June 2019
Progress Statement

5 March 2019 Minute 31.1 2nd Bullet	**Talk With Us**	Question from Parish Council regarding Assessed Road Safety and data retention times.	Chris Dye
June Update	Most collision studies using actual reported accidents records start from the premise that accidents are rare and random events and if this held true then accidents would be scattered across the whole network pretty much evenly, with a few statistical anomalies. As a result of this cluster searches are used to find locations where the premise does not hold true, these locations (subject to the statistical anomalies) are likely to be areas where there are other reasons for the accidents other than the random event. These are then studied to ascertain whether the patterns of collisions are treatable with engineering interventions. Three- or five-year search periods are the industry standard and most local authorities and other national bodies (such as TRL) will be working to this, there will be a difference in the number of collisions used as a starting basis for cluster site searches. Our current process for cluster site (traditionally called blackspots) identification is 5 reported injury collisions in three years within a 60m radius. This is compared to 8 reported injury collisions in 5 years in a 60m radius, but investigations are prioritised on the three-year search. The time period chosen to comprise full 12-month periods, though not necessarily calendar years. The time period chosen is a compromise between statistical and practical factors, e.g. a 5-year period gives a better basis for statistical examination, in that some of the random fluctuations in the numbers are removed. However, finding out if the site has been treated in any way that period of time or if traffic patterns have changed significantly can prove difficult, this is exacerbated by using longer search periods. It is important in terms of understanding potential cause and effect within the accident distribution to determine any such changes. The three-year period with the minimum collision rate identifies problems sites with enough information to determine whether there is a treatable pattern and allows for a reasonably short post monitoring period (3 years) to determine that the intervention has been successful. The pre-period is also short enough to ensure that other factors mentioned above are not affecting the study. Longer periods could be used, but the starting number of collisions would have to be increased to ensure that the site is not simply a collection of random events, i.e. 4 collisions at a junction in 20 years are likely to random human error, whereas 5 at a junction in 3 years is more likely to have a higher environmental element that can be treated.		