
APPENDIX A

CITY OF YORK CHILD ROAD SAFETY AUDIT POLICY

1.0 Introduction

- 1.1 As part of its new road safety strategy, the Government has required Local Authorities to establish "Child Road Safety Audit" as an integral part of their Local Road Safety Strategy within Local Transport Plan submissions. However, no guidance has as yet been given on what Child Road Safety Audit should comprise. This allows the Council to establish its own policy principles in line with its broader transport aims.
- 1.2 Child Road Safety Audit will be seen in its own right as a key part of the Local Transport Plan. By identifying all the factors which affect children's safety it can be seen as significantly influencing five of the seven main objectives of the Council's Transport Strategy as set out in the Plan. Raising public awareness of this will build the consensus which will be necessary to push forward much of the work needed to create a safe and sustainable future for all road users.

2.0 Purpose

- 2.1 The over-riding aim of Child Road Safety Audit should be to provide a framework for improving all factors within the road environment so that children can experience it as independent road users in ever increasing safety. The emphasis which the Government has placed on the safety of children is welcomed. As the most vulnerable of vulnerable road users, it is right that their safety on the roads should be considered at the top of our transport hierarchy. Benefits for the most vulnerable will be shared by all road users, thus child road safety audit is a means to radically improve safety for all.
- 2.2 A key aim of Child Road Safety Audit in York will be to support policies to increase transport choices for children. More children walking and cycling is the most obvious result of a safer environment.

3.0 A New Approach

- 3.1 Auditing the safety of children must of necessity take us beyond merely looking at reported child road accident casualties. Casualties for younger children have fallen because children have increasingly been excluded from experiencing the road environment at first hand. Where children of primary school age do still walk and cycle, they are more than ever likely to be accompanied by responsible adults. A range of factors has contributed to this change with probably the key one being parental fear of road danger. Whether this danger is real or imagined, the result is a serious and damaging curtailment of children's independent mobility. The growth in road traffic has fuelled these fears, creating a vicious circle which must be broken if child safety is to be improved.
- 3.2 Whilst the reduced exposure of children to the road environment has brought a reduction in casualty numbers the longer term effects are wholly negative in road safety terms. Children need to gain experience of coping with the road environment from an early age. If they do not have this experience they will be even more vulnerable when they are eventually allowed the freedom to travel on their own in a potentially more traffic filled environment. The high proportion of UK teenagers injured as pedestrians and cyclists is evidence of this. Whilst we should be wary of drawing conclusions from casualty figures, the UK has a relatively poor child pedestrian casualty record in comparison with our European neighbours, whose children are allowed much greater independent mobility. The conclusion we can draw from this is that traffic danger for children, both real and perceived, is significantly greater in the UK.
- 3.3 Traffic danger is contributing to much more than child road accident casualties. The loss of independent mobility for children to which it has contributed, has much broader health and

social consequences. In terms of physical health, children are being denied the levels of exercise necessary for their healthy development. With regard to their social development they are also being denied the opportunity to socialise and explore independently. Both these aspects pose the prospect of costs to society as a whole, if not always to the individual, far worse than any which could result from road accidents.

- 3.4 In auditing the safety of children within the road environment we must take note of all the factors mentioned above. They are all inter-related and thus a package of measures and targets is needed to provide a reliable picture of progress and areas where intervention is needed. Whilst monitoring of reported child accident casualties should inform our judgements, the other measures set out in this paper will have at least equal bearing in the Council's Child Road Safety Audit Policy.

4.0 Scope of Child Road Safety Audit

- 4.1 Child road safety audit will be carried out on two levels. Primarily it will provide a global overview of children's road safety within the authority area. However, it will also be applied on a scheme by scheme basis to ensure that the needs of children are taken fully into account.

5.0 Global Child Road Safety Audit

- 5.0.1 There are a wide range of factors which need to be brought together to form a global child road safety for the City of York. These are:

- Reported child road accident casualties
- Modal
- Training and Education
- Infrastructure
- Speed and Road Traffic Law Enforcement
- Consultation
- The particular needs of socially deprived areas

- 5.0.2 The Council has already established targets for work in some of these areas. Child Road Safety Audit will either incorporate these or use them as a starting point from which further more specific targets can be developed. A full summary of all the targets included in the Child Safety Audit Policy is given in Annex A. A summary of the works needed to meet these targets is given in Annex B.

5.1 Reported Child Road Accident Casualties

- 5.1.1 The Council has accepted the Government's target of reducing reported fatal and serious child road accident casualties by 50% by the year 2010, compared to the average for years 1994-98. In addition to this the Council has set itself a target of reducing total casualties for all ages by 10% over the same period. The Government has only asked for a 10% reduction in slight casualties measured as a rate per thousand vehicle kilometres. Given projected increases in vehicle use, this effectively means accepting that overall, total reported casualty numbers will not reduce. However, the acceptance of the validity of measuring casualties as a rate in relation to exposure is a helpful step forward.

- 5.1.2 There is no need to expand upon these casualty reduction targets. The key question will be how they are to be achieved. The Child Road Safety Audit Policy will ensure that they are met by increasing the presence of children within the road environment.

- 5.1.3 The Council has been very successful in treating sites where patterns of accidents have been identified and receiving funding for this Local Safety Scheme work. However, reported child accidents seldom conform to any patterns. Indeed the absence of child casualties does not mean that a site is safe. It may mean quite the opposite, that it is perceived as so hazardous that children avoid it. The same can be said of adults. In seeking to improve the overall safety of the road environment, the Council will in future

begin to measure the accident record of sites as a rate in relation to exposure for different road user types. This will enable sites where single child accidents have been recorded to be given greater priority, particularly where it can be demonstrated there is a low level of exposure but a clear suppressed demand to use the site.

5.2 Modal

- 5.2.1 The growth in motor traffic is a key factor in parents' increased perception of road danger, leading to their curtailment of children's independent mobility. Motor traffic reduction is thus imperative if we are to see a long term increase in children walking and cycling. There are also easily targetable areas, like the school journey, where moderate reductions in motor traffic could be achieved. This would produce a corresponding increase in levels of walking, cycling and public transport use.
- 5.2.2 The Local Transport Plan has set a range of targets for traffic on different classes of roads to be achieved over the life of the plan. These envisage significant reductions in car traffic on secondary and residential roads, 13% over a 12 hour weekday day period. The intention is to move unnecessary traffic out of residential streets and onto main roads which are better designed to handle it. Unfortunately the Local Transport Plan envisages an overall increase in car traffic over a 12 hour weekday day of 4% measured on all roads. In terms of child safety the Council is right to target reductions away from main roads as a first priority. Apart from during the journey to and from school, children's independent travel is mostly concentrated away from the busiest roads. Tackling the growth of traffic in residential areas and the culture of driver behaviour which has developed in these is the first step needed if we seriously want to make the environment safer for children. To drive these improvements further, however, must mean seeking to reduce the impact of traffic on main roads too.
- 5.2.3 As stated above, the key factor in controlling children's independent mobility is parental perception of risk. Influencing this positively in the longer term may prove difficult if a reduction in residential area traffic is compensated by an overall increase in traffic. Whilst some of the key factors which affect traffic levels on main roads are out of the Council's immediate control, the issue of reducing overall traffic must still be tackled at some point. However, this is a matter for future Local Transport Plans. In lieu of this the Council must make the most strenuous efforts to significantly and perceptibly improve safety for children where they use main roads as pedestrians and cyclists.
- 5.2.4 Specific targets for modal shift on a range of journeys, including those to and from school, have been included in the Local Transport Plan. This also explains how these will be monitored. Child Road Safety Audit will use these targets to measure the success of road safety policy.

5.3 Training, Promotion and Education

- 5.3.1 The Council offers probably the most comprehensive range of road safety training in the UK. Pedestrian training is offered to children in years 3 and 4 at primary school. Basic cyclist training is offered to children in years 5 and 6 at primary school and advanced cyclist training is available to those in year seven at secondary school. In theory all these training courses are available to every child in York. However, in practice uptake of pedestrian and basic cyclist training is not accepted by a handful of schools. A further restriction on this is that even in schools which do accept training courses, take-up can be limited, as the Council must charge a fee for training to cover its own costs. This particularly disadvantages schools in poorer areas. Only a minority of secondary schools have accepted advanced training while all have been approached to offer it.
- 5.3.2 The Transport Research Laboratory has carried out research into the effectiveness of cyclist training. Their conclusion was that appropriate training significantly improved the competence of young cyclists. They advised that best practice was where basic courses taught a strategy on the road by means of a series of weekly sessions. This could be improved further by a follow up at secondary school. Council courses conform totally to

these guidelines and are recognised nationally as doing so. By employing professional trainers to carry out all training the quality is also guaranteed. A further benefit of pedestrian and cyclist training is that it prepares young road users to become safer, more considerate motorists.

- 5.3.3 The value of training in achieving modal shift targets should not be underestimated. There are numerous surveys which have shown that introducing physical measures to encourage cycling has made little or no difference in levels of cycling across the UK. Potential cyclists need a confidence boost before they will venture onto new cycle lanes. Appropriate training is the means to achieve this boost. The Council should thus do everything within its power to expand training services and to ensure that there is a maximum uptake of the courses available.
- 5.3.4 Appropriate targets for uptake of road safety training are that by 2006:
- 90% of primary school children in York should have received pedestrian training by the end of year 4
 - 75% of primary school children should have received basic cyclist training by the end of year 6
 - 50% of secondary school children should receive advanced cyclist training in year 7
- 5.3.5 To achieve these targets will require a fundamental restructuring of road safety training and its funding. The Council is seeking to increase funding of training by formally linking training to safe routes to schools work. By this means it would be possible to capitalise what has previously been considered as revenue spending.
- 5.3.6 To promote both road safety training and the aims of child road safety audit will require continued promotion. One key means will be through the development of School Travel Plans. However, it is essential that promotion is not limited to schools. Children's safety is largely the responsibility of adults. Thus the Child Road Safety Audit Policy must be promoted to all citizens. Changing the culture of road use in the way necessary to bring real safety improvements for children will require winning the hearts and minds of adult road users who may currently wrongly perceive that they have the most to lose. Thus the Child Road Safety Audit Policy must be extensively and continuously marketed.
- 5.3.7 Traditionally, road safety education has tended to view children's safety as a child problem. Classroom work has concentrated on attempting to teach children the skills needed to survive in an unsafe environment. Research has now shown conclusively that the classroom is not the place to deliver such messages. Children only gain skills by training in the environment where they will use those skills. This need is fully delivered by the Council's road safety training team. A much more appropriate classroom approach is to seek to empower children to seek a safer road environment and understand how they can play a role in creating this. This is already being achieved through Safe Routes to School schemes. It will be further developed by introducing new classroom resources, such as the Young TransNet resource which the Council has played a major role in setting up.

5.4 Infrastructure

- 5.4.1 Making the highway infrastructure more child friendly is essential if we are to improve safety and access for children. This is particularly appropriate where children need access or will be present. As stated above, infrastructure which improves the safety of children will benefit all road users. A structured programme with achievable targets for all areas of infrastructure should be established as part of child road safety audit. This can once more build on existing targets within the Local Transport Plan.
- 5.4.2 Changing the culture of driver behaviour is essential to improve the safety of children on residential roads. Motor vehicles must not dominate residential areas. Drivers should expect to meet children and other vulnerable road users in residential streets and should

drive accordingly. The aim of policy is to create a culture of driver behaviour in residential streets where drivers will behave as guests. Physical traffic calming has become the accepted method to begin this process. Approximately 10% of York's residential roads are currently traffic calmed with less than half of these being 20mph zones. This proportion can and should be increased, however, it need not always be achieved with the introduction of traffic calming.

- 5.4.3 There are many non traffic calmed streets in York where the 85th percentile speed of traffic does not exceed 20 mph. However, these streets currently have a 30mph maximum speed limit. This is wholly inappropriate and gives a negative road safety message to drivers. As part of child road safety audit a rolling programme to monitor the 85th percentile speeds on all the authority's residential streets should be introduced. Those which have speeds of 20mph or less should then be placed in a programme to be reclassified as 20mph zones. This would be allied to the ongoing programme of targeted traffic calming. The aim will be to encourage an expectation that residential speed limits should be set at 20mph or less.
- 5.4.4 Home Zones are a new approach to residential streets. They are very popular in parts of Europe such as Holland where they are known as Woonerfs. Situated in residential streets they are usually more heavily engineered than other traffic calmed areas. The intention is to create the feeling that the street is very different and that people living in it should come first. They send out a powerful message that the street is living space, not highway. As such, when successfully introduced they can make a real contribution to changing the culture of residential streets. A target to introduce a minimum of two new home zones each year will make a significant contribution to child safety. The Government has also indicated that it would like to see advisory 10mph speed limits introduced in Home Zones.
- 5.4.5 Home Zones and traffic calming should not only be restricted to existing streets. The Council will make every effort to ensure that new housing developments within the authority fully incorporate the principles of home zones and traffic calming.
- 5.4.6 To increase child road safety the Council will set a target of making 40% of residential streets traffic calmed, 20mph zones or home zones by 2010.
- 5.4.7 To promote the safety of children on their way to and from school the Council will introduce school safety zones, where appropriate, outside all primary schools by the end of 2010. By this time it will also have introduced networks of safe routes to all secondary schools and begun a programme of similar routes to primary schools.
- 5.4.8 The Council's Pedestrian and Cycle Strategies already set out plans for improving safety on all routes used by these modes of user. This includes children. These templates will be used as part of child road safety audit. They will particularly consider the needs of children on main roads.

5.5 Speed

- 5.5.1 Compliance with speed limits will play a crucial role in increasing both real and perceived safety on the road network. Research has shown that for each one mile per hour reduction in average traffic speeds on a road there is a corresponding reduction of 5% in casualties. Speed is therefore closely associated with danger. Traffic speed is also the most commonly cited road safety concern expressed by the public in many surveys. Even relatively low speeds can seem threatening in residential areas in particular. The Council has already adopted a "Speed Management Plan" which classifies the authority's urban roads in three categories. These are:
1. Traffic Routes. Busy main roads which are important bus and emergency service routes.
 2. Mixed Priority Routes. May be partly residential but carry quite a lot of traffic past sites like shops, schools and in villages where lower speeds are appropriate.

3. Residential areas. Where the needs of residents should take priority over traffic.

- 5.5.2 The Speed Management Plan targets compliance with existing speed limits on traffic and mixed priority routes except at specific sites such as outside schools and shops where lower speeds might be appropriate. On residential roads it envisages traffic speeds of maximum 20mph. Meeting these targets will be achieved through engineering, enforcement and education. Continued targeted introduction of traffic calming and the programme set out in 5.4.3 above offer an engineering approach. This will be backed up by wider enforcement. The Council is working closely with North Yorkshire Police to introduce hypothecation for speeding offences. This will significantly increase the level of speed enforcement and should result in a corresponding increase in compliance with speed limits. Introduction of these measures will be backed up by a comprehensive public publicity and education campaign.
- 5.5.3 Whilst it is impractical to survey speeds on all roads in the authority it will be necessary to carry out a planned programme of speed monitoring to measure progress in increasing speed limit compliance. This monitoring process will be established in full co-operation with the Police. Once it is in place it will then be possible to set a target for increased speed limit compliance. This target will then be included in the Child Road Safety Audit Policy.
- 5.5.4 The Speed Management Plan has concentrated on major and urbanised roads throughout the authority. However, over recent years more attention has been focused on quiet rural lanes. There is a growing move to reduce speed limits on these to a maximum of 40mph or even less. Quiet lanes should be seen as available for safe recreational use by the public and families in particular. On these roads parents should be able to walk and cycle safely with their children. This is not always currently the case as the speed of the current low levels of motor traffic can be excessively threatening. The irony is that on most lengths of quiet lanes a speed in excess of 40mph is unsafe, yet current speed limits are set at 60mph. This gives a wholly negative road safety message to drivers and re-enforces the culture of motor vehicle dominance which we need to change to achieve greater safety for children. Thus a programme to revise speed limits on all quiet lanes should be instituted, to be completed by the end of the current Local Transport Plan.

5.6 Consultation

- 5.6.1 Establishing a dialogue with children is important. In 1999 the Council invited every school to participate in a travel survey. Sixteen thousand school pupils participated in one of the biggest consultation exercises of its kind. The results will be used to inform the development of programmes to make streets safe for young people at all times, not only for the school journey.
- 5.6.2 The highway has on the whole been built by car drivers for car drivers. Within this environment the road safety culture which has emerged restricts the development of children and compels them to behave as adults. This is unreasonable, particularly in residential areas. Child road safety audit should seek to play a significant role in changing the road environment so that, where it is appropriate, children can behave as children safely within it. The promotion of Home Zones and 20mph zones are significant steps to a change in culture which will accommodate this. Their introduction can also present the opportunity to listen to and take note of children's views.
- 5.6.3 The Council has been very progressive in creating opportunities for children to make their views known. This should be encouraged further in consultation on road safety and other road developments. In terms of broader policy the views of children on issues such as public transport, walking and cycling should be seen as invaluable. There are excellent opportunities to survey the opinions of children in curriculum work. The schools TravelWise survey, which has provided baseline figures for measuring progress in modal shift on school journeys, already provides some of this information. Officers are seeking to provide further resources for schools to continue to collect, renew and expand upon this data. Within safe routes to school and school travel plans projects children are already seeing how their views are listened to and result in safety improvements.

6.0 The Particular Needs of Socially Deprived Areas

- 6.1 The Government has rightly highlighted the need for transport policy to effect greater social inclusion for poorer sections of society. The Council believes that the Child Safety Audit Policy set out above is the most effective way to make this happen. Children from poorer homes and areas are significantly over-represented in reported accident figures. This is largely because they face greater exposure to traffic danger. Levels of car ownership in poor areas are considerably lower than in others and thus children often have no choice but to walk or cycle. They then tend to be injured by either indigenous traffic or vehicles which are passing through. The answer is not to increase the level of car ownership but to control the threat of traffic and to increase the choice and safety of more sustainable forms of transport. The Child Road Safety Audit Policy will play a crucial role in achieving these aims.

7.0 Scheme by Scheme Child Road Safety Audit

- 7.1 The Council has recently adopted a comprehensive road safety audit policy. Under this all schemes which will alter the highway are subjected to a risk assessment to decide whether they warrant a road safety audit. This policy will be strengthened to ensure that the principles of child road safety audit set out above are given full consideration within it.

8.0 Timescale

- 8.1 Once adopted, progress towards the targets set out in the Child Road Safety Audit Policy will be reviewed annually and reported to Members. The policy itself will be reviewed bi-annually.

ANNEX A Summary of Targets**1.0 Reported Child Accident Casualties**

- 1.1 The reduction of fatal and serious casualties in children by 50% by the year 2010 compared to the average for 1994-98.

2.0 Modal

- 2.1 The reduction of motor vehicle kilometres travelled on secondary and residential roads by 13% over a 12 hour weekday day by the year 2006 compared to 2000.
- 2.2 Restricting the increase in vehicle kilometres travelled on all roads to 4% between 2000 and 2006.
- 2.3 Between 2000 and 2006 to change the proportion of primary school children on their school journeys:
- Walking from 60.5% to 65.5%
 - Cycling from 2.8% to 4.8%
 - Travelling by car from 33.8% to 26.9%
- 2.4 Between 2000 and 2006 to change the proportion of secondary school children on their school journeys:
- Walking from 46.3% to 51.3%
 - Cycling from 8.6% to 10.6%
 - Travelling by car from 15.3% to 8.5%

3.0 Training and Education

- 3.1 By 2006
- 90% of primary school children in York should have received pedestrian by the end of year 4
 - 75% of primary school children should have received basic cyclist training by the end of year 6
 - 50% of secondary school children should receive advanced cyclist training in year 7
 - to introduce the Young TransNet project to all schools

4.0 Infrastructure

- 4.1 By 2006
- to have completed a survey of traffic speeds on all residential roads
 - in consultation with local residents to have introduced 20mph zones on at least 40% of residential roads where 85th percentile speeds are 20mph or less
 - by agreement with local residents to introduce a minimum of two new Home Zones each year
- 4.2 By 2010
- in consultation with local residents to have introduced traffic calming, 20mph zones or Home Zones on at least 40% of all residential roads
 - in consultation with schools, parents and local residents, to have introduced school safety zones, where appropriate, outside all primary schools

- in consultation with schools, parents and local residents, to have completed safe routes to school programme for all secondary schools and commenced a similar programme for primary schools

5.0 Speed

5.1 By 2006, in addition to comments above

- in co-operation with North Yorkshire Police to have established a robust system of regularly monitoring traffic speeds on a selection of roads in order to measure progress in increasing speed limit compliance
- in co-operation with North Yorkshire Police to have set a target for increasing speed limit compliance
- to have begun a programme to reclassify quiet rural roads as “quiet lanes” with a maximum speed limit of 40mph

6.0 Consultation

6.1 By 2006

- to include consultation with children in public consultation on all highway schemes where they will be effected by the outcome
- to continue and improve consultation with children on broader transport issues, particularly their experience as pedestrians, cyclists and public transport users

ANNEX B Summary of Ongoing and New Works

1.0 Reported Child Accident Casualties

1.1 All highway works have the potential to reduce casualties. By incorporating child road safety principles within the existing safety audit process the potential for child casualty reduction can be maximised. However, there are also specific programmes of work within which casualty reduction is the principal or a key aim. These are:

- **Local Safety Schemes.** Child Safety Audit Policy broadens the approach to these by introducing the monitoring and measuring of rates of return in terms of a rate related to exposure. Exactly how this will be calculated needs to be defined, but the intention is to enable Local Safety Schemes to be considered at sites where single cyclist or pedestrian casualties have been recorded.
- **Cycle Strategy Implementation**
- **Pedestrian Strategy Implementation**
- **Area Control Measures**
- **Village Traffic Studies**
- **Junction Improvements**
- **Speed Reduction Measures**

2.0 Modal

2.1 The commitment to reduce traffic in York will be achieved through consultation with local communities and via a range of measures:

- **Area Control.** Enforceable access restrictions to prevent rat-running.
 - **Home Zones/20mph Zones**
- 2.2 To restrict traffic growth and promote traffic reduction on all roads will be considered in full in future Local Transport Plans.
- 2.3 School travel plans will be the umbrella programme for the co-ordination of initiatives to achieve modal shift targets for school journeys, and will include the following programmes:
- **Safe Routes to School and School Safety Zones**
 - **Pedestrian and Cyclist Training**
 - **School Infrastructure.** Cycle parking, lockers, showers, etc.
 - **Transport Policy.** Leaving times, parental parking, communication with parents on school travel, sustainability and school trips, parking management and parking charges.
 - **Curriculum Work.** Promotion of the DETR's classroom activities website <http://www.databases.detr.gov.uk/schools/>
 - **Extending the pedestrian and cyclist network.** New schemes will be developed to link into the development of safe routes to school programmes.
 - **School buses.** First York are exploring the introduction of Yellow Bus services in York. In addition, the Yo-Zone discount card will be promoted.

3.0 Training, Promotion and Education

- 3.1 **Road safety training** is a crucial school travel initiative. The work of the road safety training team will continue to be expanded to ensure that an increasing proportion of school pupils receive training. The structure and financing of the team will be reviewed to ensure that the uptake of pedestrian and cyclist training is maximised, particularly in poorer areas, so that cost is not a barrier to receiving training.
- 3.2 **Publicity.** National and local road safety campaigns have been successful in reducing casualties and making some types of dangerous driving socially unacceptable, such as drink driving or driving without seatbelt wearing. York's involvement in road safety publicity is important if the city is to convince its residents of its importance and to continue reducing road casualties.
- 3.3 **Curriculum Work.** Promotion of the DETR's classroom activities website <http://www.databases.detr.gov.uk/schools/> and development of local projects that can be linked to the national curriculum.
- 3.4 **Community education and publicity.** Winning the hearts and minds of citizens to see the need for and enable them to become champions for change is essential to secure the safer environment which child safety audit demands. Physical measures cannot effect a change in driver attitudes. Thus current work on education and publicity to explain and win support for child safety policy will be expanded. The publication of the Child Road Safety Audit Policy is in itself a key part of this process.

4.0 Infrastructure

4.1 Changing the road user culture on residential roads will be achieved by a range of works:

- Survey of traffic speeds on all residential roads and the introduction of 20mph zones on those where 85th percentile speeds are 20 mph or less.
- Continued introduction of traffic calming on other residential roads.
- Introduction of Home Zones.

4.2 The general improvement of the road environment for children as road users will be achieved through a range of programmes:

- **Local Safety Schemes**
- **Cycle Strategy Implementation**
- **Pedestrian Strategy Implementation**
- **Safe Routes to School/School Safety Zones**
- **Area Control Measures**
- **Village Traffic Studies**
- **Junction Improvements**
- **Speed Reduction Measures**

5.0 Speed

5.1 In co-operation with North Yorkshire Police a robust system of regularly monitoring traffic speeds on a selection of roads will be introduced. This will enable targets for speed limit compliance to be set and progress towards them monitored. Improved compliance will be achieved through:

- **Speed Enforcement Hypothecation Programme**
- **Traffic Calming/Home Zone Programme**

5.2 The classification of roads within the Speed Management Plan will be reviewed. In addition to this a programme to reclassify quiet rural roads as “quiet lanes” with 40mph maximum speed limits will be introduced.

6.0 Consultation

6.1 The views of children are already invaluable in establishing successful safe routes to school schemes. 16,000 York school pupils participated in the 1999 school travel survey. It is planned to repeat this every two years. The annual young peoples conference and the Youth Forum are further innovative means by which the Council can learn the views of young citizens. Young people will also be consulted by the following means:

- **In all Home Zone consultations**
- **In establishing and as an integral part of School Travel Plans**
- **Within road safety curriculum work in schools.** The Young TransNet programme in particular provides an on-line travel survey which will be very useful for gathering information. Young TransNet is developing further such

surveys to find out the views of young people on a wider range of transport issues.

- **Formal feedback to Members and the Public**

- 6.2 Wider consultation with the whole community will also be essential to assess attitudes and to help inform the process of winning hearts and minds to support child road safety audit policy.