WEBINAR WILL BEGIN AT 14:00

COVID-19 PANDEMIC: HOW IS ROAD SAFETY DELIVERY BEING IMPACTED?

RICHARD OWEN & STEVE FERRIS



WEBINAR SUPPORT

https://agilysis.co.uk/onlinetraining-resources/

- Please use the Q&A Section to ask questions – We will answer as many as we can
- This is being recorded and will be available to review shortly
- The PDF slides will also be available

COVID-19 PANDEMIC: HOW IS ROAD SAFETY DELIVERY BEING IMPACTED?

• What has already happened?

- Survey results
- Your experience
- Q&A
- New Normal
 - New delivery mechanisms
 - Active Travel emphasis
 - Funding changes / opportunities

WHAT HAS ALREADY HAPPENED?

Drop in casualties

"The number of people killed and seriously injured dropped by 70% during the lockdown period"



More cycling

"We've actually seen around 100 per cent increase in weekday cycling and at weekends that increase has been up to 200 per cent, compared to the pre-Covid-19 levels. We want to use this recovery to permanently change the way we travel, with huge levels of investment."

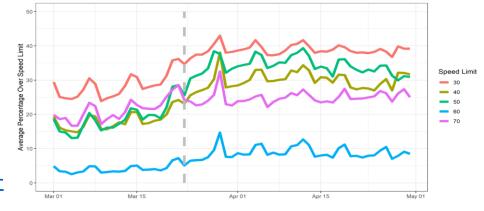


WHAT HAS ALREADY HAPPENED?

More Speed

Evidence from ATCs shows increased speeds associated with reduced traffic. Greater proportional change in rural areas, and more highends speeders

https://agilysis.co.uk/2020/07/09/new-researchshows-increased-vehicles-speeds-during-covid-19lockdown/



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Less enforcement

Dorset - 62 speeding offences during April, a decrease of 99 per cent on the same month the year before.

Hampshire Constabulary - 578 speeding offences during April. a decrease of 92 per cent

West Mercia Police - 161 speeding offences in April 2020, compared to 6,507 in April 2019





WHAT HAS ALREADY HAPPENED?

Online Delivery



STOP ZOOM-ING Speed awareness courses will be held via online video chat app Zoom during coronavirus lockdown



CHANGES WITHIN AUTHORITIES

- Redeployment of staff to deal with COVID-19 measures
- Working from home for many remaining staff
- Cancelled events
- Focus on active travel and funding bids



CHANGES WITHIN AUTHORITIES

• Agilysis commissioned by Highways England East:

"To gain an insight into the impact the Covid-19 situation is currently having on road safety delivery, and how this might influence future road safety services in the East of England"

- Series of interviews
- Discussion paper
- Webinar
- Research report

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INITIAL IMPACT

Sample quotes

- "At first we wanted to cancel everything but then we assessed what can still be delivered, through risk assessments and/or delivering online, then what needs to be ceased for now"
- "Initial weeks involved a lot of planning but this was carried out proactively and we adapted quickly "
- "Some interventions had to be ceased (for now) such as interventions involving young drivers due to social distancing"

Other experiences

- One of the participants stated that they had to redeploy a limited number of his staff because elsewhere were looking for support in social care and some volunteered.
- Analysts deployed to plan for temporary mortuaries based on population predictions
- 2 of the 3 participants stated that they have not deployed their staff and are fully employed

WORKING IN THIS NEW ENVIRONMENT AND THE ABILITY TO ADAPT

- One of the participants stated that in the first couple of weeks their staff found it
 psychologically difficult and most of them were not familiar with the technology, some of
 the work dropped off so they had no work to do and were concerned about filling up their
 hours and wanted something to occupy themselves with so they have had to develop
 initiatives and ideas to occupy their staff
- Some have adapted easily to the working environment changes such as those who do a lot
 of planning however those such as road safety officers who want to get their hands dirty and
 due to the circumstances this has not been an option
- The other participants stated that their staff have been very adaptable (used to working in agile ways) and states that this is the nature of road safety
- Road safety officers are "people persons" and love engaging with adults and children and changing attitudes face to face – this is what they signed up for – therefore they can adapt in the long term but believe their staff will not enjoy it



INITIAL IMPACT

DELIVERING ONLINE

- Interested to see how well content can be delivered online and they have had debates within their organisations.
- Some have questioned their need to go into schools in the future as they could just do it online, whereas others have always thought face to face is better. Consequently, they believe this as a good trial to hopefully prove that it works by monitoring the website and to see what the uptake is
- Difficult to change attitudes or behaviours in one interaction, so with online interventions and interactions you are not hoping to change an attitude but only increase awareness
- There's only so much you can do digitally

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DELIVERY PLANNING

OPPORTUNITIES

- Opportunities to try new things due to the circumstances they have been forced to go online
- Have dabbled into new areas such as creating podcasts which they would have never been able to do or thought to do
- There is an increase in the demand for adult cyclist training opportunities to work with businesses (promote cycling/motorcycling to work opposed to taking the bus)
- Been able to be involved in a lot of discussions and meetings sharing how they are planning and doing things
- Been able to review all their interventions and how they can be changed
- Need to push Vision Zero and Safe System approach perfect time to instigate a mobility shift – otherwise road safety will get forgotten about
- Strategists and leaders need to push to get road safety in the agenda. Cabinet members are not that willing to listen as they have got huge issues, but road safety is a huge issue and should be treated that way. Cabinet members are going to concentrate more on the COVID-19 figures than road traffic fatalities.



OPPORTUNITIES

LONG-TERM CHALLENGES

- Difficult times ahead due to the pandemic, huge amounts of money are being spent and believe there will be an increase in taxation and cuts in public spending (social sector will be prioritised – everything else will be difficult to see how they can justify on spending)
- One of the participants is planning to have half the budget they normally use which will affect road safety significantly
- If road safety is not strategically careful it will go. Very important to push Vision Zero (it is a national issue). There is a need for raising the issue of number of deaths. Collectively road safety needs to get this message across and support small authorities that do not have big budgets
- Recognise that there will be a financial impact from the road safety perspective and have to look at their list of things and look at where they can generate more revenue, and making sure to assign different tasks to staff in-house and utilise them

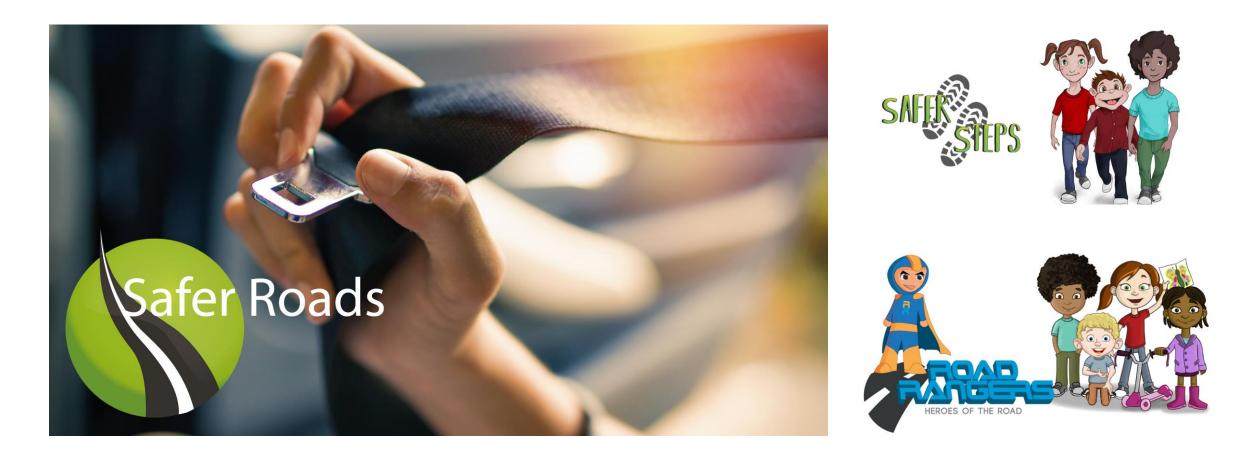


TELL US ABOUT YOUR EXPERIENCES

Q&A

SAFER ROADS BERKSHIRE





HTTPS://WWW.THINK.GOV.UK/EDUCATION-RESOURCES/



Home > Education resources > Explore education resources

Explore education resources

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Ages: 13 to 16 3 to 6 7 to 12

Resource types:

Bite-size activity
Document
Film
Game
Lesson plan
Slides

Resource formats:

Activity Pack
MP3
Online
PDF
Powerpoint
Worksheet

agilysis.co.uk



Age 13 to 16 #Document

Think! Road safety drop down day timetable

This drop down day timetable below has been designed for you to pick and choose a range of road safety activities to run over the course of a day.



Age 13 to 16 #Document

Top tips to make road safety stick 13-16

Support your students in making some simple road safety changes, with our tried and tested behaviour change support guide.





Age 13 to 16 #Lesson plan Lesson 2: THINK! Map investigation pack

Everything you need for lesson 2, THINK! Map investigation.

Lesson 2: THINK! Map investigation pack

This lesson plan contains everything needed for lesson plan 2

Description

in this lesson students will explore road safety, in the context of their local area, from the perspective of a driver and a pedestrian.

Students will reflect on their own journeys and how previous pedestrian road incident locations may merit specific attention.

Learning Objectives

- 1. I know my responsibilities as a pedestrian, a passenger and a future driver.
- I know about issues affecting young drivers such as peer pressure, speeding, seat belts, inexperience and overconfidence.
- 3. I know the training requirements for learner drivers.
- 4. I know how to travel safely, independently and understand the benefits of sustainable travel.

Here is everything you need for lesson plan 2:

- Lesson plan
- THINK! Map
- Track survey template





ONLINE DELIVERY

ACTIVE TRAVEL & E-SCOOTERS



Emergency active travel fund: final and indicative allocations

Updated 2 July 2020



agilysis.co.uk

Local authorities

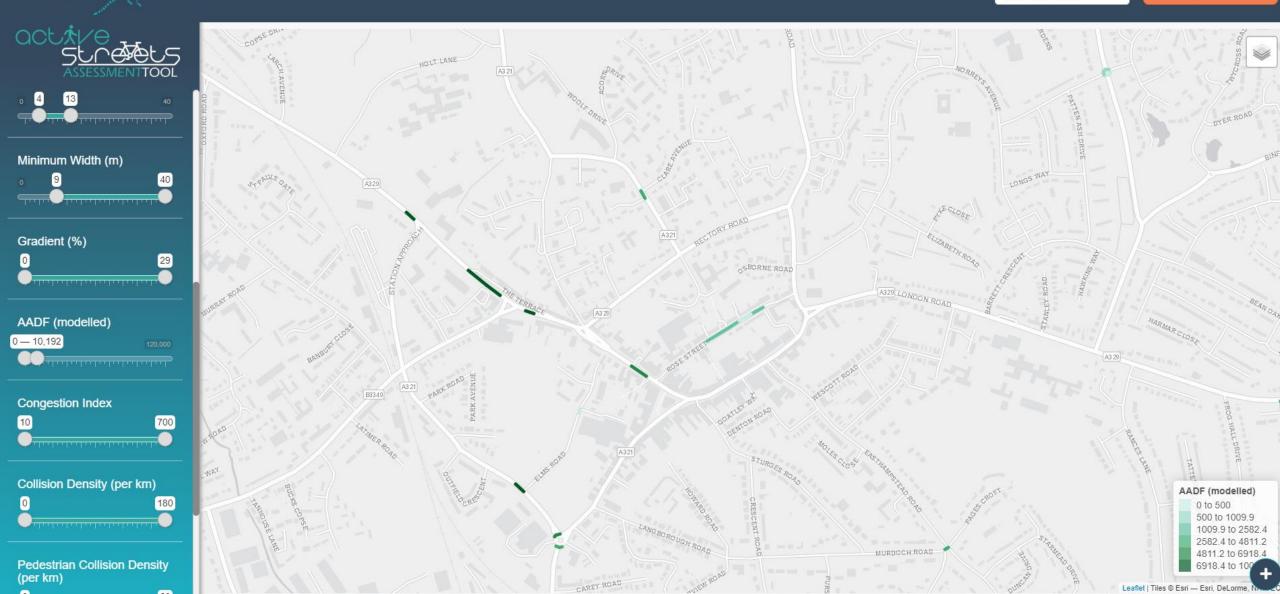
Name	Final allocation phase 1(£)	Indicative allocation phase 2 (£)
Bedford UA	30,250	485,000
Blackburn with Darwen UA	77,000	308,000
Blackpool UA	26,000	416,000
Bournemouth, Christchurch and Poole UA	312,835	1,118,000
Bracknell Forest UA	57,000	303,000
Brighton and Hove UA	663,657	2,376,000
Buckinghamshire	513,943	1,840,000
Central Bedfordshire UA	223,454	800,000
Cheshire East UA	155,000	619,000
Cheshire West and Chester UA	161,000	644,000
Cornwall UA ¹	152,000	607,000
Cumbria	260,323	933,000
Derby UA	227,923	817,000
Derbyshire	443,000	1,773,000
Devon	338,000	1,351,000

ACTIVE STREETS ASSESSMENT TOOL agilysis

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AADF (modelled)

T Apply Filters





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