

19 July 2021

Agenda Item:7

**REPORT OF THE CORPORATE DIRECTOR, PLACE****FUTURE CASUALTY REDUCTION TARGET FOR 2030****Purpose of the Report**

1. To seek approval for the proposed target to reduce preventable road traffic casualties resulting in Killed or Serious Injuries (KSIs) by 40% by 2030.

**Information**

2. For the last 20 years, NCC has recognised the devastating effect serious injury from road traffic collisions has on the lives of individuals and families. As a result, they have had safer roads as one of their top priorities and has engaged with stretching targets for the reduction of road traffic collisions in two decades of action. The first was set by central Government and the second was devolved to local highway authorities. The most recent 10 year target set by Nottinghamshire was to reduce KSI casualties by 40% and child KSI casualties by 40% by 2020, measured from an average 2005-2009 baseline. These targets were surpassed with 45% fewer people killed or seriously injured and 63% fewer children being killed or seriously injured on Nottinghamshire's roads in the last 10 years (Appendix 1).
3. All accident data is based on reports submitted by the Police on STATS19 forms when they attend a road traffic collision where injuries have occurred. Officers record various details relating to the location, road conditions, vehicles and drivers involved and a sketch and description of how the accident occurred. Via's Data & Information Team validate the accuracy of this data and submit it to the Department for Transport (DfT). Via's Casualty Reduction Team examines the data to look for treatable patterns at specific locations to address with highway engineering measures as part of the Integrated Transport Measures annual programme. Via's Road Safety Team likewise examine the data for overall trends to target with campaigns and educational exercises. The data is also provided to the Nottinghamshire Road Safety Partnership to inform and direct their work using a multi-disciplinary approach across all the partners of Nottinghamshire County Council, the Police, the Nottinghamshire Fire & Rescue Service, the East Midlands Ambulance Service, Highways England and Nottingham City Council.
4. Although the DfT have not currently set national road safety targets for the next 10 years, Highways England and some local highways authorities have set their own targets to drive progress in improving safety on their roads. Within Nottinghamshire, consideration has been given to a target that would be achievable whilst also being challenging. Whilst all collisions are of concern, it is recommended that incidents arising from deliberate actions, which could not be influenced by road safety measures and therefore were not preventable, are removed from the annual totals. It is felt that a further 40% reduction in preventable KSIs would be a stretching target for Nottinghamshire to aspire to by 2030, using the average casualties from

2015-2019 as a baseline. This is consistent with Nottinghamshire's previous targets but is increasingly difficult to achieve as accident levels decrease.

5. A few highway authorities have adopted the European Union's target of 'Vision Zero' by 2050, the principle being that all fatal and serious highway injuries will be eradicated by this time. While this will always be the aspiration of road safety professionals, it is felt that placing a finite date on this concept is not practical, realistic or motivating at present. If future technological advancements make greater progress in eliminating human error, this can be reconsidered in later years when there may be better information to base an achievable target on this aim.

## Methodology

6. Via's Casualty Reduction Team identify the annual programme of highway safety schemes that specifically target accident sites. These schemes range from traffic calming, safety cameras and new traffic signals to more modest schemes to improve road surfacing, drainage, lighting, signing and road markings. The Road Safety Education Team analyses the accident data for wider accident trends not involving specific locations, such as ages, highway user types, speeds, winter months and they create road safety campaigns and education courses to target these trends to achieve accident reductions by behavioural change. The 'Fatal Four' main themes in road traffic collisions were identified by this method, namely seatbelts, mobile phones, speeding and drink/drug driving, and are targeted with partners to reduce casualties.
7. A full programme of Road Safety education is targeted to each year group in schools, to ensure our young people are equipped to walk and cycle safely on the road network. The Road Safety Education team deliver education to over 22,000 young people per year on average and tailored educational packages are also provided to schools where specific issues have been identified. The team also deliver Bikeability training, and level 1-3 courses are aimed at riders gaining practical skills and understanding how to cycle on today's roads. Over 9,000 young riders have been trained during each of the last two full years of delivery. To compliment these safety initiatives, the School Crossing Patrol service ensures over 10,000 young people cross the road safely to school each day.
8. The Parliamentary Advisory Council for Transport Safety (PACTS) has put forward a best-practice Safe System approach which takes into account human error and tolerance to injury. It states that road safety is a shared responsibility between all parties, e.g. road users, road managers, enforcement authorities, emergency services and vehicle manufacturers.
9. The Safe Systems five pillars are outlined as:
  - **Safe Road Use** – Improving the behaviours of road users through training, campaigns and education, e.g. Speed limit compliance, seatbelt use, non-use of mobile phones, not drink/drug driving (known as the 'Fatal Four').
  - **Safe Speeds** – Speed enforcement, Community Speedwatch schemes, vehicle activated signs, safety cameras, speed management highway improvement schemes.
  - **Safe Roads & Roadsides** – Casualty reduction schemes, safety auditing, passively safe roadsides, maintenance regimes, safety barriers.
  - **Safe Vehicles** – Child seats/restraints, Partnership fleet ratings, Police construction/use checks, driving for work risk analysis.
  - **Post Crash Care** – Emergency response times, first aid training, victim support.
10. Working as part of the Nottinghamshire Road Safety Partnership complements this methodology, and the Safe System approach will be adopted to coordinate efforts amongst Partners to drive down casualties across Nottinghamshire.

11. A series of Safety Performance Indicators will be formulated with the Nottinghamshire Road Safety Partnership to measure progress towards achieving the overall goal of reducing preventable road traffic collision casualties resulting in KSIs by 40% by 2030.

### **Other Options Considered**

12. Lower percentage reductions in KSIs were considered. However, as the two previous targets were both 40%, it was felt that a lower percentage would be seen as a retrograde step and indicate less commitment to improving road safety. The continuation of the 40% target is increasingly challenging though as the baseline it is measured from is lower than ever before.

### **Comments from Local Members**

13. The safety strategy proposal is countywide, so individual Members have not been consulted.

### **Reasons for Recommendation**

14. The proposed casualty reduction target and strategy will protect the public and save lives, will save costs benefiting the wider economy and is in line with national guidance and methodology.

### **Statutory and Policy Implications**

15. This report has been compiled after consideration of implications in respect of crime and disorder, data protection and information governance finance, human resources, human rights, the NHS Constitution (public health services), the public sector equality duty, safeguarding of children and adults at risk, service users, smarter working, sustainability and the environment and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

#### **Crime and Disorder Implications**

16. Nottinghamshire Police are part of the Nottinghamshire Road Safety Partnership and have agreed to and support the proposed target.

#### **Financial Implications**

17. The target will be met using the budget allocations for safety schemes in the annual Highway Programme and the annual road safety budgets. Additional funding may also be obtained for specific activities from the Nottinghamshire Road Safety Partnership members.

#### **Human Rights Implications**

18. The implementation of the proposals within this report might be considered to have a minimal impact on human rights (such as the right to respect for private and family life and the right to peaceful enjoyment of property, for example). However, the Authority is entitled to affect these rights where it is in accordance with the law and is both necessary and proportionate to do so, in the interests of public safety, to prevent disorder and crime, to protect health, and to protect the rights and freedoms of others. The proposals within this report are considered to be within the scope of such legitimate aims.

#### **Public Sector Equality Duty implications**

19. As part of the process of making decisions and changing policy, the Council has a duty 'to advance equality of opportunity between people who share a protected characteristic and those who do not' by thinking about the need to:
- Eliminate unlawful discrimination, harassment and victimisation;
  - Advance equality of opportunity between people who share protected characteristics (as defined by equalities legislation) and those who don't;
  - Foster good relations between people who share protected characteristics and those who don't.
20. Disability is a protected characteristic and the Council therefore has a duty to make reasonable adjustments to proposals to ensure that disabled people are not treated unfairly.

### **Implications for Sustainability and the Environment**

21. It is anticipated that making improvements using the Safe Systems model will improve safety and encourage the use of cycling and walking. The needs of vulnerable road users will also be specifically targeted and supported as part of this approach.

## **RECOMMENDATIONS**

It is **recommended** that:

- 1) The proposed target to reduce preventable road traffic casualties resulting in people being killed or serious injured by 40% by 2030 is approved.
- 2) A further report and presentation are brought to Committee in the autumn which details all aspects of road safety and casualty reduction carried out within Nottinghamshire.

**Adrian Smith**  
**Corporate Director, Place**

**For any enquiries about this report please contact:** Kendrick Hourd, Team Manager (Safer Highways) Tel: 0115 9772127

### **Constitutional Comments (SJE – 24/06/2021)**

22. This decision falls within the Terms of Reference of the Transport & Environment Committee to whom responsibility for the exercise of the Authority's functions relating a) to the planning, management and maintenance of highways and pavements; and b) to traffic management and traffic regulation orders, has been delegated.

### **Financial Comments [RWK 24/06/2021]**

20. There are no specific financial implications arising directly from the report.

### **Background Papers and Published Documents**

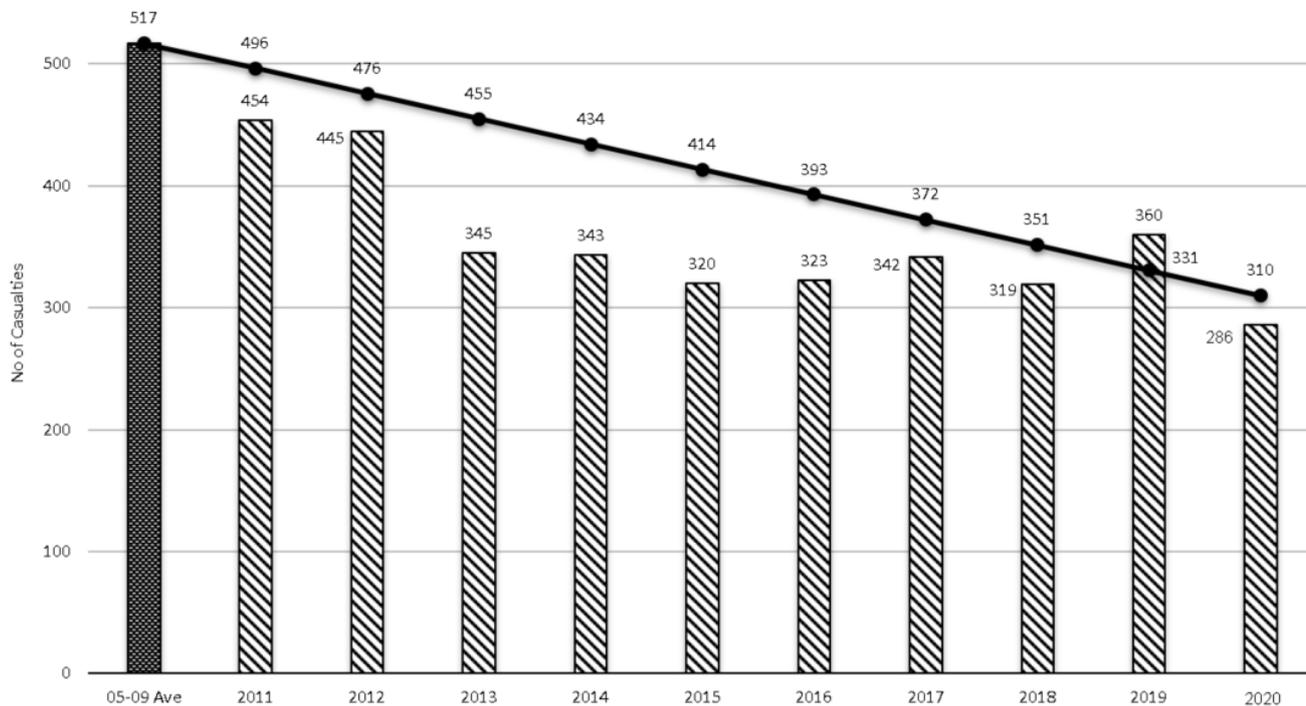
- Appendix 1 – 2020 casualty reduction targets successes

### **Electoral Division(s) and Member(s) Affected**

- All

# APPENDIX 1

## PROGRESS ON NOTTINGHAMSHIRE COUNTY 2020 TARGET FOR A 40% REDUCTION IN KSI CASUALTIES



## PROGRESS ON NOTTINGHAMSHIRE COUNTY 2020 TARGET FOR A 40% REDUCTION IN CHILD KSI CASUALTIES

