

Vision Zero and the Council's Management of its Duties in Relation to Road Safety

To: Highways and Transport Committee

Meeting Date: 3 December 2024

From: Executive Director of Place and Sustainability

Electoral division(s): All

Key decision: No

Executive Summary: This report outlines the Council's activities in relation to road safety, both as part of the Vision Zero Partnership, and in relation to its duties as the local highway authority

Recommendation: The Committee is recommended to:

Review and scrutinise the work of the Council's Road Safety Team, in addressing both the Council's specific statutory duties in regard to road safety, and the wider road safety agenda addressed by the Vision Zero Partnership.

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1. Creating a greener, fairer and more caring Cambridgeshire

- 1.1 The County Council's undertaking of its duties in relation to road safety directly supports Ambition 2: Travel across the county is safer and more environmentally sustainable.

2. Background

- 2.1 At the meeting of the Highways and Transport Committee on 23 July 2024, it was agreed that a report would be presented to the committee to provide:

- an overview of the Vision Zero Partnership and of work that the Council is undertaking to support this partnership, and
- an overview of how the Council manages its duties in relation road safety.

The Vision Zero Partnership

- 2.2 The Vision Zero Partnership was launched with the aim of reducing serious injury and fatal collisions across the county to zero. The partners are:

- Office of the Police & Crime Commissioner
- Cambridgeshire and Peterborough Combined Authority
- Cambridgeshire Constabulary
- Cambridgeshire Fire and Rescue Service
- Cambridgeshire County Council
- Peterborough City Council
- National Highways
- The Road Victims Trust
- Magpas Air Ambulance
- Major Trauma Centre, Addenbrooke's
- Public Health (Cambridgeshire County Council)
- Public Health (Peterborough City Council)

- 2.3 :
- The partnership structure is detailed in Figure 1:



Figure 1 – Vision Zero Partnership Structure

2.4 Partnership members lead on workstreams that are aligned to their areas of 'business as usual' work to support the Vision Zero aims and objectives.

- Safe Speeds and Safe Roads Users (Enforcement / Engagement / Education)
Lead partners: Cambridgeshire Constabulary and the Office of the Police and Crime Commissioner.
- Safe Vehicles including Driving for Better Business
Lead partner: Cambridge Fire and Rescue.
- Safe Roads and Roadsides
Lead partners: Peterborough City Council and Cambridgeshire County Council in their respective areas.
- Post Collision Response
Lead partners: Addenbrooke's and the Road Victims Trust, supported by Peterborough City Council and Cambridgeshire County Council.

2.5 The Vision Zero Partnership's current operating structure is set out in Figure 2:

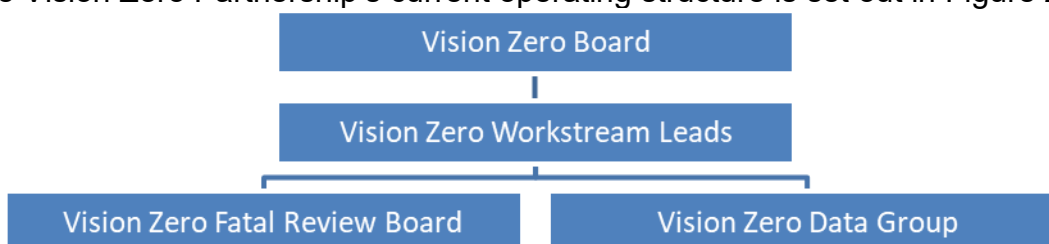


Figure 2 – Vision Zero Partnership's operating structure

- 2.6 The Chair of the Vision Zero Board rotates between the partners annually. The current Chair is Mayor Dr Nick Johnson, the Mayor of the Cambridgeshire and Peterborough Combined Authority.
- 2.7 The Partnership is committed to a Safe System approach, which stems from the simple imperative that no one should be killed or seriously injured as the result of a road crash. The approach involves designing the whole traffic system to prevent people being killed or seriously injured, often through policy frameworks such as 'Vision Zero' or 'Towards Zero'.
- 2.8 Every road traffic collision that results in fatalities is reviewed with all agencies at a quarterly Fatal Review Board (FRB) meeting, following a site visit and detailed analysis of the causation factors in each case. This allows the Board to make recommendations to the work stream theme leaders to target their resources to bring about change, and a reduction in risk.
- 2.9 From a Council perspective, each fatal review will focus specifically on the duty to provide safe roads and roadsides. Where infrastructure does not meet the Council's Highways Operational Standard (HOS), or is found to be lacking infrastructure that could enhance safety, then rapid interventions are introduced to reduce risk and harm. This may be simple signage or linage improvements, to a complete re-design of a junction.

3. Analysis of trends in incidents on the local highway network in Cambridgeshire

Overall trends

- 3.1 At the time of reporting, there is a downward trend in serious and slight injury collisions. However, fatal collisions remain at a stubbornly high level, and the current trajectory suggest that the number of fatal collisions in 2024 will exceed those seen in 2023. The graph in Figure 3 shows recent trends in casualties killed or seriously injured across Cambridgeshire and Peterborough.

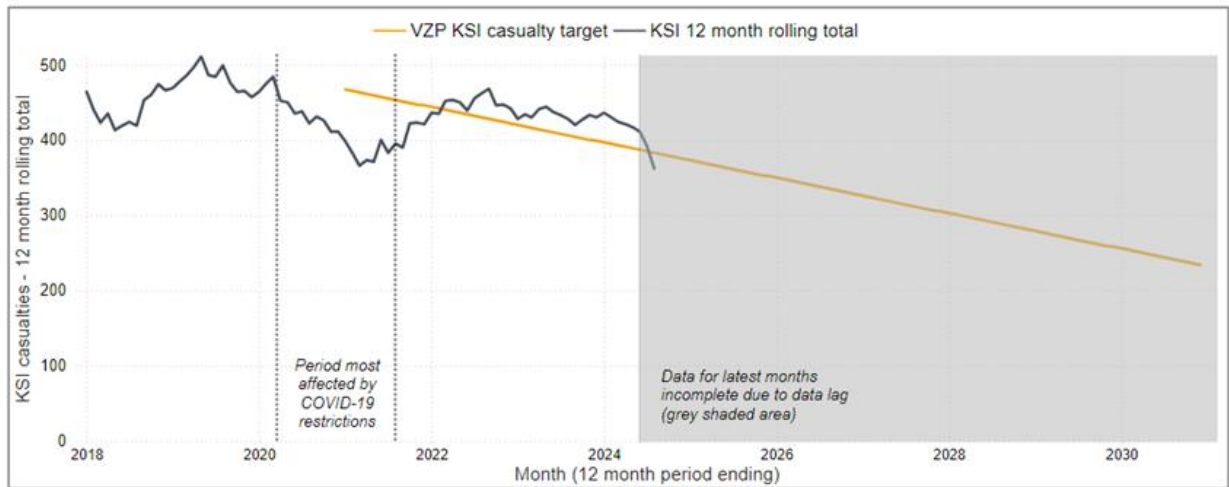
Vision Zero Partnership Target

Showing collisions up to:
24/08/2024



A 50% reduction in KSI* casualties in Cambridgeshire and Peterborough by 2030. A target of 234 per year by December 2030.

Source: VZP Towards 2030 strategy



* KSI - killed or seriously injured casualties, based on STATS19 casualty injury severity definitions.

Figure 3 - Recent trends in casualties killed or seriously injured across Cambridgeshire and Peterborough

- 3.2 The Council's Road Safety team analyses road safety data to understand current and emerging trends on Cambridgeshire's transport network and identify risks to the public who use all forms of transport, from walking to HGV movements. The Council has data sharing agreements with Cambridgeshire Constabulary that enable the team to fully understand the underlying causes of recorded injury collisions, as well as good links with the local trauma network to understand the injuries being caused to users.
- 3.3 The 'Fatal Four' factors behind a large proportion of road related collisions have remained unchanged for many years. These are:
- Drink and drug driving.
 - Use of mobile phones.
 - Excessive speed.
 - Failing to wear a seatbelt.

E-scooters and e-bikes

- 3.4 Emerging trends reported via the Trauma Network suggest a rising number of serious injuries on shared use paths and on the road network involving e-scooters and e-bikes. The Road Safety Team is currently bidding for funding for research by Loughborough University to investigate and understand the root causes of these incidents, and how the Council can plan for the safer integration of these emerging forms of transport, which are seen as a good solution for urban mobility problems. Legally, the use of e-scooters on the local transport network in Cambridgeshire is currently restricted to the VOI e-scooter / e-bike hire scheme.
- 3.5 Since the scheme's introduction to Cambridge in October 2020, over 135,000 people have signed up to the VOI scheme, and they are being used as part of the commuter solution to work and colleges from key locations, such as park and ride sites, railway stations and key pick-up and drop-off locations around the city. The VOI e-scooters are

restricted to a maximum speed of 12.4mph (20kph), however they are geofenced on entering 'Slow Zones' which restricts the speed to 5mph.

- 3.6 Many private individuals own personal e-scooters and are using them on the local transport network. Whilst it is currently illegal to use private e-scooters anywhere other than private land, these machines are becoming more popular, and their use is increasing. Many private e-scooters are not speed restricted and can reach speeds of more than 40mph.

Young drivers

- 3.7 Young drivers continue to be disproportionately represented in collision statistics, as do motorcyclists. The Police 'Bikesafe' Scheme and the Fire Service 'Bikerdown' initiatives are well-supported (and oversubscribed) road safety interventions that attract safety conscious riders.
- 3.8 Young drivers and motorcyclists that are identified as a risk takers are typically difficult to engage with. Traditional safety messaging and communications for these groups do not work well and this remains a challenge. The Council has partnered with 'First Car', who use social media influencers to try to reach young drivers, and the uptake on individuals following the messaging is gathering pace.

4. The County Council's duties in relation to Road Safety, and role in the Vision Zero partnership

- 4.1 The Council's Road Safety team currently has two main functional areas:
- Road Safety Audit and Engineering
 - Road Safety Education
- 4.2 The work of the team in these areas focuses on the Vision Zero theme "Safe Roads", but it also directly and indirectly supports the other themes of the Vision Zero Partnership. In addition, the Road Safety group will soon have a third team, which will take on responsibility for Health and Safety on the Busway.
- 4.3 Road Safety Audit and Engineering

Yearly "cluster site" analysis

- 4.4 The incidence of collisions on the local road network is monitored on a continuous basis, but trends in collisions are typically reported on an annual cycle, using verified collision and casualty data for full calendar years. This data is used to identify "cluster sites". A cluster site is defined as a junction or 100 metre stretch of roads, where in the latest three-year period:
- there have been 6 or more collisions resulting in injury, or
 - there have been 3 or more collisions resulting in serious injury or fatalities.
- 4.5 The nature of collisions at cluster sites is analysed by the team to identify any patterns in the collisions that might indicate whether there are interventions or schemes that could be brought forward that would reduce the incidence of collisions and casualties.

- 4.6 For the three-year period to December 2023, the analysis of collision data has identified 41 cluster sites on the local road network in Cambridgeshire. Of these:
- 26 sites already have road safety improvements identified or planned.
 - 4 sites have schemes under construction.
- 4.7 A separate report on the current cluster site list will be presented to the committee at its meeting on 4 March 2025.

International Road Assessment Programme (iRAP)

- 4.8 The Council has commissioned the assessment of the Cambridgeshire's local A-Road network using the iRAP methodology. The road surveys and photogrammetry has been completed. The processing of the data is nearly complete, and a final report will be sent to the Council in mid-November 2024. Figure 4 shows the iRAP process:

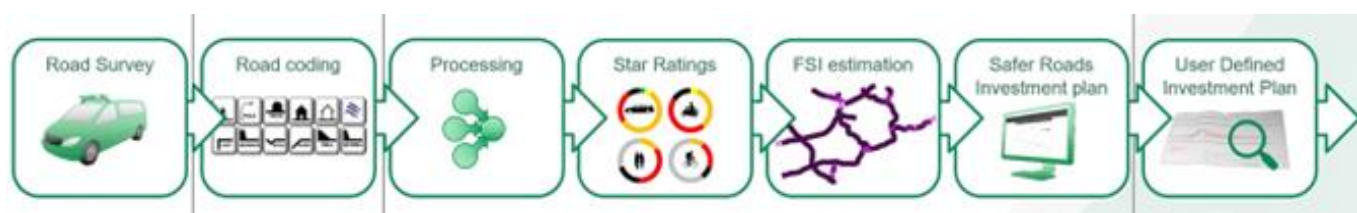


Figure 4 – the iRAP process

- 4.9 It is intended to present the completed iRAP report to committee at its meeting on 4 March 2025. Ongoing work will be undertaken to understand the outputs from the assessment and to consider them alongside the cluster site list in the future. This will inform the consideration of future interventions to improve road safety on the local road network in Cambridgeshire.

Review of all road traffic collisions that result in fatalities

- 4.10 Following notification from the police of a collision involving fatalities, a site meeting at the location of the collision occurs within seven days, or sooner if the police raise concerns with the road. These meetings include the Police Traffic Management Officer and Road Safety Team members, and Maintenance representatives from the Council, as well as the Local Highway Officer and Area Manager.
- 4.11 Following the site visit, a report is completed and reviewed by the Road Safety Manager and any necessary remediation works authorised. These works can be routine maintenance, or the addition of new infrastructure to achieve a safer road or roadside thus meeting Vision Zero aspirations. Where re-design or major works are required, the Highways and Transport projects team would be consulted – such is the case with the current scheme at Swaffham Heath crossroads.

Road Safety Audit

- 4.12 The team undertakes independent road safety audits of proposals for changes to the road network in Cambridgeshire. The aim of the audit is to minimise the number and severity of situations in which road users are injured whilst using the streets and roads.
- 4.13 The requirements of the Road Safety Audit process are detailed in government guidance, which set out a four-stage process for the safety assessment of road schemes from initial

design through to post implementation review. Existing roads can also be audited to systematically assess the safety risks that may be present.

Safety Camera activity (fixed and mobile sites)

4.14 Working in partnership with the collaborated Bedfordshire / Cambridgeshire / Hertfordshire (BCH) Cameras Tickets and Collisions Unit (CTC), collision data is analysed and compared to the enforcement activity. Locations identified on a 'heat' map indicate where a speed risk is identified and how the use of mobile camera technology can impact on areas where drivers are taking unnecessary risks by speeding.

4.15 The Road Safety Education team

4.16 This team:

- Delivers Junior and Youth Travel Ambassador programmes in primary and secondary schools.
- Safer Routes to School.

4.17 Evidence is clear that introducing the youngest road users to 'safety first' can influence their behaviour for life. As more travel choices are introduced and people are encouraged to choose alternative, more sustainable and active travel, it remains imperative to support their safety culture as they transition and become more independent and the transport users of the future.

4.18 Road safety education funding remains challenging, and much of the school-based activity relies on funding from the government for the Council's primary school offerings, such as Bike It and Bikeability.

5. Road Safety Finance

5.1 In this financial year, the Road Safety Team gross revenue budget is £1,016k and the net budget is £397k, after reflecting the income the Road Safety Audit team charges scheme promoters for safety audits. In September 2024, the team was forecasting a pressure of £289k, due to a decrease in the number of Road Safety Audit requests coming in from external clients.

5.2 The Road Safety small capital schemes budget is £600k from the Integrated Transport Block for 2023/24. The capital budget is used to fund road safety improvements on the local road network. In addition to this core budget, the Council will consider bids for further road safety scheme funding through the Business Planning Process when the scale of the budget needed for a scheme to address critical safety issues exceeds the capability of the core budget.

6. Conclusion and Reasons for Recommendations

6.1 The recommendation is to support the ongoing work of the Vision Zero Partnership and the work of the road safety team to try to reduce harm or the likelihood of harm on the network for all road users.

7. Significant Implications

7.1 Finance Implications

There are no finance implications.

7.2 Legal Implications

The Council has statutory duties in relation to the safety of the transport network it manages. Failure to meet those duties could lead to increases in collisions, and could attract legal liability for incidents resulting in damage, injury or death on the road network.

7.3 Risk Implications

See legal implications above.

7.4 Equality and Diversity Implications

There are no equality and diversity implications.

8. Source Documents

8.1 Vision Zero Partnership website

[Road Safety Partnership \(cprsp.co.uk\)](http://cprsp.co.uk)

8.2 The Council's Road Safety web pages

[Road safety | Cambridgeshire County Council](#)