

Communities Overview and Scrutiny Committee

12 February 2020

Road Safety

Recommendation

1. That the Committee considers and comments on Warwickshire County Council's approach to road safety

1.0 Purpose of Report

- 1.1 To update the committee regarding current data for monitoring Road Traffic Collisions in Warwickshire, with particular reference to collisions that took place on roads managed by Warwickshire County Council in its role as Highway Authority.

2.0 Executive summary

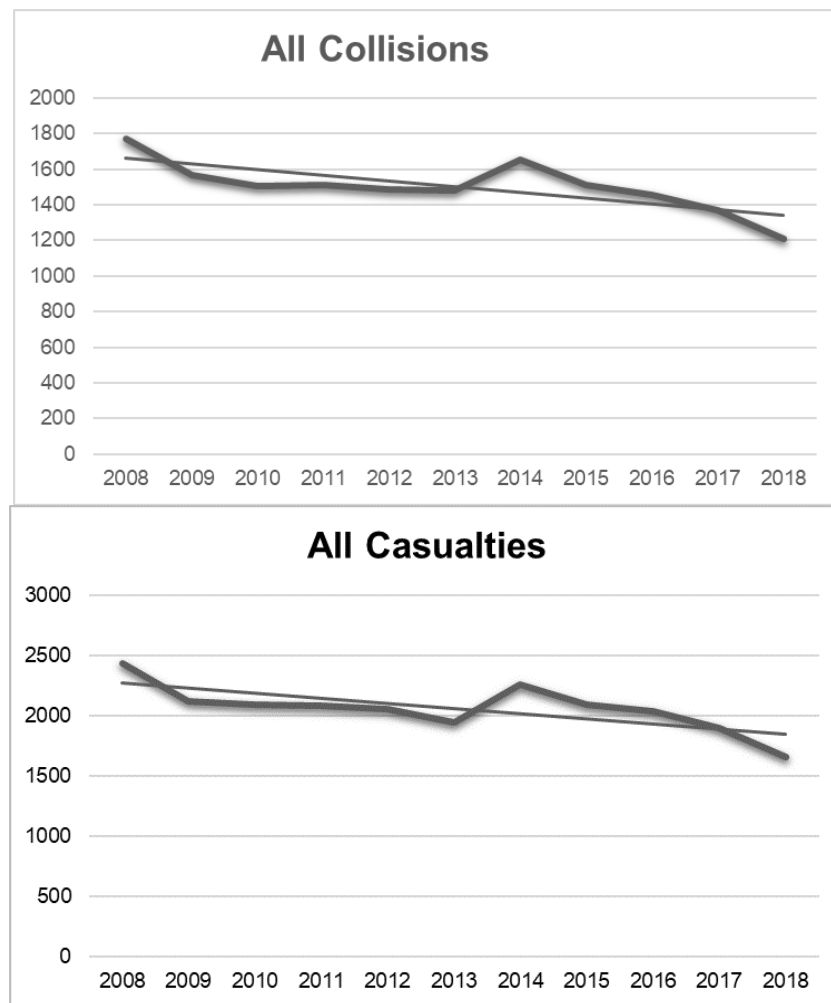
- 2.1 After a previous downward trend, the rate of Road Traffic Collisions in Warwickshire has plateaued when considered across a number of measures. This reflects national trends.
- 2.2 Motorcycle collisions under 500cc and collisions involving over 60s are showing as emerging priorities for WCC.
- 2.3 Collisions involving cyclists and children aged 0-16 are better in Warwickshire than the national picture.
- 2.4 WCC Traffic and Road Safety Group, Public Health and Fire and Rescue Service, with partners from Warwickshire Police, Warwickshire Police and Crime Commissioner and West Midlands Ambulance Service have refreshed the Warwickshire Road Safety Partnership. This will allow partners to work together strategically with shared objectives and priority actions
- 2.5 WCC's historic attention to tackling cluster sites has left several sites that regularly feature in our analysis that require expensive interventions if the problems are to be addressed. Again, this reflects national trends. The £5m ringfenced CIF allocation has gone some way towards addressing this issue.
- 2.6 Difficulties in obtaining accurate cost estimates is hampering the ability to identify schemes. This could potentially be addressed by allocating revenue funding to allow detailed scheme development prior to the allocation of capital funds.

- 2.7 The road safety industry is currently undergoing some changes in the way casualty reduction efforts are prioritised and monitored. The new approaches are being led by the DfT and charitable organisations such as the Road Safety Foundation.
- 2.8 Our own Traffic and Road Safety Group, within the Communities Directorate have recently implemented structural changes in order to be able to better interrogate available collision data with a view to bringing our practices into line with latest industry approaches by providing dedicated resource for this purpose. This will provide a stronger focus on delivering on our strategic commissioning intentions and give capacity to work both internally and with partners to improve data analytics

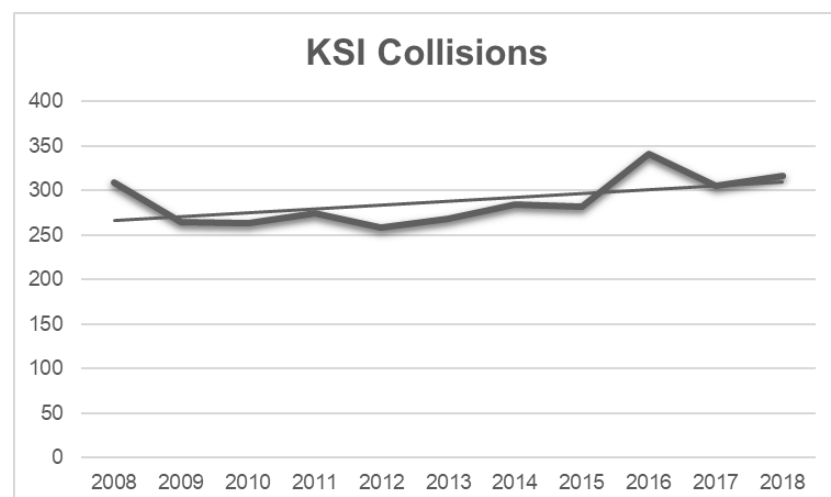
3.0 Warwickshire's approach to Road Safety.

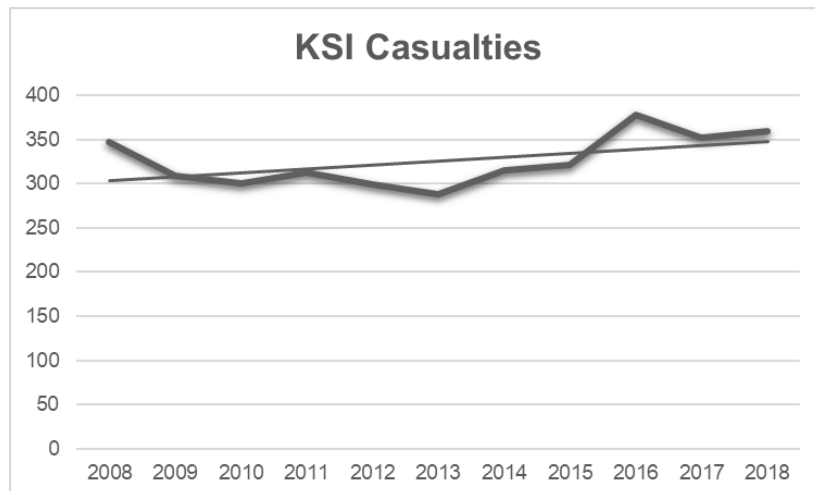
- 3.1 Warwickshire County Council currently measures its performance in casualty reduction against the following indicators,
- the number of people killed and seriously injured (KSIs) on our roads (a Key Business Measure)
 - the number of engineering schemes we deliver (a Key Business Indicator).
 - the number of schools who are active members of the Warwickshire Road Safety Club
 - the number of children receiving road safety education in primary schools
 - the number of children receiving road safety education secondary schools
 - the percentage School Crossing Patrol sites vacant
 - the number of road safety campaigns delivered
 - the number of clients receiving cycle training
 - the number of children receiving pedestrian training
- 3.2 When considering collisions on the highway there are two approaches that can be taken regarding data gathering. Firstly, the number of casualties that result from collisions on the highway and secondly the number of collisions themselves.
- 3.3 Use of casualty figures rather than collision numbers, as in 3.1, can potentially cause difficulties in making the best use of available resource as it leaves an element of variance into the data that can be partially addressed by using collision data instead. For example, a single collision involving a multi-passenger vehicle could cause 15 casualties; the same collision involving a car with a single occupant would lead to only one.
- 3.4 WCC consider several data sets when prioritising engineering measures. A full breakdown of various measures relating to collisions can be found in **Appendix A** and a full breakdown of various measures relating to casualties can be found in **Appendix B**.

- 3.5 In terms of overall numbers Warwickshire's statistics have decreased over the last four years both in terms of collisions and casualties.



- 3.6 In terms of the County Council's KBM the figures have remained largely static over recent years, trending towards a slight increase. This trend is also reflected in the related collisions data.





3.7 These trends reflect the national trend towards a plateau in terms of collisions on the highway and injuries caused by them. The causes of this are not certain. The levels of collisions and casualties are at record lows, nationally and locally. It may therefore be the case that collision levels are close to their minimum level given current technologies, volume of traffic and resource.

3.8 Together with partners Warwickshire County Council has reconvened the Warwickshire Road Safety Partnership to provide strategic direction and operational oversight to road safety interventions. All partners have provided funding for the partnership and committed to an audit of current practice throughout the county to ensure minimal duplication and most effective use of resources.

A permanent post for Warwickshire Road Safety Partnership Coordinator is currently under advertisement and will be appointed into Warwickshire County Council. The post will be jointly funded by the partners and will oversee the operation of WRSP activities.

3.9 WCC currently spend £350,000 capital annually on introducing highway engineering schemes.

3.10 This budget is used to identify sites with levels of injury causing collisions that are unusually high. This can be “cluster sites”, collections of collisions within a small radius usually at junctions, or along routes. The majority of WCC Safety Engineering schemes in recent years have related to cluster sites due to the comparative expense of treating routes.

3.11 Sites are prioritised for engineering intervention based on a cost/benefit analysis. As a result of this most of the easily treatable sites from within current budgets have received intervention. This has led to a situation where WCC’s annual analysis frequently returns the same sites that require significant engineering schemes beyond the scope of current budgets if the collisions are to be addressed.

- 3.12 In 2018 £5,000,000 of CIF monies were ringfenced for the delivery of Safety Engineering schemes. This funding lasts until 2023 and has allowed the Safety Engineering team to commission schemes to address some of these sites and bid to implement an innovative scheme to pilot average speed cameras on some of the counties more significant routes.

There are further opportunities to bid for external sources of funding from bodies such as the Department for Transport.

- 3.13 Obtaining accurate cost estimates has proven difficult, often as a result utilities diversion costs and is essentially unavoidable without committing expenditure to speculative scheme design.

- 3.14 The County Council's approach to collision investigation and scheme prioritisation has to date focussed on collision statistics at clusters or routes as described in 3.10. This data is then used to identify sites of concern in terms of injuries. The sites are subject to a light touch investigation to estimate cost/benefit and other relevant works.

The Road Safety industry is now moving away from a pure collision-based approach to scheme identification and introducing a risk-based approach to complement existing methods. This seeks to consider other pertinent factors such as distance travelled, driver behaviour and external factors.

WCC are currently looking to implement a restructure to allow greater focus on data gathering and interpretation, scheme monitoring and policy management. This will allow a greater focus on industry standards and ensure greatest possible value for Warwickshire's road safety investment.

- 3.15 Traffic and Road Safety Group have carried out monitoring of 33 engineering schemes that have been implemented over the last 10 years to determine an overview of their impact on road safety in economic terms.

The value of saving to the economy by preventing collisions is based on figures supplied annually by the Department for Transport. Based on these Safety engineering schemes implemented in Warwickshire over the last 10 years have generated £4.4 million of economic savings as a result of reduced numbers of collisions in Warwickshire.

A smaller subset of 14 schemes have full costing and savings data available. From this data we can surmise that for each pound invested from Warwickshire County Council's road safety funding £3.03 of collision savings are generated.

A more complete overview of this analysis can be found in **Appendix C**.

- 3.16 WCC also run the National Driver Offender Referral Scheme (NDORS) on behalf of Warwickshire Police. NDORS provides a suite of courses for drivers to attend as an alternative to prosecution or fixed penalty points/fine. The courses are designed to have a positive behavioural change to the attending

client. Warwickshire County Council is Licenced by NDORS as a Provider for following courses National Speed Awareness, National Motorway Awareness What's Driving us and Safe and Considerate Driving in conjunction with Warwickshire Police.

- 3.17 WCC deliver a range of education and awareness campaigns in Warwickshire. These include,
- Child Car Seat Checks. Of those seats tested, 80% are still incorrectly fitted
 - Parents Road Safety Code to complement Warwickshire Road Safety Code for children
 - SAfER approach to primary road safety education. A new joint working approach with primary schools (Sustainable and Active focussing on Environment and Road Safety)
 - Freshers Fairs at Colleges working with F&R to promote key issues
 - Mature Drivers promoting courses via health living pharmacies, F & R and surgeries
 - Delivery of road safety nursery tour
 - Warwickshire Road Safety Club now fully evaluated and shown to be effective in changing behaviour
 - Driving Ambitions review and enhancement of programme targeting specific age specific key issues for 2019/20 including Theatre in Education
 - Provision of Mature Driver courses delivered through IAM
 - Bikeability training level 1,2,3
 - Fire and Rescue are currently reviewing the programme of Road Safety Education to be delivered to Year 13 students
- 3.18 Warwickshire has 37 active School Crossing Patrols sites across the county. These sites are managed and monitored by two School Crossing Patrol Supervisors.

4.0 Financial Implications

- 3.1 All Road Safety functions at Warwickshire County Council take place within the existing budgetary framework.

5.0 Environmental Implications

- 4.1 Collisions on the highway have a negative environmental impact in terms of air quality due to increased queuing following the collision or additional need for the manufacture of cars, car parts or street furniture depending on the severity. By removing the cause of these collisions where possible Warwickshire County Council's Road Safety programme will generally have a positive impact on the environment.
- 4.2 The environmental impact of Safety Engineering interventions will be assessed on a scheme by scheme basis. Whilst overall impacts will be beneficial as described in 4.1, individual measures could have negative

consequences where journey efficiency is reduced to promote safety. Where a scheme is suggesting something like traffic calming for example, the anticipated safety benefits will need to be balanced against any anticipated increase in vehicle emissions.

Background papers

1. Appendix A – Warwickshire collisions 2009-2018
2. Appendix B – Warwickshire casualties 2009-2018
3. Appendix C – Scheme monitoring and savings

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