

**EXTRACT FROM THE CONFIDENTIAL NOTES OF THE GROWTH AND
ENVIRONMENT POLICY DEVELOPMENT GROUP 17 MARCH 2010**

**ACCIDENT REMEDIES AND TRAFFIC MANAGEMENT PROGRAMME – MEDIUM
SIZED SCHEMES**

The group received a report seeking Members' views on the current cost benefit weighting system (Option 1) applied to the assessment scores for medium sized traffic and safety scheme bids, compared to alternative options. Option 2 proposed a change to give double weighting for accident savings, whilst Option 1a or 2a proposed weighting mechanisms as per Options 1 or 2, plus a mechanism for highlighting schemes that have an unweighted accident score in excess of a set level.

Arising from the report, Members:

- observed that some safety schemes could be delivered at a much lower cost than originally estimated, e.g. the Goose Tree junction;
- one Member commented that there was nothing wrong with the existing methodology, and whilst all methodologies would have their detractors, the alternatives were unlikely to be any more effective;
- observed that some schemes stayed on the list for many years, and there should be some mechanism to recognise this;
- one Member felt that it was important to retain the cost weightings;
- in terms of the killed or seriously injured (KSI) statistics, observed that many locations have a lot of near-misses or unreported accidents, and these were never acknowledged in the statistics.