

Introduction

1. Context – Primary Statutory Duties and Functions
2. Road Safety Policy
3. West Midlands Key Partners
4. West Midlands Commitments, Accident Map and KRN Map
5. Sandwell Key Facts
6. Sandwell Strategic Plan Funding (Policy)
7. Sandwell Policy Achievements
8. Risks of Departure from Existing Policy
9. Next Steps
10. Comments and Questions

1. Context - Statutory Duties

General Safety – Duty of Care, H&S AW Act, CDM Regs

Primary Road Safety Duty of the Local Traffic Authority

Road Traffic Act 1988, Section 39 > Each local authority >

- **must** prepare and carry out a programme of measures designed to promote road safety,
- **must** carry out studies into accidents arising out of the use of vehicles
- **must**, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents,

2. Road Safety Policy

- United Nations Global Plan for Road Safety
- UN decade of Action 2020–2030 Reduce KSI's by 50%
- National Road Safety Statement 2019:
A Lifetime of Road Safety
- West Midlands Regional Road Safety Strategy
- Sandwell Strategic Road Safety Plan

3. West Midlands Regional Strategy

The Key Partners

West Midlands Combined Authority

Local Authorities

Transport for West Midlands

West Midlands Police

Police and Crime Commissioner

West Midlands Fire Service

National Highways

ROSPA

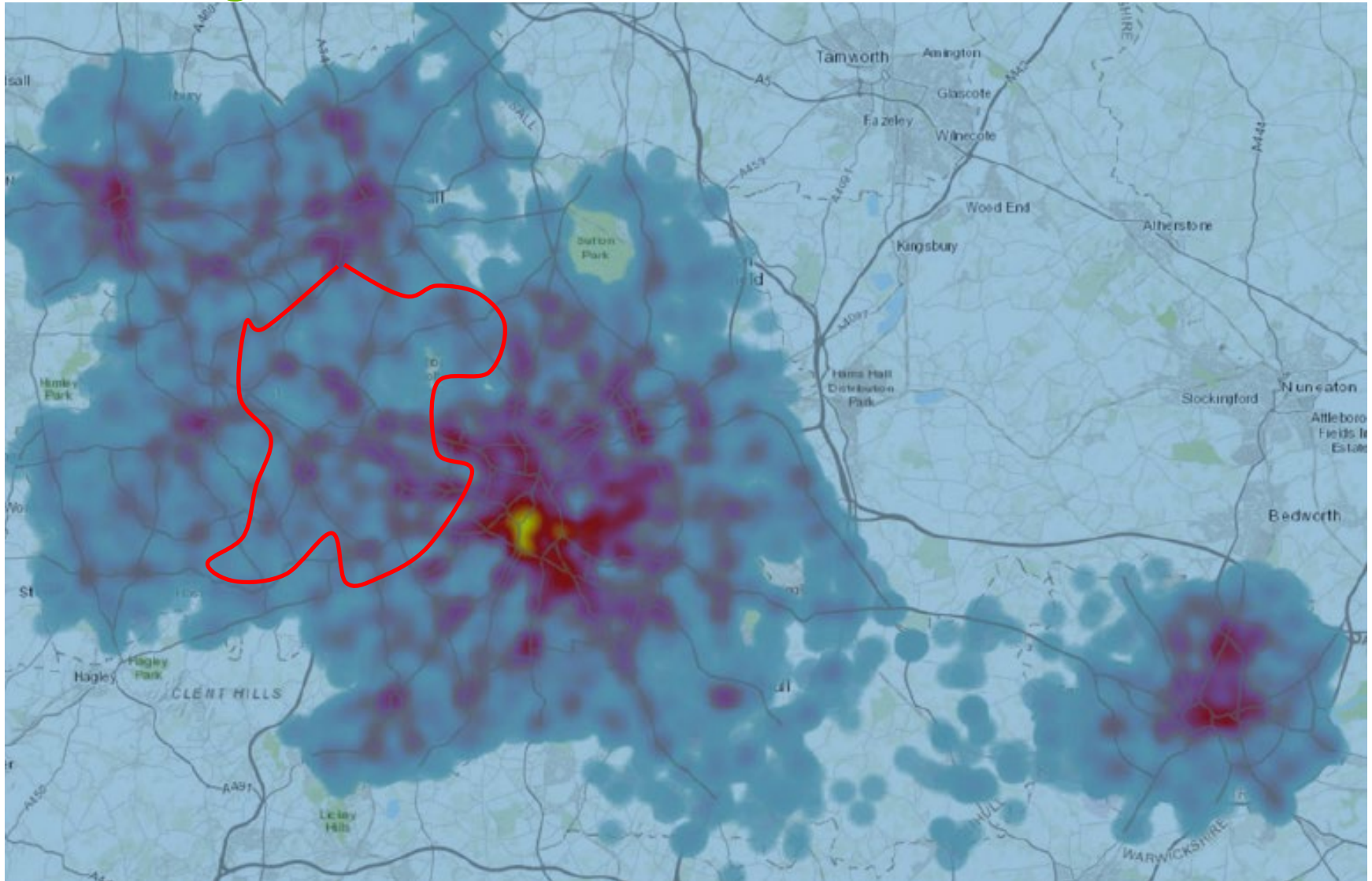
4a. W.M. Regional Commitment

All partners agree to work in partnership to reduce road traffic casualties in the West Midlands, with the objective of:

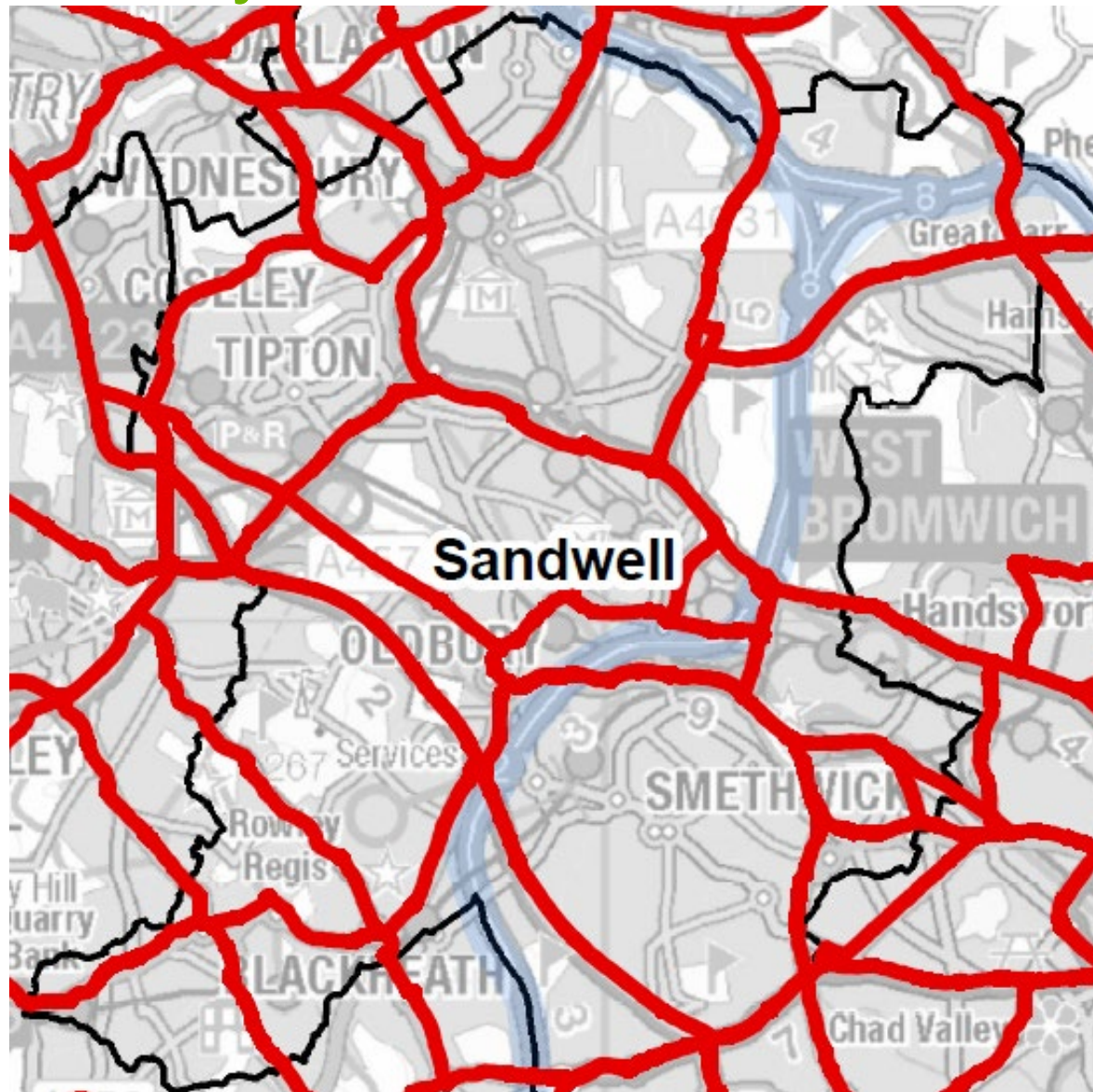
- Adopting an iterative approach to evaluating the cause of personal injury collisions and develop a consistent approach to casualty reduction;
- Developing a consistent approach to the intelligence led enforcement of road traffic violations and driver awareness;
- Agreeing the West Midlands Road Safety Strategy
- Action Plan which is aimed at achieving casualty reduction targets; and
- Using available resources to effectively and efficiently support the Regional Road Safety Strategic Group (RRSSG).

Key decision making about how to allocate resources will be undertaken by the W.M. Road Safety Strategic Group (RRSSG).

4b. Regional Traffic Collision Distribution



4c. Key Route Network in Sandwell



5. Sandwell Key Facts

- 550 miles of Road Network, 2 million journeys PER DAY
- Around 850 casualties per year
- Around £300,000 to £400,000 in Claims per year
- Over 10,000 road safety enquiries received per year
- Analysis Undertaken annually using STATS 19 police data
- Each request investigated – Perceived or Evidenced
- Funding Priority - Locations with most treatable casualties
- Speeding a Criminal Act enforced by West Midlands Police

6. Sandwell Strategic Plan (Policy)

ROAD SAFETY ACTIVITY (annual budgets)	FUNDING SOURCE
Road Safety Education & Campaigns (£74k)	Council Revenue supplemented with Local Area Budget
Minor Schemes, Surveys, Community (£168k)	
School Crossing Patrols (£300k)	
Enforcement (speed, dangerous driving, ASB)	West Midlands Police
Bikeability (cycle training) (£40k)	DfT Grant Direct
Casualty Reduction Schemes (£740k)	DfT Grant via WMCA
Transportation Pipeline (@ 5% of £168m/5 yrs)	DfT Grants via WMCA

£750k DfT Safer Roads Fund for Smethwick

7. Sandwell Policy Achievements

- Injury accidents more than halved over 20 years
- TOTAL > **1,702 in 2001** reduced to **806 in 2021**
- KSI > **207 in 2000** reduced to **106 in 2021**
- CHILD > **293 in 2000** reduced to **97 in 2021**
- Average Cost to Society > 800,000 per accident
- Economic benefit to Society > £700m over 20 years
- WMCA & Sandwell Target 50% KSI reduction by 2030

8. Risks of Departure from Strategy

Unsuccessful funding allocation based on Perception

- Failure to discharge Statutory Duties under RTA 1988
- Failure to deliver Regional Policy Commitments
- Potential withdrawal of DfT grants via WMCA
- Potential claims of Negligent allocation of resources
- Expensive claims for damages and injury
- Potential allegations of Corporate Manslaughter
- Reputational Damage and reverse of 20 years of gains

If successful

- WMCA redistribution of funding away from Sandwell?

9. Next Steps

- Summer 23 - Analyse Accident Statistics 2018 to 2022
- Autumn 23 - Update Strategic Road Safety Plan
- Autumn 23 - Scrutiny Review - Final Session
- December 23 - Report to Cabinet for Policy Approval
- New Strategic Road Safety Plan 2023 to 2030