

2008 Herefordshire Road Casualties Summary Report



1. Introduction

This is the first annual Road Casualty Summary report prepared by Herefordshire Council that provides an overview of all Road Casualties within the County over the preceding calendar year. The report will be available in May each year, with copies available on the Herefordshire Council website.

This report will aim to briefly summarise the accident and casualty numbers that have occurred on the entire road network within Herefordshire during 2008. It shows our current performance against the headline targets, which have been set to form our Road Safety Strategy, and meet the national road safety targets set by central Government in 2000. It will aim to highlight any areas within these figures that may be considered emerging issues.

It will also provide an overview of safety improvement schemes carried out in 2008 together with completed monitoring records for sites that now have a complete 5 year "After" period, following treatment in preceding years.

2. Headline casualty statistics

For 2008 we are fortunate to be able to report a significant reduction in all our target casualty statistics compared to previous years. This has surpassed all current targets and given our lowest casualty figures for the County to date.

In 2008, compared to 2007, we have achieved: -

- 30% reduction in Killed & Seriously Injured (KSI) casualties
- 45% reduction in Child KSI casualties
- 11% reduction in Slight casualties

A summary can be seen in Table 1 below:

	Total KSI cas				Child KSI cas				Slight cas				Total casualties
	Target	Actual	% Change over previous year	% Change over 1994 - 98 Average	Target	Actual	% Change over previous year	% Change over 1994 - 98 Average	Target	Actual	% Change over previous year	% Change over 1994 - 98 Average	Actual
2004	197	141	-3%	-43%	18	8	33%	-64%	738	777	8%	8%	918
2005	187	147	4%	-41%	17	13	63%	-41%	804	732	-6%	2%	879
2006	134	119	-19%	-52%	15	10	-23%	-55%	788	663	-9%	-8%	782
2007	130	133	12%	-47%	14	11	10%	-50%	772	713	8%	-1%	846
2008	123	93	-30%	-63%	13	6	-45%	-73%	756	632	-11%	-12%	725

Table 1

As we can see from the above table, compared to our 1994 - 98 average casualty figures (249 KSI, 22 CKSI, 719 Slight) that form the basis for our 2010 target we currently show: -

- 63% reduction in KSI's casualties
- 73% reduction in Child KSI's casualties
- 12% reduction in Slight casualties

In order to put this into context, we can compare our positions both locally and nationally.

3. National and local casualty comparisons

3.1 National Comparison

In order to put Herefordshire’s casualty reduction performance into perspective, we can compare our performance for KSI casualties against National statistics, set out in Road Casualties Great Britain 2008 – Statistics Bulletin, published annually.

Table 2 below indicates that compared to the rest of Great Britain, Herefordshire has consistently achieved a greater reduction in KSI casualties against the 1994 – 98 baseline figures. 2008 has seen our best results to date giving a 23% greater reduction compared to the overall National performance, and is exceptional in comparison with previous years.

Percentage Reductions KSI casualties totals compared to 94 - 98 Ave. Baseline.							
		94-98 Av	2004	2005	2006	2007	2008
Great Britain KSI Cas Including Herefordshire	Total KSI Cas	47656	34351	32155	31845	30720	28572
	% Reduction		-28%	-33%	-33%	-36%	-40%
Great Britain KSI Cas Excluding Herefordshire	Total KSI Cas	47407	34210	32008	31726	30587	28479
	% Reduction		-28%	-32%	-33%	-35%	-40%
Herefordshire KSI Cas	Total KSI Cas	249	141	147	119	133	93
	% Reduction		-43%	-41%	-52%	-47%	-63%

Table 2

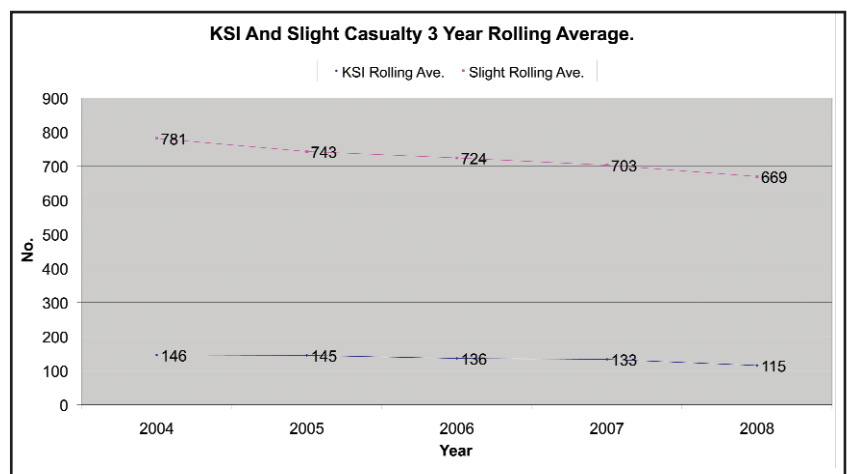
In order to put this into context, had the national performance achieved a reduction in line with Herefordshire’s performance, this would have resulted in an approximate saving of a further 10,000 KSI casualties nationally.

3.2 Local comparison against previous year (2007)

Given the significance of reduction in 2008 we have also compared our position with our neighbouring authorities within the West Mercia Police force area relating to the more robust KSI and Slight figures. They have experienced reductions ranging from 13% to 18% in KSI casualties and between a 1.5% increase and 15% reduction in Slight casualties when compared to 2007. This again indicates the improvements witnessed in Herefordshire also compare favourably with those observed elsewhere.

4. 3 Year rolling average casualty figures

In order to give a broader overview of the County casualty trend a 3-year rolling average method can be used. This uses an average of the preceeding 3 calendar years (including latest year) figures to give average number at the current year. This method provides a more robust data set to provide an overview of the overall casualty trend, which negates any casualty “peaks” and “troughs” which individual years may contain, as shown in Chart 1.



5. Headline casualty and collision breakdown and comparisons.

The following tables show a breakdown of KSI Collisions (Table 3) and Casualties (Table 4) between Fatal and Serious and Slight severities and total figures for each respective year.

Comparisons between the two tables are useful in highlighting the actual numbers of Collisions (Accidents) that have happened compared to the casualty figures shown. This helps to highlight if any unusually high "multiple casualty" incidents may have occurred, which adversely influence casualty figures. On occasion further investigation of these incidents may highlight

particular elements, such as age groups, or behaviours that may benefit from further targeted road safety educational campaigns, in a bid to further reduce casualty numbers.

	KSI Collisions			Slight Collisions	Total Collisions
	Fatal	Serious	Total KSI		
2004	12	108	120	504	624
2005	16	105	121	446	567
2006	11	92	103	448	551
2007	20	94	114	467	581
2008	14	65	79	440	519

Table 3

	KSI Casualties			Slight Casualties	Total Casualties
	Fatal	Serious	Total KSI		
2004	14	127	141	777	918
2005	17	130	147	732	879
2006	12	107	119	663	782
2007	22	111	133	713	846
2008	16	77	93	632	725

Table 4

6. County / trunk road casualty split

Herefordshire's reportable casualty figures include all roads within the County, including the Trunk Road network, managed and maintained by the Highways Agency and its Managing Agents. Due to this arrangement, Herefordshire Council are unable to directly influence these casualty problems from an engineering perspective, however the figures do represent a significant proportion of our casualty returns.

Table 5

Table 5 shows a breakdown of KSI casualties across the Trunk Road network within Herefordshire together with a comparison with County Road KSI and their percentage of the overall KSI within the County. This shows that in 2008 the Trunk roads accounted for 22 % of our overall KSI's, with the A49 alone making up 15 % of this figure.

Trunk Road	KSI Casualties by Year				
	2004	2005	2006	2007	2008
A49	13	26	13	20	14
A465	6	6	6	3	4
A449	2	0	0	0	0
A40	4	6	2	8	2
M50	4	0	0	0	0
Trunk Rd KSI Total	29	38	21	31	20
County Rd KSI Total	112	109	98	102	73
Overall KSI Total	141	147	119	133	93
Trunk Rd % of Overall KSI Total	21%	26%	18%	23%	22%

7. 2008 Accident and casualty analysis - emerging issues

The reduction in casualty numbers in Herefordshire during 2008 is reflected throughout the majority of casualty classes, vehicle types and age groups. There are however a number of areas that do not mirror this trend. Primarily, increases are apparent within the Powered Two Wheeler categories and also in the overall 16 to 19 age band category. The following provides a breakdown to highlight these issues.

7.1 Powered Two Wheeler (motorcycles / mopeds)

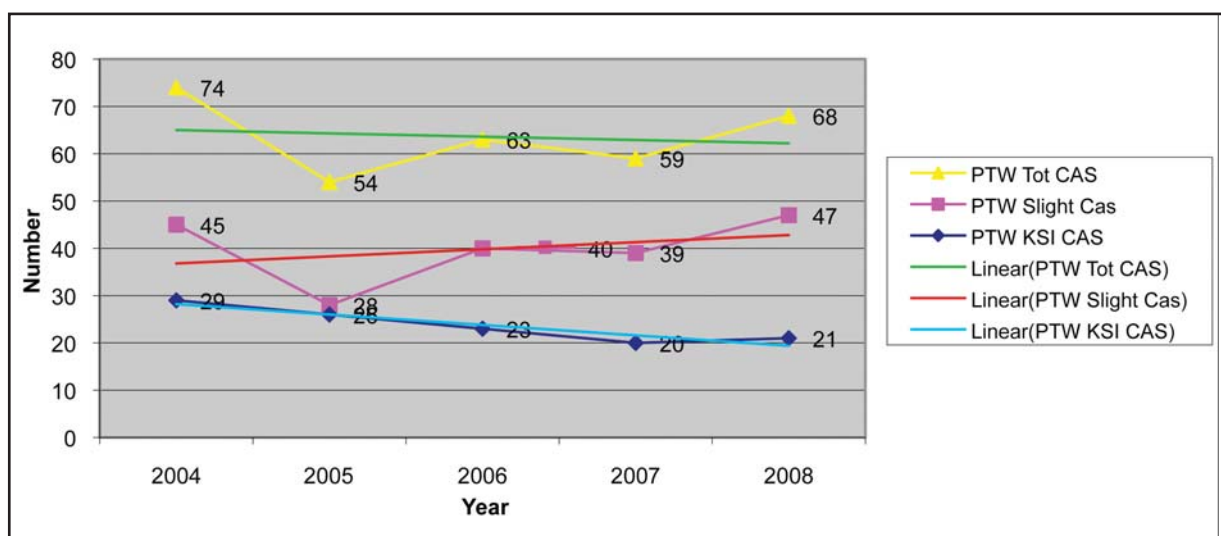
2008 revealed an increase in both collisions and casualty numbers for this group compared to previous years. Whilst it should be born in mind that these numbers are still relatively small compared to overall total collision and casualty numbers, and the overall trend for this group is reducing, they still accounted for 13% of all collisions, 23% of KSI casualties and 7% of Slight casualty numbers.

Table 6

	94-98 Av	2004	2005	2006	2007	2008
PTW Collisions	84	73	57	61	60	65
% of Total collisions	12%	12%	10%	11%	10%	13%
PTW KSI Cas	37	29	26	23	20	21
PTW Slight Cas	47	45	28	40	39	47
PTW Total Cas	84	74	54	63	59	68
% of Tot KSI casualties	15%	21%	18%	19%	15%	23%
% of Total All casualties	9%	8%	6%	8%	7%	9%

PTW Casualties

Chart 2



The increasing trend in Slight casualties within this vehicle class can primarily be seen in riders of the 125cc and under capacities of machine, accounting for 51% of Slight PTW casualties. It is also worth noting that 30% of the total PTW casualties can be found in the 16 to 25-age band riding this smaller capacity machine. The data also indicates a link to urban commuter style usage (particularly amongst the younger age ranges) in addition to the large capacity "sports bike" use, which accounts for a higher percentage of the KSI casualties in this vehicle class. This is an area for further investigation, which should look to influence Powered Two Wheeler educational campaigns in the future.

7.2 16 to 19 Age group (All classes)

Given the reductions across the majority of the groups, 2008 saw an increase in the 16 to 19 age band casualty numbers. These primarily appear in the car driver category, which saw a 71% increase in KSI casualties to 12 (3 Fatal, 9 Serious), compared to 7 in 2007. Slight casualties in this group also increased by 29% to 53, compared to 41 in 2007 giving an overall increase of 35% in total casualties compared to the previous year. It is also important to note that this age group accounted for 31% (5 of 16) of all Fatal casualties within the County during 2008.

Table 7

All Casualties by Age					
	2004	2005	2006	2007	2008
0 to 4	4	6	8	15	9
5 to 15	77	81	53	77	42
16 to 19	146	141	126	120	136
20 to 29	190	178	163	200	169
30 to 59	394	358	339	344	290
60 +	107	115	93	90	79
Total	918	879	782	846	725
% 0 to 4	0.4	0.7	1.0	1.8	1.2
% 5 to 15	8.4	9.2	6.8	9.1	5.8
% 16 to 19	15.9	16.0	16.1	14.2	18.8
% 20 to 29	20.7	20.3	20.8	23.6	23.3
% 30 to 59	42.9	40.7	43.4	40.7	40.0
% 60 +	11.7	13.1	11.9	10.6	10.9

7.3 30 to 59 Age group

Overall this age band has seen reductions in line with the 2008 trend, however the statistics do indicate an increase in Slight casualties in both the Pedestrian and Pedal Cycle classes. In comparison with 2007, Pedestrian Slight casualties in 2008 exhibited a 45% increase (12 to 22) and Pedal Cycles slight casualties displayed a 37% increase (12 to 19) with both classes still showing a reduction in KSI casualties. Once again it should be emphasised that these numbers are relatively small compared to our total casualty numbers however this increase may indicate an emerging issue, possibly linked with increased usage of these modes within this age group.

7.4 Accidents involving surface condition - Ice

One further issue for consideration is the number of accidents that were recorded with "Ice" road surface condition. 2008 exhibited a marked increase in these accident numbers that can be seen in Table 9 below. There may be a number of influences on this figure, including the overall severity of the winter in general, and the number of days that freezing conditions were prevalent. 2008 also saw the introduction across the County of a new de-icing agent "Safecote" as a replacement for the historically used Road Salt, which will be subject to ongoing monitoring over future winter periods.

Table 9

Accidents by Road Surface Condition					
	2004	2005	2006	2007	2008
Dry	382	347	330	368	304
Wet	218	206	207	197	193
Snow	6	1	2	3	0
Ice	10	13	11	9	21
Flood	4	0	1	4	1

8. Further Considerations

It is important that we also consider a number of other “environmental factors” over which we have no control.

Firstly, the particularly wet summer combined with the high fuel prices are likely to have reduced the overall numbers of vehicles and journeys made on the highway network.

Secondly there are the effects of the “credit crunch” or recession that we are now experiencing. This is also likely to reduce the amount of vehicle usage as people cut back and consider other more sustainable forms of transport. It is possible that these may have contributed to the reductions in casualty numbers experienced during 2008 generally.

9. 2008 AIP Safety scheme implementation

During 2008 16 low cost safety schemes were implemented throughout the County aimed at addressing accident and casualty problems. All sites appeared on the ranked 2008 Cluster Site Listing and were subject to detailed investigation prior to implementation. Table 10 below gives details of the treated sites together with the 5 year “before period” casualty numbers associated with each. These sites will now be subject to ongoing detailed monitoring over future years.

Works Completion Date	Road Number	Site Location	Before Period Casualties					Total Site Casualties
			Year 1	Year 2	Year 3	Year 4	Year 5	
07-Jan-08	B4355	B4355 Bend Nr. Rodd Hurst Farm, Rodd	0	0	6	2	0	8
12-Jan-08	A4103	A4103 Bend Nr. J/W U/C To Evesbatch	3	0	0	4	2	9
31-Mar-08	A438	A438 Stoke Edith Xrds	0	0	1	2	1	4
31-Mar-08	B4229	B4229 Bend on Approach to Kearne Bridge	0	1	1	1	1	4
13-Aug-08	A449	A449 'S' Bend Nr. British Camp	0	1	0	1	0	2
25-Aug-08	B4361	B4361 S Bend Nr. Newton Court	3	2	0	2	0	7
01-Sep-08	B4349	B4349 J/W Church Road, Clehonger	1	0	3	3	2	9
15-Sep-08	A480	A480 Bend Nr. Bricklay Coppice	0	0	3	1	0	4
25-Sep-08	B4348	B4348 Bend 1/2 mile E of Vowchurch Common (LOC Site)	0	0	0	2	0	2
29-Sep-08	A438	A438 J/W U/C to Bredwardine, Tin Hill	0	0	2	2	0	4
01-Nov-08	A44	A44 New St J/W Broad St. Leominster	3	2	1	1	1	8
05-Nov-08	B4348	B4348 Nr. Brom Y Court, Nr. Llanwarne	0	0	0	0	8	8
20-Nov-08	B4229	B4229 J/W C1258 to Symonds Yat	0	0	0	5	0	5
30-Nov-08	A449	A449 Bend Nr. Wellington Public House	0	2	3	1	1	7
10-Dec-08	A438	A438 J/W U/C To Putley	0	3	3	0	1	7
10-Dec-08	A44	A44 Monkland, Nr. J/W Newtown Lane	4	0	2	1	5	12
Total Casualties All Sites								100

Table 10

10. AIP Safety scheme monitoring

All sites subject to treatment with accident remedial measures are subject to a detailed monitoring process. This involves comparisons between the casualty data from the actual “before” period from the date of implementation of the works (which differs marginally from the original search period that brought the site into being) and the following 5 years casualty data. This allows us to monitor the relative successes of the schemes, which also help to inform decisions on measures used in future works.

The following **Table 11** shows a summary of schemes implemented since 2002 that now have a completed “5 year after period” of casualty monitoring data at this time.

Safety Scheme Monitoring

Completion Date	Road Number	Site Location	5 yr Before period Cas by year					Before Total	5 yr After period Cas by year					After Total
			Yr 1	Yr 2	Yr 3	Yr 4	Yr 5		Yr 1	Yr 2	Yr3	Yr4	Yr 5	
31-Jan-02	A449	A449 Ridgeway Lodge, British Camp	0	4	0	2	0	6	0	0	1	1	0	2
05-Feb-02	A449	A449 Coldborough Park (Site 1 Bend near Hillington)	0	0	0	0	0	0	0	0	0	0	0	0
19-Feb-02	A438	A438 Stoke Edith Crossroads	4	2	0	2	1	9	1	0	0	1	2	4
14-Mar-02	B4399	B4399 Bend at Dinedor Court	0	1	1	2	3	7	0	0	0	0	0	0
15-Mar-02	A449	A449 Coldborough Park - Perrystone 's' bends	1	3	0	2	0	6	1	0	0	0	0	1
15-Mar-02	A44	A44 Outside 'The Ovals' Penrhos nr Kington	1	2	3	0	3	9	0	0	0	3	0	3
20-Mar-02	A44	A44 J/W Unclassified Road to Burley, Bromyard	0	0	5	0	0	5	0	0	0	0	0	0
20-Mar-02	A44	A44 J/W B4220 Linton Turn, Bromyard	1	5	0	3	0	9	1	2	0	0	0	3
08-Jul-02	A449	A449 Pond Farm and North Bends	0	4	2	12	0	18	1	0	0	1	0	2
02-Oct-02	A417	A417 Bodenham	0	3	8	1	0	12	3	0	4	1	0	8
28-Oct-02	A456	A456 Brimfield Cross	1	3	0	1	4	9	0	1	0	0	4	5
05-Nov-02	A438	A438 Whitney-on-Wye	1	0	3	3	0	7	0	1	0	0	0	1
27-Nov-02	A44	A44 Eaton Hill Bend	1	0	1	6	12	20	3	4	0	0	1	8
27-Nov-02	A44	A44 Whitbourne Bend near County Boundary	3	0	0	2	0	5	0	0	2	0	0	2
27-Nov-02	A44	A44 Bend East of Junction with B4220	0	1	0	2	1	4	0	0	0	0	0	0
01-Dec-02	A480	A480 Sarnesfield Bend	0	3	0	0	1	4	0	0	0	0	0	0
05-Dec-02	A44	A44 Bringsty Common - Bend near Moorhall Farm	1	1	11	0	5	18	0	0	0	0	0	0
31-Dec-02	A44	A44 Bromyard to Linton Trading Estate	4	7	3	5	1	20	2	2	1	1	6	12
10-Jan-03	B4349	B4349 McIntyres Bend, Clehonger	0	0	2	7	13	22	1	0	0	0	0	1
14-Jan-03	A438	A438 - Sugwas Pool Nr. Kites Nest P.H.	0	2	1	1	7	11	0	1	0	0	0	1
24-Mar-03	B4224	B4224 Oldway Chapel	2	4	2	0	0	8	0	0	0	0	0	0
25-Mar-03	B4224	B4224 Route Study, Lucksall Caravan Park	0	1	1	0	0	2	0	0	0	0	0	0
28-Mar-03	B4224	B4224 J/W A449 Old Gore Crossroads	5	10	1	2	3	21	5	2	4	1	0	12
31-Mar-03	A44	A44 Grendon Manor	0	0	3	6	3	12	0	0	0	0	0	0
31-Mar-03	B4224	B4224 Bends East of Hampton Bishop	0	2	2	3	3	10	2	0	0	0	0	2
31-Mar-03	B4224	B4224 Falcon Bend	0	0	0	0	0	0	0	1	0	0	3	4
31-Mar-03	A44	A44 Bringsty Garage 'S' Bends	2	1	3	3	3	12	3	0	0	0	0	3
25-Feb-04	A4112	A4112 - Gorsty Farm Bend Nr. Leysters	0	2	0	3	0	5	0	0	0	0	0	0
31-Mar-04	A44	A44 - Bends Nr. Ent to Cotmore Farm	0	0	2	2	5	9	0	0	0	3	0	3
31-Mar-04	A449	A449 - Knapp Lane	3	0	0	7	1	11	0	0	0	0	0	0
31-Mar-04	A438	A438 J/W A4111 At Willersley	1	2	0	2	0	5	1	0	0	1	0	2
31-Mar-04	A4103	A4103 Cotts Lane, Lumber Lane and Radway Road.	6	6	5	9	5	31	4	2	3	5	1	15
31-Mar-04	A44	A44 - Bend Nr. Burton Court	0	0	5	0	0	5	0	0	0	3	0	3
31-Mar-04	A44	A44 - Moseley Farm	3	0	5	0	2	10	0	0	0	0	0	0
			5 yr Before period Total Cas					342	5 yr After period Total Cas					97

Table 11

In summary, the sites feature a combined total of 342 Casualties over their 5-year “before” period. Since treatment, over the following 5 years this number has reduced to 97 Casualties, which equates to a total reduction of 245 casualties (71 % saving) over the same “after” period, which hopefully illustrates the success of the approach and measures used. Whilst ideally we look to reduce casualties at all sites to zero, we must accept that the random multi factor nature of road accidents can be difficult to influence, so any reduction that is achieved can be seen as beneficial.

Given the length of monitoring periods it is also imperative that schemes are maintained adequately, in order that the benefits of the treatments continue for many years.

11. Accident Investigation - the process

The following summarises the process used by Herefordshire Council in defining and developing treatments to address collision and casualty problems within the County. Taken from the Road Safety Strategy found within the latest Local transport Plan (LTP2), the following highlights our procedures which resulted in our award of Centre of Excellence status for safety scheme delivery.

Overview

The identification of Road Safety schemes follows a well-developed and established process. First adopted in 1999, the process was improved in 2002 and has since been further refined to take account of improvements in data availability and supporting technology but remains focussed on its core objective: **the development and implementation of robust schemes that address the underlying causes of accidents and improve road safety.**

The process flows sequentially from the receipt of accident data from the local Police Authority at the onset to the implementation of safety schemes on the ground, and is repeated annually with ongoing refinement and adjustment.

Intelligence: receipt of monthly Personal Injury accident information from West Mercia Police. High-quality data with full details of possible contributory factors is received approximately 6 weeks from the date of an incident.

Validation & verification: Police Accident Record data is loaded on to Herefordshire Council systems. Once validated and verified, the data becomes live and generates the Council's Accident Records. This data is built up month by month to create annual records.



Signing and marking scheme using a red central strip to guide drivers through the hazard.

Site generation: accident records for the preceding five years are interrogated to generate Accident Cluster sites. Separate criteria are applied for urban and rural sites to ensure the appropriate level of focus on each site and to ensure a balanced outcome.

urban - sites with a limit of 40mph or less, require: 6 personal injury accidents within 5 years, clustering within a radius of 25 metres

rural - sites with a limit of 50mph or more, require: 3 personal injury accidents within 5 years, clustering within a radius of 100 metres

Ranking: cluster sites are ranked to determine scheme priorities. The ranking formula gives greater priority to accidents in most recent years. Rural accident clusters receive an increased weighting to make up for the lesser number of accidents at each site and to ensure a balanced representation against urban sites, in keeping with the rural nature of the County.

Site investigation: an experienced member of the team, with indepth knowledge of the county and the road network, undertakes detailed site assessments to determine the most appropriate package of measures to deliver a robust scheme.

Scheme delivery: close liaison with teams delivering the programme of planned maintenance, ensures a co-ordinated and comprehensive approach.

Highlights

- **Quality data:** excellent working relationship with West Mercia Police underpins fast turnaround of high quality data and partnership working.
- **Differentiation:** separate criteria for determining rural and urban sites ensures a balanced outcome, reflecting the true balance of accident sites across the county.
- **Underlying causes:** the precision of formulae used to determine sites generates accurate clusters to pinpoint the underlying cause of accidents.
- **Focus:** scheme generation is focused to target sites where relatively low cost safety schemes can generate the highest return.
- **Consistency:** this is now an established process with inbuilt momentum. Consistent, rigorous application of the guiding principles delivers genuine and ongoing improvements

The Way Forward

The success of the Safety Projects Team in delivering schemes that have reduced road casualties has been widely recognised and the Team have already shared their learning with other local authorities via innovative web chats and via face-to-face meetings.

Within Herefordshire, there is now increased joint-working with Highway Maintenance colleagues which is extending the sphere of influence for road safety. The Annual Maintenance Programme includes accident priority data as a key guide. The identification of casualty rates linked to low skidding resistance plays an increasingly important role in developing the annual highway maintenance plan. This has led to the development of combined schemes, with the teams working together to deliver a complete site solution.



Combined bend improvement schemes, including signing, surfacing and visibility measures to provide a complete treatment.

Results orientation

Throughout the process, the focus is on targeting resources on where they can have the maximum effect in terms of casualty reduction.

■ **Clustering:** the adoption of different selection measures for urban and rural criteria delivers workable clusters that encompass sites with a real underlying cause to the accidents. In urban cases, a tighter radius captures the precise problem areas and avoids defining entire central districts as clusters, where, in reality, many differing and unlinked causes may be in operation. At rural sites, a more generous radius ensures identification of the underlying source of the problem. Recorded accident locations at rural bend sites can vary greatly. The same 'bend' can produce a dispersion of accidents dependent upon the nature of the loss of control and the direction of vehicle travel.

■ **Ranking:** without the increased weighting that rural sites receive, urban sites could artificially skew the priorities due to their higher number of initial accidents. These could then dominate and take all available funding. This would produce a considerable reduction in overall scheme effectiveness. A large number of urban sites have at their roots the inter-play of multiple factors, many of which may not lend themselves to engineering solutions. This is generally at odds with rural sites, where, in the main, causes are more readily identifiable and more responsive to engineering solutions.

This combination delivers an appropriate balance of schemes, where genuine priorities are highlighted and relatively low-cost safety schemes can deliver real improvements in road safety.



12. Delivering best practice

12.1 Targeted Treatment

Addressing the road safety problems on the highway network is a continuous process and it is essential that we maintain up to date and accurate data. It is vital that we understand this data and that our analysis enables us to derive clear information on how to target and tackle the accidents. This analysis requires experience and skill as, by their very nature, road traffic accidents are random multi factor events, which are difficult to target. We have made many changes over recent years, in order to further improve the effectiveness of data analysis and scheme design and delivery. Ongoing assessment of the success of this approach has enabled the introduction of new additional criteria for defining "problem" sites, which has enabled a more proactive (though still targeted) approach, in addition to our conventional practices.

12.2 Improving Scheme Design and Maintenance Practice

Over recent years we have implemented more comprehensive treatments at collision sites. Whilst this approach may have a greater initial cost of implementation, we are confident that a more complete treatment will provide increased long-term benefits. We will be able to monitor the success of this approach very closely and will be able to provide before and after data.

Integrated working with the Highways Service is also bringing road safety benefits. In particular, there is an increasing shift to data led prioritisation of maintenance programmes utilising technical data (SCRIM which provides skid resistance information) and casualty data. The prioritisation of maintenance programmes in this way has enabled greater integration with safety schemes, meaning that increased road safety benefits will be achieved. This has ultimately moved towards a more casualty focused Maintenance programme, which it is hoped, will continue over future years.

12.3 Delivering with Partners

A great deal of the work involved in identifying and treating collision sites is strengthened through close working with key partners. Strong working relationships have been developed with West Mercia

Police, through close liaison with the Collision Intelligence, Collision Investigation and Traffic Management units. This approach has benefited all involved sharing skills and experience, through regular meetings that allow detailed discussions on the various collision issues within the County.

We also work closely with neighbouring authorities and this has assisted in tackling a number of safety issues. We have worked with Powys County Council in order to generate cross border ties with our Safer Roads Partnership (SRP) and the ongoing Motorcycle campaigns, which prove particularly important for both Herefordshire and the Mid Wales region. There is ongoing partnership work with the SRP to look at the effectiveness and targeting of safety camera enforcement. We will be pursuing enforcement which has maximum impact on reducing speeds on those routes where speeding is a key factor in number and severity of accidents.

12.4 Promotional Campaigns

This report has focussed on casualty data and treatment of accident sites on the highway network. We are also actively involved in developing targeted promotional campaigns, which seek to address the more behavioural aspects of road traffic accidents. Again, targeting of these campaigns is guided by analysis of the accident database. A separate update will be provided summarising this work.

13. SUMMARY

Whilst 2008 has been a particularly successful year in terms of casualty reduction, it is important that this is not taken for granted. There is much work still to be done, and further improvements can still be made in how we tackle this area overall. Taking the environmental impacts mentioned into account, these results show that we can make a real difference, especially when we combine skills and experience and embed safety improvements and culture in general maintenance programming.

Accident Investigation & Prevention Team
Transportation Unit 2009