

ROAD SAFETY ACTION PLAN

To: Highways & Community Infrastructure Committee

Meeting Date: 10th July 2018

From: Graham Hughes, Executive Director – Place & Economy

Electoral division(s): All

Forward Plan ref: N/a **Key decision:** No

Purpose: To set out the action plan for proposals agreed at the March committee for future delivery of road safety in Cambridgeshire.

Recommendation: The Committee is recommended to:

- a) Note the updated casualty data in section 2.1.
- b) Approve the action plan outlined in Appendix 1.

<i>Officer contact:</i>		<i>Member contacts:</i>	
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1. BACKGROUND

- 1.1. On 13 March 2018 the Highways & Community Infrastructure committee (H&CI) discussed proposals to transform road safety services in the county and:
- a) adopted a new delivery model for road safety;
 - b) approved the new methodology for assessing collision hotspots and high risk routes;
 - c) approved the commencement of negotiations with the Police regarding the future costs associated with the safety camera programme, in partnership with Peterborough City Council;
 - d) approved the capital programme for safety schemes for 2018/19.
- 1.2. This report supplements the proposals approved on 13 March with a corresponding action plan, as requested, as well as further clarity regarding trunk road collision data. The latter is provided following questions from the committee seeking to understand the breakdown of data attributed to parts of the road network for which the County Council is not responsible but whose collision data forms part of the overall road safety picture across Cambridgeshire.

2. MAIN ISSUES

There are two main issues to be discussed in the following sections:

- Updated road casualty data focussing on the separation of collisions on trunk roads;
- An action plan (**appendix 1**) for the proposals approved on 13 March 2018 and an update on progress to date.

2.1. Road casualty data

- 2.1.1. At the committee meeting in March, it was requested that some additional analysis was conducted to separate collisions on the Highways England network (trunk roads) from the collisions that occur on the county's highway network. The results of this analysis are presented below:
- 2.1.2. Table 1 shows the number of collisions on trunk and non-trunk roads by district over the last five years (2013-2017). Here it can be seen that for Cambridge, East Cambs and Fenland more than 90% of collisions occur on non-trunk roads, while in Huntingdonshire and South Cambs 75% of all collisions occur on non-trunk roads. This generally reflects the length and volume of traffic of the trunk road network in each district.
- 2.1.3. Overall, 85% of all collisions in Cambridgeshire occur on roads the Council has responsibility for (i.e. non-trunk).

District	All				Trunk				Non-trunk			
	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight
Cambridge	1760	5	273	1482	29	0	5	24	1731	5	268	1458
East Cambs	858	38	178	642	72	2	11	59	786	36	167	583
Fenland	1068	16	181	871	81	3	14	64	987	13	167	807
Hunts	1911	47	311	1553	473	11	74	388	1438	36	237	1165
South Cambs	1789	34	332	1423	439	7	68	364	1350	27	264	1059
TOTAL	7386	140	1275	5971	1094	23	172	899	6292	117	1103	5072

Table 1 - Collisions by district on trunk and non-trunk roads 2013-17

2.1.4. In terms of demographics, the age profile for casualties on the trunk road network is very similar to that for casualties on all roads, however there are a slightly higher proportion of casualties that are male on trunk roads (62%) compared to non-trunk roads (58%).

2.1.5. The breakdown of information by road type will be included in future annual reporting as well as being reflected in route analysis work that will be undertaken as part of the new approach.

2.2. Action Plan

2.2.1. **Appendix 1** shows the proposed action plan against the three work packages of the service transformation:

1. Data analysis - including:
 - Mobilisation of new software for analysis of collision data
 - Development of new methods of analysis to support improved targeting of interventions
 - Development of new ways to present the information in more useful formats
2. Hub model implementation
 - Integrating the hub into the Highways Service restructure
 - Creating resources to support a universal level of service for community education
 - Publicising the model both internally and externally
 - Improving processes to investigate serious collisions
3. Safety camera digitalisation
 - Securing funding to digitalise cameras recognising the Council's responsibility for infrastructure and the Police's responsibility for enforcement
 - Agreeing implementation plan
 - Undertaking procurement
 - Implementation

2.2.2. The hub model is included in **Appendix 2** for reference.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 Developing the local economy for the benefit of all

The following bullet points set out details of implications identified by officers:

- Ensuring safe infrastructure is in place for new and existing communities is key to the implementation of the model outlined in section 2.2 and appendix 2.

3.2 Helping people live healthy and independent lives

The following bullet points set out details of implications identified by officers:

- The new model for road safety will enhance the Council's ability to enable communities and other organisations to 'help themselves' in response to road safety concerns.

3.3 Supporting and protecting vulnerable people

There are no significant implications for this priority.

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

Section 2.2 of the report along with appendix 1 sets out details of significant implications.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to "prepare and carry out a programme of measures designed to promote road safety... must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, **take such measures as appear to the authority to be appropriate to prevent such accidents**, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway

authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.” [bold formatting added by author for emphasis]

- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.
- If a Council employee was to be involved in a serious collision, the Council's work related road safety policy would come under scrutiny by the Health and Safety Executive. The review by our insurers in 2014 made a number of recommendations as to how our practices should be improved to ensure compliance and the new model would aim to enhance this area.

4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- Residents in lower IMD quintiles are at higher risk of being involved in a collision as are younger drivers.
- Older drivers are more likely to sustain serious or fatal injuries in collisions due to their frailty.
- It is essential that the Council maintains an element of targeting in its approach to delivering road safety as those most in need of prevention services often do not demand these services. For example, young drivers in Fenland have been highlighted as being at particular risk of being involved in road traffic collisions but would not be inclined to access road safety interventions themselves. The new model is designed to enable a balance of universal, self-service interventions for those seeking support (e.g. parishes looking to address speeding) with targeted interventions aimed at high-risk groups.
- A Community Impact Assessment (CIA) for the new approach is included in **Appendix 3**.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- The CPRSP carried out stakeholder engagement in the development of its new strategy resulting in a broadened approach to encompass post-crash outcomes, particularly in relation to health and social care.
- Potential for shared service arrangements with Peterborough City Council, and within the wider road safety partnership.
- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- The new model for road safety will enhance the Councils ability to enable communities and other organisations to 'help themselves' in response to road safety concerns.

4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- Road traffic collisions have a significant burden on health services. Failure to change our approach will likely see this burden increase.
- Public Health indicator 1.10, KSI casualties per 100,000 population, is currently red for Cambridgeshire, and specifically for East Cambs, Huntingdonshire and South Cambs districts (Fenland and Cambridge City are amber).
- The value to the NHS of active travel as a direct result of the Road Safety Education Team's sustainable travel to school interventions in 2015/16 is in excess of £300k; a cost-benefit return of over 550%. Future reductions would have a significant impact on this.
- A change in approach would have a positive impact in better targeting those most at risk.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by Finance?	Yes Name of Financial Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Debbie Carter-Hughes
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Tamar Oviatt-Ham
Have any Public Health implications	Yes

been cleared by Public Health	Name of Officer: Tess Campbell
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Source Documents	Location
Road Safety across Cambridgeshire – report to H&CI committee 13 March 2018	https://cmis.cambridgeshire.gov.uk/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/570/Committee/7/Default.aspx

Appendix 1 - ROAD SAFETY TRANSFORMATION PROJECT PLAN



All project activity should be recorded here, including communication activities

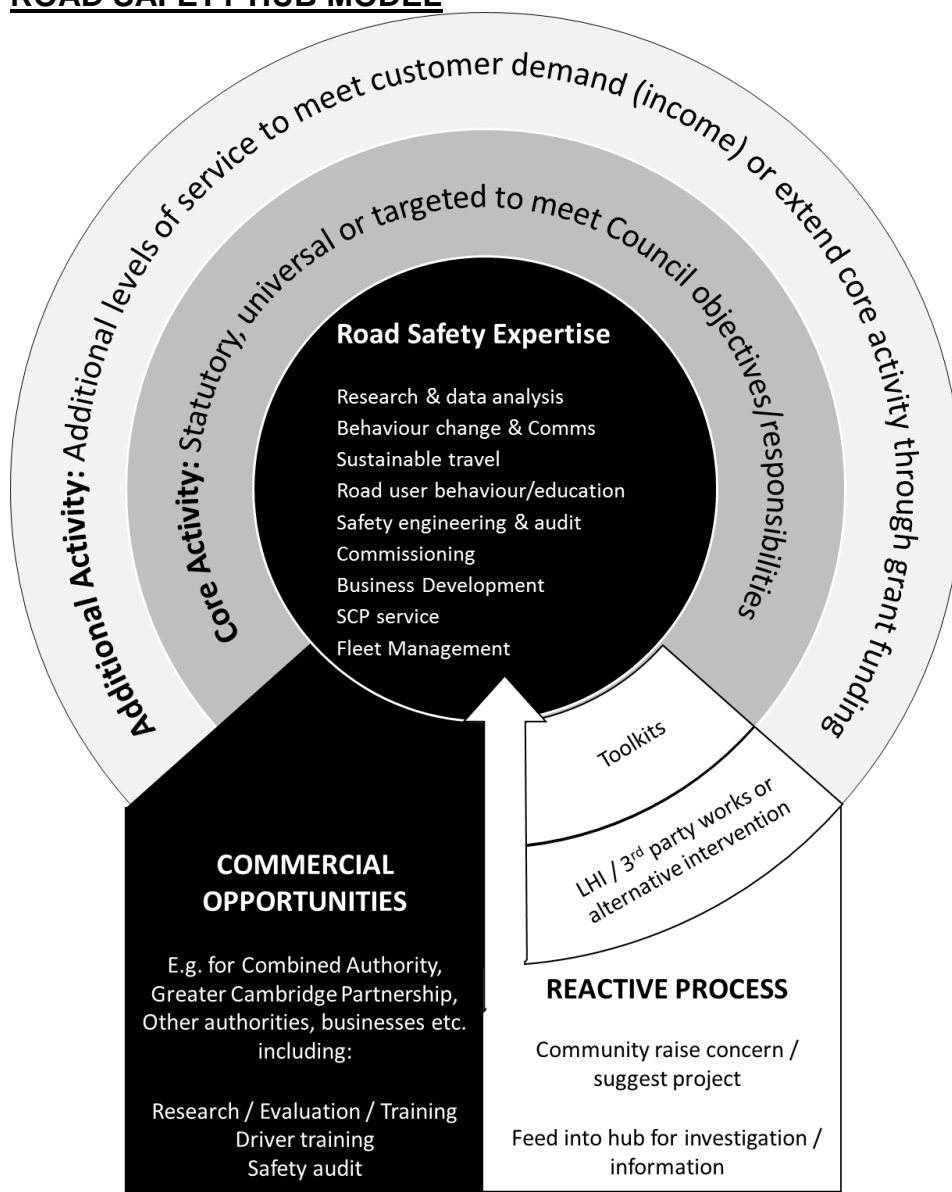
Status	Work Package	Deliverable/Activity	Workstream/Product Lead	Start Date	End Date	Resources	Notes/Dependencies/Who do you need to communicate to?
Complete		Committee report approved (project start-up)	Graham Hughes	Mar-18	Mar-18		
		Project governance in place	Matt Staton	Mar-18	May-18		reporting to P&E Management team
Complete	1. Data Analysis	Procurement of new software	Tom Barden		Apr-18	LGSS Procurement / IT	Buchanan Computing (AccsMap) successful provider
Amber		Mobilisation of AccsMap software	Tom Barden	May-18	May-18	IT / Buchanan	dependent on IT infrastructure - to be available on Citrix Training delivered to key staff
Green		Recruitment of temporary analyst to facilitate implementation of new methodology	Tom Barden	May-18	Aug-18	Opus / HR / funding from Road Safety budget	
Green		New cluster site list	Matt Staton / Andrea Haslock	Jun-18	Jun-18	AccsMap software	dependent on completion of AccsMap mobilisation
Green		Development of Power BI dashboard - Power BI architecture - Linked database to AccsMap - Draft based on Devon model - Final version published online	Tom Barden	Sep-18	Mar-19	Analyst time / training	dependent on successful recruitment and Power BI architecture on CCC system

Green		Route risk analysis - polygons/lines on AccsMap - traffic count data entered - A-road analysis - B-road analysis	Matt Staton	Sep-18	Mar-19	Analyst time / training / traffic data	dependent on successful recruitment
Green		Publication of first annual report in the new format - including methodology for allocating capital funding to site/route schemes	Matt Staton	Apr-19	Apr-19	Analyst and officer time	dependent on successful completion of all above
Green	2. Hub model implementation	Integration of Cambridgeshire and Peterborough Highways and restructure to put staffing into Hub model	Richard Lumley		Oct-18		Full consultation
Green		Amalgamation of SCP service across C&P	Matt Staton / Andy Swallowe		Oct-18	officer time	
Green		Universal service - available on website - web site upgrade - resources available in digital format - community access - information on what the Hub provides - toolkits	Matt Staton	Apr-18	Mar-19	officer time, web team support, costs to develop/adapt resources for online	some dependency on restructure in terms of officer time and expertise
Green		Exploring what other road safety functions are being undertaken elsewhere in the authority and how these link with the hub	Matt Staton	Apr-18	ongoing	officer time	communication with Assistant Directors and relevant teams

Green		Publicising the hub model - internally and externally, including feeding intelligence into other areas of the council delivering related activity e.g. transport infrastructure	Matt Staton	Oct-18	ongoing	officer time	dependent on restructure and as resources are made available
Green		Introduce process for "case conference" approach to high severity collision investigation	Matt Staton / Lyn Hesse / Tara Lowe	Jun-18	Aug-18	officer time	
Green		MoU with Public Health to cover Peterborough and Cambs	Matt Staton / Clair George (PCC) / Stuart Keeble (PH)	May-18	Sep-18	officer time	communicate with Director of Public Health
Green	3. Safety camera digitalisation	Negotiate funding arrangements with partners	Richard Lumley	Apr-18	Aug-18	capital investment and ongoing revenue for maintenance etc	date of last meeting 23/4/18 date of next meeting 25/6/18
Green		Initial review of sites and recommended action for each site	Matt Staton		May-18	officer time	
		Consultation (as required)	Matt Staton / Andre Chabot	as required			
Green		Detailed digitalisation plan to H&CI committee for approval	Richard Lumley / Matt Staton		Sep-18	H&CI committee, officer time	dependent on agreed funding arrangements
Green		Procurement process		Oct-18	Mar-19	procurement team, officer time	dependent on Committee decision and funding arrangements
Green		Implementation of digitalisation plan		Apr-19	Apr-21		dependent on agreed approach (phased or not)

Appendix 2

ROAD SAFETY HUB MODEL



Appendix 3

COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Highways – Road Safety		Name: Matt Staton Job Title: Road Safety Education Team Leader Contact details: matt.staton@cambridgeshire.gov.uk .
Service / Document / Function being assessed		
Road Safety Hub Approach		
Business Plan Proposal Number (if relevant)		
Aims and Objectives of Service / Document / Function		
<p>This proposal involves implementing a new delivery structure based around core expertise/functions in order to deliver an efficient and effective road safety service for Cambridgeshire, and maximise opportunities to offer services to others including, but not limited to, the Greater Cambridge Partnership, Combined Authority and Peterborough City Council.</p>		
What is changing?		
<p>The proposed approach recognises the value of the road safety expertise that exists within the Council and relies on developing and exploiting this to realise commercial opportunities as well as deliver the Council's responsibilities and objectives.</p> <p>The proposed approach would separate activity into core, additional and commercial elements.</p> <p>Core activity comprises our statutory duties under the Road Traffic Act 1988 to:</p> <ul style="list-style-type: none"> - prepare and carry out a programme of measures designed to promote road safety - investigate accidents arising out of the use of vehicles - implement measures as appear to the authority to be appropriate to prevent such accidents <p>Core activity would also include programmes that mitigate the risk of higher costs to another Council service area.</p> <p>Additional activity comprises those activities which would supplement core activity should additional funding be available/sourced for specific projects.</p> <p>Commercial services are charged-for activities that the Road Safety Team will deliver for others (internally or externally).</p> <p>The aim is to move as much activity as possible towards self-service (using the tiered service delivery model outlined in Appendix 4)</p> <p>Evidence suggests that a combination of interventions targeting high-risk groups as well as the population as a whole is the most effective approach to prevention.</p>		
Who is involved in this impact assessment?		
e.g. Council officers, partners, service users and community representatives.		
<p>The assessment is being undertaken by Council officers and reflects on research evidence and discussions with partners and stakeholders in the Road Safety Partnership.</p>		

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	x		
Disability		x	
Gender reassignment		x	
Marriage and civil partnership		x	
Pregnancy and maternity		x	
Race		x	

Impact	Positive	Neutral	Negative
Religion or belief		x	
Sex	x		
Sexual orientation		x	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	x		
Deprivation	x		

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

Positive Impact

Road traffic collisions are known to disproportionately affect young males and is of particular concern in areas of rural isolation where exposure is higher due to access to education/services often being reliant on vehicle ownership, higher annual mileage and higher speed roads. This new approach aims to enable better targeting of resources in areas of specific need while ensuring a greater basic level of service available to all through greater opportunities for self-service.

Negative Impact

If the new approach is adopted it is not expected to have any negative impact on the above protected characteristics

Neutral Impact

The change in approach is expected to have a neutral impact to characteristics not known to affect the risk of collision involvement in Cambridgeshire.

Issues or Opportunities that may need to be addressed

The introduction of more self-service elements to the programme will need to be monitored to ensure that these resources are easily accessible to all, particularly where the focus is likely to be on digital platforms.

The approach should enable resource to be allocated in target areas where self-service is not being routinely utilised in order to either support self-service in the future or deliver on behalf of at-risk groups.

The new approach has the opportunity to facilitate growth in the service through accessing external funding. These opportunities should be monitored and maximised.

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

Toolkits for community self-service should support the Council's focus on community resilience and provide an opportunity for residents/local groups to 'help themselves' within a framework that provides consistency for road users across the county.