



**HIGHWAYS AND TRANSPORT OVERVIEW AND SCRUTINY
COMMITTEE - 3 MARCH 2022**

ROAD CASUALTY REDUCTION IN LEICESTERSHIRE

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of the Report

1. The purpose of this report is to provide the Committee with updates on:
 - a) Headline road casualty statistics up to the end of 2020.
 - b) Data quality, local targets, Covid-19 impact and vulnerable road users.
 - c) Leicestershire Police's approach to Road Safety (Appendix A).

Policy Framework and Previous Decisions

2. In July 2018 the Council adopted its Strategic Plan 2018-2022, 'Working together for the benefit of everyone' (revised in 2020). One of its five strategic outcomes is 'keeping people safe: people in Leicestershire are safe and protected from harm'.
3. In March 2020 the Environment and Transport Overview and Scrutiny Committee was consulted on the draft Leicester and Leicestershire Strategic Transport Priorities (LLSTP). Theme 3: 'Travel around Leicestershire' included an aim to improve safety for all road users of the transport network. Following this, the Cabinet approved the LLSTP in November 2020. The Committee's views and responses were set out in Part B and Appendix C of the Cabinet report.
4. In June 2020 the Environment and Transport Overview and Scrutiny Committee considered a report on road casualty statistics and Leicestershire's approach to casualty reduction. The Committee raised concerns about the impact people's perception of safety was having on travel behaviour. The Director of Environment & Transport agreed to provide a more detailed breakdown of available evidence relating to vulnerable road users in future reports. Statistics broken down by travel mode and age group can be found in Appendix B.
5. In October 2020 the Cabinet considered a report on the establishment of a Community Speed Enforcement Initiative (CSEI). It approved an ongoing programme of community speed enforcement initiatives; continued work through the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) and lobbying HM Treasury regarding the reinvestment of revenue generated from speeding offences into the CSEI.

6. In March 2021 the Environment and Transport Overview and Scrutiny Committee considered a report on road casualty reduction in Leicestershire 2019-20. Members were concerned about the increased traffic accidents and speeding complaints received during the pandemic. The Police and the County Council were aware that similar patterns were being considered nationally by the Department for Transport (DfT). The County Council continues to work with the Police and local communities through community speed enforcement initiatives, but, due to the Council's limited resource and oversubscription of the schemes, it is important to focus on the most 'at risk' areas.
7. A consultation on the Council's 2022-2026 Strategic Plan took place from 1 November 2021 to 21 January 2022. It was proposed that the draft strategic outcomes be revised, including the strategic outcome for safety, which now states 'Keeping people safe and well – The people in Leicestershire are safe and protected from harm and have the opportunities and support they need to take control of their health and wellbeing'.

Background

8. Great Britain continues to have some of the lowest road casualty rates in the world. Despite significant increases in traffic over the last few decades, the number of road deaths fell by 21% between 2010 and 2020.
9. Road deaths in Great Britain have been reducing over the past thirty years. This is due to a variety of reasons, including safer infrastructure, new vehicle technologies, improvements to driver testing including the introduction of the theory test and hazard perception testing, tougher enforcement, shifting social attitudes and better trauma care.
10. Most road traffic collisions occur on local roads under the direct control of local highway authorities (LHAs), who are key partners in the delivery of the Government's Road Safety Strategy and casualty reduction objectives. The DfT monitors each LHA's casualty reduction progress through the national STATS19 road collision database.
11. In December 2015, the Government set out, in the DfT publication 'Working Together to Build a Safer Road System: British Road Safety Statement', how it would support its delivery partners, who are working to ensure a safer road system. The Government's key priorities included:
 - a) Protecting vulnerable road users, including pedestrians, cyclists, motor cyclists and horse riders. This would be done through infrastructure and vehicle improvements, promotion of safer behaviour and equipment and ensuring other road users are aware of the risks posed to these groups so that they could adapt accordingly.
 - b) Taking tough action against those who speed, exceed the drink-drive limit, take drugs, or use their mobile phone whilst on the road.
 - c) Continuing the "THINK!" campaign to provide road user education and influence behaviour in a targeted and engaging way.
 - d) Supporting National Highways and local authorities in improving the safety standards of roads.

- e) Supporting further devolution of road safety policy, in a way that meets the needs of the nation as a whole.
 - f) Underpinning policy decisions with robust evidence, research and evaluation.
12. In March 2019 a Transport Select Committee launched a road safety inquiry, as it was concerned that road traffic collision reductions had levelled off. The Council submitted evidence to the inquiry, focusing on nine key areas:
- a) Funding - introduction of specific long-term consolidated revenue and capital funding streams to provide a five to seven-year funding certainty.
 - b) Fines - a portion of speeding fine revenue from new safety camera sites to fund the installation and ongoing operating costs of safety cameras.
 - c) Targets - set specific national targets for collision reduction.
 - d) Data - support the efficient collection of robust and consistent collision data.
 - e) National Strategy - a new national road safety strategy with clear aims and objectives.
 - f) National focus - a co-ordinated approach, encouraging the wider use of nationally recognised measures and interventions and the sharing of best practice and effective innovative solutions.
 - g) Evidence - dissemination of information (best practice, outcome of trials, initiatives and safety schemes, etc).
 - h) Interventions - evidence based local safety schemes which implement a range of effective engineering, enforcement and education initiatives.
 - i) Partnerships - utilise partnerships to work collaboratively and share expertise, such as the LLRRSP.
13. Due to the general election in December 2019, all Select Committees at the time were disbanded and have not been re-established. If an inquiry on this subject is held in the future, the Committee may refer to the evidence already gathered.
14. In July 2019, the DfT published, 'The Road Safety Statement 2019: A Lifetime of Road Safety'. This summarised road safety progress and set out a two-year action plan, building a future based on evidence, research, collaboration and consultation. Key highlights included:
- a) £100m Safer Roads Fund.
 - b) Improving safety on the 50 most dangerous roads in England.
 - c) The Cycling and Walking Safety Review.
 - d) Focus on four priority road user groups - young road users, rural road users, motorcyclists and older vulnerable road users.
 - e) A move towards an integrated approach to road safety.
 - f) There are also several actions for safer vehicles, safer speed and safer infrastructure, acknowledging the three other pillars of a 'Safe System' approach.

15. As well as announcing new measures and initiatives, it also summarised what is already under way, including road safety campaigns; strategic road network campaigns; 20mph speed limits and developing the collision evidence base.
16. In September 2021, the DfT released its annual road casualty report covering personal injury accident statistics on public roads in Great Britain for 2020. These statistics only cover Great Britain and so exclude Northern Ireland, as these figures are collated separately by the Police Service of Northern Ireland (PSNI).
17. During 2020 the Government undertook a review and consulted on changes to the Highway Code designed to improve the safety of vulnerable road users namely: pedestrians, cyclists and horse riders. These changes were laid before Parliament on 1 December 2021, with the DfT to work with the Driver and Vehicle Standards Agency (DVSA) to implement the changes at the end of January 2022. These updates to the Highway Code consist of significant changes on hierarchy and priorities for road users and include:
 - a) Introducing a hierarchy of road users to ensure those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others.
 - b) Clarifying existing rules on pedestrian priority on pavements to advise that drivers and riders should give way to pedestrians crossing or waiting to cross the road.
 - c) Providing guidance on cyclist priority at junctions to advise drivers to give priority when travelling straight ahead.
 - d) Establishing guidance on safe passing distances and speeds when overtaking cyclists and horse riders.
18. Leicestershire County Council's approach to casualty reduction, which is outlined in this report, is consistent with the Government's priorities. Full details of Leicestershire's Road Safety Initiatives and actions can be found in Appendix C. This includes information covering, but not limited to:
 - a) Planning a safer road environment – development control, safety audits.
 - b) Managing speed – safety cameras, Community Speed Watch, mobile vehicular-activated signs.
 - c) Road safety education programme covering education, training and publicity – driver education workshops, drink-driving campaigns, pre-driver and fleet driver training, publicity campaigns.
 - d) Improving safety for vulnerable road users – motorcyclists, pedestrians, cyclists.
 - e) School Keep Clear – Camera Car enforcement for improving behaviour outside schools.

Changes to Report Format

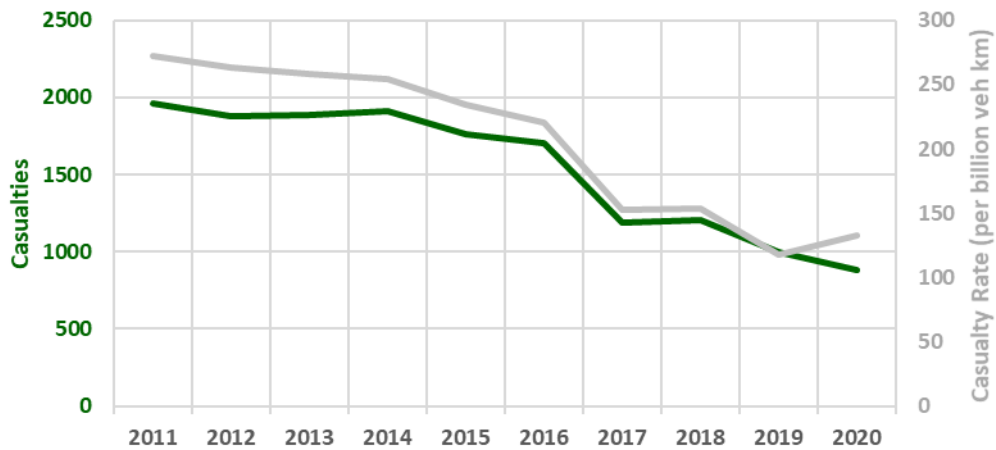
19. The casualty reduction reports presented to Scrutiny Committees in recent years have included comprehensive updates on road traffic collision data as well as the Council's approach to casualty reduction.
20. Following feedback from Members after the report presented in 2021, this report is instead focused on specific topics of relevance, which are chosen based on recommendations of officers and Members. The topics chosen are:
 - a) **The Impact of Covid-19** – a review of how the pandemic has affected casualty numbers and rates in Leicestershire, in comparison with the rest of Great Britain.
 - b) **Headline Figures** – a summary of the key statistics for 2020.
 - c) **Data Quality** – a review of the issues affecting the quality of the road traffic collision data, and what is being done to try and resolve those issues.
 - d) **Local Targets** – an update on the review of local casualty reduction targets.
 - e) **Vulnerable Road Users** – a specific review of statistics for vulnerable road users (pedestrians, pedal cyclists, motorcyclists, people aged 0-15 and 60+).
21. The more detailed report is still to be produced for internal purposes, but it will not be presented to the Highways & Transport Overview & Scrutiny Committee. However, it will be available to view on the Council's website in due course.

The Impact of Covid-19

22. All the statistics for 2020 presented in this report and appendices are affected by the Covid-19 pandemic, which has resulted in a shift in travel behaviours nationally as well as locally.
23. In September 2021, the DfT published a report titled, 'The impact of lockdown on reported road casualties Great Britain, final results 2020' alongside its usual annual report. This report made the following observations:
 - a) Road casualties decreased in line with road traffic and national lockdowns.
 - b) Reductions of fatalities in Great Britain followed a similar pattern to the European Union.
 - c) There were smaller reductions in fatalities than all casualties.
 - d) There were greater reductions in pedestrian and car occupant casualties.
 - e) Fatality trends differed by road user type.
 - f) Pedal cycle fatalities and cycle traffic both increased during lockdowns.
 - g) Female casualties saw a greater decrease, compared to males.
 - h) Children and over 60s had greater reductions in casualties over the year.
 - i) Patterns of casualties across police force areas were broadly similar.
 - j) Roads with a speed limit of 70mph saw a greater decrease in casualties.
24. In Leicestershire, 2020 saw the fewest number of total casualties on record (880). This is to be expected when traffic is estimated to have reduced by 22%

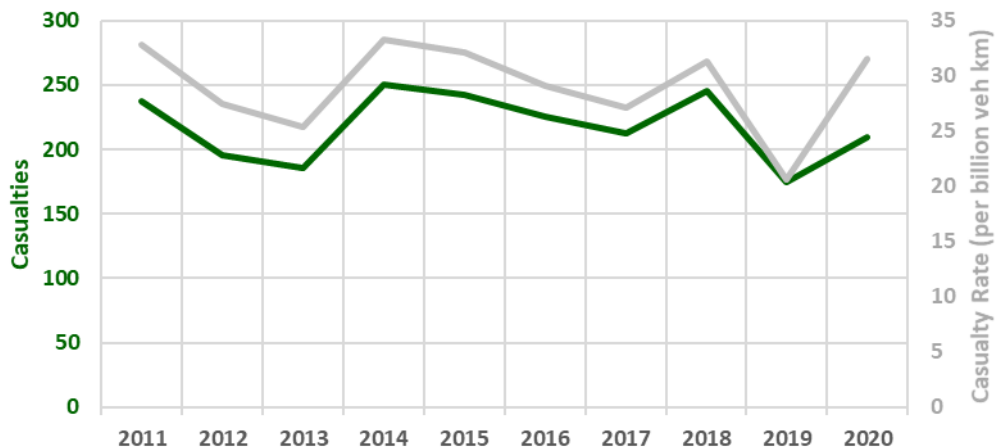
between 2019 and 2020 because of the pandemic. However, when comparing the casualty rate per billion vehicle kilometres travelled, it can be seen that the casualty rate actually increased slightly in 2020:

Casualties vs Casualty Rate All Severities - Combined



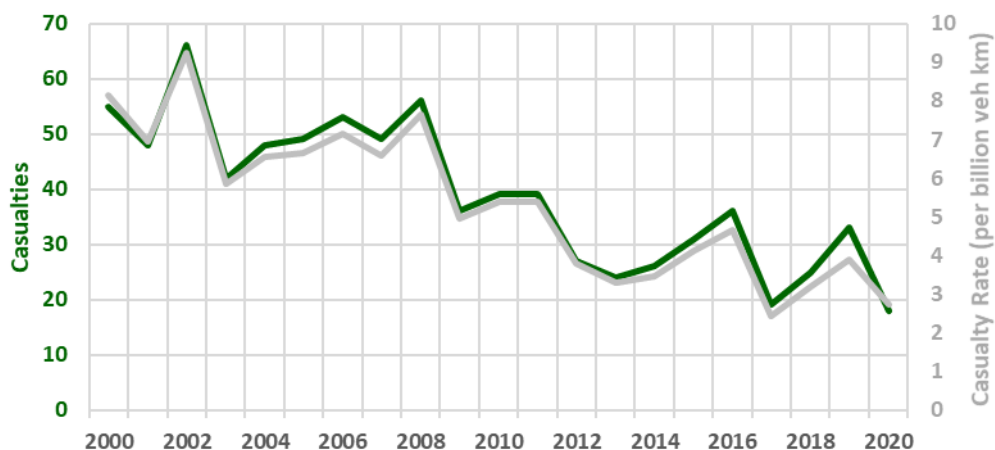
25. Furthermore, the killed or seriously injured casualty rate per billion vehicle km was one of the highest rates seen in the last ten years despite the total (209) being one of the lowest:

Casualties vs Casualty Rate Killed or Seriously Injured



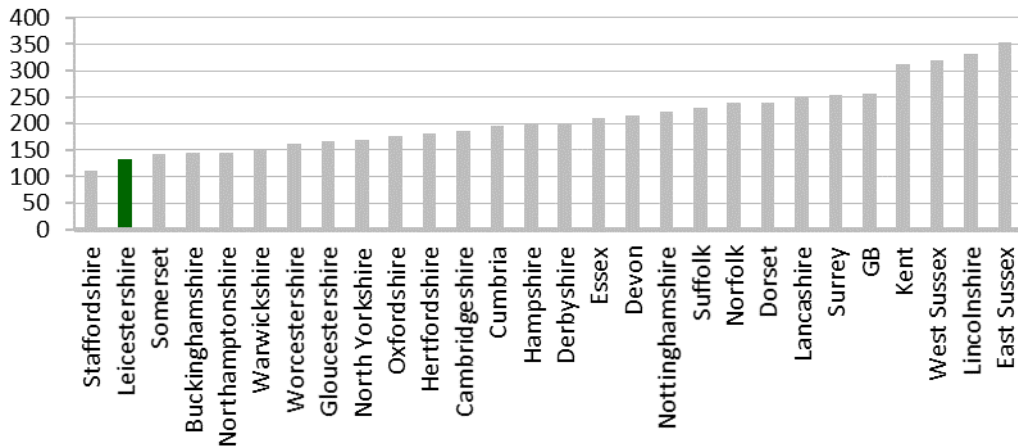
26. Of the 209 killed or seriously injured, 91% (191) were seriously injured while 9% were fatal (18). This is the lowest number of fatalities on record, and the second lowest rate of casualties killed per billion vehicle kilometres:

Casualties vs Casualty Rate Fatal

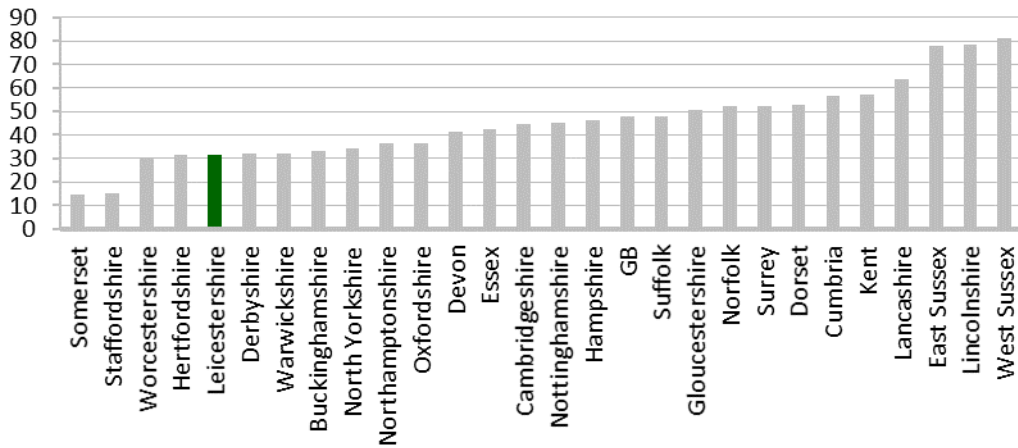


27. Notable statistical differences for 2020 between Leicestershire and Great Britain included:
- An overall increase in the number of killed or seriously injured casualties, despite a significant reduction across Great Britain.
 - An increase in the number of car occupants killed or seriously injured, against a 27% decrease across Great Britain.
 - No reduction in the number of pedestrians killed or seriously injured, despite a 32% decrease across Great Britain.
 - An increase in the overall number of pedal cycle casualties for the first time since 2014, despite a small reduction across Great Britain.
 - A significant increase in the younger driver casualties (aged 17-24), particularly killed or seriously injured, which decreased across Great Britain.
 - A large increase in the number of killed or seriously injured casualties on Leicestershire's built-up roads, which was reduced significantly across Great Britain.
28. Comparing the Local Road Network (LRN) maintainable by the Council against the Strategic Road Network (SRN) maintainable by National Highways:
- Overall casualty totals continued to decline on both networks.
 - Killed or seriously injured casualties on the LRN increased by 33% but reduced on the SRN by 45%.
29. The below graphs illustrate Leicestershire's casualty rate per billion vehicle kilometres in 2020 compared to other county authorities:

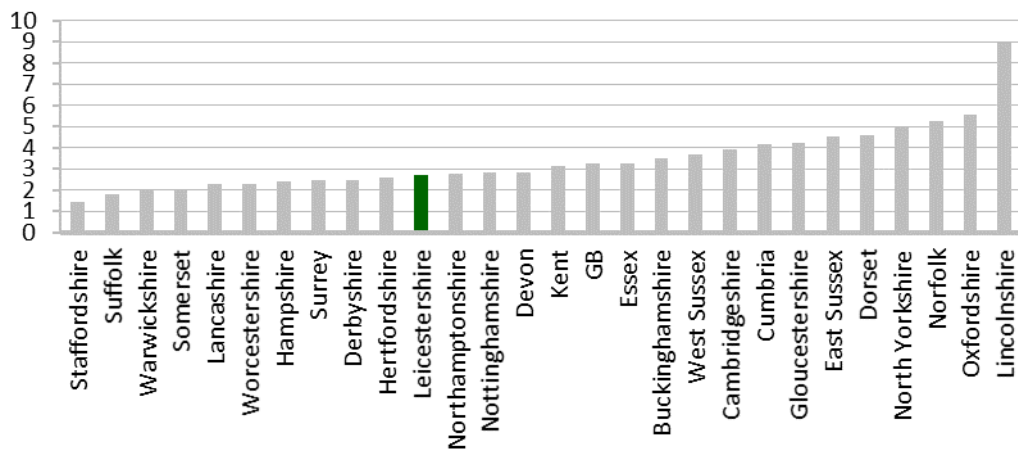
County Authorities Casualty Rate All Severities (Combined)



County Authorities Casualty Rate Killed or Seriously Injured



County Authorities Casualty Rate Fatal



30. While statistics for 2021 are yet to be finalised, it would appear based on collision reports received at the time of writing that there is not likely to be a significant statistical difference between 2020 and 2021.

Headline Figures

31. A separate document, providing detail on Leicestershire's road traffic collisions and casualties, is provided in Appendix B of this report. This includes information relating to:
- a) Collisions and casualties in 2020.
 - b) Short, medium and long-term trends.
 - c) Travel modes.
 - d) Road type (built-up, non-built-up).
 - e) Age groups.
 - f) Motorways and trunk roads (the Strategic Road Network).
32. Where possible, all statistics have been placed into a context with national trends by comparing with the information included in the Reported Road Casualties Great Britain (RRCGB) 2020 report.
33. An illustrative summary of the results for Leicestershire has been produced by the Road Safety Partnership, which is provided on page eight of Appendix D of this report.
34. The key statistics are shown below:
- a) **18 people were killed** in reported road traffic collisions in Leicestershire in 2020. This is nearly halved from 2019 (33) and is also lower than the 2013-2017 and 2008-2012 averages (27 & 39).
 - b) in addition to the 18 fatalities, **191 people were seriously injured**, bringing the total number of those killed or seriously injured to 209. This represents an increase against 2019 (175) but is less than the 2013-2017 average (223), and the 2008-2012 average (237).
 - c) **there were 880 reported casualties of all severities**. This is the lowest total on record, and a significant decrease when compared with 2019 (996), the 2013-2017 average (1693) and the 2008-2012 average (2081).
 - d) **total casualties for car occupants, pedestrians and motorcyclists decreased, but increased for cyclists and other vehicles** when compared with 2019. Casualty totals for all travel modes were significantly less than the 2013-17 and 2008-12 averages.
 - e) when comparing killed or seriously injured casualties between 2020 and 2019 in Leicestershire, there were **significant increases for pedal cyclists, younger casualties (aged 17-24) and casualties involved in collisions on built-up roads**.
 - f) **Leicestershire ranks either 1st or 2nd** when 2016-20 casualty rates are compared against other counties, authorities that are characteristically similar, or within the East Midlands.

35. The conclusions of this report are that:
- a) There was a significant reduction in overall casualty totals from 2019 to 2020 to the lowest total on record, continuing the long-term trend which shows that overall casualty numbers are reducing.
 - b) 2020 saw an increase in the number of killed or seriously injured casualties in Leicestershire, despite a significant decrease in traffic due to the Covid-19 pandemic and a significant reduction across Great Britain.
 - c) Leicestershire continues to be a high performing authority when compared with other county councils, East Midlands' authorities and statistical neighbours.
 - d) Generally, it appears that Leicestershire performs well over most key statistics compared with the rest of Great Britain, with local trends often better or consistent with those nationally. However, as detailed in *The Impact of Covid-19* section of this report, there were a number of trends that differed between Leicestershire and Great Britain in 2020.

Data Quality

36. While every effort is made to capture collision data as accurately as possible, there are factors outside of the control of the Council that can affect data quality. For a collision report to be submitted to the Council, it must relate to a collision either attended by a police officer or reported to a police station in person (this is a legal requirement under the Road Traffic Act 1988, Section 170). Only in these circumstances will the Police send a collision report to the Council for validation.
37. There was a sudden 30% reduction in the number of reported collisions in 2017 compared with 2016, which has been sustained or reduced further since. A Leicestershire Police study estimated that resource-driven process changes accounted for approximately 17% of the sudden reduction, suggesting the remainder is attributed to a genuine reduction. At Leicestershire Police, officers are typically no longer deployed to collisions where casualties have only suffered slight injuries, despite such collisions being part of the STATS19 dataset. It is therefore reliant on the casualties involved to report such collisions at police stations in person.
38. In January 2019, Leicestershire Police went live with a publicly available online reporting system called Single Online Home (SOH). SOH includes the functionality for users to report road traffic collisions, despite such a report not fulfilling the obligations to report a collision under the Road Traffic Act 1988. It is still a legal requirement for collisions to be reported at a police station, even where an online form has been submitted.
39. While reports are being received by Leicestershire Police through SOH, it is understood that they are not currently being processed by Leicestershire Police in the same way that collisions reported through the STATS19 process are, owing to data quality issues.
40. Until such a time that the Road Traffic Act 1988 is amended and the submitted data is of a sufficient quality, it is not possible to include such reports in the

official statistics. In the meantime, it is hoped that the majority if not all of road traffic collisions reported through SOH are also reported through the official channels.

41. The Council is also working with several teams at Leicestershire Police to improve the quality of information being sent through. This includes, but is not limited to, the following areas of concern:
 - a) Reports for collisions of all severities (including fatal and serious) apparently not being sent through to the County Council.
 - b) Pedal cycles not always being recognised as vehicles, reporting cyclists as pedestrians.
 - c) Inaccurate, missing, incomplete or contradictory information e.g. casualty severities, locations, vehicle directions, speed limits, goods vehicle details.
 - d) No record of vehicles that failed to stop at the scene.
42. While some of these issues have always been present to a degree, the regularity has increased significantly in recent years. The Council is working with Leicestershire Police to explore the reasons for this.
43. Inaccuracies with the information in the Police reports are usually spotted and queried or corrected by Council officers during validation of the report, but the increasing regularity of the issues has placed additional demand on the Council's limited resource to validate collision information on behalf of Leicestershire Police. This also increases the demand on officers at Leicestershire Police, as the Council needs to query police officers directly on a more frequent basis.
44. This impacts all users of the data, including LLRRSP partners who are reliant on the data to target road safety initiatives and interventions in the correct areas.
45. The Council has offered to provide training to the relevant officers at Leicestershire Police, explaining what needs to be recorded, how the information they collect is used by the Council to fulfil statutory road safety obligations, and how it is used by other LLRRSP partners and third parties. In response, the Police have suggested setting up a working group to discuss these issues further. Suitable contacts have been provided by the Council, so it is anticipated that there will be ongoing work to resolve these issues during 2022.

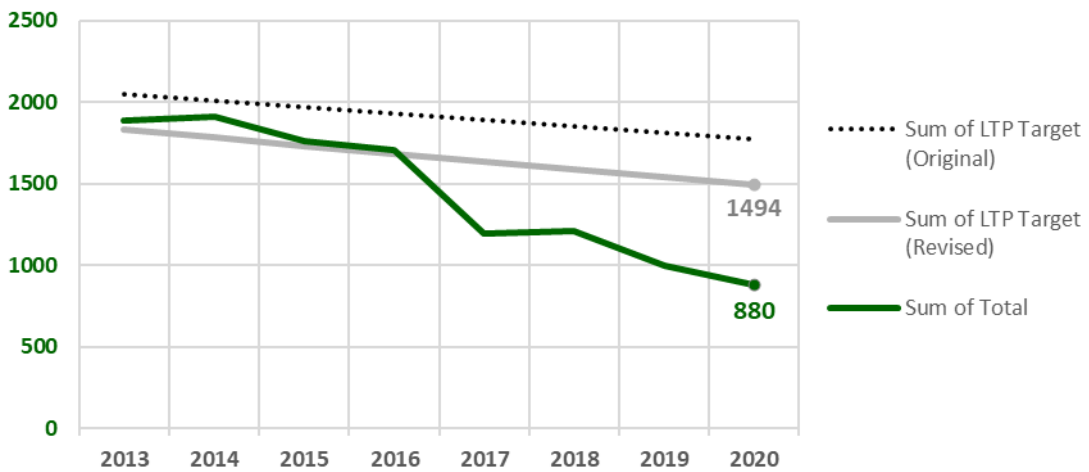
Local Targets

46. In 2013 it was noted that future annual milestones for 'total' and 'slight' casualties had already been achieved. The performance indicators were therefore revised, seeking a more challenging 40% reduction (by 2020) across all three casualty groups.
47. At its meeting on 1 March 2018, the Environment and Transport Overview and Scrutiny Committee reviewed the suitability of the milestones, and agreed that:
 - a) There should be no change to the 'total' or 'slight' casualty milestones or targets.

- b) The KSI casualty milestones revert to those originally set in the LTP Implementation Plan 2012-15.
- c) Milestones and targets would be reviewed again in the 2019/20 year.

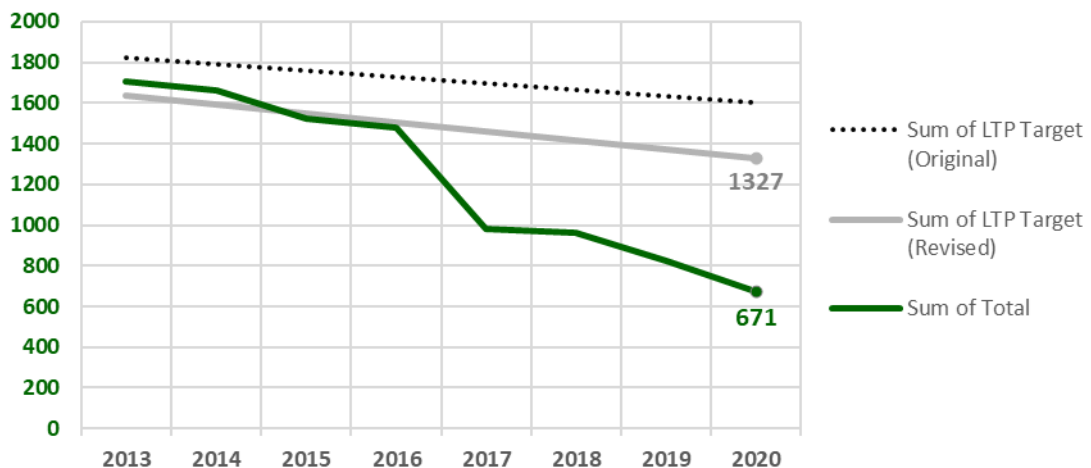
48. Further issues, which prevented the review of milestones and targets from taking place, were reported to the Environment and Transport Overview and Scrutiny Committee at its meeting on 4 June 2020.
49. While many of these issues still exist, the existing targets had reached the end of their timeframe, and it was therefore necessary to review and set future local targets.
50. As 2020 was the year that the targets were set against, a final summary of the performance against these targets is shown below:

LTP3 Milestones - Total Casualties



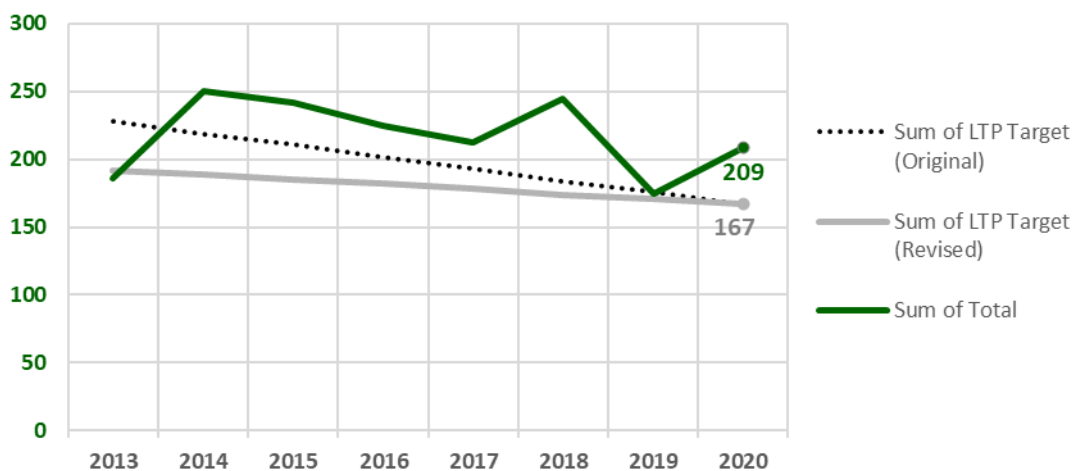
Total Casualties	2013	2014	2015	2016	2017	2018	2019	2020	2020 Target %
Original Target	2049	2010	1970	1931	1891	1851	1812	1772	29%
Current Target	1830	1782	1734	1686	1638	1590	1542	1494	40%
Casualties	1889	1915	1765	1705	1193	1207	996	880	

LTP3 Milestones - Slightly Injured Casualties



<u>Slight Casualties</u>	2013	2014	2015	2016	2017	2018	2019	2020	2020 Target %
Original Target	1821	1790	1760	1729	1698	1667	1636	1605	27%
Current Target	1638	1593	1549	1505	1460	1416	1371	1327	40%
Casualties	1703	1665	1523	1480	981	962	821	671	

LTP3 Milestones - Killed or Seriously Injured Casualties



<u>KSI Casualties</u>	2013	2014	2015	2016	2017	2018	2019	2020	2020 Target %
Original Target	228	219	211	202	193	184	176	167	40%
Current Target	192	189	185	182	178	174	171	167	40%
Total Casualties	186	250	242	225	212	245	175	209	

51. Total and slightly injured casualty numbers in 2020 were significantly better than the target, while the 2020 total for killed or seriously injured casualties did not meet the target.
52. Following a review of Leicestershire's statistics and targets set elsewhere locally and nationally, it is proposed to set the following medium and long-term targets:
- 40% reduction in killed or seriously injured casualties from the 2016-20 average by 2031.
 - Zero deaths caused by road traffic collisions by 2050.
53. These targets will be finalised as part of an ongoing work relating to the Road Safety Strategy and LTP4, will be monitored through the annual casualty reduction report, and reviewed if necessary.

Vulnerable Road Users

54. Statistics and trends for vulnerable road users in Leicestershire and Great Britain can be found in Appendix B, broken down by road user type and age groups. The key findings are as follows:
- There were **38% fewer pedestrian casualties** in Leicestershire in 2020 (39% fewer in Great Britain) when compared with the 2013-2017 average. The reduction is greater against the 2008-2012 average (50% for Leicestershire, 44% for Great Britain).

- b) Overall pedal cyclist casualties in Leicestershire increased slightly in 2020, with **71 pedal cyclist casualties reported in Leicestershire in 2020**. This represents a 51% reduction from the 2013-17 average, significantly more than the Great Britain reduction of 15% over the same timeframe.
- c) A total of **30 pedestrians were killed or seriously injured in 2020, the same as 2019**. Of the 30 casualties, one was fatal.
- d) There were **28 killed or seriously injured pedal cyclists in Leicestershire in 2020**, 15 more than 2019, with three fatalities. The picture across Great Britain would suggest a national increase of killed or seriously injured pedal cyclists in the last ten years.
- e) Motorcycle casualties in Leicestershire appear to be reducing at a greater rate than across Great Britain. **When 2020 is compared to the 2013-2017 average, motorcycle casualties are 52% lower** in Leicestershire (29% in Great Britain), and 60% lower in Leicestershire when compared to the 2008-12 average (32% in Great Britain).
- f) There were **31 motorcyclists reported killed or seriously injured in Leicestershire in 2020**, down from 37 in 2019. This is fewer than the 2013-2017 average (50) and the 2008-2012 average (49). Of the 31, three were fatal, down from 11 in 2019.
- g) There were **63 reported child (aged 15 or under) casualties in total in 2020 in Leicestershire**. This is less than the 2019 total (73), the 2013-17 average (128) and the 2008-12 (161) average.
- h) There were **11 children killed or seriously injured in Leicestershire in 2020**, one more than in 2019 but with no fatalities.
- i) The **total number of older (aged 60 or over) casualties was 128 in Leicestershire in 2020**. This is a 23% decrease from 2019, a 44% decrease from the 2013-17 average and 43% lower than the 2008-12 average.
- j) There were **28 killed or seriously injured older casualties in Leicestershire in 2020**, ten less than 2019. This is also less than the 2013-17 average (36) and the 2008-12 average (29). The picture across Great Britain suggests significant increases across this category in the last ten years, except for 2020.

55. Identifying local trends in killed or seriously injured collisions is not always possible when broken down by road user type or age group, as the small numbers involved can be prone to significant natural variation year-on-year.

Consultations

56. Individual road safety schemes will continue to be subject to consultations with local members and the public, and reports will be made available to Members, as appropriate.

Resource Implications

57. The Council's short and medium-term priority is to support the development of the economy and minimise its impact on the environment. Whilst many of the measures supporting this objective will assist road safety, the changes to

national funding mechanisms have removed the previous block allocations from the Government for casualty reduction schemes.

58. A funding decisions summary has been provided in the table below:

Date	Meeting approval	Capital Funds (£)	Measures	Comments
March 2017	Cabinet	£500,000 (from 2016/17 underspends)	Community Speed Enforcement Initiative (CSEI)	Seven trial sites throughout Leicestershire, using average speed cameras
February 2018	County Council	£500,000 (for the three-year MTFS period)	Safety schemes (Rural Route Initiative and Cluster Sites)	Approved the Medium-Term Financial Strategy (MTFS) 2018/19-2021/22
October 2020	Cabinet	£545,000 capital	CSEI	Average speed camera Funding managed through the Capital Programme and Works Programme. Ongoing revenue budget for additional sites managed as part of existing maintenance programme.
March 2021	Cabinet	Increase allocation of £210,000 (MTFS budget £792k)	Safety Schemes	2021/22 Highways and Transportation Capital Programme and Works Programme
March 2022	Highways and Transport Overview and Scrutiny Committee	Increase allocation of £1,000,000 (MTFS 2022/26 £1,100,000) (additional £250,000 annually from 2022/23)	Safety Schemes	Environment and Transport 2022/23 Highways and Transport Capital Programme and Works Programme

59. The Director of Corporate Resources and the Director of Law and Governance were consulted on the content of the report.

Conclusions

60. Overall, it should be noted that roads in Leicestershire are significantly safer than they were in 2000, despite increases in motor vehicle traffic.

61. 2020 saw the fewest number of total casualties on record (880), although the overall rate increased slightly when compared to traffic flow.
62. The number of fatalities decreased from 33 in 2019 to 18 in 2020, although the number of killed or seriously injured casualties increased from 175 to 209.
63. All the statistics for 2020 are affected by the Covid-19 pandemic, which has resulted in a shift in travel behaviours nationally as well as locally.
64. Road casualties decreased in line with road traffic and national lockdowns, with patterns of casualties across police force areas being broadly similar.
65. Pedal cycle fatalities and cycle traffic both increased during lockdowns, both locally and nationally.
66. The County Council met the targets for 2020 set in LTP3 for total and slight casualties, but not killed or seriously injured casualties.
67. New medium and long-term targets have been proposed and will be finalised as part of the ongoing work relating to the Road Safety Strategy and LTP4.
68. Identifying local trends is not always possible when broken down by road user type or age group, due to the small numbers.

Background Papers

July 2019 – Department for Transport – The Road Safety Statement 2019: A Lifetime of Road Safety'

<https://www.gov.uk/government/publications/road-safety-statement-2019-a-lifetime-of-road-safety>

20 October 2020 - Cabinet – Community Speed Enforcement Initiative

<http://politics.leics.gov.uk/ieListDocuments.aspx?CId=135&MId=5998&Ver=4>

4 March 2021 - Environment and Transport Overview and Scrutiny Committee – Road Casualty Reduction in Leicestershire 2019-2020

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=1044&MId=6393&Ver=4>

30 September 2021 - Department for Transport – Annual road accidents and safety statistics

<https://www.gov.uk/government/collections/road-accidents-and-safety-statistics>

10 February 2022 – Road Casualty Reduction in Leicestershire 2020-21

<https://www.leicestershire.gov.uk/roads-and-travel/road-safety/traffic-accident-data>

23 February 2022 – County Council Budget Meeting – Medium Term Financial Strategy

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=134&MId=6481&Ver=4>

3 March 2022 - Highways and Transport Overview and Scrutiny Committee – Environment and Transport 2022/23 Highways and Transport Capital Programme and Works Programme

<https://politics.leics.gov.uk/ieListDocuments.aspx?CId=1293&MId=6733&Ver=4>

The Highway Code for all road users, including pedestrians, mobility scooter users, cyclists, horse riders, drivers and motorcyclists

<https://www.gov.uk/guidance/the-highway-code>

2021/22 review, consultation and alterations to The Highway Code to improve road safety for cyclists, pedestrians and horse riders

<https://www.gov.uk/government/consultations/review-of-the-highway-code-to-improve-road-safety-for-cyclists-pedestrians-and-horse-riders>

Circulation under the Local Issues Alert Procedure

None

Equality and Human Rights Implications

69. Initiatives to reduce road casualties benefit all road users but are particularly important for vulnerable groups such as pedestrians, motorcyclists, cyclists, the young / elderly and those with a disability.
70. Where appropriate, Equality and Human Rights Impact Assessments (EHRIs) will be undertaken during the review of departmental policies and strategies or the development of measures.

Appendices

Appendix A - Leicestershire Police Road Safety Report

Appendix B - Reported Road Casualties in Leicestershire 2020

Appendix C - Leicestershire's Road Safety Initiatives

Appendix D - LLRRSP Road Safety Report (including summary infographic)

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