Shropshire Council
Legal and Democratic Services
Shirehall
Abbey Foregate
Shrewsbury
SY2 6ND

Date: Date Not Specified

Committee:
Place Overview Committee

Date: **Tuesday, 2 March 2021**
Time: **2.00 pm**
Venue: **THIS IS A VIRTUAL MEETING - PLEASE USE THE LINK ON THE AGENDA TO LISTEN TO THE MEETING**

Members of the public will be able to listen to this meeting by clicking on this link:
https://www.shropshire.gov.uk/placeoverviewcommittee2march2021/

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Device Specification

- **You will need to download MS Teams (free) and click on the link to listen to the meeting if you are using a PC.**
- **If using a mobile device, you will need to download the MS Teams app (free) before clicking the link.**
- **Use the link at 2.00 pm on the day of the meeting and click on 'Join as Guest'.**
- **You may receive an error message or a request for login details if you try to gain access before 2.00 pm.**

You are requested to attend the above meeting.
The Agenda is attached.

Claire Porter
Director of Legal and Democratic Services

Members of Place Overview Committee

Joyce Barrow (Chairman)
Andy Boddington
Julian Dean
Rob Gittins
Simon Harris
Paul Milner (Vice Chairman)
Dan Morris
Pamela Moseley
William Parr
Paul Wynn

Your Committee Officer is:

Sarah Townsend Committee Officer
Tel: 01743 257721
Email: sarah.townsend@shropshire.gov.uk

AGENDA

1 Apologies for Absence

2 Disclosable Pecuniary Interests

Members are reminded that they must not participate in the discussion or voting on any matter in which they have a disclosable pecuniary interest and should leave the room prior to the commencement of the debate.

3 Minutes of Previous Meetings (Pages 1 - 8)

To consider the minutes of the Place Overview Committee meetings held on 5th November 2020 (Attached) and 9th December 2020 (**To Follow**).

Contact: Sarah Townsend (Tel: 01743 257721)

4 Public Question Time

To receive any questions or petitions from the public of which notice has been given. The deadline for notification for this meeting is 2.00 p.m. on Friday, 26th February 2021.

5 Member Question Time

To receive any questions of which Members of the Council have given notice. The deadline for notification for this meeting is 2.00 p.m. on Friday, 26th February 2021.

6 Highways Improvement Plan

To scrutinise current highways operational performance and progress in delivering the Highways Improvement Plan. (**Report to Follow**).

Contact: Mark Barrow (Tel: 01743 258919)

7 Highways Winter Maintenance

To scrutinise current 2020/2021 performance against agreed arrangements for gritting and other winter maintenance and to explore opportunities to revise procedures for the 2021/2022 winter season. (**Report to Follow**).

Contact: Mark Barrow (Tel: 01743 258919)

8 Analysis of People Killed or Seriously Injured in Road Traffic Collisions 2016 - 2020 (Pages 9 - 46)

To examine a report on highways collisions resulting in people killed or seriously injured and identify topics for future scrutiny. (Attached).

Contact: Steve Brown (Tel: 01743 257802)

9 Place Overview Committee Work Programme (Pages 47 - 52)

To consider the future work programme of the Committee. (Attached).

Contact: Danial Webb (Tel: 01743 258509)

10 Date/Time of Next Meeting of the Committee

The Committee is scheduled to next meet on Thursday, 8th April 2021 at 2.00 p.m.

Place Overview Committee	Item
2 March 2021	**3**
2.00 pm	Public

MINUTES OF THE PLACE OVERVIEW COMMITTEE MEETING HELD ON 5 NOVEMBER 2020
10.00 AM - 12.22 PM

Responsible Officer: Sarah Townsend
Email: sarah.townsend@shropshire.gov.uk Tel: 01743 257721

Present
Councillor Joyce Barrow (Chairman)
Councillors Andy Boddington, Julian Dean, Rob Gittins, Paul Milner (Vice Chairman), Dan Morris, Pamela Moseley, Paul Wynn and Nicholas Bardsley (Substitute) (substitute for Simon Harris)

73 Apologies for Absence

Apologies for absence were received from Councillors Gerald Dakin, Simon Harris and William Parr. Councillor Nick Bardsley was in attendance as a substitute for Councillor Simon Harris.

74 Disclosable Pecuniary Interests

Members were reminded that they must not participate in the discussion or voting on any matter in which they had a Disclosable Pecuniary Interest and should leave the room prior to the commencement of the debate.

There were no Disclosable Pecuniary Interests declared.

75 Minutes of the Meeting held on 3rd September 2020

The minutes of the meeting held on 3rd September 2020 were confirmed as a correct record.

76 Public Question Time

Four questions were received from members of the public.

From: Mr Peter Clare, Member of Selattyn and Gobowen Parish Council
Mr Clare's question related to whether Shropshire Council had a duty of care to those of its residents who lived adjacent to one of the county's 'tractor riddled' narrow lanes. A full copy of the question and response provided is attached to the web page for the meeting and also attached to the signed minutes.

In addition to the response provided, it was noted that a reference group of interested parties had been set up to consider matters regarding agricultural vehicles and rural roads. Mr Clare had indicated that he wanted to be part of this group and the Chairman of the Place Overview Committee asked that he be included.

From: Ms Emma Bullard
Ms Bullard asked two questions relating to the agenda item on the North West Relief Road and specifically paragraphs 3.1 and 8.3 of the report. A full copy of the questions and responses provided is attached to the web page for the meeting and also attached to the signed minutes.

From: Mr Mike Streetly
Mr Streetly asked four questions relating to the agenda item on the North West Relief Road and specifically the traffic levels, timescales, budget and water supply. A full copy of the questions and responses provided is attached to the web page for the meeting and also attached to the signed minutes.

From: Mr Frank Oldaker, Shrewsbury Friends of the Earth
Mr Oldaker asked two questions relating to the agenda item on the North West Relief Road and specifically the claim that the North West Relief Road would reduce traffic in the centre of Shrewsbury and improve air quality. A full copy of the questions and responses provided is attached to the web page for the meeting and also attached to the signed minutes.

77 Member Question Time

One question was received from Councillor Julian Dean.

Councillor Dean was in attendance to ask his question in relation to the emergency social distancing measures across Shropshire. A full copy of the question and response provided is attached to the web page for the meeting and also attached to the signed minutes.

Councillor Dean was allowed to ask a supplementary question regarding staffing and when further consultation with the public, particularly in relation to the New Street proposals, would take place. The Head of Transport and the Environment responded by acknowledging Councillor Dean's comments and commented that he was pleased that the temporary measures implemented in New Street had been well received by members of the public. However, the staff undertaking this work were also looking at the other social distancing measures across the county, as well as dealing with many other duties and issues.

78 Agricultural Vehicles and Rural Roads

Mr John Campion (Police and Crime Commissioner) and Chief Inspector Mark Reilly (West Mercia Police) were in attendance for this item.

The committee received a verbal update from the Head of Transport and the Environment, Shropshire Council, who explained that, following the consideration of this item at the committee's last meeting, the first meeting of the liaison group had been arranged for 24th November 2020 with representatives from the Police and Crime Commissioner's Office, West Mercia Police, National Farmers' Union of England and Wales (NFU) and Shropshire Council having already confirmed their attendance. The initial terms of reference had also been issued.

In addition, reference group meetings would also be set up, consisting of representatives of Town and Parish Councils, Shropshire Association of Local Councils (SALC) and other interested parties. They would provide further detailed evidence and support to the liaison group.

The Police and Crime Commissioner reassured the committee that road safety was a priority and that he was grateful for the opportunity to contribute to the liaison group and looked forward to playing a meaningful part.

Chief Inspector Mark Reilly gave his assurance that he would be present at the liaison group meetings and commented that West Mercia's Rural and Business Officer had good communications with both the farming communities and the NFU and provided education in relation to the legislation of agricultural vehicles on rural roads. People were encouraged to use Operation SNAP (an initiative whereby members of the public can report and submit digital footage showing potential traffic offences that they have witnessed, including agricultural vehicles).

In response to a question, the Head of Transport and the Environment outlined the procedure for how he envisaged the reference group feeding into the liaison group and stated that he would give further consideration to the suggestion that there be a parish council representative on the liaison group.

The Chairman requested that the minutes of the committee's last meeting be sent to the Police and Crime Commissioner and Chief Inspector Mark Reilly for their information.

RESOLVED:
That following each meeting of the liaison group, the Place Overview Committee receives a report relating to this at their next committee meeting.

79 North West Relief Road

The committee received the report of the Strategic Projects Executive Manager which updated them on the North West Relief Road (NWRR) project programme, budget forecasts, environmental assessment process and the current opportunities and risks around a combined NWRR and Flood Alleviation Scheme (FAS). The process of developing the Full Business Case for the NWRR incorporating these elements was also detailed.

Councillor Dean Carroll, Portfolio Holder for Adult Social Services and Climate Change, was in attendance for this item and spoke about the environmental impact and climate change in regard to the NWRR. He explained that the route of the NWRR had been slightly amended to offer greater protection to Hencott Pool and also spoke about biodiversity, the cycle lane (which would be one of the best specialist cycle paths to be delivered in Shropshire) and how one of the overriding principles was to move moving traffic out of Shrewsbury town centre, thereby improving the air quality within the town centre and reducing the CO2 impact of journeys.

The Strategic Projects Executive Manager presented a summary of his report to the committee and commented that a full carbon report would also be prepared. In terms of the current out-turn forecast window, it was noted that the worst case scenario was an £8,518,793 overspend and the best case scenario was a £5,851,140 underspend.

During the discussion and responding to questions from the committee, the following was explained:

- A comment was made that further information regarding the wider economic benefits and the potential development opportunities for new businesses would be useful in future reports. The Strategic Projects Executive Manager provided reassurance that these points were being considered.
- Land costs, utilities diversions and the ground conditions on which the NWRR was to be built, were the issues that could potentially cause an overspend.
- How the Council was protected financially in terms of potential overspends was outlined and the incentives in place to avoid them.
- A question was asked regarding whether the Outline Business Case still had credibility given the continued growth in traffic nationally and issues concerning carbon, COVID-19 and climate and environmental changes. The Strategic Projects Executive Manager commented that, whilst the Outline Business Case was submitted to DfT in 2017, that was why there were protocols in place to revisit it with a Full Business Case.
- In terms of traffic growth and modelling, comprehensive local data had been collated and analysed relating to movements in the town. Further surveys would continue be undertaken prior to the Full Business Case.
- The NWRR would allow traffic to be taken away from the town centre and therefore, the journeys of cyclists and walkers would be undertaken in a town that was safer, with improved air quality and a more pleasant and inviting environment.
- In terms of land acquisitions costs, it was confirmed that this was expected to happen through negotiation, but as a risk management approach, a compulsory purchase process was also being run behind it.
- In terms of acreage of land to be purchased, it is approximately 7 kilometres by around 200-300 meters in width.
- Regarding the Severn Valley Water Management Scheme, it was requested that the cost and environmental damage in reducing flood risk downstream to the properties upstream in both Shropshire and Mid-Wales be looked at and that an estimate and impact assessment, both upstream from the proposed barrier and downstream, be undertaken. The Director of Place responded that the Environment Agency were currently undertaking modelling work which was due to be completed early in the new year. He suggested that this be brought back

to a future meeting of the committee as soon as the information was received and thought this was likely to be in Spring 2021.

RESOLVED:

(a) To note the NWRR budget and programme updates.
(b) To note that further reports will be brought back to Scrutiny, annually for the next 2 years, and then 6 monthly or quarterly as required, during the preparation of the Full Business Case, Contractor Procurement, and Construction phase.
(c) That the Place Overview Committee reviews the Severn Valley Water Management Scheme early in the new year and that this be added onto the committee's work programme.
(d) That the Place Overview Committee receives a report on the likely changes in the national policy and advice, since the submission of the Outline Business Case to DfT in December 2017, in order to assess the likely impact on the Full Business Case.

80 Shrewsbury Shopping Centre Update

The committee received the report of the Interim Head of Economic Growth which updated them on the latest performance of the shopping centres, the progress with the programme for the next phases of development and provided them with an update on the next phases of the Big Town Plan and the Strategic Development Framework for Riverside.

Despite the exceptional and unprecedented challenges of the year, it was noted that the town had continued to perform well against the national picture in terms of footfall. However, there had been a decline when compared to last year's footfall levels.

During the discussion and responding to questions from the committee, the following was explained:

- A comment was made concerning the long term fundamental changes in the way that people shopped, with the increasing decline in traditional retail shopping and the move towards online shopping. In looking at the redevelopment of Riverside and Pride Hill, it was questioned whether consideration was being given to residential opportunities and not just at another form of retail and commercial development. The Director of Place provided reassurance that this was being considered and commented that the shopping centres had been purchased to help manage the transition.
- A report on projected ROI figures and yields was being considered at the December Cabinet meeting.
- Regarding the proposal for a cinema in Pride Hill, it was confirmed that this was being looked into.
- A question was asked regarding housing and whether Cornovii could be used to help bring people back to live in the town centre with car free living which would allow for sustainable homes without having to build on green field sites. Reassurance was provided that this was being fully looking into and The Director of Place commented that he was happy for this to be added to the committee's work programme for consideration at a future meeting.

- Regarding the moving of retailers from Pride Hill to The Collective in the Darwin shopping centre, it was explained that 70% of The Collective already had tenants who were looking to move into there, particularly the independent shops. The objective was to retain as many of the retailers within the town centre as possible, by moving the ones that wished to move and finding the right accommodation for them.
- The Interim Head of Economic Growth confirmed that once proposals for the Riverside development were further established, she would come back to a future committee meeting to provide an update.
- Regarding rent holidays and help that was available to independent shops, reassurance was provided that the Council were working proactively with businesses to help support them as best they could and on a case by case basis, in order to help them survive. Some businesses had been able to access the available grant schemes.

RESOLVED:

(a) That the Place Overview Committee note the findings of the report. In the context of the unprecedented challenges facing Shrewsbury shopping centres and the wider town centre, they acknowledge the progress made to date, performance of the centres and specifically the repurposing of Pride Hill and Darwin centres and the redevelopment potential of Riverside.

(b) That the Chairman of the Place Overview Committee and the Scrutiny Officer have a discussion regarding the best way forward in terms of consideration of this item at future committee meetings, given that there are three different areas within it, namely Pride Hill, Darwin and Riverside shopping centres.

81 Work Programme 2020/21

The committee considered its proposed work programme for the remainder of the municipal year and the Scrutiny Officer was asked if he would update it to include the decisions that had been made during the meeting. In terms of the Severn Flood Alleviation Scheme, he commented that the Communities Overview Committee was already looking at the emergency response to flooding.

It was noted that the meeting scheduled for March 2021 was likely to fall within the pre-election period.

RESOLVED:

(a) That the Scrutiny Officer liaise with the Chairman and Director of Place in order to review and redraft the committee's work programme and then circulate it to all members of the committee. It was agreed that it would then be considered at the committee's next meeting in December 2020 for formal approval.

(b) That the current task and finish groups, as detailed in appendix 2 of the report, be noted.

82 Date/Time of Next Meeting of the Committee

Members noted that the next meeting of the Place Overview Committee was scheduled for 2.00 p.m. on Wednesday, 9th December 2020.

83 **Exclusion of Press and Public**

RESOLVED:
That in accordance with the provision of Schedule 12A of the Local Government Act 1972 and Paragraph 10.4 (5) of the Council's Access to Information Rules, the public and press be excluded from the meeting during consideration of the following item.

84 **Exempt Minutes of the Last Meeting**

The exempt minutes of the meeting held on 6th March 2020 were confirmed as a correct record.

Signed …… (Chairman)

Date:

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Committee and date	Item
Place Overview Committee 2nd March 2021	Public

ANALYSIS OF PEOPLE KILLED OR SERIOUSLY INJURED IN ROAD TRAFFIC COLLISIONS 2016 - 2020

Responsible Officer Steve Brown
Email: steven.brown@shropshire.gov.uk Tel: 01743 257802

1. Summary

1.1. This report presents Place Overview Committee with the findings of analysis of road traffic collisions where people were killed or seriously injured (KSI). The report captures data from January 2016 until 15th December 2020. Data capture is based upon a calendar year, and future reports will provide data from 16th December 2020 onwards. The number of people and seriously injured on Shropshire's roads is a measure in corporate performance reporting and has been highlighted in the corporate reports as an area which is seeing the numbers of people killed and seriously injured increasing from their lowest results in 2013.

1.2. *Shropshire Council (SC) has a statutory responsibility under the Road Traffic Act 1988* to conduct studies into collisions on roads, other than trunk roads, within the local authority area and take appropriate measures to prevent such collisions. As such collision cluster sites are identified annually using police data on reported road traffic collisions and Shropshire Council's spatial collision data. A cluster site is where three or more collisions occur within a 50m radius of each other over the past three-year period, and the data feeds into our current approach, interventions and investment to meet us of killed and seriously injured people (KSI) obligations on the roads of Shropshire

1.3. *Members should note that the report for the last three years captures 2020, which covered the "lockdown" periods for COVID 19, undoubtedly this has impacted with reductions in transport and travel for the periods in question and therefore any views should be qualified with this information.*

1.4. The corporate performance report has, for several years, reported the number of Killed and Seriously Injured people (KSI) on the roads of Shropshire. Originally part of the national set of key performance indicators, Shropshire has continued to monitor and report this measure as it is key in determining and supporting investment decisions and improvement strategies in the county.

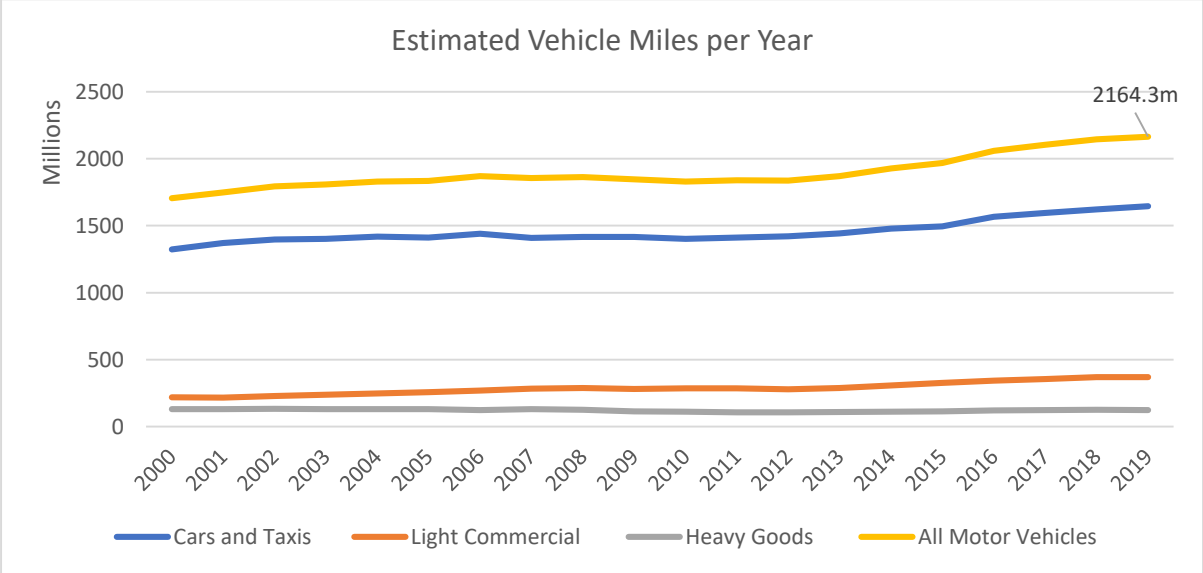
1.5. Members will recall that the Community Concern Policy has been suspended, latterly Highways CIL has come to the fore, and there is a requirement to fulfil our statutory responsibilities for collision investigations and improvements is clear, but as a council our policy approach ,funding and possible revision, resurrection or new version of Community Concern Policy should now be considered, Active Travel and Covid are

two significant interventions that have also changed the landscape. It would now seem appropriate to review the approaches, policy and interventions considering the current environment and unpredictable future?

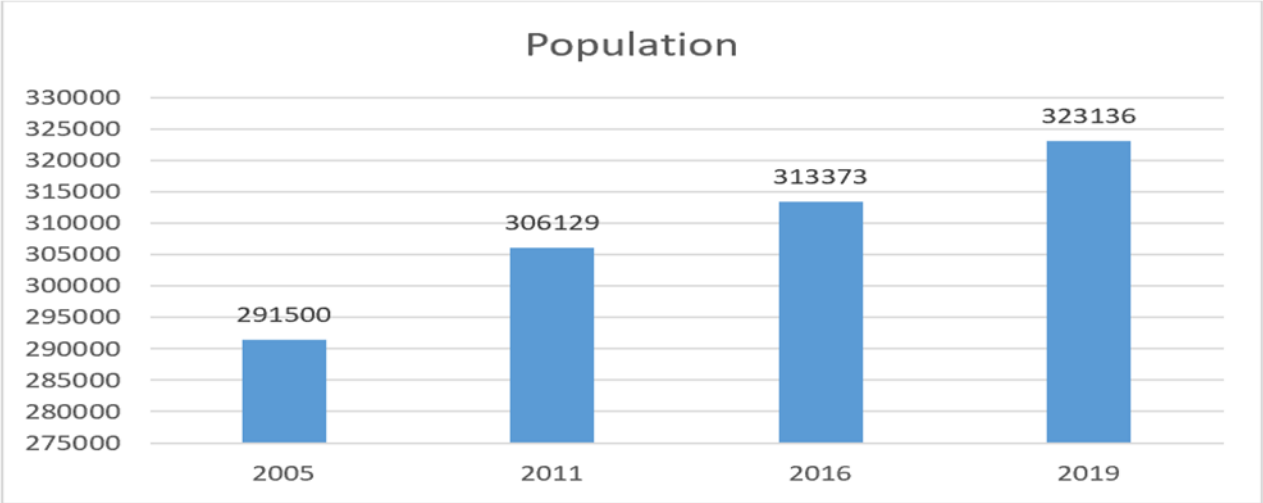
1.6. This report helps to explain how the performance measure is calculated, how changes in the way slight and seriously injured are recorded has impacted on the measure and provides further analysis of the local data and draws on additional national information.

1.7. Reporting of people killed or seriously injured in collisions is based on an average of the number of people killed or seriously injured per year, during the preceding 3-year period. This method helps to smooth out any exceptional events and provides a more balanced trend view.

1.8. It should be noted that the estimated number of vehicle miles travelled in Shropshire has seen an increase of 5% from 2016 to 2019, during which time collision numbers have shown a decrease. This reflects national trends which have also seen an increase in larger vehicles to transport more goods and thus using fewer smaller lorries. Van usage has increased for the carrying of tools and the delivery of goods, which reflects the growth of online shopping.



1.9. It should also be noted that the population of Shropshire is increasing. At the time of the first reporting the rolling three-year collision data in 2005 the mid-year population estimates for Shropshire were 291,500. The latest estimates place the population of Shropshire at 323,136 an increase of 10.8% over the period.



1.10. The data identifies that Fridays are the most probable day for a road traffic collision to occur, between 3:00 pm and 5:00 pm, in the month of July, the most common age group is 20 – 24-year olds.

1.11. Members are asked to review the detailed attached report in **Appendix A.**

2. Key findings

- Annual collision numbers in Shropshire have reduced since the last report in 2017.
- The annual number of collisions between 2017 to 2019 shows a decrease.
- Between 2013 and 2016 the annual number of recorded collisions remained at around 600.
- At the end of 2005 there was an annual average of 215 people killed or seriously injured on the roads of Shropshire.
- Since 2012 the annual average over three-year periods have reduced and stabilized to around the mid-120s. (I have formatted this in red as I don't think this is shown in the graph below).

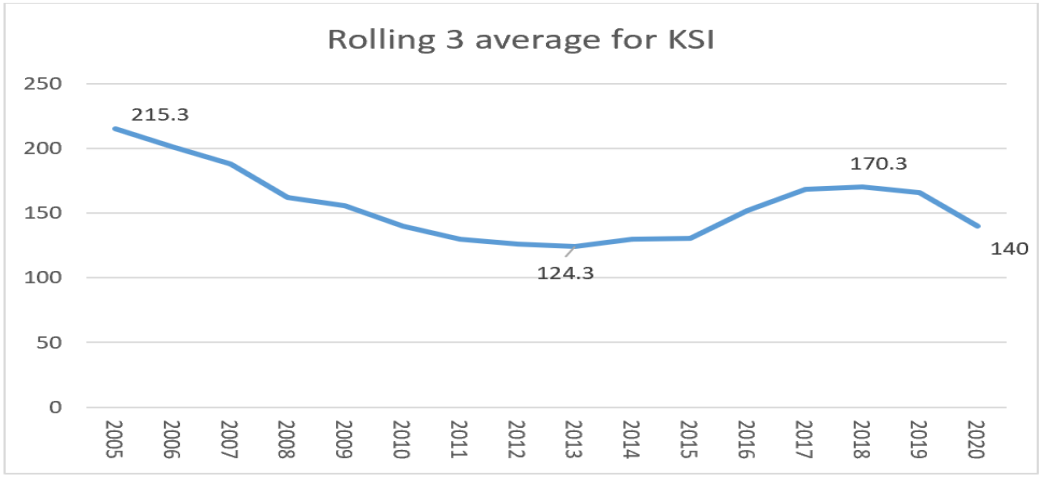


Chart 1 – average number of people killed or seriously injured per year over a 3 year period . Source WM Police data

2.1. Changes to the reporting methodology in 2016 resulted in an increased rate of people killed or seriously injured in collisions. After the initial 3 year rolling period expired the rate has started to reduce. 2020 collision numbers are likely to be lower due to lockdown situations; this may distort reporting over the next 3 years.

2.2. Collisions are most frequent at key commuting times; fatality rates increase between 10pm and 4am and at weekends. Young drivers are most likely to experience collisions. Collisions involving older people (65+) increase the risk of people killed or seriously injured in collisions.

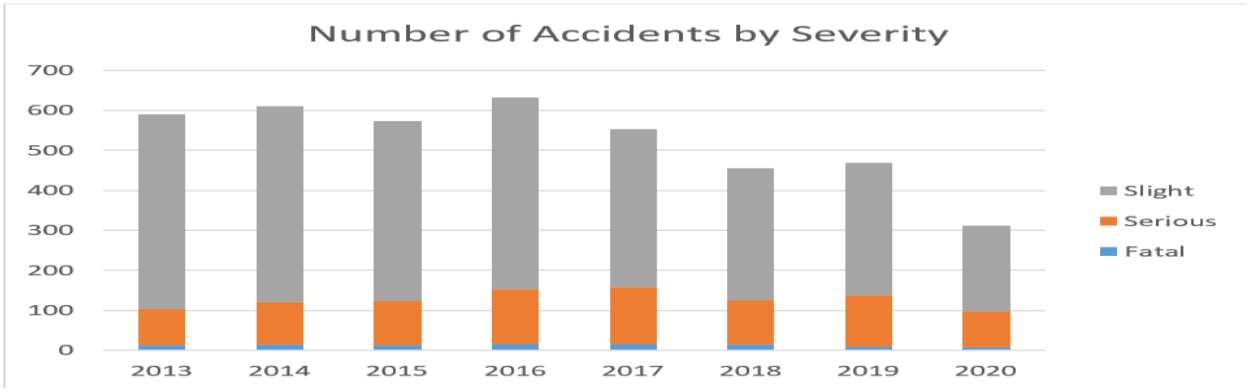
2.3. Motorcyclists and pedal cyclists are at greater risk of collisions and fatalities compared to volumes of traffic. 64% of motorcycle casualties are on machines 500cc and above.

2.4. A higher percentage of roads in Shropshire are in non-urban areas which is likely to increase the severity of a collision. A high percentage of people killed or seriously injured in collisions occur on single carriageway roads with a 60mph speed limit.

2.5. Key casual factors are linked to driver/rider errors or behaviour. Where road conditions are cited as a causal factor the main causes are related to weather conditions and the nature of roads with bends, hills or narrow carriageways, which are more likely in rural areas.

2.6. National lockdown has further reduced collisions and it is likely that 2020 will see lower collision levels than those for previous years.

2.7. Increases in the numbers of collisions recorded as severe correspond to the changes to the recording methodology. The number of collisions varies and can be affected by many factors along with random unexpected and unexplainable events. There will also be human factors where people are impaired by drink or drugs which result in avoidable collisions. However, the detail if collisions is demonstrated below.



2.8 Members also should note that forecasting the future trends for people killed or seriously injured in collisions is inherently problematic, will more people be working from home? the drive from Government for sustainable transport and cycling in particular? would it be a reasonable assumption that this could increase, would then this impact on future outcomes (more collisions, higher severity).

3. Recommendations

3.1. Members are asked to consider the content of the report and consider and comment as appropriate.

3.2. Members are requested to consider forming a Working Group to deliberate where future funds, or existing budgets could be reallocated, allied with any

public messages or campaigns to consider any changes in approach following the data presented in this report.

3.3. Members are requested to consider forming a Working Group to deliberate the Sites of Community Concern Policy, LTP and Highways CIL to support a review of policy to align demand mamangment, resources and outcomes of this work.

REPORT

4. Risk Assessment and Opportunities Appraisal

4.1. Road traffic collisions, and the injuries arising from them can have lifechanging impacts for the people involved and their families, and significant financial and resource cost to public services, both at the time of the collision, during any medical treatment and rehabilitation, and any ongoing social care and support. Continuously working to reduce the number of collisions and people injured has benefits for all agencies involved and for the public and communities.

4.2. To achieve this intent, regular reviewing the current up data and how any transport, societal changes are impacting upon the data and the council's approach is key, this report provides an opportunity to undertake that consideration, albeit noting paragraph 1.3.

5. Financial Implications

5.1. This report does not have any direct financial implications but is concerned where future funds could or should be focused or existing funds reallocated, allied with any public messages or campaigns that a council we should consider.

6. Road network

6.1. The local road network within Shropshire is managed and maintained by Shropshire Council. Highways England operates, maintains and improves England's motorways and major A roads. In Shropshire this includes the M54, A5, A49 south of Shrewsbury, A458 from Shrewsbury to the Welsh border and the A483 from Oswestry to the Welsh border. Whilst Shropshire Council liaises with Highways England, the trunk road network falls under the responsibility of Highways England. This report covers collisions for both the local and trunk road networks.

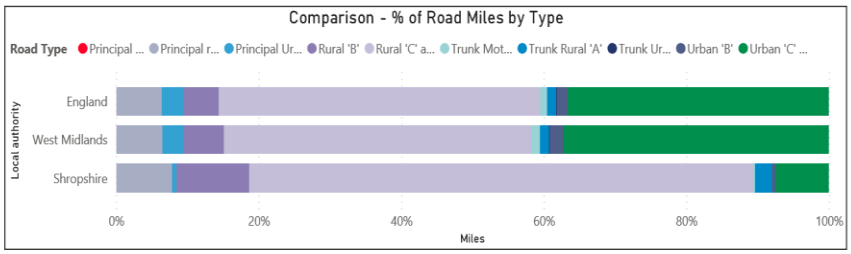
6.2. Shropshire Council is responsible for 5,100km / 3232.80 miles of highway network, of which over 70% is classed a rural, unlighted roads, 70% of the road network is a rural class C or Unclassified road network & has the 17th largest road work nationally.

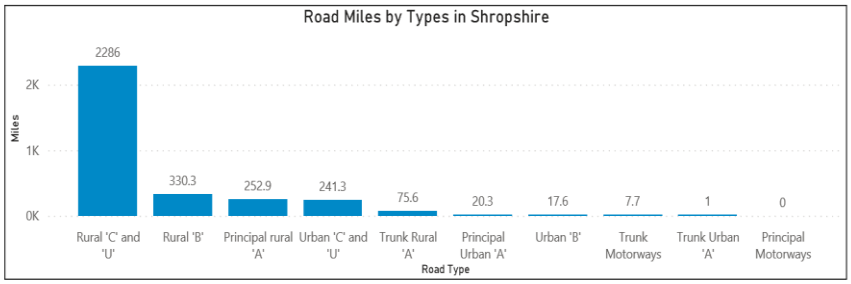
SOURCE: Source: DFT - Total road length (miles) by road type and local authority in Great Britain, 2019

3,232.80

Total Highway Miles in Shropshire

The local authority of Shropshire has the 17th largest road network in England .



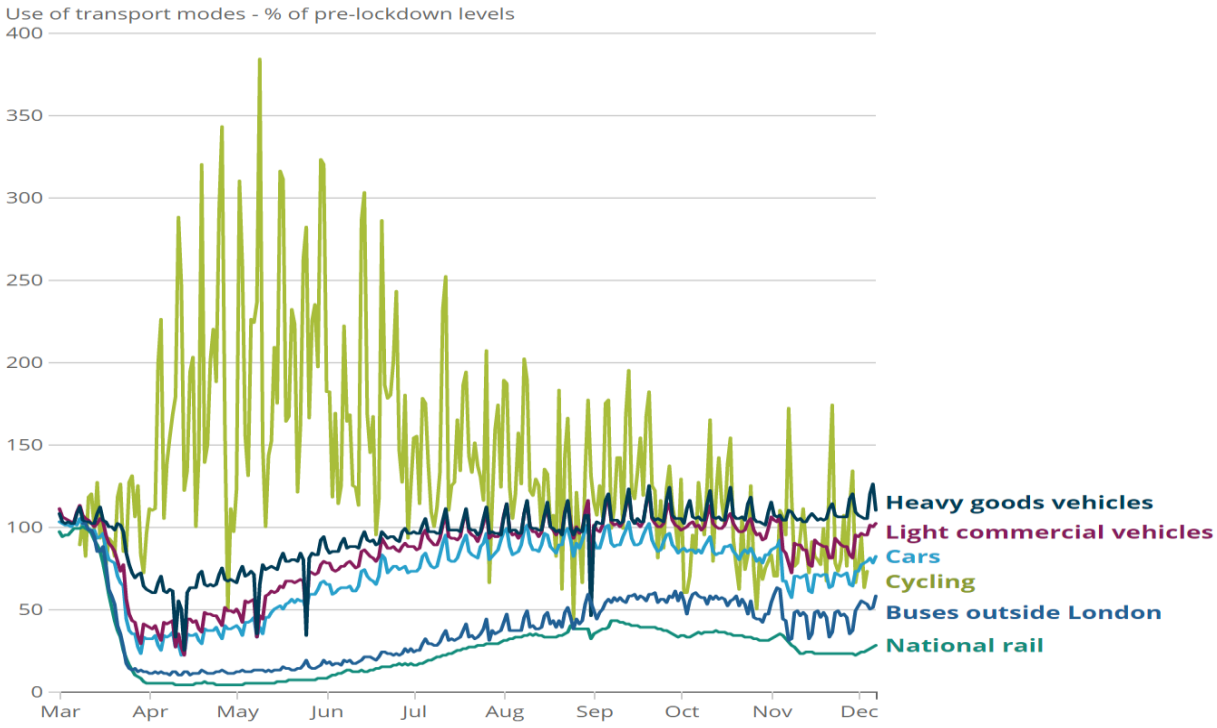


6.0 COVID 19 Impact

6.1 To reduce the spread of the coronavirus, the UK began a full nationwide lockdown on 23 March 2020, with non-essential shops, pubs, restaurants and venues closed, people instructed to stay at home as much as possible and to only to go out for limited reasons, such as to exercise. Cycling, measured by usage in England, was the only mode of transport to record a rise during the first full lockdown, according to data from the Department for Transport (DfT).It has since declined to below March levels, however, the colder and wetter months would normally result in a decrease.

6.3. As many workers followed the stay at home instruction, rail use in April and May fell to as low as 4% of February levels. Transport use dipped again during the second period of nationwide restrictions in Wales from 23 October to 9 November and in England from 5 November to 2 December. Usage across Great Britain has since risen, although remains below the levels from before the first lockdown.

Transport use by mode, as percentage of an equivalent day or week before the first national lockdown, Great Britain, March to December 2020



Source: Department for Transport

7. Key issues and considerations

7.1. The report captures data from January 2016 until 15th December 2020. Data capture is based upon a calendar year, and future reports will provide data from 16th December 2020. It should be noted that 2020 data extends only to the 14th December, future reports will collect data from the last two weeks of 2020. Members have been reminded in this report that the period of 2020 covers the lockdown periods.

Throughout the report there are references to collisions, casualties and vehicles. Readers should note that one collision may involve more than one vehicle and result in more than one casualty. Vehicles also includes cycles. This report reviews data where a collision results in a casualty who is either slightly, seriously or fatally injured. This report does not cover collisions where no injuries were sustained.

7.2 Members will recall that the Community Concern Policy has been suspended, overtime Highways CIL has come to the fore, and there is a requirement to fulfil our statutory responsibilities for collision investigations and improvements is clear, but as a council our policy approach ,funding and possible revision, resurrection or new version of Community Concern Policy should now be considered, Active Travel and Covid are two significant interventions that have changed the landscape. It would now seem appropriate to review the approaches, policy and interventions considering the current environment and unpredictable future?

7.3 As the largest transport group, it follows that cars account for most vehicles involved in collisions. Motorcycles grouped by different power ratings are the second largest

group, followed by goods vehicles and pedal cycles. There is a disproportionate number of collisions involving pedal cycles and motorbikes. Department for Transport vehicle licensing statistics show that 3.5% of registered vehicles are motorbikes and account for around 1% of distance travelled. The figures show that 7.5% of vehicles involved in collisions within Shropshire are motorbikes. This is lower than the rate for 2012 – 2017 of 8.5% It is interesting to note that electric motorcycles and mobility scooters, albeit small numbers, are now included in the list.

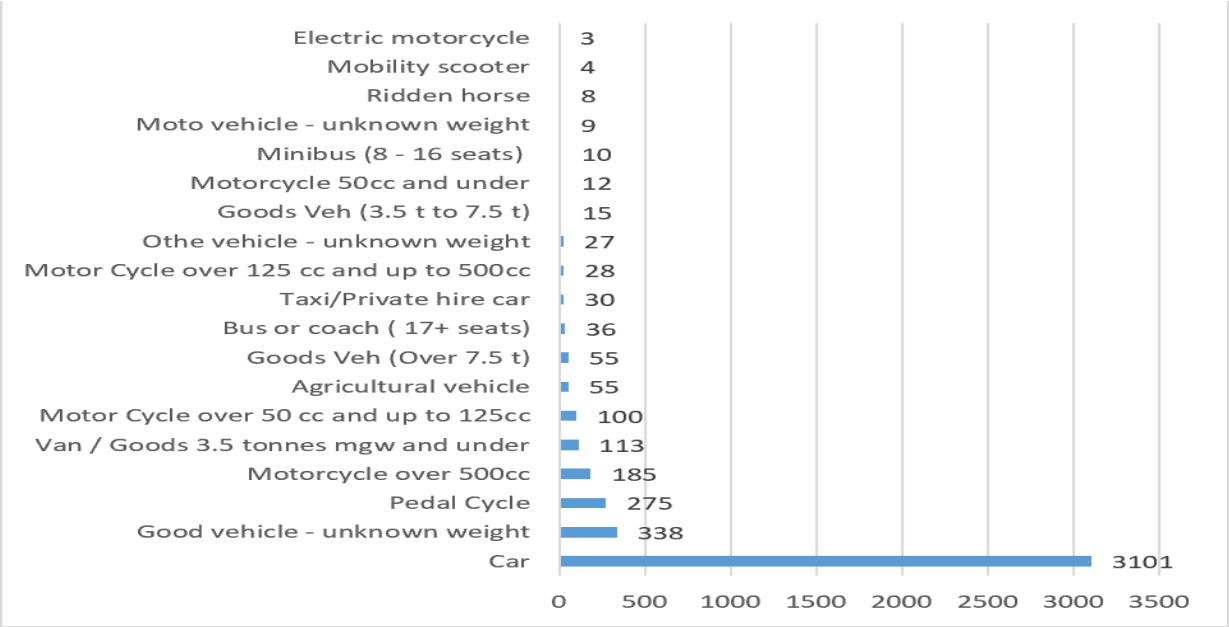
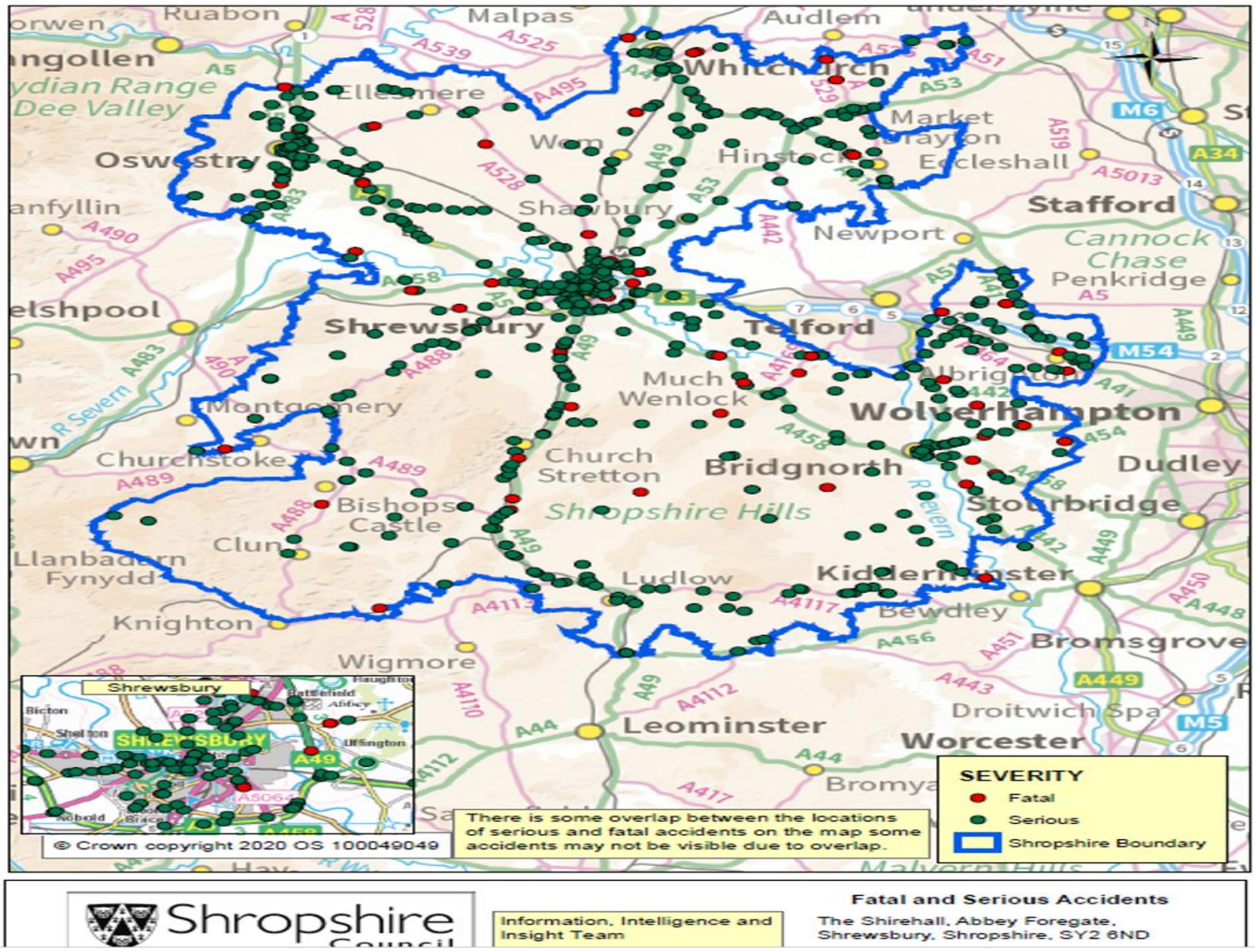


Table: count of vehicles involved in collisions

7.2. Economic growth and an increase in employment numbers leads to high levels of commuting and these will contribute to the data outrun, its also clear that collisions are most frequent at key commuting times of 8:00am – 9:00am and 5:00pm - 6.00pm and that pedal and motor cyclists are at greater risk of collisions compared to other traffic, with the commensurate issue that pedal and motor cyclists are at higher risk of fatality or serious injury when involved in collisions.

7.3. Records of collisions show the road number where an incident occurred. As would be expected, the roads with the greatest length and those which carry higher volumes of traffic will have a higher number of collisions. Collision data is monitored by Shropshire Council and there is regular liaison with both the Safer Roads Partnership and West Mercia Police where information is shared and acted upon where appropriate. The following map highlights the location of killed or seriously injured in collisions.

Map of recorded collisions In Shropshire resulting in people killed or seriously injured



8. Performance results

8.1. The corporate performance report has, for several years, reported the number of Killed and Seriously Injured people (KSI) on the roads of Shropshire. Originally part of the national set of key performance indicators, Shropshire has continued to monitor and report this measure. Reporting of the KSI measure is based on an average of the number of people killed or seriously injured per year, during the preceding 3-year period. This method helps to smooth out any exceptional events and provides a more balanced trend.

8.2. The following bulleted points are the summarised findings from the analysis of the local data and consideration of national information such as the effects of Gross Domestic Product (GDP) on numbers of vehicles and fatalities published by the Department for Transport (2016).

- Collision numbers in Shropshire each year remain at similar levels whilst reporting of seriously injured has increased, this is mainly because of changes to the methodology for recording slight and seriously injured which came into force in December 2015.

- These changes to recording will take 3 years to filter through, it is therefore likely that KSI figures with population growth will result in more traffic. In addition, Shropshire has an aging population who are at greater risk of serious injury when involved in collisions.

- Economic growth and an increase in employment numbers leads to higher levels of commuting.

- Collisions are most frequent at key commuting times of 8:00am – 9:00am and 5:00pm - 6.00pm.

- Pedal and motor cyclists are at greater risk of collisions compared to other traffic.

- Pedal and motor cyclists are at high risk of fatality or serious injury when involved in collisions.

- A higher percentage of roads in Shropshire are in non-urban areas which is likely to increase the severity of a collision.

- A high percentage of collisions resulting in death or serious injury occur on single carriageway roads with a 60mph speed limit.

- Seasonal increases in volumes of traffic to mid-Wales may be an additional factor for collisions where people are passing through the county.

- Key causal factors are linked to driver/rider errors or behaviour.

- Where road conditions are cited as a causal factor the main causes are related to weather conditions and the nature of roads with bends, hills or narrow carriageways, which are more likely in rural areas.

8.3. Members Considerations?

8.3.1. Members may wish to form a working group to consider or suggest any changes to current policy or practice with appropriate officers. As an example, such considerations could be:

- Should capital funds be invested in cycle safety as a principle noting the collisions and injuries as highlighted? I note this report of 9.9% of collisions and it is forecasted that the overall volume will increase driven by local and national policy?

- Should we consider how active travel impacts and is funded form traditional road safety schemes?

- Is there an opportunity to utilise Highways CIL for local improving Schemes and LTP funding to support Active Travel improvements?

- Are higher speed roads outside of villages now a priority?

- Should we focus upon cross boarder campaigns and working for tourism traffic?

- Should we target measures for HGV vehicles

- Consideration of social media and marketing campaigns to raise awareness in key collision data, i.e. collisions on a Friday, commute times etc?
- Should we improve our messages and promotions to reflect key incident times?
- We obvously must maintain our statutory responsibilities for collision cluster work, but should we reconsider the Community Concern approach and policy, should this be revisited? what is the relationship with CIL Highways?

List of Background Papers (This MUST be completed for all reports but does not include items containing exempt or confidential information) 11th July 2017 Killed and Seriously injured report to Performance Management Scrutiny Committee.
Cabinet Member (Portfolio Holder) Cllr Steve Davenport, Portfolio Holder - Highways and Transport
Local Member All
Appendices Appendix A – Review of Road Collision data for Killed and Seriously Injured Report January 2021

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Review of Shropshire Road Collision Data

Produced by Information, Intelligence and Insights Team

Nov 2020

Updated Review of Road Collision Data for Shropshire

1. Background

The corporate performance report has, for several years, reported the number of Killed and Seriously Injured people (KSI) on the roads of Shropshire. Originally part of the national set of key performance indicators Shropshire has continued to monitor and report this measure.

Reporting of the KSI measure is based on an average of the number of people killed or seriously injured per year, during the preceding 3 year period. This method helps to smooth out any exceptional events and provides a more balanced trend view.

At the end of 2005 there was an annual average of 215 people killed or seriously injured on the roads of Shropshire. Since 2012 the annual average over three years had reduced and stabilised to around the mid 120's.

In 2016 the methodology for recording the severity of casualties in collisions changed. This change resulted in more casualties reported as seriously injured who would previously been classed with slight injuries. The same increase in reporting has been experienced nationally.

As a result of this recording change the rolling KSI figure began to increase. This prompted a request from performance scrutiny to request more detailed information. It is now more than 3 years since the report was presented. This report provides updated information to September 2020.

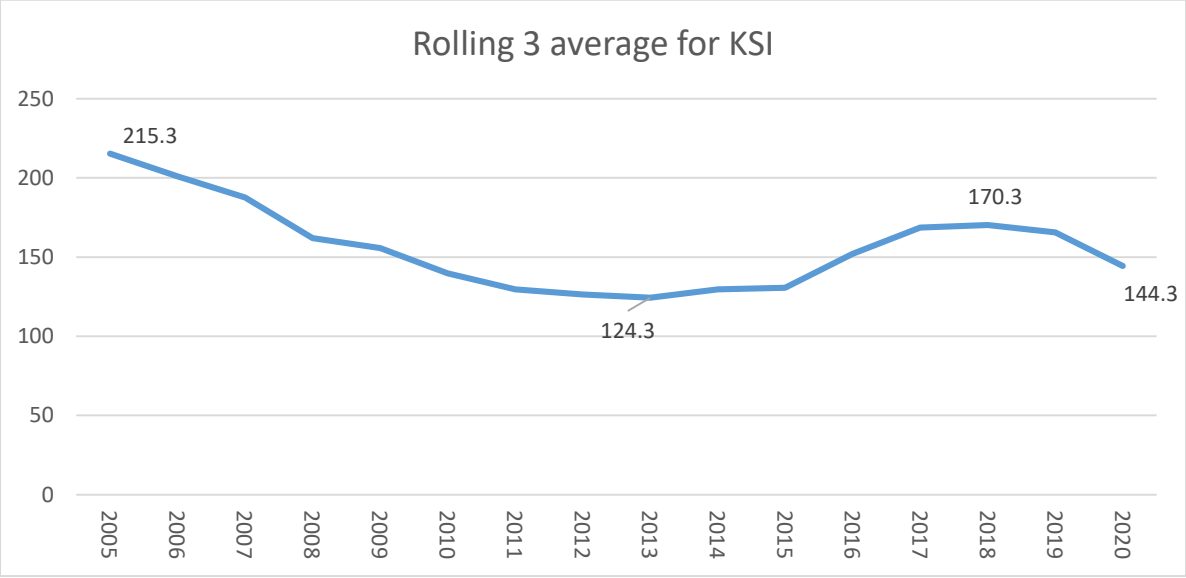


Chart 1 – average number of people killed or seriously injured per year over a 3 year period . Source WM Police data

2. Road Network

The local road network within Shropshire is managed and maintained by Shropshire Council. Highways England operates, maintains and improves England's motorways and major A roads. In Shropshire this includes the M54, A5, A49 south of Shrewsbury, A458 from Shrewsbury to the Welsh border and the A483 from Oswestry to the Welsh border. Whilst Shropshire Council liaises with Highways England the trunk road network falls under the responsibility of Highways England. This report covers collisions for both the local and trunk road networks.

3. Key figures

The collision data in this covers the period from Jan 2016 to September 2020. It should be noted that 2020 is an incomplete year.

Throughout this report there are references to collisions, casualties and vehicles. Readers should note that 1 collision may involve more than 1 vehicle and result in more than 1 casualty. Vehicles also includes cycles. This report reviews data where a collision results in a casualty who is either slightly, seriously or fatally injured. This report does not cover collisions where no injuries were sustained.

During the review period (Jan 2016 to Sept 2020) there were:

- 2,358 collisions, with
- 3,356 casualties, involving
- 4,392 vehicles
- 652 collisions resulted in an outcome of Killed or Seriously Injured

4. Number of Collisions

The following chart shows the number of collisions and the highest level of severity of a casualty within that collision from 2013 to 2020. Please note 2020 only covers Jan - Sept.

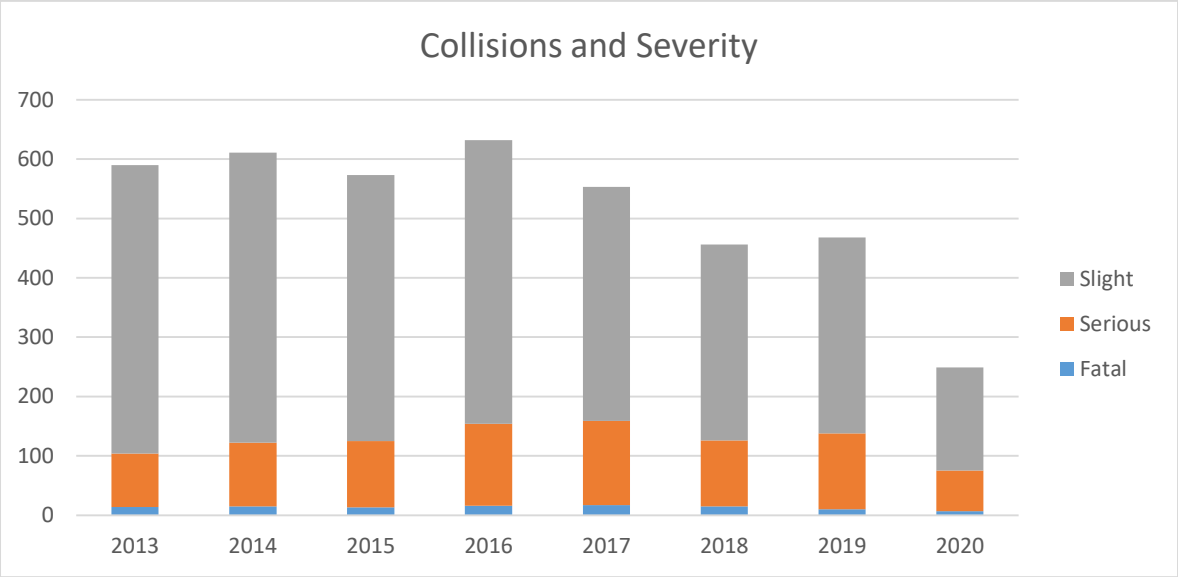


Chart 2 –number of collisions showing the highest severity of any person involved in the collision – WM Police Data

During the period 2013 to 2019 the average number of collisions per year was 554 per year and shows a decrease from the 2017 report when the figure for 2013 to 2016 was 601 per year. The average for the reporting period 2017 to 2019 is 492.

Whilst 2020 only shows a 9-month period it is highly likely that the number of collisions will be lower than in previous years. This follows a downturn in collisions during the national lockdown period due to Covid 19 travel restrictions.

The number of collisions varies and can be affected by many factors along with random unexpected and unexplainable events. There will also be human factors where people are impaired by drink or drugs which result in avoidable collisions.

Collision data is monitored by Shropshire Council and there is regularly liaison with both the Safer Roads Partnership and West Mercia Police where information is shared and where appropriate acted upon to make safety improvements.

5. Collision Severity; Shropshire and Great Britain

The ratio of collisions which involve a casualty who is Killed or Seriously are compared in the following charts for Shropshire and that for Great Britain.

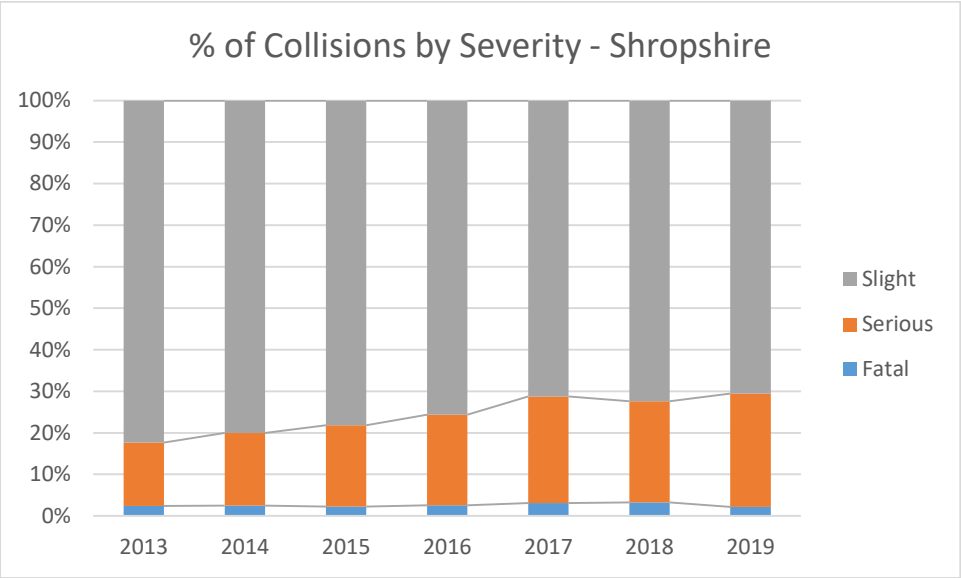


Chart 3 –rate of collisions showing the highest severity of any person involved in the collision – local data

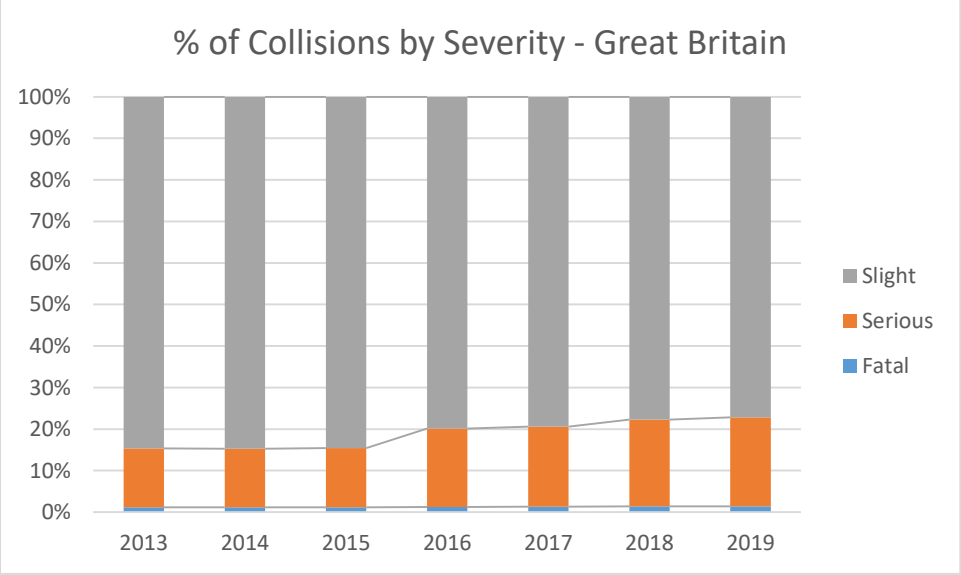


Chart 4 –rate of collisions showing the highest severity of any person involved in the collision – Source DFT Road casualties GB. Note: GB data from 2016 shows adjusted rates of serious injury to take account use of recording data via the CRASH system.

Use of the adjusted data for Great Britain shows a similar pattern to the rates as those experienced in Shropshire. Rates for KSI in Shropshire have now stabilised around 30% whilst in Great Britain the rate is around 23%.

Historically the severity of collisions in Shropshire and of other rural counties is higher than those in Great Britain which is attributed to the type of roads found in rural areas. This will be examined further in the report.

Summary

- Between 2013 and 2016 the annual number of recorded collisions remained around 600
- The annual number of collisions for 2017 to 2019 shows a decrease
- National lockdown has further reduced collisions and it is likely that 2020 will see lower collision levels than those for previous years.
- Increases in the numbers of collisions recorded as severe correspond to the changes to the recording methodology
- The same increases have been experienced by other forces throughout Great Britain.
- Collisions in Shropshire are more likely to result in an outcome of KSI when compared to the national average.

Detailed Report

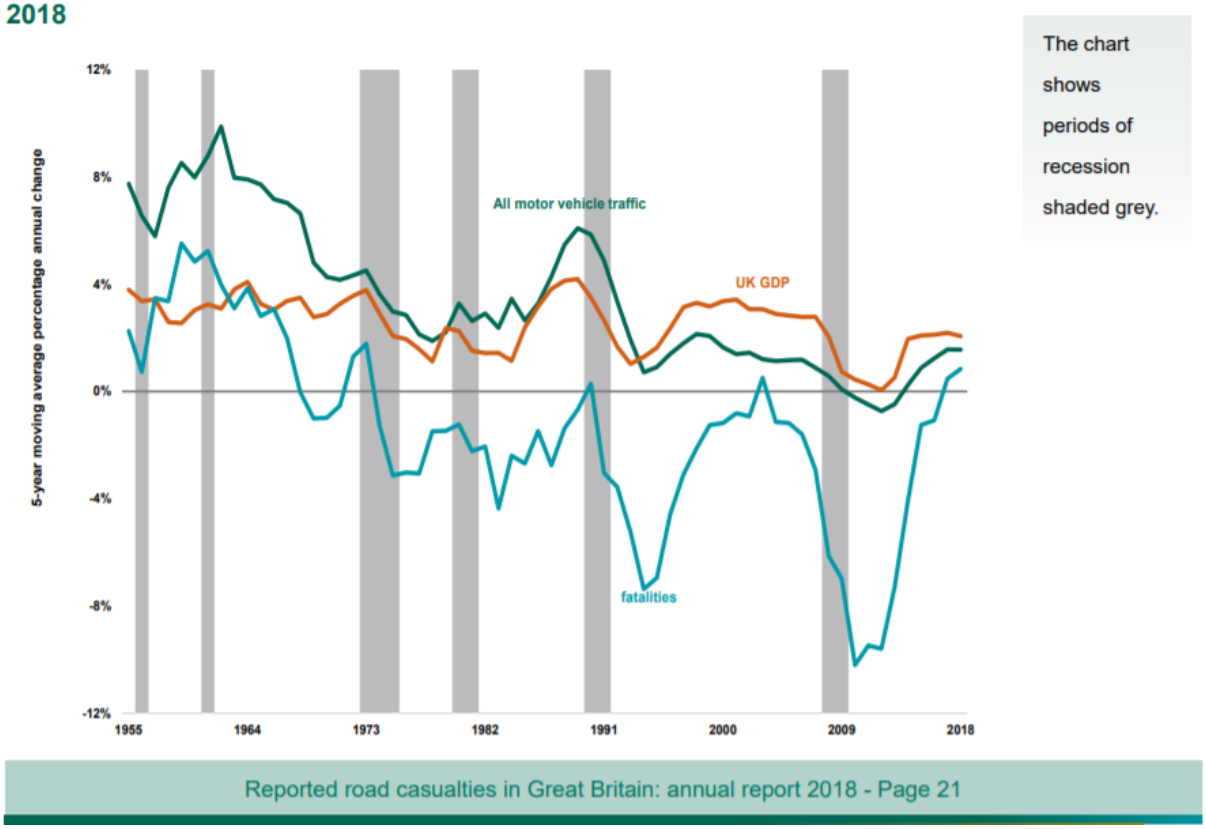
The following sections review the collision data to identify factors that impact on collision rates and review factors that are particular to Shropshire. It should be noted that the data only refers to collisions on the public highway, which are reported to the police and have resulted in a casualty.

General trends show that the number of road collisions is decreasing. There are many factors including advances in vehicle safety systems, road improvement schemes and public education programmes. There is not one factor which contributes to causes of collisions, but it is likely to be a mixture of controllable and uncontrollable factors.

6. Economic Factors

Research indicates that as an economy grows it results in a growth of traffic, which results in more collisions. When the Gross Domestic Product (GDP) decreases there are indications that the rate of traffic growth slows, and the number of fatalities reduces. During the last recession the volume of motor vehicle traffic saw an actual decrease. The following chart illustrates potential links between economic factors and fatalities.

Chart 10: Five year rolling average of growth in traffic, GDP and road deaths, GB, 1955 - 2018



Reported road casualties in Great Britain: annual report 2018 - Page 21

Chart 5 – effects of GDP on numbers of vehicles and fatalities. Source: DFT Reported road casualties in Great Britain 2018

The chart illustrates the relationship between economic cycles and fatality numbers. It will be interesting to observe the impact of the 2020 pandemic both in the short and long-term. Traffic numbers decreased substantially during the lockdown period and should results in a reduction of collision numbers. However, there is evidence that some drivers have used the reduction of traffic to increase their speed, which is a key contributor to the severity of collisions. This may have a temporary impact on the ratio of fatalities and seriously injured. Long-term impacts of the pandemic will include an economic downturn, which as evidenced

in chart 5 is likely to reduce fatalities. Whilst the speed of economic recovery is uncertain the emergence of large-scale homeworking and decreased use of public transport may result in significant changes to work and commuting patterns. This may result in a different relationship between economic factors and road traffic collisions.

Employment trends for Shropshire from 2004

Chart 6 – Employment trends in Shropshire – Source: NOMIS; ONS Population Survey

The overall trend for employment numbers in Shropshire has been positive with some periods of stability or slight downturns.

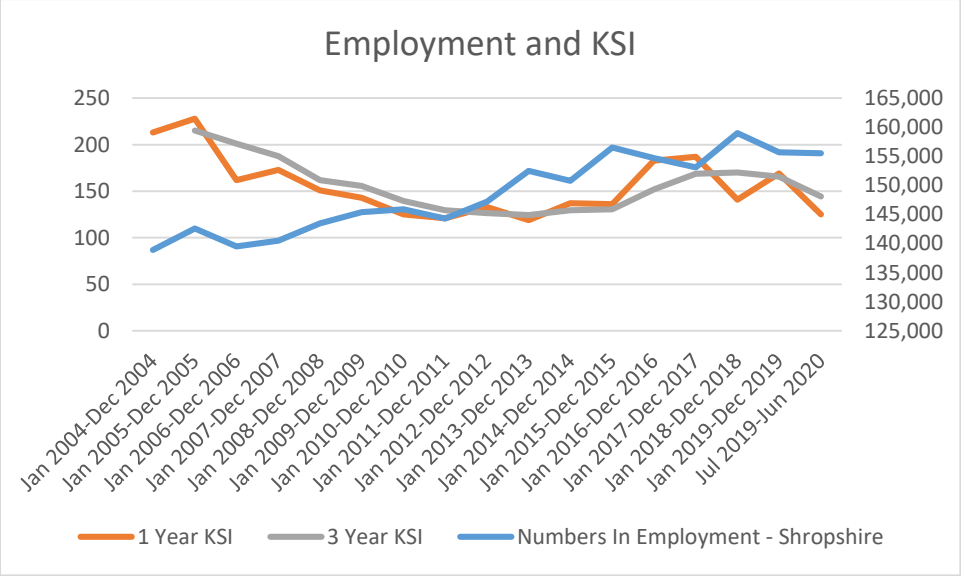


Chart 7 – comparison of Shropshire employment rates to Killed and Seriously Injured figures

Fatality numbers in Shropshire are low and do not provide a clear comparison to the national dataset. Therefore, chart 6 has compared employment and KSI rates. During the period 2004 to 2007 there appeared to be some correlation between KSI casualties and employment rates. From this time, employment numbers have seen a gradual upward trend. KSI rates have seen a reduction to 2013 and then a levelling off pattern until the change of recording methods. The more recent trend indicates a return to a reduction. Overall there does not appear to be any similarities when comparing increased numbers in employment to the number of people killed or seriously injured on the roads in Shropshire.

7. Time Factors

Although the pattern of employment increase is different to that of the KSI numbers, the time of collisions and of KSI does increase during key commuting times.

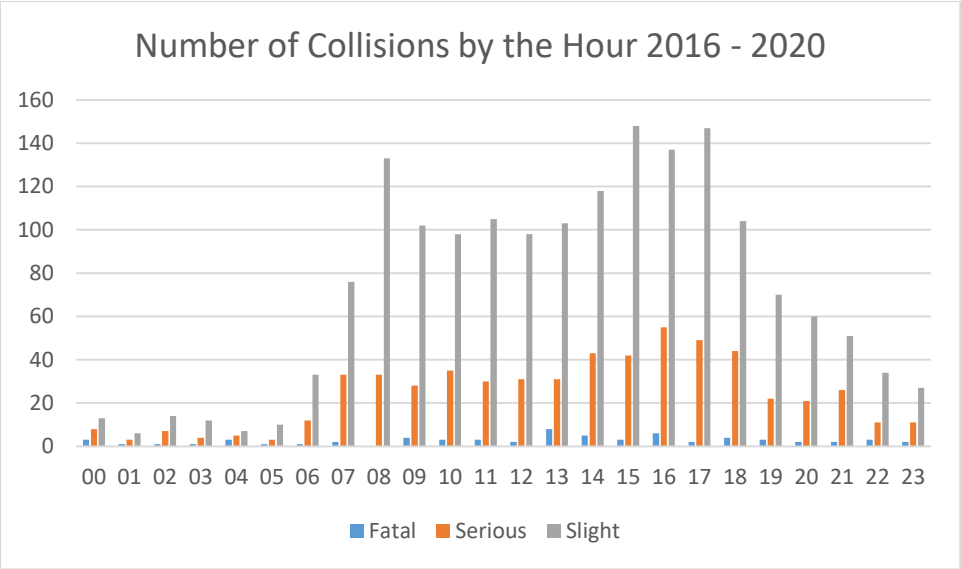


Chart 8 – Collision numbers and condition of most severe casualty by hour of day

The peak time for collisions occurs between 3pm to 6pm with another at 8am to 9am, corresponding to key commuter times.

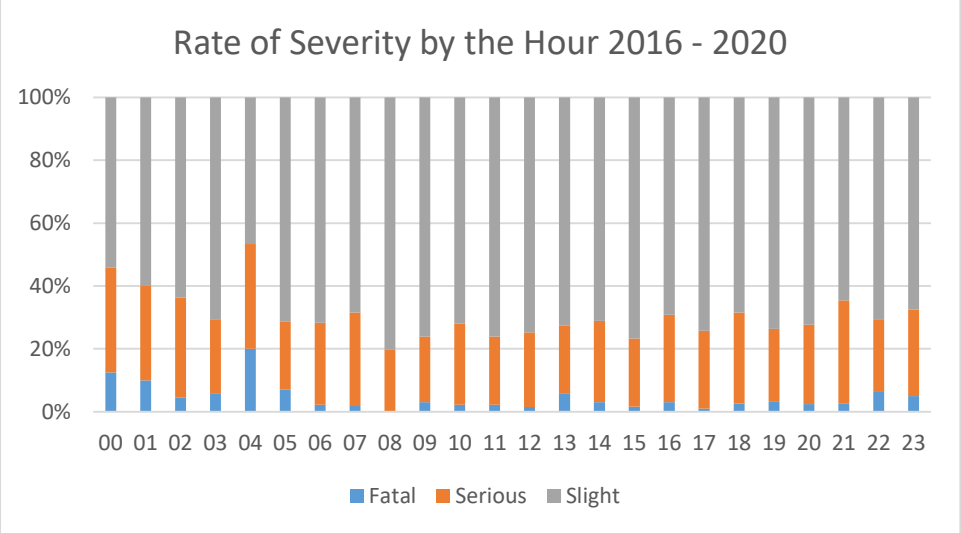


Chart 9 – Collision severity by hour of day

Whilst chart 7 shows that there relatively fewer collisions outside of the key commuter times Chart 8 shows that collisions occurring between 10pm to 6am have a higher rate of fatalities. In summary, night-time collisions are fewer but result in a higher fatality rate.

Day and month of collisions

The following chart shows the number of collisions by day of the week from 2016 to 2019.

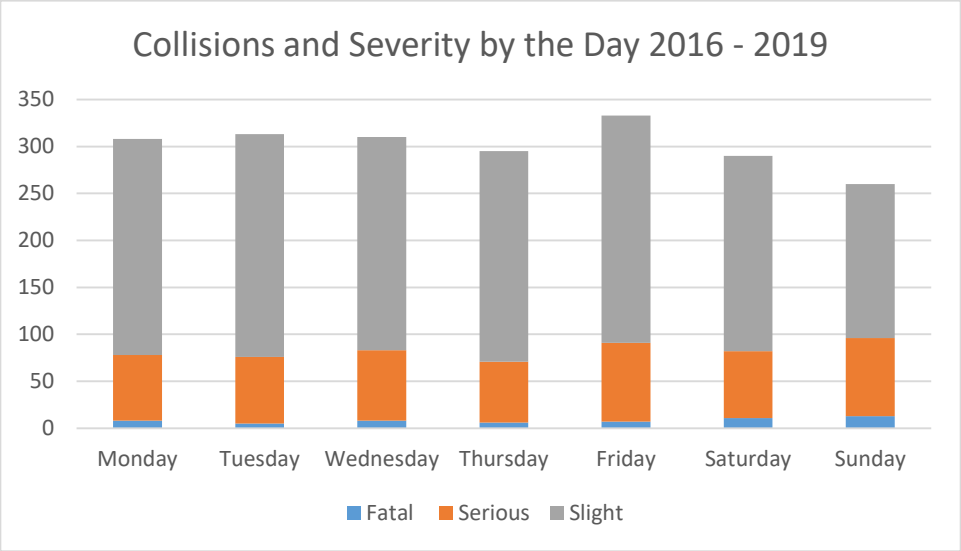


Chart 10 – trend of collisions by days

Whilst Friday is the most likely day of the week for a collision to occur the highest percentage of fatalities occurs over the weekend. 26% of collisions occur over the weekend whilst 41.3% of fatalities during the reporting period occurred during that time.

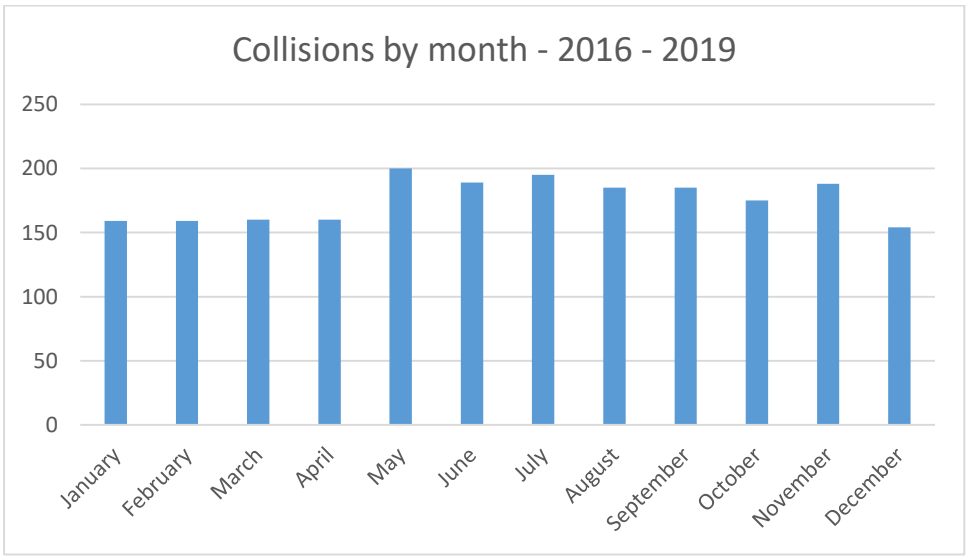


Chart 11 – number of collisions by month

Collisions by month over the period show that the peak months are generally summer months and November. Numbers generally reduce during the winter months when there is likely to be less leisure traffic. November coincides with the end of British Summer Time when clocks go back one hour, which may be a contributing factor.

Increases in summer road traffic is a likely factor in collision rates. The A458 heading towards Snowdonia sees the biggest seasonal increase in traffic on England's major A roads. During the summer it carries almost a quarter (23.1 per cent) more vehicles than during the rest of the year. Source: RAC Foundation

8. Population and Age Factors

Population trends

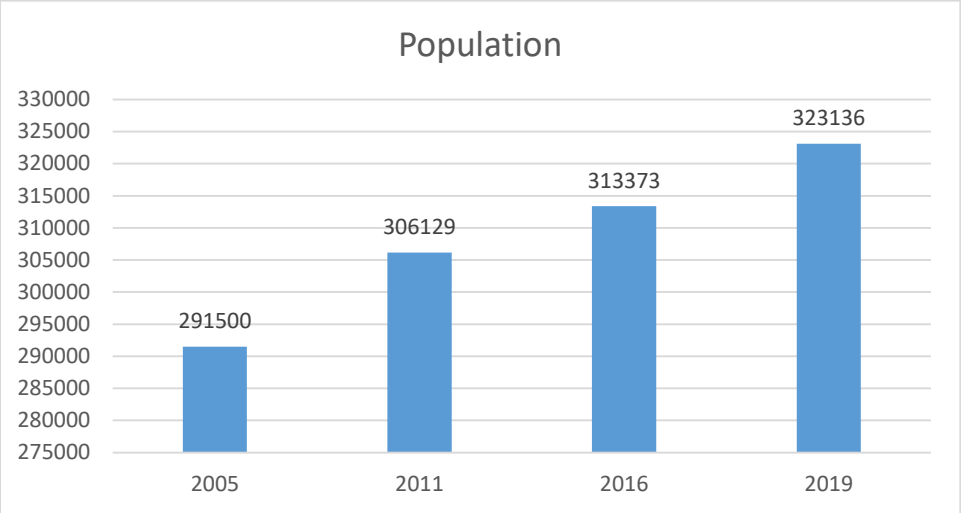


Chart 12 – population numbers of Shropshire by year

At the time of the first reporting the rolling three-year collision data in 2005 the mid year population estimates for Shropshire were 291,500. The latest estimates place the population of Shropshire at 323,136 an increase of 10.8% over the period.

The increase in population figures may be a contributing factor to any changes in collision rates.

Age of casualties

The following chart compares the age profile of Shropshire compared to the age of casualties.

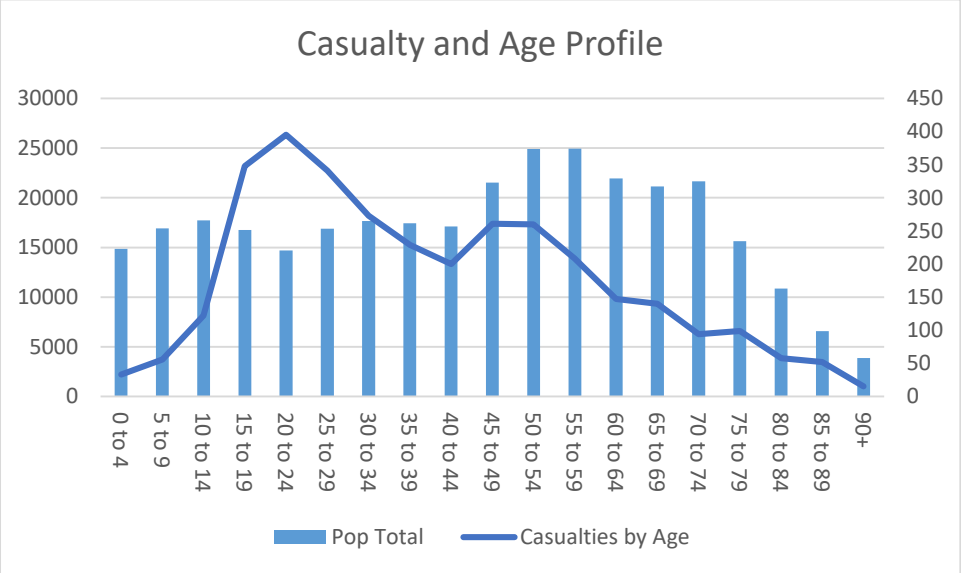


Chart 13 – comparison of casualty numbers to age profile of Shropshire

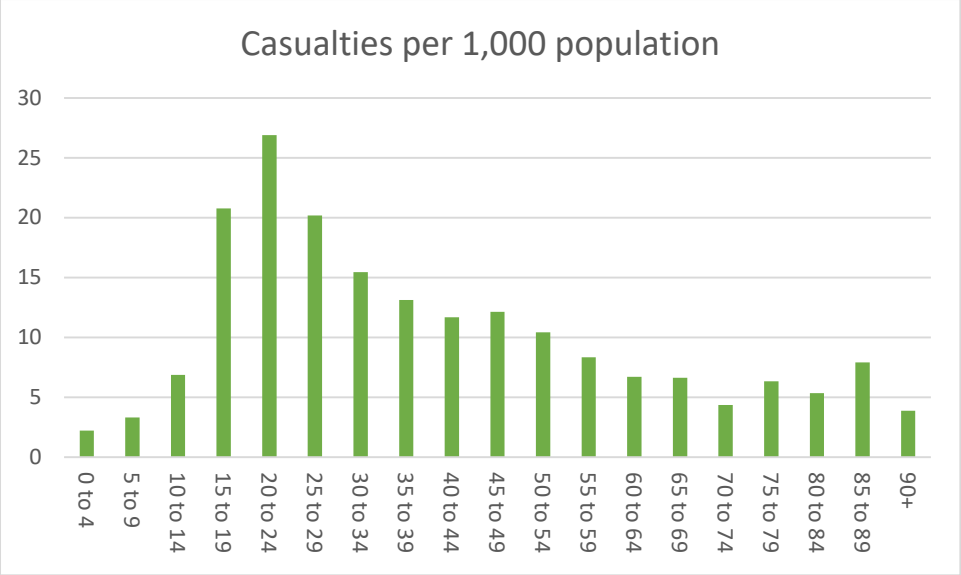


Chart 14 –casualty numbers per 1,000 population

Similar to national patterns the chart shows how young age groups make up a disproportionate number of the casualties when compared to the age profile of the county.

15 to 29 year olds equate to 14.9% of the population but account for 32.5% of all casualties. Highest amongst this group is the 20 – 24 year age group. This group accounts for 4.54% of the population but make-up 11.86% of the casualties.

KSI by Age Groups

The following charts reviews the severity of casualties by age bands

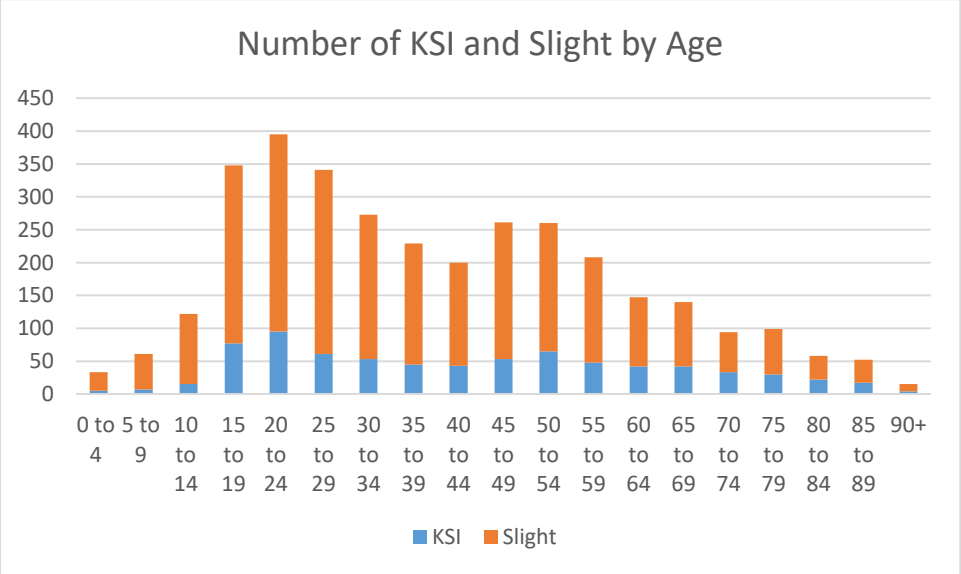


Chart 15 – number and severity of casualties by age band

The total number of casualties is highest amongst the 20 to 24 year age group which also has the highest number of KSI.

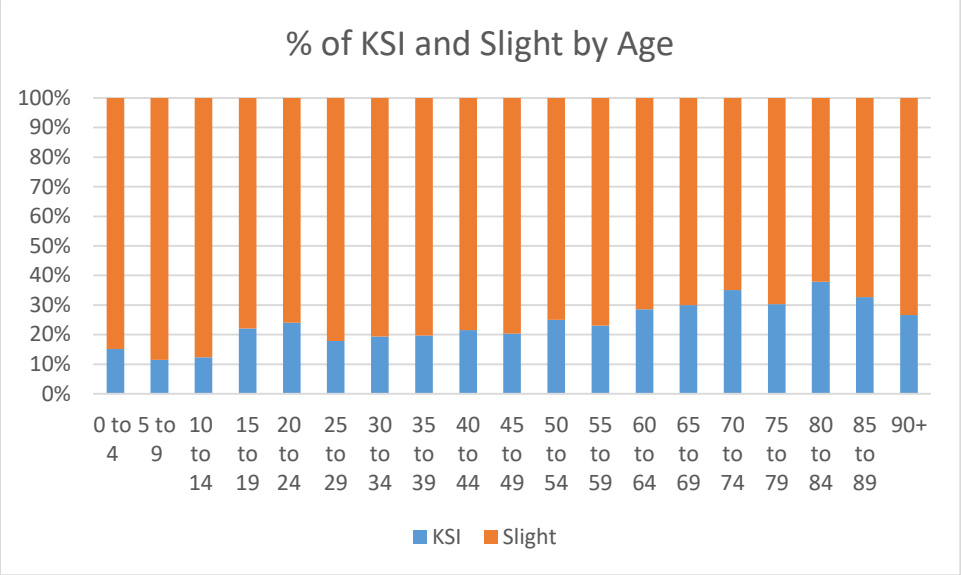


Chart 16 – ratio of casualties by severity of casualty and by age band

Whilst the likelihood of a casualty from a road traffic collision is highest amongst the younger age groups the chart indicates that the severity of injuries is likely to increase with age. From the age of 60, if a person is involved in a traffic collision, it is more likely that the severity will be higher.

The over 60's account for 18.1% of all casualties but account for 25% of all killed or seriously injured.

This profile of severity of casualties by age is relevant to Shropshire. In the 2011 census the percentage of over 65's was 20.7% of the population. This was higher than the national rate of 16.4%. The latest mid year population estimates for 2019 indicate that the population of over 65's in Shropshire has increased and now accounts for 24.7% of the Shropshire population. Population forecasts for Shropshire show that the over 65's will account for 33% of the population by 2037. (Population forecasts developed by Information, Intelligence & Insight team of Shropshire Council)

Based on the aging profile of Shropshire residents, it is likely that collisions involving older residents could be a future contributing factor for the number of Killed or Seriously Injured casualties.

9. Vehicle Factors

Vehicle registrations in England and Shropshire are shown in the table below

	Cars	Motorcycle	Light Goods	Heavy Goods	Buses & Coaches	Other vehicles
Shropshire	77.15%	3.36%	12.34%	1.52%	0.29%	5.33%
England	82.44%	3.19%	10.65%	1.32%	0.39%	2.01%

Table 1 – vehicle registrations by location - Source: DFT Licensed vehicles by body type 2019

The percentage of vehicles registered in Shropshire shows that there is a lower percentage of cars than the national rate. Since 2016 Shropshire has seen a slight reduction in the percentage of cars from 77.7% to 77.1% and an increase in light goods vehicles from 11.6% to 12.34%. The higher percentage of goods and other vehicles which includes; agricultural vehicles and hackney carriages reflects the rurality of the county.

The following table shows the ownership of cars by household in Shropshire and England

	No cars	1 car or van	2 cars or vans	3 cars or vans	4 or more cars or vans
Shropshire	15.8%	42.2%	30.8%	7.9%	3.3%
England	25.8%	42.2%	24.7%	5.5%	1.9%

Table 2 – % of households with a car - Source: 2011 Census – Office for National Statistics

The ownership of cars per household in Shropshire is higher than the average for England. This profile is typical in rural areas as people have lower access to public transport and find it more impractical to walk or cycle to destinations. Rural residents are therefore more reliant on their own transport.

The following chart shows the number of vehicles involved in collisions for the period 2016 to Sept 2020.

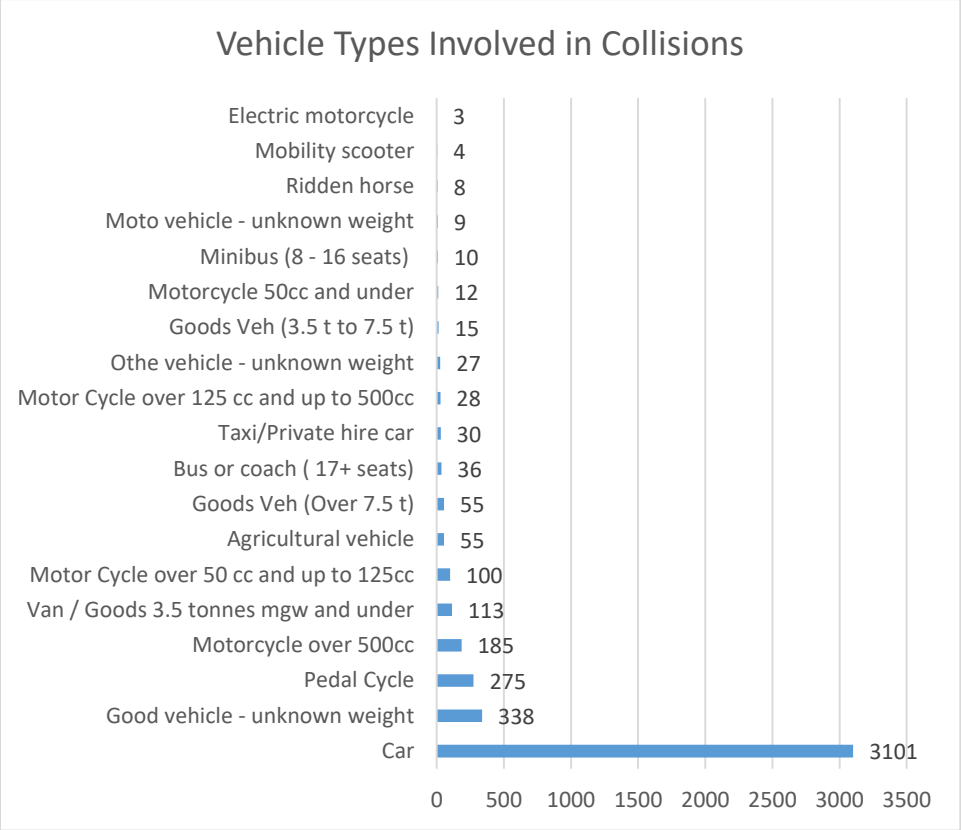


Chart 17 – number of vehicles involved in a collision by vehicle group

As the largest transport group, it follows that cars account for the majority of vehicles involved in collisions. Motorcycles grouped by different power ratings are the second largest group, followed by goods vehicles and pedal cycles.

There is a disproportionate number of collisions involving pedal cycles and motorbikes. Department for Transport vehicle licensing statistics show that 3.5% of registered vehicles are motorbikes and account for around 1% of distance travelled. The figures show that 7.4% of vehicles involved in collisions within Shropshire are motorbikes. This is lower than the rate for 2012 – 2017 of 8.5%

It is interesting to note that electric motorcycles and mobility scooters, albeit small numbers, are now included in the list.

Since 1996, there has been a big increase in the number of larger motorcycles. In 1996, motorcycles over 500cc only accounted for 34% of all licensed motorcycles and now 55%. The growth of large motorcycles is illustrated in the following chart.

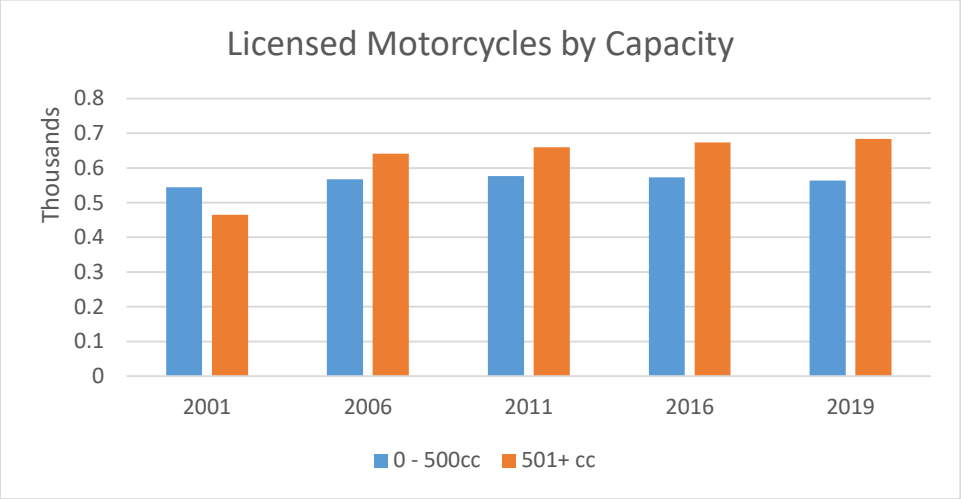


Chart 18 – number of licensed motorcycles by capacity. Source DFT vehicle licensing statistics

The largest growth has been within the largest capacity size of 1000+ cc with a growth of 146% from 2001 to 2019.

The National Travel Survey 2016 shows that pedal cycles account for around 2% of personal travel trips and 1% of distance travelled. The figures show that 6.2% of vehicles involved in collisions within Shropshire are pedal cycles an increase from 5.7% for the period 2012 – 2017.

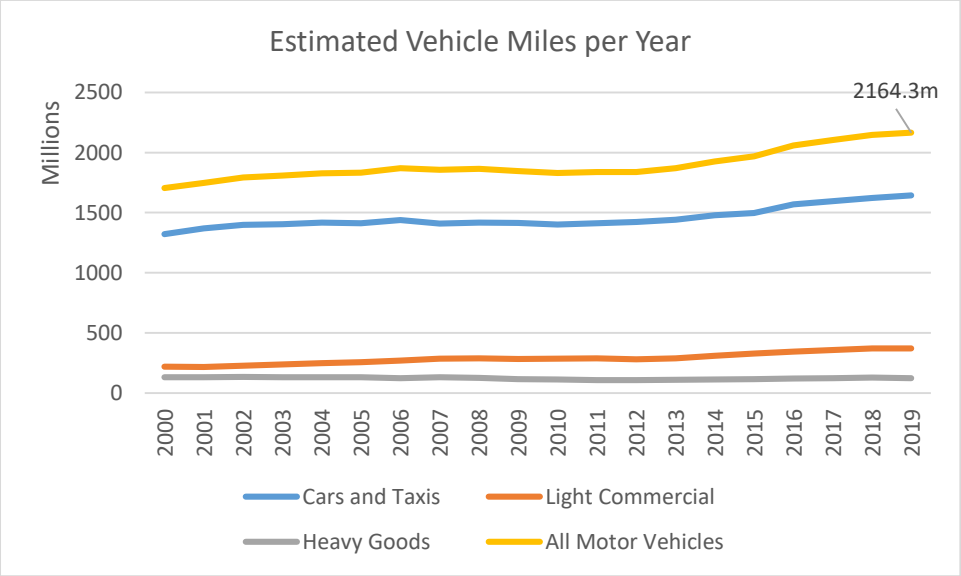


Chart 19 – Source: DFT Traffic by Local Authority (TRA89) see DFT for definitions of road traffic estimates

The estimated amount of vehicle miles travelled in Shropshire has seen an increase of 5% from 2016 to 2019 during which time collision numbers have shown a decrease (chart 2). During this time vehicle miles by cars and taxi have increased 4.9% whilst the largest growth is in light commercial vehicles 8.1%. Heavy goods vehicle miles have remained at similar levels. This reflects national trends which has seen an increase in larger vehicles to

transport more goods and thus using fewer smaller lorries. Van usage has increased for the carrying of tools and the delivery of goods, which reflects the growth of online shopping.

Vehicle Casualty Types

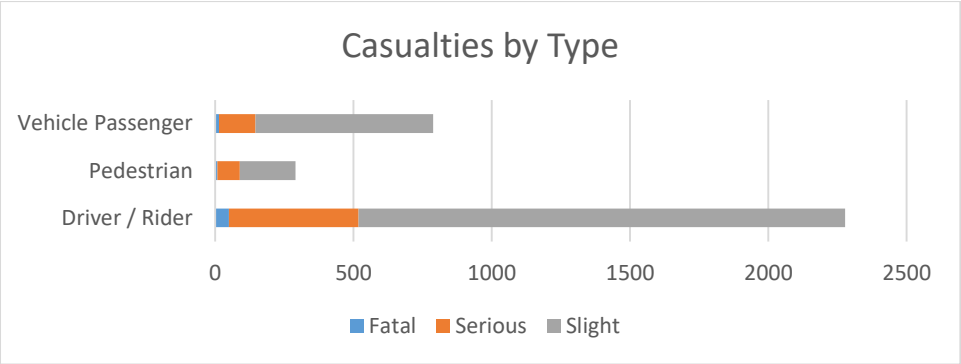


Chart 20 – ratio of collisions by speed limit with severity of most seriously injured casualty

The majority of casualties, as to be expected are the drivers or riders of vehicles. The second largest group are their passengers followed by pedestrians.

Driver Casualties

When reviewing driver outcomes of fatal and serious casualties by vehicle type there is, as expected, a higher number for cars.

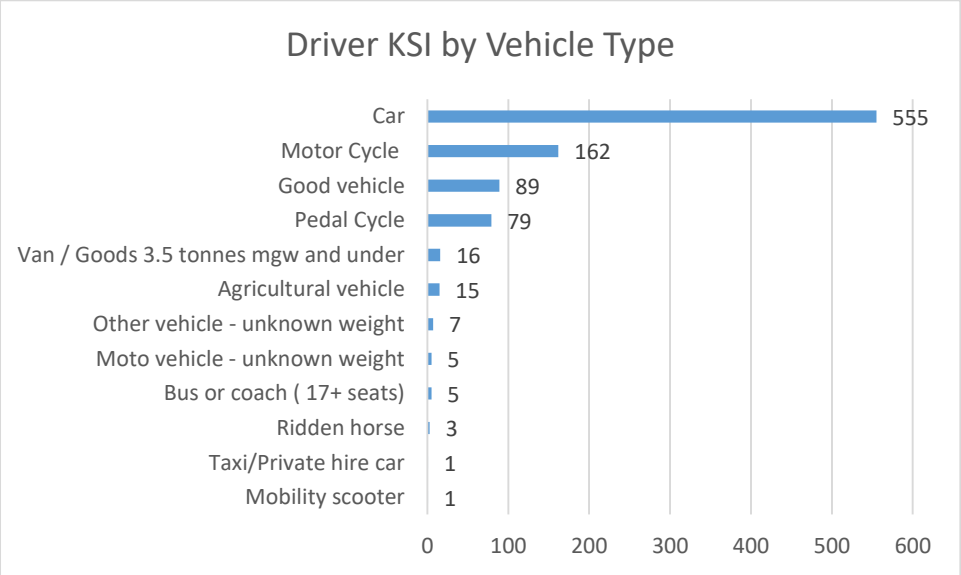


Chart 21 – number of serious or fatal driver casualties by vehicle type

When examining driver casualties the chart shows that killed or seriously injured driver casualties are apportioned as follows:

- Car Drivers 59%
- Motorcycles 29%
- Goods Vehicles 9.5%
- Pedal Cycles 8.4%

Motorbikes account for 1% of vehicle miles travelled, 3% of registered vehicles, account for 7.4% of vehicles involved in collisions with riders accounting for 29% of those killed or

seriously injured drivers/riders. Of the 162 motorcycle KSI casualties 64% were on machines 500cc+

Passengers

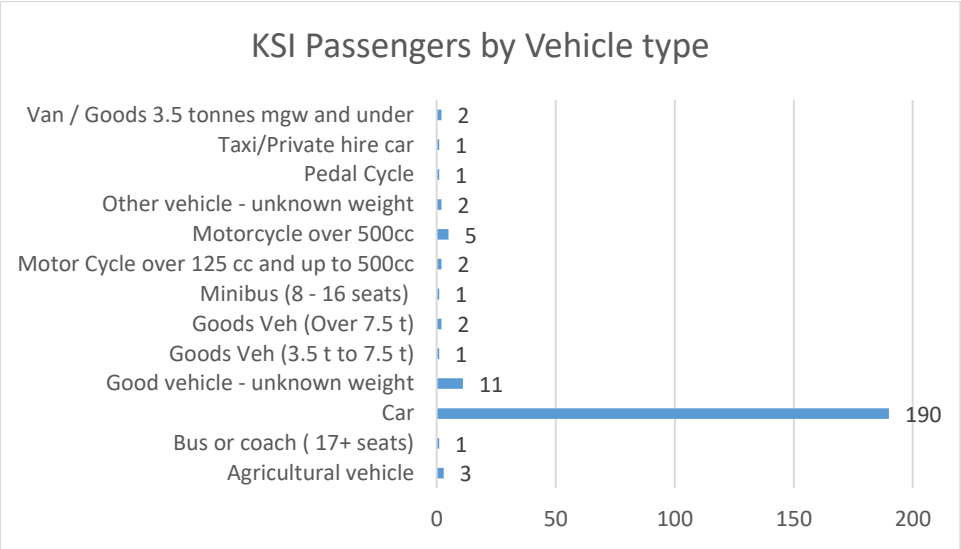


Chart 22 – number serious or fatal passenger casualties by vehicle type

When examining passenger casualties the chart shows that killed or seriously injured passenger casualties are apportioned as follows:

- Car Passengers 85.6%
- Passengers of goods vehicles/vans 7.2%
- Motorcycle Passengers 3.1%

Pedestrians

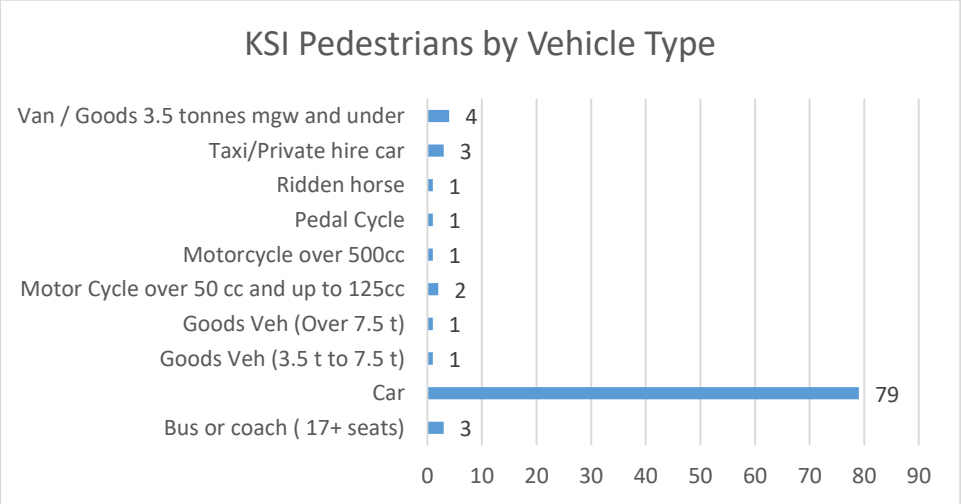


Chart 23 – number of pedestrians with serious or fatal injuries by causal vehicle type

When examining pedestrian casualties the chart shows that killed or seriously injured pedestrians casualties are primarily as a result of injuries caused by a car.

- Car 82.3%
- Vans or Goods Vehicle 6.25%
- Bus or coach, Taxi or Private Hire both 6.25%

The profile of fatal casualties by all road user type in Shropshire differs from the national results. The following table shows the comparison. National data is for 2016 only, Shropshire data is for 2016 to 2020 as data for 2019 alone would be too small for comparison.

	Shropshire 2016 - 2020	Great Britain 2019
Car	58.8%	42%
Pedestrian	11.7%	26.8%
Motorcycle	17.6%	19.1%
Cyclist	4.4%	5.7%

Table 3 – fatalities by road user type and locality

The data shows that Shropshire experiences a higher rate of fatalities in cars than that for Great Britain. The higher rate of car ownership in rural counties may be a factor in this. Conversely the lower rate of fatalities for pedestrians and pedal cyclists may be due to less urban environments where pedestrian and cycling collisions are more likely to occur.

10. Road Factors

The type of roads has an impact on the nature of collisions. National data, shown in table 4, illustrates that slight injuries are more likely to occur in built-up areas. The Highway Code defines a built-up area as a settled area in which the speed limit of a road is automatically 30 mph. However, a built-up area is not defined by the presence of houses, but by the presence of street lights.

Casualty figures for England show that there are higher rates of slight injuries and serious injuries in built-up areas as opposed to higher rates of fatalities in non built-up areas. In England motorways account for 21% of traffic but only 5% of casualties.

	Built up	Non built up	Motorway
Fatal	44%	51%	5%
Serious	66%	30%	3%
Slight	73%	22%	5%

Table 4 – national fatality rates by built-up of road. Source: DFT Reported road casualties in Great Britain 2016

Composition of roads in Shropshire

Built-up and non built-up roads are derived from the urban and rural classification of roads. The figures in table 7 illustrate the high percentage of rural roads within the county. Within Shropshire there are:

12.4 km of motorway

32.2 km of urban A roads and 527.7 km of rural A roads

25.4 km of urban B roads and 535.5 km of rural B roads

336.2 km of urban C and U roads and 3716.4 km of rural C and U roads

	Shropshire	England
Motorway	0.24%	1.01%
Urban Roads	7.59%	40.66%
Rural Roads	92.17%	58.33%

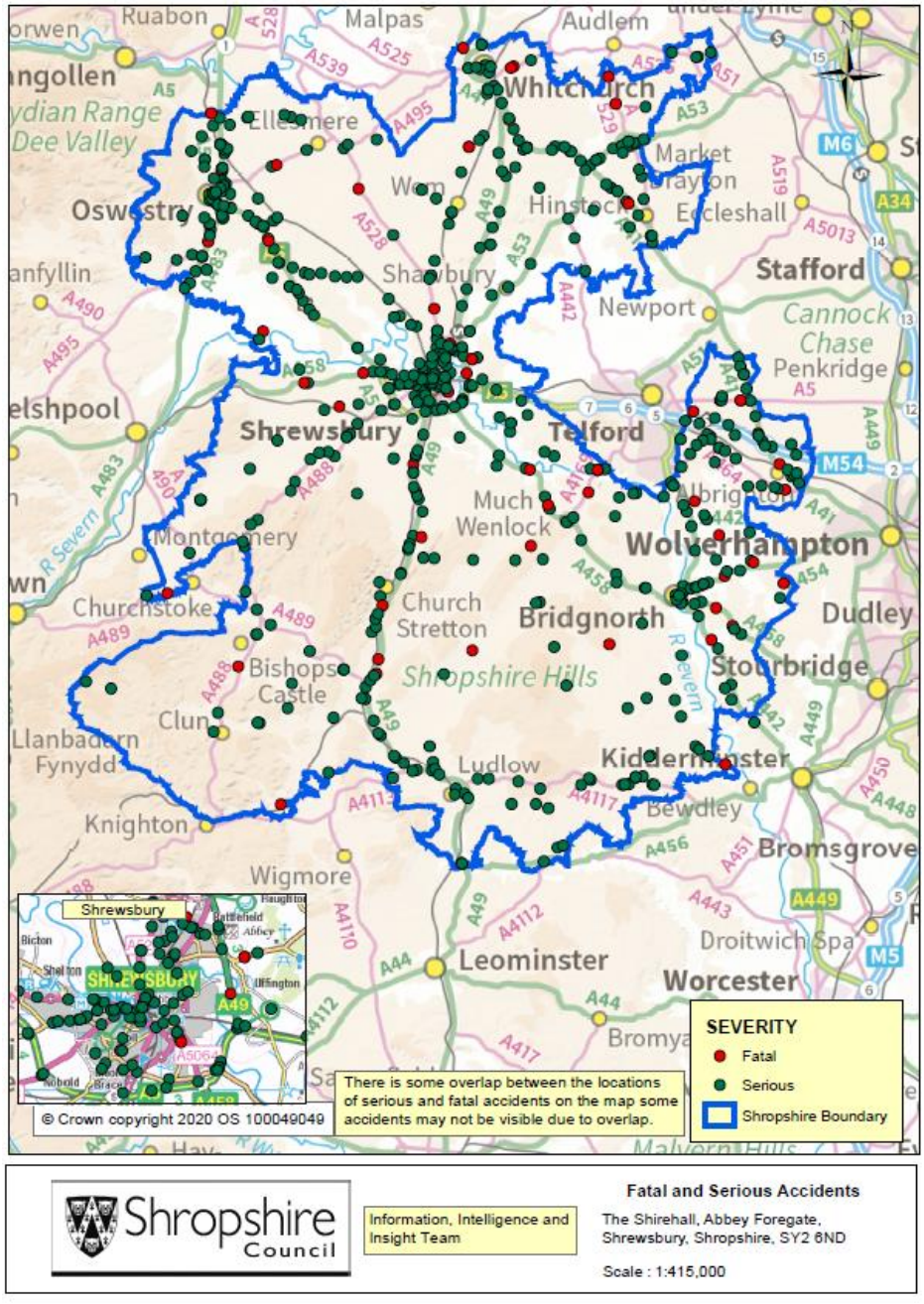
Table 6 – road type ratios - Source: DFT Total road length (kilometres) by road type and local authority in Great Britain, 2014

Shropshire is home to a large rural, non built-up, highway network. Many of these roads have speed limits above 30mph, which are single carriageway and have limited overtaking opportunities. This high percentage of rural, non built-up roads coupled with national data highlighting that fatality rates are higher in non built-up areas presents Shropshire with

specific challenges to reduce collision and casualty rates. Details of collisions by road type and speed are shown in table 8.

11. Location of collisions

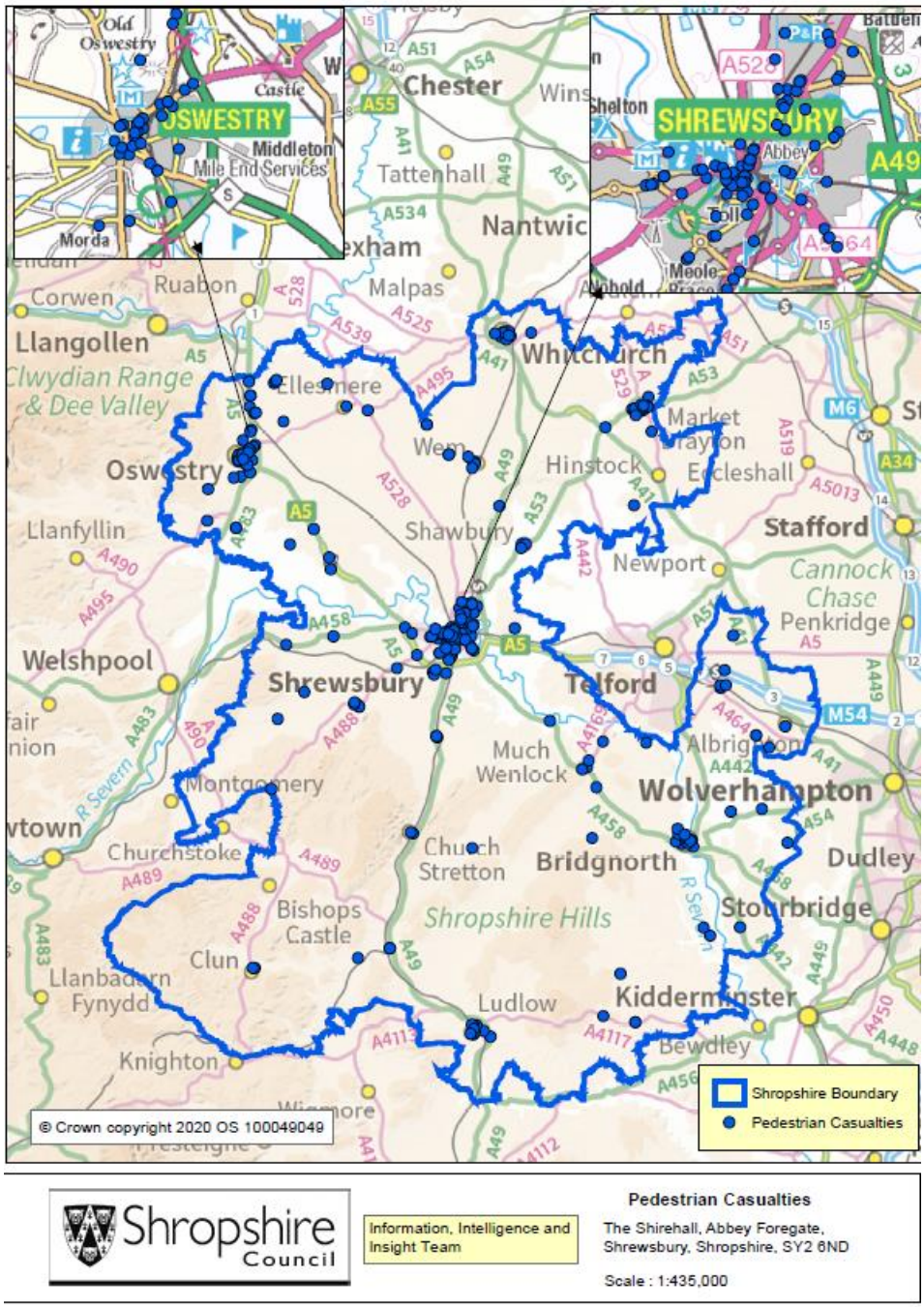
Records of collisions show the road number where an incident occurred. As is to be expected the roads with the greatest length and those which carry higher volumes of traffic will have a higher number of collisions. Collision data is monitored by Shropshire Council and there is regularly liaison with both the Safer Roads Partnership and West Mercia Police where information is shared and acted upon where appropriate. The following map highlights the location of KSI collisions.



Map 1 – location map of serious and fatal collisions

Collisions with a severity of fatal and serious injuries are predominantly located along the key network routes.

The following map highlights the location of pedestrian collisions



Map 2 – location map of pedestrian casualties

Collisions involving pedestrians are predominantly centred in key market towns of the county.

12. Road Speeds

The following charts shows the number and rate of collisions by the speed limit of the primary roads where collisions have occurred.

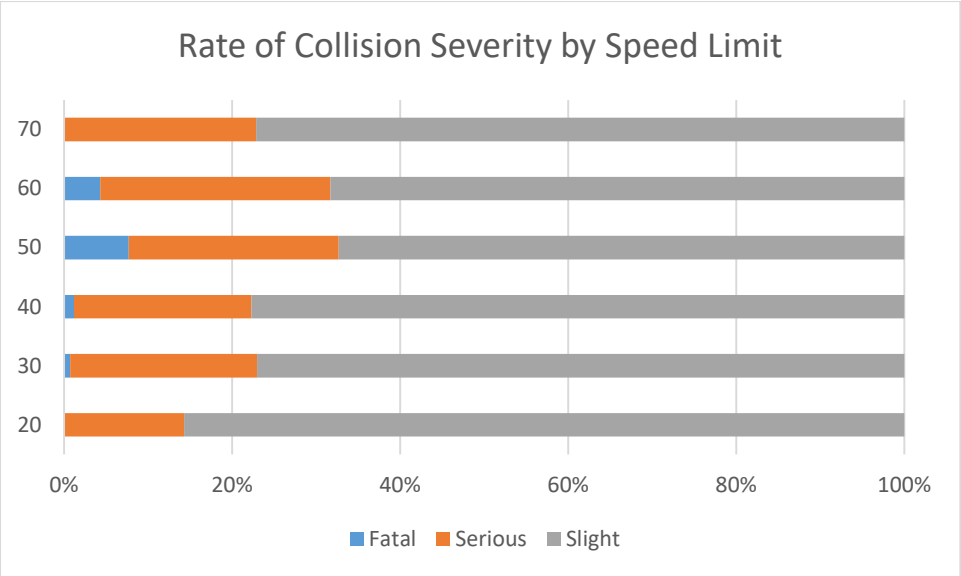


Chart 24 – ratio of collisions by speed limit with severity of most seriously injured casualty

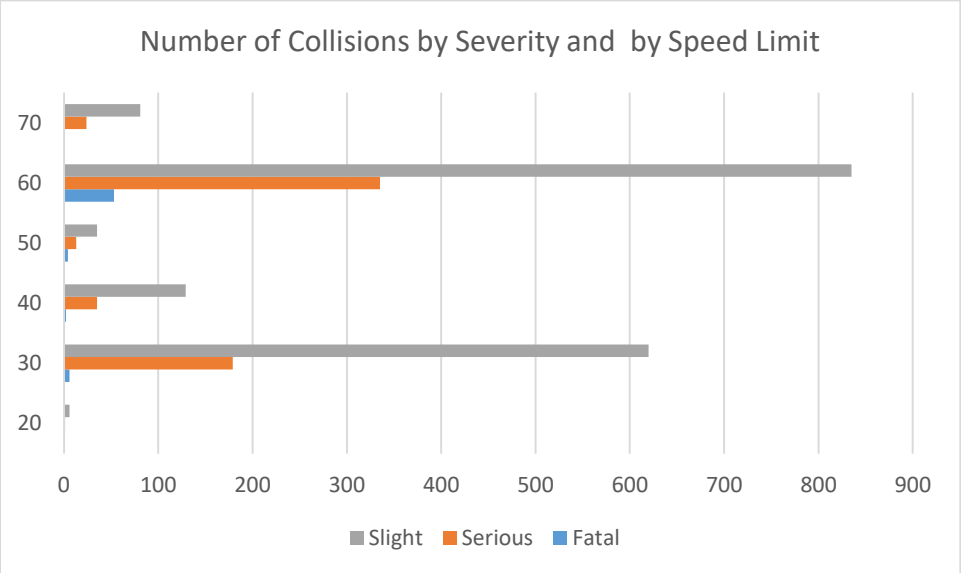


Chart 25 – number of collisions by speed limit with severity of most seriously injured casualty

Most collisions occur on 60mph roads with the severity of collisions increasing also increasing. Whilst 50mph collision numbers are relatively low the rate of fatalities is the highest of the speed limits. When further examining the data by road types it shows that 60mph single carriageways incur the most collisions.

This is illustrated in the table on the next page.

The table illustrates that 49.6% of collisions occur on single carriageways with a 60mph speed limit.

Road Type	20	30	40	50	60	70	Grand Total
Dual Carriageway		**4**	**6**	**2**	**13**	**92**	**117**
Serious			1	1	1	23	26
Slight		4	5	1	12	69	91
One Way Street	**2**	**28**	**1**				**31**
Serious		12					12
Slight	2	16	1				19
Roundabout	**1**	**46**	**8**	**3**	**39**	**11**	**108**
Fatal		1					1
Serious		11		1	7	1	20
Slight	1	34	8	2	32	10	87
Single Carriageway	**4**	**725**	**151**	**47**	**1169**		**2096**
Fatal		5	2	4	53		64
Serious	1	156	34	11	327		529
Slight	3	564	115	32	789		1503
Slip Road		**1**			**2**	**2**	**5**
Slight		1			2	2	5
Unknown		**1**					**1**
Slight		1					1

Table 6 – number of collisions by road type and severity of most seriously injured casualty

81.5% of fatalities occur on 60mph single carriageway roads.

Whilst 60mph single carriageways account for a high proportion of collisions these are not all A roads. Shropshire has an above average amount of unclassified roads which account for 26% of collisions.

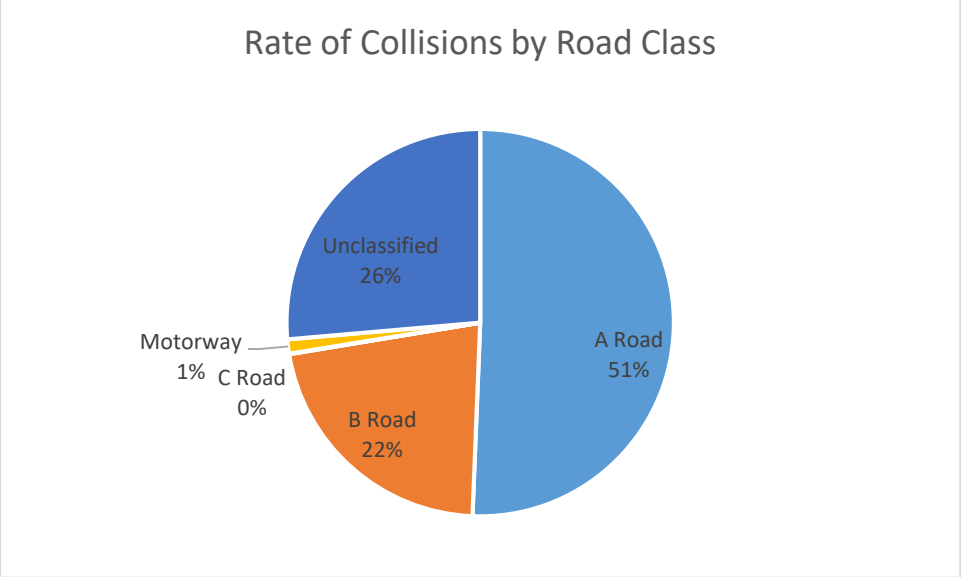


Chart 26 – number of vehicles involved in a collision by vehicle group

The following table shows the severity of collisions by speed and road class.

Road Class	20	30	40	50	60	70
A Road	**3**	**253**	**117**	**47**	**696**	**78**
Fatal		2	1	3	36	
Serious	1	56	24	12	197	21
Slight	2	195	92	32	463	57
B Road	**2**	**175**	**36**	**4**	**296**	**0**
Fatal		1	1	1	13	
Serious		47	10	1	83	
Slight	2	127	25	2	200	
C Road					**1**	
Serious					1	
Motorway		**1**				**27**
Serious						3
Slight		1				24
Unclassified	**2**	**376**	**13**	**1**	**230**	**0**
Fatal		3			4	
Serious		76	1		54	

Table 7 – number of collisions by road class and severity of most seriously injured casualty

13. Collision Factors

Each collision record shows the potential causal factors of the collision. There may be multiple factors leading to a collision and therefore up to four causal factors may be recorded. Factors are recorded as highly likely or possible causes of the collision, but other factors may also have been a contributory reason.

The following chart shows the sum of high-level causal factors

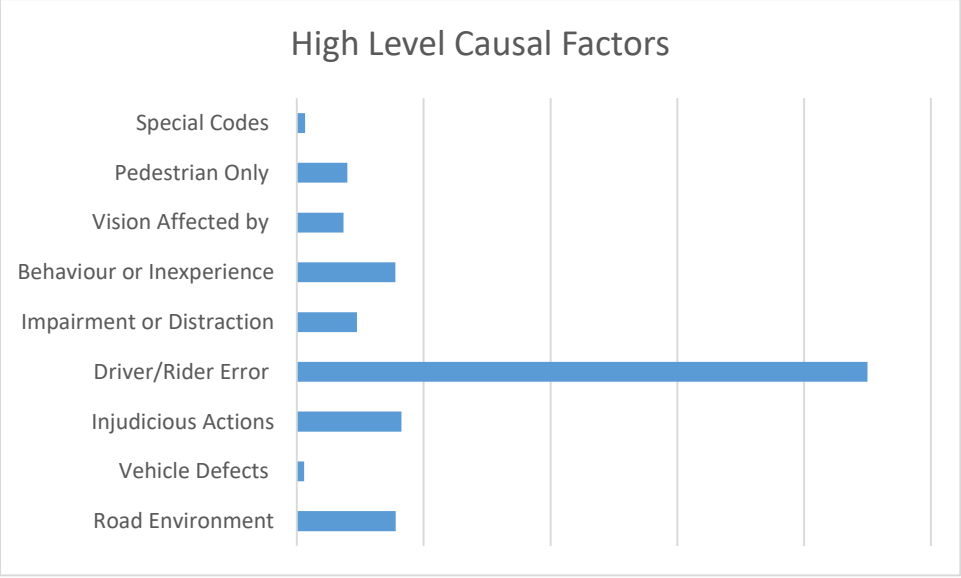


Chart 27 – sum of recorded causal factors

Driver or rider error is the most likely cause of a collision followed by Injudicious Actions, this is the same pattern as national results. The following table provides additional details of the causal factors and illustrates the range and complexities of causes.

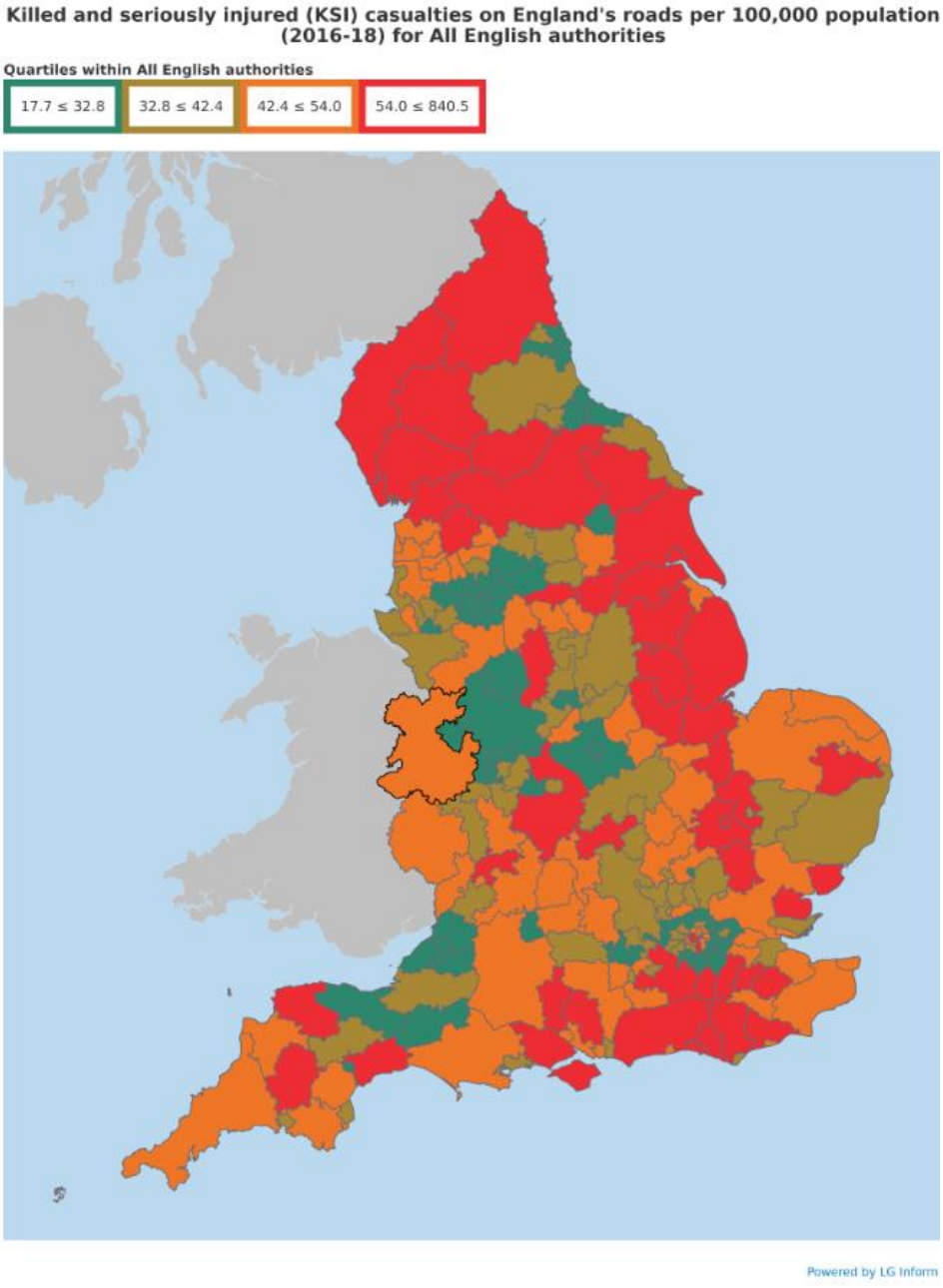
Road Conditions	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
	3.57%	0.8%	0.32%	0.00%	3.38%	0.13%	0.61%	0.19%	0.00%	0.05%
Vehicle Defects	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
	0.13%	0.05%	0.16%	0.06%	0.00%	0.26%				
Injudicious Actions	Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
	2.72%	2.16%	0.75%	0.22%	3.49%	0.26%	0.24%	0.22%	0.13%	0.27%
Driver/Rider Error	Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
	17.42%	11.78%	7.74%	2.42%	1.68%	0.38%	0.40%	0.59%	1.09%	7.88%
Impairment or Distraction	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
	2.07%	0.58%	0.21%	0.79%	1.35%	0.56%	1.17%	0.10%	0.14%	0.14%
Behaviour or Inexperience	Careless, reckless or in a hurry	Learner or inexperienced driver/rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
	5.74%	2.00%	1.15%	0.77%	0.27%	0.14%	0.02%			
Vision Affected by	Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
	0.50%	1.43%	1.30%	0.75%	0.05%	0.19%	0.27%	0.27%	0.11%	0.11%
Pedestrian Only	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
	2.05%	0.61%	0.54%	0.42%	0.50%	0.08%	0.22%	0.24%	0.24%	0.22%
Special Codes	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently	Other					
	0.16%	0.18%	0.10%	0.06%	0.62%					

Table 8 – recorded causal factors, % of total contributing factors

The data in table 8, previous page, illustrates the total number of references to the causal factor regardless of which causal factor it is numbered as or if it is a highly likely or possible factor. Of the 2,358 collisions there were 6241 contributing factors. Driver errors, actions, behaviour and experiences are key often key causal factors within collisions. Where road conditions are cited as a causal effect the main reasons relate to weather conditions and the nature of our rural roads, which often have blind bends, narrowing points and dips which reduce visibility.

14. Benchmarking

Whilst this report focuses on collisions and KSI rates in Shropshire it is also worth comparing rates with other authorities. The following map shows the rate of KSI per 100,000 people.



Map 3 – quartile rankings of killed and seriously injured collisions in England by local authorities

KSI Rates in Shropshire are higher than the national average but similar to those in other rural areas. Table 5 highlights that non built up areas experience a higher proportion of fatalities than Urban (built-up) areas. Whereas more urban areas experience higher rates of slight injuries.

Summary Points

- **Annual collision numbers in Shropshire have reduced since the last report in 2017,**
- **Changes to the reporting methodology in 2016 resulted in an increased rate of KSI . After the initial 3 year rolling period expired the rate has started to reduce,**
- **2020 collision numbers are likely to be lower due to lockdown situations; this may distort reporting over the next 3 years,**
- **Collisions are most frequent at key commuting times,**
- **Young drivers are most likely to experience collisions,**
- **Fatality rates increase between 10pm and 4am and at weekends,**
- **Collisions involving older people (65+) increase the risk of KSI,**
- **Motorcyclists and pedal cyclists are at greater risk of collisions and fatalities compared to volumes of traffic,**
- **64% of motorcycle casualties are on machines 500cc and above,**
- **Higher percentage of roads in Shropshire are in non-urban areas which is likely to increase the severity of a collision,**
- **A high percentage of KSI collisions occur on single carriageway roads with a 60mph speed limit,**
- **Key causal factors are linked to driver/rider errors or behaviour,**
- **Where road conditions are cited as a causal factor the main causes are related to weather conditions and the nature of roads with bends, hills or narrow carriageways, which are more likely in rural areas.**

Steve Taylor
Performance Intelligence and Policy Team
Information, Intelligence and Insight Unit
November 2020

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Place Overview Committee **2 March 2021**	Item Public

Place Overview Committee Work Programme

Responsible officer
Danial Webb, scrutiny officer
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1.0 Summary

1.1 This paper presents the Place Overview Committee's proposed work programme for the remainder of the municipal year. The council's overview and scrutiny committees have based their programmes on topics from Shropshire Council's Strategic Action Plan. The committee also

- scrutinises thematic priorities
- responds to emerging issues and
- follows up on previous work.

2.0 Recommendations

2.1 Committee members to:

- agree the proposed committee work programme attached as **appendix 1**
- suggest changes to the committee work programme and
- recommend other topics to consider.

3.0 Background

3.1 Overview and Scrutiny's committees base this work programme on topics from Shropshire Council's Strategic Action Plan. They also

- scrutinise thematic priorities
- respond to emerging issues
- follow up on previous work and
- carry out cross-committee work through task and finish groups.

3.2 A refreshed overview and scrutiny work programme for this committee is attached as **appendix 1**. A refreshed list of current task and finish groups is attached as **appendix 2**.

4.0 Next steps

4.1 Overview and scrutiny updates this report on an ongoing basis and presents it to each overview and scrutiny committee. This will allow members the opportunity to contribute to its development at each committee meeting.

List of background papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information) None
Cabinet Member (Portfolio Holder) All
Local Member All
Appendices Overview and scrutiny work programme

Appendix 1
Overview and Scrutiny work programme until end of municipal year 2020-2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Highways Improvement Plan	• Scrutinise current highways operational performance. • Scrutinise progress in delivering the Highways Improvement Plan. • KPIs • Commissioning arrangements	Overview report	Director of Place	Shropshire's highways are maintained to a good standard. Shropshire Highways maintain a process of continuous improvement.	2 Mar 2021
Highways winter maintenance	• Scrutinise current 2020/2021 performance against agreed arrangements for gritting and other winter maintenance. • Explore opportunities to revise procedures for the 2021/2022 winter season.	Overview report	Director of Place	Shropshire Council provides an effective service to mitigate winter pressures.	2 Mar 2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
People killed or seriously injured in road traffic collisions	• Examine a report on highways collisions resulting in people killed or seriously injured. • Identify topics for future scrutiny.	Overview report	Head of Environment & Transport Services Performance Team Leader	Shropshire Council works well in partnership with West Mercia Police and local communities to minimise injury. Shropshire Council creates neighbourhoods where people of all ages feel safe walking and cycling.	2 Mar 2021
Fireworks	• Appraise public concern around public and private firework displays. • Understand current powers available to Shropshire Council to regulate the sale and use of fireworks. • Examine opportunities to strengthen current regulation.	Overview reports	Licensing Service Manager Regulatory Services Manager	Shropshire Council uses its regulatory powers effectively.	8 Apr 2021
Kier highways maintenance annual report	• Regular monitoring of the performance of Shropshire Council and Kier in maintaining highways.	Overview report	Assistant Director - Infrastructure	Shropshire Highways' contracted work is completed to a high standard.	8 Apr 2021

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
WSP professional services annual report	• Regular monitoring of the performance of Shropshire Council and WSP in providing highways and other infrastructure planning and professional support.	Overview report	Assistant Director - Infrastructure	Highways and other infrastructure planning and other professional support is effective and delivers good value for money.	8 Apr 2021
Communicating highways works and repairs	• Understand how the council communicates disruptions to the highway. • Make recommendations on future development of communications.	Overview report	Assistant Director - Infrastructure	People in Shropshire receive timely and relevant information about disruptions to the highway.	TBA
Night-time economy and licensing	• Understand the value of the night time economy in Shropshire. • Scrutinise policies pertaining to the night time economy.	Overview report Presentation	TBA	Shropshire's towns have vibrant, well-supported night-time economies. Night-time economies contribute to the vibrancy of town centres.	TBA

Place Overview Committee

Topic	Intended outcomes	Required output	Participants	Objectives	Date
Local Plan	• Understand the Local Plan seeking to respond to the Climate Change emergency. • Comment on the draft plan before its presentation to Council.	Overview report	Head of Place		TBA
Shrewsbury town centre masterplan	• Scrutinise proposals for redevelopments in Shrewsbury town centre	Overview report	Director of Place	Assists Shrewsbury town centre transition from a primarily retail focus to a thriving centre for commerce, leisure and retail.	TBA