



England's Economic Heartland

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# COMMUNITY SAFETY ASSESSMENT

Appendix F to the ISA





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Appendix F to the ISA

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WSP

The Forum  
Barnfield Road  
Exeter, Devon  
EX1 1QR

Phone: +44 1392 229 700

Fax: +44 1392 229 701

WSP.com



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Signature				
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# 1 INTRODUCTION

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- 1.1.1. Crime, antisocial behaviour and the fear of crime can have a major effect on people's willingness to travel and access jobs and services. Whilst crime rates have been decreasing over recent decades crime rates generally remain higher in cities and towns than in rural areas.
- 1.1.2. Concerns about crime while traveling can deter people from walking, cycling or using public transport. This may be a particular problem in more deprived areas. For example, people in the most deprived areas are around five times more likely to say that they are concerned about crime in their area and safety at bus stops than those in the least deprived areas<sup>1</sup>. Fear of crime is also greater after dark.
- 1.1.3. Certain groups are more reliant on public transport than others. Research has shown that women from black and minority ethnic communities are more dependent upon public transport than other groups. Women typically make more journeys by bus and on foot than men and travel at off-peak times more often than men. Furthermore, many older people rely upon public transport to maintain their independence<sup>1</sup>.
- 1.1.4. British roads are now among the safest in the world, however, cyclists and pedestrians remain particularly vulnerable road users. Aside from the effect that casualties have on individuals and their families, pedestrian and cyclist casualties can place a burden on local health services<sup>2</sup>. The most common cause of death for children aged 5-14 years is being hit by a vehicle, and 35% of all pedestrian fatalities are people over the age of 70<sup>3</sup>.
- 1.1.5. Community Safety Assessments (CSAs) are used to identify where potential community safety issues could arise, e.g. through level of use, accessibility, vehicle speed, or proximity to sensitive receptors. Due to the size of the area covered by the EEH study area the approach adopted for the CSA of the Transport Strategy is to understand the nature of community safety issues for the transport modes that could be adopted within their transport policies and corridors.

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<sup>1</sup> Transport, demand Management and Social Inclusion. The Need for Ethnic Perspectives, Fiona Raje,, 2016

<sup>2</sup> Cambridgeshire County Council, 2015. Transport and Health JSNA – Active Travel. [online] Available at: <https://cambridgeshireinsight.org.uk/wp-content/uploads/2017/08/Transport-and-Health-JSNA-2015-Active-Transport.pdf>

<sup>3</sup> Sustainable Development Commission, 2011. Fairness in a Car Dependant Society. Accessed online: [http://www.sd-commission.org.uk/data/files/publications/fairness\\_car\\_dependant.pdf](http://www.sd-commission.org.uk/data/files/publications/fairness_car_dependant.pdf).

## 1.2 APPROACH TO THE CSA

1.2.1. The CSA will include a number of steps to understand the baseline and develop recommendations. The steps for the assessment include:

- Review of local, national and international policy in relation to community safety issues.
- Review of baseline information on community safety in relation to transport; building on data collected for the Equality Impact Assessment and Health Impact Assessment to obtain information on vulnerable groups, safety and crime.
- Understanding key safety considerations, to include identification of where potential safety issues could arise.
- Recommendations for future option development.

1.2.2. Consultation undertaken to date has highlighted the following areas for consideration in relation to community safety.

- Reducing need to travel.
- Anti-social behaviour.
- Road traffic collisions.
- Use of PRow.
- TfL's Healthy Streets.
- Vulnerable road users.
- Road danger (perceived and actual).
- Shift to active travel bringing health and climate change benefits.

## 2 POLICY REVIEW

- 2.1.1. In order to establish a clear scope for the CSA, it is necessary to review and develop an understanding of the community safety objectives contained within international, national and regional legislation, policies and plans that are of relevance to the Transport Strategy.
- 2.1.2. There is no statutory requirement to undertake a CSA as part of the planning process; however, the CSA will be used to satisfy the requirements of the Crime and Disorder Act 1998 and Police and Justice Act 2006.
- 2.1.3. Table 2-1 below summarises the applicable CSA legislation, policies and plans that are of relevance to the Transport Strategy. This list is by no mean exhaustive or definitive; therefore, the review has been focussed to ensure that only policies that are current and of direct relevance to the Transport Strategy and CSA are included.

**Table 2-1 – Relevant Plans, Policies and Programmes to the CSA**

Key Message for the CSA	Source Document
<b>International</b>	
<p>The Commission decided to base its road safety policy framework for the decade 2021 to 2030 on the Safe System approach. This approach, derived from European best practice and now recommended globally by the World Health Organisation, reframes road safety policy by focussing it on preventing deaths and serious injuries.</p> <p>According to the Safe System approach, death and serious injury in road collisions are not an inevitable price to be paid for mobility. While collisions will continue to occur, death and serious injury are largely preventable. The Safe System approach aims for a more forgiving road system.</p> <p>For the Safe System approach to work, experience shows that all actors need to play their part in a coordinated manner. Public authorities in all sectors relevant for road safety objectives, including transport and infrastructure, environment, education, the police, public health, justice and tourism need to work together closely at all levels.</p>	<p>EU road safety policy framework 2021-2030 – Next steps towards 'Vision Zero', European Commission, 2019</p>
<p>Future Prospects identified:</p> <p>A range of external factors and societal trends increase the road safety challenge to 2030 and beyond. The most notable are:</p> <ul style="list-style-type: none"> <li>■ continuing increases in GDP as economies continue to recover from the global financial crisis;</li> <li>■ the ageing road user population and its physical vulnerabilities;</li> <li>■ more travel by unprotected modes (unsegregated routes) of walking and cycling vulnerable to death and serious injury risk;</li> <li>■ continuing popularity of the highest risk powered two-wheeler mode;</li> <li>■ the electrification of bicycles allowing higher speeds;</li> <li>■ increased access to mobile, smart communication and information technologies in vehicles; and</li> <li>■ while connected and autonomous vehicles are coming, a safe path forward is not yet assured.</li> </ul>	<p>EU road safety strategy 2020-2030 (Preparatory work) 2018</p>

Key Message for the CSA	Source Document
<p>The adoption of the internationally recommended and increasingly implemented Safe System strategy across EU countries is needed to realise ambitious results and provide focus for professional effort.</p> <p>Coordination with a range of sectors is needed to explore how further advocacy efforts, budgets and interventions undertaken by these can expand the scope and capacity of road safety management.</p>	
<p>The number of road traffic deaths continues to climb, reaching 1.35 million in 2016. However, the rates of death relative to the size of the world's population has stabilized in recent years.</p> <p>More than half of global road traffic deaths are amongst pedestrians, cyclists and motorcyclists who are still too often neglected in road traffic system design in many countries.</p> <p>Road traffic injury is now the leading cause of death for children and young adults aged 5–29 years, signalling a need for a shift in the current child health agenda, which has largely neglected road safety.</p>	<p>Global Status Report on Road Safety 2018, World Health Organisation, 2019</p>
<p>SDG 11 - Make cities and human settlements inclusive, safe, resilient and sustainable. Applicable targets include:</p> <ul style="list-style-type: none"> <li>■ 11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety, notably by expanding public transport, with special attention to the needs of those in vulnerable situations, women, children, persons with disabilities and older persons;</li> <li>■ 11.3 By 2030, enhance inclusive and sustainable urbanization and capacity for participatory, integrated and sustainable human settlement planning and management in all countries;</li> <li>■ 11.A Support positive economic, social and environmental links between urban, peri-urban and rural areas by strengthening national and regional development planning.</li> </ul> <p>SDG 3 - Ensure healthy lives and promote well-being for all at all ages. Applicable targets include:</p> <ul style="list-style-type: none"> <li>■ 3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents.</li> </ul>	<p>United Nations, Sustainable Development Goals</p>
<p><b>National</b></p>	
<p>Key themes include:</p> <ul style="list-style-type: none"> <li>■ Making it easier for road users to do the right thing and going with the grain of human behaviour.</li> <li>■ Better education and training for children and learner and inexperienced drivers.</li> <li>■ Remedial education for those who make mistakes and for low levels offences.</li> <li>■ Tougher enforcement for the small minority of motorists who deliberately choose to drive dangerously.</li> </ul>	<p>Strategic Framework for Road Safety (Department for Transport, May 2011)</p>
<p>The Act allows the Government to introduce a raft of new road safety measures, these include:</p>	<p>Road Safety Act 2006</p>

Key Message for the CSA	Source Document
<ul style="list-style-type: none"> <li>■ A new charge of ‘causing death by driving: unlicensed, disqualified or uninsured drivers’;</li> <li>■ A new charge of ‘causing death by careless, or inconsiderate, driving’, with a maximum penalty of five years in prison; and</li> <li>■ New powers for the Vehicle and Operators Agency (VOSA) and police to take on-the-spot deposits from foreign drivers who commit traffic offences, making it more difficult to escape penalties by leaving the country.</li> </ul>	
<p><i>“Planning policies and decisions should aim to achieve healthy, inclusive and safe places which:</i></p> <p><i>a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;</i></p> <p><i>b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and</i></p> <p><i>c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling”.</i></p>	<p>National Planning Policy Statement, 2019</p>
<p><i>“Integrating sustainable transport into new developments is key to achieving that outcome, but three key barriers stand in the way:</i></p> <ul style="list-style-type: none"> <li>■ <i>Local authorities are not setting out a vision for development in their Local Plans that includes setting accessibility and mode share targets to which developers and promoters can respond.</i></li> <li>■ <i>Limited practical examples demonstrate how to deliver sustainable transport outcomes which reinforce risk-averse approaches.</i></li> <li>■ <i>Collaboration between planning and transport regulatory and delivery bodies is either insufficient or ineffective”.</i></li> </ul>	<p>Better Planning, Better transport, Better Places, The Chartered Institution of Highways and Transportation, 2019</p>
<p>“Home safe and well” is the Highways England fresh new approach to health, safety and wellbeing improvement. The approach is aimed at customers, employees and supply chain with a focus on ownership and outcomes. The approach is based upon four key goals:</p> <ul style="list-style-type: none"> <li>■ Build a positive health, safety and wellbeing culture</li> <li>■ Promote greater ownership</li> <li>■ Embrace innovation, and</li> <li>■ Place more importance on health and wellbeing across the industry.</li> </ul>	<p>Highways England, Home Safe and Well, 2019</p>

Key Message for the CSA	Source Document
<p>The Healthy Streets Approach is the system of policies and strategies to help Londoners use cars less and walk, cycle and use public transport more.</p> <p>Most journeys made by Londoners start, end or happen entirely on the streets. To enable these streets to function, there is a need to make them work for walking, cycling and public transport, so both individuals and the city as a whole can benefit. Adopting the Healthy Streets Approach means using this simple idea to inform decision making.</p> <p>Relevant Healthy Street Indicators include:</p> <ul style="list-style-type: none"> <li>■ Pedestrians from all walks of life: London’s streets should be welcoming places for everyone to walk, spend time in and engage in community life.</li> <li>■ People choose to walk, cycle and use public transport: A successful transport system encourages and enables more people to walk and cycle more often.</li> <li>■ People feel safe: The whole community should always feel comfortable and safe on our streets. People should not feel worried about road danger or experience threats to their personal safety.</li> <li>■ Easy to cross: Making streets easier to cross is important to encourage more walking and to connect communities.</li> <li>■ Shade and shelter: Providing shade and shelter from high winds, heavy rain and direct sun enables everybody to use our streets, whatever the weather.</li> <li>■ People feel relaxed: A wider range of people will choose to walk or cycle if our streets are not dominated by motorised traffic, and if pavements and cycle paths are not overcrowded, dirty, cluttered or in disrepair.</li> </ul>	<p>Healthy Streets for London, Prioritising Walking, Cycling and Public Transport to Create A Healthy City, Transport for London, 2017</p>

### 3 COMMUNITY SAFETY BASELINE

#### 3.1 ROAD SAFETY

- 3.1.1. Taking an average across the EEH’s LAs, 41.7 people (per 100,000 resident population) are killed or seriously injured on the region’s roads<sup>4</sup>. Of the local authorities, Swindon has the lowest number of people killed or seriously injured (KSI) on the roads at 31.6 per 100,000 population, whilst Cambridge has the highest with 57.5 per 100,000 population, far exceeding the national average of 41.2.
- 3.1.2. Table 3-1 below shows the KSI figures across the region’s local authorities, and how these compare to the Public Health England national trend.

**Table 3-1 – KSI (per 100,000 resident population)<sup>4</sup>**

Local Authority	KSI	PHE Trend
Bedford Borough	44.5	Similar
Buckinghamshire	35.2	Significantly better
Cambridgeshire	57.5	Significantly worse
Central Bedfordshire	49.5	Significantly worse
Hertfordshire	37.1	Significantly better
Luton Borough	35.7	Significantly better
Milton Keynes	35.6	Significantly better
Northamptonshire	40	Similar
Oxfordshire	44.4	Similar
Peterborough	47.8	Similar
Swindon Borough	31.6	Significantly better
<b>Average</b>	<b>41.72</b>	
<b>National</b>	<b>46.2</b>	

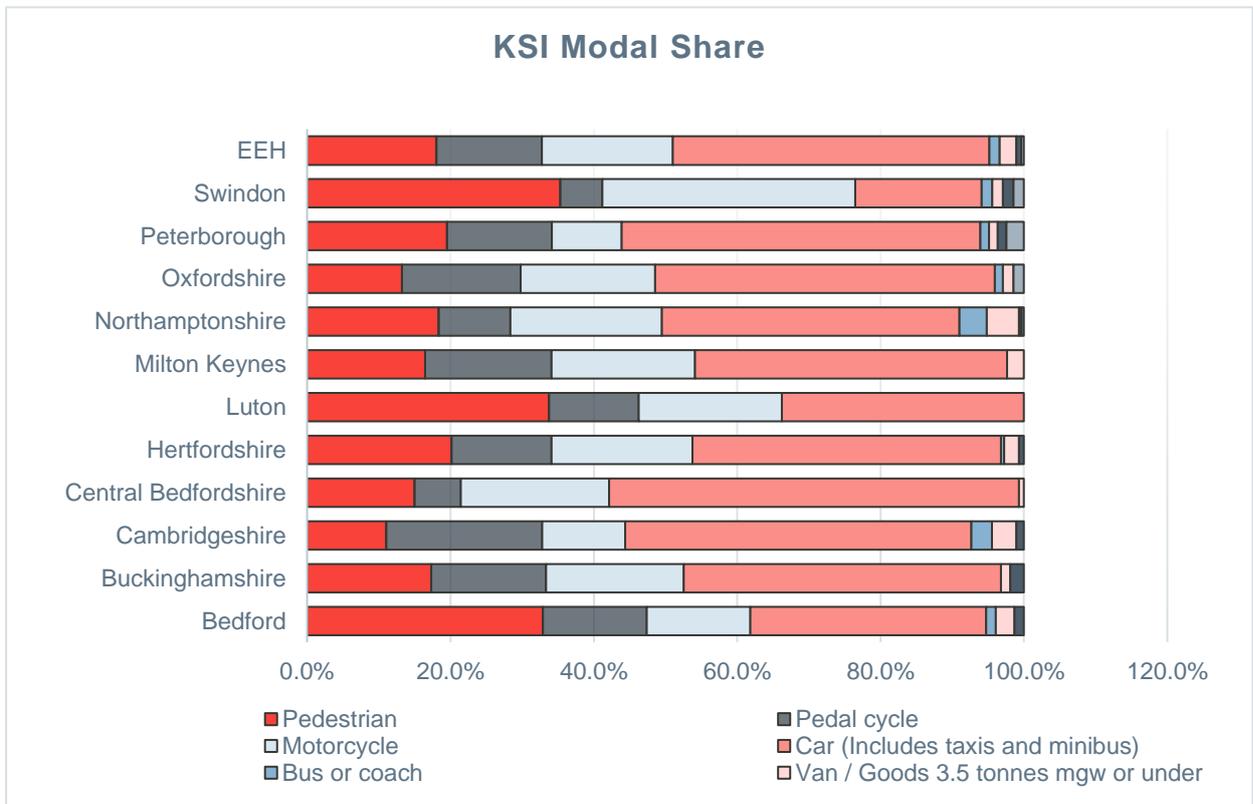
- 3.1.3. Figure 3-1 below shows the modal share of the number of people killed or seriously injured on the roads across the region and its local authorities. The greatest number of people who are killed or seriously injured on the region’s roads are travelling by car (including taxis and minibuses), making

<sup>4</sup> Public Health England, Killed and seriously injured (KSI) casualties on England's roads, 2018 [online] available at: <https://fingertips.phe.org.uk/search/road#page/6/gid/1/pat/6/par/E12000004/ati/102/are/E06000015/iid/11001/age/1/sex/4>

up 44%. Peterborough and Central Bedfordshire both have significantly higher proportion of people KSI in cars at 50% and 57% respectively.

- 3.1.4. Looking at the region as a whole, motorcyclists are the second most likely to be killed or seriously injured on the region's roads, making up 18.2% of all incidents. This percentage is significantly higher in Swindon, where over a third (35%) of those killed or seriously injured on the roads are on motorbikes.
- 3.1.5. A higher than average number of cyclists are killed or seriously injured in Cambridgeshire, Oxfordshire and Milton Keynes, which is indicative of the high number of cyclists in these authority areas. Swindon, Bedford Borough and Luton have a higher proportion of pedestrians that are seriously hurt or killed.

**Figure 3-1 - KSI Modal Share<sup>5</sup>**



<sup>5</sup> Department of Transport, Road Traffic Statistics, Road Accident Custom Reports, [online] available at: <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/53b43f66-6830-4dbf-b15e-ca03371d5754> (Accessed on: 29/04/2020)

- 3.1.6. Table 3-2 below compares the percentage of people killed or seriously injured on the roads that occur on both rural and urban roads. According to the DfT, rural roads in the UK are defined as major and minor roads outside urban areas, in an area that has a population of less than 10,000<sup>6</sup>.
- 3.1.7. Approximately half (51%) of serious or fatal incidents in the region occur on rural roads. This differs across the region with predominantly urban authority areas of Luton, Bedford Borough and Peterborough with higher incidences occurring on urban roads.
- 3.1.8. The proportion of people killed or seriously injured on rural roads is significantly higher in Cambridgeshire, Central Bedfordshire, Buckinghamshire and Oxfordshire.

**Table 3-2 – KSI on Rural and Urban Roads<sup>5</sup>**

Local Authority	Rural %	Urban %
Bedford Borough	43%	57%
Buckinghamshire	64%	36%
Cambridgeshire	72%	28%
Central Bedfordshire	73%	27%
Hertfordshire	48%	52%
Luton	6%	94%
Milton Keynes	59%	41%
Northamptonshire	60%	40%
Oxfordshire	71%	29%
Peterborough	36%	64%
Swindon	34%	66%
<b>EEH</b>	<b>51%</b>	<b>49%</b>

- 3.1.9. There were 4792 road traffic collisions in the EEH region in 2018, of which 665 were serious and 84 were fatal<sup>7</sup>. The highest number of fatal road traffic collisions in 2018 occurred on the A5, which had seven fatalities. Table 3-3 below shows the highest risk roads across the region; these are roads that exceed the national average for fatal and serious road traffic collisions. These figures are representative of the number of road traffic collisions per billion vehicle miles.

<sup>6</sup> Department for Transport, Reported Road Casualties Great Britain: 2018, Annual Report, 2019, [online] available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/864873/rrcgb-2018-print-ready-version.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/864873/rrcgb-2018-print-ready-version.pdf)

<sup>7</sup> Department for Transport, Road Traffic Count and Safety Data, 2018

**Table 3-3 - Fatal and Serious casualties per billion road miles<sup>8</sup>**

Road Name	Fatal Severity	Road Name	Serious Severity
A141	25.8	A120	132.2
A142	10.2	A1303	83.9
A361	18.4	A4183	272.5
A4095	7.7	A4500	106.6
A427	44.3	A5028	125.5
A428	7.8	<b>National Average</b>	<b>77</b>
A4500	40.5		
A5	13.7		
A507	6.8		
A5076	13.2		
A508	9.6		
<b>National Average</b>	<b>5.4</b>		

- 3.1.10. In 2018, car occupants accounted for 44% of road deaths in the UK, pedestrians 26%, motorcyclists 20% and pedal cyclists 6%<sup>9</sup>. However, in terms of casualty rates, vulnerable road users (usually defined as pedestrians, pedal cyclists and motorcyclists), have much higher casualty rates per mile travelled in comparison with the other road user groups<sup>9</sup>.
- 3.1.11. Table 4-4 below, shows the total number of accidents recorded across the local authorities in both 2013 and 2018 (the latest year of reporting from the DfT), as well as the five-year percentage change. Looking at the region as a whole, the number of accidents fell by 11.9% over the five-year period, from 10,576 accidents in 2013 to 9,317 accidents in 2018. Luton and Central Bedfordshire are the only local authorities to buck this trend with a rise of 31.5% and 14.9% respectively.
- 3.1.12. Out of the eleven local authorities, Hertfordshire has the highest number of accidents in both 2013 and 2018, which is reflective of its size. Similarly, Bedford Borough has the lowest number of

<sup>8</sup> EEH Databank, Strategic Road and Major Road Personal Injury Accidents 2012-2018

<sup>9</sup> Department for Transport, Reported road casualties in Great Britain: 2018 annual report, [online], available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/834585/reported-road-casualties-annual-report-2018.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/834585/reported-road-casualties-annual-report-2018.pdf)

accidents in the region in both 2013 and 2018. Milton Keynes has had the largest drop in the number of accidents with 27.4% decrease on the number of accidents in 2013.

**Table 3-4 – Total Accidents (2013-2018)<sup>10</sup>**

<b>Local Authority</b>	<b>Total Accidents 2013</b>	<b>Total Accidents 2018</b>	<b>5 Year Change (%)</b>
Bedford Borough	356	348	-2.2%
Buckinghamshire	1070	865	-19.2%
Cambridgeshire	1475	1343	-8.9%
Central Bedfordshire	565	649	14.9%
Hertfordshire	2320	2053	-11.5%
Luton	381	501	31.5%
Milton Keynes	707	513	-27.4%
Northamptonshire	1207	1041	-13.8%
Oxfordshire	1504	1150	-23.5%
Peterborough	596	460	-22.8%
Swindon	395	394	-0.3%
<b>EEH Total</b>	<b>10,576</b>	<b>9,317</b>	<b>-11.9%</b>

- 3.1.13. Table 3-5 below shows the number of accidents by road type, ranging from motorway to unclassified. The majority of all accidents in the region occur on unclassified roads, with 40% of all accidents occurring on them. In 2018, Hertfordshire had the highest number of accidents on unclassified roads in the region, with a total of 1,007 accidents.
- 3.1.14. Motorways and C roads make up the smallest percentage of all accidents in the region at 7% and 6% respectively. A roads make up the second highest number of accidents at 37%, with the highest number occurring in Hertfordshire with 189.

<sup>10</sup> Department of Transport, Road Traffic Statistics, Road Accident Custom Reports, [online] available at: <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/53b43f66-6830-4dbf-b15e-ca03371d5754>

**Table 3-5 – Accidents by Road Type**

Local Authority	Road Type				
	Motorway	A	B	C	Unclassified
Bedford Borough	0	133	20	1	194
Buckinghamshire	89	370	81	114	211
Cambridgeshire	38	520	189	4	592
Central Bedfordshire	87	193	57	0	312
Hertfordshire	267	589	189	1	1,007
Luton	13	73	23	0	392
Milton Keynes	33	135	40	193	112
Northamptonshire	32	570	54	187	198
Oxfordshire	35	561	218	5	331
Peterborough	0	170	14	1	275
Swindon	12	143	96	29	114
<b>Total</b>	<b>606</b>	<b>3457</b>	<b>981</b>	<b>535</b>	<b>3,738</b>
<b>% Total</b>	<b>7%</b>	<b>37%</b>	<b>11%</b>	<b>6%</b>	<b>40%</b>

## 3.2 CRIME

- 3.2.1. Table 3-6 below shows the total number of overall recorded crimes per 1,000 population across the EEH region and its eleven authority areas. The average crime rate in the region is 75 recorded crimes per 1,000 population. Bedford Borough, Luton, Peterborough, Northamptonshire, Milton Keynes, Oxfordshire and Swindon all exceed this average.
- 3.2.2. The highest crime rates are seen in Peterborough with 111 recorded crimes per 1,000 people, whilst Buckinghamshire has the lowest number with 61 recorded crimes per 1,000.

**Table 3-6 – Total Recorded Crimes per 1,000 Population<sup>11</sup>**

Local Authority	Total recorded crime (excluding fraud) per 1,000 Population
Bedford Borough	87
Buckinghamshire	61
Cambridgeshire	71
Central Bedfordshire	64
Hertfordshire	73
Luton	100
Milton Keynes	97
Northamptonshire	83
Oxfordshire	88
Peterborough	111
Swindon	79

- 3.2.3. Looking at types of crimes across the region’s authorities, theft offences made up the most common types of reported crimes, with the highest number of reporting occurring in Milton Keynes and Peterborough, with 42 per 1,000 population. In relation to transport, bicycle theft is highest in Cambridgeshire with 6 reported cases per 1,000 population<sup>11</sup>.
- 3.2.4. Vehicle offences are most common in Milton Keynes with 13 reported cases per 1,000 population, closely followed by Peterborough and Luton with 12 reported cases per 1,000 population<sup>11</sup>. Vehicle offences include crimes such theft of or from a motor vehicle, dangerous driving, fleeing a scene of a traffic incident and illegally tampering with vehicles.
- 3.2.5. In 2017/2018, the number of reported sexual offences committed on public transport (railways) in the UK, increased by 7.6% (over 60% of these assaults were against women). The number of violent offences increased by 16% to 13,591 in 2018/19<sup>12</sup>. Whilst, the railway remains a very safe environment – the number of crimes per million journeys made has fallen from 25.6 in 2009/10, to 20.8 in 2018/19 – the perception of safety may be an issue.

<sup>11</sup> ONS, Crime in England and Wales, Year ending December 2019 - Community Safety Partnership tables

<sup>12</sup> British Transport Police. 2019. Annual Report 2018 -2019 [online] available at: [https://www.btp.police.uk/PDF/BTP\\_Statistical\\_Bulletin\\_2018\\_2019.pdf](https://www.btp.police.uk/PDF/BTP_Statistical_Bulletin_2018_2019.pdf)

- 3.2.6. There is limited information available as to the full extent of the levels of crime and disorder on public transport. However, general national trends suggest that crime on public transport in the UK is on the rise, particularly with regards to sexual assault, violent crimes and disruption.

### 3.3 FUTURE TRENDS

- 3.3.1. The number of people seriously hurt or killed on the roads is significantly higher than the national average in parts of the region. As the population increases, there are expected to be a greater number of vehicles on the roads, which could result in an increase in the number of road traffic collisions.
- 3.3.2. Under new UK Government plans, as of 2035, there will be a ban on selling new petrol, diesel or hybrid cars in the UK; a target that was initially set for 2040. This ban will see a significant increase in the use of battery electric vehicles (BEVs) over the Transport Strategy plan period.
- 3.3.3. The last six years have seen a remarkable surge in demand for BEVs in the UK – new registrations of plug-in cars increased from 3,500 in 2013 to more than 265,000 by the end of December 2019<sup>13</sup>. There will be a need to support the continued increase in infrastructure to support the demand in BEVs.
- 3.3.4. There are concerns that electric vehicles are too quiet, putting non-motorised road users at risk, as they cannot be heard as they approach, however, after European ruling in 2019, from 2021 all new types of four-wheel electric vehicle must be fitted with devices, which sounds like a traditional engine.
- 3.3.5. The Department for Transport's Cycling and Walking Investment Strategy 2017 includes objectives to double cycling rates and increase the number of children age 5 to 10 that walk to school from 49% to 55%. Further investment into cycling within Milton Keynes, Oxford and Cambridge may well be made as a result of the Gilligan Report - Running out of road Investing in cycling in Cambridge, Milton Keynes and Oxford<sup>14</sup>. This report recommends a series of cycle-specific changes which could increase cycling and reduce traffic.
- 3.3.6. The current coronavirus pandemic (COVID-19) has potential for far-reaching changes in the mode and frequency of travel for work and pleasure. Concerns around community transmission of COVID-19 will likely increase the number of people working from home and increased travel by private vehicle/active travel over public transport. Infrastructure to support social distancing and access to green space will be important. This will be further supported by investment to put cycling and walking at the heart of Britain's post-coronavirus transportation plan to reduce crowding on public transport and gridlock on roads with measures to double cycling and increase walking by 2025. Specific changes as a response to COVID-19 will likely include: pop up bike lanes, protected space for cycling, wider pavements, safer junctions and cycle and bus-only corridors. eScooter trials are to

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<sup>13</sup> Electric car market statistics, 2020. [online] Available at : <https://nextgreencar.com/electric-cars/statistics/>

<sup>14</sup> The National Infrastructure Commission, Running out of road Investing in cycling in Cambridge, Milton Keynes and Oxford, [online] available at: <https://www.nic.org.uk/wp-content/uploads/Running-out-of-Road-June-2018.pdf>

be brought forward to help encourage more people off public transport and onto greener alternatives than cars.

- 3.3.7. The focus for cycling and walking safety improvements<sup>15</sup> in the future include ensuring a core network of segregated safe cycle routes and a network of walkable routes around towns and cities, as well as the creation of rail and bus facilities which are suitable for foot and bike passengers. By 2040 the goal is for cycling and walking to be the natural choice for shorter journeys, or as part of a longer journey. To realise this vision, it was identified that it would be necessary to attract higher levels of participation including women, disabled people, older people and those from minority ethnic groups. This can be done by, for example, greater uptake of eBikes and greater provision of cycle training to different user groups. Safety and the perception of safety was found to be the biggest barrier to achieving higher levels of physical activity<sup>15</sup>. Interventions to minimise risks to road users include segregation of different vehicle types, legal measures, education, maintaining sight lines, signage and improved sensors on vehicles to detect vulnerable road users.
- 3.3.8. Highways England has set a clear long-term goal to bring the number of people killed or injured on the network as close as possible to zero by 2040. It has committed that, by the end of 2020, 90% of travel on the roads for which it has responsibility will be on roads with a 3-star safety rating or better<sup>16</sup>. This could help contribute to a reduction in serious road traffic collisions in the region.

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<sup>15</sup> Department for Transport November 2018. Government Response to Call for Evidence Cycling and Walking Investment Strategy: Safety Review,

<sup>16</sup> British EuroRap Results 2017, Cutting the Cost of Dangerous Roads, 207 [online] available at: <https://roadsafetyfoundation.org/cutting-cost-dangerous-roads/>

### 3.4 SAFETY CONSIDERATIONS

**Table 3-7 summarises potential community safety issues within the study area. Table 3-7 – Community safety issues**

Topic	Summary
<p>Collisions, incidents and near misses</p>	<p>A number of roads exceed the national average for both serious and fatal casualties.</p> <p>Traffic collisions where the road user is at fault result from a range of situations including driver inexperience, speed, aggressive driving, disobeying road signals, travelling too close to vehicles or objects. Regularly witnessing such behaviour may make other road users, roadside residents and the community feel unsafe.</p> <p>There are safety concerns with the electrification of the railways. Whilst there is no danger to people using the railway correctly, there may be a risk for nearby land users e.g. farmers and anglers.</p> <p>Congestion, roadside parking and visibility at junctions as well as the quiet nature of electric vehicles feature in collisions and the perception of safety for road users.</p> <p>Pedestrians and cyclists are often vulnerable particularly in areas where the proportion of HGVs is high or where there is no separation. Pedestrians prefer direct routes and being able to cross streets at their convenience; however, physical barriers and fast moving or heavy traffic can make streets difficult to cross.</p>
<p>Antisocial behaviour</p>	<p>There are increasing levels of crime on public transport. Lack of supervision from staff at other times of the day or night contributes to vandalism, including theft of road furniture and graffiti, robbery and assault.</p> <p>Other antisocial behaviour includes road rage, speeding and littering, and abuse of other road users potentially exacerbating the fear of crime.</p>
<p>Public transport use and active travel</p>	<p>Overcrowding during peak periods makes thefts and indecent assaults easier to commit, with opportunities for harassment, intimidation or assault also potentially greater during quieter periods.</p> <p>The surroundings at a bus stop or train station can affect safety or the feeling of safety. Where facilities are in isolated areas or areas of high crime, or where staffing numbers are low, crime and the fear of crime is likely to increase.</p> <p>Following COVID-19, people may feel less inclined to travel and to use public transport and could opt for private modes, which could include cycling and walking. Those who have no choice but to use public transport may experience increased levels of anxiety.</p> <p>Active travel, with greater uptake amongst older users, is likely to increase. This may increase conflict between user groups if facilities are inadequate. Pedestrians and cyclists will be more susceptible to injury, collision or intimidation by drivers or other users where there is limited or no separation of road traffic, poor sight lines or where there is a high proportion of HGVs, inadequate number of crossings or inadequate safety measures at crossings and where cycling and walking facilities become overcrowded.</p> <p>It is suggested that cyclists are often negatively affected by one-way streets, more so than other modes of transport. One-way systems often mean that cyclists have to</p>

Topic	Summary
	undertake relative extra distance as well as risky alternative roads and intersections <sup>17</sup> .
Behaviours and attitudes	<p>Drivers may feel unsafe or anxious driving along roads which are regularly subject to congestion, where lanes are narrow, or road width is significantly reduced by roadside parking.</p> <p>Prevalent social or cultural issues within specific areas may prevent uptake of some methods of transport or may inhibit behavioural change.</p> <p>Increased active travel is encouraged through investment and older people are expected to increase their uptake of active travel and ebikes.</p> <p>Interaction with other users through incidents such as road rage, harassment, theft and vandalism can reduce the safety of road and footway users and impact the feeling of safety for the neighbouring community if it is a regular occurrence.</p> <p>Drivers who park their vehicles that wholly or partially block pavements can make life difficult for a number of road users, including the use of pushchairs, wheelchair-users, people with mobility impairments, and the blind or partially sighted. If the pavement is blocked, these pedestrians often have to move into the road and in doing so potentially place themselves in danger.</p>
Safety after dark	<p>The fear of crime is increased after dark, particularly where lighting is poor along footpaths, cycleways, bus stations, car parks and train stations.</p> <p>Persons travelling to or from their cars may fear for their safety or that of their parked cars in situations where lighting/CCTV is poor or in areas of high crime.</p> <p>Safety concerns may increase when driving at night, particularly in conditions where visibility is low or at poorly lit junctions.</p> <p>The surroundings at a bus stop or train station can affect safety or the feeling of safety. Where facilities are in isolated areas or areas of high crime, connections are poor, or where staffing numbers are low, crime and the fear of crime is likely to increase. These fears could potentially be exacerbated at night, particularly if lighting is poor, CCTV is absent or if there is disorderly loitering at stations and bus shelters, particularly by young persons, or by homeless persons using the stations for shelter or amenities.</p>

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<sup>17</sup> European Transport Safety Council, Briefing: Contraflow Cycling [online] available at: <https://etsc.eu/briefing-contraflow-cycling/>

## 4 POLICY ASSESSMENT

### 4.1 INTRODUCTION

4.1.1. The Transport strategy includes 39 policies ranging over 11 policy themes. The overall aim of the Transport Strategy is:

*“To realise sustainable growth opportunities, improve the quality of life and wellbeing for Heartland residents and businesses, by harnessing the Heartland’s globally renowned centres of innovation to unlock a world class, de-carbonised transport system”.*

4.1.2. Each of the policies have been assessed for their potential implications on community safety. The assessment of policies for the CSA followed the same approach as the ISA, applying the same scoring criteria as set out in Table 5-1 below.

**Table 4-1 – Key to Effects**

Key to Effects	
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	--
Uncertain effects	?
Negligible or no effect	0

### 4.2 ASSESSMENT FINDINGS

4.2.1. Although the Transport Strategy did not include specific safety policies, there were a number of aspects within the policies that could have beneficial effects on community safety.

4.2.2. Policy T25 would result in potential significant positive effects on community safety as it proposes the use of a segregated mass transit. This will help to minimise the level of disruption, by delivering fast reliable transport services, which may subsequently result in a decrease in the number accidents and near misses occurring on the regions roads. The segregation of the transport system provides additional safety to passengers, non-motorised and motorised users, as it is assumed that measures such as bus lanes and segregated foot and cycleways will be put in place.

4.2.3. Policies T31 and T32 would also result in potential significant positive effects. Given that HGVs are responsible for more fatal incidents on the roads, the transition to freight is likely to improve safety by reducing the total number of lorry miles across the region. The increase in the use of freight may also help to reduce to total number of vehicles on the roads, reducing levels of congestion and indirectly improving the safety of the road network for both motorised and non-motorised users.

4.2.4. Policy T36 aims to work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking. Lorries and their trailer loads are often very

valuable and are targeted by criminals. Ensuring secure overnight lorry parking, will help to prevent against targeted crimes and would therefore, result in significant positive effects.

- 4.2.5. A reoccurring theme within the policies is the introduction of digital infrastructure. This has potential to provide opportunities to transform how the transport network delivering greater reliability for passengers and users whilst improving overall safety. We assumed that this could include measures such as live incident reporting, public transport updates and dynamic driving recommendations (e.g. lane change, distance gap).
- 4.2.6. However, the deployment of a digital services and infrastructure may be constrained by the availability of connectivity channels and may not be suitable within rural areas. A switch to digital infrastructure may pose additional security risks, through targeted attacks on control systems and data compromises.
- 4.2.7. Policies T1 and T2 are aimed at decarbonising the transport network, through the electrification of the railway and road fleet. The assessment has identified the potential safety concerns with the electrification of the railways; whilst there is no danger to people using the railway correctly, there may be a risk for nearby land users such as farmers and anglers.
- 4.2.8. There are also additional concerns that electric vehicles are too quiet, putting non-motorised road users at risk, as they cannot be heard as they approach. However, after a European ruling in 2019, from 2021 all new types of four-wheel electric vehicle must be fitted with devices, which sounds like a traditional engine. There are also potential issues with obstructive charging facilities (e.g. trailing cables), which can put pedestrians, particularly those with disabilities or pushchairs users, at risk.
- 4.2.9. Minor positive effects have been identified in relation to those policies that support improving connectivity across the region, particularly between the regions small market towns and their rural hinterlands. This could lead to better transport and safer transport options. Given that some local authority areas have a higher percentage of accidents occurring on rural roads, this policy could have positive effects on community safety.
- 4.2.10. Table 5-1 summarises the performance of the Transport Strategy policies on community safety. Further details of the community safety findings of each policy can be found within Appendix B.



**Table 4-2 – CSA Policy Assessment Overview**

Policy Theme	Draft TS Policies	Community Safety Outcome
Decarbonising of our Transport System	<b>T1</b> We will support and plan for the decarbonisation of the rail network: with priority given to securing: <ul style="list-style-type: none"> <li>• Completion of the Midland Mainline electrification</li> <li>• Delivery of East West Rail as an electrified route</li> <li>• Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres</li> <li>• Delivery of a long term solution for the electrification of the Chiltern Main Line</li> </ul>	-
	<b>T2</b> We will support and plan for the decarbonisation of the road fleet, working with energy suppliers and local planning authorities to ensure the infrastructure required to support an electric fleet (including buses and freight) is available	?
	<b>T3</b> In identifying future investment requirements we will prioritise those which contribute to a reduction in single occupancy journeys of 20% (of total traffic flow) by 2040 (compared with 2020)	+
Mobility for the future	<b>T4</b> We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following hierarchy: <ol style="list-style-type: none"> <li>Active Travel Modes (pedestrians and cyclists)</li> <li>Public transport modes (bus, scheduled coach and rail)</li> <li>Low emission/ zero carbon private vehicles, including two wheeler vehicles</li> <li>Other Motorised modes</li> </ol> All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users	+
	<b>T5</b> In identifying future investment requirements we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability and environmental net gain outcomes	?
	<b>T6</b> We will continue to work with partners, universities, operators and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale	?
The East West	<b>T7</b> We support the delivery of the East West Rail project (including its Eastern Section), with the expectation that Phase 2 of the Western Section is open from Oxford – Bedford by 2024, Aylesbury – Milton Keynes by 2025 and the Central Section by 2030	+



Policy Theme	Draft TS Policies	Community Safety Outcome
	<b>T8</b> We will work with Network Rail and the East West Railway Company to prioritise delivery of East West Rail as a digitally connected corridor	?
	<b>T9</b> We will work with the EWRCo, and Network Rail and neighbouring STBs to identify opportunities to realise the longer-term potential of the East West Main Line in support of the economic activity and planned housing growth	0
	<b>T10</b> We will work with partners, the East West Railway Company and Network Rail to ensure that where the East West Rail corridor intersects existing main lines the opportunity is take to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations: <ul style="list-style-type: none"> <li>• Oxford Stations</li> <li>• Bicester Stations</li> <li>• Aylesbury Station</li> <li>• Bletchley/Milton Keynes</li> <li>• Bedford Midland Station</li> <li>• East West Rail/East Coast Main Line</li> <li>• Cambridge/Cambridge South Stations</li> </ul>	?
	<b>T11</b> We will work with partners to prioritise investment in improved local connectivity connecting East West Rail stations with their local communities	+
Other East West Arcs	<b>T12</b> We will prioritise improvements to east west rail connectivity to support economic activity and in support of planned housing growth, including: <ul style="list-style-type: none"> <li>i) A northern arc connecting Northampton, Corby and Peterborough/Cambridge</li> <li>ii) A southern arc connecting central Buckinghamshire, Watford and southern Hertfordshire</li> </ul>	+
	<b>T13</b> We will work with Western Gateway and Network Rail to develop proposals that strengthen connectivity between Swindon/Oxford and the South-West and South Wales in support of economic activity and planned growth	+
Improving North South Connectivity	<b>T14</b> We will work with Government, Network Rail, Highways England and Oxfordshire County Council to develop a long term solution to challenges on the Didcot – Oxford – Bicester/Banbury corridor	?
	<b>T15</b> We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity within the region.	+



Policy Theme	Draft TS Policies	Community Safety Outcome
	<b>T16</b> We will work with Government, Network Rail, adjoining STBs and partners to develop a solution that improves connectivity on the Luton – Bedford – Wellingborough/Kettering – East Midlands corridor	+
	<b>T17</b> We will work with Cambridge and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridge Corridor Study	+
	<b>T18</b> We will work with partners, including Government and Highways England to develop a long term solution to the challenges of the A1 (East of England) corridor.	+
Transforming Intra and Inter Regional Journeys	<b>T19</b> We will prioritise investment in the development of public transport based solutions when improving intra-regional connectivity between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change	+
	<b>T20</b> To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure investment is designed as digitally enabled corridors	?
	<b>T21</b> We will support investment in the Strategic Road Network and Major Road Network where this meets one or more of the following criteria and is consistent with wider environmental objectives: a) Protects and enhances the existing infrastructure asset b) Delivers a solution to an identified problem on the existing infrastructure asset c) Enables access to new economic opportunities and/or additional housing growth	+
	<b>T22</b> We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change to achieve improved intra-regional connectivity: the levels of service will be reviewed on a bi-annual basis	+
Transport Orientate <sup>d</sup>	<b>T23</b> We will work with local planning authorities and local enterprise partnerships to use the opportunities created by investment in strategic transport infrastructure and services to shape the location of future economic and housing growth proposals. We will work with partners to ensure integration of travel modes and local connectivity are integral components of any such proposals	+

Policy Theme	Draft TS Policies	Community Safety Outcome
	<p><b>T24</b> We will support the development and delivery of high quality, segregated mass transit systems where there is the potential market for its long term sustainability: priority will be given to supporting the delivery of such systems in the following locations:</p> <ul style="list-style-type: none"> <li>• Cambridge (the CAM)</li> <li>• Milton Keynes</li> <li>• The A414 corridor in Hertfordshire</li> </ul>	++
Improving Local Connectivity	<p><b>T25</b> We will work with partners to establish ‘mobility hubs’ in areas of significance as locations where interchange between travel modes is actively enabled.</p>	?
	<p><b>T26</b> We will work with public transport operators and the Government to develop industry-led solutions that enable frictionless travel using a combination of travel modes</p>	+
Rural Connectivity	<p><b>T27</b> We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve local connectivity, including exploring options for centres of mobility.</p>	+
Connecting to Global Markets	<p><b>T28</b> We will work with infrastructure owners/operators, Network Rail, Highways England and the Government to improve public transport connectivity to international airports in order to reduce the environmental footprint of their operations, with priority given to:</p> <ul style="list-style-type: none"> <li>• Luton Airport – with a focus on improving travel opportunities via services on the Midland Mainline, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART)</li> <li>• Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow</li> </ul>	+
	<p><b>T29</b> We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional corridors: priority will be given to identifying solutions to future needs on the following corridors:</p> <ul style="list-style-type: none"> <li>• Swindon/Southampton – Reading – Didcot/Oxford – West Midlands</li> <li>• London – Luton – Bedford – East Midlands</li> </ul>	?
Realising the Potential for Rail Freight	<p><b>T30</b> We will work with Network Rail and all relevant Sub-national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors:</p> <ul style="list-style-type: none"> <li>• Felixstowe to Nuneaton</li> <li>• East West Railway</li> <li>• Southampton to West Midlands</li> </ul>	++

Policy Theme	Draft TS Policies	Community Safety Outcome
	<p><b>T31</b> We will work with Network Rail and all relevant Sub-national Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors:</p> <ul style="list-style-type: none"> <li>• Midland Main Line – providing access into the region from aggregate sources in the Midlands</li> <li>• Great Western Main Line – providing access into the region from aggregate sources in western England and Wales</li> </ul>	++
Strategic Rail Freight Interchanges	<p><b>T32</b> We will support the development of Strategic Rail Freight Interchanges where they support the ambition of this strategy</p>	+
Supporting Road Freight	<p><b>T33</b> We will work with Highways England, local highway authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors:</p> <ul style="list-style-type: none"> <li>• The M25/M1</li> <li>• The A34 and M40 north of Oxford</li> <li>• The A14</li> <li>• The A508 into Northampton</li> </ul>	+
	<p><b>T34</b> We will work with Highways England, local highway authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impacts on communities living in and around freight corridors.</p>	+
	<p><b>T35</b> We will work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking</p>	++
	<p><b>T36</b> We will work with local transport authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met</p>	+

## 5 RECOMMENDATIONS

5.1.1. Using evidence from both the baseline information and policy assessment, a number of recommendations have been made. Table 6-1 below provides a series of recommendations to improve community safety across the five topics as listed in in Table 4-7. It should be noted that some of these recommendations would require partnership approach between local authorities and various agencies, and the responsibility wouldn't solely be with EEH.

**Table 5-1 – Community safety recommendations**

Topic	Summary	Recommendations
Collisions, incidents and near misses	<p>A number of roads exceed the national average for both serious and fatal casualties.</p> <p>Traffic collisions where the road user is at fault result from a range of situations including driver inexperience, speed, aggressive driving, disobeying road signals, travelling too close to vehicles or objects. Regularly witnessing such behaviour may make other road users, roadside residents and the community feel unsafe.</p> <p>There are safety concerns with the electrification of the railways. Whilst there is no danger to people using the railway correctly, there may be a risk for nearby land users e.g. farmers and anglers.</p> <p>Congestion, roadside parking and visibility at junctions as well as the quiet nature of electric vehicles feature in accidents and the perception of safety for road users.</p> <p>Pedestrians and cyclists are often vulnerable particularly in areas where the proportion of HGVs is high or where there is no separation. Pedestrians prefer direct routes and being able to cross streets at their convenience, however, physical barriers and fast moving or heavy traffic can make streets difficult to cross.</p>	<p>Where online improvements are proposed, such as junction upgrades or minor widening, the ability to incorporate safety features will be limited to what is currently present, land available within the road boundary and feasibility of compulsory purchase of adjacent land. Nonetheless, upgrading junction safety, increasing carriageway width, sightlines or provision of an additional carriageway will help to reduce congestion, create greater passing space, thus potentially reducing driver frustration and anger related road incidents.</p> <p>Installing pedestrian facilities at key junctions will also promote safety for pedestrians and cyclists.</p> <p>Improving signage and sight lines and physical separation of vulnerable users are recommended to reduce collisions.</p> <p>The delivery of electrification will need to be communicated with people living and working along the railway to advise them of the potential risks.</p>

Topic	Summary	Recommendations
		<p>Making streets easier to cross, through parking restrictions or improved sight lines, is important to encourage more walking and to connect communities.</p>
<p>Antisocial behaviour</p>	<p>There are increasing levels of crime on public transport. Lack of supervision from staff at other times of the day or night contributes to vandalism, including theft of road furniture and graffiti, robbery and assault.</p> <p>Other antisocial behaviour includes road rage, speeding and littering, and abuse of other road users potentially exacerbating the fear of crime.</p>	<p>Upgrade transport hubs, bus stations, train stations to provide an opportunity to increase the feeling of safety by removing graffiti, vandalised infrastructure, installation of CCTV, provision of safety barriers which can prevent individuals falling or being pushed onto the road or tracks.</p>
<p>Public transport use and active travel</p>	<p>Overcrowding during peak periods makes thefts and indecent assaults easier to commit, with opportunities for harassment, intimidation or assault also potentially greater during quieter periods.</p> <p>The surroundings at a bus stop or train station can affect safety or the feeling of safety. Where facilities are in isolated areas or areas of high crime, or where staffing numbers are low, crime and the fear of crime is likely to increase.</p> <p>Following COVID-19, people may feel less inclined to travel and also to use public transport and opt for private modes, which could include cycling and walking. Those who have no choice but to use public transport may experience increased levels of anxiety.</p> <p>Active travel, with greater uptake amongst older users, is likely to increase. This may increase conflict between user groups if facilities are inadequate. Pedestrians and cyclists will be more susceptible to injury, collision or intimidation by drivers or other users where there is limited or no separation of road traffic, poor sight lines or where there is</p>	<p>Improvements at train stations and bus stops, such as provision of CCTV, current timetable information and upgrades to shelters would add to the feeling of safety for users and provide greater certainty for travellers with respect to travel times. Incorporation of bike facilities on public transport will allow multi modal journeys. Incorporation of features of facilities to minimise the potential for transmission of infectious agents such as allowing space between individuals waiting, non-touch payment facilities and disinfection facilities.</p> <p>Transport infrastructure may also need to be adapted to accommodate social distancing and allow easier access to green spaces. This could include widening of public footpaths and cycleways. Educational approaches including raising awareness of cyclists and powered 1-2 wheel modes (such as the ‘Dutch Reach’), as well as legislative changes would also play a part in active travel uptake.</p>



Topic	Summary	Recommendations
	<p>a high proportion of HGVs, inadequate number of crossings or inadequate safety measures at crossings and where cycling and walking facilities become overcrowded</p> <p>It is suggested that cyclists are often negatively affected by one-way streets, more so than other modes of transport. One-way systems often mean that cyclists have to undertake relative extra distance as well as risky alternative roads and intersections<sup>18</sup>.</p>	<p>Safety fears are a barrier to the uptake of active travel. Where new cycleways and walkways are proposed, design goals would be to separate pedestrians and cyclists and provide an attractive alternative to public transport or cars and bike storage facilities. Provision of attractive green infrastructure can improve feelings of safety and overall wellbeing, as well as having health benefits. Where new infrastructure intersects with road or rail, the crossings should be appropriately designed with adequate safety barriers and signalised crossings where appropriate. Providing facilities which do not require users to stop or dismount such as an over or underpass would prevent users stepping out into live traffic.</p> <p>Introducing contraflow cycling would allow cyclists to ride against the traffic flow in a one-way street and thereby avoid the negative effects of one-way streets.</p>
Behaviours and attitudes	<p>Drivers may feel unsafe or anxious driving along roads which are regularly subject to congestion, where lanes are narrow, or road width is significantly reduced by roadside parking.</p> <p>Prevalent social or cultural issues within specific areas may prevent uptake of some methods of transport or may inhibit behavioural change.</p>	<p>Education and public information can help to support positive behavioural change.</p> <p>Applying a Safe System Approach – this is an approach to road safety management, based on the principle that lives should not be compromised by our need to travel. No level of death or serious injury is acceptable in the road transport network.</p>

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<sup>18</sup> European Transport Safety Council, Briefing: Contraflow Cycling [online] available at: <https://etsc.eu/briefing-contraflow-cycling/>



Topic	Summary	Recommendations
	<p>Increased active travel is encouraged through investment and older people are expected to increase their uptake of active travel and e-bikes.</p> <p>Interaction with other users through incidents such as road rage, harassment, theft and vandalism can reduce the safety of road and footway users and impact the feeling of safety for the neighbouring community if it is a regular occurrence.</p>	<p>Responsibility for the system is shared by everyone, whilst every road user, whether they drive, cycle or walk, is responsible for complying with the system's rules.</p> <p>Training and opportunities to introduce softer measures such as increase training and awareness and incorporation of safety by design measures.</p>
Safety after dark	<p>The fear of crime is increased after dark, particularly where lighting is poor along footpaths, cycleways, bus stations, car parks and train stations</p> <p>Persons travelling to or from their cars may fear for their safety or that of their parked cars in situations where lighting/CCTV is poor or in areas of high crime.</p> <p>Safety concerns may increase when driving at night, particularly in conditions where visibility is low or at poorly lit junctions.</p> <p>The surroundings at a bus stop or train station can affect safety or the feeling of safety. Where facilities are in isolated areas or areas of high crime, connections are poor, or where staffing numbers are low, crime and the fear of crime is likely to increase. These fears could potentially be exacerbated at night, particularly if lighting is poor, CCTV is absent or if there is disorderly loitering at stations and bus shelters, particularly by young persons, or by homeless persons using the stations for shelter or amenities.</p>	<p>Locating parking areas, including laybys or roadside parking facilities, in well-lit areas where there is pedestrian traffic, away from isolated areas or areas of known high vehicle crime will create a greater feeling of safety for road users and the local community.</p> <p>Inclusion of measures such as surveillance including CCTV can reduce potential crime and the fear of crime.</p>



The Forum  
Barnfield Road  
Exeter, Devon  
EX1 1QR

[wsp.com](http://wsp.com)

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