

Staffordshire Safer Roads Partnership

Update for Police, Fire & Crime Panel

September 2022

Purpose

1. To provide an update on the Staffordshire Commissioner's priority to intensify the activity of our Safer Roads Partnership so that police, fire and rescue, local authorities and National Highways work jointly towards safe roads, safe vehicles, safe road use, safe speeds and post-crash care to reduce road casualties that have devastating consequences for families.
2. This document provides an overview of the Staffordshire Safer Roads Partnership (SSRP) and an update on current priorities and activity.
3. Relevant activity related to roads policing delivery by Staffordshire Police is also included

Background to the SSRP

4. The chairing role of the SSRP was adopted jointly by the Staffordshire Commissioner and Deputy Commissioner in November 2021.
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 partners are:
 - a. Staffordshire Commissioner's Office
 - b. Staffordshire Police
 - c. Staffordshire Fire & Rescue Service
 - d. Staffordshire County Council
 - e. Stoke-on-Trent City Council
 - f. National Highways
6. 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.
7. The SSRP's vision is: 'Working together to improve road safety in partnership with our communities'.
8. Its objectives are:

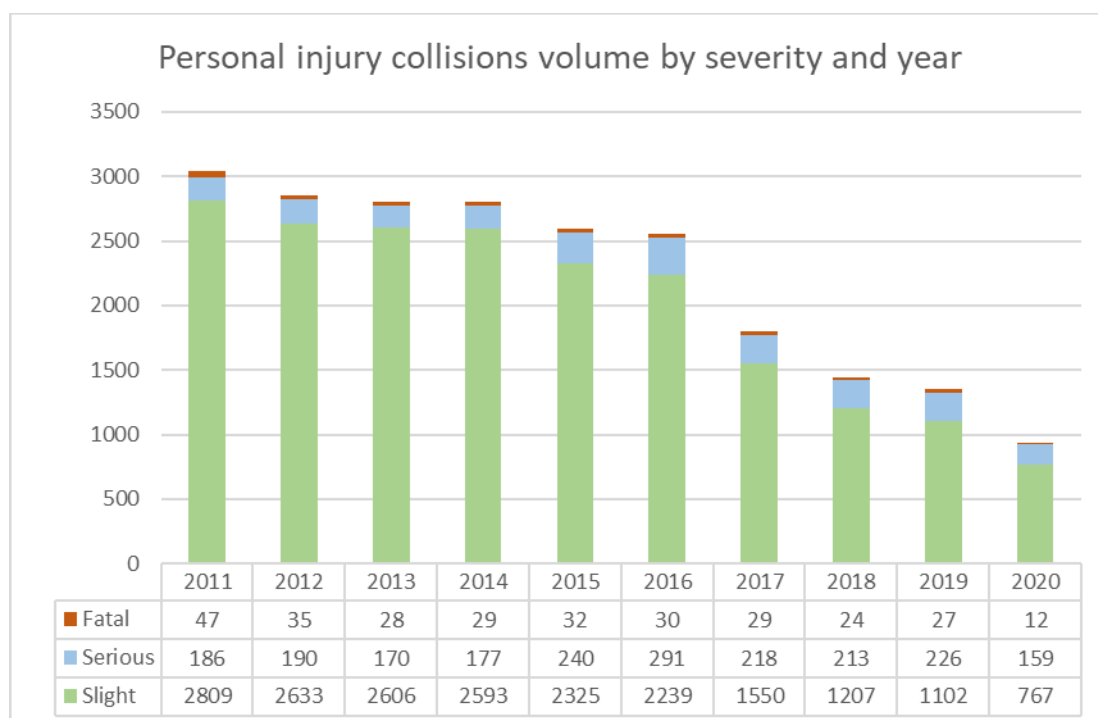
- a. To achieve a long term sustained reduction in road traffic collisions across Staffordshire and Stoke-on-Trent
- b. To ensure education and training initiatives are used effectively to reduce the risk of being involved in a road traffic collision
- c. To agree a considered approach to engineering 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 Stoke-on-Trent and Staffordshire's roads

Governance & Delivery

9. The SSRP currently has a single Governance Board which meets 3-4 times per year. The SSRP Governance Board sets the strategic direction for the SSRP and provides an opportunity for Partners to discuss and agree how road safety activity should be delivered.
10. A small, multi-agency Core Team of 3 people provides support to the SSRP including functions such as governance and strategy support, education and training coordination, and data analysis.
11. The SSRP plans to use a range of measures including education and training, enforcement, community engagement, and highway engineering to support a wider culture change that will see excessive speed and inconsiderate behaviour on our roads as socially unacceptable.
12. Some activity is delivered by partners as a commissioned service on behalf of, and funded by, the SSRP. However, other activity is delivered by partners as part of their core business. It is worth noting that in all cases, responsibility for the delivery of road safety activity sits with the appropriate Partner organisation.
13. Funding is sourced largely through enforcement related work. This includes:
 - a. NDORS (National Driving Offender Retraining Scheme) courses including the Speed Awareness Course. A cost recovery element of the course fee is returned to the SSRP for clients who were detected in Staffordshire.
 - i. NDORS courses are available for a number of road traffic offences including speeding, failure to stop for a red light, and disobeying a variable speed limit or Red X on a Smart motorway.
 - ii. An additional NDORS course for seatbelt offences is currently being implemented.
 - b. The delivery of externally funded enforcement projects to support safety on the motorway (in Staffordshire) and at railway level crossings (in England and Wales).
 - c. Note that partner organisations do not contribute any funding directly to the SSRP.

Data and priorities

14. Collision data is integral to understanding the SSRP's priorities and progress against its objectives. Below is a chart showing the changes seen in collision volumes over recent years. Complete data is only currently available to the end of 2020 due to issues with collision data recording and processing. A working group has recently been convened by the SSRP to address these issues. It is also worth noting that some of the changes in overall volume or severity classification may have been due to previous process changes.



15. Annually, the SSRP's priorities are reviewed using the previous 5 years of complete collision data. The latest update is included in Appendix A and provides an overview of the current priority road user groups and their justification.

16. Each priority road user group is subject to a periodic detailed analysis profile to provide information to guide and develop current or future activity.

- a. Significant activity is already undertaken in relation to children, young drivers and motorcyclists. This is regularly reviewed and enhanced as required.
- b. A multi-agency working group is being convened to review the SSRP's activity in relation to mature road users.
- c. A future focus on commercial vehicles is planned.

17. In addition, the Staffordshire Commissioner has led on the setting of internal priorities for the SSRP which include:
- a. A review of the SSRP governance structure and processes
 - b. Improvements to SSRP and road safety related communications activity including better coordination across partner organisations
 - c. The development and expansion of the Community Speed Watch scheme to ensure our communities are supported and their activity has maximum impact
 - d. The commencement of a phased digital upgrade programme for fixed speed cameras
 - e. Improvements in how community road safety concerns are identified and assessed

18. A selection of key activity overviews and statistics is provided in Appendices B-D.

Appendices:

- A – SSRP Priority Road Users chart
- B – Community Speed Watch report
- C – Education and Training update
- D – Roads Policing activity