



accidents don't have to happen

Joint Strategic Needs Assessments: Progress Since 2014



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Introduction

There is a large potential for road safety and public health practitioners to work closely. The idea of partnership working is not new. Many public health professionals have had an interest in road safety and road safety partnerships have included representatives from public health backgrounds.

Local Authorities took over control of Public Health in 2013 and were required to produce a Joint Strategic Needs Assessment (JSNA). In March 2014, RoSPA surveyed local authorities to ascertain the number of JSNAs which included road safety. It was found that half did, although the content and style varied greatly from a full section to a single paragraph.

At the time JSNAs were widely seen by road safety practitioners as an ideal opportunity for road safety managers to incorporate and integrate their road safety activities and policies into the wider public health activities and policies of their local authority.

RoSPA's original guide on public health and road safety was written in 2014, with support from an advisory group comprising Duncan Vernon, RoSPA, Bristol City Council, Public Health England (PHE), Road Safety GB, Child Accident Prevention Trust (CAPT) and the Transport and Health Study Group.

The original guide assessed levels of integration between teams, highlighted examples of good practice and offered advice to road safety and public health practitioners on how their work could be integrated, making reference to how road safety activities can have an impact on wider health and vice versa. The aim of this report is to assess the current level of integration of road safety and public health activities and progress made in integrating these activities since 2014. The guide also includes case studies of joint working between road safety and public health teams.



Methodology

To assess the current levels of integration between road safety and public health teams and any joint work as a result of Joint Strategic Needs Assessments since 2014, an online survey was conducted with road safety practitioners. The survey was available for practitioners to respond to from July 2019 until November 2019.

The survey aimed to:

- Identify whether road safety was integrated into joint strategic needs assessments and to what extent
- To understand whether road safety practitioners felt more or less involved in the development of joint strategic needs assessments in comparison to five years ago
- To identify what impact joint strategic needs assessments have had on the delivery of road safety interventions
- To highlight examples of joint working between road safety and public health teams as a result of the joint strategic needs assessment.

Respondents were recruited in a number of ways. An article promoting the survey was featured on Road Safety GB's newsfeed and the link to the survey was emailed to Road Safety GB's members. The link to the survey was also emailed to the Modeshift network. Finally, the link to the survey was promoted via social media, on RoSPA's Road Safety Twitter account, @roadsafety.

As respondents were recruited in a number of ways, it is difficult to determine how many people were aware of the survey, meaning that it is not possible to identify a response rate. 23 people completed the survey.

To gain a more in-depth understanding of how practitioners felt about joint strategic needs assessments and the extent to which it had impacted on delivery of road safety interventions in their area, a group interview with two road safety professionals was conducted in October 2019. The interview lasted for 30 minutes, was transcribed and the main themes drawn from the interview are included in the results section of this report.

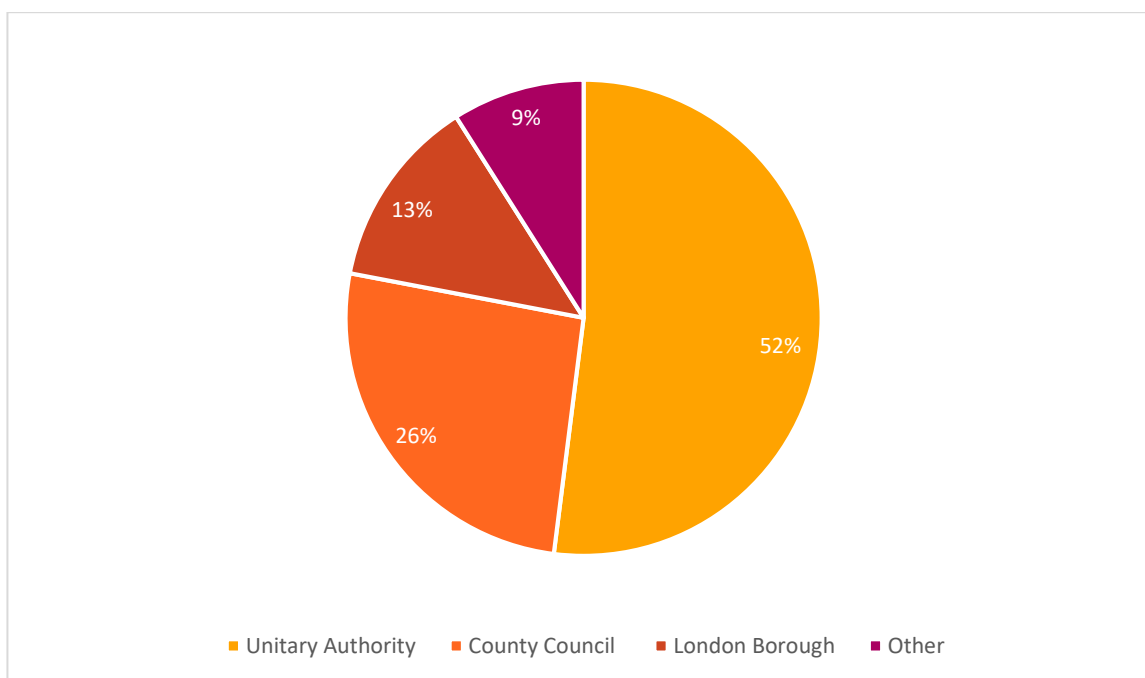


Results

Results in this section are based on responses to the survey conducted with road safety practitioners from July to November 2019 and the group interview with two practitioners conducted in October 2019.

Firstly, those who responded to the survey were asked whether they worked as a part of a Unitary Authority, County Council, London Borough or in a different type of organisation. As figure 1 shows, 52% (12) of respondents worked for a unitary authority, 26% (6) worked for a county council, 13% (3) for a London borough and 9% (2) in another type of organisation. When asked, those two respondents worked within Local Government and as part of a Community Speedwatch.

Figure 1: Type of organisation that the respondent works within (n=23¹)



As some teams may have restructured to integrate public health professionals in mainstream local authority teams, next, respondents were asked to select the statement that best described the department or team they work within. They were able to select that they worked within a mainstream local authority division, such as transport or within an integrated team that includes public health professionals. Of the 23 respondents, 91% (21) worked within a mainstream local authority team and just 9% (2) of respondents worked within an integrated team that includes public health professionals.

Following this, those who completed the survey were asked whether they were aware of their organisation’s joint strategic needs assessment. Unfortunately, just 48% (11) of respondents were aware of their joint strategic

¹ (n=x), where x refers to the number of respondents to the survey question.

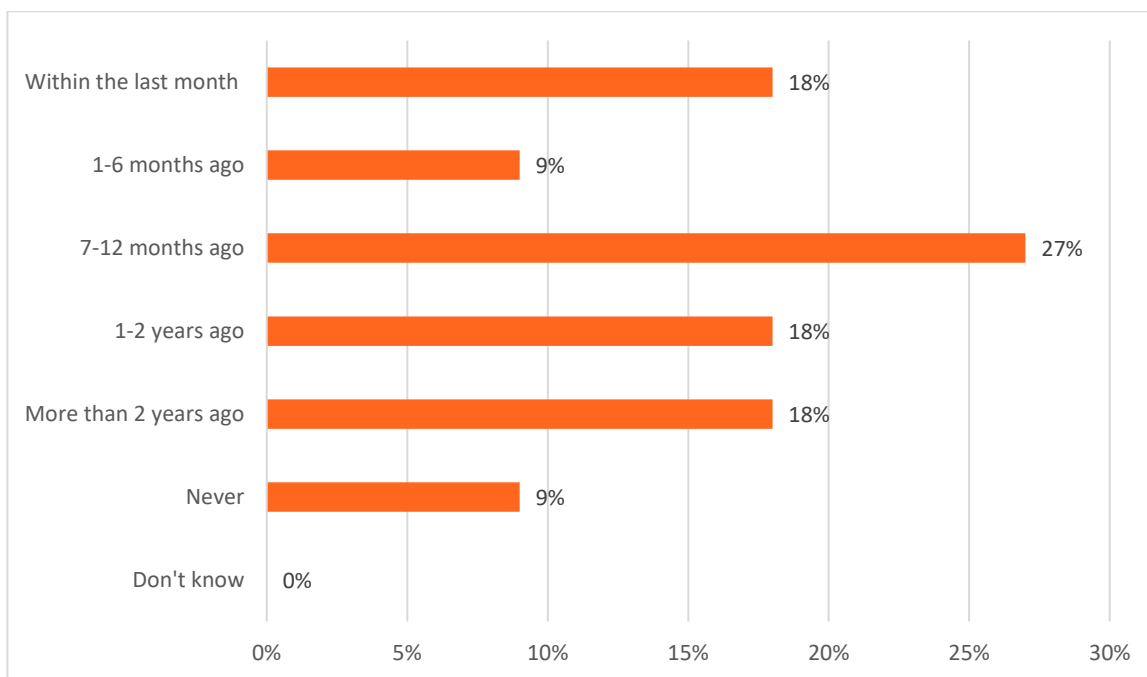


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needs assessment. It is difficult to interpret whether this is because another member of the team writes the road safety section for the submission, or whether this is because road safety is not included in their organisation's joint strategic needs assessment.

Those who were aware of their organisation's joint strategic needs assessment were then asked when they had last referred to it. As figure 2 shows, 18% (2) of respondents had referred to the assessment within the last month. 45% of respondents (5) had not looked at the assessment in more than a year and in one case, never.

Figure 2: The last time respondents referred to their organisation's Joint Strategic Needs Assessment (n=11)



Those who completed the survey were also asked when their joint strategic needs assessment had last been reviewed. 18% (2) respondents stated that their organisation's JSNA had been updated within the last six months. The remaining 82% (9) were unaware of when this had last been updated.

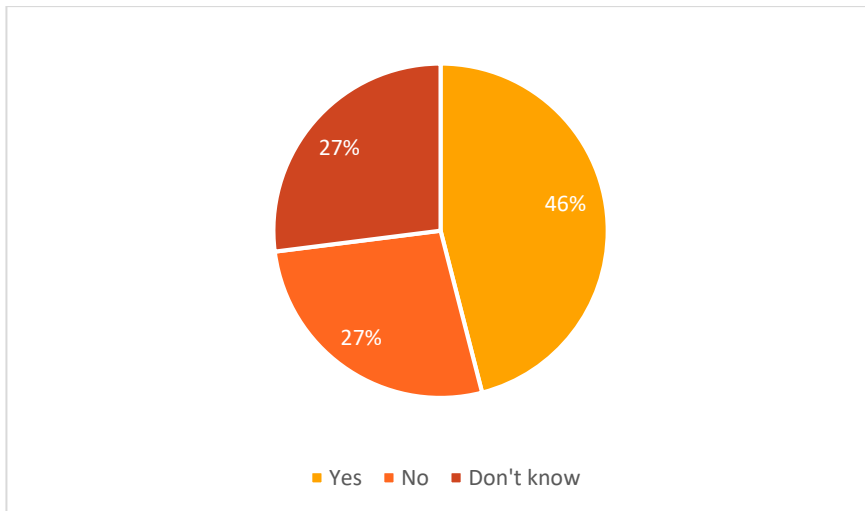
Those who took part in the group interview were also asked when their organisation's joint strategic needs assessment had been reviewed. One of the professionals stated that theirs was currently being reviewed and that their department had been consulted on it and the other professional was unsure, although they stated that they thought it had been reviewed relatively recently.



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Respondents were then asked whether their organisation’s JSNA had a road safety section. As figure 3 shows, 46% (5) of those who completed the survey said that their JSNA had a road safety section, 27% (3) did not have a road safety section and 27% (3) were unaware whether there was or not.

Figure 3: Whether JSNAs have a road safety section or not (n=11)



Those who took part in the group interview were also asked if their Joint Strategic Needs Assessment had a road safety section. One road safety professional stated that although they had been asked about road safety statistics and trends by the public health professionals within their organisation, road safety did not seem to have been included in the document. The other road safety professional who took part in the group interview stated that their joint strategic needs assessment had a section called transportation, covering sustainable travel and road casualty statistics for the area.

Those who were aware that their Joint Strategic Needs Assessment has a road safety section were then asked what statement best represents the section. 80% (4) of respondents stated that the road safety section in their organisation’s JSNA could be best described as ‘incorporated in a bigger section’. 20% (1) of respondents described the section as a ‘small standalone section’.

Those who attended the group interview were asked what their organisations joint strategic needs assessment aimed to achieve. One of the road safety professionals stated that theirs was a public-facing document, which showed road casualty data, including casualties by mode of travel, age and severity and a map of the area highlighting the areas in which the most accidents take place. The document also outlined what the Council were doing at the moment, ongoing road safety projects and the aims of the council road safety department, such as encouraging active travel and reducing the numbers of road casualties.

In contrast, another road safety professional stated that their organisation’s joint strategic needs assessment did not seem to have acknowledged that mortality occurred on the road. Their joint strategic needs assessment was described as ‘wordy’ and did not seem to be particularly suitable for members of the public to read. They stated that they felt it was more aimed at practitioners than members of the public.

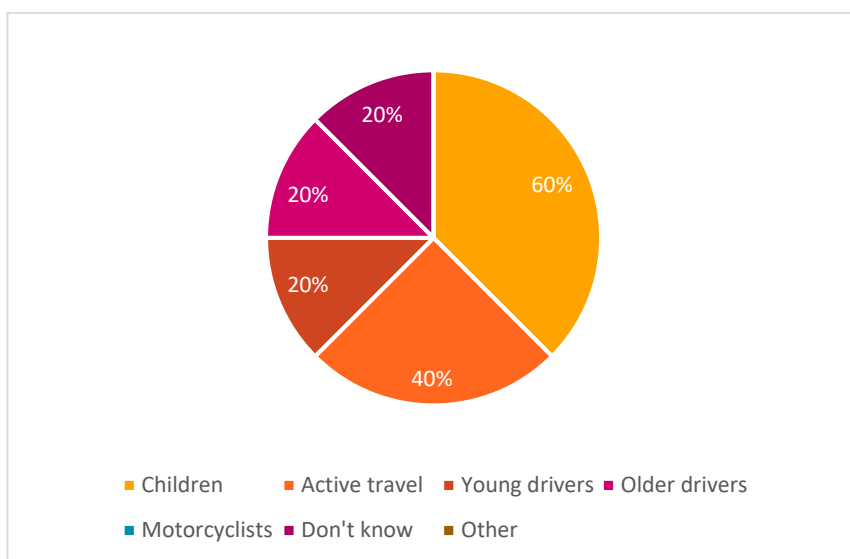


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They were also asked what resources had been used when writing the road safety section of the JSNA. One professional stated that local casualty data had been used, which had been analysed by the organisation's GIS team. The other road safety practitioner stated that they had provided statistics to the public health team when they had been consulted about the development of their organisation's JSNA, they had also provided stats19 data for the local area.

Those who completed the survey were then asked what key topics were included in the road safety section of their organisation's JSNA. The results are presented in figure 4 and show that the most common topics included in the small sample of JSNAs were children and active travel.

Figure 4: Key topics included in the road safety section of the JSNA



These topics were also similar for those who took part in the group interview. One professional stated that there was a particular issue with child obesity in their area and low activity levels. Therefore, a link had been made to active travel to and from school. Another professional stated that their focus had been similar, with a focus on cycle and pedestrian training schemes in their transportation section.

Following this, all respondents who were aware of their organisation's JSNA were asked whether their JSNA provided financial support, either capital or revenue. 73% (8) of respondents said that the JSNA did not provide capital or revenue financial support and the remaining 27% (3) were unsure.

One of those who attended the group interview had not received capital or revenue funding as a result of the JSNA. However, they did feel that there had been some positive discussions between the road safety team and public health professionals, and the road safety team had been referenced in a number of public consultation documents. They had also received some money for a school travel related project to contribute towards running costs, although it was awarded to the organisation working alongside them rather than the road safety team. The other road safety professional who attended said that their team had initially been awarded some funding for a two year project, but the funding had stopped part way through the project.

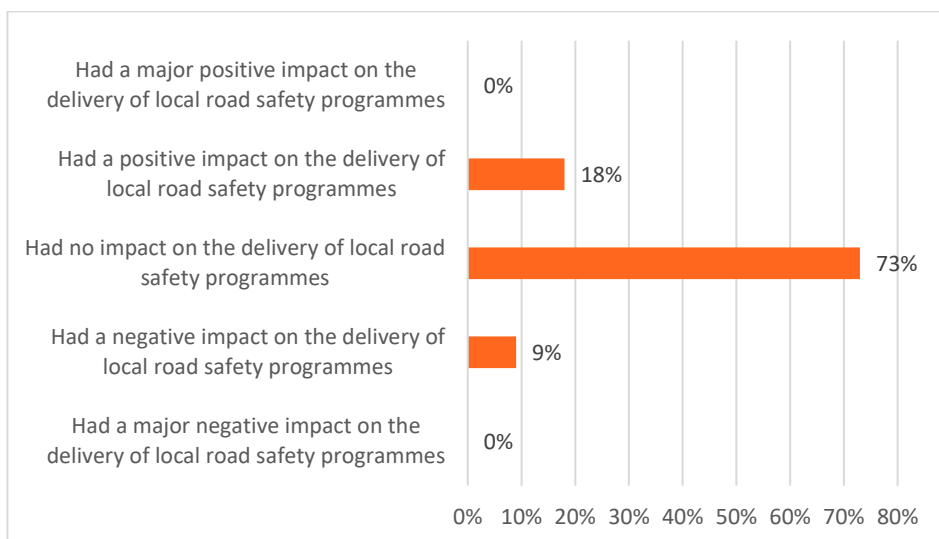


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Despite seemingly no capital or revenue funding resulting from the JSNA for the questionnaire respondents, the survey then aimed to understand the impact that respondents felt that the joint strategic needs assessment had on their road safety work and any interventions that had resulted from it. Those who completed the survey were asked to select the statement that best described the effects the Joint Strategic Needs Assessment has had on the delivery of local road safety programmes. In the majority of cases (73%), respondents said that the JSNA had no impact on the delivery of local road safety programmes. 18% (2) felt that it had a positive impact and 9% (1) felt it had a negative impact.

Both of the road safety professionals who attended the group interview felt that the joint strategic needs assessment had made no impact on the delivery of road safety in their area. Although one of the practitioners was fairly involved in developing the needs assessment, they did not feel that this had any impact on their work.

Figure 5: Impact of the JSNA on the delivery of local road safety programmes (n=11)



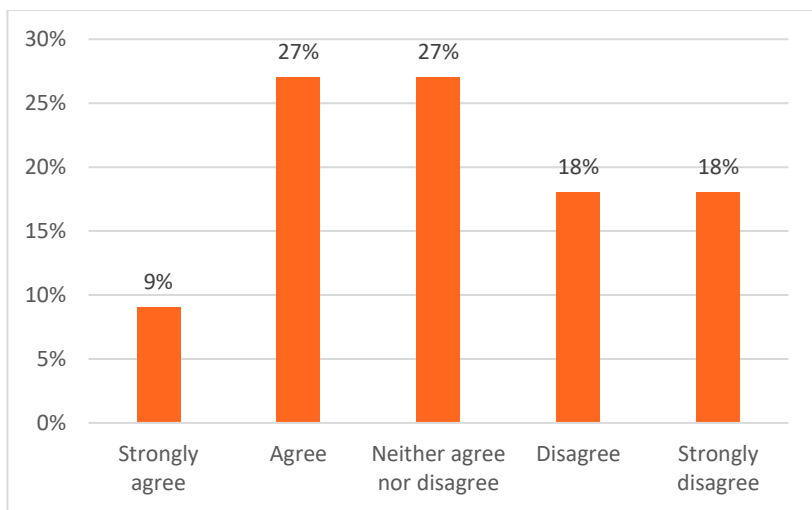
To understand whether any road safety interventions had resulted from the Joint Strategic Needs Assessment, those who completed the survey were asked whether any multi-agency working had occurred since 2014. 64% (7) of respondents had not undertaken any multi-agency working since the introduction of the JSNA and 36% had. Examples of joint working included a school parking initiative and a healthy weight public health intervention that focussed on walking and cycling campaigns.



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Respondents were then asked to what extent they agreed or disagreed with the statement: “Joint Strategic Needs Assessments have encouraged joint working between the road safety and public health professionals in my organisation.” The results are presented in figure 6, and show a wide range of opinions with 36% of respondents agreeing or strongly agreeing and 36% of respondents disagreeing or strongly disagreeing. The remaining 27% neither agreed nor disagreed.

Figure 6: Extent to which respondents agreed or disagreed with the statement “Joint Strategic Needs Assessments have encouraged joint working between the road safety and public health professionals within my organisation” (n=11)



Finally, those who responded to the survey were asked compared to five years ago whether their department were more or less involved in developing the JSNA for their organisation. Figure 7 shows that 9% (1) of respondents were somewhat more involved in developing the JSNA for their organisation, 27% (3) were as involved and 63% (7) were somewhat or much less involved.

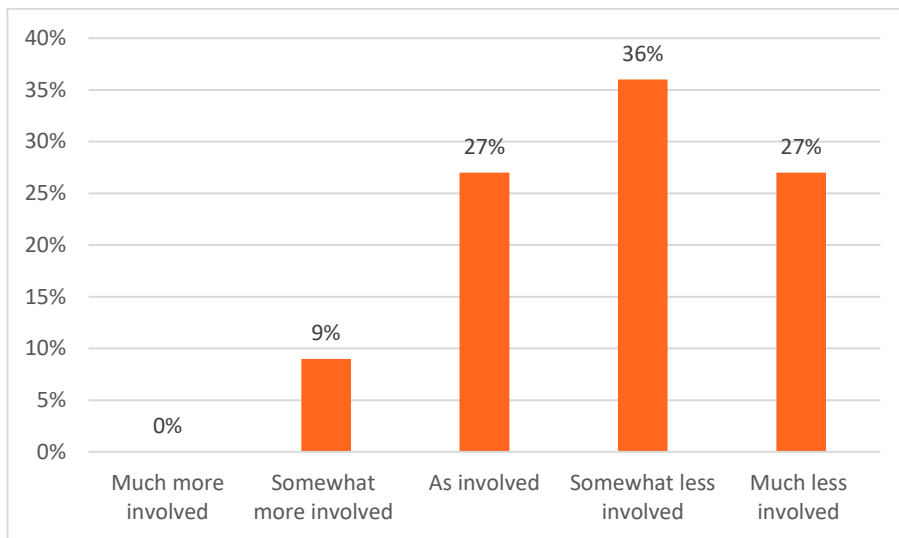
One of the professionals who had taken part in the group interview stated that they had been hoping that when public health became a local authority responsibility that there would be more chance for the teams to work together. Despite this, they felt that they were less involved in public health than they were when it was included in the local health trust:

“It’s had a negative impact I think on our joined up working that we used to do. We used to work closely with the healthy schools officer but since it [public health] came over [to the council]... they no longer have a healthy schools officer so that post is no longer there. We used to work closely on various projects but that’s all gone now”



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Figure 7: Level of involvement in the development of JSNA (n=11)



Some professionals seemed quite heavily involved in supporting the development of their organisation’s joint strategic needs assessment. For example, one of the road safety professionals who took part in the group interview stated that they were part of a steering group, which involved individuals from various areas of the organisation coming together to develop the joint strategic needs assessment:

“[The steering group] gets together every time [the joint strategic needs assessment] is due for renewal...so everyone was responsible for their own individual sections... came to the steering group meeting and then we put the drafts together and then they were reviewed and then any comments and any amendments we had to do [were made]”

Several of those who completed the survey used the further comments section to state that although Joint Strategic Needs Assessments had started with good intentions, activities such as quarterly meetings had tailed off when key members of staff had moved posts or for example, taken maternity leave. One of the practitioners who attended the group interview stated that although at first the joint strategic needs assessment had brought teams closer together to do more joint working, this had stopped and there was more focus on health issues than road safety and active travel as envisaged.

Some professionals also felt that it did not lead to a meaningful road safety strategy and resulted in extra work but created little returns:

“As a result of the JSNA we were required to submit evidence and data regarding road safety and explain what we do. This did not result in any further money or support for road safety interventions. It created more work for us for very little return.”

These comments were also echoed in the group interview. One practitioner stated that staff turnover meant that there had not been a great deal of communication between the road safety and public health team. They stated that they tended to speak to a public health professional a few times, beginning to develop a relationship before that person moved on and a new person was in post. Both of those who participated in the group interview felt that there was more focus on other issues, such as drug use and teenage pregnancy.



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However, one respondent to the survey was taking a proactive approach and currently working to update the Joint Strategic Needs Assessment to include a road safety section:

“As a part of the JSNA restructure, I am adding a brief section on road safety. [It was] Not previously included, discussions [are] ongoing with wider council road safety professionals.”



Case Studies

Medway Council: Pilot Parking Initiative

An example of a joint initiative resulting from the Joint Strategic Needs Assessment is Medway Council's pilot parking project. The initiative, that ran between 2014 and 2015 aimed to reduce child obesity rates in Medway by increased use of active travel modes such as walking, cycling and scooting on the school journey, and to reduce congestion and parking issues outside the school gates. Eight schools in the area agreed to partake in the project.

As part of the initiative, "walking maps" were produced, highlighting the area outside the school in separate 'walking zones' of 5, 10, 15 and 20 minute walked journeys. School crossing patrols, pedestrian crossings and car parks were clearly marked on the maps. Walking maps also contained road safety information for parents and children, as well as a pledge to not drive or park near the school entrance on journeys to and from school. Parents were also encouraged to consider park and stride as an active travel option if it was not feasible to walk or cycle the entire journey to school. Lamppost signage was created to endorse the project and complement the walking maps, indicating the remaining distance from the school. Rather than walking maps, the secondary school who participated introduced a part time 20mph speed limit outside the school.

School assemblies were delivered at participating schools to inform the pupils of the project aims and how they can be achieved. Schools were then encouraged to incentivise the scheme by rewarding children who took part. For example, some schools introduced a walking award that was held by the winning class with most walkers of the week.

Analysis of one school showed that there had been a 5% increase in pupils walking to and from school, as well as 8.5% decrease in car use.

Walsall Council: A*STARS Programme

Another example of a programme resulting from the joint strategic needs assessment is Walsall Council's A*STARS programme. A*STARS is a whole school approach to active sustainable travel and road safety. The programme is a series of walking, cycling, scooting and road safety initiatives, along with training, expertise and support that is given to schools to help them to develop and promote safer, healthier lifestyle choices for all.

The A*STARS Programme requires schools to register, commit to the compulsory core elements of road safety and active travel and select from a range of healthy lifestyle initiatives. The healthy lifestyle initiatives complement the core elements by providing schools with the flexibility to further enhance the core elements whilst tailoring them to an individual school's needs.

Each school that takes part registers to the programme, selects a champion/co-ordinator and produces an annual action plan underpinned by the results of the school's annual travel survey. These are reviewed annually. The co-ordinator, typically a member of the school senior leadership team, is assisted by a small group of pupils, A*STARS Sheriffs, in the implementation of a variety of sustainable travel and road safety initiatives contained in their action plan. These initiatives work with the whole school, parents and wider community towards increasing physical activity, providing training opportunities, creating a safer, cleaner environment and reducing the dependency on car use.



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The programme is designed to engage with parents, governors and the wider community through campaigns, training and involvement within the initiatives outlined in the action plan.

As a result of the programme, in 2018

- Over 2,400 reception aged pupils and their parents had received practical pedestrian training
- 1,800 year 3 pupils had received pedestrian training
- Over 1,250 children had been trained to Level 2 or Level 3 standard Bikeability
- Over 20,000 parents and carers communicated with through each campaign
- Over 20,000 parents and carers engaged with through school gate parking campaigns
- All parents of both pre-school and transition aged children communicated with prior to starting full time education / transitioning to next school
- 12,500 parents engaged with and encouraged to use 5 minute walk zones with their children
- 3,700 parents / carers engaged with regarding child car seats / booster seats and the law

The programme also achieved a 1% decrease in in car usage and a 7% increase in active travel which includes walking and cycling since the previous year.

Want to be featured as a case study?

We are currently looking for case studies of road safety initiatives resulting from the JSNA to be included in this guide. If you would like your initiative to be included in this guide, please contact RoSPA on by calling 0121 248 2149 or by emailing help@rospa.com and marking the email for the attention of the road safety team.



Conclusions

Around half of respondent's organisations had a road safety section included in their Joint Strategic Needs Assessment

The survey of road safety practitioners revealed that 46% (5) of organisations' JSNAs had a road safety section, 27% (3) did not have a road safety section and 27% (3) were unaware whether there was or not.

Those who took part in the group interview were also asked if their Joint Strategic Needs Assessment had a road safety section. One road safety professional stated that although they had been asked about road safety statistics and trends by the public health professionals within their organisation, road safety did not seem to have been included in the document. The other road safety professional who took part in the group interview stated that their joint strategic needs assessment had a section called transportation, covering sustainable travel and road casualty statistics for the area.

The survey also identified that 80% (4) of road safety sections in organisation's JSNAs could be best described as 'incorporated in a bigger section'. 20% (1) of road safety sections included in JSNAs could be described as a 'small standalone section'.

JSNAs have provided limited funding opportunities to road safety teams

The survey showed that 73% (8) of JSNAs did not provide capital or revenue financial support for road safety teams and the remaining 27% (3) of those who completed the survey were unsure whether it provided funding.

One of those who attended the group interview had not received capital or revenue funding as a result of the JSNA. However, they did feel that there had been some positive discussions between the road safety team and public health professionals, and the road safety team had been referenced in a number of public consultation documents. They had also indirectly received some money for a school travel related project to contribute towards running costs, although it was awarded to the organisation working alongside them rather than the road safety team. The other road safety professional who attended said that their team had initially been awarded some funding for a two year project, but the funding had stopped part way through the project.

In many cases, JSNAs have had little to no impact on the delivery of local road safety initiatives

73% of those who responded to the survey said that the JSNA had no impact on the delivery of local road safety programmes. 18% (2) felt that it had a positive impact and 9% (1) felt it had a negative impact.

Both of the road safety professionals who attended the group interview felt that the joint strategic needs assessment had made no impact on the delivery of road safety in their area. Although one of the practitioners was fairly involved in developing the needs assessment, they did not feel that this had any impact on their work.

Several of those who completed the survey used the further comments section to state that although Joint Strategic Needs Assessments had started with good intentions, activities such as quarterly meetings had tailed off when key members of staff had moved posts or for example, taken maternity leave. One of the practitioners



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who attended the group interview stated that although at first the joint strategic needs assessment had brought teams closer together to do more joint working, this had stopped and there was more focus on health issues such as drugs and teenage pregnancy rather than road safety and active travel as envisaged.

Some professionals also felt that it did not lead to a meaningful road safety strategy and resulted in extra work but created little returns.

However, some practitioners did have positive opinions of the JSNA, and were taking a proactive approach to ensure that road safety was included in the JSNA.

Over half of those surveyed were somewhat or much less involved in developing the organisation's JSNA than they were five years ago

The survey revealed that just 9% (1) of respondents were somewhat more involved in developing the JSNA for their organisation, 27% (3) were as involved and 63% (7) were somewhat or much less involved.



Appendix 1: Survey

The road safety department at the Royal Society for The Prevention of Accidents (RoSPA) are conducting a survey to assess the progress made since 2013 in integrating road safety and public health programmes through Joint Strategic Needs Assessments (JSNAs). Your responses will be used to inform a Joint Strategic Needs Assessment progress update report, which will identify and promote progress made in the integration of road safety and public health programmes through JSNAs and structural alignment within local authorities; lessons learnt, opportunities and examples of best practice. The report will be published on the RoSPA website, www.rospa.com.

This questionnaire should take around 15-20 minutes to complete. We would like to reassure you that your responses are confidential.

If you have any questions regarding the survey, please email needham@rospa.com or call 0121 248 2149.

Thank you,

Becky Needham

Road Safety and Evaluation Officer

Do you work as part of a unitary authority, county council or London borough? *(Select one answer)*

- Unitary Authority
 - County Council
 - London Borough
 - Other *(Please specify)*
-
-

Please select the statement below that best represents the department/team you work within: *(Select one answer)*

- I work within a mainstream local authority division (e.g. Highways, Planning and Education)
- I work within an integrated team that includes public health professionals

Are you aware of your organisation's Joint Strategic Needs Assessment? *(Select one answer)*

- Yes
- No

When was the last time you referred to your organisation's Joint Strategic Needs Assessment? *(Select one answer)*

- Within the last month
- 1-6 months ago
- 7-12 months ago
- 1-2 years ago
- More than 2 years ago
- Never



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- Don't know

When was your organisation's Joint Strategic Needs Assessment last reviewed?

- Within the last month
- 1-6 months ago
- 7-12 months ago
- 1-2 years ago
- More than 2 years ago
- Don't know

Does your organisation's Joint Strategic Needs Assessment have a road safety section? (Select one answer)

- Yes
- No
- Don't know

Please select the option below that best represents the road safety section within your organisation's Joint Strategic Needs Assessment.

- Large standalone section
- Small standalone section
- Incorporated within a bigger section
- Don't know

What key topics are included within your JSNA?

- Children
- Young drivers
- Motorcyclists
- Older drivers
- Active travel
- Don't know
- Other *(please specify)*

What programmes of work have resulted from the road safety section of your organisation's Joint Strategic Needs Assessment?

Does your JSNA provide financial support, either capital or revenue?

- Yes
- No
- Don't know

Having a Joint Strategic Needs Assessment has...(Select the statement that best describes your experience)



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- Had a major positive impact on the delivery of local road safety programmes
- Had a positive impact on the delivery of local road safety programmes
- Had no impact on the delivery of local road safety programmes
- Had a negative impact on the delivery of local road safety programmes
- Had a major negative impact on the delivery of local road safety programmes

Since 2014, have you undertaken any multi agency working as a direct result of your JSNA?

- Yes
- No [skip next question]

Have you carried out a multi-agency initiative involve a project targeting children that focussed on walking, cycling or an area of deprivation? (Select one answer)

- Yes
- No [skip next question]

Please give a brief summary of the intervention

To what extent do you agree or disagree with the following statement: *Joint Strategic Needs Assessments have encouraged joint working between the road safety and public health professionals at my organisation.* (Select one answer)

- Strongly disagree
- Disagree
- Neither agree nor disagree
- Agree
- Strongly agree

Compared to five years ago, do you think the road safety department at your organisation are: (Select one answer)

- Much more involved in developing the Joint Strategic Needs Assessment
- Somewhat more involved in developing the Joint Strategic Needs Assessment
- As involved in developing the Joint Strategic Needs Assessment
- Somewhat less involved in developing the Joint Strategic Needs Assessment
- Much less involved in developing the Joint Strategic Needs Assessment

If you are happy to be contacted by a member of RoSPA's Road Safety Team to provide a case study of joint working for the final report, please write your details below:

Name: _____
Organisation: _____
Email Address: _____
Telephone number: _____

If you have any further comments, please write them below:



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Appendix 2: Group Interview Topic Guide

1. General Purpose Statement

The group interview aims to understand the progress made since 2013 in integrating road safety and public health programmes through Joint Strategic Needs Assessments (JSNAs).

2. Refined Purpose Statement

The group interview will understand the process by which road safety sections are proposed and written and how the process varies from area to area. Specifically to:

1. Find out the aim of including a section on road safety
2. Look at how road safety and public health teams have worked together
3. What resources are used to inform the JSNA
4. Find out how road safety is linked with other health issues
5. What happened as a result of the JSNA?

The group interview will not

- Find out what participants think of other peoples/individuals
- Discuss general public health and road safety issues or policy

3. Moderators Guide

(Explain the purpose of the group interview)

As you are aware, Local Authorities took over control of Public Health in 2013 and were required to produce a Joint Strategic Needs Assessment (JSNA). In March 2014, RoSPA surveyed local authorities to ascertain the number of JSNAs which included road safety. It was found that half did, although the content and style varied greatly from a full section to a single paragraph.

At the time, JSNAs were widely seen by road safety practitioners as an ideal opportunity for road safety managers to incorporate and integrate their road safety activities and policies into the wider public health activities and policies of their local authority.

We conducted a similar project in 2014-5 for the Department for Transport to understand the process by which road safety sections are proposed and written and how the process varies from area to area.

The purpose of this group interview is to understand the progress made since 2013 in integrating road safety and public health programmes through Joint Strategic Needs Assessments (JSNAs).



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The results of the focus group and our survey will be used to inform a Joint Strategic Needs Assessment progress update report, which will identify and promote progress made in the integration of road safety and public health programmes through JSNAs and structural alignment within local authorities; lessons learnt, opportunities and examples of best practice.

(Establish consent)

Based on the purpose of the group interview, are you happy to take part?

Your responses are confidential and you will not be identifiable in the report. I may use some quotes from today in the report, but I will remove any content that would make you identifiable, without changing the meaning of the quote.

(Check agreement for tape recording)

I am planning to record the interview today so that it can be transcribed and I can analyse the themes of what we have talked about to include in our report. Are you all happy for me to record the interview today?

(Check everyone is comfortable)

4. Questions

1. Does your JSNA include a road safety section?

- Is it a standalone section, or is it included in another section of the JSNA?
- When was it last reviewed, and when will it next be reviewed? How involved was the road safety team in writing the needs assessment?

2. What was the road safety section intended to achieve?

- Any specific aims? Injury prevention/include wider health? Find other sources of funding and investment? A method of collaboration?
- Who was it aimed at?

3. What resources were used when writing the JSNA chapter?

- data was looked at on: casualties, risk factors, wider health issues, policies

4. What discussions were there about how road safety links with other public health issues?

- Maybe pollution, obesity and active travel?

5. What actions resulted following the JSNA chapter?



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- Have any joint projects come of it?

6. What effect has having a JSNA had on the delivery of local road safety programmes?

7. Since 2014, have you undertaken any multi agency working as a direct result of your JSNA?





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