

Environment, Economic Growth and Transport Scrutiny Committee
Meeting to be held on Thursday, 25 January 2024

Electoral Division affected:
(All Divisions);

Corporate Priorities:
Delivering better services;

Lancashire Road Safety

Contact for further information:

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Brief Summary

The report will explain Lancashire County Council's road safety work, it will highlight the number of KSI (killed and serious injury) collisions occurring on Lancashire roads. It will discuss some of the road safety teams work within education and engagement, speed awareness, safety engineering and what these teams deliver on behalf of the council to make Lancashire roads safer.

Recommendation

The Environment, Economic Growth and Transport Scrutiny Committee is asked to consider the report and comment as appropriate.

Overview

The 1988 Road Traffic Act, Section 39, puts a statutory duty on the local authority to promote road safety. We do this through investigating road casualties, introducing engineering solutions, providing education and engagement, and seeking to reduce killed and serious injuries on our roads.

Whilst the council have a duty to promote road safety, we also work closely with our constabulary colleagues who are responsible for the enforcement of many traffic offences.

The police play a key role in providing road safety in Lancashire and utilise their enforcement powers which includes:

- Enforcement of speed limits



- Dangerous driving
- Drug/drink driving
- Failure to wear a seat belt.
- Mobile phone usage whilst driving

The Lancashire Picture

Based on the Department for Transport nationally published collision data the number of people killed or seriously injured in the last 6 years are as follows:

Year	2017	2018	2019	2020	2021	2022
Fatal collisions	36	45	41	23	32	34
Serious collisions	923	927	771	625	717	831
Total number of KSI	959	972	812	648	749	865

Lancashire covers a wide geographic area with a mix of rural and urban centres that make a one size fits all solution for road safety impossible. Although the number of casualties has been decreasing, the rates in Lancashire are still above the Northwest and England rates.

Whilst the council seek to minimise the number of killed and seriously injured on the roads of Lancashire, accidents will happen. The role and aim of the council is therefore to, where possible, mitigate the severity or outcome of the accident through, education, engineering, and awareness. Focus on the most vulnerable groups or those at higher risk remain our priority as these are the areas that we can have the biggest impact. In the period between 2017 and 2022 the national statistics show that whilst Cyclist and Motorcycles made up only 1% of the traffic on our network, they contributed to nearly 20% of the casualties in that period.

Other key road safety considerations for Lancashire include:

- The afternoon school run, and morning and evening rush hours are peak times for collisions and casualties.
- 1 in 5 casualties are in the 16-25 age range.
- Males make up 65% of all casualties.
- 2019-2022, Preston had the highest number of KSI casualties, followed by Lancaster.
- Preston also had the highest number of KSI child casualties (aged 0-15), followed by Burnley.
- In all accidents the top contributory factor was either an error by the driver/rider or a reaction failure which includes, for example, failing to look properly or misjudging another user's direction or speed. More than 65% of accidents had this factor recorded against them.

Any work that the Road Safety Teams undertake will consider those groups in society that are shown to be at a greater risk. The data for Lancashire shows that the following groups are at a higher risk:

- Young road users (16-25 years of age)



- Motorcyclists
- Pedestrians who are children
- Cyclists

Another cohort identified in the data are the over 65s who continue to be a concern and therefore remain a focus for the road safety team.

The services we provide

The road safety service is made up of several smaller teams within the highways department. The Road Safety Team provide the "soft measures" whilst the Traffic and Road Safety Engineering Team introduce the "hard measures".

Within the Road Safety Team, we provide:

- **Education and Engagement**
 - *Engaging with schools*, providing interventions and resources to support the provision of safety messages to pupils.
 - *Right Start child pedestrian training* – we undertake a train the trainer service empowering schools to cascade this training to pupils, in the 23/24 academic year over 3,200 pupils have received this education intervention.
 - *Theatre in Education* – aimed at the 11-13 age group the service commission this performance piece for schools. Almost 9,000 children attended these productions in 22/23.
 - *Bikeability* – the government flagship cycle training program is rolled out by the road safety team with Lancashire consistently being a top 3 provider in the country. In 22/23 we facilitated the training of almost 12,000 of our primary school children.
 - *Travel for life* – a bespoke training package for age 50+ residents of the county considering how alcohol, drugs and medication can affect your ability to drive and alternatives to driving amongst other issues. This presentation is delivered on request from community groups.
 - *Road Safety Campaigns* - The road safety team actively support and contribute to many local, regional, and national events throughout the year.
 - *World Day of Remembrance for Road Traffic Victims* is observed on the third Sunday in November every year. The council organise the Lancashire RoadPeace memorial service, and it is held within County Hall.

Whilst the county council do not enforce speed limits we actively promote behavioural change to drive within the speed limits through:

- **Speed Awareness**
 - We manage and deploy temporary road safety signs, include VMS (variable message sign) trailers and the 'Slow Down Save Lives' signs to help raise road user awareness of speeding to positively change driver behaviour.



- We support Parish and Town Councils in the siting and use of their own SPIDs (Speed Indication Device).
- We undertake speed surveys (data collection) on Lancashire roads supporting the analysis of road user behaviour to further inform council road safety interventions and road safety schemes.
- The team works closely with the Lancashire Constabulary Safer Roads Unit on speed concerns and issues relating to their enforcement cameras.

Within the County Traffic and Road Safety Engineering Team, we provide:

- **Local Safety Schemes**
 - Each year the Cabinet approve a capital funding allocation of £1m for the delivery of Local Safety Schemes. These are road infrastructure projects aimed at reducing collisions resulting in injury through engineering solutions. The county council identifies these schemes for prioritisation based on the number of injury collisions, cost of the intervention and anticipated reduction in accidents.
- **Road Safety Audits**
 - These are undertaken on all highway schemes and changes that may have an impact on the network. The primary purpose of carrying out safety audits is to ensure that any improvements carried out on the highway do not include features, or combination of features, that have an influence on future injury collisions.
 - The road safety process also includes a post completion evaluation stage including an assessment of the road safety benefit delivered by the scheme.
- **Speed Limits and Speed Limit Orders**
 - The council assesses all requests for speed limit changes in line with Department for Transport Circular 01/2013 'Setting Local Speed limits' to establish a consistent and evidence led approach and to reinforce people's assessment of what is a safe speed to travel on Lancashire's road network.
- **20mph Speed limits and Zones**
 - 20mph zones require traffic calming measures (e.g., speed humps, chicanes, etc) and are signed as a zone and are intended to be self-enforcing, whereas 20mph speed limits, like other speed limits are sign only.
 - Following successful trials elsewhere in the country the council developed and implemented a capital delivery programme of 20mph sign only speed limits on Residential Roads where speeds were below 24mph between 2010 and 2014.
 - While the county council continues to receive regular requests for 20mph speed limits, as noted above, we work to the government guidelines for setting speed limits and often they do not fulfil criteria ([Setting local speed limits - GOV.UK \(www.gov.uk\)](http://www.gov.uk)).
- **Minor Road Safety Improvements**
 - The Traffic team consider requests for small improvements to warning signs, junctions, cycle safety and pedestrian safety. These



interventions are prioritised against the historic collision record and provide relatively low-cost solutions to isolated road safety concerns.

- **Safer Roads Fund**

- The Department for Transport with the Road Safety Foundation produce a list of locations for potential road safety interventions. For the locations in Lancashire the team have successfully secured funding of £8.8m to date. These have funded schemes on the A581, A6, A588, A682 and A683 and have provided several innovative safety interventions including average speed cameras, speed limit reviews, improved signs and raised road markings and environmentally sensitive vehicle restraint systems. A further scheme on the A5105 in Morecambe is at the initial design stage with wider public consultation expected in 2024.

- **Fatal Collision Investigation**

- Following a fatal road collision, the council carries out an investigation which does not seek to establish causation but to ensure that the highway and road is free from any deficiency and that other highway features such as road furniture are compliant with highway guidance and codes of practice. The reports are also included in documentation provided to the Police and Coroners Service.

Update on Lancashire Road Safety Partnership (LRSP)

The LRSP is not, and never has been, an entity that is responsible for the provision of road safety in Lancashire. The partnership was a vehicle to allow the multiple agencies to come together to share and champion best practice.

The LRSP in its current form is undergoing a root and branch review. The LRSP Manager and the Co-ordinators role have been disestablished. New terms of reference for group have been drafted and are currently being considered by the partnership. However, the council continues to work collaboratively and closely with all our Lancashire road safety partners.

The constabulary now manage the LRSP website which still includes the speed concern portal [Speed Concern Submission – Lancashire Road Safety Partnership \(lancsroadsafety.co.uk\)](https://lancsroadsafety.co.uk). The portal should still be used as the primary means to report any speed related issues in Lancashire.

How should Councillors access road safety information?

Mapzone and Mario ([mario \(arcgis.com\)](https://mario.arcgis.com)) is the county mapping system, contains a wealth of information for councillors, residents, or any other interested party to access road safety data.

[Road collisions - Lancashire County Council](#) provides more detailed information and tools for the public to use to interrogate accident data in Lancashire.

Consultations

N/A

Implications:

This item has the following implications, as indicated:



Risk management

Failure of the council to provide the road safety functions set out in this document would leave the council exposed to legal challenge for not meeting its statutory duties.

Local Government (Access to Information) Act 1985 List of Background Papers

Paper	Date	Contact/Tel
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None

Reason for inclusion in Part II, if appropriate

N/A

