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To: Kent Community Safety Partnership – 21st March 2018
Classification: For Information
Subject: Kent and Medway Road Casualty Reduction Partnership

Summary This report outlines the purpose and structure of the Kent and Medway Road Casualty Reduction Partnership, whose aims support community safety

1.0 Background

- 1.1 Across Kent and Medway in 2017 over 900 people suffered life-ending or life-changing events on our roads. Additionally, a further 5,000 slight injuries were recorded.
- 1.2 Kent County Council, as other local Highway Authorities, has a Statutory Duty under the Road Traffic Act 1988 for 'road safety' and this incorporates crash data collection and analysis, provision of information, advice and training for road users, and providing an appropriate Highway to enable safer travel.
- 1.3 Other partners in Kent and Medway have similar Statutory Duties and all share the moral imperative to reduce harm on the roads.

2.0 Introduction

- 2.1 The Kent and Medway Road Casualty Reduction Partnership (KMRCRP) is made up of Kent County Council, Medway Council, Kent Police, Kent Fire and Rescue Service and Highways England.
- 2.2 The purpose of KMRCRP is to provide the platform for road safety professionals to coordinate collaborative activity, focused on reducing death and injury on the roads of Kent and Medway.
- 2.3 KMRCRP focuses primarily on affecting the main crash causing behaviours (the Fatal 4) through Education and Enforcement; whilst Engineering for a safer environment is discussed by the partners, the activity happens through Highway Authorities' established processes and principles.
- 2.4 There always has been good working relationships between the key partners and in 2008 a formal partnership group formed to enhance casualty reduction activity across Kent.

3.0 KMRCRP Structure and resourcing

- 3.1 Following a review of existing partnering arrangements, in 2015 a new structure was agreed, along with a renewed commitment from partners, as a way of providing effective focus on the main casualty causing issues and locations.
- 3.2 The Partnership is governed by a Strategic Board, attended by Cabinet Member and Head of Service (KCC), Assistant Chief Constable and Director of Operations (KFRS). The Police and Crime Commissioner is also represented. The Board confirms organisational commitment and may eventually control resourcing for partnership activities.
- 3.3 Under the Board is a Delivery Group made up of middle managers with direct responsibility for organisational resources used in casualty reduction Education and Enforcement. This group initiates and reviews partnering activity based on intelligence to identify key target groups. The Delivery Group is poised to recruit a Partnership Co-ordinator who will become the focal point for KMRCRP.
- 3.4 Individual Working Groups of practitioners are appointed by the Delivery Group as necessary, to focus on specific partnering projects e.g. Licence to Kill, Kent and Medway Safety Camera Partnership, specific public awareness campaigns like Drink Drive.
- 3.5 KMRCRP uses the National Police Chiefs Council's roads policing calendar as the basis for activity, especially linking monthly public awareness campaigns with planned police enforcement operations.

4.0 KMRCRP links to KCSP

- 4.1 Synergies between KMRCRP and community safety / KCSP priorities are clear and the Board has discussed opportunities to combine with KCSP or remain separate. The current view is that the complex casualty reduction agenda lends itself to a separate strand of activity and governance.
- 4.2 KMRCRP is represented at the KCSP Working Group and in turn KCSP is represented at both KMRCRP Strategic Board and Delivery Group.
- 4.3 The KMRCRP activity calendar is shared with KCSP and made available to local CSPs.
- 4.4 There are examples of CSPs supporting broader KMRCRP messages by exploiting local engagement opportunities, e.g. town centre teams helping to disseminate anti-drink drive messages to pubs and clubs, Community Wardens providing road safety advice to schools, etc.
- 4.5 KMRCRP are looking to formalise such opportunities to ensure consistency of message and this will be helped by the cross partnership links.

5.0 Next Steps

- 5.1 KMRCRP recognises it cannot deliver activities to address every actual or potential road safety concern, so the Partnership will focus on the main and emerging concerns as a matter of priority.
- 5.2 The Partnership will not be able to deal with local community concerns specifically and would benefit from the support of CSPs to deliver messages locally and supply consistent, accurate advice.
- 5.3 There is benefit in District CSPs supporting casualty reduction messages even where 'road safety' is not a local priority.
- 5.4 Community safety teams would benefit from receiving development from KMRCRP to establish base level insight into important and consistent public awareness messages.

6.0 Recommendations

- 6.1 The KCSP is asked to note:
 - the purpose and structure of KMRCRP
 - that the KMRCRP maintain and strengthen its relationship and links with the KCSP
 - there are benefits in local CSP support for KMRCRP messages
 - that consistent messages are important to support community safety

For Further Information:

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