

# **Safer Roads Humber**

## **Briefing Note**

**The aim of Safer Roads Humber is to reduce the number of people killed and injured on our roads through effective partnership working.**

Safer Roads Humber partnership evolved as a direct result of changes to funding streams in relation to casualty reduction. The partnership brought together the former Humberside Safety Camera Partnership, which was tasked with reducing speed and casualties at collision hotspots and the Roadaware Partnership, which was responsible for delivering the speed seminar diversion scheme.

The creation of Safer Roads Humber enables a range of organisations to work closely together to tackle road safety issues across the region.

From April 2007 there ceased to be a link between the money received from fines being used to fund safety camera operations. Instead the Government introduced a scheme where the local councils received extra money for road safety (Road Safety Grant) and part of this has been used to fund Safer Roads Humber. The Road Safety Grant was later absorbed into the Revenue Support Grant and the ring fence removed. Income from the speed awareness seminars and other diversion schemes is used to fund the operation of the safety cameras and delivery of the seminars. Any surplus is used for road safety activities in the Humber area.

Safer Roads Humber is made up of North Lincolnshire Council, East Riding of Yorkshire council, Highways England, Hull City Council, Humberside Fire & Rescue Service, Humberside Police and North East Lincolnshire Council. The partnership also works closely with the Ministry of Defence School of Transport at Leconfield.

The Safer Roads Humber Policy Board provides strategic direction, resources and support to the Safer Roads Humber Working Group.

The Safer Roads Humber Working Group provides guidance, expertise and support to the Policy Board. They also research, consider and allocate financial support to road safety projects within its remit and financial rules.

## **Key changes**

### **2006**

In 2006 speed detection at core safety camera sites was carried out by Humberside Safety Camera Partnership. Speed awareness courses were managed by the separate RoadAware Partnership.

### **2007**

Due to a change in the funding structure the two partnerships merged to form Safer Roads Humber.

Funding to cover the partnerships operational costs came from grants from the local councils and any surplus from the speed awareness courses.

### **2008 – 2011**

Over the next few years the number of people who were eligible to attend a speed awareness courses increased as the referral speed thresholds were expanded. E.g. from 10%+2mph to eventually 10%+2mph – 9mph. The speed awareness course was a local course and could only be taken in the Humberside area.

### **2012**

In April 2012 Safer Roads Humber joined the national speed awareness course scheme which meant that drivers offered a speed awareness course could attend a course nearly anywhere across the country.

### **2013**

The overall number of offences increased during 2013 which was partly as a result of the Peaks Parkway average speed camera system going live in October 2013.

In August 2013 the Fixed Penalty fine increased from £60 to £100. 14,592 tickets were paid which results in £1,084,920 revenue being collected by Government. 26,470 people attended a speed awareness course which resulted in £2,514,650 course fees (£95) being retained by the partnership. This is used to cover the partnerships operational costs and any surplus funds a wide range of road safety projects.

Speed Awareness courses are offered to drivers exceeding the speed between 10% of the speed limit plus 2mph – 9mph. So for example in a 30mph zone they are offered at 35mph – 42mph IF they haven't been on a course within the last three years.

### **2015**

Safer Roads Humber entered a self-funding model. This means that financial contributions from local authority partners are no longer required. All funding for the partnership is now generated from clients attending seminars (cost to attend is seminar is £95).

### **2016**

Review of Safer Roads Humber commissioned by the Police and Crime commissioner. As a result of this review a number of recommendations were made

on the working of the partnership. These included improved communication with elected members.

See **appendix 1** for action taken on this issue.

### **Core Functions of Safer Roads Humber**

- Enforcement at core safety camera site – all have a history of casualties and crashes
- Enforcement at sites of community concern – local speed management strategies
- Diversion courses – speed awareness seminars etc.

NLC responsibility:

- Site identification
- Signage lighting and TROs
- Site maintenance
- Enforcement platforms
- Speed data

### **Secondary aim – casualty reduction initiatives**

Priority road user groups from data analysis:

1. young drivers and their passengers;
2. motorcyclists;
3. general driving
4. cyclists

- Working Group – focus on high risk groups and casualty reduction
- Enforcement – data led enforcement on core offences and high risk groups
- Education and communications – Marketing and campaigns, theatre in education, radio, social media, press relations, research and training.

In depth analysis of casualty stats to focus on and target specific at risk groups using the media best suited influence them.

Core offences (fatal five)

- Drink/Drug driving
- Distraction/Mobile phones
- Fatigue
- Seat belts
- Speed

Safer Roads Humber also:

Supports local authority road safety work

Works with other partnerships in the Y&H area on regional initiatives e.g. motorcycling (Someone's Son); cycling (Urban cycling guide, rural cycling)  
The "Someone's Son" initiative has won a Prince Michael of Kent Road Safety Award

Safer Roads Humber provides funding for:

Theatre in Education

i-car experience for young drivers and passengers

Good Egg Young Drivers workshops

Publicity campaigns/media/marketing

Data analysis

Speed monitoring

Maintenance of camera sites

### **Performance Management**

Camera speed detections at core and non-core sites in Humberside:

2014 – 50,558

2015 – 51,040.

These figures are in excess of those used for setting the Safer Roads Humber budget.

Average take up of a diversion schemes is 57% of those detected.

Camera speed detections at core and non-core site in North Lincolnshire (no fixed sites in North Lincolnshire so all enforcement is from mobile cameras):

2014 – 8,843

2015 – 12,373

Hours spent enforcing in North Lincolnshire at core and non-core sites:

2014 – 931 hours (23% of total mobile enforcement hours)

2015 – 1278 hours (26% of total mobile enforcement hours)

Road Casualty reduction target adopted by Safer Roads Humber:

A 33% reduction in those killed and seriously injured (KSI) by 2020 (based on the 2004 – 2008 average). This target was also adopted for casualties in North Lincolnshire

North Lincolnshire KSI 2004 – 2008 average = 142

33% reduction means a target in North Lincolnshire of no more than 95 KSI by 2020.

See **appendix 2** for more information on Safer Roads Humber casualty stats.

**Appendix 3** shows the financial position at year end 2015/16.

**Appendix 4** shows the Safer Roads Humber reserve position at 31 March 2016.



## Appendix 1

### Safer Roads Humber

#### Communication of Information to Members

Following the independent review of Safer Roads Humber Partnership commissioned by the Police and Crime Commissioner a number of steps have been put in place to ensure the Cabinet member for Neighbourhoods and other Members receive information on the governance and work of the partnership.

The agenda, reports and other information relating to the Policy Board meetings is forwarded to Cabinet member so he is aware of the current business of the board.

North Lincolnshire Council's representative on the Policy Board, Richard Hall, is available to answer questions and give further detail on the work of the board.

The Cabinet member has the opportunity to ask questions of the board through North Lincolnshire Councils representative. It was agreed to bring an update report to Cabinet Member on:

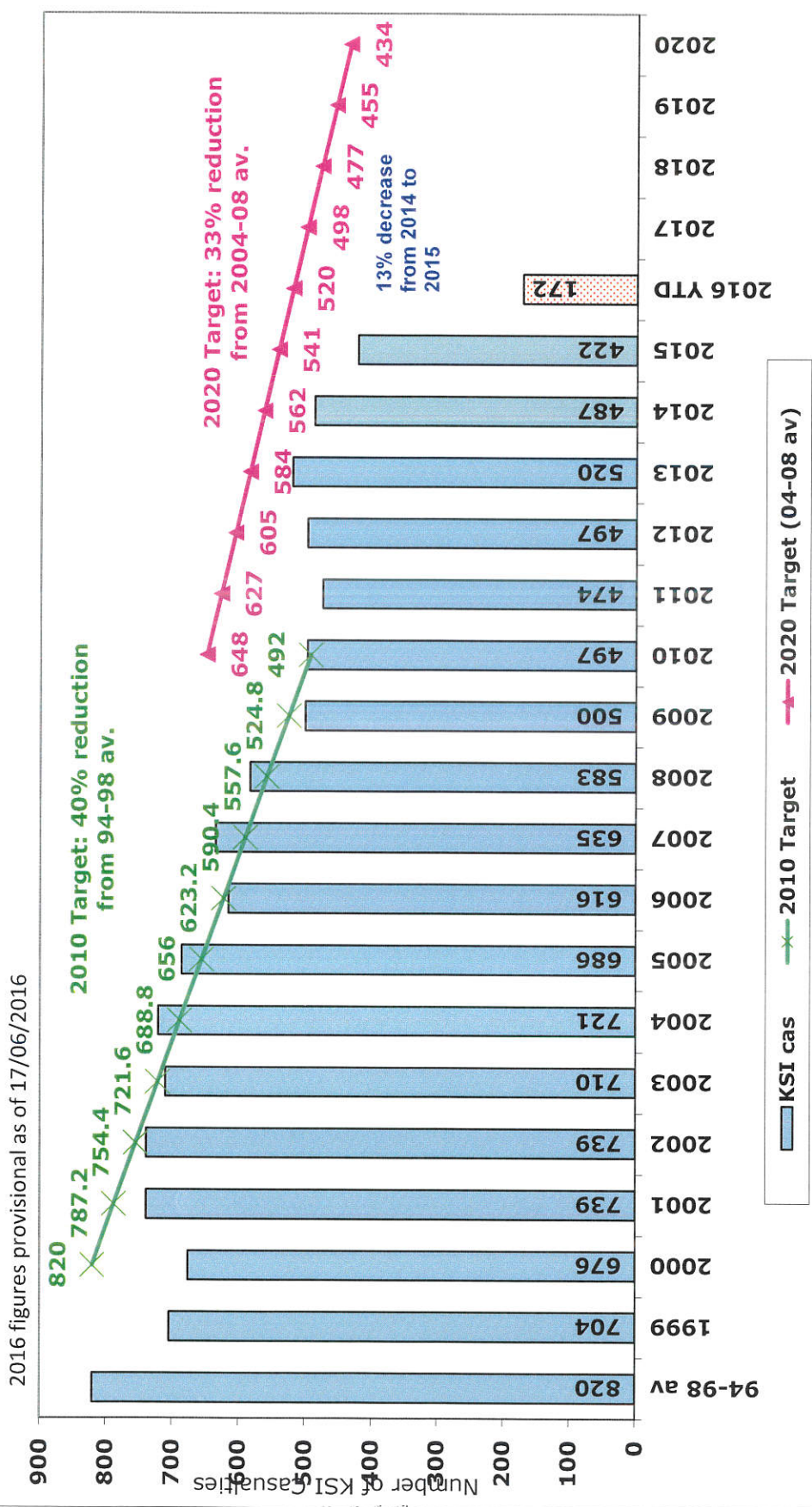
1. The budget out turn 2015/16
2. Governance review
3. Review and use of the reserve

The financial position on the partnership is strong with a reserve which has continued to grow due to the partnership making a surplus on the speed awareness seminars it runs as an alternative to prosecution for some speeding offences and other offences. Whilst the majority of the reserve is committed for capital projects and equipment replacement there remains a surplus. The partnership Treasurer is currently reviewing the money reserved for the exit strategy (costs of the partnership ending) and the amount put aside to underwrite the move to a self-funding model from April 2015. A summary of the 2015/16 budget and reserve position at 31 March 2016 are in **appendices 3 and 4**. At the last Policy Board meeting North Lincolnshire council's desire to see excess cash returned to partners was raised.

Following the review of the partnership a number of recommended actions were made. These covered governance; management; Finance; operation of enforcement of speeds by safety cameras; and communication with the public. All the recommendations were accepted by the Policy Board and immediate steps have been taken to address the issues raised. A copy of the current action plan is attached.

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### Humberside Performance Towards KSI Casualty Reduction Targets



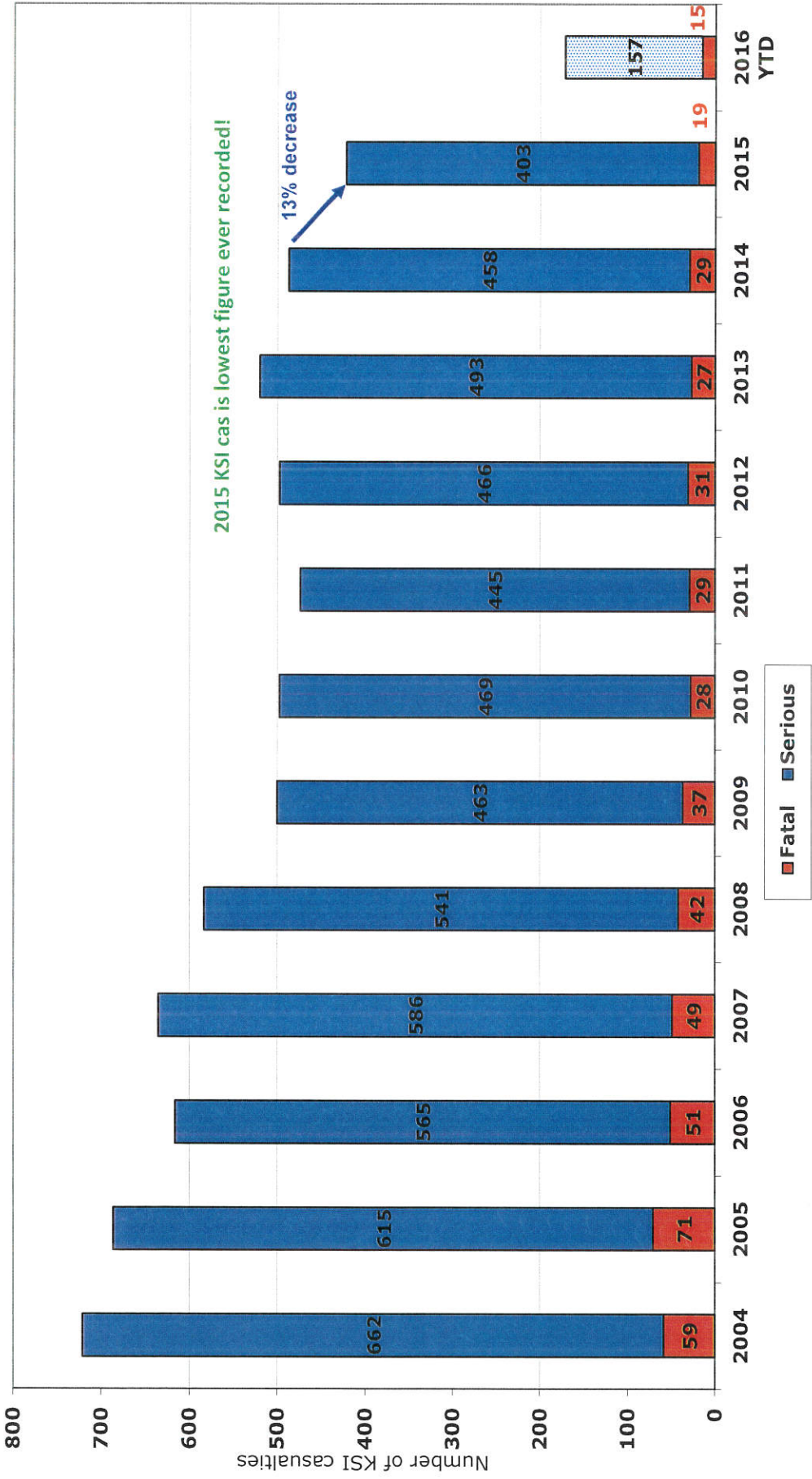
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### Humberside KSI casualties by casualty severity

2016 figures provisional as of 17/06/2016

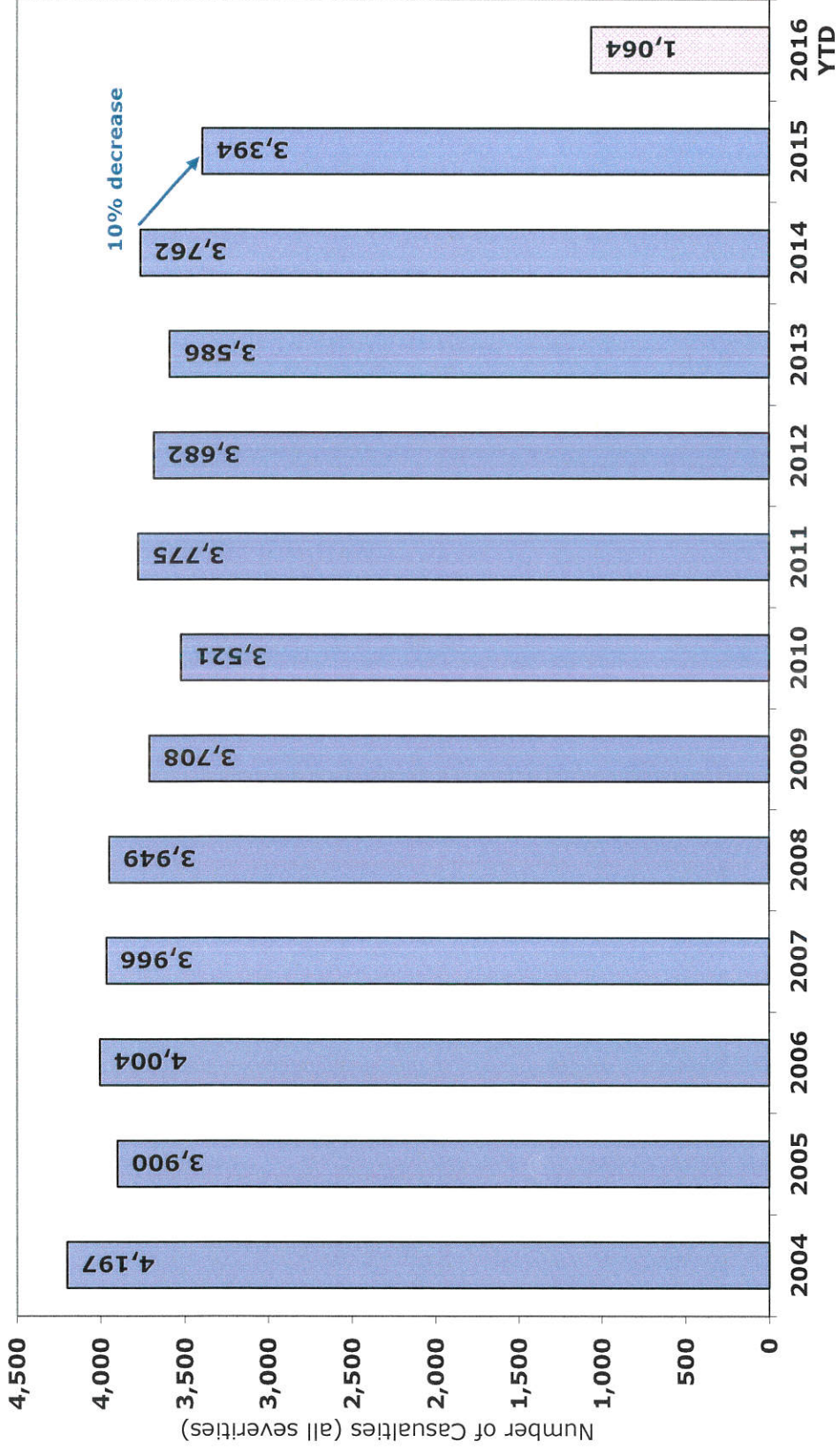




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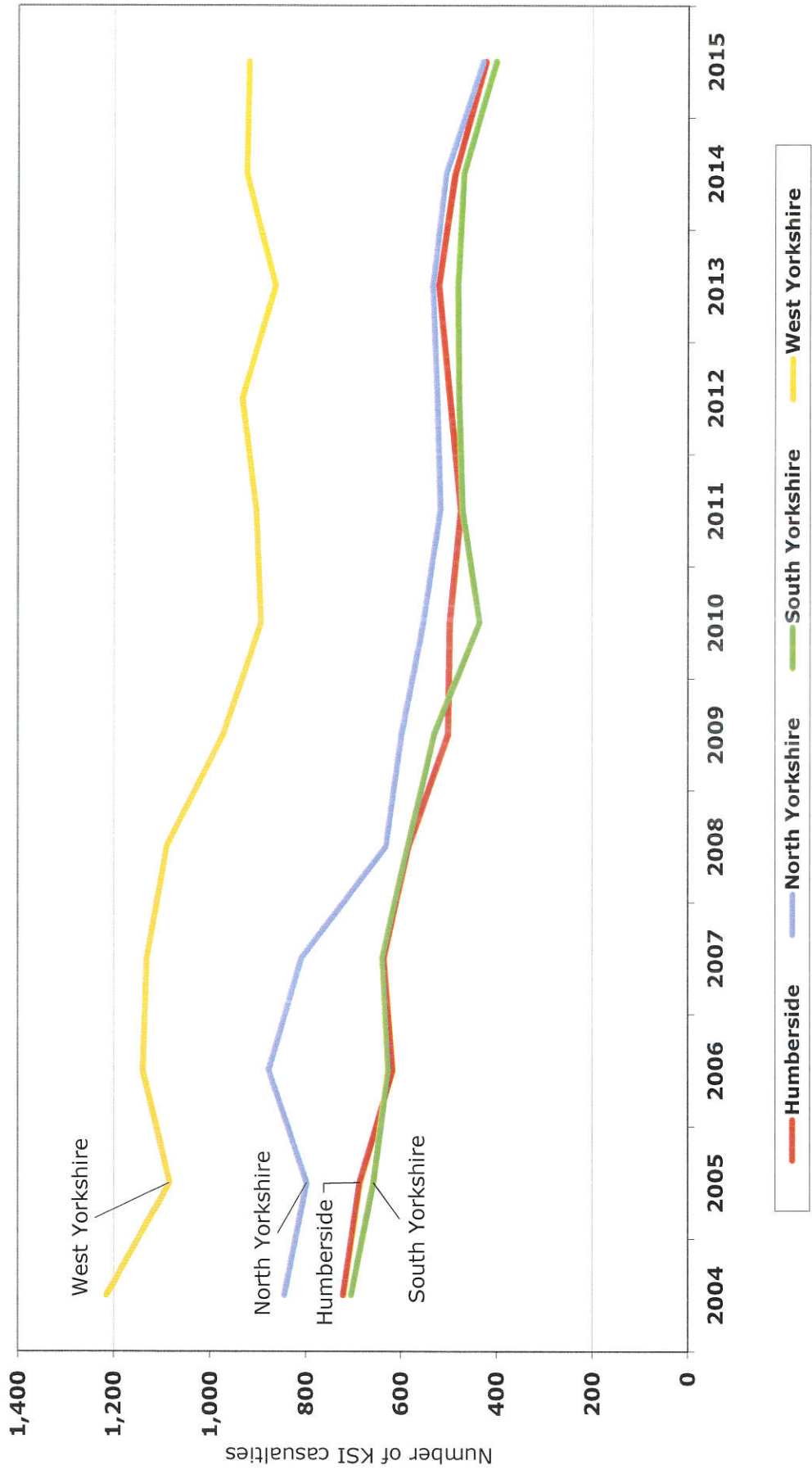
**Number 2004 - 2016 YTD: Number of Casualties (all severities)**



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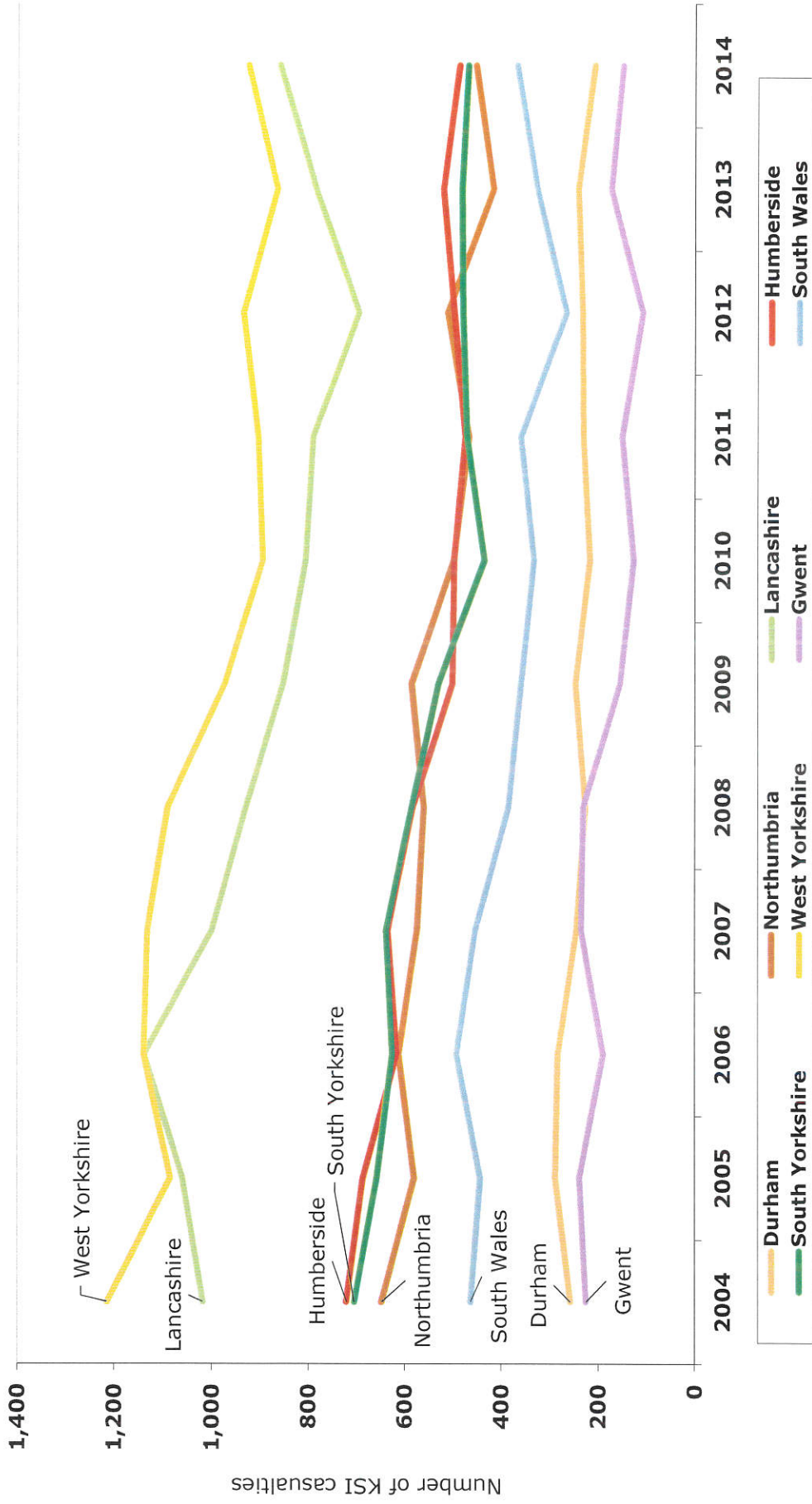


**Yorkshire & Humber: KSI casualties by police force area**





**Most similar forces (based on crime rates): KSI casualties by police force area**

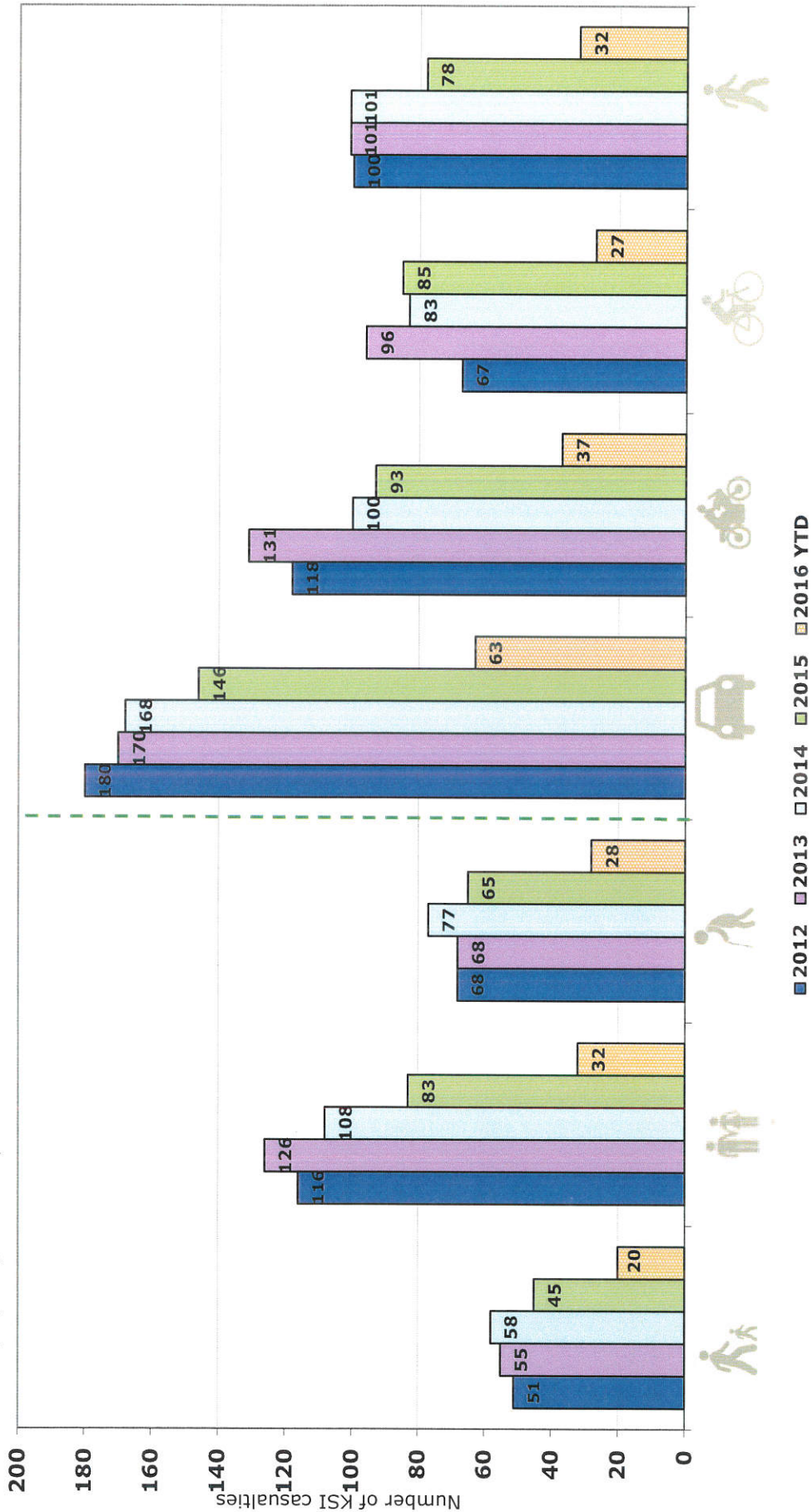






**2012 - 2016 YTD\* Humberside KSI Casualties by main Casualty Class and Age**

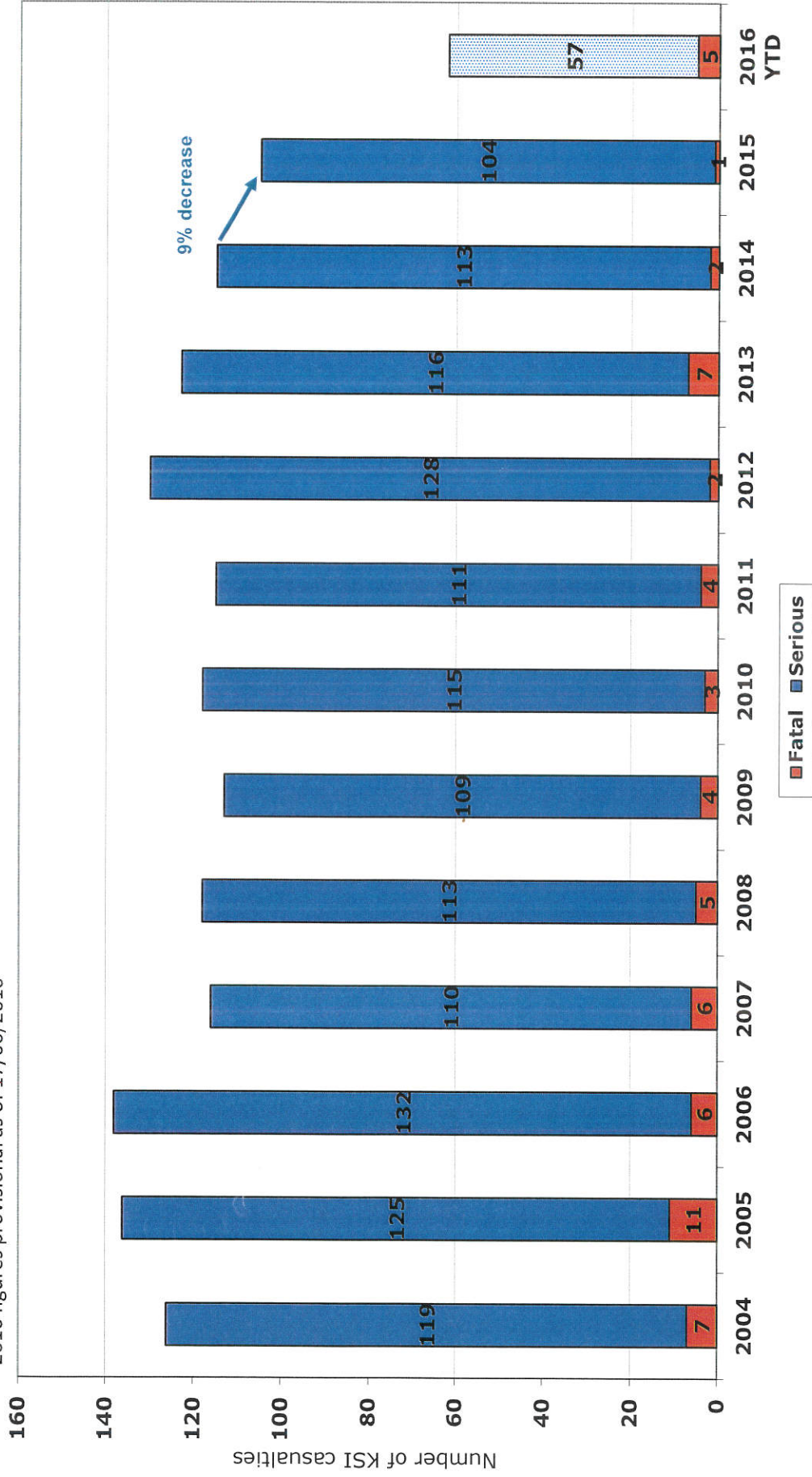
\*As of 17/06/2016; 2016 data provisional





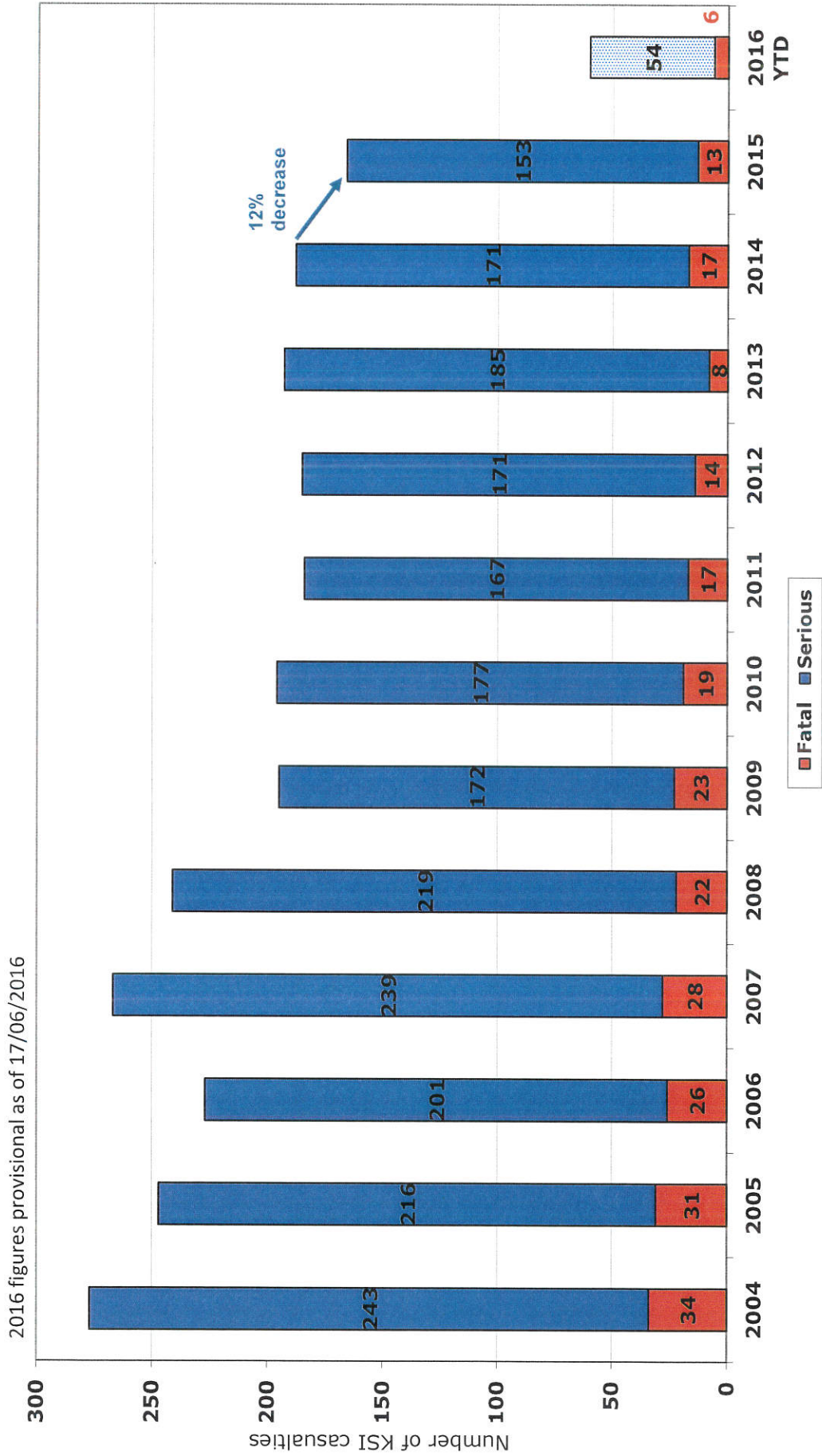
### 2004 - 2016 YTD: Hull KSI casualty development

2016 figures provisional as of 17/06/2016



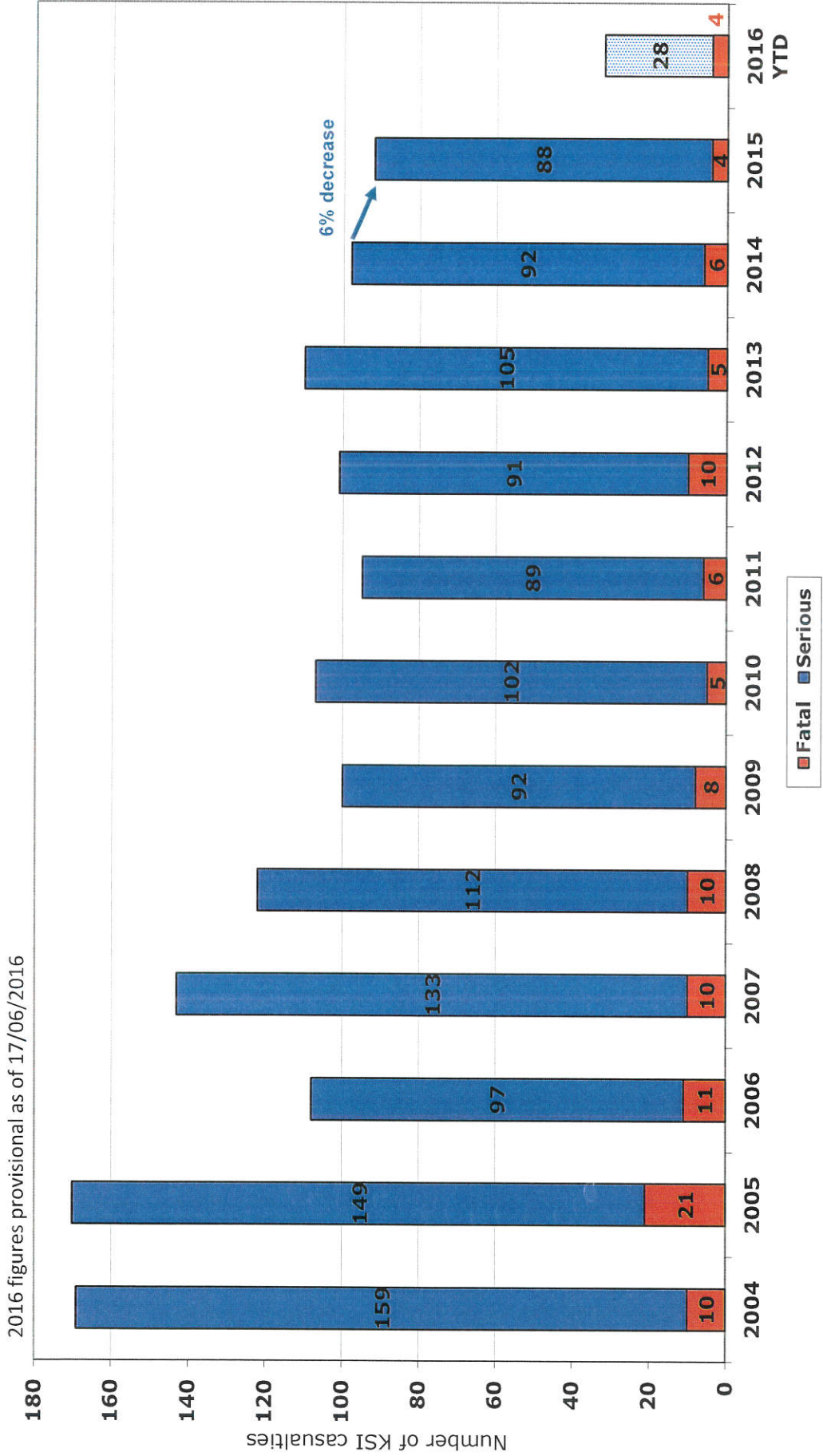


### 2004 - 2016 YTD: East Riding of Yorkshire KSI casualty development





**2004 - 2016 YTD: North Lincolnshire KSI casualty development**

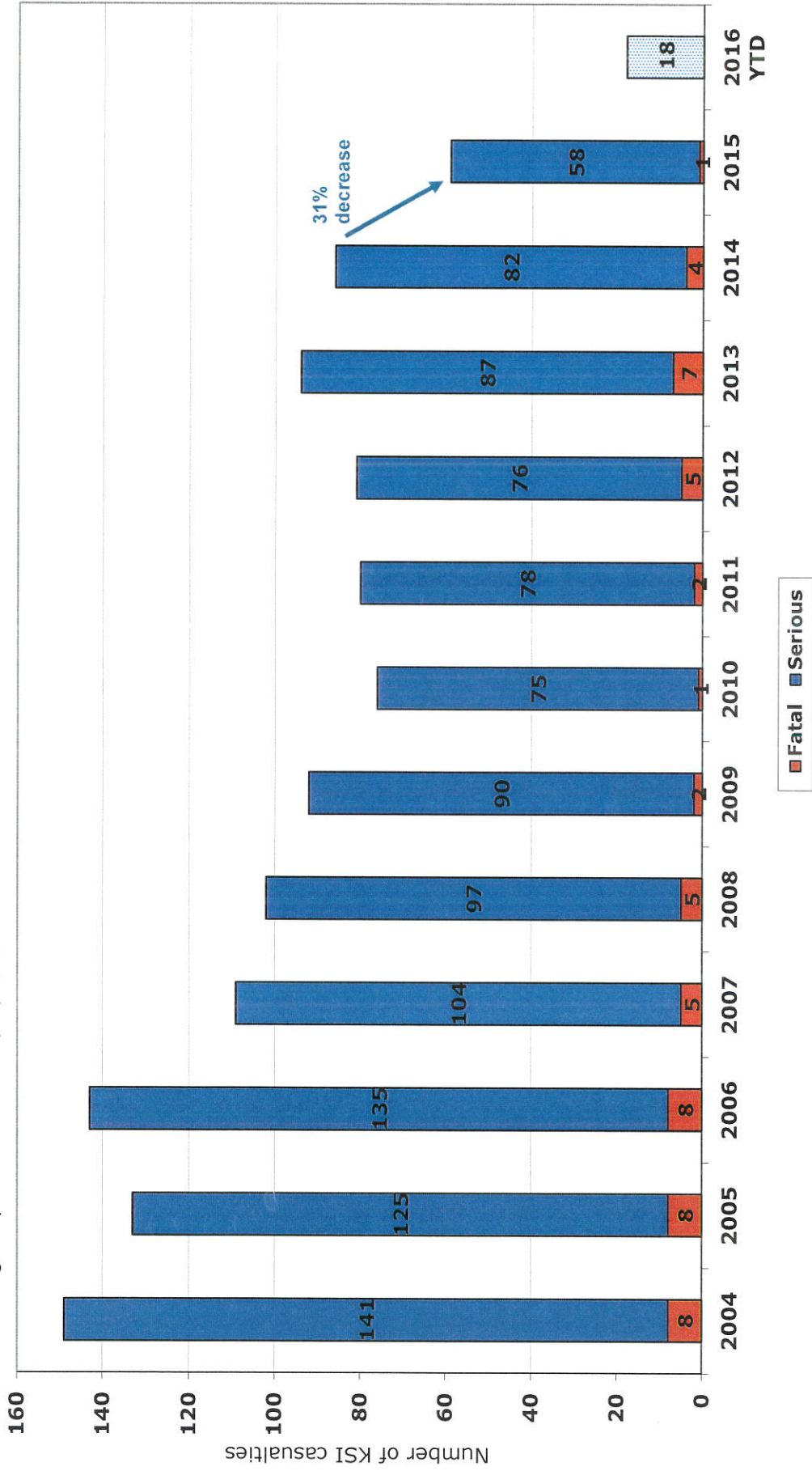






**2004 - 2016 YTD: North East Lincolnshire KSI casualty development**

2016 figures provisional as of 17/06/2016





**APPENDIX 3 SAFER ROADS HUMBER ANNUAL ACCOUNTS 2015-2016**

<b>SAFER ROADS HUMBER SUMMARY REVENUE 2015-2016</b>	<b>APPROVED BUDGET £</b>	<b>ACTUAL EXP &amp; INC £</b>	<b>CURRENT VARIANCE £</b>
<b>EXPENDITURE</b>			
Employees	1,275,872	1,263,174	-12,698
Premises	188,430	167,089	-21,341
Transport	34,998	12,735	-22,263
Supplies & Services	494,350	471,149	-23,201
National Database RSS Payments	857,200	959,200	102,000
Working Group	200,000	181,963	-18,037
<b>EXPENDITURE TOTAL</b>	<b>3,050,850</b>	<b>3,055,310</b>	<b>4,460</b>
<b>INCOME</b>			
Speed Awareness Delegates	-2,035,850	-2,363,750	-327,900
National Database RSS Cashback	-1,015,000	-1,063,615	-48,615
<b>INCOME TOTAL</b>	<b>-3,050,850</b>	<b>-3,427,365</b>	<b>-376,515</b>
<b>SAFER ROADS TOTAL</b>	<b>0</b>	<b>-372,055</b>	<b>-372,055</b>

<b>APPENDIX 4 SAFER ROADS HUMBER RESERVE POSITION @ 31st March 2016</b>			
			<b>£</b>
	Reserve Balance as at	01/04/2015	4,260,220
ERYC A10179 Average Speed Cameras See Below	Funded 2015-16		<b>-250,644</b>
	Reserve Balance as at	31/03/2016	<b>4,009,575</b>
<b>AVERAGE SPEED CAMERAS</b>	<b>BOARD AGREED</b>	<b>MINUTE</b>	<b>£</b>
ERYC A1079(Av Speed Cam B Burton - Siptonthorpe)	11 July 2013	5	402,543
ERYC A1079(Av Speed Cam Beverley Southern By Pass)	11 July 2013	5	514,457
ERYC A1079 Av Speed Camera (Funded 2014/15)	Funded 2014-15		<b>-9,236</b>
ERYC A1079 Av Speed Camera (Funded 2015/16)	Funded 2015-16		<b>-250,644</b>
			<b>657,120</b>
NE Lincs Speed Site Monitoring	13 December 2012	6	39,018
		<b>Total</b>	<b>696,138</b>
<b>CAPITAL REPLACEMENTS</b>	<b>BOARD AGREED</b>	<b>MINUTE</b>	<b>£</b>
Capital Replacement to 2018-19	02 October 2014	5	542,000
		<b>Total</b>	<b>542,000</b>
<b>OTHER</b>	<b>BOARD AGREED</b>	<b>MINUTE</b>	<b>£</b>
Exit Strategy	22 September 2011	5	680,000
l Van	11 December 2014	7	130,000
Document Management System	26 March 2015	5	50,000
Speed Monitoring	26 March 2015	5	40,000
Unmarked Enforcement Motorcycle	26 March 2015	5	21,592
Police Casualty Reduction Officers 1617	14 January 2016	4	110,000
Fire & Rescue Road Safety Delivery 1617	14 January 2016	4	80,000
Local Authority Speed Monitoring 1617	14 January 2016	4	36,000
Local Authority Site Maintenance 1617	14 January 2016	4	24,000
Financial Management Treasury 1617	14 January 2016	4	10,000
		<b>Total</b>	<b>1,181,592</b>
		<b>Total Commitments</b>	<b>2,419,730</b>
		<b>GENERAL RESERVE</b>	<b>1,589,845</b>
<b>Earmarked Risk &amp; Contingency</b>	<b>BOARD AGREED</b>	<b>MINUTE</b>	<b>£</b>
Contributions from all the four Local Authorities for 2 years Also allow for Risk of the Self Funding Model from 1st April 2015	11 December 2014	4	<b>1,459,000</b>
<b>BALANCE NOT COMMITTED /EARMARKED</b>			<b>130,845</b>