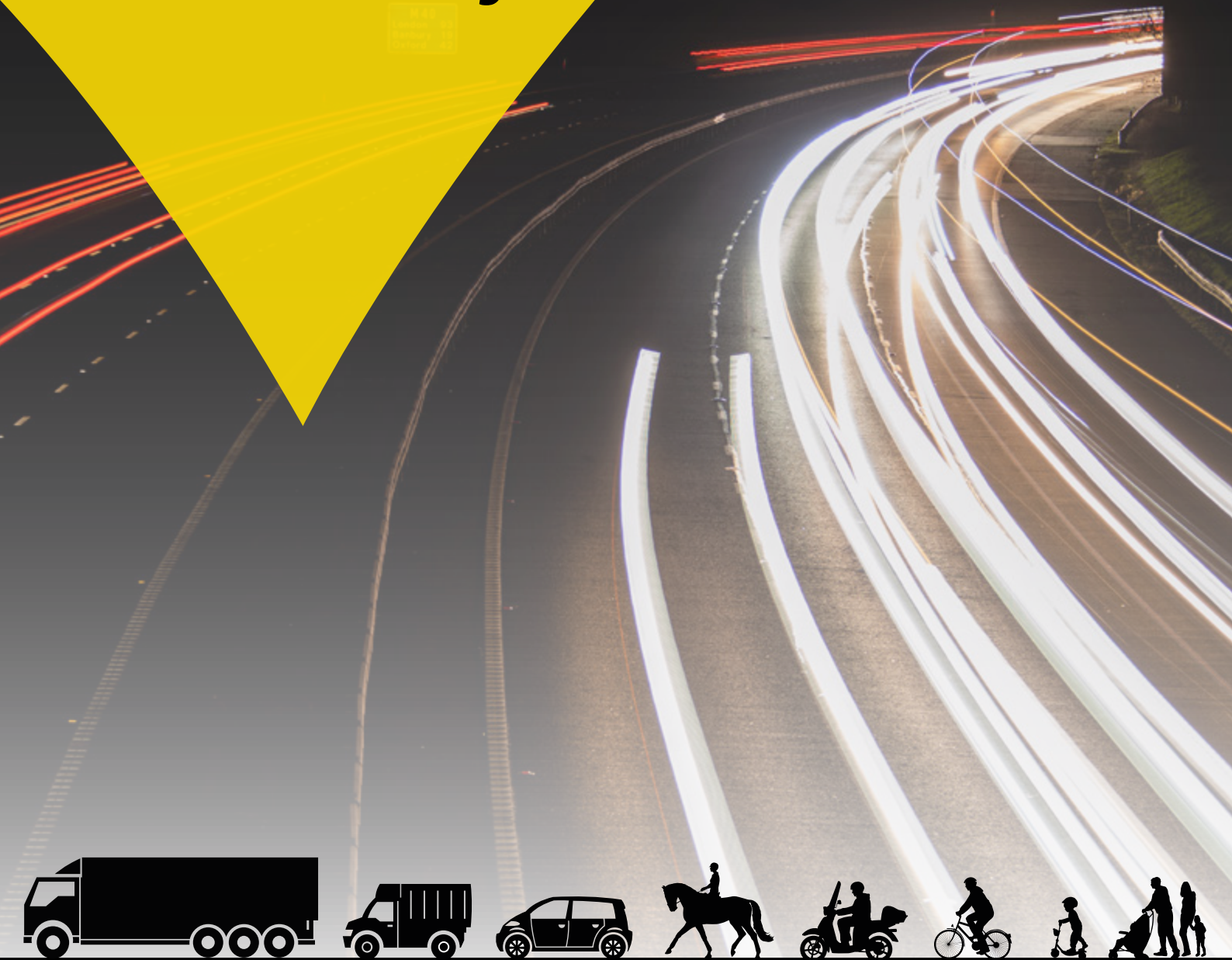


Our Strategy to 2030 Executive Summary



✓ Our vision

Every death and life changing injury which has occurred on local roads, or amongst local residents, because of a road collision, is one too many, with devastating impacts to those involved or close to those involved, and the social and economic burdens felt by the wider community. This new Strategy¹ provides an opportunity for the Partnership to take new approaches and strengthen existing ones, to reduce the likelihood of these most severe injuries being sustained.

The vision for Warwickshire Road Safety Partnership is:

Using an evidence based Safe System approach, we will strive to eliminate fatal and serious casualties, thereby creating a safe road environment which will encourage active and sustainable travel

✓ What is the Warwickshire Road Safety Partnership?

Warwickshire Road Safety Partnership brings together stakeholders and organisations who come together to reduce road risk on the roads of Warwickshire. The main partners are:

- Warwickshire County Council
- Warwickshire Fire and Rescue Service
- Warwickshire Police
- Warwickshire Police and Crime Commissioner
- National Highways

The Partnership is headed up by the Strategic Board, with high-ranking representatives from partner organisations providing strong accountability and governance. Day-to-day activities are managed by the Operational Board, supported by the Communications Officer and Partnership Coordinator, who were appointed in 2019 and 2020 respectively.



1. This document is a high-level summary of a full Strategy document, which sets out the detail and direction of the Partnership.



Targets can be a useful tool for focusing on road safety activity, increasing accountability, and providing a focus for organisations' activities. Targets can help to motivate, communicate with, and engage all of those stakeholders with the Safe System (including road users themselves). Research shows that the adoption of road safety targets helps to reduce the numbers of casualties.

Looking at the baseline period of 2015 to 2019, an average of 365 people were killed or seriously injured (KSI) on Warwickshire's roads each year. There were 316 people killed or seriously injured in 2019, down from 572 in 2006. Good progress has been made and the general trend in casualty reduction is heading in the right direction, but the adoption of this new Strategy will help the partnership to continue this good progress and reduce casualty numbers further.

Internationally, there is a campaign to achieve a 50% reduction in road deaths and serious injuries by 2030. **Warwickshire Road Safety Partnership has adopted this target, seeking to reach a target of 183 or fewer deaths or serious injuries on local roads by 2030.**

The target for the Partnership is achievable, if it continues to work smartly. Achieving reductions in casualty figures can become harder, the lower the numbers become, as the schemes and interventions which can produce the greatest effects are introduced first. It means that going forward, the Partnership needs to be proactive, evidence-led and targeted in order to continue to make a difference.

The overall vision is to eliminate fatal and serious casualties; a concept known as 'Vision Zero'. This is the long-term goal. The adoption of a local target for 2030 allows partners to measure progress towards that goal and identify where further work is necessary.



✓ What is a 'Safe System'?

The Safe System originated in Sweden and the Netherlands in the 1980s and 1990s and has since been adopted across the world.

It is based on four key principles:

- First, people make mistakes that can lead to road collisions.
- Second, the human body has a known, limited physical ability to tolerate collision forces before harm occurs.
- Third, while individuals have a responsibility to act with care and within traffic laws, a shared responsibility exists with those who design, build, manage and use roads and vehicles to prevent collisions resulting in serious injury or death and to provide post-collision response.
- Fourth, all parts of the system must be strengthened in combination to multiply their effects, and road users are still protected if one part fails.

The Safe System requires a new approach to road safety. There is a shared responsibility for road safety in the Safe System, moving away from a focus on making road users compliant. It continues to be important that road users comply with the rules of the system, but also that the system is forgiving when people make mistakes. Information giving and enforcement are still important, but they need to be coordinated with safe vehicle and road design, speed choice, and post collision response.

The Safe System is a perfect approach for a road safety partnership, bringing different organisations and stakeholders to work together to make a safer road network.

The Safe System requires a systematic, multi-disciplinary and multi-sectoral approach to address the safety needs of all users. It requires a proactive strategy which places road safety in the centre of road traffic system planning, design, operation and use. There are five components for action:

- Safe People
- Safe Vehicles
- Safe Speeds
- Safe Roads and Roadsides
- Post Collision Response

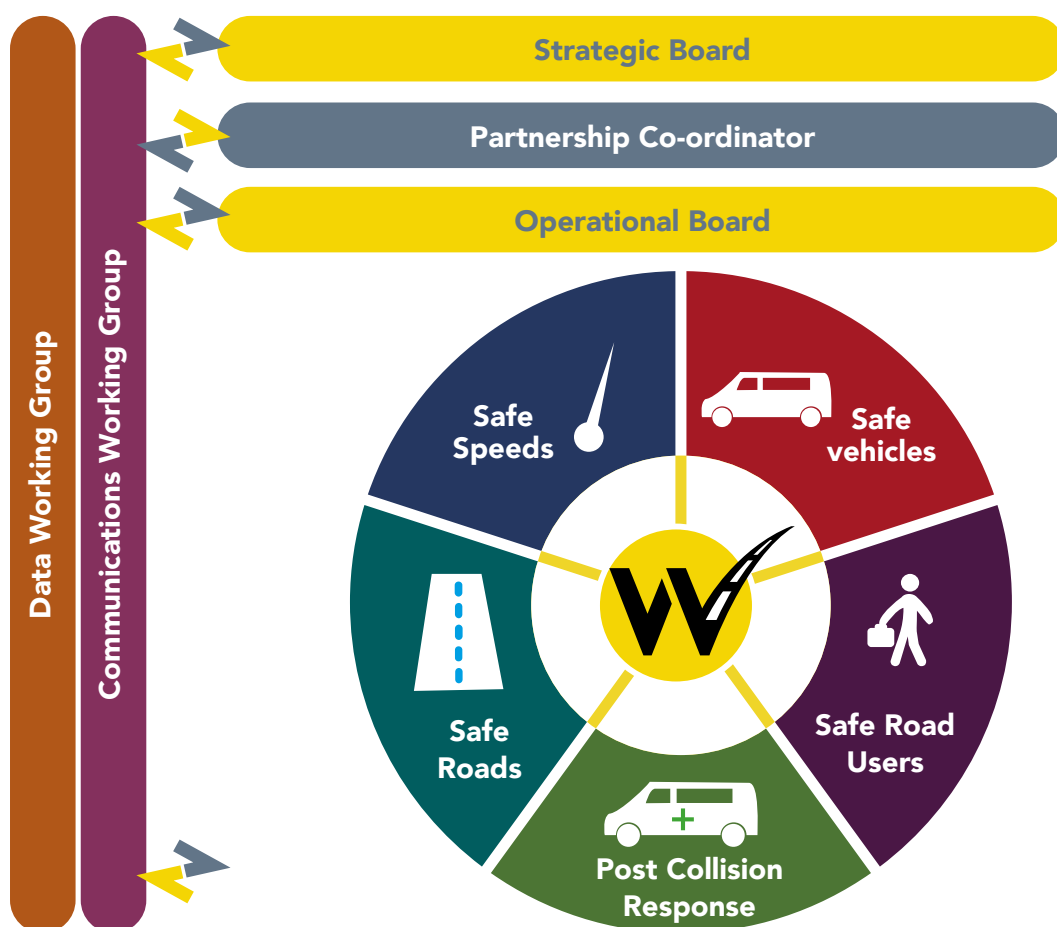


✓ New structure

A new structure was adopted after an independent review in 2021. New Working Groups were created, aligned to the Safe System.

Day-to-day activities and partnership projects will be delivered by these new Safe System Working Groups. The creation of these Working Groups acknowledges the different skills and expertise of partner members, playing to their strengths and recognising the road safety activities delivered as part of core business, and adding value through co-ordination of resources. It embeds the Safe System approach into working practices. Each Working Group will report upwards, through the Operational Board and with the Partnership Coordinator, to the Strategic Board. The Working Groups are represented in a circular relationship to demonstrate how all parts are needed to deliver the Safe System.

The role of the Warwickshire Road Safety Partnership Coordinator is to coordinate road safety activities across the partnership to achieve maximum impact and minimise duplication of effort. The Coordinator will support the development and coordination of new activities by partners through facilitation and research. The Coordinator will be a communication link between the Strategic Board, Operational Board and Working Groups to ensure all partners are informed and updated.



✓ Safe System Working Groups

The invigorated Partnership has been thinking about its activities through a Safe System lens, with the creation of the Safe Speed Working Group the first step to formalising this approach. The addition of another four Safe System Working Groups will ensure that the focus of interventions aligns with international best practice and also provides an opportunity to play to the strengths of the partner organisations.

There are certain tasks which can only be performed by particular partners. For example, traffic enforcement primarily belongs to the police as other partners cannot process offence detections for prosecution. However, other partners have supporting roles. Whilst the police undertake speed enforcement; the local highways authorities and National Highways have responsibility for setting appropriate speed limits; local communities can support enforcement through Community Speed Watch activities; and all partners can communicate with road users to ensure compliance with those posted limits.

No partner can work in isolation on a Safe System element and multiple partners will be involved in each Safe System Working Group. Furthermore, to create a Safe System, each Working Group must work with the other Working Groups to complement and reinforce activities. The Working Groups will also work upwards and outwards from the Partnership with other partners and stakeholders to benefit the Safe System.



Each Safe System Working Group also has a number of safety performance indicators (SPIs), which can be monitored over time to see the contributions the activities are providing in moving towards Vision Zero. There are two levels of SPIs: top-level indicators, which have been suggested by the Parliamentary Advisory Council for Transport Safety (PACTS) (Anderson, 2018); and local outcome measures, based on the types of data regularly collected.



Evaluation is a key component of this Strategy. The Partnership must determine what it is seeking to achieve when embarking on activities and it must also set out how effectiveness will be measured. At the beginning of each project, partners should think about how data could be collected to monitor SPIs and also how evaluations could inform the Partnership (and others) as to what is most effective. Evaluations should be embedded into the thought process of starting a new project.

The full Strategy describes the activities being delivered by each Working Group. The examples of activities included are not exhaustive. Instead, it outlines the types of activities and interventions which can be undertaken, prompting partners to think about the evidence base and how the Working Groups sit within the wider Safe System. Annual reviews of activities will be undertaken to reflect changes in collision data, SPIs, survey data and research into the effectiveness of interventions. This allows the Partnership to respond dynamically to local needs and international best practice.

Innovation is also encouraged within the Partnership and with partners, allowing new interventions to be tried and tested, thinking about the current evidence base and how an understanding of the issue or the intervention's effectiveness could improve what is known about best practice. There could be instances where a Working Group identifies a casualty problem for which the Partnership is not currently delivering an intervention and where no best practice interventions have been identified elsewhere. This provides an opportunity for the Partnership to undertake some research and pilot something new. In this situation, it may be possible to obtain research grants and work with expert organisations. When designing a new intervention, it is key to think about:

- What is the evidence base for the problem we are trying to solve? What do we know about what works in other sectors or for other problems?
- How can Safe System thinking help us to address the problem? How can we strengthen the whole system through a new intervention?
- What are the aims and objectives of the intervention? What will it specifically seek to achieve?
- How will we test effectiveness in a pilot? What will our measures be? In a pilot, this will also consider costs of implementation, ease of implementation and acceptability, as well as how much it contributes to reducing the casualty problem.

Next Steps

This new Strategy sets Warwickshire Road Safety Partnership off on a new approach to road safety, using international best practice to help steer priorities and action. By embedding data and evidence into its Safe System approach, through the use of analysis, the target, and Safety Performance Indicators, will help to set Warwickshire Road Safety Partnership on the right direction towards Vision Zero. The Partnership needs to look outside of its organisations for help to achieve this vision – the shared responsibility is key, and it requires those who design and maintain the roads; those who design and maintain vehicles; those who provide a post collision response; those who set and enforce speed limits; and those who use the roads to come together to build a safer system. The Partnership will be looking to the community, both local residents and road users, to work together to achieve Vision Zero.



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