

Report to	<b>Scrutiny Committee for Transport and Environment</b>
Date	<b>20 November 2012</b>
Report By	<b>Director of Economy, Transport and Environment</b>
Title of Report	<b>Scrutiny Review of Road Safety : Progress Report</b>
Purpose of Report	<b>To consider progress of the Scrutiny Review of Road Safety.</b>

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**RECOMMENDATIONS:** The Committee is recommended to (1) welcome the progress in achieving the Scrutiny Review recommendations; support

(2) support the progress being made with the Sussex Safer Roads Partnership in achieving an efficient and focussed approach; and

(3) support the appraisal of the East Sussex Casualty Reduction Steering Group and the progress made in setting up local Road Safety Groups.

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## **1. Financial Appraisal**

1.1 The overall level of funding for road safety activities will be determined through the Reconciling Policy, Performance & Resources process.

1.2 The level of funding for the Sussex Safer Roads Partnership (SSRP), which is responsible for safety camera operations across Sussex has been agreed until 2014/15.

## **2. Supporting Information**

2.1 A Scrutiny Review of Road Safety was considered by Cabinet on 14 December 2010 which agreed scrutiny's earlier recommendations. The Scrutiny Committee on 19 June 2012 identified further issues it wished to explore.

2.3 The Department for Transport now promotes a 'partnership approach' to tackling road safety issues with less emphasis on physical engineering measures that may not produce the significant improvements to the KSI (killed and seriously injured) rate that has been seen in the past. The Council's **Road Safety Team**, and its continuing work with the SSRP, is compatible with the government's approach.

2.4 The Strategic Framework for Road Safety aims to develop road user's awareness of road safety to ensure that they 'do the right thing' whilst taking a tough approach to those who deliberately decide to undertake antisocial and dangerous driving behaviour.

### 3. Comments/Appraisal

#### Balance between enforcement, education and engineering

3.1 Enforcement of road safety legislation is the responsibility of Sussex Police and we continue to work closely with them to ensure an efficient use of their limited resources targeted at reducing KSIs. We are also building closer relationships with Neighbourhood Policing teams to respond better to local community concerns by, for example, better coordinating the use of Speed Indicator Devices (SID) and setting up local Speed Watch groups.

3.2 The SSRP has reviewed all the road safety educational activities being undertaken across Sussex including both the work supported by the SSRP and that undertaken by the member organisations independently. This review will inform partners about the programmes available, the priorities and audiences being targeted and the resources required. The review will remove duplication and enable resources to be shared amongst the partners to deliver better and more cost effective education programmes.

3.3 There are limited County Council resources available for engineering schemes that do not directly help to reduce KSIs. In local communities, safety schemes are perceived as being very important and there are potential sources of additional funding available from, say, parish councils and elsewhere. To try to facilitate some of these schemes, the Road Safety Team has been assisting the Infrastructure Design and Delivery Team to access external funding. This project will be considered by the Lead Member for Transport and Environment soon.

#### Working with the SSRP

3.4 The re-structuring and re-defining of the SSRP is on-going. The new partnership agreement has:

- produced a more streamlined and focussed group which includes the East Sussex Head of Planning and the Team Manager for Road Safety
- enabled the partnership organisations to be much clearer about the long term direction, and short term activities.

3.5 The SSRP priorities are evidence led based on the number of KSIs across the area. The data team is key and enables the SSRP to more effectively:

- identify emerging trends to enable partners to plan their response locally
- monitor the effectiveness of programmes and catalogue interventions for future use.
- identify viable long term targets that were previously national priorities such as drinking and driving
- consider and evaluate project bids for funding from partners.

#### East Sussex Casualty Reduction Steering Group (ESCRG)

3.6 Work is ongoing to define the terms of reference of the ESCRSG. Agreement from all partners has not yet been possible due to the departure of the relevant Assistant Director from the County Council. Discussions about the direction of the group will resume when the new Assistant Director is in post.

3.7 In the meantime, the Road Safety Team continues to work with the East

Sussex Fire and Rescue Service (ESFRS) and Sussex Police. One initiative being considered is the establishment of locally based road safety liaison groups. Wealden is already served by the Wealden Safer Roads Group and talks are continuing with Sussex Police exploring the possibility of starting a Rother Road Safety Group. It may also be possible to instigate a similar group to cover Lewes in future.

#### **4. Conclusion and Reason for Recommendation**

4.1 It is recommended that the Scrutiny Committee note the progress against each of the areas of concern noted at the June 2012 meeting and support:

- A continued involvement at officer level with SSRP to influence the direction of the partnership and to benefit from the effective work already being undertaken by the partner organisations.
- Initiatives to access external funding sources for road safety and traffic management schemes.
- The setting up of local Road Safety Groups to ensure that interventions are delivered in a coordinated, cost efficient and effective manner.

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#### **BACKGROUND DOCUMENTS**

Scrutiny review of road safety in East Sussex – Transport & Environment Scrutiny Board – November 2010 and June 2012

Department for Transport Road Safety Research Report No. 124 Delivery of Local Road Safety September 2011– Appendix C Local Road Safety Structure.

Department for Transport Strategic Framework for Road Safety May 2011

SSRP Business plan

SSRP Education Activities Log and Matrix

SSRP report into Safety Cameras

Draft of Externally funded Schemes Working Practice



### East Sussex Core Camera Sires – provided by SSRP

Data regarding personal injury collisions is recorded by Sussex Police in accordance with the DfT Stats 19 requirements. The data is subsequently used by Sussex Safer Roads Partnership for monitoring and planning. While every effort is made to ensure that this data is accurate, it is subject to change should further information become available.

This data may not be fully validated and while every effort is made to ensure its accuracy any statistics provided may not match those published elsewhere.

Sussex Safer Roads Partnership does not hold collision data either where there are no recorded casualties or the incident has not been reported to Sussex Police.

#### **Comparison of accident and casualty statistics from before and after the installation of the cameras at core sites.**

The data used for this comparison was that provided to the DfT for their records by the SSRP taken from the reported injury collision data as supplied by Sussex Police.

The before data refers to the baseline period of three years used to justify the installation of the camera. The after data is that in the 12 months to 30 June 2012

To make the comparison the data is shown as a mean annual figure for both before and after the installation. The before data is a straightforward division of the three year baseline data by three. For the after data, the total was divided by the number of months of data available then multiplied by twelve. As some sites have been in for a very short time, those with less than twelve months data have been considered separately.

The comparison was then made by highway authority area and shown on the relevant worksheets. Eg. "BHCC Over 12 Totals" shows the comparisons for camera sites within the BHCC area that have been installed for twelve months or over. They are subdivided on those sheets by camera type, with a totals table below. Highways Agency sites are shown on their own worksheets, though they have also been included on the ESCC and WSCC sheets for the sites that fall within those authorities. There are no HA sites within BHCC.

In addition to the comparisons, there are tables on each sheet showing the "savings" between the before and after annual average figures, based on the casualty costs as shown in the Highways Economic Note No.1 (2009).

### East Sussex Core Cameras installed for 12 months and over

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
Fixed sites: 17												
Annual Average Baseline data	2.7	25.3	9.7	3.3	102.7	19.0	13.0	21.7	76.0	18.0	11.0	
Post-installation data - Last 12 months	0.0	8.0	3.0	2.0	35.0	12.0	8.0	8.0	33.0	12.0	8.0	
Reduction (red is increase)	-2.7	-17.3	-6.7	-1.3	-67.7	-7.0	-5.0	-13.7	-43.0	-6.0	-3.0	
Percentage reduction (red is increase)	100.0%	-68.4%	-69.0%	-40.0%	-65.9%	-36.8%	-38.5%	-63.1%	-56.6%	-33.3%	-27.3%	

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£4,228,027	£4,038,293	£1,062,560	£9,328,880
Cost	£0	£1,425,280	£370,980	£1,796,260
Saving	£4,228,027	£2,613,013	£691,580	£7,532,620

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
Mobile sites: 5												
Annual Average Baseline data	1.7	6.0	1.7	0.3	23.0	3.3	4.0	5.3	17.3	3.3	3.7	
Post-installation data - Last 12 months	0.0	2.0	2.0	1.0	14.0	5.0	3.0	2.0	12.0	5.0	3.0	
Reduction (red is increase)	-1.7	-4.0	0.3	0.7	-9.0	1.7	-1.0	-3.3	-5.3	1.7	-0.7	
Percentage reduction (red is increase)	100.0%	-66.7%	20.0%	200.0%	-39.1%	50.0%	-25.0%	-62.5%	-30.8%	50.0%	-18.2%	

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£2,642,517	£772,027	£233,580	£3,648,123
Cost	£0	£356,320	£164,880	£521,200
Saving	£2,642,517	£415,707	£68,700	£3,126,923

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
Red-light sites: 3												
Annual Average Baseline data	0.7	0.7	0.7	0.0	13.0	3.7	2.0	0.7	9.7	3.7	1.7	
Post-installation data - Last 12 months	0.0	0.0	0.0	0.0	12.0	0.0	0.0	0.0	6.0	0.0	0.0	
Reduction (red is increase)	-0.7	-0.7	-0.7	0.0	-1.0	-3.7	-2.0	-0.7	-3.7	-3.7	-1.7	
Percentage reduction (red is increase)	100.0%	100.0%	-100.0%	0.0%	-7.7%	-100.0%	-100.0%	-100.0%	-37.9%	-100.0%	-100.0%	

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£1,057,007	£0	£169,460	£1,226,467
Cost	£0	£0	£164,880	£164,880
Saving	£1,057,007	£0	£4,580	£1,061,587

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
All Core Camera sites: 25												
Annual Average Baseline data	5.0	32.0	12.0	3.7	138.7	26.0	19.0	27.7	103.0	25.0	16.3	
Annual Average Post-installation data	0.0	10.0	5.0	3.0	61.0	17.0	11.0	10.0	51.0	17.0	11.0	
Reduction (red is increase)	-5.0	-22.0	-7.0	-0.7	-77.7	-9.0	-8.0	-17.7	-52.0	-8.0	-5.3	
Percentage reduction (red is increase)	100.0%	-68.8%	-58.3%	-18.2%	-56.0%	-34.6%	-42.1%	-63.9%	-50.5%	-32.0%	-32.7%	

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£7,927,550	£4,810,320	£1,465,600	£14,203,470
Cost	£0	£1,781,600	£700,740	£2,482,340
Saving	£7,927,550	£3,028,720	£764,860	£11,721,130

## Highways Agency Core Cameras on roads within East Sussex installed for 12 months and over

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
<b>Fixed sites: 1</b>												
Annual Average Baseline data	0.7	2.0	0.0	0.0	3.0	0.0	0.0	1.3	1.7	0.0	0.0	0.0
Post-installation data - Last 12 months	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Reduction (red is increase)	-0.7	-2.0	0.0	0.0	-3.0	0.0	0.0	-1.3	-1.7	0.0	0.0	0.0
Percentage reduction (red is increase)	100.0%	100.0%	0.0%	0.0%	-100.0%	0.0%	0.0%	-100.0%	-100.0%	0.0%	0.0%	0.0%

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
<b>Mobile sites: 1</b>												
Annual Average Baseline data	0.3	1.7	0.0	0.0	3.0	0.0	0.0	1.0	2.0	0.0	0.0	0.0
Post-installation data - Last 12 months	0.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0	2.0	0.0	0.0	0.0
Reduction (red is increase)	-0.3	-1.7	0.0	0.0	1.0	0.0	0.0	-1.0	0.0	0.0	0.0	0.0
Percentage reduction (red is increase)	100.0%	100.0%	0.0%	0.0%	33.3%	0.0%	0.0%	-100.0%	0.0%	0.0%	0.0%	0.0%

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
<b>Red-light sites: 1</b>												
Annual Average Baseline data	0.7	0.7	0.7	0.0	7.3	1.3	1.7	0.7	5.3	1.3	1.3	1.3
Post-installation data - Last 12 months	0.0	0.0	0.0	0.0	9.0	0.0	0.0	0.0	4.0	0.0	0.0	0.0
Reduction (red is increase)	-0.7	-0.7	-0.7	0.0	1.7	-1.3	-1.7	-0.7	-1.3	-1.3	-1.3	-1.3
Percentage reduction (red is increase)	100.0%	100.0%	-100.0%	0.0%	22.7%	-100.0%	-100.0%	-100.0%	-25.0%	-100.0%	-100.0%	-100.0%

	Casualties						Collisions					
	Fatals	KSI	KSI Peds	KSI Child	Cas All	Cas Peds	Cas Child	KSI	PIC	PIC Ped	PIC Child	
<b>All Core Camera sites: 3</b>												
Annual Average Baseline data	1.7	4.3	0.7	0.0	13.3	1.3	1.7	3.0	9.0	1.3	1.3	1.3
Post-installation data - Last 12 months	0.0	0.0	0.0	0.0	13.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0
Reduction (red is increase)	-1.7	-4.3	-0.7	0.0	-0.3	-1.3	-1.7	-3.0	-3.0	-1.3	-1.3	-1.3
Percentage reduction (red is increase)	100.0%	100.0%	-100.0%	0.0%	-2.5%	-100.0%	-100.0%	-100.0%	-33.3%	-100.0%	-100.0%	-100.0%

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£1,057,007	£237,547	£13,740	£1,308,293
Cost	£0	£0	£0	£0
<b>Saving</b>	£1,057,007	£237,547	£13,740	£1,308,293

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£528,503	£237,547	£18,320	£784,370
Cost	£0	£0	£54,960	£54,960
<b>Saving</b>	£528,503	£237,547	-£36,640	£729,410

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£1,057,007	£0	£91,600	£1,148,607
Cost	£0	£0	£123,660	£123,660
<b>Saving</b>	£1,057,007	£0	-£32,060	£1,024,947

Annual casualty savings based on HEN No.1 (2009) figures				
	Fatals	Serious	Slight	Total
Cost	£2,642,517	£475,093	£123,660	£3,241,270
Cost	£0	£0	£178,620	£178,620
<b>Saving</b>	£2,642,517	£475,093	-£54,960	£3,062,650

