

HAMPSHIRE COUNTY COUNCIL

Report

Committee:	Economy Transport & Environment Select Committee
Date:	24 April 2018
Title:	Road Safety Task & Finish Group: Outcomes
Report From:	Road Safety Task & Finish Group

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1. Recommendations

1.1. As a result of their deliberations, the Task & Finish Group arrived at the following recommendations. The Economy Transport & Environment Select Committee is invited to endorse these recommendations, and to submit them to the Executive Member for Environment & Transport for consideration.

- a) All County Councillors be provided with a list of schools & colleges within their divisions that do not currently participate with the various free Road Safety Education programmes and initiatives run by Hampshire County Council, and be encouraged to speak to the schools to encourage take up.
- b) County Councillors be asked to help raise awareness and understanding of the 60+ Driver Skills Scheme provided by the County Council, and as part of this Members be offered the opportunity to see first hand what the appraisals are like.
- c) Development and use of a targeted road safety poster programme, to supplement engineering based safety measures aimed at promoting cycle safety on pedal-powered two wheeler high risk routes with stubborn casualty problems.
- d) Continuation of the policy of casualty reduction spend being evidence based, recognising the role and linkage of each of the three Es (Engineering, Enforcement, Education).
- e) In a year's time to task officers to liaise with the Police to consider any developments in the use of dash cam footage to support Road Safety work.
- f) HCC Road Safety team to invite Members to 'Safe Drive Stay Alive' road safety education sessions and to help promote 6th Form and College take up.

Recommendations to the Police:

- a) As part of an upcoming review of Speedwatch, that Hampshire Constabulary consider the option to enable Community Speedwatch in Hampshire to cover 40mph speed limits (to match the approach used in the Thames Valley area).

- b) As part of the upcoming review of Speedwatch, that the constabulary consider agreeing thresholds with Community Speedwatch schemes for action to be taken (e.g. at what level above the speed limit incidents should be reported).
- c) That Safer Neighbourhood teams continue to work with communities to respond to residents concerns, and explain to their communities how they prioritise their efforts. (e.g. based on threat risk and harm)
- d) Hampshire Constabulary continue to work with Hampshire County Council regarding locations to invest in upgrading cameras and other enforcement activity.

2. Purpose of Report

- 2.1. In September 2017 the Economy Transport & Environment Select Committee initiated a Task & Finish Group to consider Road Safety. This was following proposals in 2016 to revise the traffic management policy to focus on schemes responding to safety led issues. Data suggested an increasing trend in the number of people killed and seriously injured between 2010 and 2014, which continued through to 2016, and the revised policy would prioritise activity to address accidents.
- 2.2. This report feeds back to the Select Committee the work of this task & finish group, including their conclusions and recommendations.

3. Contextual Information

- 3.1. The task & finish group was cross party and comprised the following members:
 - Cllr Charles Choudhary (Chair)
 - Cllr Edward Heron
 - Cllr Michael Thierry
 - Cllr Bill Withers
 - Cllr Rupert Kyrle
 - Cllr Martin Tod
- 3.2. The Task & Finish Group held an initial meeting in November 2017, with follow up meetings in December 2017, February 2018 & March 2018. The Task and Finish Group arrived at recommendations in relation to Road Safety to propose to the Select Committee following its final meeting.
- 3.3. At the first meeting, Members received a presentation in relation to Hampshire County Council's current policy position on traffic management, an overview of the various road safety education and safety engineering based casualty reduction programmes and a summary of injury accident collision data and performance in the County in recent years. From this meeting, further information and figures on traffic incidents were requested alongside a chance to question a member of Hampshire Constabulary on enforcement. This further information was presented at the second meeting and Superintendent Simon Dodds presented at the third meeting. The fourth meeting was to consider the recommendations and feedback to come out of the Task and Finish Group.

4. Financial Contextual Information

- 4.1. Hampshire County Council provides specific funding for highway engineering based casualty reduction (£1.5m) and road safety education and training based casualty prevention (£0.65m). Casualty reduction funding is used to treat identified contributing factors in injury collisions to reduce the likelihood of similar collisions reoccurring, and is prioritised to locations with higher numbers of collisions, typically assessed over a five year period. Casualty data is collected and provided to the County Council by the police with detailed analysis undertaken by the Council's specialist safety engineers to accurately identify clusters of collisions as well as common patterns, trends and contributory factors. Officers also work with the Police to remove incidents attributed to medical episodes and similar issues not treatable through highway engineering measures.
- 4.2. Casualty prevention programmes seek to provide high risk groups with specific training to reduce their chances of being involved in a road traffic accident. This includes road safety education, and working in partnership with the Police to help raise awareness of issues such as drink driving, distraction and mobile phone use, and improving skills through driver training and Bikeability training.
- 4.3. A vast amount of personal pain, grief and suffering is not only felt by those directly involved in a road traffic accident but also by their friends and families. Whilst no cost can truly reflect these human aspects of such incidents, the financial burden of road traffic collisions on society as a whole is substantial. Injury collisions that occur on the road network that Hampshire County Council maintains costs the wider economy millions of pounds annually.
- 4.4. To reflect the social and economic consequences of road traffic accidents the Department of Transport (DfT) produces annual figures for the average value of a road accident relating to the severity of injuries sustained (Fatal, Serious, Slight). The DfT's calculations are based upon values, calculated nationally, that include the costs to the emergency services, health service, loss of income and damage repairs.
- 4.5. With this information, together with the cost of any proposed engineering measures, a rate of return on investment in casualty reduction measures can be calculated. The comparison of accident figures before and after engineering measures have been implemented allows casualty reduction in terms of monetary savings to society to be produced.
- 4.6. The following table provides the total annual cost of road casualties which have solely occurred on the road network that the County Council maintains upon society locally and the Hampshire economy for 2016.

Table 1: Number & cost of casualties by severity

Year	Fatal	Serious	Slight	Total annual value
2016	34 £1,841,315	607 £206,912	2415 £15,951	£226,721,959

- 4.7. Experience has shown that casualty reduction schemes implemented within Hampshire have provided a good return on investment in terms of the percentage reduction in both the number and severity of people injured in collisions.

5. Considerations of the Task & Finish Group

- 5.1. In the first meeting of the Task and Finish group the group considered their remit as set out in the Terms of Reference. The group agreed on a planned timescale for the Task and Finish Group, aiming to feed back to the April 2018 Economy Transport & Environment Select Committee.
- 5.2. The potential to include input from Public Health and Hampshire Police was discussed as they would have overlap on the group's focus and so should be able to submit additional evidence.
- 5.3. The Group received a presentation which covered the key points of the two reports on road safety that had recently been presented to the Economy Transport & Environment Select Committee. Members heard that casualty data collected by the police is used to inform decisions about remedial measures, with resources prioritised to locations with higher numbers of collisions. While there is a focus on the frequency of incidents, all fatal and potentially fatal incidents (other than those linked to suicide, impairment or medical episodes) are investigated by the Casualty Reduction Partnership, comprising representatives of the County Council's specialist safety engineering team, Hampshire Police Roads Policing officers, local highways engineers and the district council. There is a correlation between injury collisions and collisions resulting in vehicle damage only, and prioritising locations with higher numbers of injury collisions would be expected to include locations with higher numbers of damage only incidents, which are not necessarily attended by the police.
- 5.4. The Group were told that there are many reasons thought to be behind the increase in casualties seen across Hampshire, including the increased population in the County, the popularity of cycling and the rise in road user distraction as the result of mobile technology such as iPod/smartphone use. The costs of fuel and weather conditions are also considered to have an influence on casualty rates.
- 5.5. The Group heard that in 2016 Hampshire County Council spent in the region of £1.5 million on highway engineering based casualty reduction measures and £650,000 on targeted road safety education and prevention programmes. Road Safety Education and prevention is targeted towards addressing specific road safety campaigns such as drink driving, mobile phone use and speeding working closely with partner organisations such as the Police. Whilst all schools and colleges are offered a range of free road safety programmes this is not always accepted due to other pressures on schools and colleges. The Road Safety team receive grant funding from Central Government to deliver Bikeability training to children whilst at school.

- 5.6. It was noted that it would be useful for Councillors to be made aware of schools and colleges within their divisions which had chosen not to participate in the various specially developed free road safety education programmes.
- 5.7. In their third meeting the Task and Finish Group received a presentation regarding the Police's role in relation to enforcement and casualty reduction from Simon Dodds; Superintendent for the Roads Policing Joint Operations Unit for Hampshire Constabulary and Thames Valley Police.
- 5.8. Members heard that over the last 12 months the Roads Policing response team had been reduced significantly, but there are still three teams that operate; days, late & nights. The response was described as a 'true partnership' with Highways England in relation to incidents on the strategic road network and the average response time was 13 minutes. In 2017, the team dealt with 33,000 calls and attended 17,000 of them. It was noted that the Police will always prioritise deployment to those collisions where there is an injured party involved.
- 5.9. It was noted that there are many factors that contribute to a collision resulting in a fatality or serious injury, including; weather, type of vehicle, number of occupants, skill of driver, location and luck. It was also shared that the Joint Operations Unit focus was split between a diverse range of functions including dealing with injury accidents, Hazardous materials, Terrorism and any other incident that has potential to cause the disruption on the Strategic and local Road Networks.
- 5.10. The Police noted that there is a national plateauing of the falling trend of KSIs (Killed or Seriously Injured) collisions. In 2017, in the Hampshire Police force area, there was a 17% reduction in persons killed, 4% reduction of those seriously injured and 8% reduction in those slightly injured compared with 2016 data. Hampshire Police cover all roads in a wider area than the administrative area of Hampshire County Council and includes Southampton and Portsmouth unitary authorities.
- 5.11. Members were informed that technological developments and changes in legislation can result in a significant impact on addressing Road Safety. One example being the recent increase in penalties associated with mobile phone use whilst driving that are considered to have resulted in a significant reduction in the numbers of drivers committing this type of offence. Spt Dodds also outlined the Constabulary's focus on the 'Fatal Four' – Impairment (Alcohol & Drugs), Distraction (through mobile phones and technology), Speeding and Seatbelt use.
- 5.12. In relation to reducing KSIs, the group heard that the Police priorities were; effective targeting of messages, identifying vulnerable road users, sharing best practice, aligning resources with threats and targeting enforcement. Enforcement can only go so far due to limitations in how many drivers can be prosecuted, so this adds to the importance in driving cultural changes around new problems such as mobile phone use, based on previous successes such as alcohol use. The County Council's Traffic & Safety teams work in close

partnership with the Police to maximise resources and coordinate casualty reduction programmes and activities.

- 5.13. Members were also made aware that the ability to receive dash cam footage from members of the public is being looked into, alongside the response from other constabularies. Volumes of dash cam footage received by the police from members of the public continues to increase and is considered to be useful, although the reviewing of this information is likely to require more staff.
- 5.14. Supt. Dodds clarified that Community Speed Watch was part of the Partnership and Neighbourhood portfolio. As a community based scheme the link into community policing teams is key. However there was shortly to be a review into how the scheme operates, which will look at the feasibility of aligning the Thames Valley and Hampshire models. This will include a review of insurance liability and risk assessments for volunteers to operate on 40 mph roads.
- 5.15. The possibility of combining the administration of speeding fines with parking tickets etc. was raised as an activity that may have some potential for efficiency, however it was noted this may prove difficult due to responsibilities for each lying with different organisations (speeding is a criminal offence, whilst parking is a civil offence).

6. Conclusions

- 6.1. Members discussed the information they had received over the course of the Working Group. The following was of particular note;
- Some Schools not taking up the free Road Safety education sessions
 - Evidence of most common causes of accidents, which included failure to look properly, failed to judge other person's path/speed and careless/reckless behaviour on the part of the driver/rider
 - The issue of focusing limited resources on responding to injury accidents
 - The 2017 Police force wide data showing KSIs coming down compared to 2016.
 - The impact of immersing technology and cultural change on road safety (e.g. autonomous braking, phones recognising when you are driving, cultural attitude to drink driving and seat belts changing etc.)
 - Difficulty in addressing all causes of accidents, as common contributory factors are road user error e.g. drivers failing to look properly/judge others speed and poor, aggressive or reckless driving.
- 6.2 As a result of the information they had received and discussed, the Task & Finish Group agreed the recommendations at Section 1 to submit to the full Select Committee.

CORPORATE OR LEGAL INFORMATION:**Links to the Strategic Plan**

Hampshire maintains strong and sustainable economic growth and prosperity:	no
People in Hampshire live safe, healthy and independent lives:	yes
People in Hampshire enjoy a rich and diverse environment:	no
People in Hampshire enjoy being part of strong, inclusive communities:	no

Other Significant Links

Links to previous Member decisions:	
<u>Title</u> Road Safety Task and Finish Group	<u>Date</u> 19 September 2017
Direct links to specific legislation or Government Directives	
<u>Title</u>	<u>Date</u>

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equality Duty

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Due regard in this context involves having due regard in particular to:

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

1.2. Equalities Impact Assessment:

This report is for the Select Committee to agree recommendations to the Executive Member. If the Executive Member chooses to accept these recommendations and take action as a result, impact assessments will be undertaken as required. It is not anticipated the recommended actions would have any differing impact on those covered by the equality act.

1. Impact on Crime and Disorder:

1.1. The recommendations in this report seek to strengthen enforcement of road safety related law and therefore have a positive impact on crime and disorder.

2. Climate Change:

2.1. How does what is being proposed impact on our carbon footprint / energy consumption?

Proposals are not anticipated to impact.

2.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

No impact anticipated.