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***“Making Roads Safer With You”***

## **PARTNERSHIP STANDARD**

Version 1  
(26/09/2007)

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## Core Partners

The Thames Valley Safer Roads Partnership (TVSRP) is not a legal entity in its own right but has been established to discharge some of the Powers and Duties of the Core Partners to improve road safety in the Thames Valley area. All Core Partners have signed the Memorandum of Understanding attached at Annex A.

The Core Partners of TVSRP are:

Bracknell Forest Borough Council	<a href="http://www.bracknell-forest.gov.uk">www.bracknell-forest.gov.uk</a>
Buckinghamshire County Council	<a href="http://www.buckscc.gov.uk">www.buckscc.gov.uk</a>
Crown Prosecution Service	<a href="http://www.cps.gov.uk">www.cps.gov.uk</a>
Her Majesty's Court Service	<a href="http://www.hmcourts-service.gov.uk">www.hmcourts-service.gov.uk</a>
Highways Agency	<a href="http://www.highways.gov.uk">www.highways.gov.uk</a>
Milton Keynes Council	<a href="http://www.milton-keynes.gov.uk">www.milton-keynes.gov.uk</a>
Oxfordshire County Council	<a href="http://www.oxfordshire.gov.uk">www.oxfordshire.gov.uk</a>
Reading Borough Council	<a href="http://www.reading.gov.uk">www.reading.gov.uk</a>
Royal Borough of Windsor & Maidenhead	<a href="http://www.rbwm.gov.uk">www.rbwm.gov.uk</a>
Slough Borough Council	<a href="http://www.slough.gov.uk">www.slough.gov.uk</a>
Thames Valley Police	<a href="http://www.thamesvalley.police.uk">www.thamesvalley.police.uk</a>
West Berkshire Council	<a href="http://www.westberks.gov.uk">www.westberks.gov.uk</a>
Wokingham District Council	<a href="http://www.wokingham.gov.uk">www.wokingham.gov.uk</a>

All Core Partners are represented on the TVSRP Strategy Committee. The Terms of Reference for the Strategy Committee are attached at Annex B.

The Strategy Committee will appoint a Partnership Board to oversee the day-to-day operation of TVSRP. The Terms of Reference for the Partnership Board are attached at Annex C.

## Vision

To secure a safer environment on the roads in Thames Valley by promoting safe driving and riding, reducing collisions and improving safety to protect the health and wellbeing of all road users, residents and visitors in the area.

## Aims

Thames Valley Safer Roads Partnership (TVSRP) has been established to supplement the road safety and casualty reduction activities undertaken by the Core Partners and to enable them to work collaboratively to:

- 1 Reduce the number of collisions on the roads in Thames Valley
- 2 Reduce the number and severity of casualties arising from collisions in Thames Valley
- 3 Improve the quality of life in communities, neighbourhoods and on roads in Thames Valley
- 4 Prevent and detect traffic offences to improve community safety
- 5 Inform road users, residents and other visitors in Thames Valley about local and national road safety issues
- 6 Provide responsive, efficient and effective services to all road users, residents and other visitors in Thames Valley

## Objectives

To support the Vision and Aims, TVSRP has adopted the following objectives:

- 1 To achieve the casualty reduction targets set out in each partner's Local Transport Plan and / or Local Area Agreement
- 2 To enforce traffic offences to achieve casualty reduction targets and other targets set out in the Thames Valley Police Casualty Reduction Strategy
- 3 To use a data, intelligence and research led approach to all partnership activities to ensure effective use of resources to address regional issues
- 4 To use local intelligence and area profiling to address specific local issues within partners' areas
- 5 To educate all identified offenders through the appropriate disposal method
- 6 To set, evaluate, monitor and meet targets for efficiency and performance management
- 7 To be publicly accountable for all partnership funded activities to ensure excellent service delivery

## Purpose

The Road Traffic Act 1988 and the Crime & Disorder Act 1998 place a duty on authorities to address issues of safety in their areas. The Core Partners therefore have a joint responsibility for road safety and casualty reduction so recognise the benefits of joint working to improve road safety and meet agreed targets.

The latest available casualty figures for Great Britain & Thames Valley cover 2006 and data on the economic cost ascribed to such casualties<sup>1</sup> is also available. This information is shown below:

<b>Year: 2006 - Severity</b>	<b>Great Britain - Casualties</b>	<b>Economic Cost - Per Casualty</b>	<b>Thames Valley - Casualties</b>	<b>Economic Cost to Thames Valley</b>
<b>Fatal</b>	3,172	£1,428,460	143	£204,269,780
<b>Serious</b>	28,673	£160,510	1,026	£164,683,260
<b>Slight</b>	226,559	£12,380	8,921	£110,441,980
<b>Total</b>	258,404		10,090	£479,395,020

These figures cannot, however, begin to put a cost upon the human suffering caused and Thames Valley has the highest fatality level in the country bar the Capital.

Advances in vehicle and road design, vehicle safety features and legislation, advances in medicine etc, have all helped to reduce the chances of dying on our roads so much so that the UK is one of the safest places in the world.

However, we cannot afford to be complacent. Nine people dying every day cannot be acceptable and we must aim to further reduce the human suffering and misery, not to mention the £12 billion cost to the nation and the huge losses to industry from the resultant congestion.

The Government's road safety strategy '*tomorrow's roads – safer for everyone*' is the driving force for those delivering road safety. It identifies ten main themes:

- Safer for children
- Safer drivers – training and testing
- Safer drivers – drink, drugs and drowsiness
- Safer infrastructure
- Safer speeds
- Safer vehicles
- Safer motorcycling
- Safer pedestrians, cyclist and horse riders
- Better enforcement
- Promoting safer road use

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<sup>1</sup> 'Road Casualties Great Britain: 2005 Annual Report - Department for Transport (DfT)

It also sets casualty reduction targets for 2010:

- A 40% reduction in the number of people killed or seriously injured (KSI) in road collisions;
- A 50% reduction in the number of children killed or seriously injured (KSI); and
- A 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres.

compared with the average for 1994 – 1998.

Performance to date across the Thames Valley region is encouraging: by the end of the seventh year (2006) of the campaign (2000 – 2010 inclusive), KSI casualties have dropped by 31%, ahead of the trend required to reach the target. In the case of children, KSI casualties have fallen by 63%, with the target already met. Slight injuries, including the traffic flow adjustment<sup>2</sup>, have dropped by 18% so the target has been met. In all cases, the work undertaken so far by Core Partners will need to continue to ensure that all targets are met by the end of 2009.

The challenge is to sustain these reductions through to 2010 and to further reduce them where possible. Some highway authorities have already set themselves more challenging targets under Local Area Agreements with the Government Office for the South East.

The Highways Agency have slightly less demanding targets in relation to their motorways and trunk roads to reflect the higher traffic flows and the higher KSI ratio due to the higher speeds associated with their roads. Motorways and trunk roads have a generally low accident rate per kilometre travelled and are some of the safest roads when the volumes of traffic are considered.

Highways Agency roads account for approximately 15% of all Thames Valley KSIs and the small total length of Highways Agency roads must be borne in mind. The Highways Agency and the local highway authorities will need to continue to work together to identify those high risk sites and suitable solutions for those sites and to ensure that those risks are not transferred to local roads.

In the second three-year review of the Government's road safety strategy, based on data to the end of 2005, the DfT identified the following areas of continuing concern or where more action is needed to ensure that the casualty reduction targets are met:

- Poor progress in reducing the number of deaths (Deaths down by 11% vs. KSIs down by 33%)
- Increase in collisions involving bad driver behaviour, e.g. single vehicle
- Drink drive deaths have increased
- One third of people dying are not wearing seatbelts
- Inappropriate and excessive speed remain a significant problem

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<sup>2</sup> The most recent data for vehicle rates is from 2004

They also noted three groups of motorists who are over represented in collisions:

- Motorcyclists
- Young drivers
- Those who drive for work

Most of the casualty reductions to-date can be attributed to; infrastructure improvements, improved vehicle technologies and, improved speed management

One of the key recommendations was that stronger and deeper partnerships should be formed between stakeholders and that interventions should be data led; specifically:

- Problem locations or groups should be identified from casualty statistics
- Packages of measures, tailored to specific groups or on particular issues are often the most cost effective way to reduce casualties
- Co-ordinated approaches between enforcement and publicity work well
- Technology and infrastructure improvements need to continue

Many road safety and casualty reduction activities are undertaken by Core Partners within their own organisations and these will continue to suit local needs and priorities. However all Core Partners recognise that some road safety and casualty reduction activities are best delivered in partnership with other Core Partners. It is these activities that TVSRP has been established to deliver.

## Activities

The original Thames Valley Safer Roads Partnership was created in April 2000 to deliver speed and red light camera enforcement as part of the national safety camera programme. Since that time, the partnership has only been able to deliver activities specified in the DfT Handbooks that controlled that programme.

From April 2007, the funding previously ring-fenced for safety camera activity has been allocated to highway authorities to spend on any road safety activities necessary to achieve the casualty reduction targets. Whilst speed and other traffic enforcement will remain a key function of the new TVSRP, the range of activities undertaken will be broadened and tailored to improve the safety and quality of life in communities, neighbourhoods and on the roads in the Thames Valley area.

Generally, TVSRP will adhere to national guidance issued by the Department for Transport unless agreed and suitably recorded by the Partnership. Activities undertaken by TVSRP on behalf of the Core Partners include:

### Data

The primary activities of TVSRP will be data and intelligence led so the Partnership Team will provide a data management function. The two principal types of data managed by the Partnership Team will be:

*Collision data* – TVSRP will centrally manage the injury collision statistics arising from data collected by Thames Valley Police and inputted by the highway authorities. This central management of data will enable timely, accurate and consistent data to be available for use by all Core Partners as required.

*Speed data* – TVSRP has historically collected speed data at existing or proposed new safety camera sites. TVSRP will continue to collect this data and provide functionality to allow similar data from all partners to be displayed at the same time. By making this available to all Core Partners a greater understanding of speed patterns will be achieved.

*Data analysis* – The Partnership Team will provide regular reports to all Core Partners in respect of the latest trends in collisions and casualties. These reports will focus on the central priorities set for TVSRP and will also cover specific local issues where required. In addition to the regular reporting, the Partnership Team will provide ad-hoc analysis to support campaigns, press requests and any other TVSRP issues that may arise.

### Enforcement

Enforcement remains the sole responsibility of Thames Valley Police. All agreed TVSRP enforcement activities will be managed and recorded centrally by the Partnership Team in accordance with the agreed Enforcement Strategy attached at Annex D.

*Safety cameras* – There are a large number of existing safety camera sites that TVSRP will operate and review to ensure that the continued use is effective at reducing speed and casualties. TVSRP will centrally maintain all safety cameras keeping the Core Partners advised of problems in their area. The Core Partners will select new sites where there has been a history of speed related collisions or where there is local community or neighbourhood concern that indicates camera enforcement is the right solution.

*Road Safety Constables* – The Core Partners will work collaboratively and use local knowledge to identify locations where enforcement is required to improve compliance with road traffic laws that are also expected to improve road safety or reduce casualties. TVSRP enforcement activities will be directed where they can improve seat belt compliance, reduce mobile phone use whilst driving, reduce drink or drugs driving and highlight the dangers of fatigue whilst driving in accordance with local priorities.

*Processing* – TVSRP will process all identified offenders as a result of enforcement undertaken through the appropriate disposal method including follow up enquiries where necessary. This activity encompasses the work of the TVP Fixed Penalty Office, as well as the HMCS Payments Office and Courts.

#### Education, Training and Publicity (ETP)

Many ETP initiatives and activities are already undertaken directly by the Core Partners and this will continue to suit local priorities. TVSRP will undertake ETP activities to support the national THINK! campaign, where a regional campaign is required or where best value can be achieved due to economies of scale. All agreed TVSRP communications activities will be managed and recorded centrally by the Partnership Team in accordance with the agreed Communications Strategy attached at Annex E.

*Thames Valley and Regional campaigns* – The Core Partners will agree those campaigns that TVSRP can best deliver regionally to raise awareness or improve road safety to reduce casualties. TVSRP will also develop campaigns taking advantage of identified best practice or with neighbouring Partnerships where it is in the Core Partners best interests to do so.

*Media activities* – TVSRP will provide proactive media briefings and information to publicise and inform the public about the activities of the partnership. TVSRP will also provide a reactive response to all media enquiries relating to the work of the partnership, seeking guidance and assistance from Core Partners as required.

*Website* – TVSRP will provide and maintain a website that will detail the work of the partnership and provide other relevant information.

*Diversionary Education Courses (DEC)* – Thames Valley Police will identify suitable candidates to be offered a DEC and TVSRP will process these to ensure that the course is completed and recorded or is subject to an alternative disposal method.

## Finance, Monitoring and Research

The activities undertaken by TVSRP will be monitored by the Partnership Team to ensure that they are continuing to deliver the Vision, Aims and Objectives. The Partnership Board will receive regular reports on activities undertaken and progress towards targets. These reports and any issues relating to them will be forwarded to the Strategy Committee

A key responsibility of the Partnership Team will be to review all claims for costs incurred by Core Partners for partnership activities. All expenditure will be reviewed against budgets approved by the Strategy Committee and any spend outside of these budgets will be passed to them for their consideration.

The Core Partners will from time to time consider what research is necessary to further improve the performance or delivery of activities from TVSRP. Any research will be managed by the Partnership Team and final reports will be made available to all Core Partners as necessary. If a specific research project can only be carried out by a third party the Strategy Committee will be required to approve any necessary budget before work is commissioned.

## Targets / Performance Management

### **Casualty Reduction**

#### Target 1

To achieve at all TVSRP speed and red light enforcement sites:

- a) A 40% reduction in KSI casualties; and
- b) A 20% reduction in all casualties.

#### Target 2

Through enforcement, education, training and publicity:

- a) Improve driver seatbelt wearing rates to 96% by March 2011 from the current baseline of 92%
- b) Reduce the use of hand-held mobile phones by drivers within Thames Valley from the current baseline of 1.7% to 1% by March 2011.

### **Enforcement and processing**

#### Target 3

To undertake 7,200 days of fixed camera enforcement, and 11,160 hours of mobile speed camera enforcement per annum.

#### Target 4

To undertake 8,064 hours (90% of available time) of road safety activity per annum using partnership employed Road Safety Constables.

### **Education, Training and Publicity**

#### Target 5

To educate 100,000 identified offenders by offering and completing *Diversionary Education Courses* for speeding, mobile phone, seatbelt and motorcycle related offences.

#### Target 6

To raise the level of prompted public awareness of TVSRP from its current level of 13% to 25% by March 2011.

### **Efficiencies**

#### Target 7

To reduce the total partnership budget by a minimum of 4.3% for the financial year 2008 – 2009 and to identify areas of increased savings in partnership operations where there is reducing workload.

#### Target 8

To process 95% of Conditional Offers through to payment or court.

### **Service Delivery**

#### Target 9

To provide accurate and complete collision data to all partners and the DfT no later than three months after the end of each period.

Target 10

To determine the current public net satisfaction of the services and activities provided by TVSRP and to significantly raise the level through improved Partnership operations.<sup>3</sup>

Target 11

To raise the level of core partner net satisfaction with the services and activities provided by the TVSRP partnership team to 95% by March 2011.

Target 12

To respond to at least 90% of public enquiries received by the Partnership Team within 10 working days.

The Partnership Team will monitor all targets and performance management indicators and progress towards these will be reported to and considered by the Strategy Committee and Partnership Board at each meeting.

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<sup>3</sup> To be finalised in Spring 2008

## Accountability

All Core Partners have signed a Memorandum of Understanding (Annex A), which sets out how, and why TVSRP has been established, what its primary activities are, what each Core Partner is expected to contribute and how each Core Partner and TVSRP is publicly accountable.

The TVSRP website - [www.saferroads.org](http://www.saferroads.org) - will include full and accurate up-to-date information about the partnership, its activities and contact information.

All requests made under the Freedom of Information Act will be handled by the Core Partners. Where a request is received directly by the Partnership Team, this will be referred to the appropriate Core Partner to consider how the request should be handled.

TVSRP will produce an Annual Report highlighting activities undertaken, achievements, collision and cost savings and how it has been responsive to local needs. This can then be used to inform future Local Transport Plan delivery reports.

TVSRP will hold at least one Strategy Committee meeting per year in public that will be attended by elected members from the Core Partners and at which the following will be discussed:

- The budget for the next year,
- The accounts for the last year
- A summary of the activities undertaken for the last year
- A summary of the achievements for the last year

The structure of TVSRP and its relationship with the Core Partners and its sub-committees is shown on the attached diagram. The sub-committees will be reviewed and revised as necessary to reflect the new TVSRP structure.

