

## Transport and the Environment Board

01 September 2022

### South Yorkshire Safer Roads Partnership Annual Update Report

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<b>Is the paper exempt from the press and public?</b>	No
<b><i>Reason why exempt:</i></b>	Not applicable
<b>Purpose of this report:</b>	Governance
<b>Is this a Key Decision?</b>	No
<b>Has it been included on the Forward Plan?</b>	Not a Key Decision

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#### Executive Summary

The report provides an update on the number of casualties recorded in South Yorkshire in 2021 as a result of a reported Road Traffic Collision (RTC). The report shows that the number of casualties in 2021 had increased when compared with the numbers in 2020. The increase was to be expected due to the impact that COVID had on travel patterns and suppressing traffic levels in 2020, resulting in record low numbers of casualties being documented.

When comparing 2021 casualties to the 3 year average pre-covid (2017-2019) there were still reductions in all casualty severity classes and all road user groups with the exception of goods vehicle users and road users in the 'other' category. This is likely because COVID restrictions were still impacting, to some extent, on travel patterns and traffic levels in 2021.

In several casualty categories South Yorkshire has performed better than the country as a whole, based on the provisional 2021 data for Great Britain (GB).

The Safer Roads Partnership (SRP) has reviewed its strategy, governance and working arrangements and will be adopting a new Safe Systems approach going forward. The aim is to enhance joined up working across the partners to improve road safety and reduce death and serious injury as a result of reported RTCs. The new Safer Roads Partnership Strategy to 2030 and beyond is available to download from <https://sysrp.co.uk/news/2030>. The Executive Summary document is attached at **Appendix A**.

### **What does this mean for businesses, people and places in South Yorkshire?**

Work will continue via the South Yorkshire SRP to improve road safety, benefitting all those who travel to education, for work or leisure purposes in South Yorkshire. Fewer collisions and casualties will also impact positively on the economy as well as contributing towards health, sustainability and environmental goals.

### **Recommendations**

- i) Receive the new Safer Roads Partnership Strategy attached at Appendix A;
- ii) Receive the update in relation to the 2021 casualty statistics for South Yorkshire as attached at Appendix B;
- iii) Discuss the arrangement of a public launch of the Safer Roads Partnership Strategy, supported by the TEB;
- iv) Note the new governance arrangements and the annual reporting to TEB as part of the accountability of the delivery and performance of the Safer Roads Partnership.

### **Consideration by any other Board, Committee, Assurance or Advisory Panel**

Safer Roads Partnership Board

12 July 2022

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## **1. Background**

- 1.1 The South Yorkshire SRP was formed in 2007 with the primary objective of reducing the number of people killed or injured as a result of road traffic collisions and to make South Yorkshire roads safer. It is made up of the four local authorities in South Yorkshire and National Highways (as highway authority for the motorway and trunk road network), South Yorkshire Police and South Yorkshire Fire and Rescue.
- 1.2 Our priorities have been identified via a process of data analysis to highlight who is being involved in collisions, where the incidents occurred and under what circumstances. By considering where those involved in collisions live we can also target specific geographic areas across South Yorkshire where it would be most cost effective to focus activity. We call this our “worst first” approach.
- 1.3 In the past we have adopted a blended approach of Education, Engineering and Enforcement (3Es) to addressing casualty reduction with agencies from across the partnership delivering according to their duties and responsibilities.
- 1.4 Previously we have provided an annual update to local authority chief executives and leaders to outline our progress in terms of delivery against the blended approach and the latest position against our casualty reduction targets, as set out in our strategy.

## 2. Key Issues

- 2.1 The casualty data for 2021 (Appendix B), detailing those reported RTCs resulting in someone being injured on the roads in South Yorkshire, continued to be impacted by the COVID restrictions, which were implemented at various points throughout the year. However, following a record low year in 2020, where strict lockdowns saw significant reductions in vehicular traffic on the roads, casualty numbers have started to rise as traffic levels returned to normal.
- 2.2 In 2021 there were 2702 casualties as a result of reported RTCs in South Yorkshire. The total number of casualties has long been reducing. Overall casualties saw a small (2%) increase in 2021 when compared with the artificially low figures experienced in 2020. However, the longer term trend continues to show a decrease in the total number of casualties of all severities. In 2021, all casualties were 22% lower than the 3 year annual average, using pre COVID figures (2017-2019).
- 2.3 There were 36 deaths on the roads of South Yorkshire in 2021, which is 6 more than in 2020. Of those fatal casualties 15 were car users, 10 were pedestrians, 8 were motorcycle users, 2 were goods vehicle users and 1 was a pedal cyclist. Given the relatively small number of fatal casualties experienced each year, the killed and seriously injured (KSI) total or the all-casualties data sets provide a more robust picture of casualty trends, highlighting the road users, locations and key contributory behaviours which need to be addressed.
- 2.4 The KSI casualties totalled 696 in 2021, which is a 3.3% increase on the previous year. Serious casualties have seen a significant increase since the introduction of the CRASH Injury Based Recording System (IBRS) in 2016, which redefined the way that serious casualties were reported. However, the changes in road use during the COVID-19 pandemic throughout 2020 and 2021 mean that these figures are not directly comparable with previous years' casualty data.
- 2.5 A series of info-graphics is contained within **Appendix B** which illustrates the casualty position within each local authority area, as well as an overview for South Yorkshire in 2021. Provisional statistics for GB for 2021 make comparisons against the 2017 to 2019 average instead of relating the 2021 figures to the previous year, given it was an atypical year due to the pandemic. As can be seen from the table at **Appendix C**, South Yorkshire performed better in the majority of severity and road user casualty groups than GB as a whole.
- 2.6 Further detailed analysis of the 2021 casualty data for South Yorkshire is underway to identify detailed casualty trends, highlight at-risk groups and compare South Yorkshire's performance against national benchmarks. The report will look at which user groups are most at risk in South Yorkshire and provide insights into the casualties including their socio-demographics and neighbourhoods. Local authorities will also analyse the data which is specific to their area in more detail to help inform prioritisation of local activity and the development of road safety action plans and delivery programmes.

- 2.7 The value of preventing RTCs and casualties is very significant both in terms of the loss to society and the impact on the national and local economies and communities. Understanding the scale of these costs is important as estimates are used by Government and highways managers when evaluating investments in road safety measures. The current UK methodology divides the costs into two broad categories:
- the casualty costs that concern the victims, and
  - the collision costs that relate to other aspects of the collision.
- 2.8 The DfT revise their estimates for the average cost per collision and casualty on an annual basis. The latest valuations are available for 2020 and provide an estimate of £2.121m for a fatal casualty, £246,109 for serious injuries and £24,960 for a slight injury casualty. Applying these costs to the casualty statistics for South Yorkshire in 2021, results in a total figure of some £290m. It should be recognised that this does not take into account the amount of under reporting of collisions and injuries that still have to be dealt with by the health sector and others.
- 2.9 To maximise progress around casualty reduction on South Yorkshire roads, the SRP has recently considered the ways to improve operations and delivery in the future. A review of the existing SRP Strategy has been undertaken. Road safety specialists Agilysis were commissioned to provide an independent appraisal and provide recommendations based on international and national best practice.
- 2.10 The development of a new strategy would offer an opportunity to take a fresh view and provide a renewed vigour and focus for the Partnership. The structural changes, streamlining the central team and devolving responsibility for road safety education and training to the constituent organisations, would better tie in partners. It is hoped this will foster a greater ownership to deliver against the updated targets and associated safety performance indicators.
- 2.11 The new strategy will be ambitious in adopting a 'Vision Zero' approach, working towards no deaths or serious injuries on the roads of South Yorkshire because of RTCs. However, a target of a 50% reduction in KSI casualties by 2030 (using a baseline period of 2015 to 2019) has been adopted. We plan to launch the strategy to the public in November and we seek TEB members' support and involvement with this, to demonstrate high level commitment to the approach from all partners.
- 2.12 The Safe Systems approach acknowledges that road traffic collisions occur as a result of system failures in the network. Therefore a whole system approach is required to provide a network which is more forgiving when road users make mistakes. All elements of the road system - vehicles, infrastructure, speed limits, road users, and post-crash care - work together as one to minimise the chance of a crash, or, if a crash does take place, to prevent death or serious injury from occurring. This requires a joined up, multi disciplinary approach because no organisation can create and maintain a Safe System on its own. The Partnership needs to work with partners and stakeholders to strengthen all parts of the system.

### **3. Options Considered and Recommended Proposal**

#### **Option 1**

- 3.1 Continue to use the Partnership's existing strategy document "Making South Yorkshire Roads Safer: A Safer Roads Partnership Strategy 2017-2026" to deliver activity across the 3 disciplines of education, engineering and enforcement. The existing delivery structure and governance arrangements are well established and it would be easy to extend current funding arrangements to continue to support the work of the central delivery team.

#### **Option 1 Risks and Mitigations**

- 3.2 It was felt that continuing with the same approach risked not being able to respond effectively to emerging issues and new agendas as set out by the consultants.

#### **Option 2**

- 3.3 Undertake a mid-term review of the existing strategy to incorporate potential changes to the vision, aims and objectives and reframe the targets based on the casualty figures following the implementation of the CRASH system. This would enable a SMARTer set of targets to be adopted.

#### **Option 2 Risks and Mitigations**

- 3.4 Due to major changes resulting since the strategy document was first published, the Partnership felt that this approach would not result in the fundamental changes that were required to the structure and governance of the partnership to enable more significant progress to be made towards casualty reduction in South Yorkshire. It was felt that the strategy needed a major overhaul based on the latest thinking and best practice in the field of road safety from around the world.

#### **Option 3**

- 3.5 Develop a new strategy and align delivery and governance arrangements to increase ownership and accountability.

It is proposed that the existing Mayoral Combined Authority Transport and Environment Board (MCA TEB) is the appropriate forum to improve governance. It is planned that TEB will receive an annual report for approval, presenting the yearly casualty statistics as approved by the DfT and demonstrating what the Partnership has achieved/plans to deliver against agreed milestones and objectives.

- 3.6 In addition, twice yearly there will be discussions with the relevant Cabinet and Committee members and senior officers from South Yorkshire Police, South Yorkshire Fire and Rescue and the Office of the Police and Crime Commissioner, who will scrutinise the Partnership's proposals and act as the gateway to the discussions with MCA TEB.

#### **Option 3 Risks and Mitigations**

- 3.7 The structural changes required as part of this option will take a little time to become established within the partner organisations. There are vacancies

within the central team to fill and gaps will exist in the meantime. In the interim, consultants will be commissioned to complete specific pieces of work, in the absence of experts such as a Safer Roads Data Analyst. The renewal of staff provides an opportunity for the partnership to benefit from a fresh and invigorated perspective to garner commitment and enthusiasm from the partners for this new approach.

### **Recommended Option**

3.8 Option 3

## **4. Consultation on Proposal**

4.1 As part of the development of the new strategy, a survey was disseminated to members of the public via partner social media channels. Its purpose was to understand what residents and road users in South Yorkshire think the priorities are for action in their community. Road safety was a key concern as part of the responses.

Going forward, those who use the roads share the responsibility for helping to improve safety on our roads. Therefore, as we start to implement the strategy it is essential to work with communities to enhance that ownership.

## **5. Timetable and Accountability for Implementing this Decision**

5.1 The SRP strategy has been signed off by the SRP Board. Once approved by TEB, the necessary changes to the governance arrangements and ways of working across the partnership will start to be implemented. We expect that this will be complete by December 2022.

## **6. Financial and Procurement Implications and Advice**

6.1 The costs of running the SRP central team will continue to be met via the SRP constituent agencies making financial and in-kind contributions. The funding will be formalised as part of a Memorandum of Understanding setting out the roles and responsibilities of the parties involved and the levels of funding contributions from each partner for the next 3 years.

6.2 Previously, SYPTE was responsible for handling the funding for the SRP as part of activity delivered through the Local Transport Partnership team. As part of the new arrangements all funding will be handled by Sheffield City Council as the host authority for the staff employed in the central team. Since the SRP will no longer have a significant budget to deliver road safety activity or offer project funding to the partners, the funding responsibilities are much reduced.

## **7. Legal Implications and Advice**

7.1 Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act,8 to “take steps both to reduce and prevent accidents”. The development and delivery of the Safer Roads Strategy via the Safe Systems approach will enable the local authorities to meet this responsibility.

## **8. Human Resources Implications and Advice**

8.1 Staff changes required as a result of the restructure of the Safer Roads central team have been handled via the respective Safer Roads partner agency who are the substantive employers for the seconded staff.

8.2 The previous support for the SRP provided via the Local Transport Partnership team has now been withdrawn, meaning there are no HR implications for the SYMCA.

## **9. Equality and Diversity Implications and Advice**

9.1 Based on the casualty data we are able to focus efforts on those geographical areas, communities, road user groupings and demographics with the highest incidence of harm from road traffic collision. This enables us to address inequalities in deprived communities and targets those who are overrepresented in the casualty data set. At the same time, the Safer Roads Partnership will offer generic information and advice to all road users who share a responsibility to act in a safe manner on the road network to help avoid harm to themselves and others.

## **10. Climate Change Implications and Advice**

10.1 Improving safety for pedestrians and cyclists is key to more people walking and cycling for short journeys. Such a modal shift will also have benefits for the environment and climate change.

10.2 The Safer Roads Strategy acknowledges the work that is required to improve the safety of more vulnerable road users and make the whole of the system more welcoming to active travellers. Working together with partners and key stakeholders the Safer Roads Partnership has a role to play in helping to inform, advise, enforce and train all road users around the safety of pedestrians and cyclists, as well as make suitable provision for these modes on the highway.

## **11. Information and Communication Technology Implications and Advice**

11.1 No further implications for SYMCA.

An agreement is already in place for SYMCA to host the SRP website on behalf of the partnership and all relevant documents, strategies, dashboards will be made available through the portals identified.

## **12. Communications and Marketing Implications and Advice**

12.1 No implications for SYMCA

Communications activity for the SRP is dealt with via the Safer Roads Media Officer. The new Safer Roads Strategy will be formally launched as part of an event to also release the 2021 casualty data to the media and talk about our progress against the casualty reduction targets. Members of the TEB are invited to be part of this event to show their commitment to this new approach to casualty reduction in South Yorkshire.

## **List of Appendices Included\***

- A A South Yorkshire Safer Roads Strategy to 2030 and Beyond Executive Summary
- B Casualty Dashboards for 2021
- C Comparison of GB and SY casualty data 2021 v 2017-2019 average