

# Public Document Pack



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: INTERIM CORPORATE DIRECTOR - COMMUNITIES**

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### **1. PURPOSE OF REPORT**

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

### **2. SUMMARY**

- 2.1 The update report informs members of the interventions completed over the last financial year. Through the Road Safety team, the Authority aims to reduce casualties and improve safety of the travelling public on the highway network. This is achieved by changes to the road network with engineering measures such as Vehicle Activated Signs (VAS) or Accident Remediation Schemes. The Authority also implements softer measures that seek to change behaviour via education and training programmes and publicity campaigns.
- 2.2 This report analyses the Infrastructure Divisional performance when compared to the National Road Safety Framework Targets for personal injury casualty reduction. The analysis shows that progress has been made towards the 2020 National Road Safety targets, although further work is required to identify if interventions can be used to reduce the numbers of killed or seriously injured (KSI) motorcycle injuries.

### **3. LINKS TO STRATEGY**

- 3.1 This report links directly to the Well-being Goals within the Well-being of Future Generations Act (Wales) 2015:
- A prosperous Wales
  - A resilient Wales
  - A healthier Wales
  - A more equal Wales
  - A Wales of cohesive communities, and
  - A globally responsible Wales
- 3.2 Contributes towards the Councils Corporate Priority and Well-being Objective to: Promote a modern, integrated and sustainable transport system that increases opportunity, promotes prosperity and minimises the adverse impacts on the environment.
- 3.3 Infrastructure 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 Highway Authority Duties**

4.1.1 The statutory road safety responsibility for the safe operation of the highway network and for road safety education, training and publicity is a duty that sits with Highway Authorities in Wales. Welsh Government is the Highway Authority for the trunk and motorway road network and Local Authorities are the Highway Authority for local roads.

4.1.2 Local Authorities are required in law to carry out studies into accidents on roads for which they are responsible; take measures to prevent accidents and in constructing new roads take measures that reduce the likelihood of accidents occurring.

4.1.3 The Council's Highway Authority duties are fulfilled through the following interventions:

- Undertaking accident statistic studies and reviewing casualty data to determine causation factors.
- Implementing casualty reduction/road safety engineering schemes.
- Developing and delivering road safety education, training and publicity initiatives.

4.1.4 This report informs on schemes and initiatives implemented in the last financial year, 2017/18. Performance is assessed against annual progress by the Authority towards the National Road Safety Target in 2020. The following paragraphs include information on:-

- National casualty reduction targets and Caerphilly County Borough progress towards the Welsh Government National Targets;
- Engineering schemes implemented in 2017/18 that are linked to road safety;
- Key achievements in Road Safety Education, Training and Publicity in 2017/18;
- How others contribute 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 target reductions must be achieved by 2020 against a baseline of the average of the casualties which occurred during the time period from 2004 to 2008. The national targets for reductions from the baseline are as follows:

- 40% reduction in the total number of killed or seriously injured 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 annual progress towards the above targets for the period 2011 to 2017.

### **4.3 Road Casualty Trends**

4.3.1 Table 1 below summarises the recorded road traffic personal injury casualty statistics in Caerphilly County Borough for the calendar years 2011 and 2017. 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.

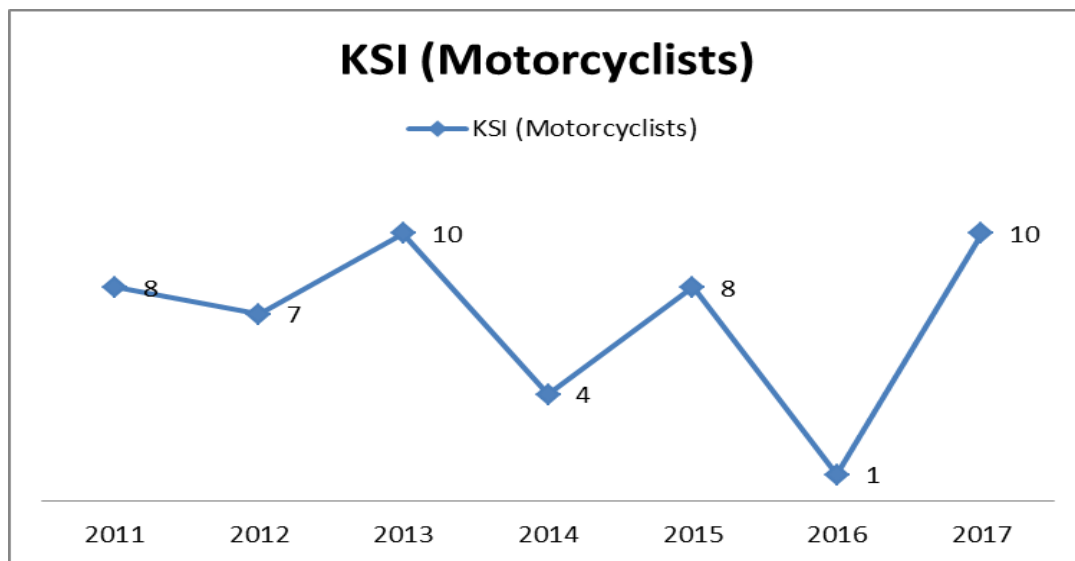
**Table 1** – Road Traffic Personal Injury Casualty Numbers by Severity in Caerphilly County Borough (2011-2017)

		2011	2012	2013	2014	2015	2016	2017
Severity	KSI (Killed or Seriously Injured)	36	33	47	30	41	27	33
	Slight	226	230	267	266	219	198	180
<b>Total</b>		<b>262</b>	<b>263</b>	<b>314</b>	<b>296</b>	<b>260</b>	<b>225</b>	<b>213</b>

4.3.2 Tables 2 and 3 below provide KSI motorcyclist and young people road traffic personal injury casualty data for the calendar years 2011 to 2017. 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 reporting casualty numbers on a local authority basis, these distinct groups are being considered against very small numbers of casualties and a slight increase indicates underperformance against the national targets.

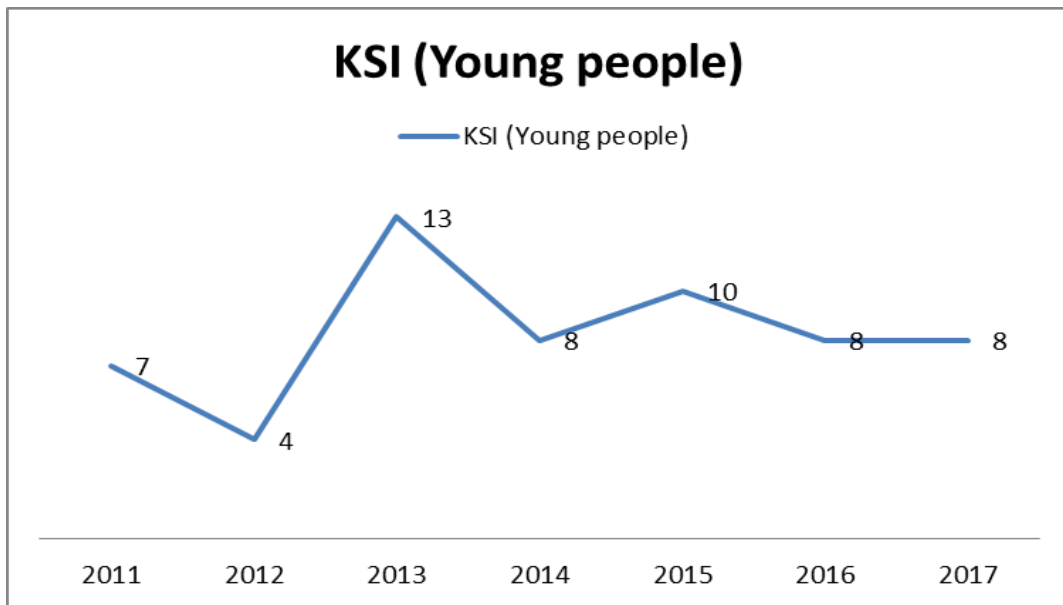
**Table 2** – Road Traffic Personal Injury Casualty Numbers for motorcyclists who were killed or seriously injured

	2011	2012	2013	2014	2015	2016	2017
KSI (Motorcyclists)	8	7	10	4	8	1	10



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

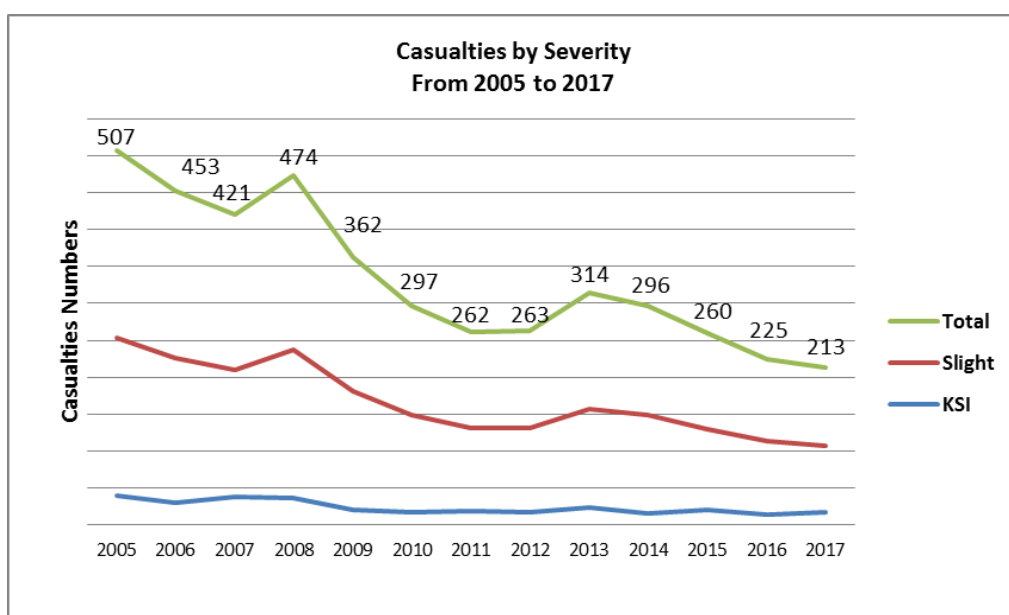
	2011	2012	2013	2014	2015	2016	2017
KSI (Young people)	7	4	13	8	10	8	8



4.3.3 The above tables and graphs 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, where small increases in casualty numbers having a notable impact on the 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 this indicates that Caerphilly County Borough casualty reduction initiatives are making good progress. For example, historic data shows a notable decline in the total number of casualties occurring over time, with 294 fewer casualties being recorded overall in 2017 than in 2005. In 2005, 507 injuries (77 KSI and 430 slight injuries) were recorded. In 2017, 213 injuries were recorded (33 KSI and 180 slight injuries). The number of KSI casualties has reduced significantly over time from 77 in 2005 to 33 casualties in 2017. See following table 4

**Table 4 – Road Traffic Personal Injury Casualties by Severity and Year from 2005 to 2017**

	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
<b>KSI</b>	77	59	76	72	40	34	36	33	47	30	41	27	33
<b>Slight</b>	430	394	345	402	322	263	226	230	267	266	219	198	180
<b>Total</b>	507	453	421	474	362	297	262	263	314	296	260	225	213



4.3.4 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 KSI 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 has carried out the 2016 review of the framework and has indicated that the targets will not change for local authorities in Wales until after 2020.

The following provides the figures calculated for Caerphilly County Borough's highway network for the baseline, targets and performance achieved. The information enables the Council to consider its performance against the Road Safety framework targets.

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 (2017)	Average Caerphilly County Borough Performance (2011-2017)
69	51	41	33	35

- Current performance against the above Welsh Government target is 33 KSI injuries (2017) and when considered with the average performance over the past 7 years of 35 KSI injuries per year, this is an indication that Caerphilly County Borough is on track to surpass the current 2020 target. Current performance is a 52% reduction on the base line 12% ahead of the 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 (2017)	Average Caerphilly County Borough Performance (2011-2017)
9	8	7	10	7

- Current performance against the motorcyclist KSI target is 10 KSI injuries (2017). This is an increase of 2 KSI from the interim target of 8 set for 2016. There is also an increase from the long term average of 7 (2011-17), consequently the causation of the 2017 collisions involving motorcyclists will be analysed further and if interventions can be used to address a common theme these will be considered. The Authority will also continue to support the "All Wales campaigns" which aims to reduce the number of motorcycle injuries in Wales. Notwithstanding, the 2017 record the Authority still has an average performance of 7 KSI injuries over the last 7 years which indicates that the authority is still on track to meet the 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 (2017)	Average Caerphilly County Borough Performance (2011-2017)
24	19	14	8	8

- Current performance against the young people KSI target is 8 KSI injuries (2017), this indicates that Caerphilly County Borough is on track to surpass the current 2020 target of 14 KSI by 2020.

4.4.5 The achievement in casualty reduction recorded in 2017 reflects the sustained and coordinated program 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 and is required in order to maintain casualty reduction. 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 a focused planned programme of education and interventions that treat specific problems. The interventions taken forward by the Infrastructure Division that provide most benefit include site specific engineering measures, safety audit of new schemes and people-based projects that bring about behaviour change through education, training and publicity initiatives.

4.4.7 The Education programme of interventions includes action taken under the Speed Management Strategy which includes installation of Vehicle Activated Signs (VAS) which is a positive intervention that responds to community concern. The Speed Management Strategy informs the public how the Council will consider, evaluate and treat road safety problems they have identified. The VAS intervention influences driver behaviour and encourages safer driving and slower movement in communities that improves safety and reduces the risk of a collision occurring.

4.4.8 Road safety education and training of young people is provided through school based activities and through other specific projects such as Pass Plus Cymru, the national poster and publicity campaigns which aim to address 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 During the 2017/18 financial year a number of schemes and Education, Training and Publicity (ETP) projects have been delivered. These include Capital Engineering schemes and Road Safety ETP Initiatives.

**4.6 Capital Engineering Schemes**

4.6.1 Mass Action/Area Wide – Accident Remediation Project – Vehicle Activated Signs supporting the Speed Management Strategy. This delivered VAS signage at the following 6 locations:

- A467 Newbridge to Crumlin near the Panside junction.
- A467 Commercial Street, Abercarn near the B4591 junction.
- B4252 Victoria Road, Fleur de Lis.
- CIII distributor North Road, Newbridge.
- CIII distributor Pen-y-Waun Cottages, Bedwellty.
- CIII Merthyr Road, Princetown.

4.6.2 Crumlin Safe Routes in Communities Scheme – Delivered road safety benefits in the community providing a new footway and footpath improving accessibility and providing safer segregation for pedestrians. The scheme also implemented a 20mph speed limit surrounding the school providing a safer environment for vulnerable road users.

#### 4.7 Road Safety Education, Training and Publicity Initiatives

4.7.1 A wide range of Road Safety ETP initiatives were continued to be delivered across Caerphilly County Borough, that aim to provide the skills, information and attitudes required to be safe road users.

4.7.2 Kerbcraft, National Standards Cycle Training, Mega Drive, Pass Plus Cymru and Crucial Crew initiatives are funded by Welsh Government Grant and are initiatives included in the Road Safety Framework for Wales. The following information provides an overview of the notable achievements in all Road Safety ETP projects:

- **Kerbcraft** – The Kerbcraft scheme is delivered in the majority of primary schools in the County Borough and teaches children (aged 5-7) how to be safe pedestrians by giving them practical roadside training. The Caerphilly Road Safety team of trainers taught 1867 primary school children across the County Borough during the period September 2017 to July 2018.
- **National Standards Cycle Training** – The Road Safety team 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, this teaches pupils how to recognise hazards and assess risks in real traffic conditions. Between April 2017 and March 2018, 655 pupils in Caerphilly schools took part in National Standards Cycle Training.
- **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 2017 and March 2018, 331 young people attended Mega Drive events that were delivered at Bedwas High School, Coleg y Cymoedd, Ystrad Mynach and Ysgol Cwm Rhymni, 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 academic year Crucial Crew took place in January/February 2018 and was attended by 69 schools and over 1900 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, 99.7% of pupils said they would always wear their seatbelt correctly in future.
- **School Travel Plans** – There were 66 schools with completed School Travel Plans in place across the County Borough. A further 4 School Travel Plans are currently under development. Continued support is provided to all schools to develop, update and implement their School Travel Plans. This assistance includes encouragement to develop action plans that address road safety problems and promote initiatives that aim to encourage walking and cycling. The Travel Plans educate young people about the health and environmental benefits of active travel. Schools that have benefited from 'Safe Routes in Communities' funding also have targets for walking and cycling and are monitored for a number of years to ensure that the school continues to achieve and surpass the targets for walking and cycling included in the bid.
- **Older Road Users** – The Older Road Users 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 achieves this by encouraging good driving behaviours and by participation in training that improves driver confidence. Twenty three attended the Older Road User course held in Lewis Pengam during the 2017/18 financial year.



- **Junior Road Safety Officers** – The project is currently active at 7 schools across the County Borough and involves year 6 Junior Road Safety Officers helping to address road safety issues within the school and local community. The work of the Junior Road Safety Officers at Ty Isaf Primary School resulted in the school being finalists in the Pride in you Place Awards for 2017.
- **Pass Plus Cymru** – The course provides newly qualified drivers with additional training to help reduce the casualty risk for themselves, passengers and other road users. Between April 2017 and March 2018, a total of 20 young adults from within the County Borough attended Pass Plus Cymru and benefited from the additional professional driving tuition.

4.7.3 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 27 schools took part in Walk to School Week in May 2018, with 7100 children participating, and 19 schools took part in the International Walk to School Month in October 2017 with 5000 pupils participating. The events are an excellent opportunity to promote walking buses and there are currently 20 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 successfully held in July 2018 although the weather reduced the numbers attending. The Road Safety exhibition uses a variety of competitions and activities to draw the attention of the public to road safety issues and this year there were 261 entries to the road safety competitions. This event provides a means of engaging with and promoting road safety to a wider audience. The team are often asked for help and advice about road safety matters.
- **All Wales Anti Drink/ Drug Drive Campaign** – Every other year Road Safety Wales runs a national poster competition to support the All Wales Anti Drink/ Drug Drive Police Campaign. In 2017 Caerphilly Road Safety Team ran the event for the Caerphilly County Borough area. There were 100 entries and a pupil from Bedwas High School won the competition and was presented with the prize in Ty Penallta. A selection of the entries from the competition was displayed in Ty Penallta throughout December 2017 to promote the Anti Drink/Drug campaign.
- **Road Safety Projects** – The Road Safety team respond to school road safety problems with education initiatives where this can help address the situation. These initiatives can be a campaign or competition, the school and pupils work with the Road Safety team to develop the initiative most appropriate to educate and change behaviour having considered the problem and opportunities. This effective approach to ETP has benefited from a close school/road safety partnership. An example of the most recent initiative is Cwmfelinfach Primary school who developed and implemented a campaign to encourage safer child pedestrian behaviour. The project ran in 2018 and will be evaluated again to see if it has had a lasting effect. If further activities are needed to bring about a positive change the Road Safety Team will work with the school to support them.

- **School Crossing Patrol and Road Safety Seminar** – Caerphilly CBC’s annual School Crossing Patrol and Road Safety Seminar were held at Llancaiach Fawr in December 2017. The event was extremely successful and brought together 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.

4.7.4 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 Infrastructure 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, and to develop and implement Travel Plans.
- 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, and assists with scheme delivery.
- 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 Operations – 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 County Borough Council’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 2017/18 funding of £95k was allocated to the Council to support delivery of Kerbcraft, National Standards Cycle Training, Mega Drive and Pass Plus Cymru.
- 7.2 Road safety engineering schemes received funding through the Welsh Government's Road Safety Capital and Safe Routes in Communities grants. In 2017/18, Welsh Government funding of £30k was secured for VAS at 6 sites and £185k to deliver Safe Routes in Communities scheme at Crumlin High Level Primary School.

## **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 The Scrutiny Committee is asked to note the contents of the report.

## **11. REASONS FOR THE RECOMMENDATIONS**

- 11.1 To advise Members on the delivery of road safety initiatives delivered across the County Borough and progress on 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 – Deputy Leader, Cabinet Member for Economy, Infrastructure, Sustainability and Wellbeing of Future Generations Champion  
Cllr. Tudor Davies – Chair of Regeneration and Environment Scrutiny Committee  
Cllr. Christine Forehead – Vice Chair of Regeneration and Environment Scrutiny Committee  
Mark S. Williams – Interim Corporate Director – Communities  
Robert Tranter – Head of Legal Services and Monitoring Officer  
Nicole Scammell – Head of Corporate Finance and S151 Officer  
Marcus Lloyd – Head of Infrastructure  
Clive Campbell – Transportation Engineering Manager  
Gemma Thomas – Principal Engineer (Transport Strategy and Road Safety)  
Dean Smith – Principal Engineer (Traffic Management)  
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Shaun Watkins – HR Manager  
Anwen Cullinane – Senior Policy Officer – Equalities and Welsh Language