

Performance Management Scrutiny Committee

Proposed terms of reference for a road safety task and finish group

In July 2018 the Performance Management Scrutiny Committee looked at statistical analysis on people who are killed or seriously injured (KSI) in road traffic collisions in Shropshire. Members discussed the causes of collisions resulting in people who are killed or seriously injured and agreed that overview and scrutiny should look more systematically at road safety in general.

A few months later the Place Overview Committee received a further update on the local authority's approach to creating and implementing 20mph limits. At this meeting the committee agreed to carry out a task and finish group to take an in-depth look at road safety, and how 20mph limits on some roads might result in safer roads.

Accordingly overview and scrutiny is setting up this task and finish group to look at road safety in Shropshire.

Background

Between 2013 and 2016 there were an average of 600 road traffic collisions in Shropshire. In 2016 75% of these collisions resulted in slight injuries, 22% resulted in serious injury and 3% in fatality. The number of collisions and serious injuries have fallen steadily since 1995, in line with rates nationally. Although collision rates are lower than in similar rural authorities, the proportion of collisions resulting in fatalities is somewhat higher.

There is a significant variation in risk depending on travel mode. 69% of all casualties and 50% of those killed or seriously injured in collisions are car users. However car users constitute 87% of all road travel, making it the safest mode of travel. Conversely less than 1% of all kilometres travelled are by motorcycle, but 10% of all casualties, 23% of KSIs, and 24% of fatalities are motorcyclists. Similarly, around 5% of all travel is by foot, but pedestrians make up 9% of all casualties and 15% of people killed or seriously injured. Although the number of car occupants killed or seriously injured have reduced dramatically, other modes of transport have seen rather smaller reductions.

There is a difference in where collisions occur according to travel mode. Pedestrians and cyclists are involved in just 15% of collisions. However 85% of all pedestrian casualties and 75% of cyclist casualties resulting from collisions happen in urban areas. Conversely 74% of all collisions in which motorcyclists are killed or seriously injured occur in rural areas.

People injured in road collisions are more likely to be male than female, with a higher proportion of young people injured. Although men aged 16-25 constitute 6% of Shropshire's population they account for 20% of all casualties. Women aged 16-25 account for 12% of casualties, but make up just 5% of the population. The number of children involved in collisions has decreased markedly since 1994, irrespective of mode of travel or severity of injury.

Despite the overall reduction in casualties, road safety remains a priority for people in Shropshire. The 2004 Shropshire Crime, Disorder and Substance Misuse Audit identified that road safety was the number one safety concern of Shropshire residents. It was the top concern in all areas of the county except Shrewsbury, where it was the second most significant concern after litter. Overall 28% of

respondents considered road safety to be a very or fairly significant problem in their local area. At PACT (Partners and Community Together) meetings, speeding traffic is the most commonly raised concern in most areas, with illegally and inconveniently parked cars frequently raised as issues of concern. Between 2005 and 2009 consultation undertaken by West Mercia Police through their community survey identified that speeding traffic is consistently the number one concern of local residents.

Task and finish group

The group will seek to answer a simple questions How can Shropshire Council and its partners work together to make it safer to travel in Shropshire? To answer this question the group will look at:

- the nature of all road traffic collisions in Shropshire by
 - severity of injury
 - travel mode
 - urban or rural setting
 - contributory factors (such as alcohol and drug impairment, excessive speeds, highway conditions
 - age and gender of people involved
- the impact of road traffic collisions, direct and indirect, such as:
 - rescue costs
 - treatment costs
 - decrease in independent travel by vulnerable groups
- feelings of safety when walking and cycling
 - how road safety affects people's decisions to walk or cycle
 - the effect on communities
 - the effect on health
- how West Mercia Police and Shropshire Council work together to reduce road traffic collisions
- different ways to reduce road traffic collisions, including
 - traffic enforcement
 - road engineering
 - sustainable transport infrastructure
 - urban and rural planning
 - speed reduction
 - education

The group will meet for three sessions, where it will consider research commissioned by overview and scrutiny and hear evidence from officers from Shropshire Council and partner organisations. It will report back its findings and recommendations to the Performance Management Scrutiny Committee on 6 March 2019.

Outline programme for the task and finish group

Objective	Required	Responsible officer or member
Session 1		
Understand the nature of road traffic collisions in Shropshire.	Research into road traffic collisions, to include: <ul style="list-style-type: none"> • map of serious and fatal collisions • map of collisions resulting in slight injuries • Collisions by <ul style="list-style-type: none"> ○ Age ○ Gender ○ Travel mode ○ Neighbourhood deprivation 	Steve Taylor Danial Webb
Understand feelings of road safety, and the effect of feeling unsafe when travelling.	<ul style="list-style-type: none"> • Do people feel safe walking and cycling? • What affects whether people feel safe? • How do feelings of safety affect travel choices? • What is the effect on communities when it feels unsafe to walk or cycle? 	Steve Taylor Danial Webb
Session 2		
Understand the factors that contribute to safer travel	Factors to include <ul style="list-style-type: none"> • Highways engineering • Traffic speed • Traffic enforcement • Parking enforcement • Urban planning • Lighting 	Victoria Merrill Jane James
Session 3		
How do Shropshire Council and its partners work together to make travel safer?	Understand the role of <ul style="list-style-type: none"> • Shropshire Council transport planning and strategy • Shropshire Council planning policy • Road traffic enforcement <ul style="list-style-type: none"> ○ parking enforcement 	Matt Johnson Victoria Merrill Safer Roads Partnership

	<ul style="list-style-type: none"> • Safer Roads Partnership • Highways England • SITP, Cycling Cities and other major urban projects • Major trunk, A and B roads projects • Work to encourage children to walk or cycle to school 	
What funding opportunities exist to fund new road safety proposals?	<p>Explore potential to fund road safety schemes through:</p> <ul style="list-style-type: none"> • Town and parish councils • Community Infrastructure Levy • Developer contributions • Community and public health • Regional and national grant funding 	