

ROAD SAFETY ACTION PLAN

To: **Highways & Community Infrastructure Committee**

Meeting Date: **12 March 2019**

From: **Graham Hughes, Executive Director – Place & Economy**

Electoral division(s): **All**

Forward Plan ref: *Key decision:* **No**

Purpose: **To update on the action plan for future delivery of road safety in Cambridgeshire and set out schemes to be delivered in 2019/20**

Recommendation: **The Committee is recommended to:-**

- a) Note progress against the action plan outlined in section 2.1 and Appendix 1.**
- b) Approve the capital programme of safety schemes for 2019/20 outlined in Appendix 2.**

<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. On 10 July 2018 the Highways & Community Infrastructure Committee approved an action plan for the transformation of road safety services.
- 1.3. On 11 September 2018 the Highways & Community Infrastructure Committee approved plans to digitalise the county's safety cameras, replacing outdated technology that was no longer supported.
- 1.4. On 13 September 2018 the Police and Crime Commissioner for Cambridgeshire and Peterborough's Business Coordination Board approved £600k funding for the digitalisation of the county's safety cameras.

2. MAIN ISSUES

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

- Progress against the action plan approved on 10 July 2018;
- An outline of capital safety schemes to be delivered in 2019/20.

2.1. Progress against action plan

2.1.1. The updated action plan can be found in Appendix 1 with RAG status and brief commentary against each item.

2.1.2. Items rated RED are outlined in more detail below:

2.2. Data analysis

2.2.1. Recruitment of temporary analyst – Difficulties with capacity in the Business Intelligence Team have delayed this. Whilst recruitment has now begun, commencing in January 2019, it has resulted in significant delay to related activity on this project.

2.2.2. Route risk analysis – linked to the above, the temporary analyst was expected to release other analyst time to undertake this work within AccsMap. The delay to recruitment has put this element at risk and is unlikely to be delivered before the end of March 2019.

2.2.3. In addition to the above, the Police updated their collision recording system in November 2018. This will have significant benefits for the Council in the medium to long-term as it will reduce the time required for data validation. Council officers and Police staff have met to put a plan in place to transition to more streamlined processes during 2019. However, in the meantime this has placed additional demand on a resource that is already stretched and exacerbated the issues above.

2.3. Hub model implementation

2.3.1. Integration of Cambridgeshire and Peterborough Highways and restructure to put staffing into Hub model – work to integrate and restructure the Road Safety Service in line with the Hub Model has started and is expected to feed into the wider integration across Place and Economy Directorate with Peterborough. Much of the work to implement the hub approach at a delivery level and the core aspects of the model have been delivered, but there has been some slight delay to the restructuring due to staff capacity.

2.4. Safety camera digitalisation

2.4.1. This is all on track for implementation from April 2019.

2.5 Programme of capital safety schemes 2019/20

2.4.2. Appendix 2 lists the proposed programme of capital safety schemes for 2019/20 for approval.

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 this approach

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

There are no significant implications for this priority.

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 Index of Multiple Deprivation (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 Cambridgeshire and Peterborough Road Safety Partnership (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.
- 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 the LGSS Head of Procurement?	Yes Name of Officer: Paul White
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
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: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
Road Safety across Cambridgeshire – report to H&CI committee 13 March 2018	https://cmis.cambridgeshire.gov.uk/cc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/570/Committee/7/Default.aspx
Road Safety Action Plan – report to H&CI committee 10 July 2018	https://cmis.cambridgeshire.gov.uk/cc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/778/Committee/7/Default.aspx
Safety Camera Digitalisation – report to H&CI committee 11 September 2018	https://cmis.cambridgeshire.gov.uk/cc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/780/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
Complete		Mobilisation of AccsMap software	Tom Barden	May-18	May-18	IT / Buchanan	Road Safety and Business Intelligence staff trained
Red		Recruitment of temporary analyst to facilitate implementation of new methodology	Tom Barden	May-18	Aug-18	Opus / HR / funding from Road Safety budget	Difficulties with capacity in Business Intelligence Team have delayed this and recruitment undertaken in January/February 2019
Complete		New cluster site list	Matt Staton / Andrea Haslock	Jun-18	Jun-18	AccsMap software	Some issues identified with AccsMap calculation compared to previous method, but list produced for analysis.
Amber		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	Capacity within Business Intelligence has been an issue, but this is still expected to be complete by end March 2019.

Red		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	Due to recruitment not taking place until January/February this is at risk of not being completed by end March 2019.
Amber		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	It is still expected to publish an annual report for 2018 in April, however, changes to Police data collection software and associated processes, in addition to the capacity issues in Business Intelligence mean this may not include all new elements in full.
Red	2. Hub model implementation	Integration of Cambridgeshire and Peterborough Highways and restructure to put staffing into Hub model	Richard Lumley		Oct-18		Superseded by P&E integration with Peterborough which has resulted in a hold on restructuring Road Safety
Amber		Amalgamation of SCP service across C&P	Matt Staton / Andy Swallowe		Oct-18	officer time	Intend this will still proceed, but in April 2019.
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	Expected to be live end March 2019
Amber		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	Progress has been limited by staff capacity, with the Road Safety Education Team Leader acting up into the role of Highway Projects and Road Safety Manager since July 2018 and the resignation of the Road Safety Engineering Team Leader and one of the Senior Road Safety Engineers in December 2018.

Amber		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	Delay to data elements has limited ability to feed intelligence to other areas however links have been made with the Smarter Cambridge Team in relation to driverless pod trials on the Guided Busway
Amber		Introduce process for “case conference” approach to high severity collision investigation	Matt Staton / Lyn Hesse / Tara Lowe	Jun-18	Aug-18	officer time	Initial discussions with Police undertaken in Summer 2018. New mailbox and communication process with Police in place Jan 2019. Process to be finalised by end March 2019.
Amber		MoU with Public Health to cover Peterborough and Cambs	Matt Staton / Clair George (PCC) / Stuart Keeble (PH)	May-18	Sep-18	officer time	Delayed – discussions ongoing and large piece of work undertaken to review what is being delivered in each authority area. Expected to be implemented for 2019/20 financial year
Complete	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 £600k capital funding agreed by Police and Crime Commissioner’s Business Coordination Board on 13/9/18
Complete		Initial review of sites and recommended action for each site	Matt Staton		May-18	officer time	Complete May 18 and used to inform discussions with partners
		Consultation (as required)	Matt Staton / Andre Chabot	as required			Decommissioning process will be followed after procurement complete for any sites not being upgraded – to take place in 2019/20
Complete		Detailed digitalisation plan to H&CI committee for approval	Richard Lumley / Matt Staton		Sep-18	H&CI committee, officer time	Agreed at H&CI committee 11/9/18
Green		Procurement process		Oct-18	Mar-19	procurement team, officer time	Award to be made March 2019 for implementation April 2019.
Green		Implementation of digitalisation plan		Apr-19	Apr-21		Contract due to start April 2019.

Appendix 2 – Programme of capital safety schemes 2019/20

	Parish/Town	Street	Location	Works	Budget 2019/20
CITY					
A1303	Abbey	Roundabout	Newmarket Rd/Wadloes Rd/Barnwell Rd	Junction remedial measures	£10,000
EAST					
UNC	Littleport	Ely Rd	Gil Gal bends	Cluster site remedial measures	£50,000
A1303	Swaffham Bulbeck	Crossroads	A1303/Swaffham Heath Rd	Options study and detailed design	£20,000
HUNTS					
UNC	Broughton	Crossroads	Huntingdon Road/Ramsey Road	Junction remedial measures	£60,000
A1096	St Ives	London Road	London Road	Drainage, carriageway, lining	£15,000
B1040	Woodhurst	Crossroads	Somersham Road/Wheatsheaf Road	Options study and detailed design	£20,000
COUNTY WIDE					
	County wide	Minor Improvements	Various	Cluster sites, fatals and non-injury potential for high severity	£60,000
	County wide	Advanced design	Various	AIP, design for future years	£39,000
A142	Route improvement	A142	Chatteris to Ely	Route-based treatments following route study recommendations	£320,000
				TOTAL	£594,000

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 3)</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

