

Authority	Population 1,000s	ETP staff EX admin	Staff & Overhead Costs £k	Officer Ratio 1:50k	Resources budget £k	Total	Cost per 1000 head of pop
Birmingham	1,017	7	239	1:145k	73	312k	£306
Coventry	304	4.5	81	1:67k	19	100k	£329
Dudley	311	3.5	110.4	1:88k	19.3	129.7k	£417
Sandwell	291	4.8	155	1:60k	37	192k	£659
Solihull	205	5	186.5	1:41k	22.9	209.4k	£1020
Walsall	263	3.5	117	1:75k	23	140k	£532
Wolverhampton	245	4	125	1:61k	28.5	153.5k	£626
Totals & averages	2,636	32.3	Av.31.4k Per Officer	Target 1:50	Av.6.9k Per Officer	1,237k	Target £766av. @1:50

Road Safety and School Crossing Patrol Resources 1/4/98-31/3/99

Authority	Sites	Mobile patrols	Patrol Costs £k	Supervisor Ratio All patrols	Supervisor Visits work days	Supervisor and Overheads £k	Equipment £k	Total £k	Cost per Static site £k
Birmingham	434	61=1:7		8=1:62	1x10days			1,200	2.76
Coventry	147	18=1:8	245	2.5=1:66	1x30days	81	12	338	2.3
Dudley	133	18=1:7	315	2=1:75	1x30days	107.8	8.5	431.3	3.24
Sandwell	119	10=1:12	344	2=1:64	1x13days	61	14	419	3.52
Solihull	60	8=1:8	98.8	1=1:68	1x20days	35.6	4.3	138.7	2.31
Walsall	120	13=1:9	304	2=1:66	1x60days	96	3	403	3.36
W'hampton	114	14=1:8	270	2=1:64	1x30days	74	7.2	351.2	3.08
Totals & Averages	1127	142=1:8		19.5 =1:65	AV every 1x28dys			3,281	Target AV =2.9k

School Crossing Patrols

Authority	Cyclist trained	Pedestrians trained	Safer routes Implemented	
			Below 20k	Above 20k
Birmingham	389	672	Nil	4
Coventry	None	None	Nil	1 (quorn way)
Dudley	1460	200	Nil	Nil
Sandwell	651	32	Nil	1 (rood end)
Solihull	2350	420	Nil	Nil
Walsall	440	None	1 (green rock)	1 (manor farm)
Wolverhampton	842	None	2	1
Totals	6,132	1,324	3	8

Monitoring base information.

AppendixA

Charter promise	Indicator	Performance 99/00	Performance 00/01	Target 00/01
We will contact every school in the county at least three times a year to encourage the inclusion of road safety education in the curriculum	% of schools contacted	100% All 635 schools were contacted	100%	100%
We will enable 6000 children a year to take part in training courses	Number of children taking part in cycle training courses	6470	6060	Over 6000 children cyclist attending courses
We will enable 2000 drivers a year to take part in driving courses	Number of drivers taking part in driving courses	1956 drivers trained	2100 drivers trained	Over 2000 people attending driving courses

Example Charter Mark Indicators

Appendix B

BV Code	Proposed Indicator	Target	PI Definition	Rationale
BVPI99	Road Safety	Road Casualty Targets	Number of road accident casualties per 100,000 population broken down between killed or seriously injured and slight injuries, and by age and road user type.	Road safety is a key Government objective.

Nationally set best value (Audit Commission BV PI's)

Appendix C

Benchmarking

The Benchmarking used in the Best Value Review of Road Safety Services in Lincolnshire assessed Lincolnshire Performance against 15 other Shire Counties in the following categories:

- Percentage of collisions resulting in fatality
- Percentage of killed or seriously injured collisions on icy surfaces, by road class, by month, by age of pedestrians, by vulnerable road user class, by driver age, by vehicle type.
- Number of road deaths per head of population.
- Number of deaths of riders and passengers of two-wheeled motor vehicles per head of population.
- Pedestrian deaths per head of population.
- Pedal cycle deaths per head of population.
- Car occupant deaths per head of population.
- Accidents per 1000 registered vehicles.
- KSI as percentage of all collisions
- Fatal casualties as percentage of all casualties.
- Number of fatal and serious collisions compared with 1989.
- Number of casualties compared with 1989.

Although much of this information is contained in Road Accidents Great Britain and held on the National Accident Database, considerable (costly) assistance was sought from Transport Research Laboratory.

Appendix D

OUTCOME		OUTPUT	PROJECTED OUTPUT	INPUT	COST	PARTNERS
Primary	Secondary					
A reduction in the number and severity of road accident casualties	Identification of sites where accidents occur and reduction of risk	Low cost/high value engineering schemes at individual sites (local safety schemes) or road lengths (mass action sites) where a pattern of accidents can be treated effectively	x schemes to be started in 1999/2000	y members of staff Research, design and implement	£z in 1999/2000	
Slightly injured casualties contained at the level of 1999						
Support key issues of National Road Safety Strategy	Reduction of the risk of skid related accidents	To investigate all sites		SCRIM programme on principal road network	Cost of programme	
		To investigate the potential of new road surfacing materials and techniques to achieve improved skid resistance, spray suppression and noise reduction		Carry out trials, assess and report on the potential for the future use of these materials	Cost of trial	
	Reduction of the risk of accidents due to icy roads or to adverse winter road conditions	To implement a programme of precautionary salting runs	To ensure that 90% of salting runs are completed within four hours of the required start time	Treat 2164 km of roads	Winter maintenance budget	
	To tackle the problem of inappropriate speed (Speed Management)	Traffic Calming Schemes	No of schemes	Staff resource		
		Speed Limit Policy	Apply as appropriate			
		Schools 30mph zones	Complete programme			
		Use of Speed Camera Technology	Ensure effective use of cameras	24 fixed site seven cameras		Lincolnshire Police
		Anti-Speed Publicity Campaigns	Ongoing programme		£5000 in 1999/2000	Lincolnshire Police
	Address the needs of vulnerable road user groups	Pedestrian Crossing Facilities for disabled people	Identify need			
		Safe Routes To School	Devise and implement strategy	Staff resource		
		Community Travel Zones	Devise and implement strategy	Staff resource		
		Skills Training for Cyclists	Implement programme	Staff Resource		Schools; C.T.C.
		Skills Training for Pedestrians	Devise suitable programme	Staff Resource		Lincolnshire Health
		Promotion of cycle helmet use	Devise suitable strategy	Staff Resource		Lincolnshire Health
	Raise driving standards	Defensive Driver Training	Implement programme	Staff Resource		
		Driver Improvement Scheme	Continue Programme	Staff Resource		Lincolnshire Police
		Driving Advantage (over 55's)	Continue Programme	Staff Resource		Lincolnshire Health
		Pre-Driver Training	Continue Programme	Staff Resource		Schools; Colleges Youth Clubs
		"Management of Occupational Road Risk"	Implement programme of Employer awareness raising		£4000 in 1999/2000	All employers
	Support road safety education in schools and colleges	Provide support/advice/information/ appropriate teaching resources	Continue programme and refine/amend as appropriate	Staff Resource		Schools; Colleges, LEA
	Develop effective partnerships with Police and Health Authority	Publicity Campaigns eg Drink / Driving; Anti-Speeding; Promotion of Safer Walking and Cycling;	Continue programme as appropriate	Staff Resource Advertising Costs		Lincolnshire Police Lincolnshire Health

	PERFORMANCE INDICATORS FOR ROAD SAFETY		
Indicator	Measurement and Target (if appropriate)	Type of Indicator	Importance
		Achievement Customer Satisfaction	1=Highest 3=Lowest
GENERAL			
Casualty and Accident Reduction	1. 40% reduction in fatal and serious (KSI) casualties by 2010	Achievement	1
	2. 50% reduction in fatal and serious (KSI) child casualties by 2010	Achievement	1
	3. 10% reduction in slight casualties per 100 million vehicle km		1
Speed Reduction	1. X% reduction in speed on certain types of road (subject to National Speed Review) 2. Introduction of Speed Management Strategy	Achievement Quantitative Activity	1
Financial performance	Road Safety budgets within budget parameters at each year end	Achievement Quantitative	1
STUDIES			
Accident Reduction	No. of fatal and serious accidents (KSI) per 100,000 vehicle miles on principle roads	Achievement Quantitative	1
AIP schemes	1. No of schemes investigated each year	Activity	3
	2. No of accident reports compiled each year	Quantitative	1
Involving users	1. %age of requests for information processed within 5 working days	Customer Satisfaction	2
	2. No of districts/parishes consulted on accident studies	Quantitative	
Traffic Growth	1. Traffic Growth by mode (i.e. cycles, pedestrians, bus car, lorry etc). (LTP) 2. Changes in modal split by time of day (e.g. growth in use of public transport for evening journeys). 3. Changes in travel patterns for particular types of journey (e.g. growth in people commuting by non-car modes, safer routes monitoring).	Achievement Qualitative	1
Speed Monitoring	(see under general road safety)		1
LOCAL			
Number of road accident casualties by 2010	Reduce no of casualties to meet targets for 2010 Qualitative	Achievement	1
Number of residents for every casualty in	Reduce the number of casualties per population levels (i.e. 1 per x residents)	Achievement	3
Reduce the speed of traffic on roads defined in road hierarchy as "main" roads	Reduce 85%ile speeds by 10% on average on roads selected to provide sample	Achievement Quantitative	2

Appendix E

CHILD SAFETY AUDITS

The strategy to reduce road casualties in 'Tomorrow's Roads - A safer way' (DTLR) introduced the idea of local authorities carrying out Child Safety Audits to help them gauge whether local roads actually were becoming safer for children.

DTLR did not wish to stipulate what those audits should consist of however, and Wendy Broome offered to put together a paper for delivery at the 2001 RoSPA Road Safety Congress. This paper and attached assessment guide offers the LARSOA perspective on the content and purpose of Child Safety Audits.

One of the first questions to ask is 'from whose perspective is the audit to be carried out' Is it from a child's perspective or an adults? And is the perspective of a parent or grandparent of a young child different than that of a driver?

If its from a child's perspective there is ample evidence from the work carried on the development of Safer Routes to School and Home Zones projects , of what children want. They want:

- to be able to play, have access to playgrounds, parks, swimming pools, shops
- to be able to ride their bike and hang out with friends
- to be able to walk or cycle to school - there are some concerns around walking to school that involve fear of bullying, rough horseplay, limited fear of abduction,
- to be able to cross with a school patrol without someone driving round them the middle of the road

For parents and carers fear of abduction looms large, fear of traffic accidents, ensuring children don't truant, some concern around bullying if children have raised it

For drivers the main concern appears to be how to get from one place to another as quickly and as smoothly as possible without hindrance by children lollipop patrols.

The basic problem is that young children are protected from traffic, so don't develop the necessary strategies and skills to cope with traffic., They grow into de-skilled, vulnerable teenagers, and adults - who then join the rest of the driving population.

And of course there are other equally vulnerable groups of people trying to improve their quality of life, and that includes being able to walk and cross the road without fearing for life and limb

The first step in the audit process has to be an examination of casualty statistics. We need to know what we have to do to change the culture of society and local communities. Because it is at the local community level that we come face to face with the people who can make a difference.

People who care, people who engage with other people. Schools are good communities to start with - we know that not many child casualties happen on the way to or from school, but what happens to a child away from school can have a big impact on the school community. Much discussion happens in class, positive discussion around ways of dealing with problems, lessons to be learned.

Lancashire, Oxfordshire and Hertfordshire are developing ways of tracking our successes, and recording how we engage with communities.

Lancashire has developed a school tracking system. Each school is entered and all data pertaining to that school is recorded - details of all the road safety services given to the school, and any accident data for pupils identified as attending the school. The data enables a report to be generated to the Head, Chair of Governors, and school road safety co-ordinator. The system also records all school crossing patrol data. Lancashire is offering the system free to any RSO who would like a copy of it and can access 'Access 2000'.

This enables an informed discussion at the school between the road safety officer and that group of people to see what can be done by the school community to address those problems. This will obviously include any training issues - cycling, pedestrian, and education programmes to be planned into the curriculum, and supporting resources identified.

Oxfordshire have developed a Child Safety Audit programme. In looking at the county's data, they decided that they would be concentrating on child pedestrians and cyclists. Data is broken down for a specific community to include data about accidents on school journeys, and which schools the pupils attend.

The data identified which schools the road safety officers should contact to discuss their problem, which ones should be candidates for safer routes projects, and which primary feeder schools should also be contacted. Safety engineers also investigate the area to see if any remedial measures are appropriate, or could be integrated into any other work that is due to happen in the area.

Local authorities are encouraging schools to be actively involved in the development of safer routes to school projects, including the development of Walking Bus routes. We should not consider that development complete until they have a termly reporting process on the number of parents driving their children to school, and the number of children walking to school, including those using Walking Bus routes. The school should be reporting this information within the schools annual report to parents, and in our experience Ofsted inspectors are looking at what's happening with the monitoring data when the school has a clear 'transport' policy.

In Hertfordshire, all of our schemes in the county are now developed around 4 themes

- ensuring that there is commitment from the school and parents to make the scheme a success
 - parents have poor perceptions about their childrens safety that leads them to drive their children to school so traffic increases
 - so parents feel that the road has become more dangerous
 - so fewer children will ride or cycle to school
 - so traffic increases and on and on.
- the school has to agree that there will be curriculum time to develop issues around the scheme with pupils, not least safety issues.
- We discuss the hard engineering features that may or may not be implemented in the scheme, the development of Walking Bus routes, involvement in Walk to School week and cycle week, competitions, school articles newsletters etc to keep the level of awareness high in the local community
- the development of the school travel plan, key to setting the policy objectives for the school, and the monitoring processes that are needed

We must keep data on the number and ratio of children accessing pedestrian and cycling training courses. If cycle training is an objective for authorities then we should ensure that it conforms to the highest possible standard. Local authorities road safety officers who have been, or are going, through Best Value reviews have to justify arguments for these services when these classes of casualty are relatively low- perhaps we can argue for their continuation as a pre-driver training education process in their own right.

Local authorities must set traffic reduction targets- we know that the amount and speed of traffic plays a huge part in determining whether parents or any vulnerable road user feels safe in the road environment. We are going to have to monitor and report on traffic reduction or growth.

And of course there is the one issue that generates more phone calls, letters and press than any other - speed of traffic. How many local authorities are introducing 20mph limits around schools. We should have definitive data about speeds around schools in Safer Routes areas. How easy is it to introduce Home Zones with 20mph limits. How many of us have a policy that any new housing developments will have a 20 or 10mph speed limit as standard? Local people say they want lowered speed limits, in democratic consultation processes. How do we convince the unconvinced that speed matters to people and is the biggest deterrent to parents allowing children independent mobility?

Do we have local pedestrian strategies. Do they identify a pedestrian network giving access to the places that children and other vulnerable users would wish to visit. Do we have targets for improving provision?

And the future? We want street scenes - particularly around schools that are not dominated by the car, and to achieve that we need schools to tell parents that they are actively seeking to deter parents from driving their children to school every day.

So a Child safety audit begins with casualty data - but how should we record how we engage the community, making them own their behaviour. How do we make sure that the empirical basis for Best Value reviews doesn't completely devalue the hearts and minds focus of our work. How do we monitor and record empirical evidence of the cultural change that must happen if child safety is going to improve?

We need:

- evidence of increased levels of walking and cycling, its evidence of school crossing patrols manning sites
- evidence of increased direct community involvement and ownership of schemes through local fora
- evidence of reducing traffic levels, or better traffic management and road hierarchy to improve the road environment for vulnerable users
- evidence of the number of schools with active school transport plans, with policies, and with monitoring systems to support them
- evidence of fewer parents driving children to school, or driving them on fewer occasions. Its knowledge of school bus routes and that patronage.
- evidence of reduced speeds in residential areas, the number of local authorities who have targets to increase the number of 20mph and or Home Zones, the number of local authorities who have a planning policy that determines new residential developments with 10 or 20mph speed limits.
- evidence of local authorities with targets to improve their pedestrian network and cycle network

The attached forms offer a suggestion for ways of carrying out year on year audits to see whether we are achieving a safer road environment for children.

CHILD SAFETY AUDITS

		00/01 Target reduction and performance	01/02 Target reduction and performance	02/03 Target reduction and performance	03/04 Target reduction and performance	04/05 Target reduction and performance
Child KSI	Pedestrians Bicycle Car User Others					
Slight injuries	Pedestrians Bicycle Car User Others					
% of School Crossing Patrol sites manned (permanent or relief)	Total No.Sites	%	%	%	%	%
% of sites vacant more than 6 months	Total No.Sites	%	%	%	%	%
% of School with Transport Plans/Policies	Total No. Schools Primary Secondary	% % %	% % %	% % %	% % %	% % %
% increase in numbers of Primary age parents/children walking to school where 'Safer Routes to School' schemes have been implemented	Total number of schools with SRTS schemes	%	%	%	%	%
% decrease in numbers of parents of Primary age children driving children to school, where Safer Routes to School' schemes have been implemented	Total number of schools with SRTS schemes	%	%	%	%	%
% increase in numbers of Primary age pupils cycling to school where Safer Routes to School' schemes have been implemented	Total number of schools with SRTS schemes	%	%	%	%	%

CHILD SAFETY AUDITS

		00/01 Target reduction and performance	01/02 Target reduction and performance	02/03 Target reduction and performance	03/04 Target reduction and performance	04/05 Target reduction and performance
% increase in bus usage by pupils and students						
% increase in number of school bus routes						
Does your authority have a target to increase the number of 20mph schemes or Home Zones	What is	Performance	Performance	Performance	Performance	Performance
Do you have a target to improve your pedestrian network	What is the target	Performance	Performance	Performance	Performance	Performance
Do you have a target to improve your cycle network	What is the target	Performance	Performance	Performance	Performance	Performance
Do you have a policy requiring residential developments to have a 10 or 20mph maximum speed limit	Yes No					

Appendix F