

NORTH LINCOLNSHIRE COUNCIL

**HIGHWAYS AND PLANNING CABINET
MEMBER**

LOCAL SAFETY SCHEMES IMPACT

1. OBJECT AND KEY POINTS IN THIS REPORT

- 1.1 To advise Cabinet Member of casualty reduction performance at Local Safety Scheme sites
- 1.2 To update Cabinet Member on recent developments in the management of Local Safety Schemes, to reduce road casualties.

2. BACKGROUND INFORMATION

- 2.1 For a number of years the council has carried out a programme of highway improvement schemes, designed to reduce casualties at identified accident cluster sites. This is known as the Local Safety Scheme programme.
- 2.2 Analysis of police road casualty data enables accident cluster sites to be identified and more in-depth analysis to be carried out, to identify dominant accident causation factors.
- 2.3 Where engineering works can address a dominant causation factor, a scheme is included in the Local Safety Scheme list for assessment and prioritisation. The timing of works depends on the priority of each scheme and the availability of funding.
- 2.4 Historically, there were a number of high-incidence accident cluster sites, where the introduction of engineering improvements resulted in significant reductions in casualties. There are fewer of these major cluster sites now and therefore there has been a partial shift towards treating longer sections of highway, which have a wider distribution of casualties, and also towards more 'predictive' engineering works.
- 2.5 'Predictive' engineering involves carrying out highway surveys (route assessments) and identifying potential accident causation features, particularly those that present a higher than average risk of accidents occurring in the future or which may result in increased injury severity if an accident does occur. This process is not driven by accidents that have already occurred, but by an anticipation that they may in the future. Investment in 'predictive' engineering solutions tends to be

relatively small scale, compared to the more traditional Local Safety Schemes.

- 2.6 It should be noted that treatment of known accident cluster sites remains the principal priority, but the annual Local Safety Scheme programme does now include a balanced mix of the different categories of work described above.
- 2.7 The casualty cost saving assessment of Local Safety Scheme work, contained in the appendix, is limited to those schemes which target specific casualty cluster sites and to which direct casualty reduction can be most confidently attributed.

3. ISSUES FOR CONSIDERATION

- 3.1 The appendix shows accident and casualty reduction figures at Local Safety Scheme sites completed between 2002/03 and 2004/05 inclusive. For these schemes there is full 3-year 'before and after' accident and casualty data available.
- 3.2 The appendix also contains details of schemes completed in 2005/06 and 2006/07, for which full 3-year 'after' data is not yet available. The scheme details and post-scheme accident and casualty reduction figures to date are, however, provided for information.
- 3.3 There is an indicative cost attributed to road casualties by the Department for Transport. This cost varies, depending on the severity of the casualty, but is averaged between the three casualty categories approximately as follows:

- Fatal	£1,500,000
- Serious	£175,000
- Slight	£17,500

- 3.4 The overall accident and casualty reduction figures, for the 3-year period 2002/03 to 2004/05, are 70 and 103 respectively. This averages at 3.18 accidents and 4.68 casualties per site and equates to casualty cost savings of £19.65 million, an average of £893,000 per site.

4. ANALYSIS OF OPTIONS

- 4.1 This is an information report and, as such, there are no options for analysis.

5. RESOURCE AND OTHER IMPLICATIONS

5.1 Finance

- 5.1.1. The following amounts have been spent on Local Safety Schemes over the past five years. These figures include the

schemes listed in the appendix to this report and additional work e.g. improvements identified on route assessments (see paragraph 2.5), smaller scale engineering works, the council's speed management strategy and financial contributions made to other highway improvement works, which may have a casualty reduction benefit:

2002/03	£ 214,633
2003/04	£ 195,721
2004/05	£ 397,882
2005/06	£ 448,452
2006/07	£ 502,114

5.2 Staffing

5.2.1 No implications to this report.

5.3 Property and I.T.

5.3.1 No implications to this report.

6. **OTHER IMPLICATIONS (STATUTORY, ENVIRONMENTAL, DIVERSITY, SECTION 17 - CRIME AND DISORDER, RISK AND OTHER)**

6.1 Statutory

6.1.1 The highway authority has a statutory duty to maintain the highway in a safe condition. In addition to traditional maintenance (e.g. pothole repairs, drain cleaning, winter maintenance) this duty includes addressing less obvious problems, which may be identified as a significant causation factor in road accidents.

6.2 Environmental

6.2.1 Road traffic accidents have an adverse impact on the environment in a number of ways. There are often significant delays and diversions for traffic when accidents occur. This, together with mobilisation of emergency response vehicles, increases fuel usage and carbon emissions. Oil and fuel loss from accidents can contaminate local watercourses. Replacement parts for damaged vehicles places an avoidable drain on natural resources.

6.3 Diversity

6.3.1 A stage one diversity impact assessment has been carried out and is held in the Safer Roads Team, Church Square House

6.4 Section 17 – Crime and Disorder

6.4.1 No implications to this report.

7. **OUTCOMES OF CONSULTATION**

7.1 In 2005, the then Highways and Transport service held a ‘Have Your Say’ event, at which representatives of the local community and local businesses voted road safety as their number one highways and transport priority.

7.2 Local Safety Schemes are subject to routine consultation with, amongst others, elected ward members, town and parish councils and local residents. Where feasible and appropriate, feedback received may be taken into account in final scheme designs. It is not unusual for there to be significant opposition to safety scheme proposals. The over-riding safety benefits of this type of work often mean, however, that the scheme has to take precedence over any objections.

8. **RECOMMENDATIONS**

8.1 That the positive impact of the Local Safety Scheme programme over the previous five years is noted.

8.2 That the recently introduced programme enhancement, to include route assessment and other related work, alongside local accident cluster site treatments, is endorsed.

SERVICE DIRECTOR HIGHWAYS AND PLANNING

Church Square House
P O Box 42
Scunthorpe
DN15 6XQ
Author: Pete Scott
Date: 8 April 2008

Background Papers used in the preparation of this report: Humberside Police casualty records and supplementary data held in the Safer Roads Team, Church Square House, Scunthorpe.

Scheme	Construction year	Accidents 3 years before	Accidents 3 years after	Accident reduction	Casualties 3 years before	Casualties 3 years after	Casualty reduction	Casualty cost savings (nett) (£' 000s)	Notes
Old Crosby junction with Warren Rd	2002/03	6	7	-1	6	7	-1	-175	
Brigg Rd - Station Rd to Cottage Beck Rd	2002/03	15	6	9	16	6	10	1815	
B1396 Levels Farm bend	2002/03	7	0	7	10	0	10	805	
A1077 Kirmington Airport entrance	2002/03	2	1	1	6	1	5	402	
A18 Scawby / Broughton Crossroads	2002/03	6	5	1	11	11	0	1525	
A18 Mortal Ash Hill / B1398 junction	2002/03	12	3	9	21	3	18	1797.5	
Cliff Gardens / Exeter Rd junction	2002/03	5	5	0	7	9	-2	-70	
Moorwell Road bends	2002/03	8	2	6	5	2	3	52.5	
B1398 Greetwell Crossroads	2002/03	6	2	4	10	5	5	245	
Broughton, Ermine Street	2002/03	3	1	2	4	3	1	-140	
A18 Wrawby Road, Brigg	2003/04	4	0	4	4	0	4	700	
A1077 Luneberg Way Rbt	2003/04	4	0	4	8	0	8	1622.5	
Chancel Rd Mini-Rbts	2003/04	6	3	3	8	4	4	70	
A18 Kirmington Crossroads	2003/04	3	4	-1	7	2	5	372.5	
Burringham Rd / Messingham Rd Jct	2003/04	6	2	4	9	5	4	-87.5	
A18 Wrawby (East)	2003/04	3	0	3	6	0	6	1902.5	
A18 Melton Ross (signing)	2003/04	3	1	2	7	3	4	227.5	
A1077 Winteringham Bend/Cliff Rd	2003/04	1	3	-2	1	4	-3	-52	
A161 E/bound slip road off M180	2004/05	5	1	4	8	2	6	-52.5	
M181 Frodingham Grange Rbt	2004/05	10	0	10	15	0	15	2532.5	
A15 Barnetby Top Rbt	2004/05	4	6	-2	3	3	0	3175	
A18 Melton Ross (resurfacing)	2004/05	7	4	3	11	10	1	2982.5	
Totals:		126	56	70	183	80	103	19650	
Schemes constructed less than three years		Accidents 3 years before	Accidents 2 years after	Accident reduction	Casualties 3 years before	Casualties 2 years after	Casualty reduction		
A18 junction with B1206 Wrawby	2005/06	2	3	n/a	3	4	n/a	n/a	2 years only
Exeter Rd / Cliff Gardens junction	2005/06	6	2	n/a	10	6	n/a	n/a	2 years only
A18 junction with B1210	2005/06	7	3	n/a	11	3	n/a	n/a	2 years only
		Accidents 3 years before	Accidents 1 year after	Accident reduction	Casualties 3 years before	Casualties 1 year after	Casualty reduction		
Doncaster Rd / Collinson Av junction	2006/07	4	0	n/a	6	0	n/a	n/a	1 year only
A159 Ashby Rd / Queensway	2006/07	3	0	n/a	4	0	n/a	n/a	1 year only
A159 Ashby Rd / Rowland Rd junction	2006/07	9	0	n/a	11	0	n/a	n/a	1 year only
A18 Kirmington Crossroads	2006/07	4	2	n/a	5	2	n/a	n/a	1 year only
B1400 north of Kirton in Lindsey	2006/07	3	2	n/a	3	3	n/a	n/a	1 year only
B1450 Burringham Rd, Scunthorpe	2006/07	9	0	n/a	16	0	n/a	n/a	1 year only