

REPORT AGENDA ITEM 9

LEICESTERSHIRE COUNTY COUNCIL **HIGHWAYS FORUM FOR NORTH WEST LEICESTERSHIRE**

1ST NOVEMBER 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 District 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 July 2006 this Forum received its first report on the effect and relative cost of road safety measures already introduced into North West Leicestershire. 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 our document as excellent. On road safety we were commended for making particularly good use of statistical analysis to inform choices and to identify areas for further improvement, and our 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 have 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, we anticipate no reduction in the level of service.

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 our 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 was 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 North West Leicestershire the settlements of Kegworth, Castle Donnington, Ellistown, Snareston and Belton have already taken part, and Long Whatton and Diseworth have 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)

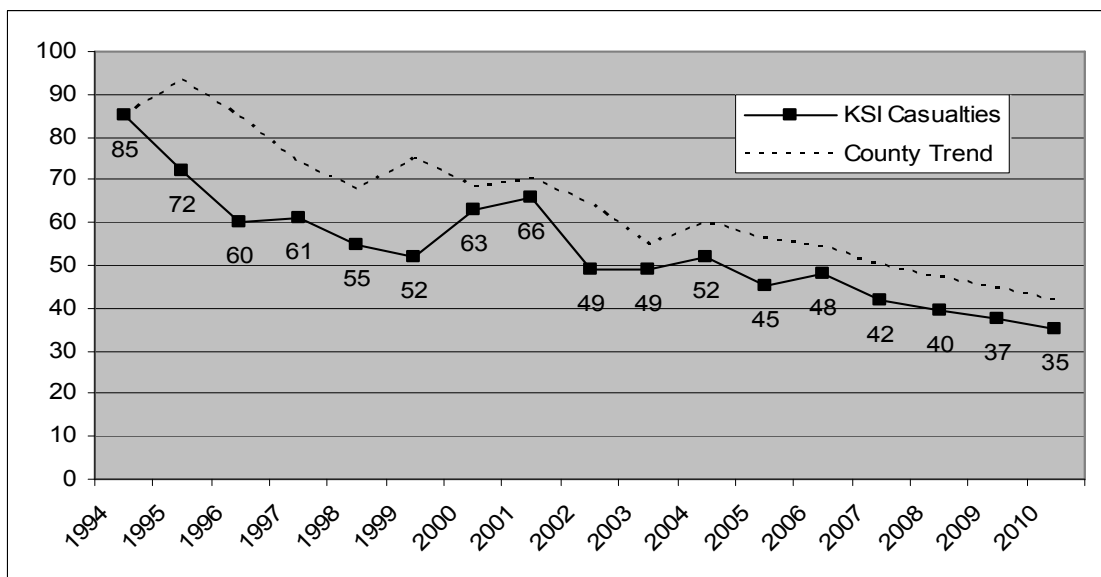
Casualty Group	2006 Actual	2006 Target	2010 Target
People killed or Seriously Injured*	247	247	199
Children Killed or Seriously Injured*	17	19	15
People incurring Slight Injuries	1926	2225	2073

* Based on 3 year average

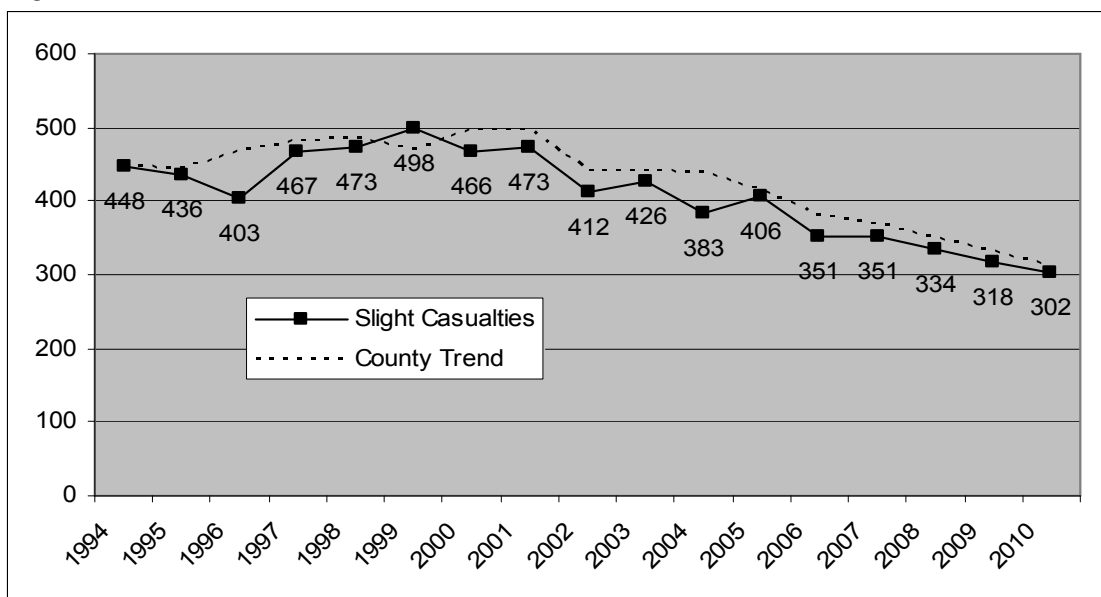
Casualty Trends for North West Leicestershire

12. The following graphs compare KSI and slight casualties in North West Leicestershire 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	61,000	3.6	388,800
2004/05	9	125,300	3.2	345,600
2005/06	3	50,100	3.3	356,400
2006/07	5	31,500	N/A	N/A
2007/08	5	521,000	NA	N/A

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 our ongoing investment is more appropriately judged by looking at the overall performance of each annual improvement programme. From the above it can be seen that each programme more than pays for itself within 12 months of its completion.
16. Details of individual schemes can be found in Appendix 1

Speed & Red Light Cameras

17. In 1999 and 2000 three speed camera sites were established in the District, and following the formation of the Leicester Leicestershire and Rutland Safety Camera Scheme in April 2002 five further 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 15 accidents per year (a 45% saving), including 7 accidents involving fatal or serious injuries (a 89% saving). The financial saving to the community of these accidents is in the region of £1.6 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 £145,000 for 8 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

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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 Accidents		
				Before	After	Red'n
Warren Hills Road	03/04	Signs, Lines & resurfacing	61,000	7.3	3.7	3.6
Total 2003/04			61,000	7.3	3.7	3.6
Isley Walton - A453, Bend 230m N of The White House	04/05	High friction surfacing	6,300	0.7	0	0.7
Measham - Leicester Road to Sweptstone Road	04/05	High friction surfacing	6,300	2.0	2.0	0
Ibstock - Leicester Road j/w Richmond Road	04/05	High friction surfacing	4,100	1.7	0	1.7
Measham - Sweptstone Road, 200m east Gallows Lane	04/05	High friction surfacing	8,400	2.0	2.3	-0.3 *
Ashby De La Zouch - Burton Road, Scam Hazel Farm Bends	04/05	High friction surfacing	69,600	0.3	0	0.3
Ashby De La Zouch - Moira Road, Lower Mead Farm Bends	04/05	High friction surfacing	10,600	1.0	1.6	-0.6 *
Packington - Coleorton Lane	04/05	High friction surfacing	6,300	0.7	0	0.7
Isley Walton - A453, Manor Farm to Breedon turn	04/05	High friction surfacing	3,000	2.7	1.5	1.2
Bardon - A511 Bardon Road,	04/05	Vehicle activated signs (VAS)	10,700	2.0	2.5	-0.5 *
Total 2004/05			125,300	13.1	9.9	3.2

* Swebston Road and Moira Road – Preliminary assessment of the sites has failed to identify any particular cause for the increase in accidents. A more detailed investigation will be undertaken at the end of the full 3 year monitoring period.

* Bardon Road – Subsequent to the provision of the VAS the road surface has been improved and a reduction of the speed limit is now being considered.

Scheme Name	Year Completed	Treatment	Total Scheme Cost (£)	Annual Accidents		
Swannington - Hough Hilln to Peggs Gn	05/06	Street Lighting Upgrade	9,300	2.0	1.4	0.6
Newbold Verdon - Desford Road, Barlestone Road	05/06	VAS	19,300	3.7	3.3	0.4
Ashby – Burton Rd/Anwells Bends	05/06	VAS	21,500	2.3	0	2.3
Total 2005/06			50,100	8.0	4.7	3.3
Ibstock - A447 Hinckley Road	06/07	VAS, junction warning signs, and road markings	9,000	1.7	N/A	N/A
Whitwick - Greenhill Rd	06/07	VAS for west- bound traffic entering 30 mph speed limit	5,600	0.7	N/A	N/A
Swannington, Talbot Lane	06/07	VAS, yellow backed signs and road markings	4,000	0.3	N/A	N/A
Whitwick-Meadow Lane junction with Abbots Oak Drive to Post Office	06/07	VAS signs & lines	5,400	1.7	N/A	N/A
Ashby - Nottingham Rd	06/07	VAS	7,500	1.3	N/A	N/A
Total 2006/07			31.500	5.7		

Local Safety Schemes 2007/08: Programmed

Scheme Name	Year Completed	Treatment	Total Scheme Cost (£)	Annual Accidents		
				Before	After	Red'n
Sweepstone, Main St/ Sweepstone Rd		Village entry treatments with VAS	30,000	2.0	N/A	N/A
A444, Appleby Parva		VAS, signs and lines, and High friction surfacing	30,000	0.7	N/A	N/A
Coleorton, A511 (Sinope) jcn Alton Hill		Central Refuge & signing	18,000	1.0	N/A	N/A
Acresford, Acresford Road/Measham Road Crossroads		VAS	12,000	1.0	N/A	N/A
B5324 – A6 to A512 – Route Treatment & Bend Re-alignment		Signs & Lines	431,000	12.7	N/A	N/A
Total 2007/08			521,000	17.4		

Appendix 2

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
New Sites										
B591 Loughborough Road, Charley	Mobile	14.8.02	3.0	0.2	2.8	92	11.3	7.6	3.7	33
B5003 Ashby Road, Norris Hill	Mobile	29.10.02	1.0	0.7	0.3	28	7.3	4.8	2.5	35
Leicester Road, Ibstock	Mobile	29.10.02	1.0	0.0	1.0	100	2.3	1.7	0.7	28
A447 Wash Lane Ravenstone (2006)	Mobile	1.4.06	1.0	0.0	1.0	100	3.3	1.5	1.8	55
B5006 Tamworth Road, Ashby	Mobile	1.4.06	0.7	0.0	0.7	100	3.0	0.0	3.0	100
Sub Total			6.7	0.9	5.8	87	27.2	15.6	11.7	43
Legacy Sites										
A6 Derby Road, Kegworth *	Fixed	20.04.99	0.0	0.0	0.0	0	0.3	1.3	-1.0	-333
A6 London Road, Kegworth	Fixed	20.04.99	1.3	0.0	1.3	100	3.7	0.4	3.2	88
B586 Mushroom Lane, Albert Village	Fixed	17.06.00	0.3	0.0	0.3	100	1.7	0.9	0.8	49
Total			8.3	0.9	7.4	89	32.9	18.2	14.7	45

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

* A6 Derby Road, Kegworth – Accidents continue to cluster at the Side Ley junction, with right turn accidents being dominant. Alternative measures will need to be considered by the forthcoming review.