

6 January 2015

Road Safety Framework

Ward(s) Borough wide

Portfolios: Councillor Jeavons – Portfolio Holder for Environment & Transport

Summary of report:

This report sets out the need to undertake a review to develop a new road safety plan to support the delivery of road safety work throughout the borough. In identifying the considerations of developing a road safety plan it will demonstrate the benefits gained by the integration of a cross departmental approach to this area of work.

Recommendations:

That:-

1. The Panel provide feedback on the preparation of a coordinated Road Safety Framework; and;
2. That the report be noted;

Background papers:

None.

Reason for scrutiny:

To increase Members awareness of road safety issues and to allow an opportunity to review the integration of the Road Safety Service and the benefits gained through a wide range of existing and emerging measures and programmes. This builds on previous presentations to Scrutiny relating to the Speed Limit Review.

Resource and legal considerations:

Members should be aware that this area of work covers the responsibility to manage and deliver a number of statutory duties as part of the Highway Authority, Local Education Authority and Public Health. Any changes to the future delivery of the service will take account of these duties.

Budgetary constraints have had and will continue to have an impact on future ability to deliver, whether funding is capital, revenue or external grants. Despite this, road safety remains a cornerstone of the Engineering & Transportation Service and as such the ability to undertake these statutory functions will be supported to ensure continuity to deliver training schemes via partners and within the Councils' working smarter programme.

Citizen impact:

Through educating children and other vulnerable road users, we can improve their personal safety and social inclusion. Furthermore, combining this work with the encouragement of sustainable travel for children and adults can have a wider benefit in terms of their physical health and well being, while supporting a cross departmental approach to delivery. Developing a safe, economic and socially sustainable transport system, can generate wealth and spread prosperity, reinforce community cohesion and open up life-changing opportunities.

Environmental impact:

The development of a safe and sustainable road network supports the Government's approach to delivering a low carbon environment with a focus on both air quality and quality of life. Reducing the number of car journeys through encouraging more sustainable forms of travel contributes towards these targets and underpins Climate Change.

Performance management:

The performance for this area is reported regionally as part of the monitoring of the Local Transport Plan. Additionally, as part of the Walsall Transport Strategy a number of local indicators have been identified to assess the ongoing performance.

Equality Implications:

Road safety programmes are delivered for the benefit of all sections of the community, as road accidents are not discriminatory. In addition, positive action is also undertaken to assist specific sections of the community where an identifiable need can be quantified.

The development of sustainable travel initiatives, delivers benefits of all sections of the community through improving the local environment in terms of pollution, congestion and parking issues. Furthermore, the development of improved transport corridors through sustainable travel initiatives supports the integration of all sectors of the community while improving social inclusion and community cohesion.

Consultation:

All work programmes are implemented in consultation with Councillors, Emergency Services, Officers, Schools, other key stakeholders and the general public.

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ROAD SAFETY & SUSTAINABLE TRAVEL IN WALSALL

1 Background

- 1.1 This report sets out the considerations in developing a road safety framework to support the delivery of road safety work throughout the borough. It also seeks to explain the integration of Engineering and Transportation, Children's Services and Public Health, with regard to road safety and health themes for children walking to school via Safer Routes to School, deployment of VASS and Safety Camera Protocol and how the Councils' policies, procedures and actions result in improvements.

2 Statutory Duties

- 2.1 The Traffic Safety & Operation team are responsible for the delivery of a number of statutory functions emanating from the The Road Traffic Act 1988, Section 39 and Education and Inspections Act 2006.
- 2.2 The Road Traffic Act 1988, Section 39 confirms the powers of Secretary of State and Local Authorities as to giving road safety information and training:
- (1) The Secretary of State may, with the approval of the Treasury, provide for promoting road safety by disseminating information or advice relating to the use of roads.
 - (2) Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.
 - (3) Without prejudice to the generality of subsection (2) above, in pursuance of their duty under that subsection each local authority—
 - (a) must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area,
 - (b) must, in the light of those studies, 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 the highway authority (in Scotland, local roads authority) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and
 - (c) in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.
- 2.3 The Education and Inspections Act 2006 places a Statutory Duty on the council to prepare and annually review a Sustainable Mode of Travel Strategy. Part 6, Section 76 details the duties:

(1) A local education authority in England must—

(a) prepare for each academic year a document containing their strategy to promote the use of sustainable modes of travel to meet the school travel needs of their area (“a sustainable modes of travel strategy”),

(b) publish the strategy in such manner and by such time as may be prescribed, and

(c) promote the use of sustainable modes of travel to meet the school travel needs of their area.

2.4 **Nationally** – To support the delivery of these statutory duties, on 11 May 2011, the Department for Transport (DfT) published a Strategic Framework for Road Safety, which includes the key themes and a package of policies. There is a split between national measures that the Government intends to take and areas where the policy and delivery will reflect local priorities and circumstances. The Framework does not set any new National or Local targets.

2.5 The Strategic Framework for Road Safety is available on the DfT’s website: www.dft.gov.uk/publications/strategic-framework-for-road-safety

2.6 **Regionally** – In April 2011, Centro published the West Midlands Local Transport Plan. The plan has two parts: a Strategy (2011 - 2026), and; an Implementation Plan which details how the first five years of the Strategy (2011 - 2016) will be delivered.

2.7 The 2011/15 performance aim for road safety is to reduce annual killed and seriously injured casualties by 17.3% between the baseline 2005 - 09 average and the 2011 - 15 average.

2.8 The Local Transport Plan is available on Centro’s website: - www.centro.org.uk/LTP/LTP.aspx

2.9 **Locally** – This strategy will determine targets for local performance. Our road safety strategy builds on the national framework and sets out what the council intends to do over the next five years and how it plans to encourage safer behaviour from all road users; after all the freedom to travel safely on our Borough’s roads is of paramount importance.

3 **Review**

3.1 The road safety strategy will determine how road safety will be developed over the next five years and set local expectations on performance. Traffic Safety & Operation will be primarily responsible for the delivery of the strategy and combines three key elements to deliver these requirements; Traffic Engineering, Education, Training & Publicity and Sustainable School Travel.

- 3.2 Traffic Engineering develops the minor work programme in relation to alleviating collisions as part of the LTP and policies related to sustainable modes of travel and they manage the implementation of any changes in legislation such as the Speed Limit Review, 20mph speed limits etc.
- 3.3 Education, Training & Publicity delivers information & training courses including cyclist (Bikeability) and pedestrian training. They also organise campaigns targeting children and other vulnerable road users including providing technical support for the School Crossing Patrol service.
- 3.4 Sustainable School Travel is responsible for developing and reviewing the Sustainable Mode of Travel strategy. Additionally, they assist Schools prepare and implement their Travel Plans and other sustainable travel initiatives in partnership with our stakeholders.

Associated Programmes

- 3.5 There are numerous safety related programmes that have previously been initiated;
 - **ToGo NoGo** pedestrian training in primary schools.
 - **Bikeability** – Cycling proficiency for the 21st century.
 - **Vehicle Activated Speed Signs (VASS)** signs mounted on existing street furniture to remind drivers of the speed limit in force on the road they are travelling.
 - **Watchman Speed Signs** utilising Automatic Number Plate Recognition technology signs are located to remind drivers of the speed limit in force on the road they are travelling and display a slow down message along with the number plate.
 - **20mph Speed limits** across residential areas.
 - **Active Sustainable Travel Project (A*Stars)** Aimed at addressing childhood obesity by encouraging more physical activity through increasing sustainable forms of travel. This initiative is the main delivery vehicle for the Sustainable Mode of Travel Strategy, a supporting document for the Children and Young People Plan and is delivered in partnership with Children's Services and Public Health.
 - **Walk Once a Week (WoW)** designed to increase the number of children walking to school by rewarding them with a series of badges.
 - **Adult Cycle Training** Aims to encourage adults to cycle by providing one-to-one training, includes cycle maintenance sessions and 'Parent & Child' cycle training.
 - **Walkit.com** an online journey planning website for local schoolchildren to plan their journey to school or leisure journeys.
 - **SPACE (Safer Parent and Child Education)** Aimed at deprived areas to teach parents the skills to teach their children road safety
 - **Schooltravelwise.org.uk** The site helps children plan their school journey by bus, walking or cycling and is linked to Walkit.com of the 10,000 hits per month 2,500 are by Walsall children.

4 Performance

- 4.1 The Walsall Transport Strategy outlines a number of indicators to assess performance these are:
- The number of road traffic collisions involving pedestrians;
 - The number of road traffic collisions involving children;
 - The number of road traffic collisions involving cyclists;
 - The number of road traffic collisions involving young people;
 - The number of road traffic collisions involving motorcyclists;
 - The number of casualties on bus journeys;
 - The number of people killed and seriously injured;
 - The number of education, training and publicity campaigns delivered;
 - Speed on our roads;
 - The number of casualties caused by drink and drugs;
- 4.2 Appendix A illustrates a three-year rolling average (this is used to smooth out statistical spikes within the data set).
- 4.3 In summary, the total number of casualties across all severity groups has consistently reduced year on year since 2008 and is currently at its lowest level since records began. However, despite this improvement, there remain in excess of 500 casualties involved in road traffic collisions every year in borough.
- 4.4 The Traffic Safety & Operation team undertakes a detailed annual review of all personal injury collisions occurring across the borough and implements a range of work programmes to improve the network and reduce collisions. Education work streams are identified following detailed analysis of road traffic collisions using MAST, an innovative web based data analysis tool for road safety professionals to gain insight RTC's and the people involved with them. Additionally through integrating the road safety education, sustainable travel and traffic engineering disciplines integrated work programmes are developed to improve both the service and target specific improvements.
- 4.5 A recent key element of this work has involved the introduction of a number of signed only 20mph speed limits across residential areas. The implementation of these measures has involved extensive public consultation along with a complementary education campaign prior to introducing them. The success of the initial pilot areas is currently being evaluated and it is hoped to report the outcomes of this work as part of the future road safety strategy.
- 4.6 The work that the team have undertaken has been consistently recognised with a number of national awards won over the past few years. The most recent success was being shortlisted in the national Highways Magazine Excellence Awards 2014 in the road safety scheme of the year category.

5 Partnerships and Reviews

- 5.1 The team is represented as chair of the Walsall Road Safety Forum, which includes representatives from West Midlands Fire Service (WMFS), Police, Walsall NHS, and Walsall College. Initiatives include:
- Drive-2-Arrive, a multi-partnership event aimed at improving the road safety awareness and responsibility of young drivers;
 - For My Girlfriend a campaign aimed to target young women to encourage their boyfriends to develop a more responsible attitude towards their driving;
 - In Car Safety – Joint initiative with WMFS to develop the skills to check and provide advice to the general public regarding the fitting of child car seats;
- 5.2 The Portfolio Holder for Environment & Transport sits on the West Midlands Road Safety Partnership Board and the Team Leader Traffic Safety & Operation sits on the Technical Officer Group (TOG). A review of this structure is currently ongoing as part of the wider West Midlands transport governance review.
- 5.3 The team also delivers joint schemes with Sustrans to improve the cycleway infrastructure. Sustrans (the sustainable transport charity) is a key partner involved in many walking and cycling schemes across the country. A joint scheme for The Chuckery is currently being developed and implemented as part of the Pocket, People, Places programme.

6 Funding

- 6.1 The work undertaken by Traffic Safety & Operation team utilises a number of funding streams comprising:
- Local Transport Plan (Capital grant)
 - Income from Service Level Agreements (Public Health, Children Services and Building and Caretaking)
 - Revenue
 - External grants

7 Conclusion

- 7.1 Members note the extensive work undertaken by the Traffic Safety & Operation team in meeting the objectives as set out in this report and look forward to receiving the Road Safety Strategy at a future meeting.

Appendix A - Personal Injury Collision Figure 1994 to 2013 – (Rolling Three year Ave)

	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013
Fatal			10	12	11	10	11	12	12	9	8	7	7	8	8	7	6	5	3	3
Serious			183	174	167	156	146	130	112	102	92	86	82	89	97	92	77	69	65	64
Slight			1026	1059	1122	1141	1178	1156	1085	990	917	906	905	956	934	884	776	664	555	464
Totals			1219	1246	1300	1306	1336	1298	1209	1101	1017	999	994	1054	1038	983	859	738	623	530

Rolling Three Year Average - Casualties in Walsall by severity (1996 - present)

