

STRONG AND SUPPORTIVE COMMUNITIES SCRUTINY COMMITTEE	Agenda Item No. 5
21 JANUARY 2010	Public Report

Report of the Road Safety Officer

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ROAD SAFETY

1. PURPOSE

This report is to advise the Committee of work undertaken by the Safer Peterborough Partnership in response to road safety.

2. RECOMMENDATIONS

To scrutinise and comment on the performance and the various road safety activities being delivered and to make any recommendations.

3. LINKS TO SUSTAINABLE COMMUNITY STRATEGY AND LOCAL AREA AGREEMENT

The Sustainable Community Strategy and the Local Area Agreement aim to deliver a bigger and better Peterborough, through improving the quality of life for all. Road safety impacts on the safety of our communities, and therefore by addressing it we contribute directly to the outcome of 'Making Peterborough Safer'.

National indicator 48; reduce the number of people and children killed and seriously injured (KSIs) on Peterborough roads.

National indicator 47; reduce the number of children killed and seriously injured (KSIs) on Peterborough roads.

4. BACKGROUND

4.1 Safer Peterborough Partnership Plan

The Safer Peterborough Partnership is required to produce a Partnership Plan which sets out the priorities for the partnership. The strategic priorities within this plan are:

- Serious Acquisitive Crime
- Anti Social Behaviour including arson
- Violent crime including hate crime and alcohol related crime
- Domestic abuse
- Sexual violence
- Road safety

Each of the partnership priorities has a theme lead who is responsible who works along side a Task and Finish Group to draw up an action plan and ensure that activity moves forward in line with milestones set within the plan.

The performance of the Task and Finish Group is robustly monitored and challenged through both the Performance Challenge Meeting and the Delivery Board both of which are chaired by Adrian Chapman, Head of Neighbourhoods. The delivery boards reports to the Safer

Peterborough Partnership Board which is chaired by Chris Strickland, Deputy Chief Fire Officer, Cambridgeshire Fire and Rescue Service.

4.2 In 2007 the Audit Commission published its report 'Changing Lanes – Evolving Roles in Road Safety' which reviewed the good progress achieved in reducing road traffic casualties. It also stated that whilst improving road safety will always be a priority, greater emphasis would need to be placed on working in partnership with the police, primary care trusts and fire services to positively impact on the attitudes and behaviours of all road users irrespective of the mode of travel.

4.3 The new national Road Safety Strategy to 2020 was due for publication in December 2009 and will set the casualty reduction targets for the next 10 years. It is also expected to contain revised guidance on a number of areas, most notably being the promotion of more 20mph speed limits in residential areas, including near schools, and potentially the encouragement to use 50mph limits on some rural roads. At the time of writing no further details were available.

5. ROAD TRAFFIC COLLISIONS

There are three main factors that may contribute to an collision:

- The Environment – including road condition, weather conditions,
- The Vehicle – the overall integrity of the vehicle and its inbuilt safety systems
- The Road User – the driver, rider or pedestrian involved in the accident

It is widely accepted that human action is involved in virtually all and the sole cause in many collisions, whether it be through deliberate action e.g. wilful speeding, driving under the influence of alcohol or drugs; or failure to take some action, e.g driving without due care and attention, becoming distracted (mobile phone usage) or failure to maintain the car in a road worthy condition.

The environment and vehicle factors contribute to approximately 20% of collisions but are rarely the sole causes, and thus often exacerbate the human action and magnify the effects resulting in a greater severity of injury particularly if excessive or inappropriate speed is involved.

5.1 Definition of severity of casualties

- Fatal; person dies within 30 days as a result of the injuries sustained in the road traffic collision
- Serious; an injury for which a person is detained in hospital, or any of the following: fractures, concussion, internal injuries, crushing, severe cuts or lacerations, severe general shock requiring medical treatment, causing death 30 or more days after the collision
- Slight; an injury of a minor character such as a sprain, bruise or cut.

5.2 Casualty data analysis techniques

Casualty data is collected on a Stats 19 forms by the police attending road traffic collisions. The information is collated and verified by Cambridgeshire County Council, through a service level agreement and provided to Peterborough City Council to analyse and identify trends and direct resources as required.

6. PARTNERSHIP RESPONSE

Different measures are used to reduce road traffic casualties on Peterborough roads these include, education, engineering, enforcement and encouragement. The Road Safety Action Plan combines these measures to have the greatest impact on reducing casualties on Peterborough

roads. The below priorities also link with the Cambridgeshire and Peterborough Road Safety Partnership plan, this maximises available resources and continuity of messages being delivered.

6.1 Young Drivers (13 out of Peterborough's 101 KSIs in 2008)

Young drivers have the tendency to drive too quickly and to over-estimate their driving ability; and are also vulnerable to peer pressure. To impact on the number of casualties in this age group various initiatives have been developed in partnership to influence attitude and behaviour to driving. This includes a Young Driver Education Day which is delivered in secondary schools in partnership with various agencies including Fire Service, Police, Driving Standards Agency and Key Theatre.

6.2 Motorcyclists (22 of Peterborough's 101 KSIs in 2008)

The total number of motorcycle casualties has decreased over the last 7 years in Peterborough. However motorcyclists continue to be over represented in the casualty data. Bike Safe, along with other publicity initiatives aims to reduce the number of motorcycle casualties. In 2010 the group will develop and deliver an initiative aimed at young moped riders.

6.3 Migrant Road Users

There is limited information about road safety available to non-English speaking newcomers to Britain, advising on driving laws and requirements for both vehicles and driving licences.

6.4 Work Related Road Safety

Every four hours somebody in Cambridgeshire is injured in a crash whilst driving for work. Cambridgeshire County Council developed the 'We Mean Business' programme in 2008, which is now being funded through the Cambridgeshire and Peterborough Road Safety Partnership, seminars will be delivered in Peterborough encouraging employers to take a more active role in managing their business driving requirements and their staff behaviours.

6.5 Speed

About two thirds of all collisions in which people are killed or injured happen on roads where the speed limit is 30mph or less. Various initiatives are delivered where speed is identified as a problem, these include; SpeedWatch, speed awareness courses, enforcement campaigns and publicity/education programmes.

6.6 Children (8 out of Peterborough's 101 KSI in 2008)

Peterborough City Council has a set target to reduce the number of children killed or seriously injured on roads by 50% by 2010. Over the past 3 years over 50% of all child casualties in Peterborough have happened to children aged 11 to 15 years. This is similar to the national picture where although the total number of children casualties is reducing however 11 – 15 years still remain high. A workshop has been developed and is being delivered to pupils in secondary schools across Peterborough.

6.7 Seatbelts

It is estimated that wearing a seatbelt in the front seat of a vehicle saves over 2,200 lives every year. Surveys undertaken in Peterborough revealed that 30% of child rear seat passengers were not wearing a seatbelt this is compared to the national average of only 8%. Fifty Five per cent of adult rear seat passengers were not wearing a seatbelt compared to the national average of 34%. Seatbelt wearing is a key priority in the action plan as wearing seatbelts will reduce the severity of injury if involved in a crash. Various campaigns have run throughout the year in partnership with the police and fire service and has included a city wide publicity campaign "The last photo" and education and enforcement initiatives in areas where non seatbelt wearing is a problem.

7. ENGINEERING SOLUTIONS

The Traffic Safety and Regulation Team receive and investigate requests regarding safety issues resulting from driver behaviour. (Reported issues and requests concerning the physical condition of the highway are addressed by the Asset Management Group which is responsible for highway maintenance).

For each request casualty data is reviewed in conjunction with site visits and sample speed surveys being undertaken where necessary. Should the initial speed survey indicate that speed could be a significant issue a more detailed 7 day speed survey is arranged in partnership with Cambridgeshire Constabulary.

In the absence of any signed speed limits motorists will select their speed of travel based on the visual information that they observe with regards to the environment and layout of the road, essentially driving at a speed at which they feel comfortable. Such factors are reflected in the guidance for setting speed limits.

Consequently the greatest reduction in vehicle speeds is achieved through significant engineering intervention, often referred to as traffic calming. Conversely a reduction in the speed limit on any given road will have only a minor effect on vehicle speeds if introduced in isolation of other measures.

The most commonly introduced features (as opposed to major schemes that fundamentally redesign a junction or widen a carriageway etc) include:

7.1 Traffic Calming

This relies on the construction of physical measures in the highway to reduce the speed of traffic. It can be achieved through two approaches, either horizontal or vertical deflection.

Horizontal deflection typically involves chicanes or road narrowings in conjunction with signage to indicate which stream of traffic has priority at a given feature. To work efficiently the volume of traffic approaching from each direction should be reasonably balanced, such that drivers have to give way to oncoming traffic. They are less effective where traffic volumes are light or where the flow of traffic is heavily biased to one approach at any given time of day.

Vertical deflection is typically achieved through the introduction of speed cushions, humps or raised tables. The speed reduction is achieved by traffic slowing to negotiate the feature and thus is not reliant on balanced flows of opposing traffic. Such features may result in an increase in noise as vehicles, in particular unladen lorries, travel over them.

7.2 Road Narrowings

Road narrowings, such as the width restriction on Bishops Road, operate in a similar manner. In some cases it is possible to achieve a reduction in width of the running carriageway through the construction of a central island. If sufficient width is available then the central island can be increased in size to form a pedestrian refuge, thereby improving the safety of pedestrians crossing the road.

7.3 Junction Improvements

Collisions at a junction can be affected by poor visibility for emerging vehicles into the main flow of traffic. One way of addressing such issues is to physically bring the give way line forward by constructing "build outs" at the junction itself. Consequently the emerging drivers have better visibility passed any parked vehicles giving the driver a better view and hence more time to judge the speed of approaching vehicles.

7.4 Road Signs and Markings

The purpose of road signs is to convey necessary information to the driver of a vehicle. However the over provision of signing results in information overload to the driver and a cluttered streetscape which should be avoided. It is important that signage and markings adhere to the national regulations to ensure consistency of use across the country, thereby avoiding confusion as motorists travel from one area to another.

Such measures are usually used in conjunction with other features, but can be used in isolation to treat issues at specific locations.

7.5 Vehicle Activated Signs (VAS)

One relatively recent addition has been the development of vehicle activated signs which contain a device that measures the speed on approaching traffic. The approach speed is then compared to predetermined speed thresholds and the sign illuminates to display a warning message and if these are exceeded e.g. reminder of speed limit or a hazard warning sign.

The hazard warning signs are a useful tool to address speed related collisions, where conventional signing has proved ineffective, and where full scale re-engineering is not practicable or financially affordable.

In isolation speed limit reminder signs tend to have an initial impact in reducing speeds when first installed but this quickly diminishes as drivers quickly become familiar with the new signs. Consequently their long term value as a speed reduction measure is questionable.

Such signs rely on drivers moderating their speed and thus may be effective in serving as a gentle reminder to conscientious drivers who may have strayed slightly over the speed limit. They will have a negligible effect on those drivers who openly disregard speed limits, which are the ones that need to be addressed.

Monitoring work is ongoing at present to determine the effectiveness of those signs recently erected in Park Ward.

7.6 Safety Cameras

Safety Cameras are operated as one of the sub groups through the Cambridgeshire and Peterborough Road Safety Partnership.

Safety Camera sites, whether they are utilise either fixed cameras or mobile cameras and are used to enforce speeds at locations that have a proven history of excessive speeding and KSI casualties resulting from excessive speed. Casualty data is reviewed on an ongoing annual basis to determine whether any new locations meet the criteria.

They have recently been able to address a percentage of their mobile enforcement time to address areas of community concern which have a proven significant speeding issue.

8. CAMBRIDGESHIRE AND PETERBOROUGH ROAD SAFETY PARTNERSHIP

The Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) was formed in April 2007, membership is made up from the following organisations

- Cambridgeshire County Council
- Peterborough City Council
- Cambridgeshire Fire and Rescue Service
- Cambridgeshire Constabulary
- Cambridgeshire PCT
- Peterborough PCT

- East of England Ambulance Service
- Highways Agency

All of the partners are represented on the Strategic Board which sets out priorities and provides leadership.

9. PERFORMANCE MEASURES

The Partnership Plan has a number of targets against which performance is measured. The indicators include all road traffic collision in an authority's area on public roads, including those that are not the authority's direct responsibility, such as motorway and trunk roads, i.e the A1(M), A1 and A47.

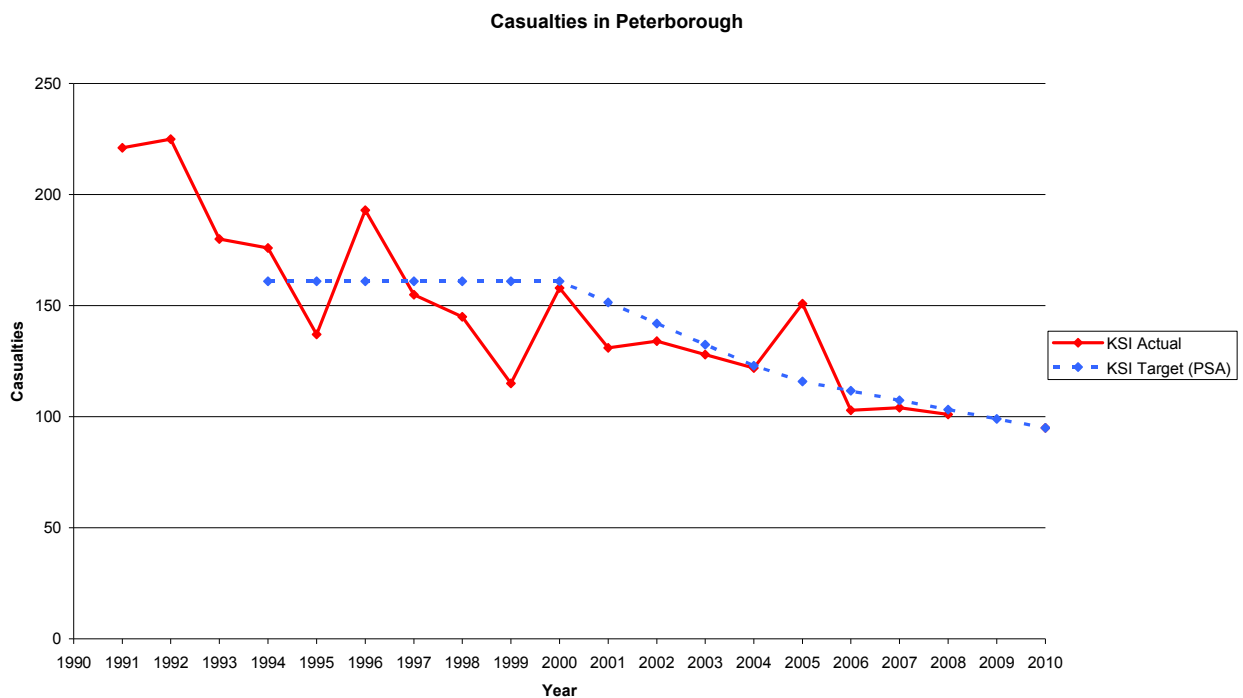
NI 47 – Reduce the number of people killed or seriously injured in road traffic accidents

NI 48 – Reduce the number of children killed or seriously injured in road traffic accidents

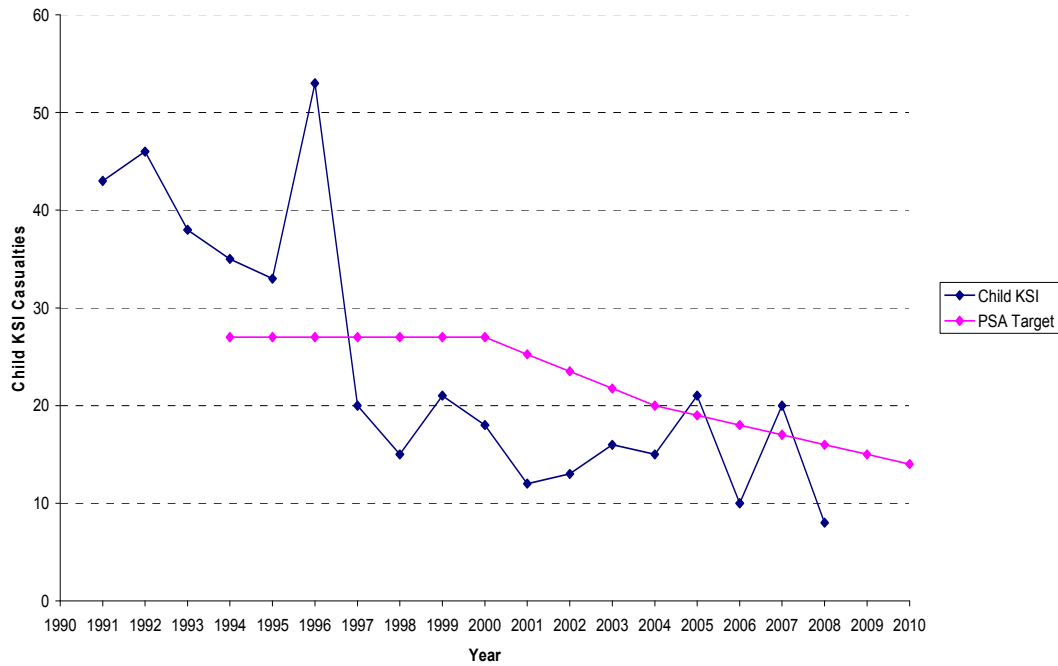
Table 1: *Casualties in Peterborough*

Year	Fatal	Serious	Slight	Total
94 – 98 average	10	151	942	1103
2004	17	105	1147	1269
2005	11	140	1133	1284
2006	8	95	1005	1108
2007	18	87	918	1023
2008	13	88	991	1092
2009 (jan – oct provisional)	4	82	705	791

During 2008, 101 KSIs occurred on Peterborough roads, and 8 child KSIs, the lowest number of KSI's against the 1994 – 1998 baseline figures.



Child KSI Casualties in Peterborough



Peterborough casualty data set is small and therefore is subjected to large fluctuations from year to year. Therefore KSI casualties are random events and therefore long time trends are used to develop new programmes and initiatives.

10. CONSULTATION

Extensive consultation took place to develop and agree the Community Safety Plan for 2009/10, in which road safety is identified as a priority for Peterborough.

11. EXPECTED OUTCOMES

To investigate and implement any recommendations into the Safer Peterborough Partnership road safety action plan.

12. NEXT STEPS

Following discussions at the Scrutiny Committee, any comments and recommendations will be taken to the Safer Peterborough Partnership Delivery Board for further discussion.

13. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- Community Safety Plan 2009/10
- Cambridgeshire and Peterborough Road Safety Partnership Joint Road Casualty Data Report 2008

14. APPENDICES

None

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