

READING BOROUGH COUNCIL

REPORT BY DIRECTOR OF ENVIRONMENT AND NEIGHBOURHOOD SERVICES

TO:	TRAFFIC MANAGEMENT SUB-COMMITTEE		
DATE:	12 MARCH 2015	AGENDA ITEM:	13
TITLE:	ANNUAL ROAD SAFETY PROGRAMME - 2014/15 UPDATE & 2015/16 PROGRAMME		
LEAD COUNCILLOR:	COUNCILLOR TONY PAGE	PORTFOLIO:	STRATEGIC ENVIRONMENT, PLANNING AND TRANSPORT
SERVICE:	TRANSPORTATION & STREETCARE	WARDS:	ALL
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1. EXECUTIVE SUMMARY

- 1.1 To provide an update to the Sub-Committee on the work completed to date on the 2014/15 road safety schemes and to propose out approach for the 2015/16 road safety programme.

2. RECOMMENDED ACTION

- 2.1 That the progress to date on the 2014/15 Road Safety Schemes is noted.
- 2.2 That Officers continue with a full investigation of the current three year accident records as detailed in section 6 of this report.
- 2.3 That the Interim Head of Transport be authorised to consult with the Chair of the Sub Committee, Lead Member for Strategic Environment, Planning and Transport, and Ward Councillors on the details of proposed schemes determined through the accident investigation.
- 2.4 That subject to 2.3 and in consultation with the Chair of the Sub Committee, Lead Member for Strategic Environment, Planning and Transport, and Ward Councillors, the Head of Legal and Democratic Services be authorised to carry out statutory consultation where waiting and movement restrictions may need amending to accommodate scheme designs.

3. POLICY CONTEXT

- 3.1 The government expects Local Authorities to implement road safety schemes to address sites with a history of personal injury collisions, and where possible link these with the promotion of sustainable travel.
- 3.2 Under the 1988 Road Traffic Act, the Highway Authority has a duty to take steps to both reduce and prevent collisions on the road network. In addition under the Traffic Management Act 2004 the authority has a duty to maintain and manage the road network and secure the safe and expeditious movement of traffic. (Traffic is defined to include pedestrians). It is therefore imperative that the authority continues to strive to reduce road casualties to ensure the network is safe for all users.
- 3.3 The economic cost of each collision is calculated by Department for Transport (DfT). The DfT states that the average value of prevention per reported road accident is £1,917,766 per fatal accident, £219,043 per serious accident and £23,336 per slight accident.

4. BACKGROUND

- 4.1 Collision data is recorded by the police through the STATS19 form; this is filled in by the reporting officer and collates details of the collision and casualty involvement. Once inputted onto this national database, this is then shared with the local authority, which enables analyses on collision data to take place.
- 4.2 The 2014 figures are not yet published nationally as the DfT publishes the reported road casualties in September each year for the previous year to enable national trends to be measured. The only current figures available are until June 2014. However, for the purpose of this report the most recent three year collision data held on record will be used. A summary of analysis of the previous full 3 years collision records is shown below.
- 4.3 Number of collisions and severity (1/1/2012 to 30/11/2014)

	2012	2013	2014	3 Year Period
KSI	39	47	35	125
Slight	294	316	282	916
Total	333	363	317	1041

- 4.4 The results for 2014 show that the number of collisions reported during this year is the lowest on record, and with the exception of 2013, collision figures continue to decline year on year.
- 4.5 Pedestrians and cyclists are more likely to be involved in a collision resulting in a higher injury severity level. The combined number of collisions involving

these vulnerable road users equates to 57% of all KSI's within the latest three year period. This is shown in the summary table below.

Number of collisions involving pedestrians and cyclists (1/1/2012 to 30/11/2014)

	Total Number of accidents (involving all road users)	Number (%) involving peds	Number (%) involving cyclists
KSI	125	44 (35%)	28 (22%)
Slight	916	168 (18%)	232 (25%)
Total	1041	212 (20%)	260 (25%)

5. 2014/15 ROAD SAFETY PROGRAMME UPDATE

5.1 Following on from the report submitted to the Traffic Management Sub Committee in March 2014, the progress of the road safety schemes is shown below.

5.2 Cemetery Junction Improvement works (Eastern Area Study):

These works have now been completed. This included upgrades to existing pedestrian crossings which will improve pedestrian safety in the area. Accident statistics for the area will continue to be monitored.

5.3 Church Street/Prospect Street:

This scheme included changing the existing mini roundabout into a double mini roundabout to improve clarity for road users. The crossing points for pedestrians were also enhanced. The scheme was delivered in August 2014. Accident statistics for the junctions will continue to be monitored and a Stage 3 Safety Audit is due to take place shortly.

5.4 Highmoor Road/Albert Road junction:

Double yellow lines to protect the junction were implemented in November 2014. There is also a proposal to remove a large tree in the vicinity of the junction to improve visibility for road users. The junction is still under review and will continue to be monitored.

5.5 Vastern Road and 'The Oracle' Roundabout spiral markings:

The design of the spiral road markings on Vastern Road roundabout and 'The Oracle' roundabout have been completed. The designs are currently being reviewed by the Road Safety auditor for comment and the agreed scheme will be implemented in the near future.

5.6 IDR/Duke Street and Christchurch Road/Elmhurst Road/Northcourt Avenue

These will be investigated further in the 2015/16 proposals.

6. 2015/16 PROPOSALS

- 6.1. To reduce the number of casualties in the borough the causes into collisions will be investigated thoroughly. As indicated previously a majority of these involve 'failed to stop' and 'failed to look properly'. Officers will continue to investigate these causes and will focus on locations where there are a high number of collisions involving pedestrians.
- 6.2 A full investigation will then be undertaken to help us understand what measures are needed to reduce instances of these causes particularly where pedestrians have been injured. This will include full analysis of 'Pedestrian Countdown at Traffic Signals' and the possibility of introducing this at particular locations in the borough.

7. CONTRIBUTION TO STRATEGIC AIMS

- 7.1 To promote equality, social inclusion and a safe and healthy environment for all.

8. COMMUNITY ENGAGEMENT AND INFORMATION

- 8.1 Statutory Consultation will be carried out in accordance with the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996.

9. LEGAL IMPLICATIONS

- 9.1 Any resultant traffic regulation order will be made under the Road Traffic Regulation Act 1984.

10. EQUALITY IMPACT ASSESSMENT

- 10.1 In addition to the Human Rights Act 1998 the Council is required to comply with the Equalities Act 2010. Section 149 of the Equalities Act 2010 requires the Council to have due regard to the need to:-
- eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - foster good relations between persons who share a relevant protected characteristic and persons who do not share it

10.2 The Council will carry out an equality impact assessment scoping exercise once road safety schemes have been identified.

11. FINANCIAL IMPLICATIONS

11.1 The annual road safety programme is funded through existing Transport Capital Budgets.

12. BACKGROUND PAPERS

12.1 TM Sub Committee - March 2014