Leicestershire County Council

Road Safety Strategy

2024

Contents

Foreword

To be provided in final document

Executive Summary

Good road safety is essential to ensure the safe movement of people, materials and goods and supports people who want to walk, wheel and cycle. It limits the negative impacts on people, including on health and wellbeing, the local environment, carbon emissions and people's opportunities and quality of life.

Improving road safety helps to deliver a better future for residents, visitors, businesses, and services. We are committed to continuing to improve road safety and reduce road collisions and casualties in Leicestershire.

Purpose of Strategy

This Strategy seeks to ensure that our roads, and the people that use them, are as safe as possible.

Building on decades of successful road safety work, this Strategy draws together what we do in Leicestershire to improve road safety. For the first time, this information is presented in one document, explaining the approach that we will be taking, and the reasons why. The Strategy sets out:

- What we can all do to help improve road safety
- The strategic framework that guides all of our work
- Opportunities to improve road safety
- Our collaborative approach with partners
- The whole system ('Safe Systems') approach
- Factors that influence our decisions
- The use of evidence, guidance, best practice and expertise
- Our flexible approach to changing priorities, areas of focus and new and emerging opportunities
- The wide range of work that we have been, and will be, undertaking.

The Strategy helps us to deliver national and local objectives around road safety and takes account of, and contributes to, existing policies, strategies, plans, priorities and challenges, including health, accessibility, the carbon agenda, the environment, equality, the impacts of COVID-19, the economy and local authority funding.

Scope

Our Strategy describes our high-level approach to keeping people safe on our roads.

The Strategy will not set out:

- The criteria used to identify whether investigations or interventions will be taken forward. This is because these may change over time. Instead, this information will be available in the Council's annual road casualty report and/or our website
- A 'one size fits all' solution. Evidence will be used to help us identify the most appropriate response and, where suitable, measures will be tailored to specific locations and situations
- Short term actions
- Lists of forthcoming initiatives and schemes. This information is provided annually in the 'Environment and Transport Highways and Transportation Capital Programme and Works Programme' report
- Assessment of programmes of interventions and review of road casualty statistics. This information is provided annually in our 'Road Casualty Reduction in Leicestershire' report.

Road Safety Framework

Our road safety framework consists of three tiers, which complement and steer each other. These are:

- A high-level strategy, which explains our approach and steers our work. It sets out what we will do to improve road safety in the future
- An annual road casualty report, which provides an update on collision and casualty data and sets out the actions that have been taken over the past year
- Operational day-to-day work, which includes actions to improve road safety.

Road Safety Strategy (RSS)

- Provides a high level vision and objectives for road safety in Leicestershire
- Sets out the wider legal and policy framework and context
- Sets out the strategic approach that will be adopted and procedures for achieving it
- Explains how we deliver our Road Safety Strategy
- Describes the road safety and casualty reduction activities that we undertake

Road Casualty Reduction in Leicestershire

Annual Report

The annual casualty report provides an annual update on:

- Headline road casualty statistics for the previous year
- Local targets and issues that have impacted on/may impact on, road safety
- Leicestershire Police's approach to road safety

Operational

Day-to-day development and delivery of strategies, procedures, practices and programmes of work that improve road safety, including cluster site investigations, Rural Roads Initiative, School Streets, Junior Road Safety Officers, safety cameras, driver education workshops, cyclist training, road safety audits and engineering schemes with road safety benefits

Road Safety Strategy

Our high-level Strategy provides a strategic steer on road safety in Leicestershire.

The Strategy sets out our approach to road safety, supporting the Government's road safety aspirations and the County Council's Strategic Plan[1].

Our Strategy is shaped around a vision, objectives and targets.

Vision

For Leicestershire to have zero deaths caused by road traffic collisions by 2050 and where road safety continues to be an integral part of everything that we do.

Objectives

To support our vision, we have three key objectives.

These are to:

- Reduce the number of fatalities and serious injuries and severity of collisions
- Embed the principles of the 'Safe Systems' approach in Leicestershire
- Continue effective collaboration with partners and stakeholders.

Targets

We have set medium and long-term targets to help measure our progress:

- Medium-term target to 2035 (from baseline*)

  40% reduction in killed or seriously injured casualties by 2035

- Long-term target (to 2050)

  Zero deaths caused by road traffic collisions by 2050.

* The baseline refers to the average number of killed or seriously injured casualties per year between 2016 and 2022, excluding 2020 and 2021 due to the impact of COVID-19 on traffic and casualty statistics. This equates to 221 KSI's per year between 2016 and 2022, not including 2020 and 2021, with a target of 133 by 2035 (numbers rounded up).

[1] Leicestershire County Council Strategic Plan

Actions

To help deliver our vision, we have identified key actions. These provide a broad statement on the direction that we will adopt in managing road safety and supporting wider objectives and goals of the authority's key strategies and plans. In summary, these are to:

- Contribute to the delivery of national and local road safety objectives
- Ensure that the Road Safety Strategy complements and supports delivery of other key policies, procedures, strategies, plans and objectives
- Consider road safety in all of the work that we undertake
- Mitigate the impact of land use planning and development on road safety
- Continue to deliver education, workshops and campaigns to as many groups of people as possible
- Maximise opportunities to improve road safety for vulnerable road users
- Continue to quality-check, monitor and analyse road collision data.

Road Casualty Reduction in Leicestershire Report

This report provides an annual update on collisions and casualties in Leicestershire. It describes the road casualty reduction work that has been undertaken by the County Council and its partners, utilising the most recent verified statistics.

The report is considered by the Highways and Transport Overview and Scrutiny Committee and published on the Council's website.

Operational Day-to-day Activities

The Strategy and annual report support and steer the delivery of our day-to-day operational activities.

We assess road safety progress by setting targets and monitoring the impact of our actions.

1. Context

About Leicestershire

Leicestershire covers an area of approximately 2,000 square kilometres (around 1,250 square miles), with the city of Leicester at the county's centre. Leicestershire is home to over 712,000 people[2].

Although there are a number of towns in Leicestershire, the county is predominantly rural in nature, with approximately 55% of the population living within rural parishes. There are some areas of deprivation in the county.

There are seven districts in Leicestershire – Blaby, Charnwood, Harborough, Hinckley & Bosworth, Melton, North West Leicestershire and Oadby & Wigston. Each of these seven districts has its own district council, which have separate but complementary functions to the County Council. As an example, the district councils are the local planning authorities for Leicestershire. We work with the district council's and Leicester City Council to deliver the best outcomes for the people of Leicestershire.

[2] LSR online / Leicestershire County Council Business Intelligence Service – Census 2021: Leicestershire's population

Highways and Transport Overview

As the Local Transport Authority (LTA), we have a legal responsibility for highways and transportation in Leicestershire. We are the main delivery agent of road safety, having a statutory duty under section 39 of the 1988 Road Traffic Act to 'take steps both to reduce and prevent accidents'[3].

We have a wide range of responsibilities, including for road safety, planning, designing, delivering and maintaining transport infrastructure. This includes local public roads, footways, cycle routes and bus journey time improvement schemes, road maintenance (for example winter gritting and surface dressing), street lights, drainage, traffic management, parking management, managing road works, traffic signals, pedestrian crossings, weight restrictions, signs and road markings, road safety education/campaigns and sustainable and active travel.

We are responsible for managing and maintaining over 2,800 miles of local roads (publicly maintainable highways), which are known as the 'Local Road Network' (LRN), and the Major Road Network (MRN) which are some of the most important and busiest A roads.

Motorways and major trunk roads, which are known as the 'Strategic Road Network' (SRN), are managed by National Highways. Its website includes information on road safety.

[3] Section 39 of the 1988 Road Traffic Act (as amended)

What is Road Safety?

Good road safety is essential to ensure the safe movement of people, services and goods. It supports people who want to walk, wheel and cycle and limits the negative impact on people's health and wellbeing, the local environment and on people's opportunities and quality of life.

Put simply, all elements of the road system, including vehicles, infrastructure, road users, the emergency services and highway authorities work together to minimise collisions and the fear of collisions – helping to facilitate good road safety.

This is achieved through a wide range of initiatives, which fall under three broad headings: education, engineering and enforcement.

Factors that have Improved Road Safety

Road deaths in Great Britain have been reducing over the past thirty years. This long-term reduction is due to a variety of reasons, including safer infrastructure, new vehicle technologies, car safety ratings, improvements to driver testing including the introduction of the theory test and hazard perception testing, tougher enforcement, shifting social attitudes and better trauma care.

As an example, seatbelt laws were first introduced in 1983 for front seats. In 1989 they were introduced for children in rear seats and in 1991 they were introduced for adults in rear seats. Although not mandatory, airbags (a vehicle occupant-restraint system) started appearing in family cars from the early 1990s[4].

Between 1995 and 2010, the single development that has had the most significant effect on the national casualty total had been the improvement of car secondary safety, such as airbags and seatbelts. Although they do not prevent collisions, they do reduce the impact of the collision for those involved.

Technology and information are starting to transform Britain's road transport system, with technology providing opportunities to emerge as a major contributor to road safety. As an example, 'New Car Assessment Programs' (Euro NCAP) assesses safety technology on cars and the effects of various types of collisions on vehicle occupants and pedestrians who might be hit by the car. NCAP is updated to reflect new vehicle technology, such as more recent electronic stability control (ESC) and autonomous emergency braking (AEB) systems. The rating given enables potential buyers to assess the potential safety of new vehicles.

[4] The AA - Car safety and European New Car Assessment Programme (NCAP) ratings

Factors that Contribute to Road Traffic Collisions

There are a number of factors that contribute to road traffic collisions[5], including:

- Driver or rider error or reaction, including failing to look properly, loss of control and poor turn or manoeuvre[6] (62% of fatalities in reported road collisions)
- Exceeding the speed limit or driving too fast for conditions (12% of all collisions and 25% of all fatalities)
- Driver fatigue[7]
- Drink/drug driving
- Being distracted – this could be due to using a phone, changing the radio station or adjusting the temperature, eating, or talking to a passenger
- Misjudging potentially dangerous situations, such as bad weather conditions. The prevalence of drink-driving in road deaths has fallen over time. In 1979, 26% of road deaths occurred in collisions where at least one driver or rider was over the drink-drive limit. This fell to 15% by 1989. Since then, the percentage of road deaths that are drink-drive related has varied between 12% and 18%. In 2020, the rate was 15%.

When developing measures to reduce collisions it is important to understand not only where, but also how and why, the collisions have occurred and whether there is a dominant type of collision that could be addressed by education, engineering and/or enforcement. Resources are prioritised to ensure that the maximum benefit is achieved.

Challenges that Affect Road Safety

There are a range of challenges facing the country, which may impact on road safety, or fear about safety. These include:

- Driver behaviour, including speeding, drink/drug driving and inconsiderate driver behaviour
- Aging population, transport choice, accessibility and social isolation
- Decarbonisation and sustainable transport choice
- Health, obesity and deprivation
- New and emerging technologies, including electric vehicles, micromobility and technology that monitors/regulates vehicles
- Changes to vehicles e.g. heavier electric vehicles
- Funding and resources, including increasing cost of materials and services
- Aging road infrastructure
- Population growth – leading to higher levels of car ownership, traffic volumes and congestion.

As an example, the population of Leicestershire is projected to increase by 23% to approximately 861,000 by 2043. This is higher amongst all age bands in comparison to East Midlands and England averages. The working age population is projected to increase by 5.3%, whilst the greatest cumulative change is projected to occur in the 65+ age group, accounting for roughly three quarters of growth.

[5] Department For Transport - Detailed statistics about reported personal injury road collisions for Great Britain, vehicles and casualties involved

[6] RAC Foundation - Frequently Asked Question

[7] Road safety charity 'Brake' - Information on Driver Fatigue

It is the increasing population that generates additional demands for travel. If the UK's population continues to increase, so will travel demand (and not just by individuals, but also, for example, through increased travel by businesses in order to meet the goods and services needs of a growing population). Evidence points to one fundamental conclusion: this growth will happen. Unless significant changes occur in societal behaviours and expectations, there are significant limitations as to the extent to which the impacts of growth on the county's transportation system can be mitigated in the future.

These challenges will be monitored both nationally and locally and, where appropriate, will be factored into transport modelling and the development of measures and schemes.

Travel patterns have generally returned to pre-pandemic levels, but there are significant factors, including those described above, that may continue to impact on how and when people travel and road safety.

The Wider Impact of Poor Road Safety

Obesity is the nation's number one health challenge. In 2018/19, 64.1% of adults (age 18+) in Leicestershire were classified as overweight or obese[8]. Healthy weight issues begin at an early age and by year six at school, 30.6% of Leicestershire pupils were either overweight or obese in 2019/20[9].

The Government's national travel survey 2022[10] is a survey of personal travel by residents of England. It includes travel patterns for school children and includes questions on barriers to encouraging walking.

There is clearly a role for active travel (cycling, walking and wheeling) in addressing these issues, but concerns about road safety can deter people from choosing active travel modes.

Attitudes are an important influence on transport behaviour. For example, the perception that public transport is unsafe to travel at certain times of the day and that cycling is 'dangerous' have been identified as key barriers to more people travelling by these modes[11], in addition to end-to-end journey experience. As the Government notes, 'safety can hugely influence people in their travel behaviour, and everyone has the right to feel safe while travelling at all times of the day'.

Collisions, concerns about road safety or inconsiderate action by other drivers, such as footway/pavement parking and school parking, can act as a deterrent to walking, cycling and wheeling – minimising the health benefits of active travel and potentially affecting people's accessibility to work, services and social activities. Reducing collisions and fear of collisions and improving road safety supports active travel and improved health and accessibility.

With regard to whether road casualties are higher in deprived areas, the RAC Foundation noted that in England as a whole a higher proportion of road casualties live in areas of high deprivation[12], as measured by the Index of Multiple Deprivation (IMD). In 2022, it reported that the last five years show broadly similar patterns. The relationship between casualties and deprivation varies by road user group and age group, with a greater disparity between most and least deprived deciles for younger pedestrians and pedal cyclists.

Poor road safety also impacts on wider objectives, including congestion, carbon emissions and the environment, disruption and impact on the economy and quality of life of individuals and communities.

[8] Public health profiles - overweight or obese adults

[9] Public health profiles - overweight or obese children

[10] National Travel Survey (NTS) 2022

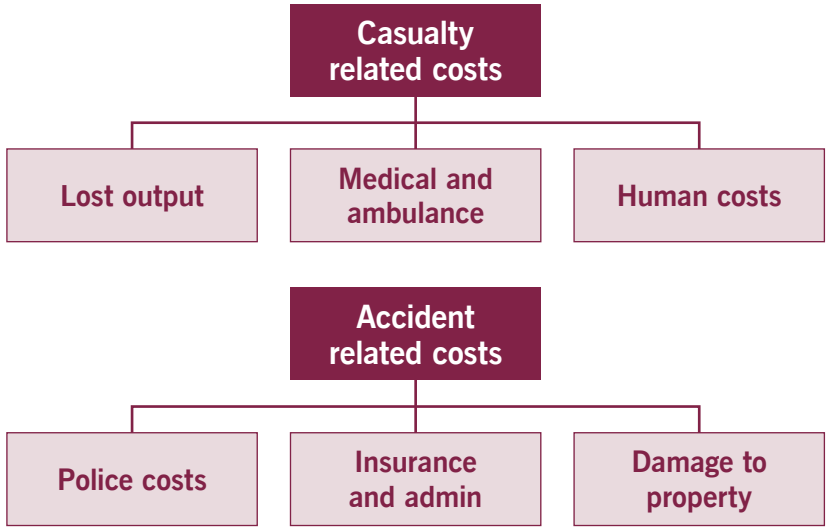
[11] DfT guidance - Enabling behaviour change (Dec. 2022)

[12] RAC Foundation - Safety

The Cost of Poor Road Safety

The level of human suffering caused by poor road safety and road collisions is immense, including personal and financial costs for individuals, family and friends, communities and the country. This is manifest through personal pain experienced, grief and suffering, lost productivity and loss of earnings, health-care and home care costs, social benefits, damage to infrastructure, pressure on the NHS and emergency services and impact on the network, affecting the economy.

For road collisions, involving vehicles and a minimum of one personal injury casualty, a methodology for evaluating costs has been in use since the 1990's. A robust assessment of collision data and costs is important for ensuring that the most appropriate measures are targeted where they will provide the most benefit. The Department for Transport (DfT) has identified the factors that contribute to collision costs:



The DfT quantifies the value of preventing collisions, taking account of a range of factors, including severity. As an example, for 2022, the following costs were applied to the average value of prevention for reported casualties and collisions:

Collision / casualty type	Cost per casualty £	Time Cost per collision £
Fatal	2,250,876	2,527,520
Serious	252,935	289,949
Slight	19,499	29,127
Average for all severities	92,168	124,272
Damage only	-	2,686

DfT – Average and total value of prevention of collisions (see 'Other road safety data (RAS4001)')

The annual cost of road traffic collisions to the UK's economy and NHS was estimated to be around £33 billion[13] from 2015, but this increased to £43bn in 2022 (this is the cost to society that takes account of emergency services, insurance and property damage). This is one of the reasons that road safety and casualty reduction remains a priority to the Government and public.

[13] Cost of preventing collisions (RAS4001)

Government's Role in Road Safety

The Government is the driving force behind improving road safety. It does this in a variety of ways, including[14]:

- Laws, policies, guidance, information and education, including:
    - The Government's Road Safety Statement 2019[15] A Lifetime of Road Safety
    - The Government's Road Safety Statement 'Working Together to Build a Safer Road System' (2015)'[16]
    - The Government's Strategic Framework for Road Safety[17] (2011)
    - National monitoring of road safety (personal injury collisions)
    - The Highway Code
    - Setting the national speed limit
    - Legislation and guidance on the standards expected of materials used on our roads, such as road restraint systems (crash barriers) and electric vehicles
    - Regulations and guidance about infrastructure, including use of tactile paving for pedestrians and time needed for pedestrians to cross the road
- Licencing, regulating, enforcing, assessing and accrediting:
    - Driver and Vehicles Standards Agency (DVSA)
    - Driver and vehicle licensing, including medical conditions
    - Some driving offences, including wearing of seatbelts and motorcycle helmets and penalties for road traffic offences, including driver retraining schemes
    - Statutory requirements, such as vehicle lighting and seatbelts
    - New Car Assessment Programs (Euro NCAP)
    - New and emerging vehicle assessments and licensing e.g. self-driving vehicles and e-scooters
    - Driver training and testing
    - Type approval of devices for detecting speeding and traffic signal offences (speed and red-light cameras)
- Funding.

[14] PACTS briefing note (2014)

[15] Government road safety statement 2019

[16] Government road safety action plan (2019)

[17] DfT Strategic framework for road safety (2011)

The Government's 2019 Road Safety Statement advised that we needed to continue to focus on those road users that were disproportionately represented in road casualty statistics. It focused on four priority road user groups - young road users, rural road users, motorcyclists and older road users.

It also noted that we needed to continue to tackle those road users that broke the law, resulting in road safety problems. Key priorities included:

- Taking tough action against those who speed, exceed the drink-drive limit, take drugs or use their mobile phone whilst on the road
- Continuing the "THINK!" road safety campaign, to provide road user education and influence behaviour in a targeted and engaging way
- Supporting National Highways[18] and local authorities in improving the safety standards of roads
- Supporting further devolution of road safety policy, in a way that meets the needs of the nation as a whole
- Underpinning policy decisions with robust evidence, research and evaluation
- PFOXES/2019remoterotecting vulnerable road users, including pedestrians, cyclists, motorcyclists 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.

Subsequently, the 2022 Highway Code[19] introduced a hierarchy of road-users, making it clear that quicker or heavier modes of travel have the greatest responsibility to reduce the danger they may pose to more vulnerable road users.

In June 2022, the Government also advised of the launch of the country's first ever 'Road Safety Investigation Branch'[20] (RSIB), which aims to reduce casualties and fatalities, boost safety and reduce the cost of road traffic collisions to the NHS and economy. The RSIB will ensure that some of the highest road safety standards in the world continue to be met. The move taken by Government will bring road safety into line with similar independent bodies that already exist for air, maritime and rail accidents. The RSIB will investigate 'themes' in the causes of road traffic collisions, make recommendations for how they can be reduced and explore how new technology, such as self-driving vehicles, can be introduced on UK roads.

It will:

- Make independent safety recommendation
- Shape future road safety actions
- Investigate incidents on the country's roads
- Provide insight into what needs to change to help save lives.

[18] National Highways - About us

[19] The Highway Code

[20] Government launch Road Safety Investigation Branch (2022)

Emergency and Healthcare Services Role in Road Safety

The Government works closely with the emergency services and health departments/agencies, such as the UK Health Security Agency, the Office for Health Improvement and Disparities and NHS England, ensuring that it supports trauma care improvements and health promotion activities.

The emergency and healthcare services seek to prevent collisions and minimise the severity, when they occur. They also participate in education and publicity campaigns.

As an example, the Leicestershire Fire and Rescue Service has used emerging technology to help educate drivers. The 'Hazard Express' vehicle uses virtual reality to provide an immersive learning experience. It was created in conjunction with the Leicester, Leicestershire and Rutland Road Safety Partnership, which notes that "Driving down casualties is very much based on an evidence led approach, delivered through collaborative working. As an important member of the partnership, Leicestershire Fire and Rescue Service play a key role in helping to reduce death and serious injury on our roads and, in particular, to highlight risky driving behaviour and habits.

The emergency services have a key role, providing emergency response, prevention and protection, including through:

- Attending emergency incidents
- Providing first aid and trauma care
- Road safety education to schools and communities
- Enforcement.

Healthcare

Post-collision care and survival is extremely time-sensitive. Mechanisms to ensure appropriate action is taken include an alert system connected to relevant professionals, who are in turn able to quickly dispatch appropriate emergency services with trained personnel and the necessary equipment.

The development of integrated trauma networks has aimed to organise regional trauma care in a way that provides coordinated multidisciplinary care at a time and place that benefits the patient most.

The Government works closely with the emergency services and health departments/agencies. It ensures that hospital data and 'lessons learned' from road traffic collisions are shared, which is essential for understanding national road safety trends and potential changes to policy in response.

Roads Policing

Roads policing involves a wide range of activities, including[21]:

- Deterring and detecting illegal, dangerous and careless behaviour on the road
- Identifying offenders and the causes of crashes
- Educating and seeking to change the attitudes of road users
- Identifying and removing dangerous vehicles.

As an example, the police run 'Fatal4' operations and clinics, targeting speeding, using mobile phones while driving, not wearing seatbelts and drink driving.

The National Roads Policing Strategy (2022-2025)[22] advises that policing roads means tackling drivers who engage in behaviour that causes harm. This means addressing those crimes that cause death and serious injury on our roads - offences that range from speeding to failing to wear a seatbelt, from distracted driving to impaired driving, from careless to dangerous driving, and any other behaviour that causes harm on our roads.

Collaborative Approach Overview

A wide range of government, local authorities, emergency services, charities and stakeholders provide advice, guidance, training and education to road users, often collaborating and co-ordinating campaigns in order to maximise road safety benefits.

The Central Office of Information (COI) ran the Government's road safety campaigns until 2000. After this, the Government established THINK![23] as its designated road safety campaign.

THINK! has become recognised internationally for campaigns that have challenged dangerous behaviours on Britain's roads, including campaigns about seat belts, drink driving, pedestrian and motorcyclist safety, speeding, child car seats, driver fatigue, drug driving, phone use, new drivers and driver distraction.

The UK's safety charity 'Brake'[24] works with communities and organisations to reduce road deaths and injuries; make streets and communities safer for everyone, and support people bereaved and seriously injured on roads.

Local authorities, the Police and the Fire and Rescue Service play a major role in delivering preventative road safety education and campaigns throughout the country, including through the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP). Information and data are shared with partners and the public, to maximise benefits and ensure co-ordination action. As an example, in June 2023, a spokesperson for the LLRRSP advised that there had been a rise in speeding offences since the first lockdown in 2020, and this has increased as local traffic volumes have returned to pre-pandemic levels. Speeding prosecutions in the county have been on the rise in recent years.

Irrespective of legal responsibility for the local, major and strategic road network, all partners continue to work together to ensure a holistic approach is taken to road safety.

[21] Brake - Roads policing

[22] College of policing - Roads policing

[23] Story of THINK

[24] Brake - the road safety charity

2. A ‘Whole-systems’ Approach to Road Safety

Overview

‘Whole systems’ is a strategic integrated approach to planning and delivering services.

For road safety, this means that all aspects of road safety are considered at every stage, with everyone taking shared responsibility for complying with the system’s rules.

This includes policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies, enforcement officers, lawmakers and every road user, whether they drive, cycle, wheel, ride or walk.

This approach is based on established principles. It gives attention to making roads, vehicles and speeds safer, as well as continuing to work towards achieving greater levels of road user compliance.

It uses a mix of current knowledge, builds on best practice and utilises existing, new and emerging solutions.

A more proactive approach is essential to deliver our longer-term target of zero road deaths caused by road traffic collisions by 2050.

Robust evidence and data will continue to be a key factor in our approach, but other factors, such as community concern, the nature of the road/route, the condition of roads and signs or lining (a risk-based approach to asset condition), as well as traffic counts and speed data is used to help identify locations where there may be a risk of serious or fatal injury occurring. New technology will be used to help us gather information more efficiently and effectively.

We will continue to use existing and emerging guidance, evidence, technology and best practice to improve our approach and effectiveness going forward, working with Government, partners and specialist road safety organisations to maximise benefits and deliver objectives.

Safe Systems

'Safe Systems' is a generic term for a whole systems approach to road safety, sometimes also referred to as 'Vision Zero', 'Sustainable Safety' and 'Towards Zero'. The basic principle is that lives and health should not be compromised by the need to travel and that everyone can play their part in improving road safety.

Safe Systems can save lives, reduce suffering and produce economic savings. It aspires to achieve a world of zero road deaths and serious injuries. It acknowledges the need for healthy and active mobility to address issues such as pollution, health and inequality.

The Safe System approach aligns road safety management with broader goals. By creating partnerships where government (central and local), transport agencies and service providers, emergency services and specialists work closely with other groups and users, benefits can be maximised.

Safe Systems also tackles other problems associated with road traffic, such as congestion, noise, air pollution, lack of physical exercise, poor accessibility and disbenefits to active travel.

The Government and Safe Systems

In 2015, the UK government issued its British Road Safety Statement (BRSS): Working Together to Build a Safer Road System[25], which confirmed its commitment to investing in road safety. One of its key priorities was the adoption of a Safe Systems approach, which has 5 'pillars', relating to safe roads, safe road users, safe speeds, safe vehicles and post-collision care. The overarching theme of the BRSS was the Government's adoption of the recommended Safe System approach to preventing death and serious injuries in road collisions. Building on current practice, it would also require some re-alignment in national road safety focus and activity over time.

In 2018, the UK's Department for Transport (DfT) commissioned and published a Road Safety Management Capacity Review[26], which recognised that a Safe System approach should be implemented on Britain's roads.

In 2018, the DfT also began a review of the STATS19 reporting system, with the final recommendations[27] published in 2021 and proposed for implementation from 2024. The review considered technical developments to data collection methods and data linking and the need for data to address gaps in the Safe Systems methodology, not previously covered by STATS19. The principles underpinning the Safe System acknowledge that[28]:

- People make mistakes which can lead to collisions; however, no one should die or be seriously injured on the road as a result of these mistakes
- The human body has a limited physical ability to tolerate crash forces – any impact greater than 30km/h increases the risk of dying significantly
- Road safety is a shared responsibility amongst everyone, including those that design, build, operate and use the road system
- All parts of the road system must be strengthened in combination to multiply the protective effects and, if one part fails, the others will still protect people.

Further information on the five Safe Systems pillars is provided below.

[25] Government road safety statement (2015)

[26] Road safety management capacity review

[27] DfT STATS19 review: Final recommendations

[28] DfT STATS19 review (2018)

Safe Roads

Roads need to be planned, designed, built and operated to enable safe travel and reduce the fear of collisions. They also need to be used in such a way as to eliminate, or minimize, risks for all road users.

Land-use planning and highway development management are important starting points for safe roads, which include consideration of travel demand, mode choice and the provision of safe and sustainable journeys, including walking, wheeling, cycling and passenger transport.

The Local Highway Authority (LHA) is a statutory consultee of the Local Planning Authority. Its role is to provide technical highway advice on submitted planning applications. At the application stage the LHA will review the highways impact of the development. The principle of what is considered relates to whether the proposed access to the site is safe and appropriate for all network users, can the traffic generated by development be safely and appropriately accommodated on the highway network and transport implications relating to the highway are not considered 'severe'.

In addition, safety audits may be undertaken during the development of a highway scheme, helping to create better safer designs. These audits are a formal check of a schemes design from a road safety perspective and may include new schemes or alterations to the highway, intensification of use, new accesses, off-site highway improvements and new residential estate roads. Audits consider the needs of all road users, including car drivers, motorcyclists, cyclists, pedestrians and equestrians and, where appropriate, they make recommendations. They are undertaken at various stages during a scheme's development.

Leicestershire's roads are used by a wide variety of different individuals with varying requirements. It is important that the use of road space for parking is managed in a manner which allows all needs to be met for accessibility, flow of traffic, road safety and parking purposes. In order to ensure that this is possible a system of parking controls has been introduced, where required. Our parking enforcement webpage[29] provides more information on parking, including our parking policy.

At locations where road traffic collisions have occurred, targeted engineering measures may be introduced to address issues and reduce collisions.

A range of measures are available to reduce the risk of collisions, including:

- Segregating road users: One of the key dangers on our roads can be where different types of road user share the same space. As far as possible, the Safe System approach seeks to segregate different road users, developing and enhancing safer routes for vulnerable users. For example, by creating or expanding a cycle route network; constructing and maintaining footways; or working with schools to develop safer walking routes for children
- Segregating traffic: It may be necessary to segregate traffic that is moving in different directions or at different speeds, for example by crash barriers separating opposite lanes of traffic
- Self-explaining roads: Safe System roads are designed so that the driver is aware of what is expected of them, for example through the use of carriageway width, road markings, signing and use of street lighting that is consistent throughout the route.

We also consider and prioritise the condition of all highways and transport assets, to ensure that they are well maintained and reliable. To reduce the impacts on transport users, assets should be as resilient as possible to the effects of climate change and extreme weather events, with suitable planning in place to mitigate these.

[29] Leicestershire County Council - parking enforcement

Safe Speeds

Safe speeds help to avoid collisions but, if a collision does occur, it helps to limit the severity of injuries.

'Safe speeds' includes designing roads to encourage appropriate speeds and, where appropriate, enforcing speed limits. The Safe System seeks to:

- Establish logical, consistent and intuitive infrastructure: This will make it easier for road users to recognise appropriate speed limits for the road e.g. for village entry treatments and at roadworks
- Establish appropriate speed limits: These are set according to road features and function, taking account of national legislation and guidance and local factors. Speed limits should be evidence-led and self-explaining and seek to reinforce people's assessment of what is a safe speed to travel. They should encourage self-compliance. Speed limits should be seen by drivers as the maximum rather than a target speed[30]. Where appropriate initiatives such as advisory 20mph zones can be introduced to take account of vulnerable road users
- Enforce existing limits: Transport authorities work with the police to develop and evaluate speed enforcement, utilising such things as safety camera schemes and traffic management. They may also work with community groups, such as Community Speedwatch, a locally driven initiative where community members use speed detection devices to monitor vehicle speed, with the support of the police
- Educate road users: Authorities can undertake speed enforcement and education campaigns and, as an alternative to prosecution, offer Driver Education Workshops. They might also ensure speed limit compliance by working directly with fleet drivers, licensed taxi companies or contractor vehicles (also see Safe Road Users').

[30] DfT guidance - setting local speed limits

Safe Road Users

Safe Systems encourages everyone to take responsibility, comply with the rules of the road and consider other users.

Speeding, drink/drug-driving, driver fatigue, distracted driving and non-use of safety belts, child restraints and helmets are among the key behaviours contributing to road injury and death. The design and operation of the road transport system takes account of these behaviours, through a combination of legislation, enforcement, education and engineering.

Road user behaviour can be influenced by road infrastructure design.

Safe Systems encourages safer use in various ways, including:

- Education: creating risk-aware drivers through education and publicity, encouraging all road users to travel unimpaired and alert at safe speeds and without distraction, complying with road rules and aware of risks. Drivers who do not follow rules may be required to undertake further education or be penalised through enforcement or higher insurance costs
- Enforcement: should be backed up by communications to guarantee public understanding and support, and the involvement of local stakeholders to maximize compliance. Other factors, including basing insurance premiums on driver performance, can incentivize drivers to comply with traffic laws.

- Use of streets for other purposes: By encouraging streets to be used for a range of community purposes, everyone is encouraged to have a stake in their streets. This may be small-scale, street-wide activities such as street parties or larger-scale municipal closures where roads are closed to traffic.
- Examine new ways of measuring safety: Traditionally, casualty statistics have been the primary method of measuring road safety. Safe System considers additional ways of measuring safety, e.g. the public's perception of road danger.
- Integrated school travel planning initiatives: Children are encouraged to use roads more safely. Transport authorities might work closely with schools to create safe walking routes for children or expand the number of School Crossing Patrols in the area. Initiatives may also include such things as Junior Road Safety Officers (JRSO).

Safe Vehicles

Vehicles are designed, built and regulated to minimize the occurrence and severity of collisions. There are two main strands to safe vehicles:

- Road worthiness:
    - Consumers and businesses are encouraged to purchase safer vehicles. Vehicles are then maintained to the highest safety standards.
- Technology:
    - Active safety' measures that help to prevent crashes includes collision-avoidance systems, stability control, improved road-vehicle interaction, automatic braking systems, air cushion technology and speed limiters on fleet vehicles. Autonomous vehicles may also be used in the future, minimising driver error
    - 'Passive safety' includes vehicle components that protect occupants if a collision does occur, including three-point seat belts, padded dashboards and airbags.

Technology is constantly evolving, guided and legislated by Government. As an example, following a review of the law relating to self-driving vehicles, the Government is investigating a new legal and safety framework for these vehicles.

In 2022 the Government undertook a consultation and sought views on its safety ambition for self-driving vehicles. It set out its proposals in its 'Connected and automated mobility 2025'[31] document.

[31] Government policy paper - Connected and automated mobility 2025

Post Collision Response

Emergency and health care workers seek to prevent death and limit the severity of injury after a road traffic collision.

Actions include reacting as quickly as possible to collisions, increasing responsiveness to post-crash emergencies, improving the ability of health and other systems to provide appropriate emergency treatment and longer-term rehabilitation for crash victims, studying the causes of the most serious collisions and providing support for the victims of road collisions.

In 2022 the Government announced an initial feasibility study regarding linking data on road vehicle collisions attended by fire and rescue services[32] with police reported road collision data, which supports the future data strategy as set out in the STATS19 review final recommendation[33]. The purpose of linking the two datasets is to establish whether the data can help the Government to understand more about post-crash care and response times.

Leicestershire and Safe Systems

We have been following the principles of Safe Systems for decades. As an example, over the period of our second Local Transport Plan (2006-2011), the Leicester, Leicestershire and Rutland Road Safety Partnership invested about £11 million in efforts to reduce road casualties, focussing on:

- Providing a safer road environment
- Managing speed
- Improving safety for vulnerable road users
- Encouraging safer driving.

Chapter 7 provides further information on delivering Safe Systems in Leicestershire.

[32] Government feasibility study - Linking police and fire road collision data

[33] STATS19 review: Final recommendations (2018)

3. Evidence and Data

Overview

Road traffic collision data is essential for informing and monitoring road safety policy at local, national, and international levels. The collection processes and data collected vary amongst local authority and police force areas, reflecting different local road safety requirements and circumstances. However, each local area is required to report the same set of collision data to central government for national purposes[34]. Various reports are produced by Government using this data, including the latest road casualty statistics[35] and the DfT's National Travel Survey[36], which includes road safety data.

In 2021 the Department for Transport published 'STATS19 review final recommendations'[37]. The two-year review looked into improving the quality and value of the collision data and reducing the reporting burden on the police, including streamlining/modernising, the better use of technology and data sharing.

Government advises that local authorities and transport operators should use the data they have on transport services, user needs and physical infrastructure to plan a holistic system that prioritises and increases perceptions of personal safety and security for the transport user. Evidence is key in helping us to understand:

- Current road use
- Potential future use
- Longer-term trends
- Where there are issues
- Why issues are occurring
- Who is involved.

Evidence will also help us to assess how effective potential initiatives could be in addressing any issues. We can then assess where available funding should be targeted, ensuring that we focus limited resources on areas that will provide the greatest benefit to the people of Leicestershire.

Quality data and evidence is essential if we are to identify road safety issues and effectively address them.

[34] Government road accidents and safety statistics

[35] Government Road Safety Statistics by age and gender

[36] Government - National Travel Survey

[37] Government - STATS19 review: final recommendations

Types of Evidence and Data

We utilise a wide range of information and data when making decisions, underpinning policy decisions with robust evidence, research and evaluation. This includes:

- National data, guidance and best practice
- Road traffic collision data from the police
- Transport modelling
- Traffic surveys, including vehicle counts and speeds
- Technology
- Highway surveys, for example the condition of roads and bridges
- Information from partners, including Public Health, Leicester City Council, district council's and parish council's
- Information from stakeholders, including passenger transport operators, rail operators and freight operators
- Scheme monitoring, including data from before and after an initiative was delivered e.g. usage and collisions.

We also have various systems to log information provided by the public, which provides invaluable local knowledge, forming another strand of our evidence-base. These systems include:

- Engagement and consultations
- A 'Contact Us' webpage[38]
- A system for people to report a problem and/or /defect on roads or pavements, such as potholes[39]
- A system to report a problem with street lights[40].

Road Traffic Collision Data

Validating Leicestershire Data

For a collision report to be submitted to the County Council by the Police, it must relate to a personal injury collision.

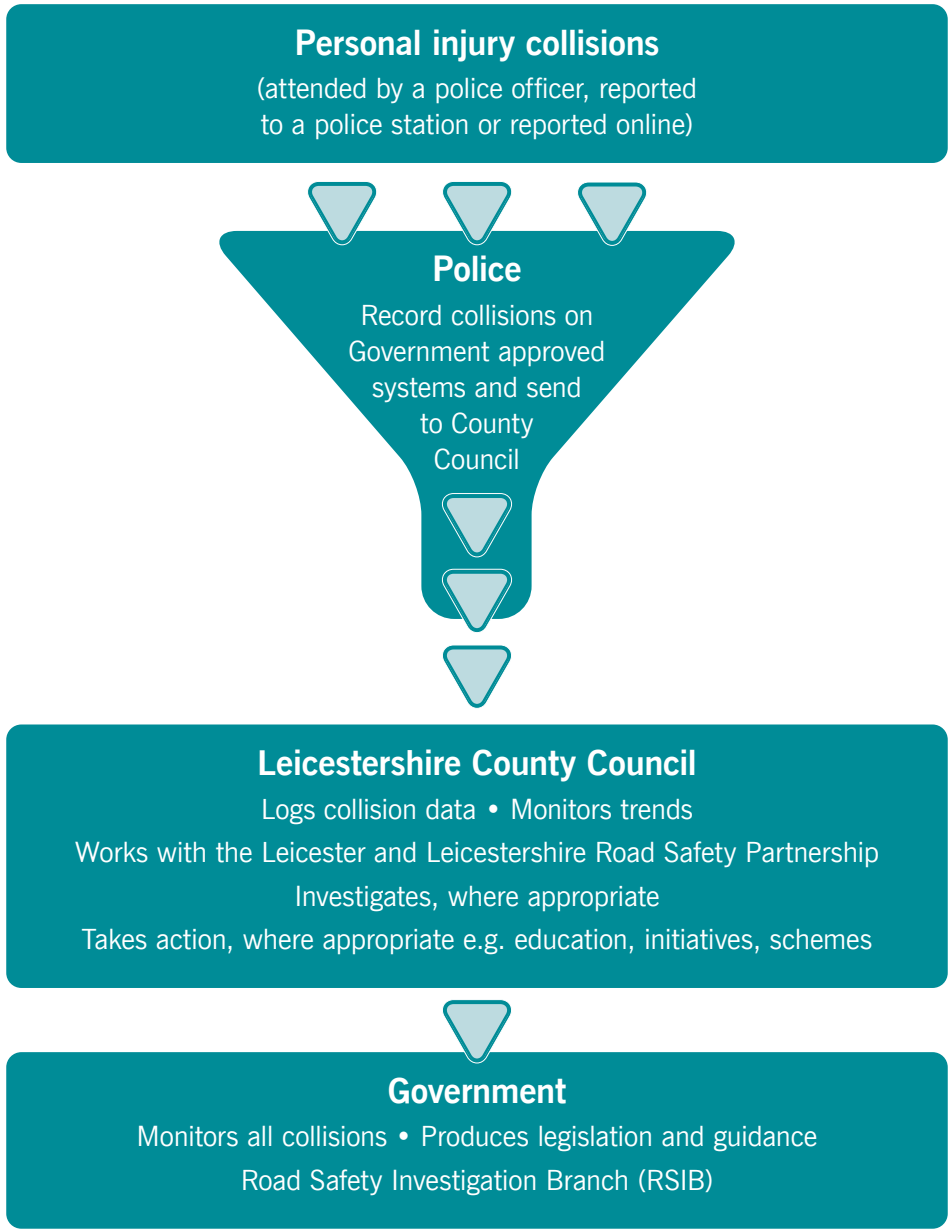
In the past, this had to be a collision attended by a police officer or one that was reported to a police station. However, from 2023, a publicly available online reporting system called 'Single Online Home', has enabled users to report road traffic collisions online. The DfT have agreed that such reports may also now be included in collision datasets, subject to them meeting agreed standards.

Only in these circumstances will the police send a collision report to the County Council.

[38] Leicestershire County Council - Contact Us webpage

[39] Leicestershire County Council - Report a road problem webpage

[40] Leicestershire County Council - Report a Street light Problem webpage



Leicestershire County Council validates collision information on behalf of Leicestershire Police for the entire force area (including the City of Leicester and Rutland), using a collision data management system called AccsMap.

When entering collisions into this system, it will check that all mandatory information has been entered, and that what has been entered complies with the DfT's validation criteria. County Council officers also manually verify the information received from the police prior to and during data entry. Any queries relating to missing or potentially inaccurate information are directed back to Leicestershire Police, ensuring that all information is as accurate as possible.

As statistics need to be verified, there is a lag before the statistics are validated. As an example, the March 2023 annual Road Casualty Reduction in Leicestershire report provided an update on collision statistics up to the end of 2021.

What Happens with Data

The County Council sends validated collision data to the Department for Transport (DfT) on behalf of Leicestershire Police for whole force area, including the City of Leicester and Rutland, contributing to the DfT's analysis of data for the whole of Great Britain.

The data is also shared monthly with Leicestershire Police, Leicester City Council, Rutland County Council, National Highways and Leicestershire Fire and Rescue Service.

The data is used by Leicestershire County Council to monitor issues and trends and target the worst problem areas.

Collision Data Requests

We are able to provide 'non-sensitive' or 'non-personal' road traffic collision data for all roads within Leicestershire (including motorways and trunk roads managed by National Highways). Our 'Road Safety' webpage[41] provides information on how to request 'traffic accident data'.

Collision data and road safety information is also available from a wide range of sources, including Government[42] and Road Safety GB Data Wiki[43].

Transport Model

We have a long history of transport modelling within the county, continuously improving our models to ensure that we lead in the area of transport modelling. Our experienced team of transport modellers and data analysts ensure that our reputation for the provision of an excellent service and high-quality data is maintained.

As an example, the Pan Regional Transport Model (PRTM)[44], which is a bespoke computer-based transport model that provides travel forecast evidence across Leicestershire, is used to understand risks to road users. The model has been built using current industry best practice and is used to forecast the impact of changes in transport policy and procedures, land-use and infrastructure on travel decisions, the environment, and the economy.

It remains one of the most advanced transport models in the country. The processes and methodology adopted in the development of matrices in the model had been the basis of numerous European Transport Conference papers and ultimately underpinned the drafting of the DfT's matrix building guidance (TAG Unit M2.2). Aspects of the PRTM's production have been adopted by TAG as the industry standard.

Our transport models will continue to be used and improved in the future, to ensure that all interventions and schemes offer the greatest benefit to the people of Leicestershire and decisions are based on robust evidence.

Further transport analysis guidance[45] (TAG) from the DfT is available, which provides information on the role of transport modelling and appraisal.

Traffic Surveys (traffic counts and speed data)

We have a long history of survey work within the county and are proud of our reputation for the provision of high-quality data.

This data is entered into our transport database and used when assessing locations for various interventions, including safety cameras, vehicle activated signs, pedestrian crossings, speed limits and the design of roads.

Traffic Survey Requests

We are experienced in all types of traffic survey work, and surveys or more information can be requested[46] at any time.

Data can be collected by real time observation or captured using cameras and analysed later. Videos can also be used to capture vehicular interaction at busy and congested junctions, pedestrian movements and bus passengers.

Surveys can be manual counts to monitor specific categories of traffic, Automatic Traffic Counts (ATCs) for longer term counts or by video capture techniques.

The Data Collection Team can provide data on all types of traffic and pedestrian movements from over 262 Automatic Traffic Count (ATC) sites.

The service is quality assured and accredited to BS EN ISO 9001:2015 Quality Management Systems and provided under the County Council's Data Quality Strategy.

[41] Leicestershire County Council - Traffic Collision data

[42] Government - Road accidents and serious accidents information

[43] Road Safety GB Data Wiki

[44] Leicestershire Pan Regional Transport Model (PRTM) information

[45] Government - Transport analysis guidance (TAG)

[46] Leicestershire County Council - Traffic-counts and speed data

Technology

Existing, new and emerging technology has a huge potential to improve lives and reduce collisions. We will continue to utilise and assess a wide range of new and emerging technology to help us gather robust evidence, provide accessible services to the people of Leicestershire and help keep our network as safe as possible.

As an example, we have recently installed cameras in our Loughborough and South of Leicester Local Cycling and Walking Infrastructure Plan (LCWIP) zones, to assess use of the network. This data will also have wider benefits, including baseline information towards possible future schemes in these areas.

Our emerging Electric Vehicle Strategy (EVS) includes consideration of how chargepoints will be integrated into the environment, in line with the following principles:

- Chargepoints must not obstruct pavements or highways, or present a safety risk to pedestrians or other vulnerable road users
- Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded, and safety and free movement of pedestrians is not jeopardised.

Emerging technology is closely monitored by Government and local authorities. A flexible and proactive approach enables prompt action to be taken to address issues.

New and emerging technology includes:

- Electric vehicles that may have additional/newer safety features, such as automatic braking, emergency stability control and intelligent speed adaptation
- Automated systems that inform us of faults e.g. LED street lights and traffic signals
- Connected technology that maximises the use and efficiency of the network e.g. connected traffic signals that work together to minimise queuing traffic
- Automatic Number Plate Recognition (ANPR) and camera cars for parking enforcement
- Bus stop variable message signs and real time information and smart ticketing
- Road artificial intelligence – a system that analyses captured imagery of the road network to identify defects and asset locations
- Engagement and consultation platforms, such as Social Pinpoint[47] interactive maps[48], for engaging with communities.

[47] Social Pinpoint online engagement platform

[48] Leicestershire County Council - example use of Social Pinpoint interactive maps

There may also be unexpected negative impacts from new or emerging technology. Monitoring occurs in order to identify both positive and negative impacts. As an example:

- E-scooters have recently been trialled across a number of cities nationally, with the potential benefits and disbenefits assessed as part of the trial
- Reduced noise from electric vehicles - from 2019, an acoustic sound system (noise emitting device) was required on all new types of quiet and hybrid electric vehicles, so that sound is produced when reversing or running at low speed[49]
- Heavier electric vehicles may increase casualty severity or cause more damage to highway surfaces, which could impact on pedestrians, cyclists and motorcyclists
- AI powered robots (also known as autonomous delivery robots, personal delivery devices/droids (PDDs) and autonomous droids) is a new innovative technology being explored as a final or 'last mile' home delivery solution. These are currently being trialled in several local authority areas.

Technology is constantly evolving, and it can take years for the impact of new technology to be trialled and assessed. The impact will continue to be monitored nationally and locally, to assess benefits and disbenefits.

[49] Government - press article on new legislation requiring noise systems in electric cars to improve safety

4. Collision Trends

Overview

Local authorities are responsible for the management of local roads, including promoting road safety; undertaking collision/casualty data analysis and devising programmes to improve road safety, including engineering and road user education, training and publicity[50].

We use collision data to identify road safety trends, for example to identify whether the number of collisions and/or casualties is decreasing in line with national trends and local targets, or whether there has been a statistically significant 'flatline' or increase. It also identifies whether there has been a change in trend for specific groups of road users, including pedestrians, cyclists, horse riders and motorcyclists.

The data helps us to identify specific locations or areas that are experiencing changes in data, for example to identify whether there is an increase in collisions at certain locations, whether there is an increase in specific types of collisions, such as speed or drink related, and whether there is a dominant collision type that can be addressed, such as loss of control on a bend, failure to give way at a junction, weather related collisions or a high number of collisions on a route.

It is important that longer-term trends are assessed, rather than reacting immediately to any short-term changes in data. Many factors, including the weather, events, random fluctuations in data etc, can give the impression that road safety is deteriorating or improving, when it will return to its 'base-line' without any action being taken (the pandemic is an example of this, with lockdown dramatically altering collision data).

Data and evidence are monitored over the long-term, identifying patterns/trends, the issues, where they are occurring and what impact different interventions may have on improving specific types of road safety problems.

Comparison with national, regional and local data also enables officers to evaluate actual changes in road safety. This ensures that resources and actions are focussed on those areas that are experiencing the highest number of collisions and casualties and where evidence indicates that issues can be successfully addressed.

[50] Parliamentary Advisory Council for Transport Safety (PACTS) - guidance note on road safety powers

Data Quality

The Governments Reported Road Casualties in Great Britain (RRCGB)[51] publication advises that very few, if any, road collision fatalities are not reported to the police. However, a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than those recorded in police collision data.

Whilst every effort is made to capture collision data as accurately as possible, there are factors outside of our control that can affect data quality. When identified, work is undertaken by relevant partners to address issues.

All British police forces now use injury-based reporting systems (as opposed to severity-based) to record road collisions and casualties. The move to this new system has resulted in a substantial increase in the number of 'serious injury' casualties, which previously may have been recorded as 'slight injury' (like most countries, the UK categorises injuries into three severity categories: fatal, serious, and slight).

The Government, Police and Council are aware of this and take account of it when assessing collision data.

Great Britain: Road Collisions and Casualties

The DfT uses data supplied by local authorities to produce 'Reported Road Casualties Great Britain'[52] (RRCGB), the official statistical publication of traffic casualties, fatalities and related road safety data in the UK.

The RRCGB is normally published in two stages:

- Provisional results (end of June); and,
- Final results and annual report (end of September).

Local authorities use these national statistics to compare with their own local collision statistics, highlighting any deviation from the national trend.

It is recognised that different local factors, including the geographical area, road environment and driver attitude, may also vary in different parts of the country (for example, more affluent areas may have a much greater proportion of new vehicles with advanced safety features). The collision statistics for each local authority area may therefore differ from the national picture to a greater or lesser extent.

Statistics show that Great Britain continues to have some of the lowest road casualty rates in the world[53]. As an example, despite significant increases in traffic, there has been a steady decline in road deaths over the last few decades.

[51] Government National Statistics - Reported road casualties in Great Britain, provisional estimates: year ending June 2023

[52] Government - Road accidents and safety statistics

[53] Government statistics - (RAS0404): International comparisons of road deaths by selected countries

Despite having some of the lowest road casualty rates in the world, an unacceptable number of deaths and injuries continue to occur on Great Britain's roads. Road safety charity Brake[54] reports that someone is killed or seriously injured on the road every 16 minutes in the UK and in 2020 the Chief Medial Officer's annual report: Health trends and variation in England[55] included road traffic accidents as one of the wider determinants of health.

A range of statistical data is collected and assessed by the Government including road user types, road types, vehicles and drivers and factors contributing to collisions and casualties[56]. Several of these are summarised below.

GB: Types of Roads

The RAC Foundation[57] summarises data from the RRCGB. As an example, it notes that in 2022 the majority of casualties occurred on built-up urban roads. However, the majority of fatalities occurred on rural roads. They suggested that the reason for this could be that rural roads have higher average speeds, which often result in more serious collisions.

The Government continues to monitor trends and takes appropriate action if evidence indicates that there may be an issue. In 2023 there appeared to be an increase in the number of wrong-way incidents on motorways. Action taken included signal/sign warnings to other drivers that a vehicle was driving the wrong way. Longer-term monitoring will identify whether any other action needs to be taken. The reasons behind wrong-way incidents may include drink-driving and incorrect use of sat-navs.

GB: Road User Type

The Department for Transport provides a range of fact sheets[58] on road accidents and safety statistics, including 'road user risk'.

It notes that car occupants (including car drivers and car passengers) were the road user group with the greatest number of fatalities (46% of total fatalities in 2022). However, this was unsurprising as cars account for the majority of the traffic on Britain's roads.

Vulnerable road users accounted for half of fatalities in 2022 (pedestrians 23%, motorcyclists 20% and pedal cyclists 5%).

When considered in terms of fatality rates (fatalities per passenger mile travelled) for each mode of transport, it noted that vulnerable road users had a much higher casualty rate. All of these groups have much higher fatality rates per mile travelled compared to other road users. However, care is needed in making comparisons based on casualty rates, as, for example, the type of trips made by different modes are different (for example, car trips tend to be longer than cycle trips). Rates are more useful for showing trends over time for the various road user groups.

[54] Road safety charity Brake - UK collision and casualty statistics

[55] Chief Medical Officer (CMO): annual reports

[56] Government statistics - RAS04: Reported road collisions, vehicles and casualties tables for Great Britain

[57] RAC Foundation - Frequently Asked Questions

[58] Government Guidance - Road accident and safety statistics: fact sheets

Leicestershire: Road Collisions and Casualties

Local authorities use the national RRCGB statistics to compare their own local collision statistics with national trends.

Local factors, including the geographical area, road environment and driver attitude, may vary in different parts of the country - for example, more affluent areas may have a greater proportion of newer vehicles with advanced safety features.

The collision statistics for each local authority area may therefore differ from the national picture. Where appropriate, comparison with other comparable local authorities (for example similar rural counties) may take place.

We work with Government, partners and our own experienced statisticians and road safety engineers to assess Leicestershire's collision and casualty data against national statistics and trends. This enables us to establish what the longer-term trend is, including whether it is decreasing, increasing or plateauing.

In Leicestershire, road traffic collisions have been steadily decreasing for decades. We continue to be a high performing authority for road collisions and casualties, when compared with other county councils, East Midlands' authorities and statistical neighbours.

Our annual Road Casualty Reduction in Leicestershire reports[59], which are considered by the Highways and Transport Overview and Scrutiny Committee every March, provide a detailed update on casualties and trends over previous years, including:

- Collision and casualty data
- Short, medium, and long-term trends
- Travel modes
- Road type (built-up, non-built-up)
- Age groups
- Motorways and trunk roads (the Strategic Road Network)
- Comparison with other local authorities.

It should be noted that the COVID-19 pandemic changed people's travel patterns and habits, with subsequent impact on road safety. Because of this, collision data from 2020/2021 is inconsistent and will be excluded, or carefully considered and compared to national trends from the same period, in order to avoid 'skewing' the data.

[59] Leicestershire County Council - Annual Road Casualty Reduction in Leicestershire reports


One way

5. The Future of Road Safety in Leicestershire

Overview

Although Leicestershire continues to be a high performing authority for road safety, we are not complacent. We continue to strive for improvement in the face of unprecedented challenges, including funding, inflation, increasing costs and the impact of growth on services and infrastructure.

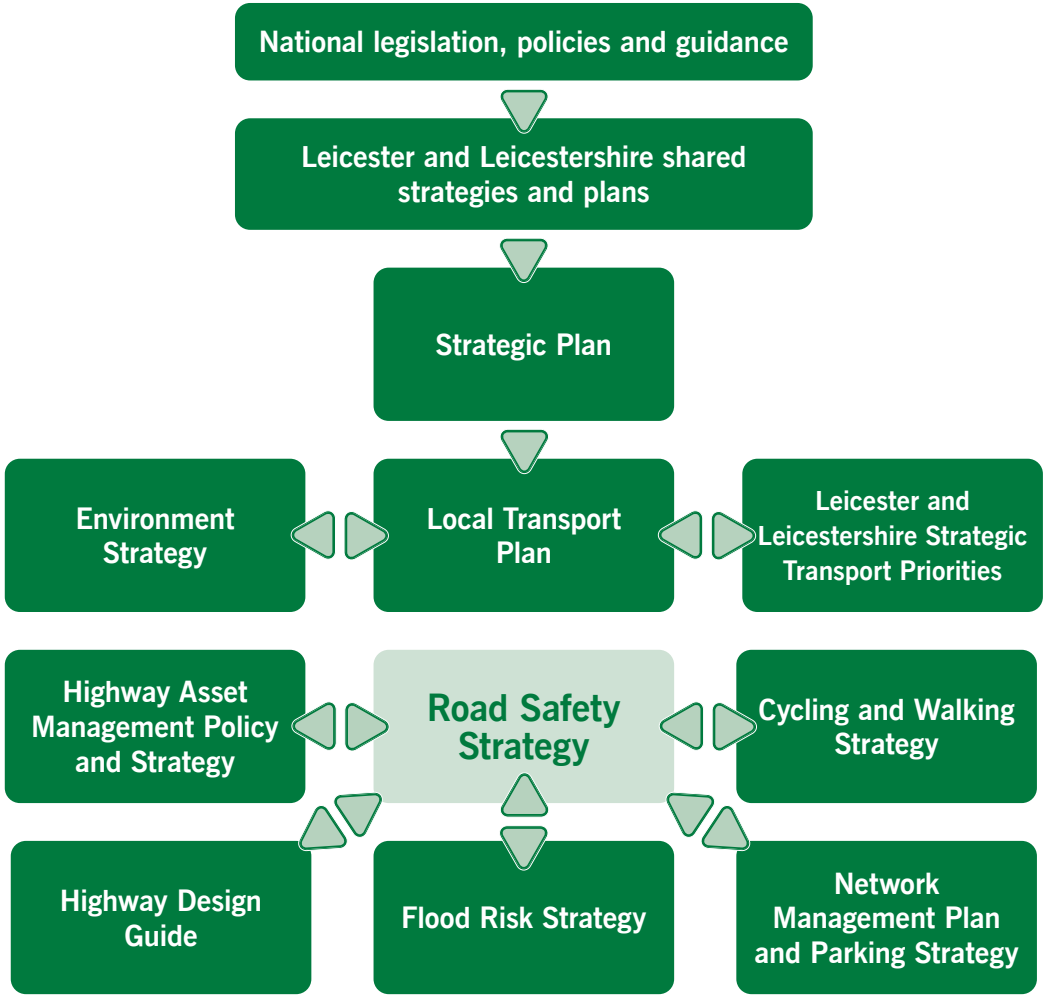
There is no 'one size fits all' solution to improving road safety. Instead, evidence is used to identify the issues, the possible solutions and the potential benefits of interventions. Where appropriate, we prioritise interventions to ensure that limited resources provide the greatest road safety benefits for road users.

Seizing the Opportunity

In Leicestershire, we take a 'whole system' approach, considering road safety in everything that we do. This includes planning for growth, so that it doesn't impact on road safety. We use evidence, guidance and best practice; working in partnership and, where appropriate, using new technology and interventions to maximise benefits. We use a wide range of education, engineering and enforcement methods to improve road safety, continuously looking to improve our results by monitoring the impact of our actions and contributing to wider objectives, such as health and the environment.

Our Road Safety Strategy

Our Road Safety Strategy sets out what we have been doing, and what we will do in the future, to continue to improve road safety in Leicestershire and help to deliver national and local objectives.



Rather than considering road safety in isolation, our whole system approach takes account of wider objectives, priorities and challenges, helping to maximise benefits.

A wide range of factors influence our approach to road safety, including national and local policies, procedures, strategies and plans, best practice (what others are doing), evidence/data, expert advice (including from the police, Public Health, road safety organisations, specialists and other authorities). A summary of some of the things that we consider are provided below.

- National road safety guidance and the Highway Code
- Climate change and decarbonisation
- Economy
- Growth (housing, employment and population), land use planning and development management
- Changing demographics and transport use
- Health and wellbeing
- Equalities and accessibility
- Leicestershire County Council's Strategic Plan[60]
- Interdependencies with other local departmental strategies, policies and plans e.g. Environment Strategy, Local Transport Plan, Cycling and Walking Strategy, Network Management Policy and Strategy, and Highway Asset Management Policy and Strategy.

[60] Leicestershire County Council Strategic Plan

Assessing Road Safety Issues

We use experienced statisticians and officers to assess road safety issues.

Factors that are Considered

There are a number of factors that are considered when assessing road safety and possible interventions, including legislation, policies, guidance (e.g. Government and road safety organisations), best practice, outcomes of trials, evidence from monitoring, adopted procedures and background of the issue and/or location. Some of the factors that we consider are summarised below.

- Evidence and data, such as casualty data, vehicle speeds, traffic counts, transport modelling, national data, comparable authorities evidence, partner and public concern, history. This will:
    - Produce an overall 'picture' of the issue(s)
    - Identify whether there is a dominant issue
    - Identify the trend for the issues – is this a possible deterioration or fluctuation that may return to the baseline without intervention
- Triggers for action e.g. is there an adopted procedure for assessing the issue (note: these triggers vary, depending on a range of factors, including the type of issue, the extent of the problem and national and local priorities)
- Legal and policy requirements, guidance and best practice
- Can the issues be addressed by interventions e.g. education, campaigns, engineering and/or enforcement

- Is there an opportunity to trial innovative solutions
- Can issues be addressed with one intervention or are there a wide range of issues that may require lots of different interventions to address them
- Clarify whether issues are already under investigation, have interventions been proposed or implemented or has it been assessed but no further action proposed
- Whether third parties need to be involved e.g. utility companies, developers, National Highways, land owners
- Whether there are any national or local priorities for action
- The possible cost and whether resource/funding is available or whether we will need to bid for funding or add it to future programmes of works (subject to funding)
- The likely benefit to establish the possible 'cost/benefit ratio'
- Identify who will introduce measures e.g. County Council or third party
- The likely timescale for investigation / action
- Evaluating success (what monitoring arrangements will be put in place).

Targeted Road Collision Investigations

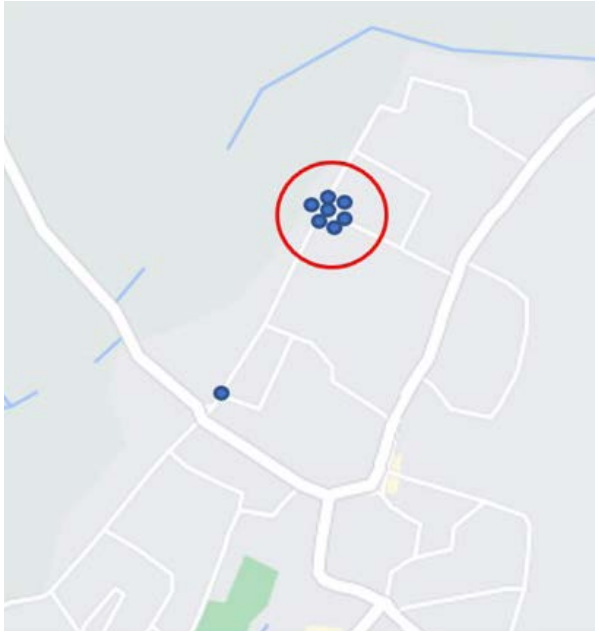
Investigating collisions that have occurred on our roads enables us to understand them better. Targeted road safety investigations are one method that we use to target interventions at areas that will provide the greatest benefit.

'Cluster' Sites

We identify a list of sites for investigation every year. Using evidence, our in-principle approach identifies a group of collisions that have occurred within a specified distance of each other, within a specified timeframe. Further information is provided in the annual 'Casualty Reduction in Leicestershire' report.

If appropriate, the criteria may be adjusted, to ensure that we continue to focus on those areas that will provide the greatest benefit.

The cluster site list can be regenerated throughout the year, identifying emerging sites of concern.

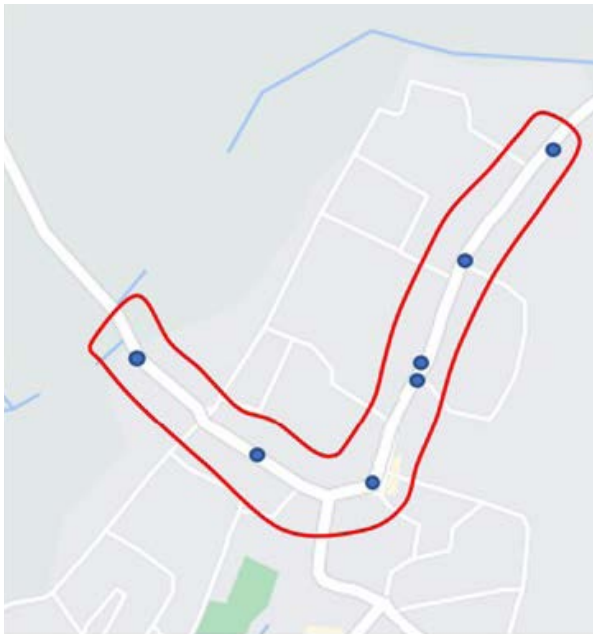


Once the list is produced, we assess and prioritise, based on:

- The number of collisions
- The number and severity of casualties
- The type of collision e.g., loss of control or failure to give way
- The comparison against national averages and collision rates
- The pattern of collision types
- Whether the collisions are treatable.

Route Investigation

We also look at lengths or sections of roads with the highest risk. We do this through assessing collision data in relation to the length of the network and the volume of traffic. This enables us to compare the risk across all routes on our local road network. The criteria for identifying these lengths may change over time.

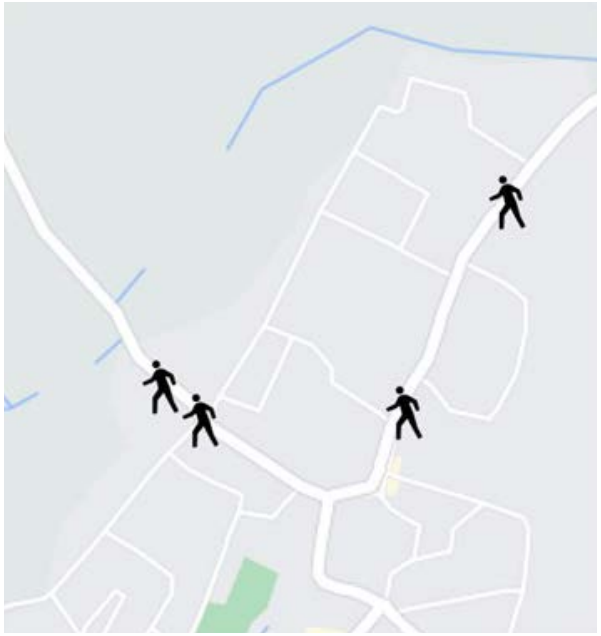


Looking at speed data alongside these calculations provides an insight into possible risks for road users. This analysis provides a robust method for identifying where interventions could help the most.

Mass Action

If appropriate, an assessment of collisions involving specific types of collisions may take place. As an example, these may include collisions involving pedestrians, cyclists or motorcyclists, collisions on rural bends or collisions in wet/damp conditions. The criteria for identifying mass action collisions will usually be influenced by evidence and will change over time.

Once prioritised lists are produced, we will take appropriate action including, where appropriate, adding to programmes of work or seeking funding through Government or a third parties.



Self-funded Interventions

Communities may consider accelerating the introduction of measures by funding measures themselves.

As the local highway authority, the council will be involved to ensure that anything introduced onto the highway will meet legal and policy requirements and not make issues worse.

The site will be assessed against the same criteria indicated above.

Our 'Leicestershire Highways: A Roads to zebras' website[61] provides information on a range of traffic schemes that are available to improve roads. It includes estimated costs and assessments that may be undertaken for each of the measures, should communities be interested.

Leicestershire Collaborative Approach

We maintain close working relationships with our partners and stakeholders, helping to deliver wider objectives and ensuring that our transport interventions maximise benefits for our communities.

We have a history of working in partnership with neighbouring Authorities, the emergency services, Public Health and communities to deliver effective transport initiatives.

A collaborative approach and sharing knowledge is vital. The Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) brings together expertise in eight organisations, including local authorities, emergency services, Highways England and Public Health to reduce the numbers of people killed and injured on the highway network within the Partnership area.

In order to deliver our Road Safety Strategy, it will be essential for these partnerships to continue to flourish, to ensure that the benefits are wide-reaching and road safety continues to be improved in Leicestershire.

As part of our joined-up approach, we will continue to share monthly reports on collision and casualty trends with our partners.

[61] Leicestershire Highways: A Roads to zebras website

We also work closely with our communities. The information that we receive from stakeholders, partners and individuals (by phone, email, letter or via online webpages) can take many forms, including:

- Responses to formal consultation (for example consultation on individual schemes, studies, procedures or policy documents)
- Ad hoc feedback/enquiries/requests received directly from local elected members, communities, businesses, or other stakeholders
- Proactive public engagement with parish councils and local communities
- Feedback received indirectly via district authorities and parish councils.

We encourage and involve members of the public in decision making, with adopted engagement standards[62] and Public Engagement Principles[63]. This ensures that the Council listens to our residents and communities. Engagement helps build evidence and ensures that no serious negative impacts are created by the proposals, for example for people with disabilities or other protected characteristics.

Where appropriate, engagement and consultations are carried out at critical decision points during a proposal's development, enabling the views of wider stakeholders to be expressed and considered. Actively engaging with a range of partners, as well as the general public, helps to ensure that any potential challenges are identified at the earliest opportunity.

The Council's Strategic Plan (Safe and Well outcome) aims to ensure that people are safe and protected from harm, live in a healthy environment and have the opportunities and support they need to live active, independent and fulfilling lives.

[62] Leicestershire County Council engagement standards

[63] Leicestershire County Council consultation and engagement principles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6. Vision, Objectives and Actions

Vision

Our vision for road safety, which supports the Safe and Well outcome, is:

For Leicestershire to have zero deaths caused by road traffic collisions by 2050 and where road safety continues to be an integral part of everything that we do.

Objectives

Our high-level road safety objectives support delivery of our vision.

Objective	How we will achieve this
Objective 1 **Reduce the number and severity of collisions and casualties**	Reduce the number and severity of collisions and casualties. We will use evidence and data to identify those areas that will benefit the most from interventions. Working with others, we will use the most effective interventions to address the issues.
Objective 2 **Embed the principles of a 'Safe Systems' approach**	We will engage with colleagues, review existing processes and collaborate with partners to help deliver objectives and promote these to stakeholders and the public.
Objective 3 **Consider road safety in everything that we do**	We will review our wide range of departmental policies, strategies, plans, procedures and processes to ensure that road safety is considered when appropriate and that they, and the Road Safety Strategy, complement each other.
Objective 4 **Utilise emerging technologies and data to improve road safety**	We will embed digital, data and technology in everything that we do, using specialist officers and teams to maximise benefits from emerging technology, working with partners and stakeholders such as Midlands Connect and supporting National Highways 'Digital Records'[64] approach.

[64] National Highways Digital Roads Approach website

Actions

A range of broad actions are used to steer the delivery of our vision and objectives.

Action	What we will do
A01	Use an evidence-based approach to inform all investigations, focussing on areas that are experiencing the greatest issues and where we can maximise benefits for the people of Leicestershire.
A02	Utilise a wide range of evidence, including quantifiable data (number of collisions, speeds, traffic volumes etc), as well as assessing risk, stakeholder and partner feedback and community concerns.
A03	Continue to quality-check, monitor, analyse and report on Leicestershire's road collision data, and adjust approach, where appropriate.
A04	Use a Safe Systems approach, considering road safety during all of our work.
A05	Continue to be flexible and open to new and emerging initiatives and technology.
A06	Share expertise and offer guidance and advice, where appropriate.
A07	Use a wide range of interventions to support delivery of national and local road safety objectives and continue to adopt approaches and deliver programmes of work that provide road safety benefits.
A08	Ensure that the Road Safety Strategy complements and supports delivery of other key policies, strategies and plans e.g. the Strategic Plan and Environment Strategy.
A09	Mitigate the impact of land use planning and development and ensure that, where appropriate, land developers provide appropriate funding for road safety measures.
A10	Maximise opportunities to improve road safety for vulnerable road users and, where possible, address road safety inequality.
A11	Ensure that processes continue to deliver maximum benefits e.g. road safety, walking and cycling, accessibility and equality are considered alongside wider objectives when undertaking work.
A12	Engage and work collaboratively with partners, stakeholders and communities to maximise benefits and promote road safety.
A13	Continue to take account of existing and new national and local policies, strategies, plans, guidance and best practice and, where possible, maximise opportunities for complementary support.
A14	Where appropriate, seek funding to support road safety objectives.

7. Delivering the Strategy

We have been successfully delivering a wide range of road safety initiatives in Leicestershire for decades, helping to make our roads safer and delivering our road safety objectives. These will continue to evolve as effectiveness is assessed and new interventions become available.

We use evidence to maximise benefits and take a whole systems approach, ensuring that we consider road safety in everything that we do. This has contributed to the steady decline in the number of collisions and casualties on our roads.

Our approach to road safety continues to evolve to take account of such things as:

- New legislation, guidance and best practice
- Changing priorities
- Evidence and data
- New and emerging technology, materials and processes
- Funding opportunities
- Partnership working
- Stakeholder input.

When delivering our Road Safety Strategy, we will continue to be flexible in our approach, utilising innovative solutions, where appropriate. We will continue to use evidence to steer our decisions and utilise technology to maximise benefits.

Safe Systems

We use a Safe Systems approach to work towards our target of zero road deaths in Leicestershire by 2050. Put simply, this means that all elements of the road system - vehicles, infrastructure, speed limits, road users, and post-crash care – must work together to minimise the chance of collisions or, if collisions do occur, try to minimise the severity.

A wide range of interventions are used to deliver the five pillars of Safe Systems:

- Safe Roads
- Safe Speeds
- Safe Road Users
- Safe Vehicles
- Post Crash Car.

We use education, engineering and/or enforcement to deliver our Safe Systems approach. Examples of what we do, and what we will do in the future, are provided below.

Safe Roads

Designing the highway network to reduce the risk of collisions

- Road safety and casualty reduction schemes that are specifically aimed at reducing collisions e.g. cluster sites, mass action programmes
- Considering road safety during the development, design and delivery of new schemes e.g.
    - Cycling, walking and wheeling facilities
    - Pedestrian crossings
    - Signs and lines
    - Traffic signals
    - Street lighting
    - Traffic calming
    - New roads
- Road safety audits
- Land use planning and highway development management
    - Designing new developments (housing and employment) with safety in mind
- Road maintenance
    - Assessing risks to users to prioritise our road maintenance programmes (risk-based approach)
    - Managing road safety during roadworks
    - Highways inspections and enforcement
    - Structures e.g. bridges and retaining walls
    - Winter gritting, surface dressing, treating potholes – using new technology where possible, to maximise benefits
    - Overhanging vegetation, spillage, drainage and dealing with faults
- Support vulnerable users e.g. through the Cycling and Walking Strategy and Local Cycling and Walking Infrastructure Plans (LCWIPs)
- Parking: Working with the police and partners on enforcement, restrictions and campaigns e.g. 'invisible disability' and 'stay on the level'
- School camera cars
- Traffic routes
- Flooding and drainage
- Traffic modelling and data provision
- Monitoring the effectiveness of interventions
- Use and investigate existing, new and emerging technology
- Working with partners, stakeholders and communities to utilise input, address issues and maximise support
- Utilise a range of measures to improve safety for all road users, reduce speeding, encourage safe and responsible driving behaviours and discourage heavy vehicles and through-traffic from using unsuitable routes and inform communities about their availability (examples are shown on our Leicestershire Highways 'A Roads to Zebras' website[65]).

[65] Leicestershire Highways Guidance on Traffic Calming

Safe Speeds

Designing roads and enforcing speed limits appropriate to road use and environment

- Education and publicity campaigns e.g. '20s Plenty' campaign
- Safety Cameras and mobile speed cameras
- 20mph speed limits and zones[66] / advisory 20mph school safety zones
- Vehicle Activated Signs (VAS)
- Community Speed Enforcement Initiative (CSEI)
- Community Speed Watch[67]
- Mobile vehicle activated signs[68]
- Driver Education workshops[69] national speed awareness course
- Traffic Management, including signs, entry treatments and speed limits
- Measures to slow traffic around schools
- Rural Roads Initiative (RRI)
- Speed limits
- Utilise new technology and monitor emerging technology
- Traffic calming
- Monitoring community concerns
- Co-ordinate approach through Road Safety Partnership
- Support Leicestershire Police enforcement activities with campaigns.

[66] Leicestershire Highways Guidance on 20Mph Speed limits and zones

[67] Leicestershire County Council - Community Speed Watch information

[68] Community Speedwatch Organisation - Information on the Mobile Vehicle Activated Sign (MVAS) scheme

[69] Leicestershire Council Council - Driver Education Workshops information

Safe Road Users

Improving the ways that people use roads

- Support people with training and education e.g.
  - Pre-driver courses
  - Safer driving with age sessions
  - Bikeability
  - Return to Cycling
  - Motorcyclists
  - Winter Driving
- Publicity campaigns
- Driver Education Workshops (safe and considerate driving, national motorway awareness course and 'what's driving us')
- School crossing patrols
- School and Business Travel Plans
- Driver Education Workshops
- Junior Road Safety Officers (JRSO)
- Research and monitor the impact of new road infrastructure, design and technology on driver behaviour.

Safe Vehicles

Ensuring that vehicles are as safe as possible by promoting safer technology and enforcing standards

- Work with the Leicester, Leicestershire and Rutland Road Safety Partnership to support the use of safe vehicles on the highway
- Leicestershire County Council owns/leases a range of vehicles, including cars, vans, lorries (including pickups, tippers, flatbed and tanker), minibus and gritters. We will ensure that our internal driver policy rules, procedures, and training processes support safe vehicles
- Where appropriate, Leicestershire County Council's procurement process will include requirement for new vehicles to meet NCAP 5* standards
- Support the transition to ultra-low emission vehicles for example, electric and hydrogen fuelled. New cars will incorporate newer technology, which supports road safety
- Research opportunities to implement Construction Logistics and Community Safety (CLOCS[70]) standards, or equivalent, stipulating construction logistics plans and minimum vehicle safety standards for LCC led construction projects
- Where appropriate, work with Driving for Better Business[71] (a free government-backed National Highways programme) to promote the safest vehicles/driving techniques to fleet managers.

Post Collision Response / Care

Reacting to collisions and studying the causes of the most serious collisions

- Collision investigations
- Monitoring
- Road Safety Audits
- Fatal collision reviews
- Work with the Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) to support swift post-collision response processes
- Work with partners to improve our post KSI (killed or seriously injured) auditing process by assessing behaviour, enforcement, and road layout to prevent further casualties.

Our annual Road Casualty Reduction report[72] provides a detailed summary of the road safety initiatives that we have delivered, along with year-on-year trends for collisions and casualties.

Going forward, we will continue to deliver existing and new interventions, taking an evidence-based and flexible approach.

We will continue to support the Government's road safety objectives and Safe Systems approach, be flexible and take account of new road safety policies and guidance.

In accordance with the Safe Systems approach, all of the wider work that we undertake, or authorise on our roads, will continue to take account of road safety during development and delivery.

[70] Construction Logistics and Community Safety organisation

[71] Driving for Better Business Programme

[72] Leicestershire County Council - Annual Road Casualty Reduction Reports

8. Funding

The delivery of our Road Safety Strategy is dependent on funding. This mainly comes from Government, but may also be from other sources, such as developers.

At the time of writing, the Council is continuing to operate in an extremely challenging financial environment following a decade of austerity and spending pressures, which were exacerbated by the COVID-19 pandemic. Rapidly rising inflation, growing infrastructure costs, and an unrelenting demand on services all contribute to what is being described as a 'dire' financial challenge.

We continue to be one of the lowest funded authorities and are campaigning for a fair funding deal. In the meantime, we are focusing resources on our key priorities, maximising benefits and seeking alternative sources of funding, where appropriate.

Given the severe financial challenges, we will keep funding levels under review to ensure that resources are directed towards those areas that will provide the greatest benefit.

The Council's Medium Term Financial Strategy (MTFS) covers a rolling four year period. The MTFS is approved by the County Council every February and enables the County Council to meet its statutory requirements for setting a balanced budget, efficient financial administration and planning services over the next four years. The MTFS explains funding sources, savings and the allocation of funding across the Council.

The MTFS faces a financial gap in future years, with uncertainty over funding, cost growth and delivery of savings. Funding uncertainties are predominately driven by Government and external factors.

If funding is not already allocated in our MTFS, we may be able to seek new funding, including from Government or developer contributions. This usually requires a range of criteria to be met. However, this does not guarantee that funding will be allocated or that any funds will cover all of a scheme's costs. New funding may be sought through the Government's bidding process or developer contributions. This may include some, or all, of the following:

- Ensuring measures meet the Council's objectives and priorities
- Whether the County Council needs to contribute or match funding
- Meeting capital and revenue funding requirements
- Having resources available to work on the design, bid and scheme within required timescales
- Demonstrating that the scheme achieves Government's primary objectives
- Demonstrating contribution to Government's wider objectives, including the environment (carbon agenda)
- Providing good value for money
- Being able to deliver measures within a set timeframe.

The Government prioritises bids against other competing bids. This means that even if all criteria are met, there is no guarantee that funding will be allocated by the Government.

Interventions to deliver our strategy will consist of a wide range of engineering, education and/or enforcement measures. The Council allocates capital funds for 'safety schemes'. Whilst 'safety scheme' funding aims to tackle areas that have higher than average collisions, many other types of measures in our capital and revenue programmes also provide road safety benefits. These include major schemes, speed reduction initiatives, education/campaigns and maintenance.

We have steadily reduced road casualties in Leicestershire over the last decade, using a range of measures that have delivered safety, social and economic benefits. It is possible to quantify the scale of casualty reduction savings in Leicestershire, based on casualty data and the Government's costs for an average casualty[73] of £92,168:

- **Savings over ten years = £95,854,720**

(Calculation: 1,889 casualties in 2013 to 845* casualties in 2022 gives a reduction of 1,040 casualties. 1,040 x £92,168 (the cost of an average casualty) = £95,854,720)

- **Savings over five years = £33,180,480**

(Calculation: 1,207 casualties in 2018 to 845* casualties in 2022 gives a reduction of 360 casualties. 360 x £92,168 (the cost of an average casualty) = £33,180,480)

* DfT provisional figure – the final verified figure for 2022 will be published in September 2024

Pinpointing the exact contribution that different interventions make to road safety is not easy, given the wide range of variables that can support road safety and casualty reduction. These include engineering schemes, road maintenance, education, campaigns and enforcement, in addition to changes to vehicle design, legislation and improvements to medical care.

[73] Government Statistics: (RAS4001) Cost of prevention of road collisions and casualties

9. Targets

In November 2022, the Parliamentary Advisory Council for Transport Safety (PACTS) published an article 'Getting serious about road casualties. But how serious is serious?'[74] It noted that more and more countries and road safety authorities were adopting zero deaths or serious injuries as their vision.

National Targets

Casualty reduction targets help to focus minds on progress towards casualty reduction objectives.

In 2011, the Department for Transport (DfT) published its 'Strategic Framework for Road Safety'. This included six key indicators relating to road deaths, which would be monitored at a national level, with national targets for killed and seriously injured (KSI) casualties.

There are currently (2024) no national road safety targets. Our local road safety targets, which are set out below, support the Government's road safety objectives and wider aspirations, including health and the environment, and provide a measure against which we can assess progress.

[74] Parliamentary Advisory Council for Transport Safety (PACTS) article - 'Getting serious about road casualties. But how serious is serious?'

Leicestershire Targets

We are committed to supporting the Government's long-term vision and continuing to improve road safety and reduce road casualties in Leicestershire.

Our road casualty reduction targets are steered by Government. Following a review of Leicestershire's road safety statistics, as well as best practice and targets set by other authorities, the following medium and long-term aspirational targets have been set.

We have set medium and long-term local targets to help us measure our progress towards Vision Zero:

Targets

We have set medium and long-term targets to help measure our progress:

- **Medium-term target to 2035 (from baseline*)**

40% reduction in killed or seriously injured casualties by 2035

* The baseline refers to the average number of killed or seriously injured casualties per year between 2016 and 2022, excluding 2020 and 2021 due to the impact of COVID-19 on traffic and casualty statistics. This equates to 221 KSI's per year between 2016 and 2022, not including 2020 and 2021, with a target of 133 by 2035 (numbers rounded up).

- **Long-term target (to 2050)**

Zero deaths caused by road traffic collisions by 2050

Significant road safety progress and investment has been made in Leicestershire over past decades. Our long-term target is consistent with many other organisations, supporting a 'vision zero', safe systems approach. This is based on the belief that no death is acceptable due to road traffic collisions. The introduction of Increasingly sophisticated autonomous vehicle systems is intended to ensure that human errors do not lead to a collision, but if a collision does occur its effects are sufficiently mitigated so as to not cause death.

Our long term 'zero deaths caused by road traffic collisions by 2050' target is consistent with the wider direction of travel in terms of vehicular development and part of our continued work to reduce casualties. We will follow the principles of safe systems, working with our partners, communities and the Government, to provide an integrated approach, reducing risk, enhancing road safety and protecting the lives of our communities.

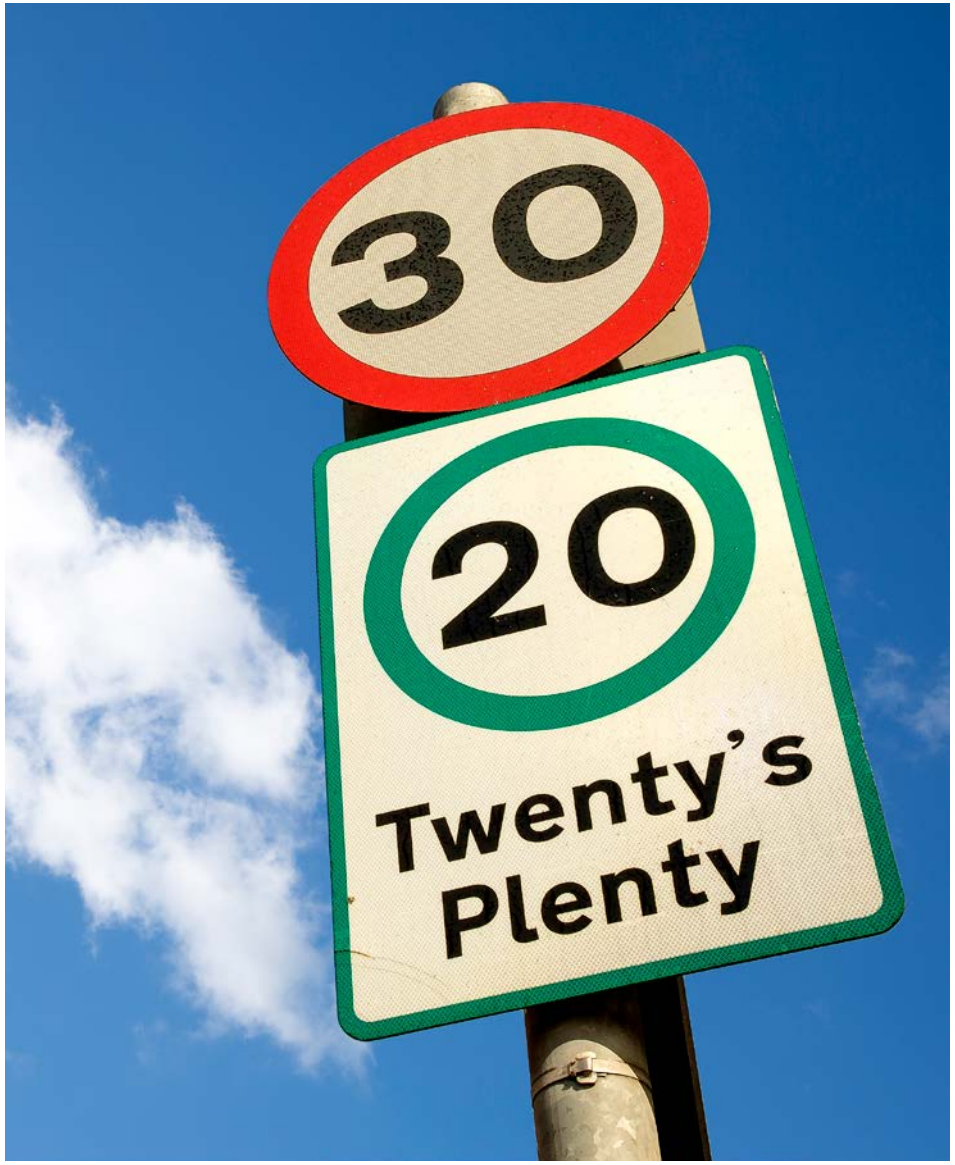
Progress towards achieving the targets will be monitored through our annual Road Casualty Reduction in Leicestershire report. Where appropriate, these targets may be adjusted.

The ability to deliver these targets is reliant on funding. We will review these targets, when appropriate, to ensure that they continue to align with future Government road safety objectives and targets and take account of changing circumstances, including data accuracy and emerging technology.

Progress towards achieving these targets will be monitored and reported through our annual Road Casualty Reduction in Leicestershire report, as well as the Council's performance management framework.

If targets are achieved early, or Government issue amended guidance, our targets may be adjusted to ensure they continue to be challenging and encourage continuous improvement.

Other targets, including for cycling and walking and health, will be contained within their own specific Strategies, Procedures and Plans. The RSS will continue to support these.

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10. Monitoring and Evaluation

National Monitoring

The DfT monitors each local highway authority's collision reduction progress through the national STATS19 road collision database, enabling it to assess progress locally, regionally and nationally.

The effectiveness of enforcement, education and engineering schemes and initiatives, as well as vehicle safety and post-collision care, can therefore be estimated with reasonable accuracy at a national level.

Leicestershire - Monitoring

Longer-term monitoring and comparison with national and regional data is vital, as it enables officers to evaluate actual changes in road safety and longer-term trends.

This means that interventions can be focussed on areas that will benefit the most from road safety, maximising benefits to our communities.

Monitoring

Monitoring and evaluating performance helps ensure that we continue to build on success, review measures that are less effective and build a robust evidence base to support the development of future schemes and initiatives.

Where appropriate, we will monitor and review targets to ensure that they continue to be achievable, but challenging.

In Leicestershire, we monitor such things as the number of collisions, vehicle speeds, traffic counts, satisfaction with services and the effectiveness of measures.

Collecting, maintaining, and analysing data is key to establishing a robust evidence-based approach.

We will continue to investigate and monitor the effectiveness of new technology, infrastructure and techniques in order to continue to improve road safety.

Monitoring and Evaluating Schemes and Initiatives

We monitor and evaluate the performance of individual schemes and initiatives, to help ensure that we continue to build on successes, review measures that are less effective and build a robust evidence base to support the development of future schemes and initiatives.

As well as specific locations, we will continue to monitor types of collisions, vulnerable road users and changes in trends etc. Where something changes that may affect road safety, we will also take this into consideration, including changes to the weather, change in law/regulation/processes and changes to how the network is managed (such as when street-lights are in operation).

Road safety engineering schemes are designed using Government guidance and robust evidence, ensuring the highest standards are maintained. Relevant schemes are safety audited during their development and then monitored to assess their effectiveness and use. Based on the outcome of monitoring, the schemes, as well as other future initiatives, may be adjusted to maximise safety and effectiveness.

Physical/engineering interventions will continue to be developed using robust evidence, road safety expertise and local knowledge of conditions and issues.

As part of our approach to monitoring, we will establish baseline data, against which we will monitor and evaluate future progress.

Performance Indicators

The Council is responsible for monitoring a range of performance indicators that demonstrate how we are performing and delivering our highways and transport services.

Our annual delivery report[75] measures performance across a range of Council services. The associated performance compendium includes transport dashboards, which visually display key performance indicators (KPIs), performance metrics and data. The dashboards include road safety and other areas that impact on road safety, including maintenance and speeds, as shown below.

The Department's quarterly Highways and Transport Performance reports, which are considered by the Highways and Transport Overview and Scrutiny Committee, also provide information on progress against performance indicators. They provide an opportunity to consider whether any changes need to be made to our approach. It includes five performance indicators relating to road safety:

- Total casualties on Leicestershire roads
- Number of people killed or seriously injured (KSIs)
- Total casualties involving road user, walking, cycling and motorcyclists (excluding cars)
- Number of people killed or seriously injured (KSI), walking, cycling and motorcyclists (excluding cars)
- Road safety satisfaction (NHT satisfaction survey[76]) (%).

The performance indicators are monitored and progress reported in our Performance Reports and annual 'Road Casualty Reduction in Leicestershire' report.

[75] Leicestershire County Council - Annual Performance Reports

[76] National Highways and Transportation Network website


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11. Going Forward

This Strategy sets the context for how we will continue to deliver our Safe Systems approach to road safety in Leicestershire.

We will be led by Government legislation and guidance, adopting a flexible approach that will help to deliver national and local aspirations.

A wide range of education, engineering and enforcement measures are needed to improve road safety and create behaviour change. There is no 'one size fits all' solution. Each issue and location will be assessed by experienced officers and, where appropriate, solutions proposed to address the issue.

The key aim is to improve road safety and help to reduce road collisions and casualties in Leicestershire, creating a culture shift where possible and supporting the Government's road safety aspirations and road user hierarchy.

Our approach considers all users, beginning with children and including all residents, regardless of age, disability or background.

Our Road Safety Strategy is ambitious, but realistic, with meaningful commitment, helping to deliver on many wider goals, such as accessibility, reducing carbon emissions and improving health and wellbeing.

Our annual Road Casualty Reduction in Leicestershire report and quarterly Highways and Transport Performance report will be updated on a regular basis, allowing us to monitor progress towards our long-term road safety target and enabling us to be flexible in terms of activities and timescales, as a result of changing circumstances e.g. funding availability and delivery progress.

We will continue to use existing and emerging guidance, evidence and best practice to improve our approach and effectiveness going forward, working with Government, partners and specialist road safety organisations to maximise benefits and deliver objectives.

Where appropriate, we will explore and support innovative solutions and new technology to improve road safety, such as School Streets. Data and connectivity are starting to transform our road transport system, as connected vehicles and sensor technologies meet digital roads accessing faster and more efficient data networks. This is generating opportunities for technology to emerge as a major contributor to road safety.

The emergence of advanced communications and data connectivity will enable us to shape a future in which transport systems, vehicles, road users, infrastructure and emergency response etc interact for better outcomes.

We will continue to work with partners, stakeholders and communities to address road safety issues and concerns.

Road safety will be a core value in everything that we do. It will be considered in wider departmental policies and procedures, in order to make our transport system safe for all users.

Our Road Safety Strategy will help to deliver wider objectives, providing a holistic approach that will deliver better outcomes for our communities.

Appendix A

Glossary

Accidents - see 'Collision'

Active travel - Travel and transport undertaken by physically active modes of transport, such as cycling, walking and wheeling.

Bikeability - a cycle training scheme aimed at young people in schools to provide practical skills and understanding on how to cycle on today's roads.

Casualty - A person killed or injured in a collision. Casualties are sub-divided into killed, seriously injured and slightly injured.

Cluster site - identification of a site for potential road safety engineering using specified criteria e.g. Urban area (towns) – six or more personal injury collisions within a 50-metre diameter. Rural area – four or more personal injury collisions within a 50-metre diameter.

Collision* - Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian is involved and which becomes known to the police within 30 days of its occurrence. One collision may give rise to several casualties. "Damage-only" collisions are not included.

* The term 'collision' is used throughout this Strategy. This should not be taken as the Council's view of the relative merits of the terms 'accident', 'collision', 'crash' or any other term. Many documents and websites still use the term 'accident'.

Community Speed Enforcement Initiative (CSEI) - following an initial trial in Leicestershire of average speed cameras at seven locations across Leicestershire an ongoing programme of community speed enforcement initiatives is being implemented.

Community Speed Watch - encourages local communities to get involved in identifying speeding motorists and encouraging them to drive at more appropriate speeds.

Cyclist training - offered to over 16's in Leicestershire who either cannot cycle, have not cycled for a while or who wish to develop their skills and confidence through on and/or off-road training

CRASH (Collision Recording And SHaring system) - The Department for Transport and the Home Office has developed the standardised reporting tool 'CRaSH', which is designed to provide a common way for police forces to collate and submit data. CRaSH is an injury-based reporting system (IBRS) - that is, police officers record the most serious injury from a list, rather than coding an overall severity for the casualty as has been done historically, using the STATS19 system.

Driver Education Workshops (DEW) - A range of workshops on a variety of topics, aimed at educating and improving driver behaviour. These include Speed Awareness Workshops, What's Driving Us?, Driving 4 Change, Safe and Considerate Driving Course and National Motorway Awareness Course.

Education, Engineering and Enforcement - Traditional road safety research has been characterised by the '3 E's' of Engineering, Enforcement and Education. These provide a wide range of complementary options to engineers and policy makers when identifying the most appropriate interventions to address road safety issues. Some practitioners have considered adopting a '7 E's' approach, with the inclusion of Economics, Emergency response, Enablement, and Ergonomics to the 3 E's.

Evidence Base - Information and data, including traffic speeds, vehicle counts, collision and casualty data, pedestrian and cycle counts, transport modelling and Government data, which is used to identify what has happened in the past, what is likely to happen in the future and the impact of possible interventions.

Fatal collision - A collision in which at least one person is killed (see 'killed').

Highway Development Management (HDM) - District councils are responsible for developing Local Plans and considering the majority of planning applications in Leicestershire – the development management process. The County Council, as the local highway authority, is a statutory consultee in the development management process and provides advice to district / borough councils on the highway impact of planning applications

Injury collision - A collision involving human injury or death.

Junior Road Safety Officer (JRSO) scheme[77] - a school scheme that has been running for more than 30 years in Leicestershire. JRSO is now primarily a website-based scheme

Killed - Casualties who sustained injuries which caused death less than 30 days after the collision. Confirmed suicides are excluded.

KSI - Acronym for 'killed or seriously injured'

Leicester, Leicestershire and Rutland Road Safety Partnership (LLRRSP) - The LLRRSP was formed in 1999, with the objective to provide a safer environment, using education, enforcement and engineering. The overall objective of the LLRRSP is to reduce the numbers of people killed and injured on the highway network within the Partnership area through collaborative working.

Partners - Tends to be used to refer to other public bodies such as the NHS, Police, Fire and Rescue Service, district councils, parish and town councils, but can also include private and third sector organisations

Perceived danger - a perception about the level of risk that an activity might have (e.g. walking to school, cycling, using a shared use pedestrian/ cycleway), despite a lack of evidence or evidence to the contrary to support the perception. This can have a detrimental impact on travel behaviour.

Pre-driver training - this course provides participants with two driving sessions with an approved driving instructor, where they are introduced to the basics of car control, driver responsibility, peer pressure, impairment, the costs of motoring and the UK's Official Theory Test

Publicity campaigns - a wide range of campaigns aimed at addressing road safety issues and supporting national and local initiatives.

Reported Road Casualties Great Britain (RRCGB) - the official statistical publication of the Department for Transport of traffic casualties, fatalities and related road safety data in the UK. The RRCGB is normally published in two stages:

- Provisional results (end of June)
- Final results and annual report (end of September).

[77] Leicestershire County Council - Junior Road Safety Officer website

Road Safety Audit - a formal check of the design of a highway scheme from a road safety perspective, helping to create better safer schemes. Audits consider the needs of all road users, including car drivers, motorcyclists, cyclists, pedestrians and equestrians and, where appropriate, they make recommendations. There are several road safety audit stages:

- Stage 1 – preliminary design
- Stage 2 – contract design
- Stage 3 – scheme completion
- Stage 4 – One and three years after completion

Rural Roads Initiative (RRI) - an initiative that identifies rural roads that have a collision rate higher than the national average, based on collisions per billion vehicle kilometres. Once identified, speed limits are reduced to 50 mph, with complementary signing and lining measures, as necessary.

Safer Driving with Age (SAGE) - a scheme for drivers aged 60 and over who undertake a driving assessment in their own vehicle with an approved driving instructor

Safe Systems - an approach to road safety, encompassing five 'pillars': safe roads, safe speeds, safe users, safe vehicles and post collision response. It is a generic term for approaches such as 'Vision Zero', 'Sustainable Safety' and 'Towards Zero'. It recognises that human beings' lives and health should never be compromised by their need to travel.

School Crossing Patrol service - help children and parents across busy roads at school journey times. A number of the patrollers have involved themselves in wider aspects of road safety work, such as road safety talks in schools

School Keep Clear Camera Project - aims to change the behaviour of parents when taking their children to school by ensuring the entrances to schools are clear of traffic, reducing the risk to children

Serious collision - One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Serious injury - An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Severity (referring to a collision or casualty)

- Collision: the severity of the most severely injured casualty (either fatal, serious or slight)
- Casualty: killed, seriously injured or slightly injured.

Slight collision - A collision in which at least one person is slightly injured but no person is killed or seriously injured.

Slight injury - An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

Speed Awareness Workshops - These workshops were launched in October 2004 as an alternative to prosecution for drivers caught speeding. The aim of the workshops is to change people's attitudes towards speeding and to show why speed limits are needed. The offer of attending a course is only made for low-level speeding offences

STATS19 and STATS20 - STATS19[78] is an injury based reporting system that is used by the police to log details of a collision, where data is not collected using other systems, such as CRaSH and COPA. STATS20[79] is the Government instructions for completion of road collision reports from non-CRaSH sources. This well-established system sets out the variables and data standards to which each of the police forces in Great Britain submit data relating to vehicle collisions in which an injury has occurred.

Vulnerable Road Users - The road users requiring extra care[80], and who are most at risk from road traffic, are pedestrians (in particular children, older adults and disabled people), cyclists, horse riders and motorcyclists. In any interaction between road users, those who can cause the greatest harm, have the greatest responsibility to reduce the danger or threat they pose to others.

Walking Route Assessments - school walking routes are assessed against local criteria (based on national statutory guidance) which look at highway-related safety issues. Assessments look at the issues which might affect a child walking to school, accompanied, as necessary, by a responsible adult.

[78] Government STATS19 forms and guidance website

[79] Government - Instructions for the Completion of Road Accident Reports from non-CRASH Sources (STATS20)

[80] The Highway Code: Road users requiring extra care (204 to 225)

Leicestershire County Council

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