

REPORT AGENDA ITEM 10

LEICESTERSHIRE COUNTY COUNCIL HIGHWAYS FORUM FOR CHARNWOOD

24TH OCTOBER 2007

ROAD SAFETY

REPORT OF THE DIRECTOR OF HIGHWAYS TRANSPORTATION AND WASTE MANAGEMENT

Purpose of Report

1. This is the second annual report advising the Forum of the ongoing development of the County Council's road safety strategy and the impact this is having on casualties at both County and Borough level. The report also lists recent road safety schemes

Background

2. On the 14th December 2004, Cabinet endorsed the conclusions and findings of the Highways Scrutiny Committee which, amongst other things, recommended that road safety reports should be provided annually to the seven Highways Forums.
3. In April 2006, this Forum received its first report on the effect and relative cost of road safety measures already introduced into Charnwood Borough. It also outlined the County Council's recently revised road safety strategy.
4. In December 2006, the Council received the Local Transport Plan (LTP2) decision letter from the Department for Transport (DfT). Overall, the government rated the submitted LTP2 as excellent. On road safety, the County Council was commended for making particularly good use of statistical analysis to inform choices and to identify areas for further improvement, and its delivery of road safety initiatives was described as impressive.

New Initiatives and Developments

5. Safety Camera Scheme

Prior to 1st April 2007, the Leicester, Leicestershire and Rutland Safety Camera Scheme had been funded from hypothecated fine income. For 2007/08 (and future years), the DfT has allocated funds to individual highway authorities through the LTP2 bid process and, whilst this allocation can be used to either fund camera activity or other road safety measures, the success of the camera scheme in Leicestershire most certainly justifies continued funding.

DfT has given individual local authorities an allocation based largely on their 1994/98 casualty figures, topped up by additional funds based on the quality of each authority's LTP2. The net effect of all of this on revenue funding within Leicestershire and Rutland is a predicted shortfall of £200,000 in the current financial year, increasing to £580,000 in 2010/11. This shortfall is being managed through an ongoing programme of efficiency savings and, in the early years at least, no reduction in the level of service is anticipated.

6. Motorcycling

Following the introduction of our motorcycle casualty reduction target in LTP2, consultants were engaged to analyse recent KSI (killed and seriously injured) accidents, review the County Council's current initiatives and review current best practice elsewhere.

This work has now been completed and, of the 25 actions identified, it was reassuring to realise that almost half recommended the continuation of existing initiatives. Recommendations were both general and site specific, confirming that the most common accident problem occurred at junctions.

7. Community Speedwatch

The initiative proved extremely popular in the 8 communities that recently participated in the pilot scheme, which is now being rolled out to other interested communities. Within Charnwood Borough, the settlements of Barrow Upon Soar, Woodhouse, and Cotes have already taken part, and Seagrave, Barkby and East Goscote have already been identified for future involvement.

In addition to its local focus, the initiative has proved an effective means of publicising the dangers of excessive speed to the wider community through the very positive press coverage.

Expressions of interest from parish councils or action groups are promoted on a "first come first served" basis, and the primary requirement is that each group need the support of 200 local residents or 20% of the community, whichever is the smaller. This requirement is imposed because it is so important to have community support for the initiative to work successfully. Once this community support is in place a co-ordinator and at least 5 additional volunteers must be identified before training can commence. Finally, a safe location at which the speed readings will be taken must be identified.

8. Warning Zone

Warning Zone was developed by Leicestershire and Rutland Crimebeat (adopted charity of the High Sheriffs) to allow all 12,000 year 6 pupils (aged 10/11) an opportunity to understand the dangers they may encounter in their everyday lives, and develop the concept of personal responsibility. It consists of 7 themes which are brought to life by the construction of individual settings within a single building in Syston. Tutors guide children through this safe and interactive experience, bringing

together expertise and support from across the public and private sectors to prevent unnecessary injury and death.

In addition to looking at road safety, the Warning Zone considers: building sites/electricity, alcohol and under age drinking, personal safety, railways, criminal damage and fire safety. Further details and information can be found at www.warningzone.org.uk

Casualty Reduction Outcomes and Targets

9. Within LTP2, there are 4 key and 3 intermediate road safety targets, each with annual targets running through to 2010. The 2006 and 2010 targets together with the 2006 casualty levels are shown in the following tables, where it can be seen that all of last year's targets have been achieved. For casualty groups where the numbers injured are relatively small, and consequently prone to significant annual fluctuations, a 3 year rolling average has been adopted.

10. Table 1. Casualties - All Roads (Key Targets)

Casualty Group	2006 Actual	2006 Target	2010 Target
People killed or Seriously Injured*	304	309	251
Children Killed or Seriously Injured*	19	20	16
Motorcyclists Killed or Seriously Injured*	62	64	60
People incurring Slight Injuries	2333	2722	2496

* Based on 3 year average
Includes trunk roads and motorways.

11. Table 2. Casualties - County Roads (Intermediate Targets)

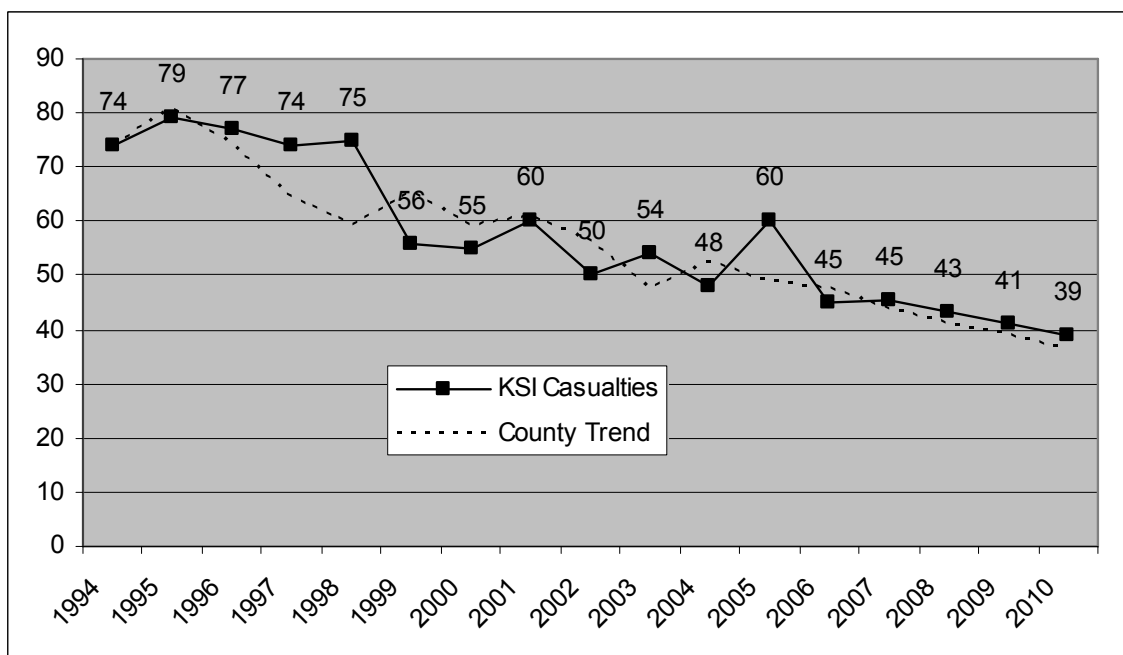
Casualty Group	2006 Actual	2006 Target	2010 Target
People killed or Seriously Injured*	247	247	199
Children Killed or Seriously Injured*	17	19	15
People incurring Slight Injuries	1926	2225	2073

* Based on 3 year average

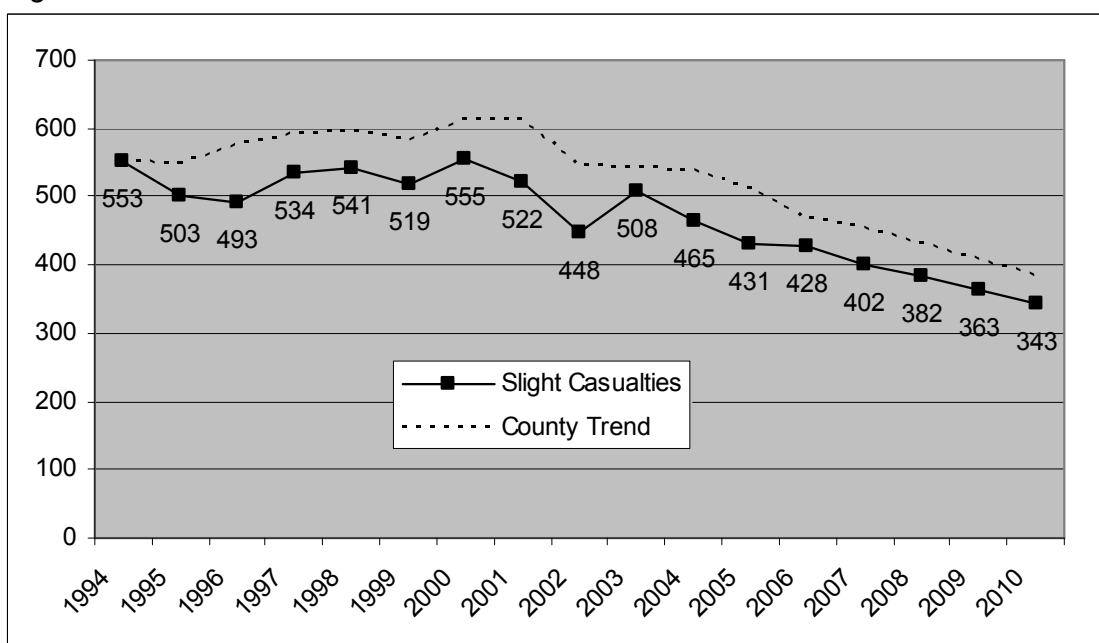
Casualty Trends for Charnwood District

12. The following graphs compare KSI and slight casualties in Charnwood with the trend for all County roads. Child and motorcycle data has not been shown because the casualty numbers for these groups are small, and annual variations make it quite difficult to show a meaningful trend. Data for 2007 to 2010 has been estimated from the recent trend.

KSI Casualties



Slight Casualties



Casualty and Speed Reduction Schemes

13. Table 3. Local Safety Schemes

Year	No of Schemes	Scheme Cost £	Annual Accident Savings	
			Number	Value £
2003/04	1	53,000	0.7	75,600
2004/05	3	67,300	0.4	43,200
2005/06	1	64,800	1.7	183,600
Sub Total	5	185,100	2.8	302,400
2006/07	2	238,900	NA	
2007/08	7	601,700	NA	

14. It is normal to monitor the scheme accident savings over a 3 year period and, in the above table, this is only possible for those schemes constructed in 2003/04. Accident savings for schemes constructed in 2004/05 and 2005/06 are based on a minimum of 2 and 1 year's information. Schemes constructed in 2006/07 (and after) have on average less than 12 months monitoring data available, and therefore annual accident savings have not been estimated.
15. Whilst the cost, size and effectiveness of each scheme will vary, the impact of ongoing investment is more appropriately judged by looking at the overall performance of the ongoing improvement programme. From the above, it can be seen that, for the three years where monitoring information is available, the programme more than pays for itself over a 12 month period.
16. Details of individual schemes can be found in Appendix 1

Speed & Red Light Cameras

17. In 1994 a single red light camera site was established in the Borough, following the formation of the Leicester Leicestershire and Rutland Safety Camera Scheme in April 2002, eleven further speed camera sites are now operational. Individual site details can be found in Appendix 2.
18. It is estimated that, on average, this enforcement activity saves 41 accidents per year (a 47% saving), including 13 accidents involving fatal or serious injuries (a 76% saving). The financial saving to the community of these accidents is in the region of £4 million per annum.
19. Whilst the cost of such enforcement at individual sites is difficult to establish, the total scheme running cost to support some 110 sites is approximately £2 million, and on a simple pro rata basis this gives an annual cost of £220,000 for 12 sites.

20. Partly as a consequence of the new funding arrangements, in order to ascertain whether each camera site is still needed, or whether other measures may now be more appropriate, a County-wide review of all sites is to be undertaken.

Officer to Contact

Steve Karkowski. Tel: (0116) 305 7097
Email: skarkowski@leics.gov.uk

Background Papers

The Leicestershire Local Transport Plan 2006 – 2011.

Appendix 1

Local Safety Schemes 2003/04 to 2006/07: Completed

Scheme Name	Year Completed	Treatment	Total Scheme Cost (£)	Annual Casualties		
				Before	After	Red'n
East Goscote Long Furrow	03/04	Zebra crossing and protected parking buildouts	53,000	1.0	0.3	0.7
Total 2003/04			53,000	1.0	0.3	0.7
Queniborough to Barsby - South Croxton Road	04/05	Signs and lines at cross roads	2,000	1.0	1.5	-0.5 *
Syston - High Street/Fosse Way junction - Syston	04/05	New signals with ped facility Speed limit and gateway treatment	49,400	1.0	0.3	0.7
Wymeswold East Road	04/05	Bend warning vehicle activated signs (VAS)	15,900	0.7	0.5	0.2
Total 2004/05			67,300	2.7	2.3	0.4
Thurmaston Humberstone Lane	05/06	Right turn lane and island at signals plus speed limit extension	64,800	4.3	2.7	1.7
Total 2005/06			64,800	4.3	2.7	1.7
Loughborough A512, Ashby Rd	06/07	Pedestrian preference scheme, with new toucan	186,600	2.3	NA	NA
Shepshed to Ashby A512 M1 to A42 **	06/07	Chevrons & reflectors, surface improvement, speed limit changes, and improved signs & lines	52,300	13.7	NA	NA
Total 2006/07			238,900	16.0	NA	NA

** The whole scheme is shown here although only about a half is in Charnwood Borough

* South Croxton Road – Although the full 3 year monitoring period has yet to be completed it seems likely that this scheme will show a slight increase in accidents. Initial investigations have been unable to identify any particular pattern to these accidents which could be addressed by further improvement works.

Appendix 1

Local Safety Schemes 2007/08: Programmed

Scheme Name	Year Completed	Treatment	Total Scheme Cost (£)	Annual Casualties		
				Before	After	Red'n
Loughborough A6, Leicester Rd	07/08	VAS and associated signs and lines	3,800	0.7		
Loughborough Nanpantan crossroads	07/08	Improved signal junction and extension of 40mph speed limit	7,900	2.0		
Quorn - A6 Loughborough Rd roundabout	07/08	Signing, lining, extended high friction surface, cycle markings and change of speed limit	62,000	6.0		
Loughborough A6004, Epinal Way/ Radmoor Rd	07/08	Signal improvement and new traffic island	28,000	1.7		
Loughborough A60, Nottingham Rd/Ratcliffe Rd	07/08	Signs and high friction surfacing	28,000	3.7		
Osgathorpe B5324 A6 to A512 *	07/08	Signing and lining. Speed limit. Gateways, and bend realignment.	431,000	7.7		
Loughborough A6004, Epinal Way Ext	07/08	Extended speed limit, boundary fence, VAS, lining, and high friction surfacing	41,000	2.3		
Total 2007/08			601,700	24.0		

- The whole scheme is shown here although only a small section is in Charnwood Borough

Casualty Reduction: Speed and Red Light Cameras

Site Name	Camera Type	Established	Annual Average KSI Accidents				Annual Average All Accidents			
			Before	After	Reduction	% Red'n	Before	After	Reduction	% Red'n
A607 Newark Road, Thurmaston *	Mobile	19.8.02	1.0	1.8	-0.8	-85	8.3	8.1	0.3	3
A512 Ashby Road, Loughborough	Mobile	21.8.02	1.3	0.9	0.4	31	12.3	5.3	7.0	57
A6 Loughborough Road, Birstall	Mobile	24.8.02	3.0	0.5	2.5	85	12.7	8.8	3.9	31
A512 Ashby Road Central, Shepshed	Mobile	9.9.02	1.0	0.0	1.0	100	5.3	2.6	2.7	51
Melton Road, Rearsby **	Fixed	16.10.02	3.0	0.2	2.8	92	12.0	1.4	10.6	88
A6004 Alan Moss Road, Loughborough	Mobile	25.10.02	0.7	0.2	0.4	64	3.0	1.7	1.3	44
Leicester Road, Shepshed	Mobile	6.11.02	1.0	0.0	1.0	100	4.3	0.7	3.6	83
B5350 Forest Road, Loughborough	Mobile	13.12.02	0.7	0.0	0.7	100	1.7	1.0	0.7	40
B5350 Nanpantan Road, Loughborough	Mobile	7.1.03	0.3	0.3	0.1	23	2.7	1.3	1.4	52
A6 Derby Road, Loughborough	Mobile	1.3.03	3.3	0.3	3.1	92	20.7	12.3	8.4	41
Sileby Road, Barrow upon Soar	Mobile	10.6.04	2.0	0.0	2.0	100	4.3	2.0	2.3	54
Sub Total			17.3	4.2	13.1	76	87.3	45.1	42.2	48
Legacy Site										
A6 Derby Road Broad Street, Loughborough *	Red-light	31.10.94	0.0	0.0	0.0	0	0.7	1.5	-0.8	-125
Total			17.3	4.2	13.1	76	88.0	46.6	41.4	47

Legacy sites were established before the launch of the camera scheme in April 2002, and not therefore subject to the strict national selection criteria.

** Rearsby Bypass opened December 2004

* Newark Road – Whilst overall accidents show a reduction, KSI accidents have increased slightly from the relatively low base line of 1 per year. Initial investigations have been unable to identify any reason for this increase.

* Derby Road / Broad Street - During both the before and after periods, there has only been one accident involving vehicles approaching the camera that could have been attributed to red light running. There have been no such accidents since the previous road safety forum report was prepared in 2006.