Road Casualty Reduction Partnership Board

Item No. 2

Report title:	**Partnership Terms of Reference**
Date of meeting:	**11 November 2014**
Responsible Chief Officer:	**Interim Director of Environment Transport and Development**

Strategic impact

To bring together appropriate public, private and voluntary sector commissioner and provider organisations in Norfolk to plan and work in partnership, identify local needs, scrutinise performance and develop effective plans and services to reduce the number and severity of road traffic casualties on roads in Norfolk, and to increase public confidence that all forms of journeys on roads in the county will be safe.

Executive summary

The County Council has developed a strong partnership of organisations that share our desire to reduce the number of people killed and seriously injured on our roads.

Following review of progress and in light of recommendations from the previous Joint Casualty Reduction Group (that comprised of Norfolk County Council and Norfolk Police) that the strategic engagement and tactical delivery of interventions should be undertaken by a wider range of partners anew Partnership has been formed and this report sets out its Terms of Reference.

The proposed changes will help target resources to those key groups of road users within Norfolk that our data evidence show are at an elevated risk of injury when using roads within the county.

Recommendations:

To agree the Terms of Reference.

1. Proposal

1.1. The Joint Casualty Reduction Group at its meeting on 11 March 2014 consider a report on its Business Plan for 2014/15 and a new governance model and delivery structure for the work the County Council and Norfolk Police do to reduce the number and severity of casualties on roads in Norfolk. The new model sought to widen involvement in casualty reduction (known by many as 'road safety') by bringing together a broader range of public, private and voluntary sector commissioner and provider organisations from across Norfolk.

1.2. A copy of the report considered by the Joint Casualty Reduction Group is attached as Appendix 1..

1.3. Since March the new Road Casualty Reduction Partnership Management Group has met and the new ''Target Road User Groups' have been formed and started their work to better co-ordinate and target the delivery of interventions. Elsewhere on the agenda there is an opportunity to review the Partnership's Business Plan and hear from the Chairs of the various sub groups about the work that is currently on-going.

1.4. The Management Group has made some minor amendments to the draft Terms of Reference agreed by the Joint Casualty Reduction Group. A copy of the latest draft Terms of Reference for consideration and approval by this new Partnership

is attached as Appendix 2.

2. Financial Implications

2.1. The programme set out in the Business Plan maintains a mix of engineering, enforcement, education and training, but with a growing emphasis on encouraging road user behaviour change. The programme also reflects the central core philosophy of focusing resources on key road user groups.

2.2. It is widely believed that the mixed approach has contributed to the levels of casualty reduction in the county as resources are spent on targeted initiatives with “at risk” groups. However given the scale of the challenges faced in reversing the recent upward trend in KSIs, and the limitations on available resources it is evident that more specific targeting of key groups by a wider range of partner organisations is required.

2.3. The Business Plan does not set out individual or pooled budgets for each of the organisations involved in the Partnership. Each organisation delivers their part of the Business Plan within the resources available to that organisation which is subject to their own separate budget setting and monitoring. Going forward the Partnership may wish to reflect on the suitability of that approach, or whether there are better ways of joining up commissioning plans and the use of pooled resources to improve the quality, range and cost effectiveness of interventions.

Officer Contact

If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

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Joint Casualty Reduction Group
11 March 2014
Item No.

Norfolk Casualty Reduction Priorities 2014/15

Report by Highways Network Manager

Summary

This report seeks support for a Casualty Reduction Plan for the county which has been developed in co-operation with partners from across the Norfolk Road Casualty Reduction Partnership, and to present the budget for the delivery of the plan.

The County Council has developed a strong partnership of organisations that share our desire to reduce the number of people killed and seriously injured on our roads.

Following review of progress against the previous casualty reduction plan and analysis of casualty reduction trends, a draft 2014/15 plan has been developed. The plan reflects focus by partners on the key road user groups, namely younger drivers, motorcyclists, older drivers and a new group comprising of pedestrians and cyclists.

The Business Plan includes the continuation of the initiative developed last year that has started to deliver a series of interventions to improve the safety of adult cyclists. These new series of interventions build upon the success of the 'Keep Your Mind on the Road' countywide media campaign that was launched during 2013 which sought to increase community and business engagement in helping to reduce road casualties or the adverse affects of anti-social road use.

In addition views are sought about the future of the Joint Casualty Reduction Group in light of recommendations that the strategic engagement and tactical delivery of interventions should be undertaken by a wider range of partners. Proposals are tabled to amend the Partnership's terms of reference to widen participation from other organisations. The proposed changes will help target resources to those key groups of road users within Norfolk that our data evidence show are at an elevated risk of injury when using roads within the county.

Recommendation

Members are invited to:-

1. Approve the 2014/15 Business Plan and to support the budget proposals.
2. Comment on the revised governance and delivery of the Road Casualty Reduction Partnership.

1. Background

1.1. The Road Casualties in Norfolk: Baseline Evaluation Report 2013 was jointly commissioned by the Environment, Transport and Development and Public Health Directorates within Norfolk County Council to provide a summary of the data which is currently available to support the work of the Norfolk Road Casualty Reduction Partnership, and scope further data-sharing between the partner organisations to support the evidence-led targeting of resources within the Road Casualty Reduction Partnership.

1.2. Norfolk is in a good position to progress the sharing of data, based on some strong partnership relationships, in particular those between the police and the highways service. Currently the latest reported road casualty statistics are made available within one month, which is significantly better than the reporting arrangements for many other authority partnerships. Close focus on the latest movements helps to keep casualty reduction at the forefront of partnership working in Norfolk. There is however more which can be done to bring all partners up to the same level of involvement in data-sharing and analysis. Some of the gains will come from better engagement and participation in the data arena by existing partners, and some gains will come from engagement of new partners not previously involved with the partnership (this is discussed further in Section 3).

1.3. A separate report on the agenda to this meeting updates Members with the current performance against targets for road casualty reduction, both for Killed and Seriously Injured (KSIs) and key target groups. Appendix 1, on this report, sets out the key findings from the Road Casualties in Norfolk: Baseline Evaluation Report 2013.

1.4. The draft 2014/15 Business Plan, which sets out the casualty reduction plan for Norfolk for next year, is attached as Appendix 2. The document aims to capture:

- Shared business plan across all partners in Norfolk's Road Casualty Reduction Partnership to enhance casualty reduction.
- Focus resources onto four key road user groups. Namely younger drivers, motorcyclists, pedestrians / cyclists and older drivers.
- Multi-agency commitment to Partnership working.
- Agreement to countywide targets established in the Council's third Local Transport Plan (LTP).

1.5. The document is intended to fit in with the priorities of each partner organisation and 'sit above' the specific plans of each to strengthen the partnership approaches adopted.

1.6. Notably, the plan is a response from the Road Casualty Reduction Partnership to help the County meets its LTP targets to, by the end of December 2020:-

1. Reduce the number of killed or seriously injured on Norfolk roads to 310 or fewer.
2. Reduce the number of motorcyclists killed or seriously injured on Norfolk roads to 74 or fewer.
3. Reduce the number of children killed or seriously injured on Norfolk roads to 22 or fewer.

2. Casualty Reduction Investment

2.1. The programme set out in the Business Plan maintains a mix of engineering, enforcement, education and training, but with a growing emphasis on encouraging road user behaviour change. The programme also reflects the central core philosophy of focusing resources on key road user groups.

2.2. It is widely believed that the mixed approach has contributed to the levels of casualty reduction in the county as resources are spent on targeted initiatives with "at risk" groups. However given the scale of the challenges faced in reversing the recent upward trend in KSIs, and the limitations on available resources it is evident that more specific targeting of key groups by a wider range of partner organisations is required.

Capital Funding

2.3. In terms of capital improvements works in preparing the draft Business Plan it has been assumed that £250,000 is allocated within the Council's £2M 2014/15 highways capital improvement programme to design and build Local Safety Schemes.

2.4. Local Safety Schemes are targeted at junctions or sections of Norfolk's road network where there is a history of personal injury collison. Given the scale of funding available the kind of measures possible are limited to low cost road signing and road marking schemes. Measures to make the highway verge more forgiving (such as the removal of self seeded trees or the provision of 'passive' traffic sign poles or other infrastructure) are also provided in order to reduce the severity of injuries in cases where vehicles leave the carriageway.

2.5. In addition to specific Local Safety Schemes, the requirement to improve road safety is included within all of the other forms of highway improvement schemes carried out by the Council (e.g. footways, crossings, cycling schemes etc). To ensure the needs and safety of all road users is taken into account in the delivery of improvement works all schemes, including those submitted by private developers, are subject to a Road Safety Audit. Such audits are carried out by County Council staff independent from those promoting the scheme and take place both during the development of the design and also once the scheme has been constructed and opened for use.

Revenue Funding

2.6. At the time of writing this report the 2014/15 revenue budget for casualty reduction education training and publicity has not yet been approved. However it is currently proposed that approximately £867,000 will be allocated as part of a £1.796M Highways Network Management budget, which is contained in the wider Highways revenue budget.

2.7. To see the full range of road safety services provided by the Council please see the report on the Government's 'Strategic Framework for Road Safety', which was considered by this committee on 13 July 2011 and by the Environment Transport and Development Overview and Scrutiny Panel on 14 September 2011.

2.8. Following the success of 'Road Safety 1st East Dereham' the Business Plan includes proposals to deliver three targeted multi agency 'Road Safety 1st' events in Market Towns or parts of Norwich, Kings Lynn or Great Yarmouth to raise awareness of road

safety and secure compliance with relevant traffic laws.

2.9. £50,000 of revenue funding is allocated, as part of the Service Level Agreement with Norfolk Constabulary on the operation of Norfolk's Safety Camera Partnership. This funding covers the maintenance of highway safety camera assets (road signs, road markings and camera housings). The total cost of running of the service, including County Council and Court's expenses, is met by Norfolk Constabulary funded by income paid by individuals attending speed awareness courses.

Road Safety Reserve Funding

2.10. The County Council created a Road Safety reserve account to hold any surplus from the delivery of the education and training courses provided by the Council. The reserve is forecast to have a zero balance at the end of 2013/14.

2.11. The Road Safety Reserve was used in 2013/14 to fund:-

- Continued support for the temporary analyst post appointed in 2013 that is producing the comprehensive road casualty 'baseline' report, containing both public health and road safety data (£30k). Support for this post has been built into the base budget going forward up to 2015/16 when this temporary post ends.

- Evaluation of the Council's 'Keep your Mind on the Road' Campaign, which targeted at increasing personal responsibility (£10k).

- Enhanced rolling programme of education and publicity campaigns targeted at young drivers, older drivers and motorcyclists (£30k). This work will continue in 2014/15 but funded by the Norfolk Safety Camera Partnership.

- Development of a new intervention (or programme of interventions to run over the next five years) to reduce the number of adult cycle casualties (£70k). This work will continue as planned but at a lower level of actively (approximately £40k pa) by reallocation of existing Council resource up to 2018/19.

3. Road Casualty Reduction Partnership

3.1. The current governance structure for Norfolk's Road Casualty Reduction Partnership is set out in Appendix 3. The existing Terms of Reference for this Group are attached at Appendix 4.

3.2. A revised governance structure for the partnership is set out in Appendix 5. The revised structure seeks to engage senior elected Members and officers from across the public sector in Norfolk in a more focused 'strategic' manner. It is proposed that the new Road Casualty Reduction Partnership Board will replace both the existing Joint Casualty Reduction Group (this joint County / Police committee) and the officer level Road Casualty Reduction Group. The Partnership Board will meet less frequently then the current groups, but be asked to consider matters at a more strategic level, for instance setting targets, directing allocation of resources and monitoring of performance.

3.3. It is proposed to amend the structure of the Partnership sub-groups. To date these have been focused on 'themes' of delivery (e.g. data, comms etc). Going forward it is proposed that they each have a clear focus on a key target group of road uses. Membership on individual sub-group will vary dependent upon a partner's ability to effectively engage in or support activities that will reduce road casualties (or the effects of anti-social road use). The Sub-Groups may well need to meet more frequently than the overseeing Partnership Board to discuss tactical deployment of resources and coordination of front line activities.

3.4. Norfolk Constabulary and the County Council have a Service Level Agreement (SLA) covering the operation of Safety Cameras in Norfolk and the delivery of appropriate court diversion courses (like Speed Awareness courses). The arrangements include a Norfolk Safety Camera Partnership Board comprising of senior elected representatives and officers. The revised governance arrangements set out above do not affect the SLA. However if the revised governance proposals are supported then it is proposed that the Norfolk Safety Camera Partnership Board will report to the new Norfolk Road Casualty Reduction Partnership Board going forward.

4. Resource Implications

4.1. **Finance :** All activity will be funded by approved budgets.

4.2. **Staff :** No implications.

4.3. **Property :** None

4.4. **IT :** It is proposed as part of the revised governance arrangements to make use of the Council's 'Information Hub', which forms part of the Council's wider Digital Norfolk Ambition, to coordinate and interrogate a range of data held by partner organisations to help indentify road casualty trends, and key target groups of road users who may be at an elevated risk of injury on Norfolk's roads.

5. Other Implications

5.1. **Legal Implications :** None.

5.2. **Human Rights :** None.

5.3. **Equality Impact Assessment (EqIA) :** There is a full programme of Equality Impact Assessments covering all Planning and Transportation services and an assessment has been carried out on Casualty Reduction and no issues were identified.

5.4. **Communications :** Considerable work has been done to ensure that the work of the Road Casualty Reduction Partnership, including publicity and marketing, is now part of a wider partnership approach. The County Council's communication team are fully integrated into the partnership providing publicity, marketing and public perception expertise.

5.5. **Health and Safety Implications :** None

6. Section 17 – Crime and Disorder Act

6.1. The development of the casualty reduction plan and its future adoption will enhance casualty reduction achievement in the county by providing focus on key target groups.

7. Risk Implications/Assessment

7.1. A reduction in the funds invested into casualty reduction and the lack of a partnership business plan document could have a significant detrimental impact upon casualty reduction achievement.

8. Alternative Options

8.1. Members could vary the proposed mix of expenditure. However, alternative investment options have been considered but the proposed approach builds on the historically successful mix and is recommended.

9. Conclusion

9.1. Support for this casualty reduction plan and for partnership working across the agencies will enhance casualty reduction in the County.

Action Required

Members are invited to

1. Approve the 2014/15 Business Plan and to support the budget proposals.

2. Comment on the revised governance and delivery of the Road Casualty Reduction Partnership.

Background Papers

Joint Casualty Reduction Group report dated 13 July 2011 on the Department of Transport's 'Strategic Framework for Road Safety'.

Environment Transport and Development Overview and Scrutiny Panel report dated 14 September 2011 on the Department of Transport's 'Strategic Framework for Road Safety'.

Officer Contact

If you have any questions about matters contained in this paper please get in touch with:

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Road Casualties in Norfolk: Baseline Evaluation Report 2013
Summary of Key Findings

Children (0-15)

Children are involved largely as victims in road casualties, although as they become older they can take greater responsibility for their own safety as pedestrians, pedal cyclists and to some extent as car occupants. It was estimated that there were 144,700 people in Norfolk aged 0-15 in 2011 (17% of the county population) - this varies between 14% in North Norfolk and 18% in South Norfolk, Great Yarmouth and Breckland.
There were around 28 children killed or seriously injured in Norfolk annually in the 2007-2011 period (7% of all killed or seriously injured casualties in the county) – on average 16 were male and 12 were female.

Child pedestrians walk around 330km per year in Norfolk (5% of total distance travelled by children on average) but accounted for 42.9% of child KSI casualties in the 2007-2011 period (around 12 KSI casualties per year - 6 male and 6 female).

There were significantly more casualties in November (25% of child KSI casualties) than the monthly average (8%). Over five years 15 child KSI pedestrian casualties were recorded in November, of these 10 were female (82% of whom were age 11 and older).

45% of child pedestrian KSI casualties occurred from 3pm to 5pm (6 child KSI casualties yearly), which was significantly above the average. This rise correlated with a rise in female KSI casualties during this time period. There were two female child pedestrians killed or seriously injured for every one male child pedestrian KSI.

Over the five year period 27 child pedestrian KSI casualties (68%) were from either the most deprived or second most deprived quintile of areas, and 6 (15%) were from either the least deprived or second least deprived quintile of areas.

Car occupant child KSI casualties accounted for 28.6% of all child KSIs. Within the five year period there were 40 child KSI car occupants, 22 of these were male and 18 female. 60% of car occupant child KSIs occurred on roads with a speed limit of 60mph, and 65% occurred on major roads.

Pedal cyclists represented 22.9% of child KSIs (4 males and 2 females yearly) - 4 (69%) of whom were aged between 12 and 15. 4 of the KSI casualties also occurred on roads with 30mph speed limits yearly, and 81% occurred on minor (B, C and U) roads.

Younger drivers and riders (17-25)

Novice drivers of any age have an increased risk of collision involvement, and make up a higher proportion of drivers in the 17-25 age group than other age category.
In the 5 year period 2007 to 2011, there was a yearly average of 118 KSI collisions involving persons aged 17-25 as a driver in at least one vehicle in the collision (35% of all KSI collisions). From these collisions there were 141 killed or seriously injured casualties yearly (36% of KSI casualties).

There was an annual average of 129 younger drivers or riders (including cyclists) involved in collisions with KSI casualties (21%), 98 were male and 31 were female.

426 car drivers involved in KSI collisions were aged 17 to 25 between 2007 and 2011 (21% of all drivers/riders involved in KSI collisions). 293 (69%) of these were male and 133 (31%) were female.

There was a peak in frequency of younger driver involvements in KSI collisions on Saturdays (about 25% higher than the weekday frequency).

There was a higher rate of driver involvement for young car drivers from the middle deprivation quintile (87.4 drivers involved per 100,000 people compared with the average of 48.8).

Motorcycle riders aged 17-25 were involved in 164 of 497 motorcycle KSI collisions (33%), 152 of these were male and 12 were female. 74 (45%) of these drivers were riding a motorcycle over 50cc and up to 125cc.

Young rider involvement in collisions decreased as age increased, there were 41 people (25% of young driver motorcycle collisions) involved age 17, and 9 (5%) involved age 25.

Older drivers (70+)

The percentage of elderly population aged 70 and over within Norfolk was estimated in 2011 to be slightly over 15% (13.9% of the male population and 16.9% of the female population). The population is projected to rise, and in particular the proportion of the population over 70 years of age is set to increase from 15.4% of the county population (133,000 people) in 2011, to 19% of the population (176,000 people) in 2020. As the number of older people in Norfolk grows the prevalence of cognitive impairment and occurrence of chronic conditions which might have an impact on the ability to travel safely on the road such as dementia, chronic heart disease, and stroke is expected increase.

North Norfolk has the largest proportion of people aged 70 and older (21% of district population), followed by King's Lynn and West Norfolk (16%) and Broadland (16%). North Norfolk has the highest age specific rate of drivers at or above the age of 70 involved in KSI collisions (43.8 per 100,000 people), followed by Broadland (33 per 100,000 people) and South Norfolk (32.1 per 100,000 people).

Between 2007 and 2011 12% of all KSI collisions (a yearly average of 40) in Norfolk involved at least one older driver (aged 70+).

There were 54 killed or seriously injured casualties of all ages from older driver collisions annually (14% of all KSI casualties).

There was an average of 43 older drivers involved in KSI collisions yearly (7% of all drivers involved in KSI collisions) - 31 were male and 12 female.

People aged 70 or older travel much less than the average road user and they travel further by car than any other mode of transport. Males within this age group travel further than females by car (an extra 2,552 kilometres per year), and also walk and cycle further than females (40 extra kilometres by walking and 25 extra kilometres by bicycle).

It has been estimated that older adults (aged 70+) make up around 10% of the total distance travelled in Norfolk, but account for around 8% of all KSI casualties. Although the proportion of

KSI casualties is low compared with distance travelled, the rate for the 70+ age group is higher than the rate for age groups between 40 and 69.

On average 38 older drivers involved in KSI collisions were car drivers (87% of all older driver/riders involved) - 26 were male and 11 female.

There were considerably more older car drivers involved in KSI collisions within the daytime. 35 drivers involved between the hours of 8am and 8pm (93%), and especially between 2 and 4pm where 10 (26%) of the older car drivers were involved in the KSI collisions. There were significantly more older car drivers involved in KSI collisions in September (14%) compared with the yearly average (8%).

From April 2010 to March 2012 there was a yearly average of 46 persons admitted to hospital for transport related injuries aged 70+ (of which 22 were males and 24 females). 18 (40%) were car occupants, 10 (22%) were pedestrians, 9 (20%) were pedal cycle riders and 4 (8%) were bus occupants. These people accounted for 12% of all 6 hospital admissions for land transport related injury (8% of males and 16% of females).

Mortality figures for Norfolk from the Office for National Statistics (ONS) show that a yearly average of 9 people aged 70 or over died in transport related incidents between 2007 and 2011 whereas there were an average of 8 reported road fatalities. The difference in reported deaths is due to the inclusion of residents in Norfolk who died using transport off the road in ONS figures.

Pedestrians

Applying the national travel habits locally, 3% of the average distance travelled in Norfolk is by walking, and 13.4% of KSI road casualties are pedestrians [2]. The rate of pedestrian KSI casualties per 100 million km travelled is 20, which is higher than the rate for car occupants (2) but lower than for pedal cyclists (50).

Norwich had the highest estimated crude rate of pedestrian KSI casualties per 100,000 population (11.4) followed by Great Yarmouth (7.7), King's Lynn and West Norfolk (6.6), North Norfolk (5.6), South Norfolk (5.1), Breckland (3.7) and Broadland (3.2).

During the 2007 to 2011 period there was an average of 53 pedestrians killed or seriously injured annually (30 male and 23 female). 43 (82%) of these pedestrians were hit by car.

10 to 19 year olds had a significantly higher rate of KSI casualties than the Norfolk average (13.1 compared with an average of 3.6 per 100,000 people).

There are significantly more pedestrian KSI casualties in November (16%), 85% of these casualties were within 30mph speed limits, which is an increase in the average proportion of KSI pedestrians within 30mph speed limits (68%). The increase in KSI pedestrian casualties in November also correlate with an increase in KSI casualties between 4pm and 6pm, where the proportion of daily casualties increased from an average of 18% of KSI casualties within this time period, to 34% of daily casualties in November.

Pedestrian casualties from the most deprived quintile of areas were significantly more likely to be involved in collisions. There were 18 pedestrian KSI casualties from the most deprived quintile of areas yearly between 2007 and 2011, compared with an average of 9. It was also found that people from the mosaic groups "G: Young, well-educated city dwellers" and "O: Families in low-rise social housing with high levels of benefit need" have significantly higher rates of KSI

pedestrians (both 8.2 per 100,000 people) than the county average 7 (3.6), both of these groups may be more likely to walk than other groups for some trips.

Hospital Episode Statistics indicate that pedestrians accounted for a yearly average of 81 (9.9%) inpatient admissions over the 2010/11-2011/12 period, of which 25% had head injuries.

Pedal cyclists

The take up of cycling is a means of achieving sustainable travel along with public health aims. Although an accurate picture of local cycle use is unknown due to lack of reliable data, some parts of the county are witnessing visibly increased numbers of cyclists which would reflect trends at a national level. There may be a link between economic factors and an increased take up of cycling alongside the effects of increasing popularity both as a sport and a mainstream mode of transport.

Using currently available data from the DfT and the National Travel Survey (NTS) it can be estimated that cycling accounts for less than 1% of total distance travelled in Norfolk but 8.5% of KSI casualties.

The rate of pedal cycle KSI casualties per 100 million km is 114.8, which is higher than the rate for car occupants (2.8) but lower than the rate for motorcycle riders (124.4).

Norwich had the highest crude rate of pedal cycle KSI casualties per 100,000 population (6.6) followed by Broadland (4.4), South Norfolk (3.8), North Norfolk (3.7), King's Lynn and West Norfolk (3.3), Great Yarmouth (2.9) and Breckland (2.5).

There were a yearly average of 33 KSI pedal cycle casualties, 24 males and 9 females.

There were significantly more pedal cyclists killed or seriously injured between 3pm and 6pm, 10 KSI casualties were observed within these time periods (30% of all KSI pedal cycle casualties observed).

The rate of pedal cycle KSI casualties per 100,000 population for people aged 10 to 14 (6.4 per 100,000) was significantly above the county average (3.9), as was the rate for people aged 15 to 19 (8 per 100,000) and 30 to 34 (6.3 per 100,000).

Pedal cyclists accounted for an average of 240 (29.4%) hospital inpatient admissions over the 2010/11-2011/12 period. Pedal cyclists were most commonly admitted for hand, arm or shoulder injuries (40%) and head injuries (26%) - cyclists had a higher proportion of admissions for head injuries than any other road user group.

Motorcycle and moped riders

According to Department for Transport road traffic estimates, the distance travelled by motorcycles on A roads in Norfolk declined in the decade leading up to 2011. In 2011 motorcycles accounted for around 37.4 million vehicle km on A roads in Norfolk (0.86% of traffic) compared with 41.1 million vehicle km on A roads in 2001 (1% of traffic).

Although motorcyclists accounted for an average of 0.84% of traffic on A roads in the 2007-2011 period, they accounted for 25% of all killed or seriously injured casualties. There was an average of 101 KSI motorcycle casualties per year during the five year period: 89 males and 12 females.

People aged 15-19 had the highest rate of killed or seriously injured casualties while riding motorcycles (45.4 per 100,000 population) compared to other age groups.

On average there were significantly more KSI motorcycle riders yearly in April (12), May (12), July (11) and August (11) than the monthly average (8). 5 year % not number

There was a significantly higher rate of casualties per 100,000 with a resident address in Broadland (10.4) and Norwich (8.5) than the Norfolk average (6.3).

The mosaic group "E: Middle income families living in moderate suburban semis" had a higher rate of motorcycle casualties per 100,000 people (11.9) compared to the average (6.2).

Motor cycle riders accounted for a yearly average of 142 (17.3%) hospital inpatient admissions over the 2010/11-2011/12 period. The most common primary diagnoses for motor cycle riders were for hand, arm or shoulder injuries (41%) and foot, leg or hip injuries (37%). This road user group had the lowest proportion of head injuries (7.2%).

Further data sharing and partner involvement

Only injury collision data are shared fully by the police. While there are sufficient data shared for drivers who are involved in collisions, there has been little analysis focused on people who carry out traffic offences within the group: there is a possible need for Norfolk Constabulary and the Safety Camera Partnership to provide detailed data to the RCRG for criminal prosecution for all serious motoring offences, drivers/riders issued with fixed penalties/court diversion, and roadside checks/verbal warnings and advice. It is recommended that this data should be made available in order to aid the Casualty Reduction team to identify groups of higher risk road users.

There is very little information available on the number of people who drive under the influence of illegal drugs (e.g. cannabis) or medication which may cause drowsiness or other cognitive side effects in Norfolk. Public health, Norfolk Constabulary and other partners should work together on an initiative to improve the local understanding of drugs and driving.

General Practitioners (GPs) are likely to hold valuable data relevant to the involvement of drugs and disease related impairments. It is recommended an approach is made to GP practices to provide the RCRG with information i.e. two large practices in West Norfolk and North Norfolk – this may require funding to cover the cost of GPs to provide the required data.

There are existing sources of data which could reveal the success of reaching the target audience. More specifically which demographic groups and how many higher risk road users are being engaged. Examples would be the attendance of speed awareness courses or education schemes for children.

The Casualty Reduction team are responsible for producing posters, radio adverts and other advertisements to raise road safety awareness but there is possible scope for improvement through input and team support from health practitioners, who could aid the design and delivery of messages and reach readily available contacts within vulnerable road user groups.

The Casualty Reduction team, Norfolk Constabulary and Norfolk Fire and Rescue Service deliver road safety training courses and presentations within schools targeting children from the age of 3 through to driving age. These schemes are recommended nationally, but schools could become more actively involved in road safety intervention through extra activities (for example clubs) as

currently road safety is not a priority and education presentations and courses taught by safety practitioners are held at the discretion of each school.

Older people with dementia, stroke or CHD have been highlighted by road safety practitioners as higher risk road users however there is no data to support this view.

It is not possible to link conditions with cause of collision but hospital admission figures show that during 2010/11 – 2011/12 there were 8 people with dementia, 38 who had suffered from CHD and under 5 people who had suffered from a stroke were admitted to hospital for transport related injury. Health practitioners should be more aware of the possible risks to these groups, and should be more involved in road safety awareness and directing individuals to support made available through the Partnership.

Road Casualty Reduction Group – Casualty Reduction Priorities for Norfolk 2014/15 Business Plan	**Ref**	IP1 Rev0

Aims:

Reduce the number and severity of road traffic casualties on roads in Norfolk.

Increase public confidence that journeys, by foot, cycle or vehicular means, will be safe.

Targets –By December 2020 to:-

4. Reduce the number of killed or seriously injured on Norfolk roads to 310 or fewer.
5. Reduce the number of motorcyclists killed or seriously injured on Norfolk roads to 74 or fewer.
6. Reduce the number of children killed or seriously injured on Norfolk roads to 22 or fewer.

Budget: Actions funded by Partner's service budgets unless otherwise stated. Safety Camera Partnership funded by specific financial arrangements secured between Norfolk Constabulary and Norfolk County Council.

Data

Ref	Action	Outcome / Outputs	Lead	Planned Milestones	Progress
1.	Prepare and present a comprehensive road casualty 'baseline' report, for 2014 containing both public health and road safety data (e.g. PIAs, Mortality, hospital admissions, ERPHO (profile road traffic casualties) and LAPE (alcohol related accidents) indicators	Production of 2014 report.	2014 Report Kadhim Alabady, NHS	2014 report presented to the Partnership Planning Meeting in December 2014.	

2.	Monitoring and reporting on trends and progress in reducing road casualties	Identification of progress overall and on key target groups, young and older drivers and motorcyclists.	Dave Stephens, NCC	Reports quarterly to RCRG meeting. Annual report to December RCRG of comparative data from like Authorities and the East of England.	
3.	Identifying arising casualty issues for potential interventions	Early warning of need for interventions. Identification of 'cluster sites'.	Dave Stephens, NCC	Reports quarterly to RCRG meeting	
4.	Providing data analysis to assist in targeting interventions (geographical areas, user groups, behaviours etc).	Respond to sub group requests aiding intervention development	All with NCC lead	Follow up reports to quarterly meeting based on requests from sub group	
5.	Providing data analysis to assist in evaluating interventions	Evaluated interventions	All with NCC lead	Ongoing/ on demand	

Education, Training and Publicity

Ref	Action	Outcome	Lead	Planned Milestones	Progress
1.	Attendance at selected events.	Snetterton – British Super Bikes Wimbotsham – Motorcycle Show	Iain Temperton, NCC	Attendance at all events	

2.	Publicity campaigns, including support for the Constabulary's 'Fatal Four' and the Council's 'Keep Your Mind on the Road' countywide campaigns which target increasing personal responsibility.	Rolling programme of campaigns to include: young drivers, older drivers, motorcyclists and pedestrians/cyclists. Increased community and business engagement in helping to reduce road casualties or the adverse affects of anti-social driving	Iain Temperton, NCC	Programme produced April 2014. Advertising runs to programme over 12 months.	
3.	Driver and Rider Training	Improved standard of driving and awareness of the factors that can lead to road casualties.	Iain Temperton, NCC	Programme of delivery included in partner's Service/Team Plans by 1 April 2014.	
4.	Road safety training in schools and colleges.	Increased awareness of the dangers involved in using the highway and increased level of skill and confidence. Increased involvement of RCRG partners, in particular Norfolk Constabulary and Norfolk Fire and Rescue Service, and volunteers in the delivery of schools and collage based training.	Iain Temperton, NCC	Programme of delivery included in partner's Service/Team Plans by 1 April 2014.	

Enforcement

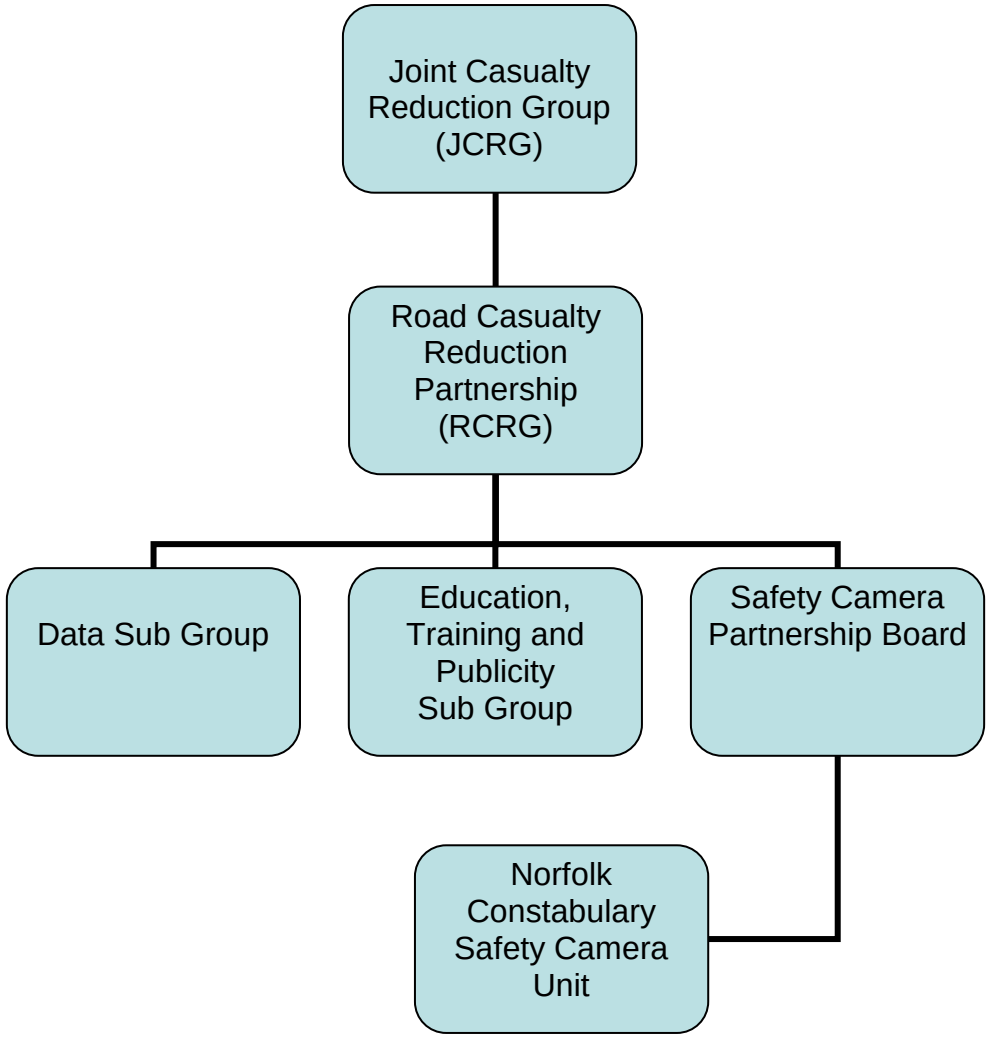
Ref	Action	Outcome	Lead	Planned milestones	Progress
1	To ensure that targeted safety camera enforcement is undertaken.	The SLA and Sites selection criteria adhered to.	Peter Anderson, Norfolk Safety Camera Partnership	Annual Report to Joint Casualty Reduction Committee.	

2	To use enforcement in support of a countywide campaign aimed at reducing motorcyclist casualties.	Targeted and intelligence led enforcement based upon an operation order (Operation HAWK).	Chief Inspector Chris Spinks, Norfolk Constabulary.	Post campaign enforcement report to RCRG December 2014.	
3	Develop and deliver a targeted multi agency 'Surround a Town' style campaign to raise awareness of road safety and secure compliance with relevant traffic laws.	Targeted multi agency enforcement based upon an operation order.	Chief Inspector Chris Spinks, Norfolk Constabulary.	Intervention delivered in three major urban areas or market towns during 2014/15. Post campaign enforcement report to RCRG March 2015.	
4	Support local communities in their delivery of 'Community Speedwatch' and 'Enhanced Community Speedwatch' (includes SAM) schemes linking to Safer neighbourhood teams.	Community groups trained in the delivery of 'Community Speedwatch' and/or 'Enhanced Community Speedwatch'. Timely and transparent service. Help address community concerns and raise awareness and involvement in speed issues.	Peter Anderson Norfolk Safety Camera Partnership	Programme of delivery included in partner's Service/Team Plans by 1 April 2014.	
Engineering					
Ref	**Action**	**Outcome**	**Lead**	**Planned milestones**	**Progress**
1	Develop and deliver a programme of local safety improvement schemes for known 'cluster sites' within NCC's and Highways	Highway infrastructure improved to address indentified problems at selected 'cluster sites'.	Dave Stephens, NCC Roger Chenery, Highways Agency	Feed into the production of the annual Highways Capital Improvement Programme. Schemes delivered in accordance with agreed	

	Agency's agreed capital budgets.			programme.	
2	Develop and deliver a programme of road edge local safety improvements along selected Trunk Road and A class county routes.	Highway infrastructure improved to make the road edge more 'forgiving' in cases where vehicles leave the carriageway.	Dave Stephens, NCC Roger Chenery, highways Agency	Feed into the production of the annual capital improvement programmes.	
Task and Finish					
Ref	**Action**	**Outcome**	**Lead**	**Planned milestones**	**Progress**
A	Revise both 'strategic' governance and 'tactical' delivery arrangements for Norfolk's Road Casualty Reduction Partnership.	Widen participation and improved engagement and targeting of resources to better influence key target groups. Help to strengthen links between RCRG partners and the business and 3rd sector. Enhanced service to communities through the development of a seamless and coordinated public/private/3rd approach. Improved behaviours and compliance with road traffic law/regulations.	Tim Edmunds, NCC	Revised Governance in place by July 2014.	

B	Creation of ‘shared casualty’ data within the County Council’s ‘Information Hub’ (part of the Council’s Norfolk Digital Ambition project) containing all casualty data, population info together with deprivation MSOA data to assist with identification of trends and further knowledge to support campaign development.		Information Hub Dave Stephens, ETD	Information Hub tools created by 31 March 2015.	

Existing Governance Structure



JCRG: Joint Group consisting of two Members of Norfolk County Council and two representatives from Norfolk Police (one from the Police and Crime Commissioners Office and one from Norfolk Constabulary – previously this was two Members from Norfolk Police Authority)

Existing Terms of Reference attached at Appendix 4.

RCRG: Group consisting of officers from:-

Norfolk County Council
- Highways
- Fire and Rescue
- Public Health

Norfolk Police
- Safety Camera unit
- Roads Policing

Norwich City Council (Highways)
Highways Agency (Trunk Roads)

Partnership meets four times annually to set targets, prepare Business Plan and monitor performance.

Sub Groups met as required to coordinate delivery

JOINT CASUALTY REDUCTION GROUP

Existing Terms of Reference

This will be an effective partnership arrangement between the County Council and the Police Authority fulfilling the requirement for greater transparency and elected member oversight of the activities of the Safety Camera Board.

The Group will:

1. Maintain an overview of the overall work programme to reduce road casualties and consider the strategy within which it takes place.

2. Advise on an overall casualty reduction plan and its targets.

3. Monitor progress

4. Monitor the work of the Safety Camera Board, review the annual operational case for deployment of Safety Camera resources, and monitor progress in sufficient detail to give confidence to the Police Authority and the County Council that full and proper oversight has being carried out.

5. Report through existing routes to the County Council's Cabinet and Police Authority

Constitution

1. The name of the Group shall be "Joint Casualty Reduction Group".

2. Meetings will be held in public with agenda items published at least 5 working days in advance of meetings, in line with County Council and Police Authority practice.

3. Membership of the Group will comprise of 2 members of the administration of the County Council and 2 members of the Police Authority.

4. Each elected members of the Group shall be entitled to one vote.

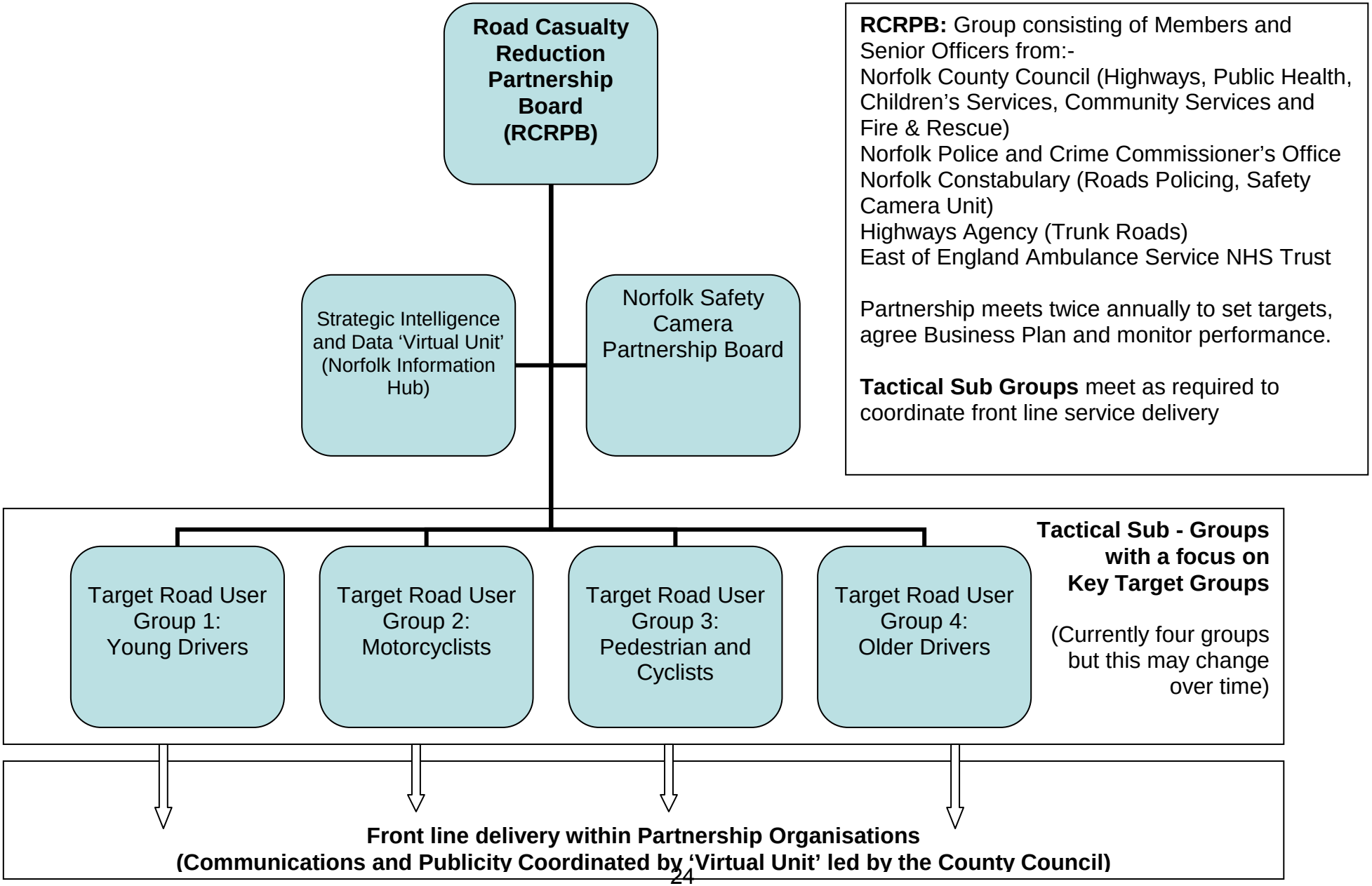
5. Substitutes - Given the small number of members it is recommended that substitutes are **not** accepted.

6. Quorum – A quorum will comprise of 2 or more in attendance, with at least one from the County Council and one from the Police Authority.

7. Frequency of Meetings - The Group will meet at least four times a year with consideration given to special meetings when required.

8. Chairman – It is recommended that the Chairman will rotate on an annual basis between the authorities.

Proposed Revised Governance Structure for the Road Casualty Reduction Partnership Board



Road Casualty Reduction Partnership
Terms of Reference

Purpose
To bring together appropriate public, private and voluntary sector commissioner and provider organisations in Norfolk to plan and work in partnership, identify local needs, scrutinise performance and develop effective plans and services to reduce the number and severity of road traffic casualties on roads in Norfolk, and to increase public confidence that all forms of journeys on roads in the county will be safe.

Objectives
The objective of the Road Casualty Reduction Partnership is to:-

1. Develop a strategic approach to reducing the number and severity of road casualties in Norfolk, and to oversee interagency planning on all matters, strategic and operational, relating to improving the safety of those using roads in Norfolk.

2. Oversee and promote integration and partnership working across the county, including through joined up commissioning plans and the use of pooled resources to improve the quality, range and cost effectiveness of interventions provided.

3. Ensure that planning is evidence based and underpinned by a road casualty needs assessments.

4. Agree the Norfolk Road Casualty Reduction Strategy, set targets and an annual work programme for the Partnership to implement and monitor progress and outcomes.

5. Ensure active participation of key stakeholders as appropriate and ensure effective links with other local partnerships.

6. Ensure effective involvement of road users and members of the local community in the development and ongoing monitoring of services.

Constitution
The structure of the Partnership is set out in Appendix 1.

Road Casualty Reduction Partnership Board

Shall consist of the following ‘core’ members:-

Highways and Transport
Executive Representative from the Environment Development and Transport Committee, Norfolk County Council
Head of Highways and Transport, Norfolk County Council

Police

Deputy Police and Crime Commissioner for Norfolk
Assistant Chief Constable Protective Services, Norfolk Constabulary

Children's
Executive Representative from the Children's Services Committee, Norfolk County Council
Assistant Director Education Strategy and Commissioning, Children's Services, Norfolk County Council (To be confirmed)

Public Health
Executive Representative from the Health and Well-Being Board
Director of Public Health, Norfolk County Council

Fire and Rescue
Executive Representative from Communities Committee, Norfolk County Council
Deputy Chief Fire Officer, Norfolk County Council

The Board may invite other representatives from public, private and / or voluntary sector organisations to join the Board.

Election of Chair and Vice Chair of the Board will take place annually in March. The Vice Chair to deputise for the Chair as necessary. Substitute members are permitted to attend in the place of members. Details should be provided to the County Council in advance of meetings. Substitutes should be briefed as to the agenda and any actions for the organisation they represent.

Board shall:

Review and Approve:

- Annual Performance Report, and updates to the Baseline Needs Assessment
- Annual Partnership Business Plan
- Six Monthly KSI Performance Reports
- Monitoring reports on individual or programmes of interventions
- Recommendations on new programmes of work

Decision Making
Decisions will be arrived at by consensus and recorded in the minutes of the Board.

Frequency of meetings
The Board will meet two times each year, the dates for the following year being agreed at the last meeting of the year (normally March and October).

Secretariat
Norfolk County Council prepares the agenda (including receiving agenda items from members of the Partnership) and the taking, production and distribution of the minutes of Board meetings. The draft agenda will be prepared for approval by the Chair and Vice-Chair one week prior to each meeting.

Road Casualty Reduction Management Group

Shall consist of the following members:-

Tim Edmunds, Highways and Transport, Norfolk County Council (Chair)
Iain Temperton, Highways and Transport, Norfolk County Council
Dave Stephens, Highways and Transport, Norfolk County Council
Chris Spinks, Norfolk Police
Peter Anderson, Norfolk Safety Camera Partnership
Richard Snowden, Children's Services, Norfolk County Council
Kadhim Alabady, Public Health, Norfolk County Council
Stephanie Butcher, Public Health, Norfolk County Council
Diane Chan, East of England Ambulance Service NHS Trust
Stuart Horth, Norfolk Fire and Rescue

Chairs of the Target Road User Groups to attend Management Team meetings to present Update Reports (but will not have any 'voting' rights).

Management Team shall:

Prepare (for Board Approval):

- Annual Performance Report, and updates to the Baseline Needs Assessment
- Annual Partnership Business Plan
- Six Monthly KSI Performance Reports
- Monitoring reports on individual or programmes of interventions
- Recommendations on new programmes of work

Review and Approve:

- Update Reports for Road User Target Groups
- KSI Performance Reports
- Recommendation from Road User Target Groups in respect of existing or new individual / programmes of interventions
- Financial reports

Decision Making
Decisions will be arrived at by consensus and recorded in the minutes of the Management Group.

Frequency of meetings
The Management Group will meet four times each year preceding Board meetings, the dates for the following year being agreed at the last meeting of the year (normally February, June, September and December).

Secretariat
Norfolk County Council prepares the agenda (including receiving agenda items from members of the Partnership) and the taking, production and distribution of the minutes of meetings.

Target Road User Groups

Young Drivers: Chaired by Chris Brooks, Roads Policing Inspector, Norfolk Police
Motorcyclists: Chaired by Andrew Micklethwaite, Road Safety Officer (Motorcyclist), NCC
Pedestrians and Cyclists: Nick Clark, Locality Development Manager, Public Heath
Older Drivers: Chaired by Peter Rowe, Station Manager NFRS
Network Safety Engineering: Chaired by Kevin Allen, Project Engineer (Network Safety and Analysis), NCC

The groups may invite representatives from public, private and / or voluntary sector organisations to join them in their work.

Chair of the Groups to be appointed by the Management Group. The Groups shall meet a minimum of quarterly in advance of Management Team meetings.

Chair will be responsible for preparing and submitting an Update Reports to the Management Group.

Road User Target Group shall:

1. Deliver interventions in accordance with the agreed Annual Partnership Business Plan.

2. Review performance in reducing road casualties within the indentified Road User Target Group.

3. Monitor performance of individual or programmes of interventions and the use of Partner resources.

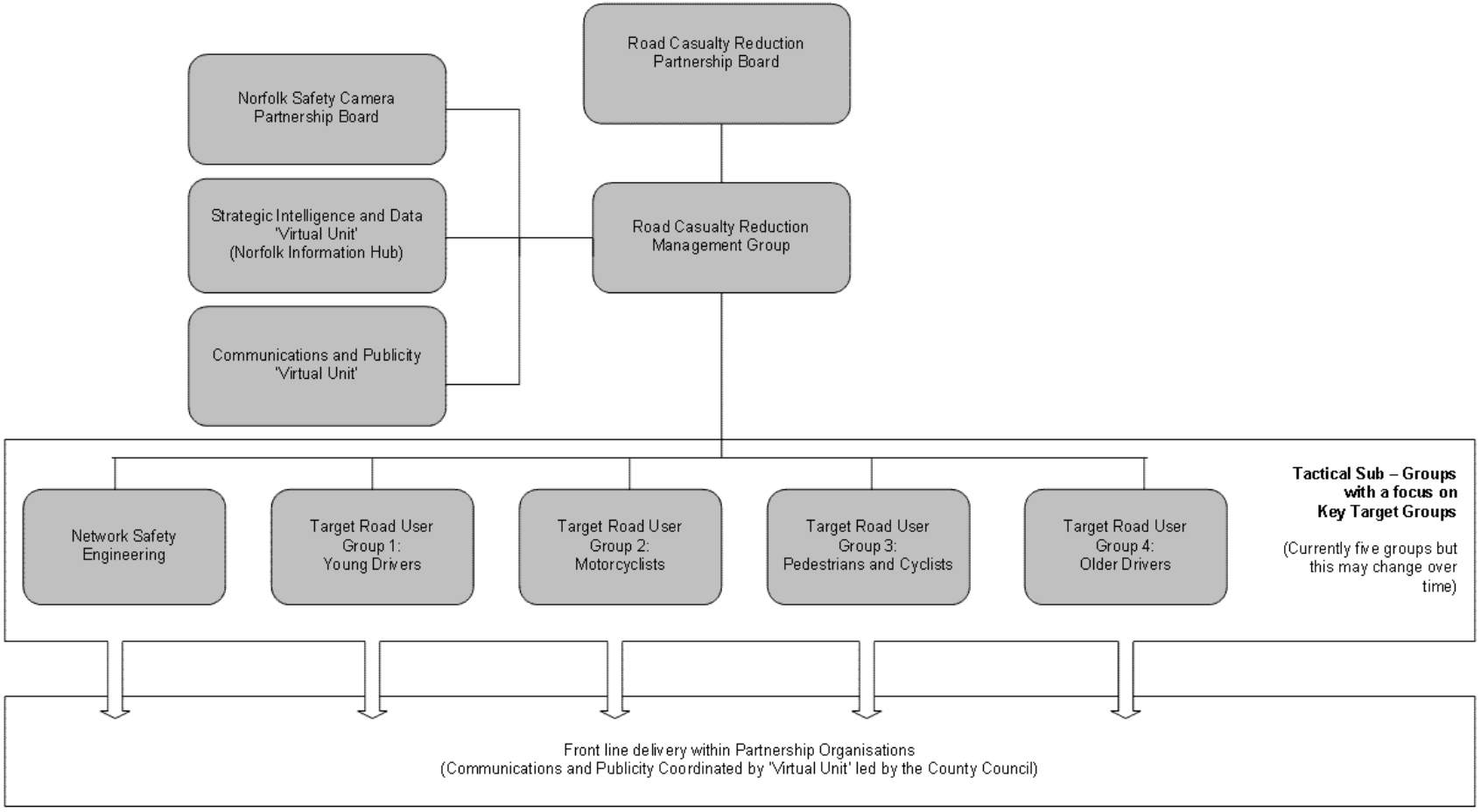
4. Report progress, on the delivery of the Business Plan and KSI reduction to the Management Team.

5. Develop and make recommendations to the Management Team on new programmes of work and the resources required to deliver.

Secretariat will be provided by one or more of members of the Group

Communications

Publicity, media campaigns and statements will be co-ordinated across the Partnership through the production and management of an Annual Communications Plan managed by the County Council.

The Partnership shall have a dedicated website, hosted and maintained by Norfolk Fire and Rescue Service, publishing and promoting the work of the Partnership and the agencies and organisations involved.

Governance Structure for the Road Casualty Reduction Partnership