

Prosperous Overview and Scrutiny Committee - Thursday 16 September 2021

Staffordshire Safer Roads Partnership

Recommendation(s)

I recommend that:

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

Report of Cllr David Williams, Cabinet Member for Highways and Transport

Summary

What is the Overview and Scrutiny Committee being asked to do and why?

1. The Select Committee is asked to recognise the governance structure and operating model of the Staffordshire Safer Roads Partnership.
2. The committee members are invited to consider 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.
3. 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

4. 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

5. The Partnership's vision is: "Working together to improve road safety in partnership with our communities".
6. 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.
7. 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.
8. 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.
9. The Staffordshire Safer Roads Partnership has previously been considered by this Overview and Scrutiny Committee in September 2017 and January 2019.

Governance, Delivery Model and Structure

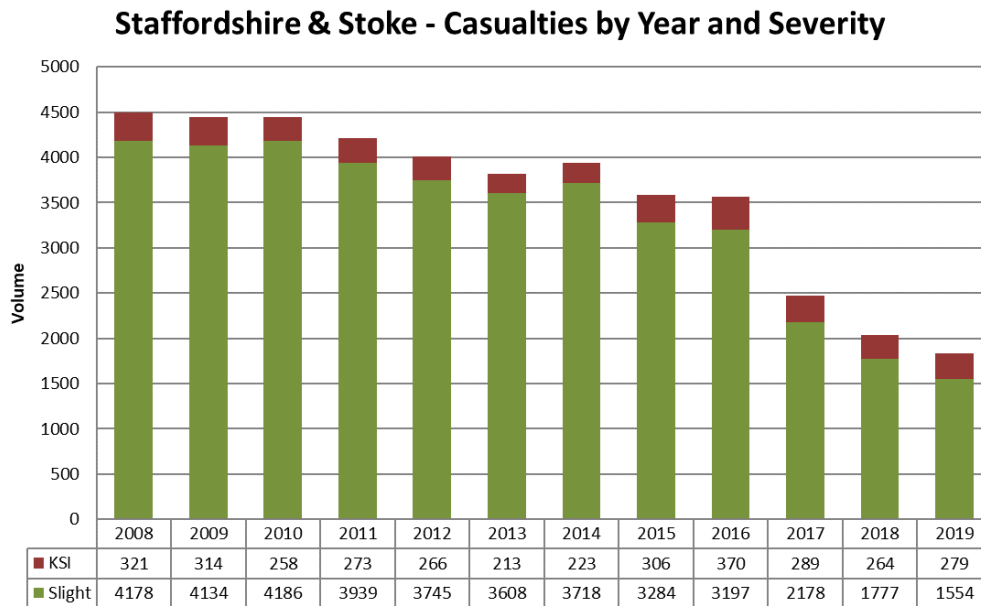
10. New governance arrangements were implemented in 2016, including two boards:
 - a. The Strategic Board sets the strategic direction of the Partnership and, working with recommendations from the Operational Board, takes ultimate responsibility for key financial decisions and scrutiny. Membership includes 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 current membership, are available in Appendix 1.
12. The following key strategic objectives have been identified, with a brief update on progress include as a sub point:
 - a. To achieve a long term sustained reduction in road traffic collisions across Staffordshire and Stoke-on-Trent.
 - i. Information in paragraphs 16 and 17 highlight the good progress against this objective.
 - b. To ensure education and training initiatives are used effectively to reduce the risk of being involved in a road traffic collision.
 - i. Paragraph 21 outlines the provision of road safety education in schools.

- ii. A wide range of other education and training initiatives are also used to address other road user groups or behaviours.
 - iii. The information used to support this work area is described in Paragraph 19.
 - c. To agree a considered approach to engineering and enforcement based on evidence and making best use of sustainable but limited resources.
 - i. Responsibility for the delivery of engineering schemes rests with the relevant highway authority who all have well established processes to identify and prioritise this work.
 - ii. Staffordshire Police lead on enforcement, however the SSRP supports decision making around site selection and enforcement strategy.
 - d. To engage and support our communities to take local responsibility for improving road safety.
 - i. Key initiatives to support his objective include Community Speed Watch and the Community Grant Fund (see Paragraph 22) which have both been very popular with our communities.
 - e. To improve public confidence in the safety of Staffordshire and Stoke-on-Trent's roads.
 - i. The recent development of a new SSRP website and the greater focus on communications and media activity related to road safety are outlined in Paragraph 23.
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.
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) has recently been agreed and 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' was developed. As a next step, a new SSRP website was produced to ensure information about the Partnership was easily accessible.

Road Traffic Casualties

16. Recorded road traffic casualties in Staffordshire and Stoke-on-Trent have seen a significant decline in recent years as the following chart demonstrates. However, some of the variation may be attributed to changes in collision reporting and recording processes over recent years. This included a change in the classification

of casualty severity which was implemented in 2015 and resulted in an increase in KSI (fatal and serious injury) casualties recorded.



17. Staffordshire ranked 4th best out of 43 police force areas based on 2019 fatal & serious injury casualty rate by population

18. 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.

19. 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.

20. 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.

Key Initiatives

21. 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. Funding is reviewed periodically, and agreement has recently been given by the SSRP Strategic Board for delivery to continue to July 2025.
22. As part of the Partnership's community engagement work, Staffordshire's Road Safety Grant fund was launched in 2017, initially as a 2-year pilot. A total of £200k of SSRP funding was allocated to support community-led projects to improve road safety. Following a review, a new format grant fund will be launched in Autumn 2021 with £50k initially available.
23. Recognising the potential for road safety information and education to be promoted through communication and media channels, the SSRP has commissioned Staffordshire County Council to provide support to develop this area of work for an initial period of 18 months. This includes identifying opportunities to promote road safety and Partnership initiatives, improving coordination between partner communication teams, and developing specific campaigns to address identified requirements. Recently, a 2-part cycle safety campaign has been delivered aimed at both cyclists and drivers.
24. A project is currently underway to upgrade some of the older fixed camera sites through a phased approach. As part of this, consideration will be given to newer camera technologies which were not available when the current cameras were installed. The initial phase, focussing on the highest priority sites, is expected to be implemented in early 2022. Staffordshire Police and the Staffordshire Commissioner are leading on the procurement on behalf of the SSRP.

Finance

25. There is no direct financial contribution to the SSRP by any partner organisation.
26. 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 diversion 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.
27. 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 to improve safety at level crossings).
28. As at the end of 2020/21, the Partnership held reserves of £1.47m. This includes £0.37m ring fenced to cover any potential redundancy liability for partner staff employed to provide services on behalf of the SSRP. A further £0.6m of the

reserves has been identified to meet the Phase 1 cost of digital camera upgrades, with funding for further phases to be considered soon.

Link to Strategic Plan

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

- a. *Have access to more good jobs and share 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 independent for longer*—by making communities feel safer when walking and cycling
- c. *Feel safer, happier and more supported in their community*—by engaging with our communities and addressing their road safety concerns

Link to Other Overview and Scrutiny Activity

N/a

List of Background Documents/Appendices:

Appendix 1 – SSRP Governance Membership August 2021

Appendix 2 – SSRP Priority Road User Groups 2021

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