

Local Members' Interest
N/A

Prosperous Staffordshire Select Committee – 18 January 2019

Staffordshire Safer Roads Partnership

Recommendation

1. The Select Committee is recommended to scrutinise the Staffordshire Safer Roads Partnership.

Report of Cllr Helen Fisher, Cabinet Member for Highways and Transport

Summary

What is the Select Committee being asked to do and why?

2. The Select Committee is asked to recognise the new governance structure and operating model of the Staffordshire Safer Roads Partnership.
3. The committee members are invited to scrutinise the wide range of initiatives used to promote road safety across Staffordshire and Stoke-on-Trent with reference to the 4 Es: education, engagement, engineering and enforcement.
4. It is also requested that the Select Committee recognises and supports the need for ongoing review and development of road safety measures to continue to reduce road casualties.

Report

Background

5. The Staffordshire Safer Roads Partnership (SSRP) was setup in 2001 with the aim of bringing partner organisations together to reduce road casualties in Staffordshire and Stoke-on-Trent. Current key partners are:
 - a. Staffordshire County Council
 - b. Stoke-on-Trent City Council
 - c. Staffordshire Police
 - d. Staffordshire Fire & Rescue Service
 - e. Highways England
6. The Partnership's vision is: "Working together to improve road safety in partnership with our communities".
7. The joint Governance group for the SSRP agreed in January 2016 to strengthen the governance of the Partnership. This prompted a redesign of the governance arrangements, delivery model and staffing structure to ensure the future work of the Partnership would receive appropriate direction and scrutiny.
8. A key element to note is that the SSRP does not exist as an autonomous entity. It is an informal collaboration designed to improve road safety through the alignment of resources, knowledge and skills across all partner organisations.

9. The SSRP plans to use a range of measures including Education, Engagement, Enforcement and Engineering to support a wider culture change that will see excessive speed and inconsiderate behaviour on our roads as socially unacceptable.

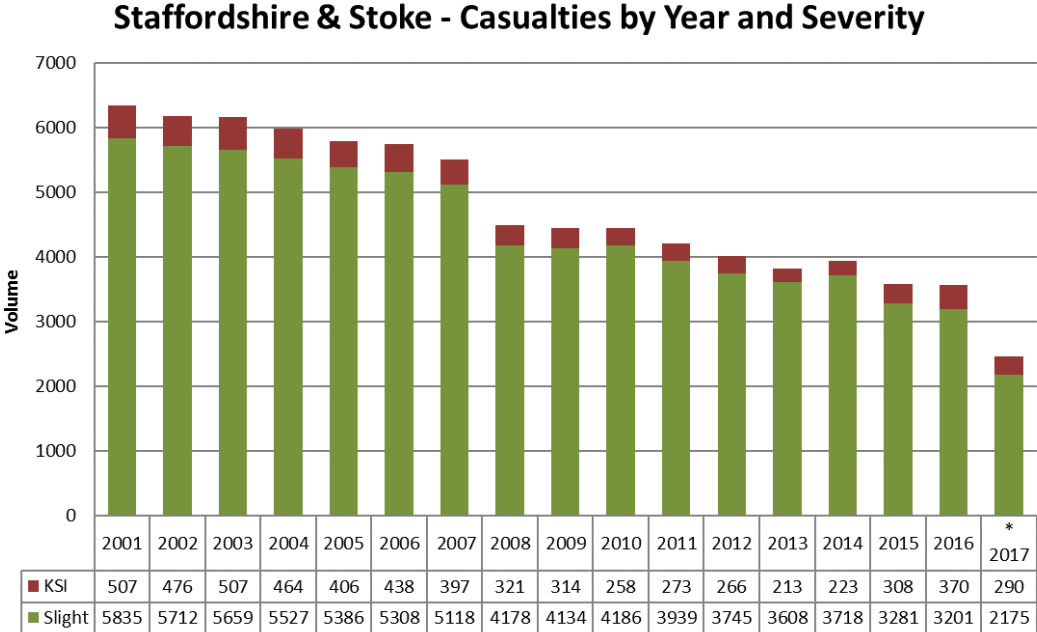
Governance, Delivery Model and Structure

10. New governance arrangements were implemented in 2016, including two boards:
 - a. The Strategic Board sets the strategic direction of the Partnership and, working with recommendations from the Operational Board, takes ultimate responsibility for key financial decisions and scrutiny. Membership includes senior political representatives from the main Partner organisations.
 - b. The Operational Board reviews current local issues across the whole spectrum of road safety to inform recommendations submitted to the Strategic Board.
11. Further details about these boards, including their membership, are available in Appendix 1.
12. The following key strategic objectives have been identified:
 - a. To achieve a long term sustained reduction in road traffic collisions across Staffordshire and Stoke-on-Trent.
 - b. To ensure education and training initiatives are used effectively to reduce the risk of being involved in a road traffic collision.
 - c. To agree a considered approach to engineering and enforcement based on evidence and making best use of sustainable but limited resources.
 - d. To engage and support our communities to take local responsibility for improving road safety.
 - e. To improve public confidence in the safety of Staffordshire and Stoke-on-Trent's roads.
13. The strengthening of governance arrangements enabled a change in delivery model, with responsibility resting with the partner organisation responsible for each element of delivery. This will be managed centrally through a commissioning process to agree and monitor specific requirements and outcomes.
14. As the new governance and delivery arrangements became more established it was decided that a semi-formal agreement between partners would be beneficial. A new Memorandum of Understanding (MoU) is currently in the final stages of development. The MoU aims to set out the responsibilities of both the SSRP and individual partners. A particular focus is on the financial arrangements and assurances in relation to employment and the cost recovery mechanisms for services delivered on behalf of the SSRP.
15. A desire to raise awareness with communities and wider stakeholders about the work of the SSRP was identified. As a result, the Partnership's first public facing strategic document the 'Road Safety Plan 2018' has been developed and will be published in the next few weeks. This will be accompanied by an Annual Report to provide further detail about road safety activity and performance.
16. The SSRP was recently reviewed by the SCC Internal Audit team. The scope of the audit included governance arrangements, financial monitoring and contract management. Overall, the areas reviewed were found to be adequately controlled,

however 4 medium risk and 2 low risk recommendations were made. The medium risk recommendations all related to the Partnership’s MoU and Operating Principles which are both awaiting finalisation. Suggestions were made about elements that may require further development such as the review process for these documents and the inclusion of KPIs. The low risk recommendations suggested that an action or RAID log should be established, and that current issues with collision data availability should be resolved.

Road Traffic Casualties

17. Road traffic casualties in Staffordshire and Stoke-on-Trent have seen a significant decline in recent years as the following chart demonstrates. A recent increase in the number of recorded KSI (Killed and Seriously Injured) casualties is likely to be due to a change during 2015 in how collision severity is decided.



**Note: 2017 figures are provisional*

18. The information below summarises recent performance in terms of casualty and collision reduction and demonstrates our position nationally:

- a. All collisions resulting in injury down 44% between 2001 and 2016
- b. 27% fewer fatal and serious injuries in 2016 compared to 2001
- c. Staffordshire ranked 8th best out of 46 police force areas based on 2016 fatal & serious injury casualty rate by population

19. The Partnership has adopted a ‘Vision Zero’ approach which reflects the view that it can never be ethically acceptable that people are killed or seriously injured on our roads. However, in real terms the partnership is seeking to achieve a long term sustained reduction in collisions, both in number and severity. Success against this target will be quantified in terms of the number of collisions resulting in injury. This will be measured on both a local and national basis, with the intention to remain in the top 25% best performing local areas in the country.

20. Work is ongoing, through the Partnership’s Insight and Intelligence Officer, to ensure resources are directed appropriately based on detailed analysis of casualty numbers and trends. This has confirmed a need to continue the focus on children, young drivers and motorcyclists, and has also provided evidence to support the development of initiatives in relation to cyclists, older drivers and commercial vehicles (HGVs, vans etc).

A summary of these statistics, and information related to collisions by road type and speed limit, is available in Appendix 2.

21. It is worth noting that, although responding to known casualty issues remains a key focus, the SSRP are also keen to support communities where collisions may not have occurred but residents are concerned about the speed or behaviour of traffic. However, this must be proportionate to the issue and considered in light of the resources available.

Initiatives

22. Of particular note is the agreement, from April 2018, for the SSRP to adopt the funding of Road Safety Education in priority schools across Staffordshire and Stoke-on-Trent. This has taken on the service previously funded by Staffordshire County Council, and also enabled formal road safety education to be reinstated in Stoke-on-Trent schools. Although funding was initially approved for 16 months it is hoped that this will continue following review later this year.
23. As part of the Partnership's community engagement work, Staffordshire's Road Safety Grant fund was launched in 2017. This is currently running as a 2 year pilot which will comprise of 4 funding rounds. A total of £200k of SSRP funding has been made available for community-led projects to improve road safety. A decision will be made soon regarding the future of this initiative. Appendix 3 provides a summary of the funding agreed to date. Following the first 3 funding rounds, a total of £151k has been awarded to communities.

Finance

24. There is no direct financial contribution to the SSRP by any partner organisation.
25. Road safety activity undertaken by partners may use their existing resources or may be funded through the SSRP centralised budget. The majority of partnership funding is as a result of educational course referrals which include a nationally agreed cost recovery element returned to the enforcement authority (SSRP in this case). A centralised Partnership budget is held by Staffordshire County Council who act as Treasurer.
26. Several opportunities to deliver external projects have also provided an income stream including enforcement on behalf of Highways England (motorway roadwork enforcement and Smart motorway cameras) and Network Rail (national project using cameras at level crossings).
27. As at the end of 2017/18, the Partnership held reserves of £1.07m. In July 2018 the SSRP Strategic Board considered the level of the reserves along with a 5 year Medium Term Financial Update. It was agreed that the SSRP will take on any potential redundancy liability for partner staff providing services for the Partnership and for the estimated cost (currently £0.33m) to be a first call on the reserves. This leaves £0.74m of the reserves available for meeting the cost of upgrading current fixed speed cameras to new digital technology, which is a pressing matter for the Partnership to update and effectively continue its enforcement activity.

Link to Strategic Plan

28. The Partnership's work has the potential to contribute to all three of the County Council's priority outcomes:

- a. *Be able to access more good jobs and feel the benefits of economic growth* – through improving the safety and reliability of the road network, making Staffordshire more attractive for businesses and their employees
- b. *Be healthier and more independent* – by making communities feel safer when walking and cycling
- c. *Feel safer, happier and more supported in and by their community* – by engaging with our communities and addressing their road safety concerns

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Appendices/Background Papers

Appendix 1 – Governance Structure

Appendix 2 – Road Traffic Collision Data

Appendix 3 - Staffordshire's Road Safety Grant Fund – Successful Applications

Appendix 1

Governance Structure

SSRP Strategic Board:

The Strategic Board meets 4 times per year. The Chair is alternated between the representatives from Staffordshire County Council and Stoke-on-Trent City Council.

Organisation	Lead Representative
Staffordshire County Council	Cllr Helen Fisher
Stoke-on-Trent City Council	Cllr Daniel Jellyman
Staffordshire Commissioner's Office	Glynn Dixon
Staffordshire Police	ACC Emma Barnett
Staffordshire Fire & Rescue Service	Glynn Luznyj
Highways England	Neil Hansen
Public Health – Staffordshire	Michael Calverley
Public Health – Stoke-on-Trent	Barry Brockbank
Royal Society for the Prevention of Accidents (RoSPA)	Nick Lloyd
Community Foundation for Staffordshire	Adam Berrisford

SSRP Operational Board:

The Operational Board meets every 6-8 weeks. The Chair is rotated between the 4 local partner organisations.

Organisation	Lead Representative
Staffordshire County Council	James Bailey
Stoke-on-Trent City Council	Brian Edwards
Staffordshire Police	Jane Hewett
Staffordshire Fire & Rescue Service	James Bywater
Highways England	Marie Biddulph

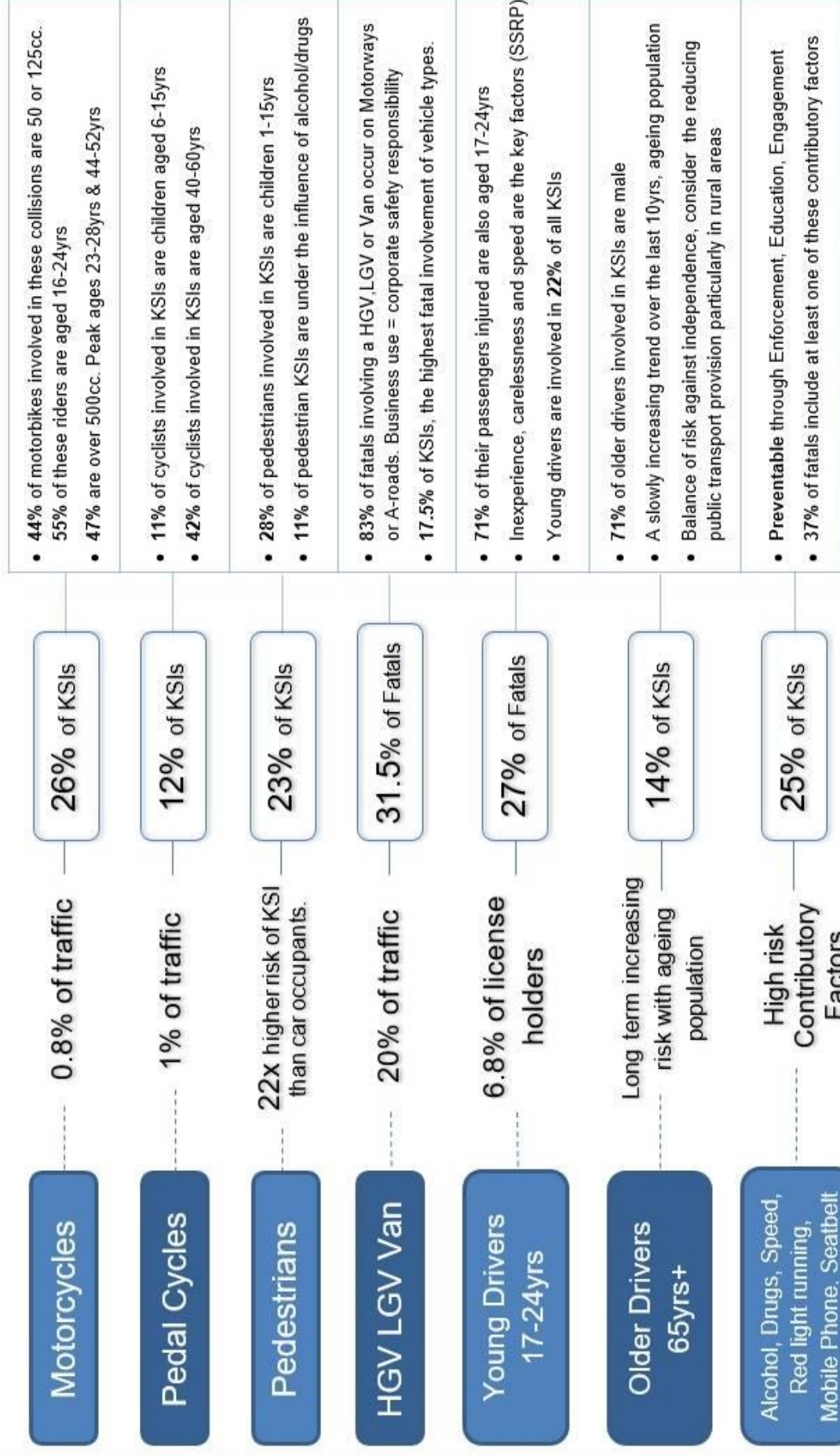
Appendix 2

Road Traffic Collision Data

The information on the next page has been produced by the SSRP to support the prioritisation of initiatives across various at-risk road user groups.

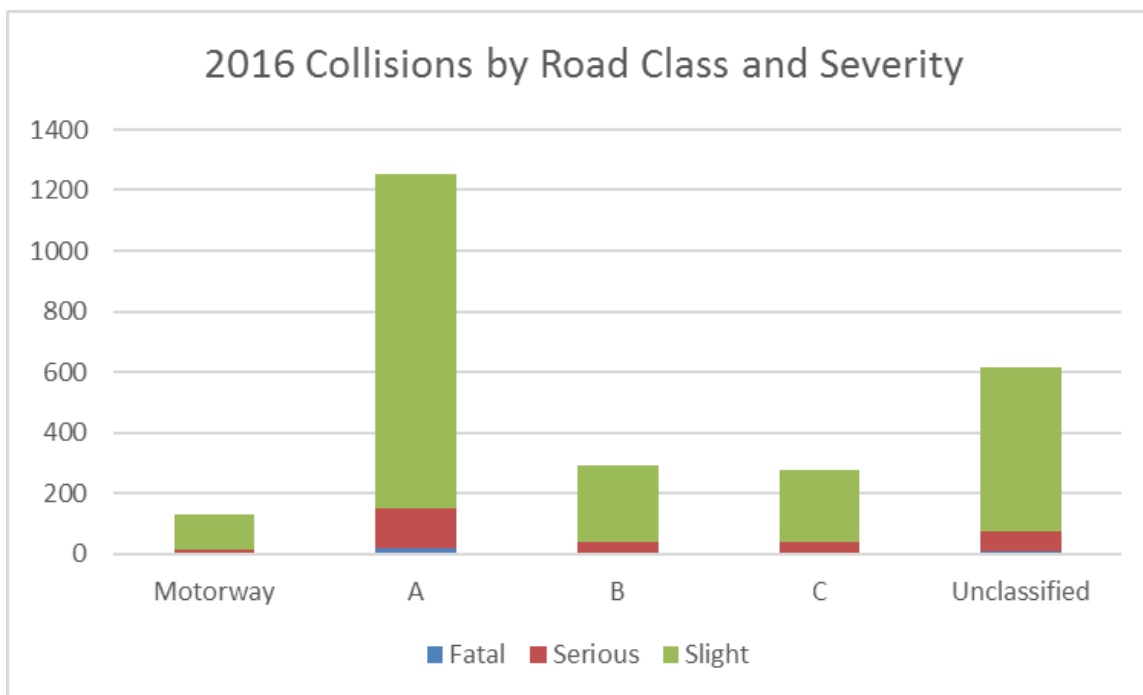
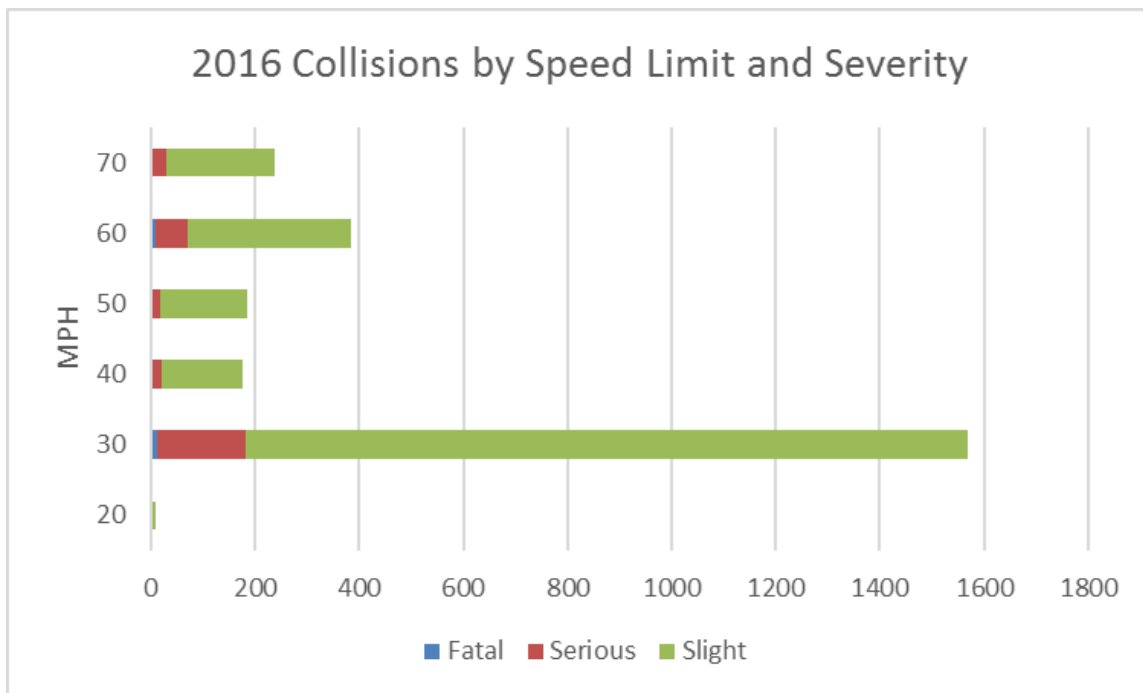
Please note: National figures have been used for some statistics including traffic and licence holder percentages.

2013-2017 SSRP Area - 1,245 KSI Collisions - 1,404 KSI Casualties



91.5% of all KSI collisions involve at least one of these vulnerable road user groups, and/or at least one preventable contributory factor.

The following charts provide a breakdown of collision numbers across speed limits and road types for all personal injury collisions during 2016.



Appendix 3

Staffordshire's Road Safety Grant Fund – Successful Applications

Funding Round	Applications	Funding Agreed
1 - Sep 2017	10	30,452
2 - Apr 2018	28	61,106
3 - Sep 2018	24	59,492
Total	62	151,050

Area	Applications	Funding Agreed
Newcastle-under-Lyme	12	34,722
Stafford	13	28,286
Lichfield	12	26,771
South Staffordshire	10	19,749
Staffordshire Moorlands	5	18,475
East Staffordshire	5	12,718
Stoke-on-Trent	2	6,221
Tamworth	2	3,754
Cannock Chase	1	354
Total	62	151,050

Examples of supported applications:

- Highway projects including gateway features and parking restrictions
- Temporary or permanent electronic speed warning signs
- Production of an educational DVD road safety resource for schools
- Delivery of a road safety programme for adults with learning disabilities
- Advertising bollards outside a school to promote road safety messages
- Parking 'buddies' to encourage safe road use around a school
- Equipment and signage for Community Speed Watch schemes