



REGENERATION AND ENVIRONMENT SCRUTINY COMMITTEE – 15TH SEPTEMBER 2015

**SUBJECT: UPDATE ON ROAD SAFETY DELIVERY IN CAERPHILLY COUNTY
BOROUGH**

REPORT BY: CORPORATE DIRECTOR - EDUCATION AND COMMUNITY SERVICES

1. PURPOSE OF REPORT

1.1 To update Members on the delivery of road safety initiatives in Caerphilly County Borough.

2. SUMMARY

2.1 The Welsh Government has set specific targets for casualty reduction to be achieved by 2020. These targets are being met and exceeded within Caerphilly County Borough. 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 year a wide range of road safety engineering and education, training and publicity schemes have been implemented in 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 This report links to the 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 in road safety and the safety capital programme over the last 4 years in the County Borough and provides an update on:

- Progress towards the new Welsh Government's national casualty reduction targets;
- Engineering schemes implemented in the 2010-15 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 (WG) has set specific national targets for casualty reduction, which have been adopted as local level targets by Caerphilly CBC. 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 motorcyclists killed and seriously injured casualties;
- 40% reduction in the number of young people (aged 16-24) killed and seriously injured casualties.

4.2.2 This report provides details of progress towards the above targets for the period up to and including 2014.

4.3 Road Casualty Trends

4.3.1 Table 1 below summarises the recorded personal injury casualty statistics for Caerphilly County Borough between 2005 and 2014. The table shows the total number of casualties recorded each year and is split by severity of casualty.

4.3.2 The data shows a notable decline in the total number of casualties occurring over time, with 211 fewer casualties being recorded overall in 2014 than in 2005. The number of killed and seriously injured (KSI) casualties has reduced significantly over time from 77 in 2005 to 30 casualties in 2014. The most notable achievement in recent years is the reduction in fatal injuries, with no fatalities recorded in 2010 although this has not been maintained over the past four years the downward trend in fatal and serious collisions has been sustained.

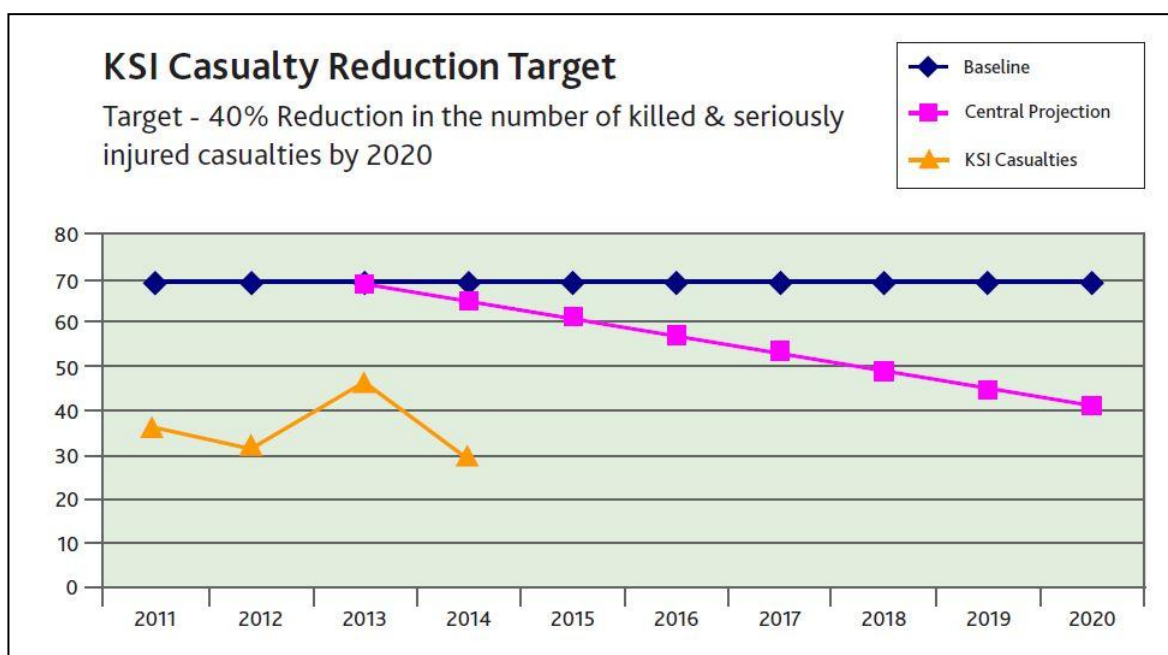
Table 1 – Casualty Numbers by Severity in Caerphilly County Borough (2005-2014)

		2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Severity	Fatal	11	3	7	7	4	0	2	1	6	2
	Serious	66	56	69	65	36	34	34	32	41	28
	Slight	430	394	345	402	322	266	226	230	267	266
Total		507	453	421	474	362	300	262	263	314	296

4.3.3 The following graphs show progress between 2005 and 2014 in Caerphilly County Borough towards WG's casualty reduction targets. As required by the national targets, the baseline data used in each case is the average over the period 2004 to 2008. The graphs show that Caerphilly County Borough has already met and exceeded each of the targets set by WG. Although the target is to be reviewed in 2015.

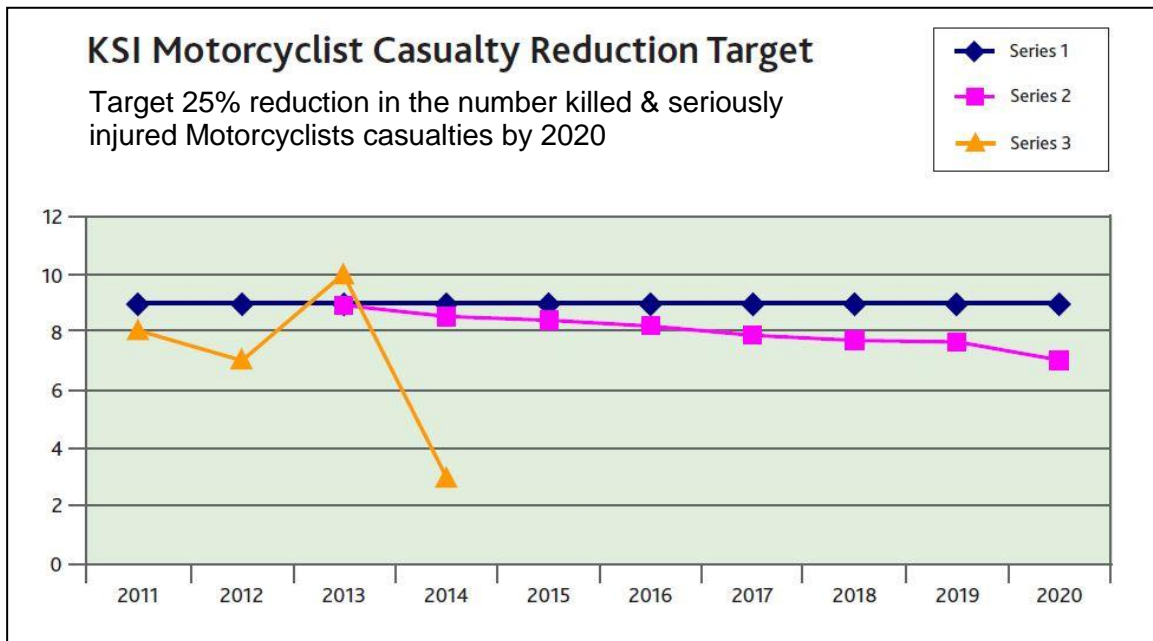
4.3.4 The following Graph 1 shows the recorded performance over the past 4 years towards the target to reduce the killed or seriously injured (KSI) casualties by 40%.

Graph 1 – Number of killed or seriously injured casualties



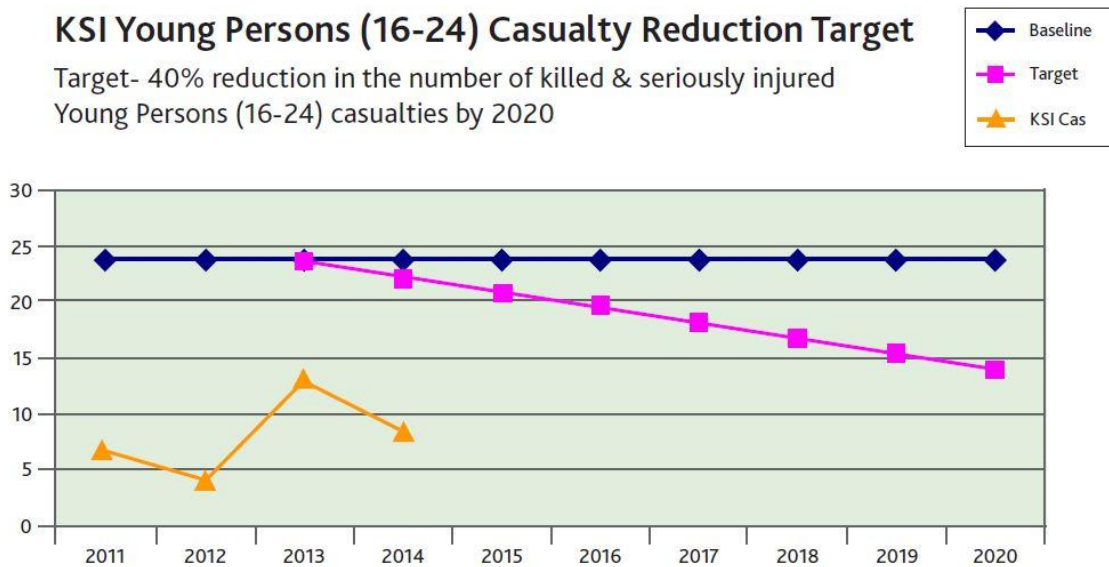
4.3.5 Graph 2 provides a summary of progress towards the 25% target to reduce the number of KSI Motorcyclist casualties by 2020.

Graph 2 – Number of Killed or Seriously Injured Motorcyclist



4.3.6 Graph 3 provides a summary of progress towards the target to reduce the number of killed and seriously injured young persons (16-24) by 40%.

Graph 3 – Number of KSI Young Persons (16-24)



4.3.7 The 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. 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.

- 4.3.8 In light of the progress in casualty reduction since 2005, 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.
- 4.3.9 Road safety education and training of young people is provided through school based activity 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/values forward into adult life.

4.4. Road Safety Engineering Schemes

4.4.1 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 2005 to 2015 period.

4.4.2 A number of road safety engineering schemes have been implemented during the 2010-15 financial period. These include:

- Accident remediation schemes:-
 - A472 Gelligroes Roundabout chevron signage and partial spiral lane markings (2010/11)
 - B4591 Risca Road, Rogestone – Antiskid and warning signs(2010/11)
 - A469 Wingfield Roundabout -jiggle bars, signage and visibility improvement (2010/11)
 - A469 Hengoed Viaduct Junction Improvement (2012/13)
 - A469/B4254 High Street, Pengam Mova enhancement (2013/14)
 - A469 Dyffryn Roundabout – Partial concentric markings and visibility enhancements (2014/15)
 - A469 Wingfield Roundabout - Partial concentric markings (2014/15)
- Travel Plan – Safety Schemes
 - St Martins Road, Caerphilly – Zebra Crossing (2012/13)
 - B4623 Mountain Road, Caerphilly - signalized crossing (2012/13)
- 20mph Speed Limit and Zone Schemes
 - Pantside Primary School – 20mph zone (2011/12)
 - Pontllanfraith Primary School – 20mph speed limit (2011/12)
 - Ysgol Y Castell – 20mph speed limit (2012/13)
 - Tyn y Wern Primary School – 20mph speed limit (2013/14)
 - Cwmfelinfach – 20mph speed limit (2013/14)
 - Penllwyn Primary – 20mph speed limit (2014/15)
 - Cwmcarn Primary School – extension of 20mph speed limit (2015)

4.5 Road Safety Education, Training and Publicity

4.5.1 Over the past year a wide range of 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 Education, Training and Publicity over the last 12 months 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 how to be safe pedestrians by giving them practical roadside training. Participation in the Kerbcraft scheme is monitored by academic year and between September 2014 and July 2015, 1832 children across the County Borough successfully completed the Kerbcraft training course.
- **School Travel Plans** – A further 13 schools have completed or are updating their School Travel Plans in the last 12 months, which brings the total number of schools with completed School Travel Plans to 60. Work is ongoing with schools to develop and implement their School Travel Plans and to encourage participation in initiatives and events that encourage walking and cycling to school.
- **Cycle Training** – *Cycle proficiency training is no longer funded by WG and has been replaced by National Standards cycle training.* National Standards Cycle Training is based upon similar principles to training motorcycle riders and car drivers, teaching the importance of assessing the likely risks faced by road users. Launched in 2005, the National Standard was developed by over 20 organisations and is maintained by the Department for Transport (DfT). There are three levels, Level One is undertaken in the school playground observing cycling skills, then if the trainees are confident enough they will go on to Level 2, which is on busy but slow moving roads. When you reach Level 3, you will be able to deal with more challenging roads and traffic situations. Level 3 training is delivered one-to-one or in groups of up to 3 so can be tailored to individual training needs, such as your route to work or comprehensive school. National Standards training is monitored by academic year and between September 2014 and July 2015, 19 schools took part in the training with 340 passing Level 1. Of the 237 going onto Level 2, 187 passed.
- **Crucial Crew** – This year's Crucial Crew event took place in February 2015 and was attended by 64 schools and 2000 year 6 pupils from across the County Borough. The presentation was on the importance of wearing your seatbelt. The event was very successful with 98% promising to wear their seatbelt every time they got into the car.
- **Megadrive** – Two Megadrive events took place at Ystrad Mynach college in September and October 2014, which enabled students in the county borough to learn about the potential hazards associated with driving.
- **Pass Plus Cymru** – There were 6 Pass Plus courses held in the County Borough between April 2014 and March 2015. A total of 52 young adults from within the County Borough attended the course and benefited from the additional, professional driving tuition.

4.5.2 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 – well over 5,000 pupils from 22 schools took part in this year's Walk to School Week event. Approximately 3,000 pupils from 15 schools took part in the International Walk to School Month event. It is always harder to engage schools in this event as the weather is often colder and encouraging walking to school during the autumn is more difficult than in the summer months. There are currently 19 walking buses operating successfully in the County Borough, which provide a safe, fun and healthy way for children to travel to school. Only 2 buses walk during the winter, one at Hendredenny primary and one at Ysgol Gynradd Gymraeg Caerffili.

Big Cheese – The road safety exhibition at the Big Cheese was very successful in July 2015 and used a variety of competitions and activities to draw the attention of the public to road safety issues. This event provides a means of engaging with and promoting road safety projects to a wider audience and providing help and advice on road safety. There were around 300 entries for the 'Win a Mountain Bike' competition, with 98% of these entering on the Saturday as the Sunday was affected by inclement weather. There were around 200 entries for the 'Spot the 8 Dangers' competition. Many families visited the marquee for advice and information on Cycling, New Drivers, Older Drivers and Kerbcraft.

Road Safety Week – Junior Road Safety officers supported the campaign by recording "naughty parkers" outside their school and people not wearing seatbelts. The information was then presented to the whole school in assembly and passed onto parents via the schools' Newsletter.

Anti Drink Drive Competition – Only one school took part in this event although it was offered to all secondary schools in Caerphilly. The standard was so high that one of the entries from Bedwas High won the Gwent round of the competition. An event was held at Ty Penallta where the Cabinet Member for Highways, Transportation and Engineering and the Mayor were in attendance and prizes awarded.

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 2014. The event was extremely successful and brought together over 100 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 in delivering such an important service.

4.6 Integrated Approach

4.6.1 Whilst the foregoing relates to the services delivered by the 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 – to provide advice and guidance to developers to design and build safer developments with better facilities for vulnerable road users.
- Engineering Projects Group – that 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. Has close links with the Police which is vital in enforcement activities.
- Public transport – maximising and improving the services and facilities for the general public to encourage a reduction in travel by private vehicles.
- Highway maintenance – undertaking footway and carriageway resurfacing, improvements to street lighting, provision of vehicle and pedestrian barriers, maintaining and upgrading 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. EQUALITIES IMPLICATIONS

5.1 This report is for information purposes, so the Council's Equalities Impact Assessment process does not need to be applied. However, the work undertaken by the Council on the promotion of road safety and the delivery of associated projects has a specific and significant positive impact on people who fall under some of the protected characteristic groups, in particular children, older people and people with disabilities such as mobility or visual impairments.

6. FINANCIAL IMPLICATIONS

6.1 None.

7. PERSONNEL IMPLICATIONS

7.1 None.

8. CONSULTATIONS

8.1 See below, all comments received have been incorporated in to the report.

9. RECOMMENDATIONS

9.1 Report to be noted for information.

10. REASONS FOR THE RECOMMENDATIONS

10.1 To advise Members on the progress and impact of the road safety initiatives delivered in Caerphilly County Borough.

11. STATUTORY POWER

11.1 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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