



**Agenda Item 7**

## **ROAD SAFETY REPORT**

This report has been prepared on behalf of the Warwickshire Police and Crime Commissioner.

It is for the information of the  
Warwickshire Police and Crime Panel  
20<sup>th</sup> September 2018.

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## **1.0 Introduction**

The Police and Crime Panel noted in its response to the Police and Crime Commissioners (PCC) Annual Report 2017/18 that it welcomed and strongly supported the Commissioner's commitment to improving road safety across Warwickshire. However, the Panel also expressed concern at the current absence of a strategic and deliverable plan to access the available budget reserves in order to achieve a reduction in the number of people killed and seriously injured on our roads.

## **2.0 Warwickshire Police**

On Wednesday 15<sup>th</sup> August 2018 the 'Alliance Governance Group' (AGG), consisting of the PCC's and Chief Constables of the Alliance, convened and considered a prepared paper entitled 'Safer Roads Partnership Finance Proposal - July 2018'. This paper was formulated by the offices of the Warwickshire and West Mercia PCCs. The AGG made the following decision: -

*The recommendations outlined in the report were agreed, subject to amendment as follows:*

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- 1. A small contingency / risk-based reserve equivalent to 10% of the annual Strategic Roads Policing (SRP) expenditure is retained to cover in-year budget fluctuations.*
- 2. An annual grant and business case round be introduced to invite specific road safety initiatives to be brought forward to the PCC for consideration in October before the annual budget is set. An agreed budget would then be included within the annual budget with the corresponding finance from the reserve.*

*Criteria for approving spend include: -*

- The proposed spend must promote road safety.*
- The proposed spend must not amount to funding of police activity that is already provided for through taxation (central government grant or council tax).*
- The organisations' Corporate Governance Framework will apply, and therefore anything that may be novel, contentious, repercussive or politically sensitive must be referred to the relevant Police and Crime Commissioner.*
- Values correctly chargeable for support costs are to be assessed for cost recovery.*

In summary, the expenditure of the reserve has now been sanctioned by the AGG and in their professional judgement there exists the legal basis to do so. For Warwickshire Police this amounts to approximately £1.2 million. The 'grant and business case round'

methodology now needs to be agreed and introduced as a priority for the Warwickshire PCC.

### **3.0 Warwickshire County Council**

On Monday 20<sup>th</sup> August 2018 the Chief Executive of the Office of the Police & Crime Commissioner (OPCC) and the OPCC lead for road safety met with Philippa Young from 'Warwickshire County Council Transport Planning Traffic and Road Safety', in order to review the current approach to road safety in Warwickshire.

It was agreed that the 'Warwickshire Road Safety Partnership' needs to be reviewed and re-energised. Due to personnel changes the forum hasn't met since early 2018. Going forwards it is envisaged that a strategic oversight and governance type group needs to be created with a tactical delivery group reporting to it. This idea will be further explored and developed following the recruitment of a new staff member by Philippa in mid-September.

It is worthy of note that Philippa has access to improved levels of WCC funds for road safety related initiatives. In the context of the 'PCC reserve', coupled with HS2 related funding opportunities and the existing WCC 'NDORS reserve' a significant level of funding is now potentially available, which presents real opportunities to invest in road safety with a view to achieving casualty reduction. This is especially in relation to death and serious life changing injuries on Warwickshire roads.

In respect of fully identifying, analysing and understanding the scale of the road death and serious injury problem in Warwickshire, the OPCC will be directly working with the WCC analytical officer dedicated to collision and casualty statistical analysis. It is intended to build a full problem profile so that an effective problem solving methodology can be applied by partners and stakeholders.

It is envisaged the strategic oversight group would own the problem profile and empower and resource the tactical delivery group to develop plans and apply solutions. This would be done in close liaison with the 'Alliance Strategic Roads Policing Board' led by ACC Wessel, as roads policing in Warwickshire and West Mercia is an alliance function.

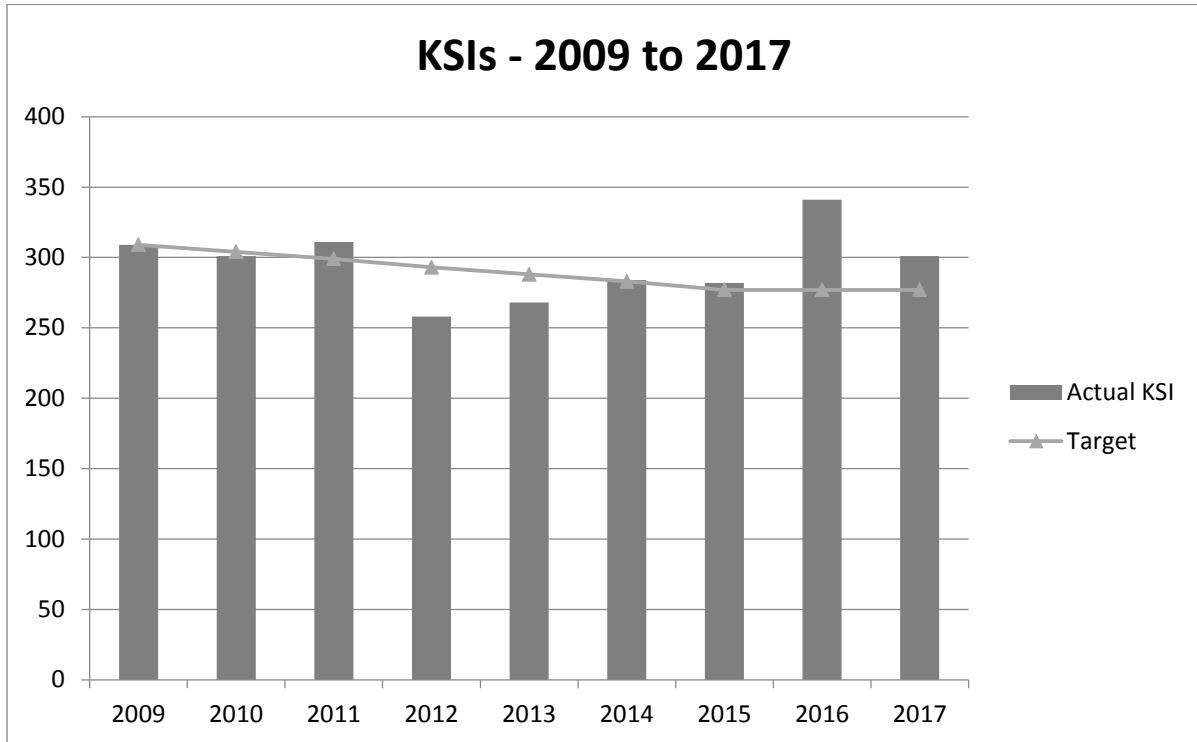
### **4.0 Comments**

In summary, it's of value to re-emphasise some key points that have been made by various practitioners throughout the year: -

1. It is unanimously believed that too many drivers, riders and pedestrians exhibit risky behaviours whilst using the roads. Causation factors across the KSI collisions show that poor driving and risk taking is the biggest cause of death and injury. The reason

for this risk taking is not one dimensional. Intelligent initiatives need to be launched utilising a blend of effective education, enforcement and engineering.

2. A revitalised and dynamically led Warwickshire Roads Safety Partnership can lead this fight back utilising robustly strong levels of funding that have not been available for a good number of years.
3. KSI's (killed and seriously injured) as a whole still shows a declining trend, albeit the rate of decline is flatter than in previous years.



Chris Lewis

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