



# Safe System Capacity Survey

2023

Results



## With Support From:

RSGB, Roadsafe, CIHT, PACTS,  
ADEPT, Road Safety  
Foundation, Institute of  
Highway Engineers, RAC  
Foundation, IAM

# Introduction



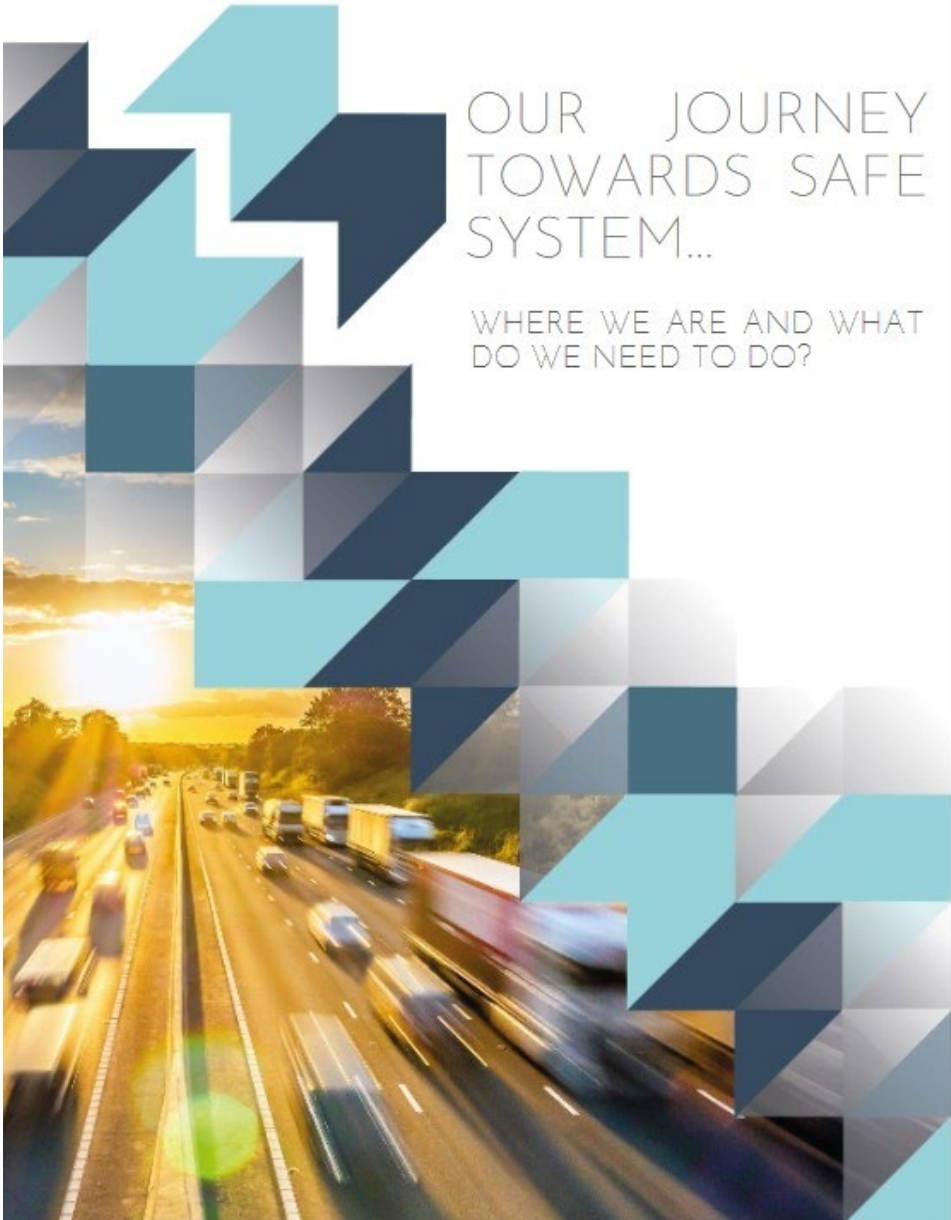
- Annual survey launched in 2022
- Provides a snapshot of sectoral capacity and the state-of-play around Safe System efforts
- Gather collective insight to share ongoing strengths and frustrations



APRIL 2023

## OUR JOURNEY TOWARDS SAFE SYSTEM...

WHERE WE ARE AND WHAT  
DO WE NEED TO DO?



# Baseline Survey 2022

- Focus on stakeholders who deliver locally, regionally and nationally within UK
- Key insights around sector-wide variations between different organisations, roles and regions.
- **Core observations:**
  - Benefits of delivering against the Safe System
  - Lack of leadership and guidance hindering progress
  - Strategy developments needed
  - Momentum in the recognition of the Safe System levers as critical to success
  - The power of robust governance, target-setting and measurement of metrics through data collection all identified as core development areas

<https://agilysis.co.uk/publications/#152-150-wpfd-white-papers>



# Safe System Capacity Survey 2023



- Designed to open the exercise to other organisation types and international stakeholders
- 530 total responses
  - 117 completed responses
  - 413 partial responses
  - 404 answered Q1; 226 > Q1

| What type of organisation do you work for in the UK? |  |                  |                |
|--|--|------------------|----------------|
| Answer Choice  |  | Response Percent | Response Total |
| 1  | Local highways authority   | 19.1%            | 77             |
| 2  | Police force   | 7.4%             | 30             |
| 3  | Fire and rescue service  | 1.5%             | 6              |
| 4  | Road safety partnership  | 8.2%             | 33             |
| 5  | Transport authority (such as National Highways, Transport for London, Transport Scotland etc). | 5.4%             | 22             |
| 6  | Charity / non-governmental organisation  | 30.4%            | 123            |
| 7  | Other organisation   | 26.0%            | 105            |
| 8  | Organisation outside of UK   | 2.0%             | 8              |
|  |  | <b>answered</b>  | <b>404</b>     |
|  |  | <b>skipped</b>   | <b>126</b>     |



# Local Authority Participation

- Completed by 33 Local Authorities across 9 regions in the UK
- 48% have more than 5 people with road safety as a clear focus of role with 29% having more than 10
- 29% reported a reduction in either capital and revenue in the past 5 years
- 20% reported an increase in capital but only 8% in revenue
- Revenue more likely to have stayed the same

| Role                  | Response share |
|-----------------------|----------------|
| Engineer              | 17.0%          |
| Manager               | 39.6%          |
| Road safety officer   | 24.5%          |
| Transport planner     | 1.9%           |
| Active travel officer | 1.9%           |
| Policy officer        | 0.0%           |
| Data analyst          | 3.8%           |
| Other                 | 11.3%          |

| Region                 | Response rate |
|------------------------|---------------|
| East                   | 18%           |
| East Midlands          | 44%           |
| London                 | 3%            |
| North West             | 22%           |
| South East             | 26%           |
| South West             | 38%           |
| West Midlands          | 29%           |
| Yorkshire & The Humber | 40%           |

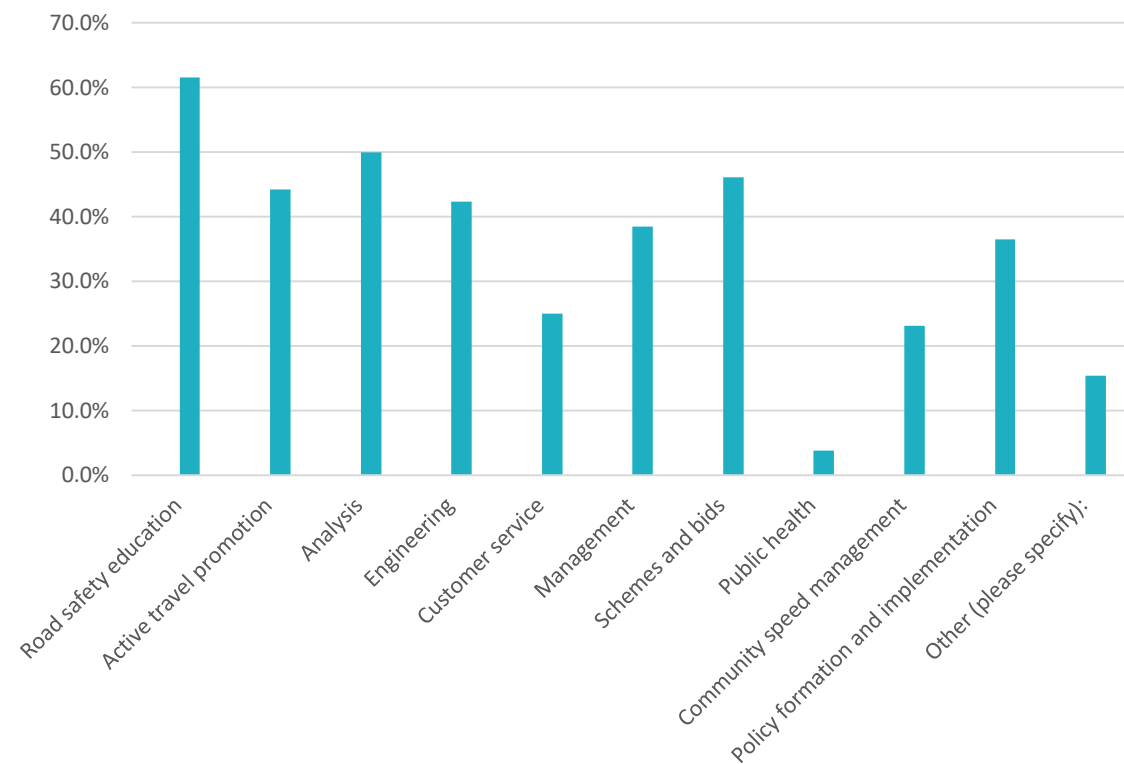
*“With increasing costs and Council budget pressures it is a challenge to maintain road safety budgets. Whilst our targets for KSI reduction are ambitious our budgets do not reflect that ambition generally...”*

*“We have had to increase our capital allocation to allow us to develop some large-scale cluster site schemes”*



# Local Authority areas of focus

| Area of focus                       | Response Percent |
|-------------------------------------|------------------|
| Road safety education               | 61.5%            |
| Active travel promotion             | 44.2%            |
| Analysis                            | 50.0%            |
| Engineering                         | 42.3%            |
| Customer service                    | 25.0%            |
| Management                          | 38.5%            |
| Schemes and bids                    | 46.2%            |
| Public health                       | 3.8%             |
| Community speed management          | 23.1%            |
| Policy formation and implementation | 36.5%            |
| Other                               | 15.4%            |





# Police Force Participation

- Completed by 10 Police Forces across 8 regions in the UK
- 86% have more than 5 people with road safety as a clear focus of role with 81% having more than 10
- 10% reported an increase in capital and revenue funding in the past 5 years
- 41% reported no change in capital and same for revenue
- 30% could not recall any changes in funding levels

| Role                       | Response Percent |
|----------------------------|------------------|
| Traffic management officer | 28.6%            |
| Data analyst               | 4.8%             |
| Collision investigator     | 4.8%             |
| Enforcement officer        | 9.5%             |
| Manager                    | 14.3%            |
| Other                      | 38.1%            |

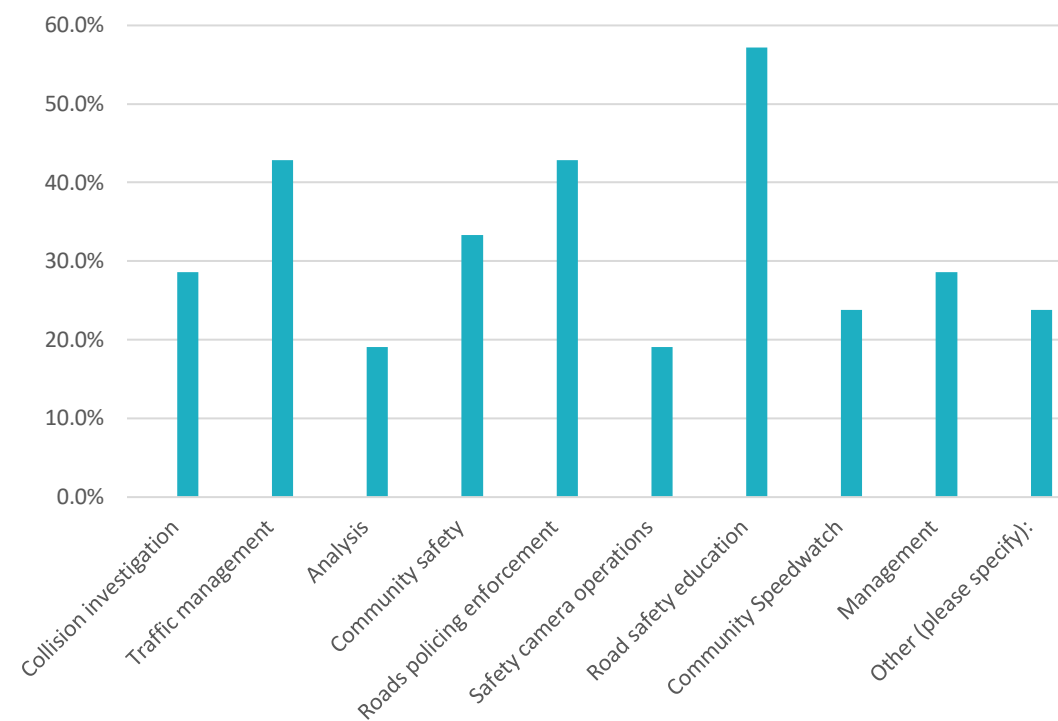
| Region                 | Response rate |
|------------------------|---------------|
| East                   | 20%           |
| East Midlands          | 60%           |
| North West             | 25%           |
| South East             | 20%           |
| South West             | 20%           |
| West Midlands          | 25%           |
| Yorkshire & The Humber | 20%           |

***"Funding is being provided by the partnership for road safety campaigns"***

# Police Force areas of focus



| Area of focus              | Response Percent |
|----------------------------|------------------|
| Collision investigation    | 28.6%            |
| Traffic management         | 42.9%            |
| Analysis                   | 19.0%            |
| Community safety           | 33.3%            |
| Roads policing enforcement | 42.9%            |
| Safety camera operations   | 19.0%            |
| Road safety education      | 57.1%            |
| Community Speedwatch       | 23.8%            |
| Management                 | 28.6%            |
| Other                      | 23.8%            |







# Fire and Rescue Participation

- Completed by 4 Fire and Rescue Service across 3 regions in the UK
- 17% have more than 10 people with road safety as a clear focus of role, most have only 2-5 staff with this focus
- There were no reported increases in revenue or capital, with most saying that there isn't a budget

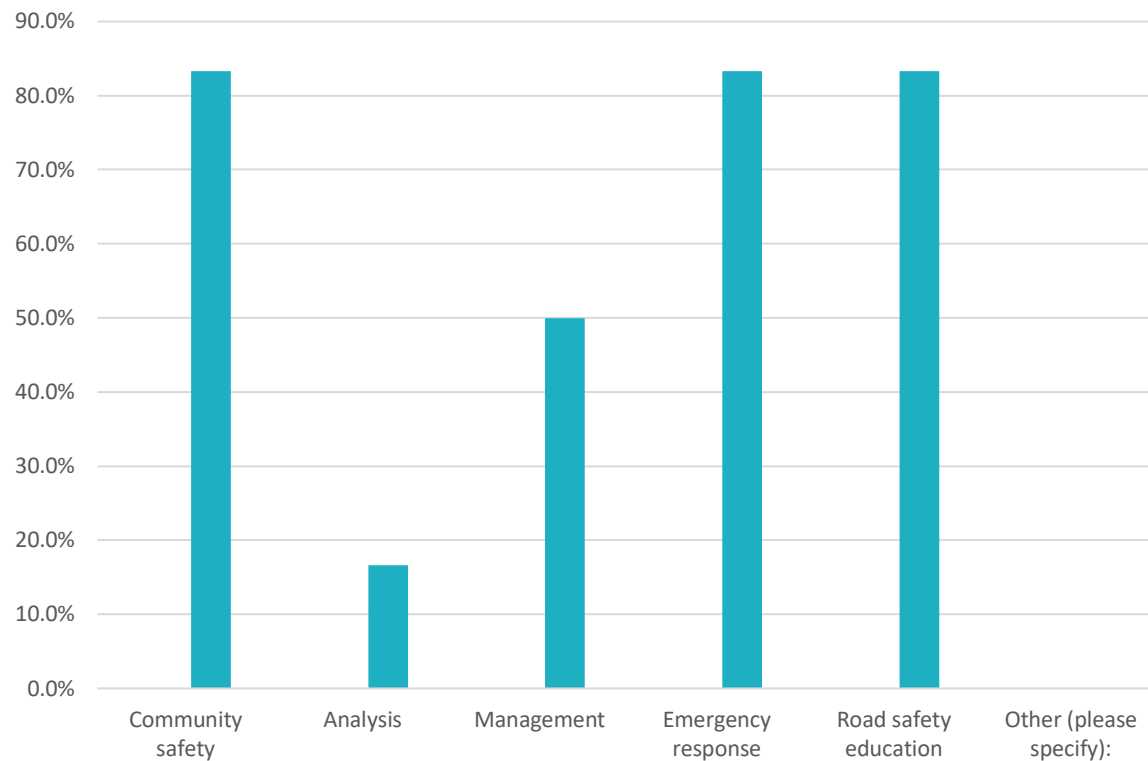
| Role             | Response Percent |
|------------------|------------------|
| Manager          | 83.3%            |
| Firefighter      | 0.0%             |
| Data analyst     | 0.0%             |
| Community safety | 16.7%            |
| Other            | 0.0%             |

| Region        | Response rate |
|---------------|---------------|
| East          | 33%           |
| South East    | 13%           |
| West Midlands | 20%           |

*"There is no specific road safety budget available within the organisation. We generally rely on bids to the Vision Zero partnership or Office of the Police and Crime Commissioner for funding."*



# Fire and Rescue area of focus



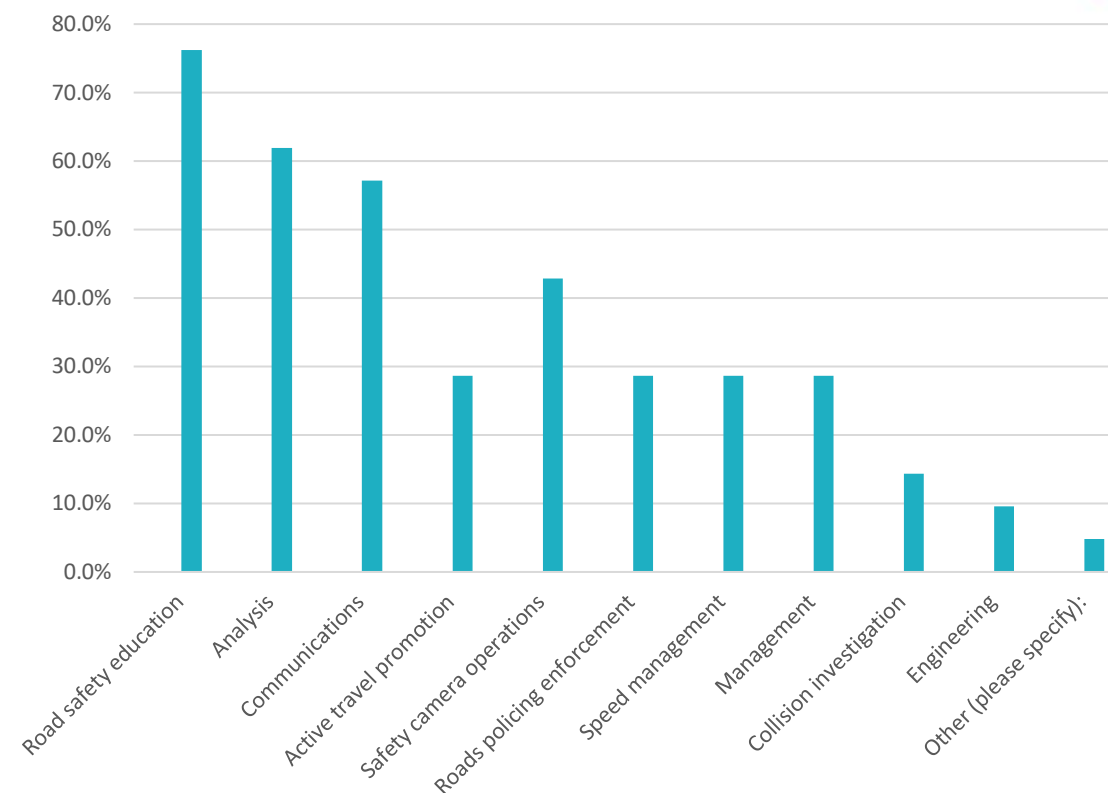
|                       | Response Percent |
|-----------------------|------------------|
| Community safety      | 83.3%            |
| Analysis              | 16.7%            |
| Management            | 50.0%            |
| Emergency response    | 83.3%            |
| Road safety education | 83.3%            |
| Other                 | 0.0%             |



# Partnership responses

- Completed by 8 Partnerships from across the UK
- 62% reported having more than 10 staff with road safety as a clear focus in their role
- More respondents stated that both capital and revenue funding had increased (20%) than had decreased

| Region                   | Participating Partnerships |
|--------------------------|----------------------------|
| North West               | 2                          |
| West Midlands            | 4                          |
| South East               | 3                          |
| South West               | 2                          |
| Yorkshire and the Humber | 5                          |
| Other                    | 4                          |

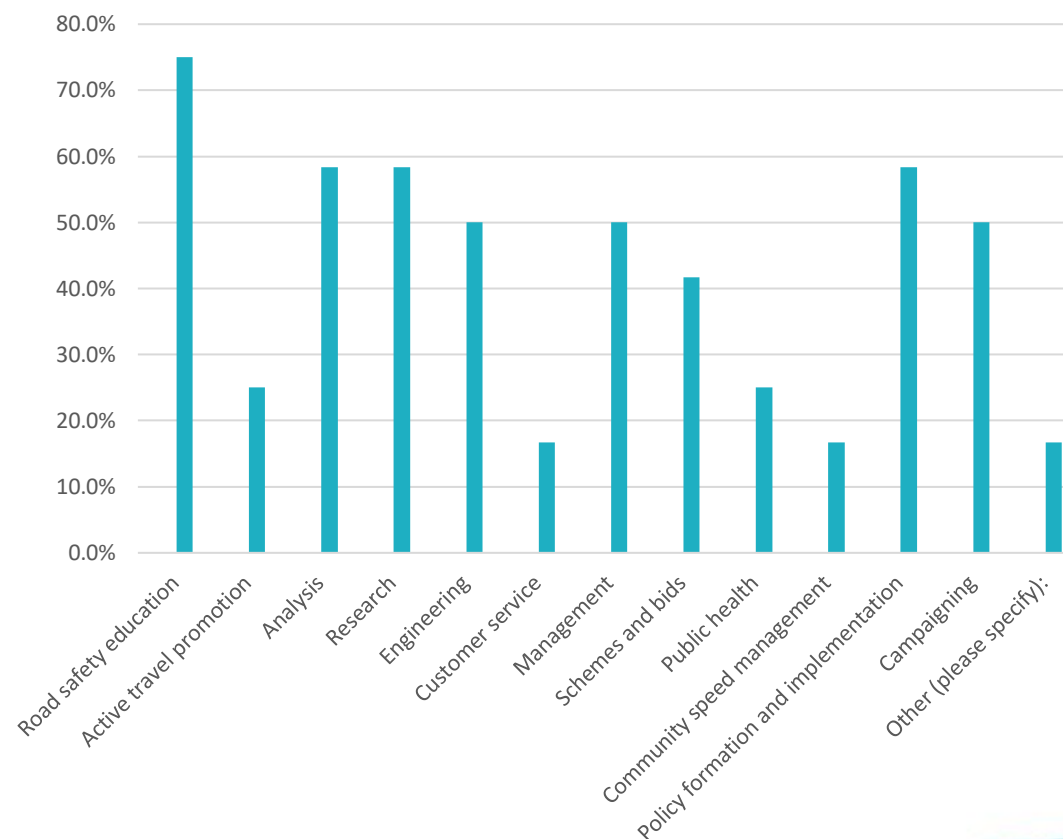


# Transport Authority responses



- Completed by 6 Transport Authorities
- Majority reported having more than 10 staff with a road safety focus (83%)
- More likely to say both capital and revenue funding have decreased rather than increased over last 5 years.

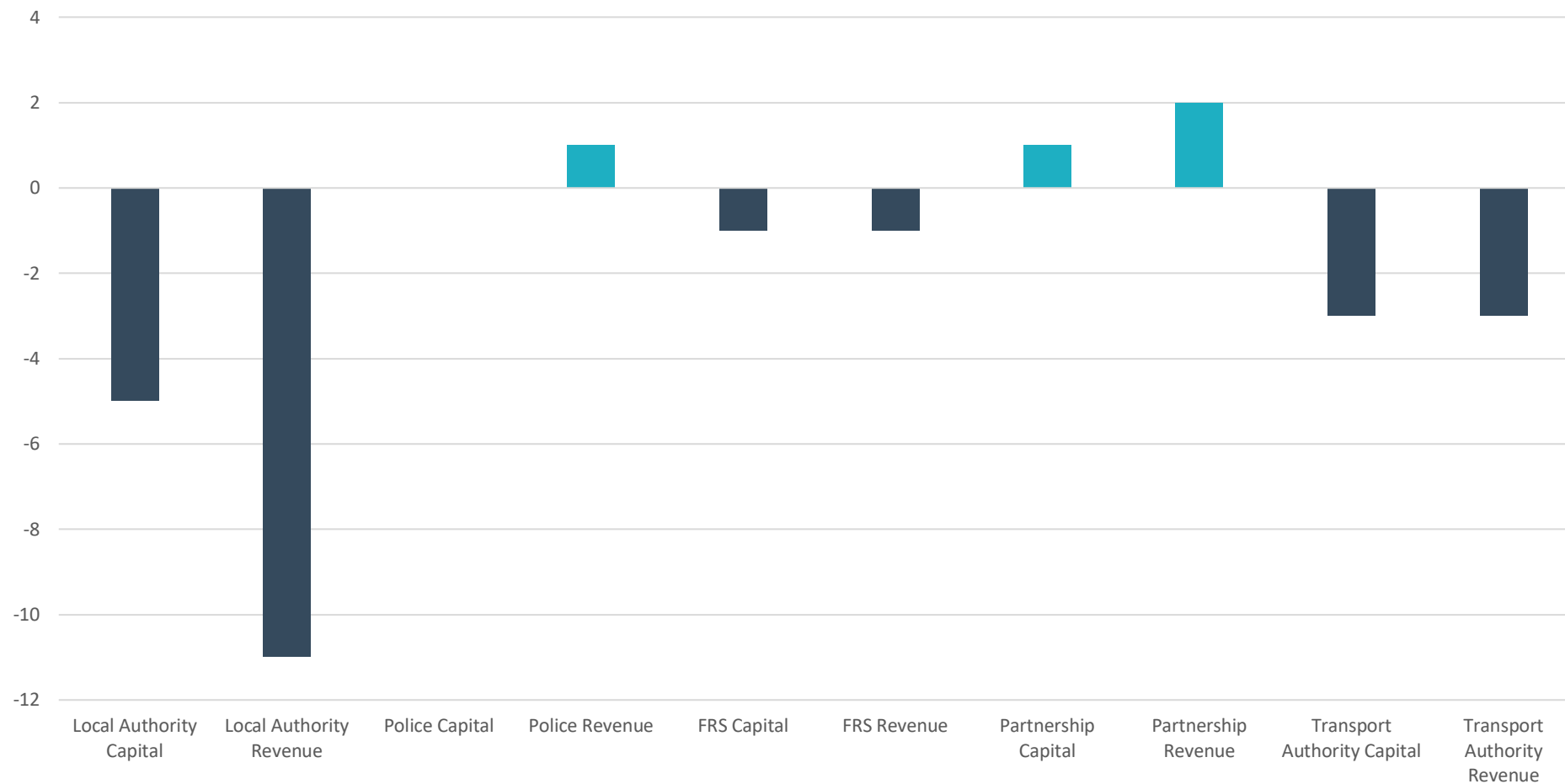
| Role                  | Response Percent |
|-----------------------|------------------|
| Manager               | 16.7%            |
| Data analyst          | 0.0%             |
| Road safety officer   | 16.7%            |
| Transport planner     | 0.0%             |
| Active travel officer | 0.0%             |
| Engineer              | 25.0%            |
| Policy officer        | 8.3%             |
| Traffic officer       | 0.0%             |
| Other                 | 33.3%            |







# Funding

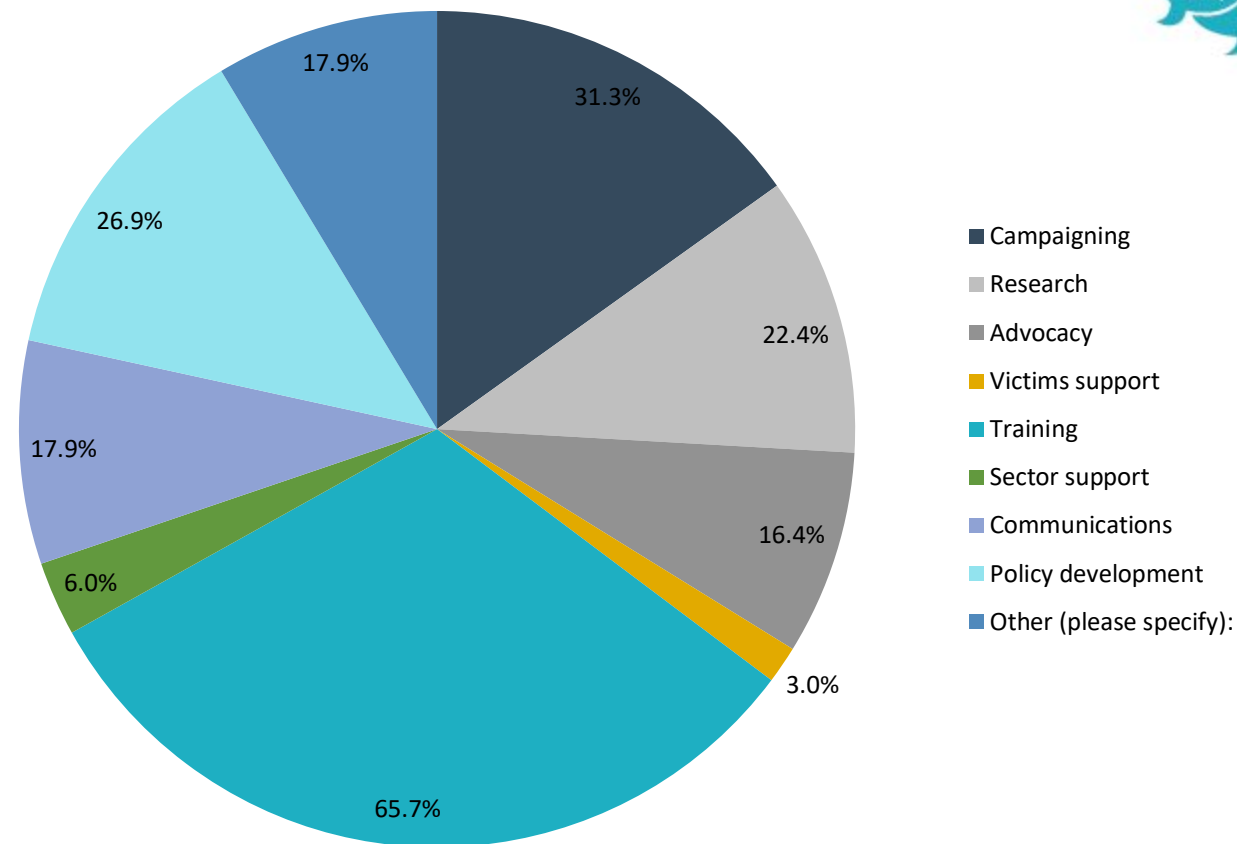




# Charity / NGO Participation

- Completed by a range of third sector stakeholders who represent a significant proportion of total respondents
- Huge input from those in campaigning and advocacy; training and sector development; and policy development at the national level
- Accessibility and issue awareness central to the roles of those who took part

| Geographic remit | Response Percent |
|------------------|------------------|
| Local            | 27.1%            |
| National         | 68.6%            |
| International    | 4.3%             |

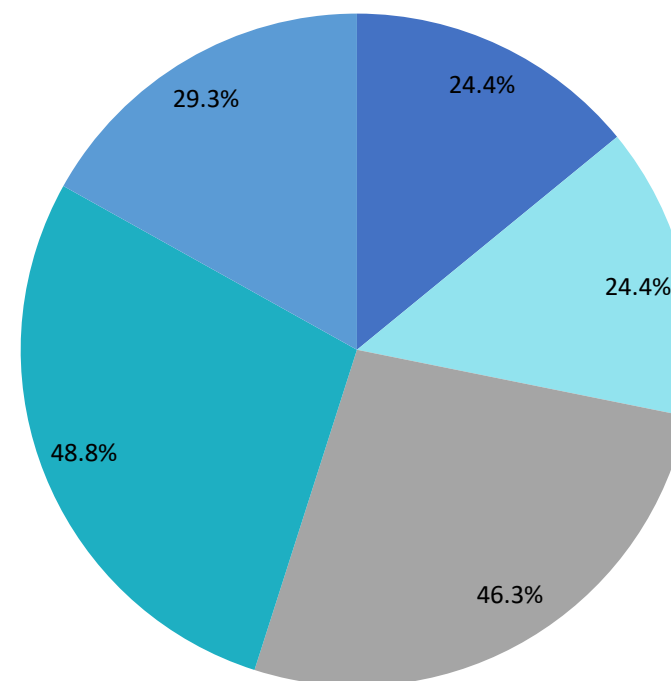
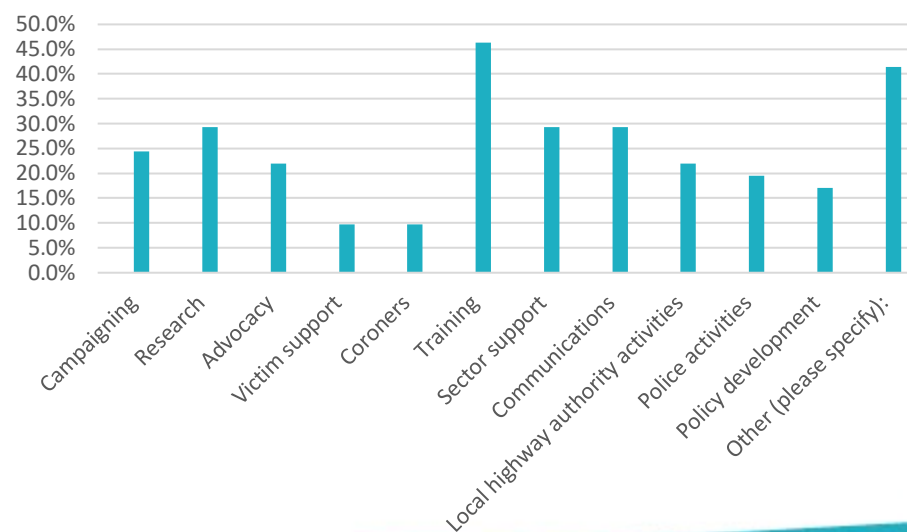




# Other Organisation Participation

- Strong mix of responses ranging from those in the private sector and engineering consultancies, to those in emergency service operators and PCC stakeholders

| Geographic remit | Response Percent |
|------------------|------------------|
| Local            | 31.7%            |
| National         | 48.8%            |
| International    | 19.5%            |



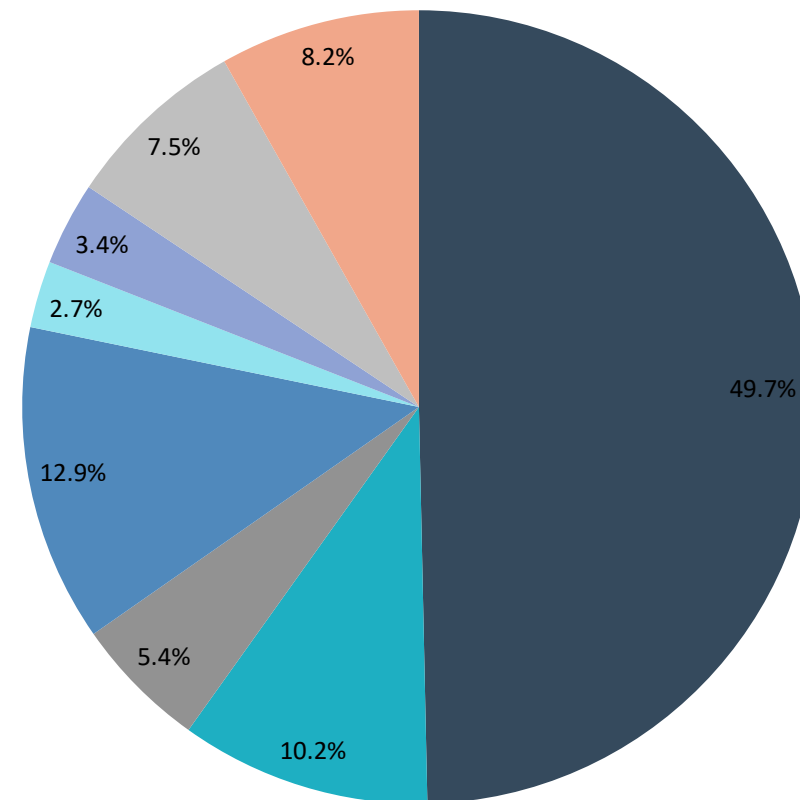
- My organisation has a sector leadership role (involves direct responsibility or accountability)
- My organisation has a management role (involves responsibility for managing certain activities)
- My organisation has a supporting role (involves providing supplementary support underpinning Safe System actions)
- My organisation has a contributing role (involves providing contributions to sector capacity without overarching responsibility)
- My organisation convenes activities on behalf of others (involves facilitation of others' work and practical assistance)



# Does your organisation currently have a road safety strategy (including as part of a partnership)?

*n=147*

| Answer Choice  | Response Percent | Response Total |
|--|------------------|----------------|
| Yes, we have an up-to-date strategy that we are delivering upon                          | 49.7%            | 73             |
| We have an up-to-date strategy, but we are not always adhering to it                     | 10.2%            | 15             |
| We have developed and adopted a strategy, but we need to work on the implementation plan | 5.4%             | 8              |
| We are currently developing a new strategy   | 12.9%            | 19             |
| We don't have a strategy but we have plans to develop one                                | 2.7%             | 4              |
| We don't have a strategy and we don't have plans to develop one                          | 3.4%             | 5              |
| I don't know if we have a strategy or plans to develop one                               | 7.5%             | 11             |
| We don't need a road safety strategy   | 8.2%             | 12             |



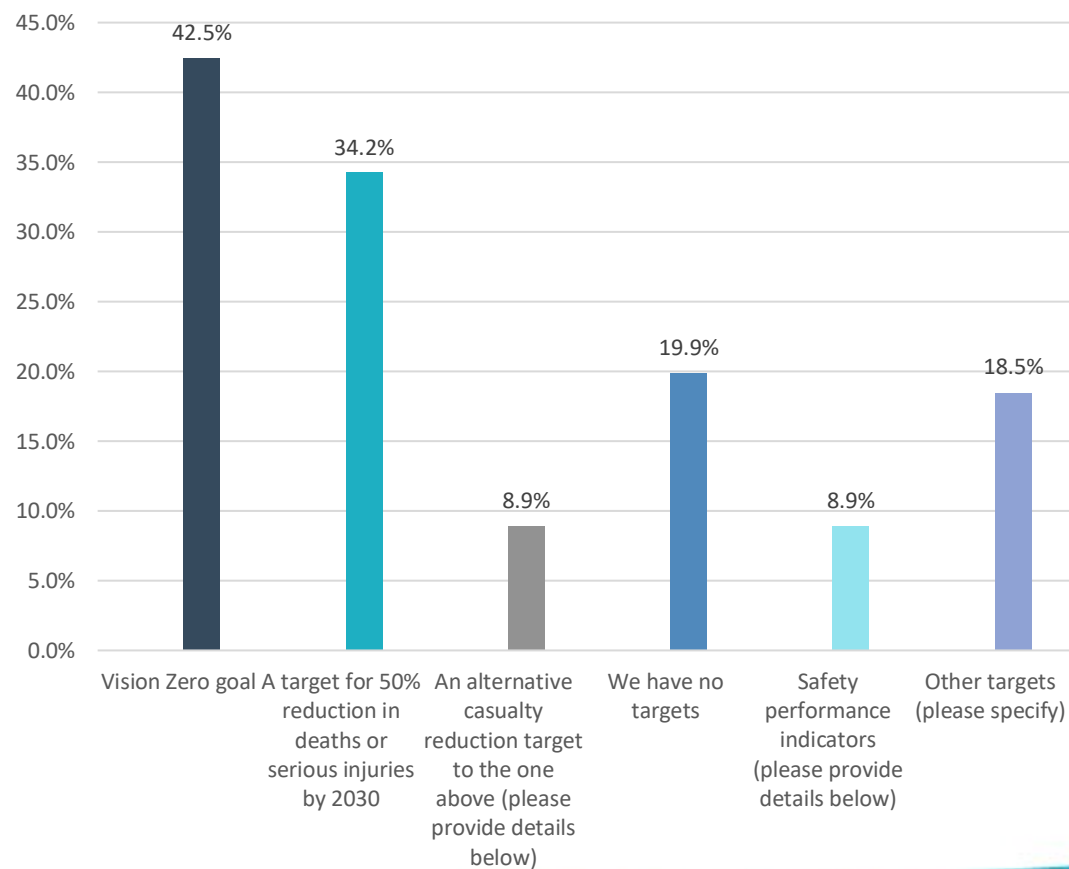




# Agreed targets in organisation

(including as part of a partnership)

*n=146*

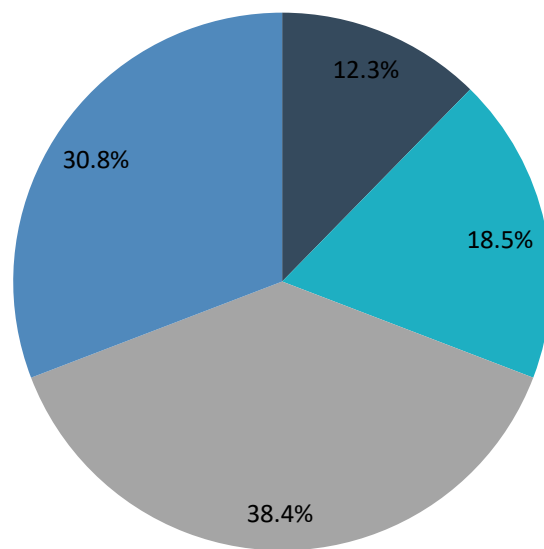


| Answer Choice  | Response Percent |
|--|------------------|
| Vision Zero goal   | 42.5%            |
| A target for 50% reduction in deaths or serious injuries by 2030 | 34.2%            |
| An alternative casualty reduction target to the one above        | 8.9%             |
| We have no targets   | 19.9%            |
| Safety performance indicators                                    | 8.9%             |
| Other targets  | 18.5%            |



# Partnerships and Collaboration

n=146

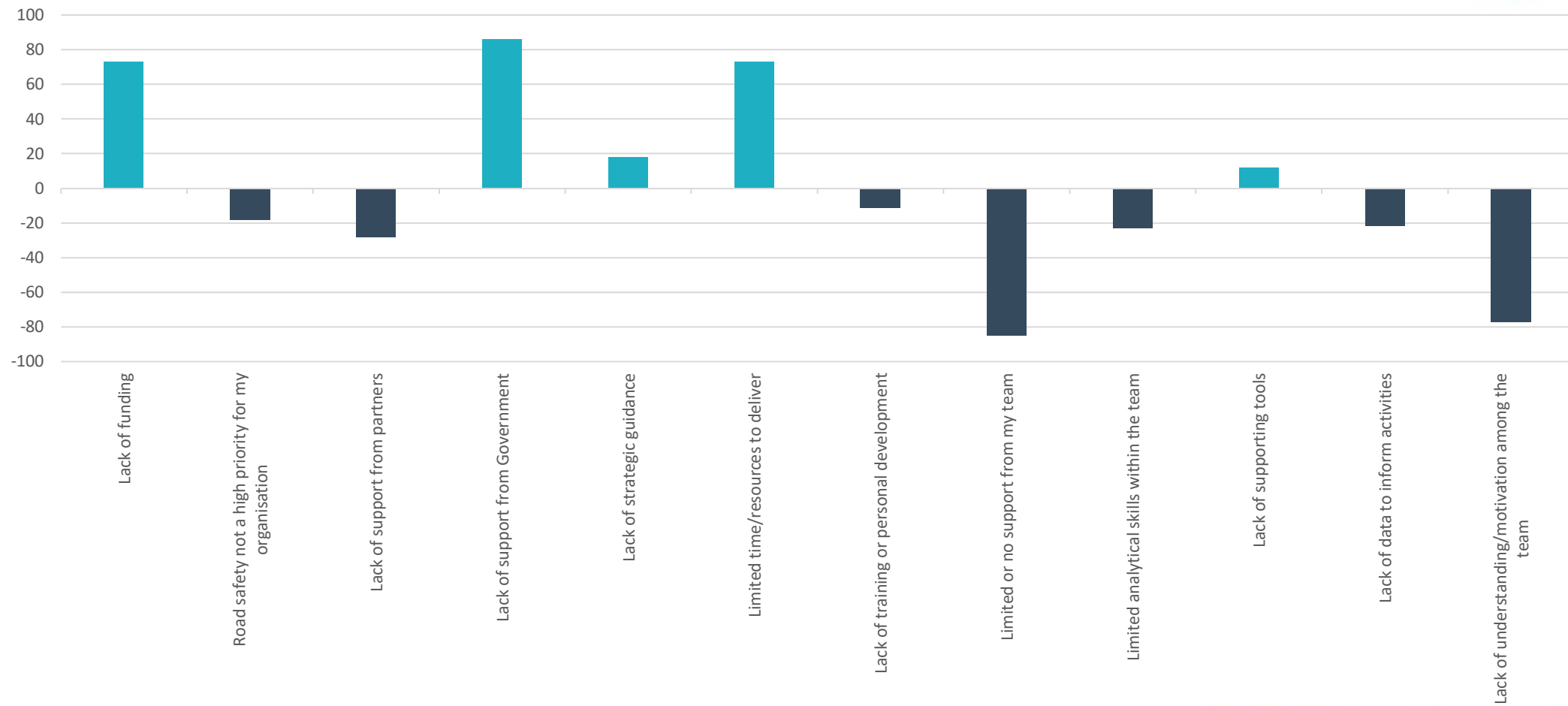


|  | Response Percent |
|--|------------------|
| There is no communication or collaboration with road safety organisations in neighbouring areas  | 12.3%            |
| There is communication but no collaboration with road safety organisations in neighbouring areas | 18.5%            |
| There is a little collaboration with road safety organisations in neighbouring areas             | 38.4%            |
| We work very closely with road safety organisations in neighbouring areas                        | 30.8%            |

| Organisation in partnership         | Response Percent |
|-------------------------------------|------------------|
| We are not members of a partnership | 28.8%            |
| Local authorities                   | 57.5%            |
| Police                              | 58.9%            |
| Fire and Rescue Service             | 52.7%            |
| National Highways                   | 42.5%            |
| Ambulance Service                   | 24.7%            |
| Air ambulance charities             | 10.3%            |
| NHS Trust                           | 17.8%            |
| Local university                    | 4.1%             |
| Victims support organisation        | 10.3%            |
| Other                               | 17.1%            |



# Frustrations (n=146)



# What does Safe System mean to you?



- Local Highways Authorities:
  - Embedding its principles
  - Avoiding siloes and thinking about causality and what works / doesn't work\*\*
  - Tension between what the Safe System means and what we can do
- Police Forces:
  - Technology and data / intelligence
  - Lack of permeation and prioritisation of Safe System
- Fire and Rescue Services:
  - Collaboration and creating layers of protection
- Partnerships:
  - Technology, enforcement and bringing together different elements
- Transport Authorities:
  - Safe System as a holistic tool
- Charities / NGOs:
  - System of car / vehicle control and VRU protection
- Other Organisations:
  - A label that doesn't affect the day-to-day operations
  - A vague range of activities

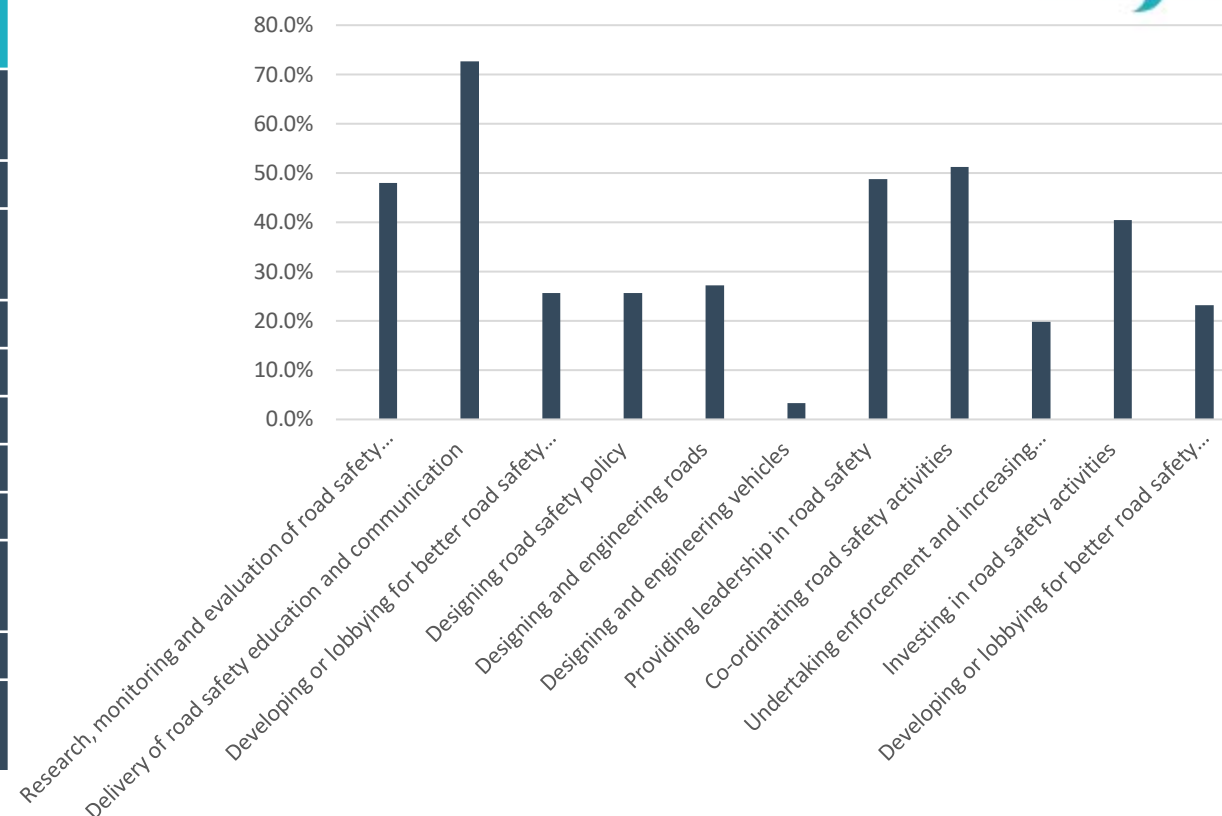




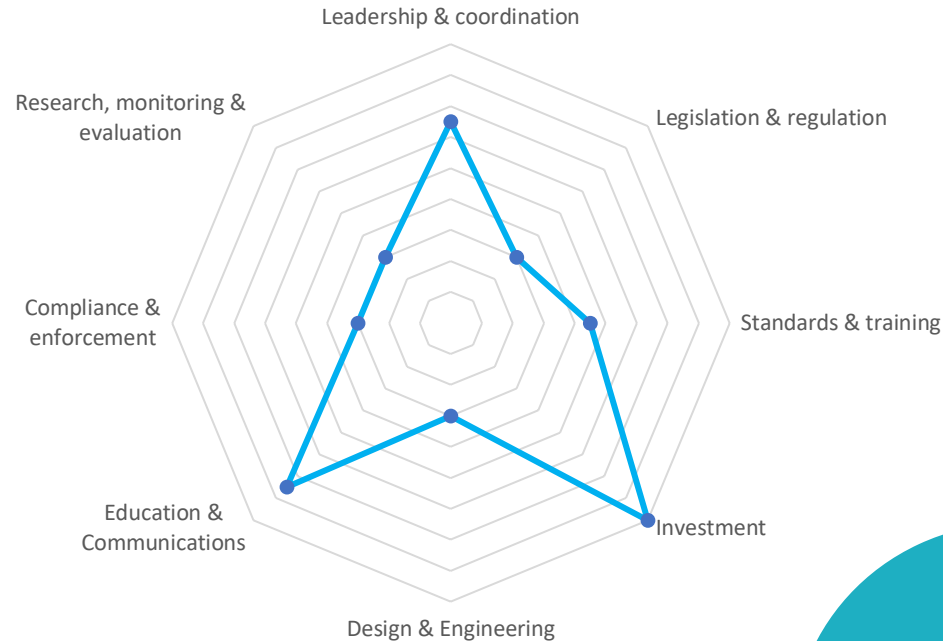
# Involvement in levers of Safe System



|  | Response Percent |
|--|------------------|
| Research, monitoring and evaluation of road safety interventions – commissioned or directly undertaken | 47.9%            |
| Delivery of road safety education and communication  | 72.7%            |
| Developing or lobbying for better road safety standards and training                                   | 25.6%            |
| Designing road safety policy   | 25.6%            |
| Designing and engineering roads  | 27.3%            |
| Designing and engineering vehicles   | 3.3%             |
| Providing leadership in road safety  | 48.8%            |
| Co-ordinating road safety activities   | 51.2%            |
| Undertaking enforcement and increasing compliance with road traffic laws                               | 19.8%            |
| Investing in road safety activities  | 40.5%            |
| Developing or lobbying for better road safety legislation and regulation                               | 23.1%            |



# If you were to request support in implementing Safe System approaches, what would you ask for?



“Further expertise and involvement from vehicle manufacturers to support the safe vehicles working group, and input from the ambulance service in the post-collision working group and activities.”

“More critical examination of the present road system and ideas for how it could be improved”\*

“Guidance documentation in a format that is easily digestible for political decision makers to assist with making the case for driving this forward into mainstream thinking and sufficient resources of experienced staff and finance (possibly ring fenced) to make it a reality.”

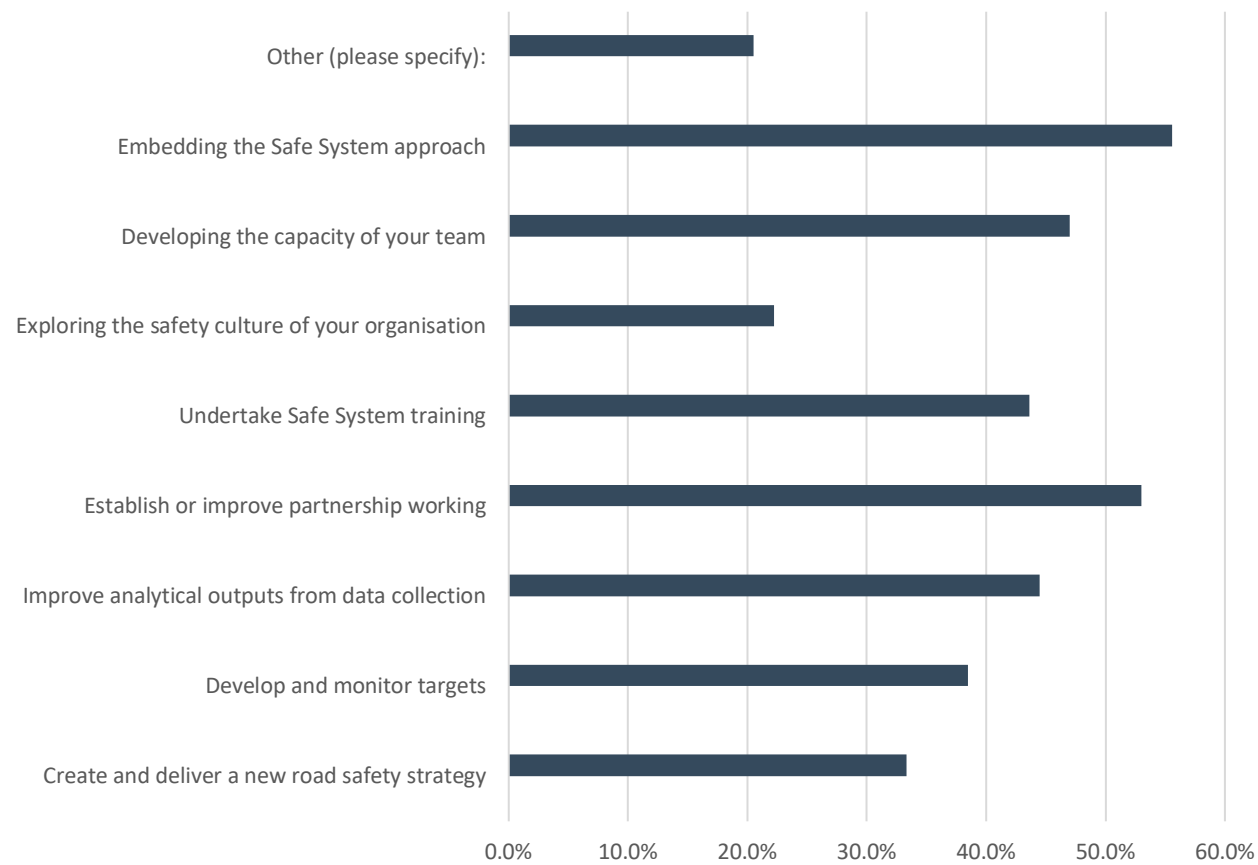
“To try and get the partner agencies to commit to Vision Zero and Safe Systems.”

“More joined up thinking between legislators, road designers, driving test requirements and drivers.”\*

“A tool kit perhaps, a more realistic approach to achieving it with limited time and budget, a steer from the government such as targets, thematic examples for individual road user groups for what could work under the safe system?”\*



# Future ambitions



|   | Response Percent |
|---|------------------|
| Create and deliver a new road safety strategy     | 33.3%            |
| Develop and monitor targets                       | 38.5%            |
| Improve analytical outputs from data collection   | 44.4%            |
| Establish or improve partnership working          | 53.0%            |
| Undertake Safe System training                    | 43.6%            |
| Exploring the safety culture of your organisation | 22.2%            |
| Developing the capacity of your team              | 47.0%            |
| Embedding the Safe System approach                | 55.6%            |
| Other   | 20.5%            |



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