



## WMCA Board

<b>Date</b>	11 January 2019
<b>Report title</b>	Regional Road Safety Strategy
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<b>Report has been considered by</b>	TfWM Senior Leadership Team Senior Transport Officers Group

**Recommendation(s) for action or decision:**

**The WMCA Board is recommended to:**

- (1) Agree and endorse the West Midlands Regional Road Safety Strategy (RRSS).
- (2) Endorse the proposed governance arrangements of a new Regional Road Safety Strategic Group (RRSSG) to drive forward the Strategy, other future regional initiatives as outlined in chapter 5 and any new regional funding opportunities for road safety in the region.
- (3) Authorise the RRSSG to develop a Regional Road Safety Action Plan (RRSAP); incorporating the measures and initiatives, as set out in chapter 5 of the RRSS.

## **1. Purpose**

- 1.0 To update STOG on the development of the RRSS and to agree on the establishment of a RRSSG and development if a RRSAP. Combined, these will take forward a regional road safety approach across the WMCA area.
- 1.1 The RRSS forms an overarching executive strategy which is informed by existing local Road Safety Strategies; Movement for Growth and strategies of our other partners including the West Midlands Police, West Midlands Fire, Public Health England and Highways England.
- 1.2 The RRSS's overarching objective is to achieve a 40% reduction in the number of killed and seriously injured (KSI's) over the next 10 years, based on the 2015-2017 average; but with a longer term ambition to achieving zero harm on roads in the West Midlands. However other objectives are also important including:
- Addressing regional road safety challenges in partnership with Local Authorities and other key stakeholders and developing a clear road map to address road safety for all road users.
  - Supporting an effective regional road safety agenda which is planned and managed in a consistent and collaborative way;
  - Establishing a long term, stable funding process to ensure our regions roads are safer. This will include investment in public transport, technology, cycling and walking, engineering measures and wider promotional and educational activity;
  - Developing a joint partnership approach to evaluate the causes of personal injury collisions and establishing a consistent approach to casualty reduction in the West Midlands;
  - Developing a consistent approach to the intelligent led enforcement of road traffic violations and driver awareness; and
  - Ensuring effective and efficient use of the resources available.

## **2. Background**

- 2.0 The Mayor of the West Midlands now has concurrent powers with constituent authorities for road safety under Section 39 of the Road Traffic Act 1988. This power covers the West Midlands Combined Authority area. A Road Safety Memorandum of Understanding (MoU) between the elected Mayor, the WMCA and constituent local authorities and partners was agreed by the Combined Authority Board in September 2018, with an aim to harmonise procedures and support the RRSS.
- 2.1 Such devolution powers enables Local Authorities and the WMCA to decide on what safety measures are needed in the region, rather than having centralised national target and will support a greater regional partnership.
- 2.2 The wider social and economic consequences of collisions in our region also plays a significant part. Socially, the devastation caused by road traffic collisions is harrowing on the families and communities affected. Economically, the cost per fatal casualties in 2017 was £2,130,921. Reducing the social and economic costs of collisions on society is therefore a priority for the region.

- 2.3 The RRSS will be managed by a new RRSSG. This group will provide a strategic role and coordinate a multi-agency approach to reducing the number of casualties on our region's roads.
- 2.4 This role will help make our region's roads safer and create a more resilient network, through local delivery. Casualty reduction will also reduce the adverse impact on communities, the NHS, traffic congestion, air pollution and the region's economy.
- 2.5 The RRSS promotes both the Department for Transport and the United Nations Global Plan for Road Safety. The five key pillars are focussed on for reducing road traffic collisions and fatalities. These pillars are as follows:
- **Pillar 1:** Road Safety Management
  - **Pillar 2:** Safer Roads and Mobility
  - **Pillar 3:** Safer Vehicles
  - **Pillar 4:** Safer Road Users
  - **Pillar 5:** Post Crash Response
- 2.6 Based on these pillars, a number of principle strategic outcomes for the RRSS have been developed for our region. These include:
- Establish the strategic approach to all aspects of road safety in the West Midlands Combined Authority Area
  - Develop a RRSAP which addresses the road safety concerns and challenges being faced
  - Ensure that all partners adopt an outcome based approach and develop the mechanism for reporting to the WMCA Board
  - Monitor and analyse road casualty data against the 40% Killed or Seriously Injured reduction target to ensure that the right groups are being targeted
  - Evaluate the effectiveness of activities to reduce road casualties and encourage the sharing and adoption of good practice across the West Midlands Combined Authority Area.
- 2.7 This strategy will provide an overarching framework that delivers on devolution within the West Midlands through a multi-agency regional approach and embraces the concurrent legal powers available to the RRSSG, the functions and services it will oversee, including the associated financial implications.
- 2.8 Improving Road Safety is critical to the overall vision of Movement for Growth. The approval of the RRSS will support the delivery of a number of policies outlined in Movement for Growth, particularly:
- Policy 1: To accommodate increased travel demand by existing transport capacity and new sustainable transport capacity;
  - Policy 3: To maintain existing transport capacity more effectively to provide greater resilience and greater reliability for the movement of people and goods
  - Policy 11: To significantly increase the amount of active travel in the West Midlands Metropolitan Area
  - Policy 12: To significantly reduce road traffic casualty numbers and severity.
- 2.9 At a local tier, road safety will improve the quality of life of people, health and wellbeing along with reducing delays and disruption which is critical to improving network resilience.

Specific road safety policies also include “seeking a reduction of at least 40% in the number of KSI road traffic collisions within 10 years from a base of the average of the road traffic collision figures for 2015 to 2017”, whilst increasing the amount of walking and cycling in the Metropolitan Area transport modes, SPRINT and travel demand management.

### **3.0 Next steps**

3.0 This strategy will provide an overarching framework and multi-agency approach. The next stage will be to formally establish the RRSSG; reporting into the West Midlands Combined Authority Board and establishing a strategic approach to all aspects of road safety in the WMCA Area.

3.1 The group will work towards the implementation of road safety activities, through the existing Memorandum of Understanding (MoU) on Road Safety. This will act as formal agreement between the partners; ensuring road safety measures are delivered in a coordinated way. The MOU includes all concurrent legal powers available to the RRSSG and the function and services it will oversee, including the associated financial implications. The RRSSG will also:

- Develop a RRSAP, addressing the road safety concerns and challenges being faced across the region;
- Adopt an outcome based approach with local authorities and a clear mechanism for reporting to the WMCA Board;
- Examine current casualty trends and establish targets to reduce recurrence on the road network;
- Monitor the RRSAP deliverables and analyse road casualty data against the 40% KSI reduction target to ensure that the right groups are being targeted and evaluate the effectiveness of activities to reduce road casualties and encourage the sharing and adoption of good practice across the West Midlands Combined Authority Area.
- Identify road safety funding streams where available; and
- Enhance current road safety practices and explore innovative approaches to casualty reduction.

### **4. Financial Implications**

4.0 There are no direct financial implications as a result of this report with all on-going related activities funded within existing budgets. However, one of the early priorities of the RRSSG will be to work with partners to identify potential funding streams to ensure that the strategy is sustainable in the long term given the restrictions on funding to local authorities and their partners.

### **5. Legal Implications**

5.0 There are currently no legal implications arising from the content of this report on the status of the RRSS. However future legal input will be required in relation to cross-boundary rights and responsibilities between statutory partners.

## **6. Equalities Implications**

- 6.0 The production of a RRSS will have implications on WMCA's wider equality policies. The strategy will help increase social inclusion and well-being, as well as helping unite communities especially for some of the most disadvantaged people in the WMCA area.

Therefore a RRSS is considered to have a beneficial impact on equalities considerations.

## **7. Inclusive Growth Implications**

These are reflective within the body of the report.

## **8. Geographical Area of Report's Implications**

This report applies across the West Midlands Combine Authority area.

## **9. Other Implications**

### **9.0 Environmental implications**

There are no environmental impacts resulting directly from the recommendations within this report. Developing a safer network across the region will help develop the use of sustainable and active travel modes which in turn will have significant environmental benefits and particularly help to improve air quality and congestion.

## **10. Schedule of Background Papers**

None