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The following report is an Information Item for the Regeneration and Environment Scrutiny Committee.

1. Update on Road Safety Delivery in Caerphilly County Borough.



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – FOR INFORMATION

SUBJECT: UPDATE ON ROAD SAFETY DELIVERY IN CAERPHILLY COUNTY BOROUGH

REPORT BY: CORPORATE DIRECTOR – COMMUNITIES

1. PURPOSE OF REPORT

- 1.1 To update Members on the delivery of road safety initiatives in Caerphilly County Borough and progress towards meeting the Welsh Government's casualty reduction targets.

2. SUMMARY

- 2.1 The Welsh Government has set specific targets for casualty reduction to be achieved by 2020. At the current time, Caerphilly County Borough is on track to meet and exceed the Welsh Government targets. This notable achievement in casualty reduction reflects the sustained and coordinated programme of work that has been undertaken over a number of years to reduce the number of road casualties. During the past 2 years (2015/17) a wide range of road safety engineering and education, training and publicity schemes have been implemented across the County Borough. It is important that this combined and focused approach to improving road safety continues, in order to achieve a sustained reduction in road casualties and build upon the success to date.

3. LINKS TO STRATEGY

- 3.1 Road safety delivery contributes to the following Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales,
 - A healthier Wales,
 - A more equal Wales,
 - A Wales of cohesive communities, and
 - A globally responsible Wales.
- 3.2 Contributes towards the Council's Corporate Priority and Well-being Objective to promote the benefits of an active and healthy lifestyle.
- 3.3 Engineering Services Division Objective: To work towards a safer environment through positive measures to reduce road accidents and particularly by protecting and providing for vulnerable road users.

4. THE REPORT

4.1 This report focuses on progress made in the last 12 months (2016/17) in road safety and the safety capital programme over the last 2 financial years (2015/16 and 2016/17) in the County Borough. The report provides an update on:

- Progress towards the Welsh Government's national casualty reduction targets;
- Engineering schemes implemented in the 2015/16 and 2016/17 financial years that are linked to road safety;
- Key achievements in Road Safety Education, Training and Publicity over the past year;
- Integrated approach to highway safety and casualty reduction.

4.2 Casualty Reduction Targets

4.2.1 The Welsh Government has set specific national targets for casualty reduction, which have been adopted as local level targets by Caerphilly County Borough Council. The targets to be achieved by 2020, based on the average for the years 2004 to 2008, are:

- 40% reduction in the total number of killed or seriously injured (KSI) casualties;
- 25% reduction in the number of motorcyclist killed or seriously injured casualties.
- 40% reduction in the number of young people (aged 16-24) killed or seriously injured casualties.

4.2.2 This report provides details of progress towards the above targets for the period up to and including December 2016.

4.3 Road Casualty Trends

4.3.1 Table 1 below summarises the recorded road traffic personal injury casualty statistics for Caerphilly County Borough between the 2011 and 2016 calendar years. The table shows the total number of casualties recorded each year and is split by killed or seriously injured (KSI) and slight casualties. All figures shown in the tables below are taken from published data on the Welsh Government website.

4.3.2 The most notable achievement since 2011 is the reduction in the total number of people being injured on local roads in Caerphilly County Borough. The 6 year average is 270 casualties with the best performance being in 2016 (225).

Table 1 – Road Traffic Personal Injury Casualty Numbers by Severity in Caerphilly County Borough (2011-2016)

		2011	2012	2013	2014	2015	2016
Severity	KSI (Killed or Seriously Injured)	36	33	47	30	41	27
	Slight	226	230	267	266	219	198
Total		262	263	314	296	260	225

4.3.3 Tables 2 and 3 below provide KSI motorcyclist and young people road traffic personal injury collision data for the calendar years 2011 to 2016. The Welsh Government has set targets for these distinct groups as they are over-represented in the killed and serious injury casualties recorded across Wales. However it should be noted that when divided into casualty numbers on a local authority basis, this results in a small number of casualties against which progress is measured.

Table 2 – Road Traffic Personal Injury Casualty Numbers for motorcyclists who were killed or seriously injured

	2011	2012	2013	2014	2015	2016
KSI (Motorcyclists)	8	7	10	4	8	1

Table 3 - Road Traffic Personal Injury Casualty numbers for young people (aged 16-24) who were killed or seriously injured

	2011	2012	2013	2014	2015	2016
KSI (Young people)	7	4	13	8	10	8

4.3.4 The above tables illustrate that in the short-term there can be year-on-year fluctuations in casualty numbers. This is due to the relatively low numbers of casualties being recorded in each category, with small increases in casualty numbers having a notable impact on the annual data. Annual fluctuations in such small numbers can suggest a lack of progress towards casualty reduction. However, key to sustained progress in casualty reduction are the longer-term trends in casualty numbers and these indicate that Caerphilly County Borough casualty performance is making good progress. For example, historic data shows a notable decline in the total number of casualties occurring over time, with 282 fewer casualties being recorded overall in 2016 than in 2005. In 2005, 507 injuries (77 KSI and 430 slight injuries) were recorded. In 2016, 225 injuries were recorded (27 KSI and 198 slight injuries). The number of killed or seriously injured (KSI) casualties has reduced significantly over time from 77 in 2005 to 27 casualties in 2016.

4.3.5 The long-term strategy for road safety in Caerphilly County Borough is therefore having a positive impact upon casualty reduction and good progress is being made towards the Welsh Government’s casualty reduction targets as detailed below.

4.4 Progress towards the National Casualty Reduction Targets

4.4.1 In addition to the 2020 national casualty reduction targets, the Welsh Government has set interim targets for 2016 based on the reduction of killed or serious injured casualties on Welsh roads. The following tables identify the baseline for Caerphilly County Borough, the interim target for the mid-period review and the 2020 target in the current Road Safety Framework for Wales (July 2013). The Welsh Government is currently carrying out a review of the framework which may result in a change to the targets for local authorities in Wales. The targets have been quantified in numbers for evaluation purposes.

4.4.2 **Target 1** - 40% reduction in the total number of killed or seriously injured (KSI) casualties by 2020 compared to the average figure recorded between 2004 and 2008.

2004-2008 Baseline	Interim Target (2016)	2020 Target	Current Caerphilly County Borough Performance (2016)	Average Caerphilly County Borough Performance (2011-2016)
69	51	41	27	36

- Current performance against the above Welsh Government target is 27 KSI injuries (2016) and when considered with the average performance over the past 6 years of 36 KSI injuries, this is an indication that Caerphilly County Borough is on track to surpass the current 2020 target.

4.4.3 **Target 2** - 25% reduction in the number of motorcyclists killed and seriously injured by 2020 compared to the average figure recorded between 2004 and 2008.

2004-2008 Baseline	Interim Target (2016)	2020 Target	Current Caerphilly County Borough Performance (2016)	Average Caerphilly County Borough Performance (2011-2016)
9	8	7	1	7

- Current performance against the motorcyclist KSI target is 1 KSI injury (2016). Whilst the single serious injury recorded is a desirable output, this performance should be treated with caution, as small changes to such low casualty figures can significantly impact on progress towards the targets. The recorded average performance of 7 KSI injuries over the last 6 years indicates that progress is being made towards the current 2020 target.

4.4.4 **Target 3** - 40% reduction in the number of young people (aged 16-24) killed or seriously injured compared to the average figure recorded between 2004 and 2008.

2004-2008 Baseline	Interim Target (2016)	2020 Target	Current Caerphilly County Borough Performance (2016)	Average Caerphilly County Borough Performance (2011-2016)
24	19	14	8	9

- Current performance against the young people KSI target is 8 KSI injuries (2016), which indicates that Caerphilly County Borough is on track to surpass the current 2020 target. The recorded average performance of 9 KSI injuries over the last 6 years also indicates that sustained progress is being made towards the current 2020 target.

4.4.5 The achievement in casualty reduction recorded in 2016 reflects the sustained and coordinated programme of work that has been undertaken over a number of years to reduce road casualties. Road safety is dependent on a range of partners working together to implement educational, engineering and enforcement measures that have a long-term impact on reducing casualties. The targeted efforts in these three areas of road safety have played a significant part in Caerphilly County Borough's successful achievement of performance against the national casualty reduction targets to date.

4.4.6 Despite the progress that has been made in casualty reduction, it is important not to become complacent and interventions must continue to focus efforts on actions and initiatives that make the most contribution to achieving a continued reduction in road casualties. Focus is therefore required not only on the national casualty reduction targets, which highlight severe injury and specific groups, but also on local problems identified through casualty analysis and by focused planned programmes of education and interventions that treat specific problems. The interventions taken forward by the Engineering Services Division that provide most benefit include site specific engineering measures, safety audit of new schemes and people-based projects that seek to train and bring about behaviour change through education, training and publicity services.

4.4.7 Road safety education and training of young people is provided through school based activities and through other specific projects that target problems identified through statistical analysis. These interventions can provide the skills required to ensure that participants are able to learn safer behaviour when travelling on the highway and children/ young people carry these skills and values forward into adult life.

4.5 Road Safety Engineering Schemes

4.5.1 Road safety delivery in Caerphilly CBC focuses on reducing road casualties through the implementation of highway engineering measures and the delivery of road safety education, training and publicity (ETP). This combined approach has had a significant impact on reducing road casualties during the long-term 2005 to 2016 period.

4.5.2 A number of road safety engineering schemes have been implemented during the 2015/16 & 2016/17 financial years. These include:

- Accident Remediation Scheme – Hengoed Road and Hengoed Avenue, Cefn Hengoed, which provided traffic calming and 20mph Speed Limits on local roads surrounding Derwendeg Primary School and through the village of Cefn Hengoed.
- Safe Routes in Communities Schemes implemented 20mph Speed Limits (Statutory and Advisory) outside Rhiw Syr Dafydd Primary School, Oakdale, Bryn Primary School, Pontllanfraith and Ty Sign Primary School, Risca.

4.6 Road Safety Education, Training and Publicity Initiatives

4.6.1 Over the past year a wide range of education, training and publicity (ETP) initiatives have continued to be delivered across Caerphilly County Borough, which aim to provide the skills, information and attitudes required to be safe road users. Notable achievements in Road Safety ETP between April 2016 and July 2017 include the following:

- **Kerbcraft** – The Kerbcraft scheme is delivered to the vast majority of infant and primary schools in the County Borough and teaches children (aged 5-7) how to be safe pedestrians by giving them practical roadside training. Participation in the Kerbcraft scheme is monitored by academic year and between September 2016 and July 2017, over 1750 children across the County Borough successfully completed the Kerbcraft training course.
- **National Standards Cycle Training** – Caerphilly CBC currently delivers National Standards Levels 1 and 2 to year 6 pupils, which provides the skills and training necessary for safe cycling and encourages greater levels of cycling as a safe and sustainable mode of travel. Level 1 provides training within the school grounds and Level 2 involves on-road training, which helps pupils recognise hazards and assess risk in real traffic conditions. Between April 2016 and March 2017, over 530 pupils at 27 schools took part in National Standards Cycle Training. In total 43 schools have taken part in the project to date.
- **Mega Drive** – Mega Drive is a pre-driving education scheme that teaches young people about the potential risks and hazards associated with driving and being a car passenger. Between April 2016 and March 2017, almost 280 young people attended Mega Drive events that were delivered over 7 days at Coleg y Cymoedd, Ystrad Mynach and Ysgol Cwm Rhymini, Fleur-de-Lys. Mega Drive is delivered in partnership with South Wales Fire and Rescue, Gwent Police, Drugaid and the other local authorities in Gwent.
- **Crucial Crew** – This year Crucial Crew took place in February 2017 and was attended by 68 schools and almost 2,000 year 6 pupils from across the County Borough. The event provides an opportunity for a range of organisations to give pupils lessons in staying safe and making safe decisions. The road safety message focuses on the importance of wearing seatbelts and after the road safety presentation, 99% of pupils said they would always wear their seatbelt correctly in future.
- **School Travel Plans** – There are now 66 schools with completed School Travel Plans in place across the County Borough and a further 6 School Travel Plans are currently under development. Work is ongoing with schools to develop, update and implement their School Travel Plans and to encourage participation in initiatives that encourage walking and cycling to school.

- **Older Drivers** – The Older Driver course aims to ensure that older drivers are equipped with all the information they need to make informed choices and decisions about their driving. The course aims to encourage good driving behaviour and increase driver confidence. In April 2017 an Older Drivers course was held at Lewis Pengam School. The course was attended by 14 participants who engaged well with the presenters and excellent feedback was received.
- **Junior Road Safety Officers** – The project is currently active at 5 schools across the County Borough and involves year 6 Junior Road Safety Officers promoting road safety issues within the school and local community. The work of the Junior Road Safety Officers at Crumlin High Level Primary School contributed to the school winning Caerphilly CBC's 2016 Pride in you Place Award for Sustainable Travel.
- **Pass Plus Cymru** – The course provides new drivers with additional training to help reduce the casualty risk for themselves, passengers and other road users. Between April 2016 and March 2017, a total of 21 young adults from within the County Borough attended Pass Plus Cymru and benefited from the additional, professional driving tuition.

4.6.2 There are also a number of annual events in the road safety calendar that play an important part in raising awareness of road safety issues. These include:

- **Walk to School Week and International Walk to School Month** – Thousands of pupils across the County Borough take part in these events each year, which aim to encourage more children to walk to and from school. This year 32 schools took part in Walk to School Week in May 2017, which was the most successful year to date, and 23 schools took part in International Walk to School Month in October 2016. The events are an excellent opportunity to promote walking buses and there are currently 21 walking buses operating across the county borough, which provide a safe, fun and healthy way for children to travel to school. In July 2017, a Teaching Assistant at Ysgol y Llawnt, Rhymney won a national Road Safety Wales award for her work in encouraging safe and healthy travel to school. Key to this was her involvement in the school's walking bus, which has been running successfully for the past 8 years and often sees over 50 pupils and parents walking to school each week.
- **Big Cheese** – The road safety exhibition at the Big Cheese was very successful in July 2017. The exhibition uses a variety of competitions and activities to draw the attention of the public to road safety issues and this year there were almost 500 entries to the road safety competitions. This event provides a means of engaging with and promoting road safety to a wider audience and providing help and advice on road safety issues.
- **All Wales Anti Drink/ Drug Drive Campaign** – Each year Road Safety Wales runs a national poster competition to support the All Wales Anti Drink/ Drug Drive Police Campaign. In 2016, a pupil from Bedwas High School won the national competition and was presented with her prize at the campaign launch. A selection of the competition entries from Caerphilly County Borough were displayed in Ty Penallta throughout December 2016 to promote the campaign.
- **Road Safety Week** – During Road Safety Week in November 2016, Junior Road Safety Officers at Crumlin High Level Primary and Pengam Primary took part in projects that identified road safety issues around their schools. For example they recorded the number of 'naughty parkers', the number of drivers that were observed not wearing seatbelts and those driving over the speed limit. The Junior Road Safety Officers presented the results of their projects in school assemblies, to parents and Governors and in the schools' newsletters.

- **School Crossing Patrol and Road Safety Seminar** – Caerphilly CBC’s annual School Crossing Patrol and Road Safety Seminar was held at Llancaiach Fawr in December 2016. The event was extremely successful and brought together over 70 School Crossing Patrols and Kerbcraft Volunteers from across the County Borough. This annual event provides an opportunity to reward and celebrate the work, dedication and ongoing commitment of the School Crossing Patrols and Kerbcraft Volunteers.

4.6.3 Whilst the above relates to the services delivered by the Transport Strategy and Road Safety team, it is also worth noting the contribution from and links to other key services within the Engineering Services Division. These include:

- Highway Development Control – provides advice and guidance to developers to design and build safer developments with better facilities for vulnerable road users.
- Engineering Projects Group – offers a highly professional engineering consultancy service meeting the latest design standards.
- Traffic Management – monitors and responds to road safety concerns on the highway network e.g. changes in traffic management controls, excessive speed complaints and on-street parking management.
- Integrated Transport Unit – maximises and improves public transport services and facilities for the general public to encourage a reduction in travel by private vehicles.
- Highway Maintenance – undertakes footway and carriageway resurfacing, improvements to street lighting, provision of vehicle and pedestrian barriers, maintains and upgrades land and highway drainage and winter maintenance. All these functions help to keep the highway infrastructure in good and safe order for use by the public.

5. WELL-BEING OF FUTURE GENERATIONS

5.1 Road safety delivery contributes to the Well-being Goals as set out in Section 3 above. It is consistent with the five ways of working as defined within the sustainable development principle in the Act as follows:

- Long term – The Authority’s work to reduce and prevent road traffic collisions, through both engineering and education, will have resulting long-term economic, social and health benefits.
- Prevention – The delivery of road safety initiatives are focussed on casualty reduction, for example through providing the skills, attitudes and behaviours needed to reduce the road casualty risk throughout life.
- Integration – Delivery of road safety initiatives contribute to wider policy objectives, such as those for safe, healthy and active travel. Links to wider objectives include Caerphilly CBC’s Local Transport Plan objectives and the requirements of the Active Travel (Wales) Act 2013.
- Collaboration – Road safety initiatives are delivered in collaboration with a range of partners, for example Gwent local authorities, South Wales Fire and Rescue, Gwent Police and Drugaid. 20mph speed limit/ zone schemes are developed in collaboration with the relevant schools through the development of their School Travel Plans.
- Involvement – The delivery of road safety projects involve a number of different groups in the community, including children, young and older people.

6. EQUALITIES IMPLICATIONS

6.1 This report is for information purposes only, so the Council’s full Equalities Impact Assessment process does not need to be applied. The work undertaken by the Council on the promotion of road safety and the delivery of associated projects will benefit many different groups in the community, such as children and older people.

7. FINANCIAL IMPLICATIONS

- 7.1 Delivery of a number of road safety education initiatives are supported by grant funding from the Welsh Government. In 2016/17 funding of £90.6k was allocated to Caerphilly County Borough Council to support delivery of Kerbcraft, National Standards Cycle Training, Mega Drive, Older Drivers and Pass Plus Cymru.
- 7.2 Road safety engineering schemes, including accident remediation and 20mph speed limit/ zone schemes, receive funding through the Welsh Government's Road Safety Capital and Safe Routes in Communities grants. In 2016/17, Welsh Government funding of £185k was secured to deliver the Cefn Hengoed Accident Remediation Scheme and £78.5k to deliver Safe Routes in Communities schemes that included a 20mph speed limit/ zone at Bryn Primary, Pontllanfraith and Ty Sign Primary, Risca.

8. PERSONNEL IMPLICATIONS

- 8.1 None.

9. CONSULTATIONS

- 9.1 The comments received on this report from the list of consultees have been incorporated within the report.

10. RECOMMENDATIONS

- 10.1 Report to be noted for information.

11. REASONS FOR THE RECOMMENDATIONS

- 11.1 To advise Members on the delivery of road safety initiatives delivered across the County Borough and progress of Caerphilly County Borough Council in working towards the Welsh Government's road casualty reduction targets.

12. STATUTORY POWER

- 12.1 The Road Traffic Act 1988 places a duty on local highway authorities to prepare and carry out a programme of measures designed to promote road safety. This includes studying the occurrence of collisions, taking preventative measures and reducing the possibility of casualties on new roads.

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Consultees: Cllr. Sean Morgan – Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing of Future Generations Champion
Cllr. Tudor Davies – Chair of Regeneration and Environment Scrutiny Committee
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Chris Burns – Interim Chief Executive
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Marcus Lloyd – Acting Head of Engineering Services
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