local target setting by Road Safety Partnerships will reflect the needs of the national targets, although in some cases where the targets have already been achieved further targets will have been set.

3.2 The issues

- A main objective of the FRS will be to work with partner agencies to reduce the number of RTCs occurring. The main priorities for dealing with Road Safety issues are those that are common to the local area and an advantage of working in partnership is that those issues can be effectively identified.

- The Dept of Transport priorities for action are described in the document 'Tomorrow's Roads – Safer for Everyone' (the second three year review) and are supported by continuing government research and dissemination. These priorities will be reflected in the objectives of local road safety partnerships.
- Whilst young and inexperienced drivers, speeding vehicles and motorcycling have been identified as major factors in the incidence of fatal and serious road accidents – and are appropriate priorities – there are wider issues that also need to be considered.

3.3 Government research on fatal road injuries has made the following key conclusions:

- Over 65 per cent of the accidents examined involved driving at excessive speed, a driver in excess of the legal limit of alcohol intake, the failure to wear a seatbelt or some combination of these
- The majority of accidents involving young drivers occur because of loss of control. Alcohol and dangerous driving are major contributory factors
- Older drivers had fewer accidents but fatalities involving them tended to involve misjudgement and perceptual errors in "right of way" collisions.

3.4 There are 4 factors relating to RTCs which show an increase that is reversing the overall downward trend in road fatalities:

- 1) Increasing levels of drink-drive deaths
- 2) Increasing levels of loss of control accidents, many of which involve vehicles overturning
- 3) The size and weight of all cars is increasing and more individuals are driving the heaviest types of vehicles
- 4) There is an increasing difference between the smallest and lightest vehicles, which are typically older and driven by younger individuals, and the newer heavier vehicles.

Data sources

3.5 The primary source of data for road traffic casualties is the STATS 19 returns for the Department for Transport collated by the police and local highways authorities.

3.6 The Department for Transport also produce statistics on Road Casualties in Great Britain: Quarterly Provisional Estimates, which can be accessed at:

www.dft.gov.uk/pgr/statistics/datatablespublications/accidents/rcgbq32007

Fire Service Emergency Cover (FSEC) and linked systems

3.7 FRSs will have access to data regarding the numbers, location and type of road traffic collisions using systems such as mobilising systems, FSEC, process evolution, Blue 8 and so on. This will inform FRSs as to locality, time and severity of trends. The special services model in FSEC will also enable FRS to model the consequences and cost benefits of different response options to RTCs.

Community Risk Registers

3.8 The risk assessment conducted by Local Resilience Forums under the Civil Contingencies Act includes major vehicle incidents, which will provide a useful source of data.

Societal profiling

3.9 Linking the above with societal profiling, correlations and linkages can be made between locality of incidents, social profile [at risk groups] and spatial data, both FRS specific and that of societal partners.

3.10 FRSs should, through local partnerships, access data from the new Incident Reporting System being introduced across police forces.

Tools in development

3.11 Communities and Local Government has completed research in conjunction with the Cabinet Office on the availability, selection and use of risk assessment techniques, tools, data and guidance within FRSs and other Category 1 and 2 responders to support the obligations of the Civil Contingencies Act and risk analysis for IRMPs. An element of this project includes consideration of RTCs. The full report can be accessed at:

<http://www.communities.gov.uk/publications/fire/riskassessmenttools>

Partnership Data Sharing

3.12 Analysing data better is a key recommendation of the Audit Commission “Changing Lanes” report [Feb 2007]. In particular:

- To what extent does data analysis and intelligence allow you to target ETP [education, training and prevention], on at risk groups of road users?
- How does the analysis enable you to identify geographic areas where focused ETP and enforcement would be effective? [NB in the case of the FRS also where best to place your emergency response resources]

- How could local data and its analysis be made more useful? Are you getting data from the NHS? Do you share data with your neighbours, so you can analyse incidents and at risk groups across boundaries.

Self Assessment Tools

3.13 The Audit Commission have developed a range of self assessment tools which can be obtained from [www.audit-commission.gov.uk/road safety](http://www.audit-commission.gov.uk/road%20safety).

Section 4

Strategies

4.1 Road safety must be delivered in partnership with other key agencies. Partnerships to deliver road safety can take many forms depending upon the local political and local government structures and financial and resource contributions available. The more common partnerships are formed through the following.

Pan Local Authority Road Safety Partnerships

4.2 Road Safety Partnerships operate in many places in the country with significant changes in some areas following the re-structure of the road safety camera partnerships with effect from 1 April 2007. These partnerships are primarily formed by:

- Local Authorities
- Road Safety Camera Partnerships
- Police
- Fire and Rescue Services
- Highways agencies
- Courts Service
- NHS/PCT.

4.3 The list is not exhaustive and may include other partners based on local need. Whilst each partner has a primary function with respect to road safety engineering, road safety education, training and publicity, roads policing enforcement, and road safety research and information they have many links to other services including community support.

4.4 FRSs can expect very different conditions and priorities depending on the geographical location of the road safety partnership, which will vary from rural county authorities to heavily populated Metropolitan areas.

Local Strategic Partnerships Crime And Disorder Partnerships (CDRPs)

- 4.5 The Audit Commission “Changing Lanes” report Feb 2007 reinforced the road safety role to be considered by CDRPs. If these groups exist in your area, and you are not already a member, you are encouraged to join and contribute to their strategy.

CFOA strategy

- 4.6 CFOA have developed a national road safety strategy¹ to assist FRSs with the development of local strategies and design and development of road safety interventions. It has highlighted the roles the FRS can play in partnership to deliver road safety, which is based upon the 6Es.

- 1) *Engage* – This is our unique contribution. The FRS is trusted, we have credibility, a proven track record of community safety delivery, we are good role models, have an engendering reputation, respect as well as a freshness and vitality for the agenda.
- 2) *Educate* – An increased awareness in road safety issues – we have access to the high risk groups on a regular basis and we are already out there working within communities, and consider the need to train our people to ensure that they deliver correct and consistent information.
- 3) *Emergency Response* – this is our core statutory business.
- 4) *Engineer out the problem* – we can work with partners to identify the high risk patterns on the regions roads and work with others to identify the engineered solution including vehicle construction and extrication principles.
- 5) *Enforce against poor driver/road user behaviour* – we can work with police, local authority road safety officers and others to promote and carry out education and awareness programmes and in some cases in lieu of fines/other penalties.
- 6) *Evaluate* – the impact of the event and our prevention interventions – by developing multi-agency data sharing and intelligence protocols to influence future interventions and to enable us to track the impact to what we and our partners do.

¹ www.cfoa.org.uk/docimages/2972.pdf

4.7 Specific workstreams have been established to assist, namely:-

Prevention

- 4.8 Raising awareness of road safety issues and working with the FRS and our partners to design and develop prevention interventions. These will assist people to help themselves.
- 4.9 Addressed towards identified target groups [for example young and new drivers, company car drivers, LGV drivers and offending drivers], through education and awareness campaigns and programmes.
- 4.10 It will be important to build upon what is already taking place as good practice in this area.

Protection

- 4.11 Contribute to developing a safer environment both on the road and within the vehicle. To develop post-incident intelligence and data sharing within the service and with our partners to influence future design of delivery interventions

Response and delivery

- 4.12 Ensure through partnership working and providing a competent workforce we develop and deliver an effective casualty centred emergency response.

Marketing and communications

- 4.13 Establish and communicate a consistent road safety message to reach our target audience, partners and public and to lobby for road safety to link with all community safety agendas.

Inter-agency working and partnerships

- 4.14 Establish and develop relationships with existing and new partnerships at local, regional, national and international level, to ensure the FRS is best placed to deliver against our and our partners visions, missions and aims.
- 4.15 CFOA will take a leading role in lobbying national government on issues, which will support local working.

Developing a local strategy

- 4.16 Strategies available to the FRS to reduce the incidence and severity of RTCs can be dealt with under the general headings of Prevention, Protection and Response, developed in partnership with other key agencies.

4.17 Prevention:

- Influence product design to minimise the likelihood of RTCs occurring²
- Influence peoples' behaviour to improve driving standards and vehicle usage to reduce the likelihood of RTCs occurring and subsequent KSI
- Influence the planning process to improve road design and reduce the potential for RTCs to occur, from intelligence gained through responding to incidents
- Provide the credible messenger by firefighters delivering the partnership message to address the specific risk
- Ensure that the FRS has effective policies in place to ensure that their workforce are safe and competent drivers and road users, always operating within the law.

4.18 Protection:

- Influence product design to minimise the number and severity of deaths and injuries resulting from RTCs³
- Influence peoples behaviour to improve driving standards and reduce the number and severity of deaths and injuries resulting from RTCs
- Influence the planning process to improve road design and minimise the number and severity of deaths and injuries resulting from RTCs.

4.19 Response:

- Further develop the risk based emergency cover model based upon the likelihood and severity of RTCs
- Develop risk based policies and guidance specific to RTCs
- Develop RTC investigation protocols to inform future practice
- In relation to all of the above matters, develop greater workforce competencies to deliver against the strategies mentioned above
- Determination of appropriate risk based targets for the reduction of RTCs.

Audit Commission A Framework For Improving Road Safety [Feb 2007]

4.20 To assist, develop and improve the approach to reduce road fatalities and injuries, the audit commission have developed a framework shown in Figure 1 overleaf.

4.21 The framework outlines good practice in dealing with partnerships working on road safety issues.

² Note: This approach will be more effective if dealt with at a national level

³ Note: As in the case of prevention this approach will be more effective if dealt with at a national level

Figure 1: Audit Commission: A Framework For Improving Road Safety [Feb 2007]

A framework for improving road safety

Analysing data better

- To what extent does data analysis and intelligence allow you to target ETP on at-risk groups of road users?
- How does the analysis enable you to identify geographic areas where focused ETP and enforcement would be effective?
- How could local data and its analysis be made more useful? Are you getting data from the NHS? Do you share data with your neighbours, so you can analyse accidents and at-risk groups across boundaries?

Targeting Action on locations and people

- How do you agree priorities with your local partners? How do you resolve disagreements?
- For each at-risk group, what combination of engineering, ETP and enforcement is most likely to influence their behaviours?
- How does your programme of local ETP enforcement complement the national programme? How do the local campaigns reach the target groups that will not be influenced by national ones?
- How do you and your partners agree who should do what in ETP and enforcement campaigns?
- How well do engineering, ETP and enforcement reinforce each other? Is the balance of expenditure right?
- How do you ensure that adequate resources are available to relevant parties to make campaigns effective?
- Engaging the public
- How do you engage with the community about road safety?
- How do you ensure that you and your partners do so in effective ways?
- Evaluating value for money
- How do you analyse the impact of your activities?
- How is that analysis taken into account in future decisions about priorities and campaigns?
- How do you assess value for money? What would improve it?
- To whom do you account for your impact?
- How do you account for your actions to the public?

Section 5

Delivery Mechanism

5.1 To be truly effective road safety is everyone's responsibility, including the community itself. Collectively, partnerships can align resources, expertise and knowledge, often playing to the strengths of partner agencies, working towards reducing the numbers of people killed and seriously injured (KSI) on the roads and individually meeting specific or partnership targets/outcomes [ie supporting the Dept for Transport KSI reduction targets, but also reducing RTC activity to the organisation]

Education and Training Packages [ETP]

5.2 There is a wealth of material within local partnerships, key agencies and CFOA which has been developed and distributed to all UK FRSs in the road safety interventions catalogue. Real breakthroughs are being made in the area of multi agency road safety road shows and many examples and resource packs are available in the CFOA road safety interventions catalogue .

5.3 The NCFSC toolkit and packs also have a wealth of ETP materials.

5.4 'Brake' the Roads Safety Charity has very effective materials.⁴

5.5 The 'Highways Agency' has a wealth of publicity and education material which it is prepared to share with other partners.⁵

5.6 The RTC⁶ manual for technical rescues has recently been issued to all Fire and Rescue Services

5.7 Examples of delivery mechanisms:

- a) Continue with present commitment to RTC reduction utilising community safety staff, [including operational firefighters] working with partner agencies.
- b) Integrate further RTC reduction and intervention measures into the current community safety officer's role, ensuring that this is done in partnership with other relevant agencies. A balanced approach would need to be exercised to ensure that this did not dilute the effectiveness of the community safety staff in

⁴ www.brake.org.uk

⁵ www.highways.gov.uk

⁶ ISBN 011 341 0000 Available from www.tso.co.uk/bookshop

delivering against FRS core business of preventing fires and deaths and injuries associated with fire, however, this depends upon risk profiling.

- c) Employ specific individuals with the skills and attributes to work with local authority partners to deliver RTC reduction initiatives.
- d) Train and utilise operational crews to deliver RTC reduction initiatives, in partnership with other agencies.
- e) Provide advice and guidance to partners with regard to RTC reduction without resourcing directly with fire and rescue service personnel.
- f) Multi agency events – bringing the key agencies together to present a road safety intervention.

Section 6

Monitoring and Reviewing

- 6.1 Where monitoring and review processes relating to RTC reduction are not in place, these arrangements should be implemented to evaluate the effectiveness of the road traffic collision reduction strategy.
- 6.2 Consideration should be given to the development of a performance management system pertinent to RTCs.

Evaluation

- 6.3 Many ETP projects are designed to change the attitudes and behaviours of road users across the at risk groups. Evaluation of these projects is required and partnership toolkits should be available to ensure that this can be effectively achieved.

Annex A

Relevant legislation

1. The Fire and Rescue Services (FRS) Act 2004

The Fire & Rescue Services Act 2004 and the Fire [Scotland] Act 2005 (the Acts), provided the first significant changes in the law on the operation of the FRS since the Second World War. The Acts include a number of different provisions that enable Fire & Rescue Authorities to work with each other, and with other partners, to deliver services flexibly and more efficiently.

Section 8 Road traffic accidents

One of the core functions the Acts sets out for Authorities is to ensure that

- (1) A fire and rescue authority must make provision for the purpose of:
 - (a) Rescuing people in the event of road traffic accidents in its area, and
 - (b) Protecting people from serious harm, to the extent that it considers it reasonable to do so, in the event of road traffic accidents in its area.

The Acts provide a general power for FRSs to work with partners to protect people from serious harm in the event of road accidents.

2. The Road Traffic Act 1988 imposes specific duties on local authorities.

Sections 39 of the Road Traffic Act identifies those duties and includes the following:

- To carry out studies into accidents arising out of the use of vehicles
- In the light of those studies, to take such measures as appear to the authority to be 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 or any class or description of road users
- The construction, improvement, maintenance or repair of roads for which they are responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads

- In constructing new roads, to take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

The Road Traffic Act 1988 is available at:

www.opsi.gov.uk/acts/acts1988/Ukpga_19880052_en_1.htm

3. The Civil Contingencies Act 2004

One of the aims of the Civil Contingencies Act 2004 is to improve the UK's ability to deal with the consequences of major disruptive incidents by improving the planning process at a local level.

The definition of an emergency within the act includes "an event or situation which threatens serious damage to the environment". In the context of this guidance note environment is taken to include the heritage environment; a term used in the UK Resilience website and associated documentation.

The definition of an emergency is concerned with consequences rather than with cause or source. The Civil Contingencies Secretariat issue Local Risk Assessment Guidance (LRAG) annually to support Category 1 responders in fulfilling their statutory duty under Section 2 of the Civil Contingencies Act. The classified LRAG provides generic national guidance on hazards occurring at a local level which Category 1 responders should consider when maintaining Community Risk Registers.

The guidance identifies the hazards that Local Resilience Forums (LRF) may wish to consider in developing their Community Risk Registers. Likelihoods, threats and vulnerabilities are assessed for a five year period so that the risk assessment will support strategic planning for the medium term.

Risks are categorised indicating the type of threat or hazard in question. The list of hazards includes major vehicle incidents. FRSs should therefore give consideration to the risks identified in their local Community Risk Registers when preparing an RTC Protection Strategy.

The Civil Contingencies Act 2004 is available on the Internet at:

www.opsi.gov.uk/acts/acts2004/20040036.htm

Annex B

Corporate social responsibility

1. The Government sees CSR as the business contribution to their sustainable development goals. Essentially it is about how business takes account of its economic, social and environmental impacts in the way it operates – maximising the benefits and minimising the downsides. Specifically, Government see CSR as the voluntary actions that business can take, over and above compliance with minimum legal requirements, to address both its own competitive interests and the interests of wider society.
2. In the context of community safety activities outwith fire safety it is for the FRA to consider and determine the extent to which CSR applies to the service locally and the extent to which different aspects of service delivery, including those associated with the wider social agenda, discharge that responsibility.
3. Whilst there is no statutory duty for the FRS to undertake work on road traffic collision (RTC) reduction there is a requirement for the FRS to have well trained and equipped crews available to provide a first class rescue service to respond to RTCs. The public may also expect that relevant agencies will work to reduce the occurrence and impact of RTCs. Moreover, the National Framework, Audit Commission and Crime and Disorder Act all direct FRSs to also consider how they can contribute in partnership towards road safety, to reduce the numbers of people killed or seriously injured on the roads and to reduce RTC activity.
4. Further information on CSR can be found at www.csr.gov.uk

Annex C

National policy and other relevant IRMP guidance

In addition to the National Framework, FRAs will wish to consider the following:

1. Department for Transport Road Safety Delivery Board

The Department for Transport established in March 2008 a Road Safety Delivery Board on which CFA is represented by CFO John Doyle. The Terms of Reference for the board note their aims as:

The Delivery Board is responsible for improving the delivery of the casualty reduction objective by their respective agencies, by:

- Identifying the best performers, how they achieve their results and exporting this to others
- Identifying problems and obstacles and driving through the solutions
- Making connections between agencies and fostering better partnership working.

2. Extant IRMP Guidance Note 1

IRMP guidance note 1 is available at:

www.communities.gov.uk/fire/developingfuture/integratedriskmanagement/214678

Paragraph 1.2 states that the Government thinks that a modern and effective fire and rescue service should serve all sections of our society fairly and equitably by ...

- a. reducing the number of fires and other emergency incidents occurring
- b. reducing loss of life in fires and accidents
- c. reducing the number and severity of injuries in fires and other emergency incidents.

Guidance Note 1 also states (3.5.4) that “While fire authorities have responsibilities for reducing the incidence of fires, other non-fire incidents may fall within the remit of other agencies. This does not mean that you do not have a significant part to play in prevention, and your IRMP will need to identify the ways in which you can work in collaboration with the relevant agencies to deliver the wider aspects of improved public safety”.

3. Chief Fire Officers Association

CFOA has developed and implemented a national strategy on road safety, having recognised the emerging role the FRS can contribute to road safety through working in partnership with others. This comprises:

VISION – Contribute to a multi agency approach to reducing the numbers of people killed or seriously injured on the roads.

MISSION – Assist the FRS to engage in a multi agency approach to reducing the numbers killed or seriously injured on the roads. This will be delivered through working in partnership to educate road users and engage vulnerable groups, initially with a particular focus on potential and actual vehicle users, but also to contribute to the wider road safety agenda.

AIM – In partnership with others, assist the FRS to improve road safety and casualty care and recovery through engaging with vulnerable groups, education and training, emergency response, engineering, enforcement and evaluation [the 6 Es].

This strategy contributes towards reaching the agreed PSA road safety targets through the following workstreams:

- Prevention
- Protection
- Response and delivery
- Marketing and communications, and
- Other agency working and partnerships.

4. The Audit Commission report ‘Changing Lanes – Evolving Roles in Road Safety’ Feb 2007

www.audit-commission.gov.uk/reports/NATIONAL-REPORT.asp?CategoryID=&ProdID=A199BBC7-6F37-4f0d-A99B-E291497C0C72

- This report reviewed current methodologies to tackle road deaths and injuries and provides a clear recommendation for FRSs to become fully engaged with the road safety agenda. In particular it highlights the role of the service in Education, Training and Publicity (ETP)
- FRSs should work in partnership with relevant local authorities to improve practices based upon its proposed “Framework for Improving Road Safety” .

5. Strategy for Children and Young People

Communities & Local Government's "Strategy for Children & Young People 2006-2010" provides a clear direction for FRSs to engage with tomorrow's generation.

"The strategy sets out what we are committed to deliver, to help children and young people be healthy, stay safe, enjoy and achieve, make a positive contribution and achieve economic well being, with due regard to issues related to ethnicity, disability and gender".

Young drivers are involved in a disproportionate number of road deaths and serious injuries and increasing work is being done within road safety to address this issue. Road safety is an essential a core aspect of delivery and engagement within Fire and Rescue Services "Children & Young People's strategies."

Annex D

Local policy

- 1 As part of the Comprehensive Spending Review 2007 a new set of 198 national indicators have been set which are intended to be the only measures on which central government will assess outcomes delivered by local government and its partners. In each area, up to 35 targets from among the 198 national indicators will be negotiated through the new Local Area Agreements (LAAs).
- 2 Responsibility for Road Safety may also extend into the development of LAAs. FRSs working with partners will find common areas from within the National Indicator set to assist in the delivery risk reduction.

Under “Safer Communities”

- NI 47 covers people killed or seriously injured in road traffic accidents.
- 3 To support FRS engagement in LAAs Communities and Local Government has provided a partnership working toolkit for Local Area Agreements as referenced in FRS Circular 7/2008. This can be obtained from:
www.communities.gov.uk/publications/fire/workingtoolkit

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