



DERBY CITY COUNCIL

COUNCIL CABINET

15 March 2011

ITEM 7

Report of the Strategic Director of
Neighbourhoods.

ROAD SAFETY ACTIVITY AND FUNDING

SUMMARY

- 1.1 Improving road safety and reducing accidents remains a high priority for the Council. The Council has statutory responsibilities in and it is proposed that road safety activities in the future should continue to be targeted towards:
 - Derby and Derbyshire Road Safety Partnership (DDRSP) activities including speed enforcement, joint education and training projects aimed at strategic priority areas and partnership coordination
 - Local activities focussed in schools, local communities and businesses aimed at tackling local priorities and working in partnership with Neighbourhoods
- 1.2 The report discusses the issues in relation to the future of the DDRSP, in particular the funding for the speed enforcement and training activities undertaken by the police. Nationally this has stimulated debate to find alternative funding for partnerships and progress has been made enabling some options for savings.
- 1.3 The report recommends that the Strategic Director of Neighbourhoods, in consultation with the Cabinet Member for Planning and Environment, is given delegated authority to approve the level of funding contribution to the DDRSP following more detailed discussions with Partners.
- 1.3 As part of the 2011/12 to 13/14 budget review process budget pressures have been identified that require funding. This is in addition to those presented in the main budget consultation papers. One of the key areas for proposed savings, to contribute to funding pressures, is road safety activity. This report also proposes revenue savings of £166k over the next 2 years through reduced activity and through use of alternative sources of funding.
- 1.4 This proposed area of saving was raised with the Neighbourhoods Commission at the budget consultation meeting on 27 January 2011.

RECOMMENDATIONS

- 2.1 To approve the proposal to continue to support to the DDRSP to ensure that the approach to reducing road casualties across Derby is appropriate to the issues and to significantly reduce the funding contribution provided to the Partnership by making use of alternative funding mechanisms.
- 2.2 To delegate authority to the Strategic Director of Neighbourhoods, in consultation with the Cabinet Member for Planning and Environment, to approve the future working arrangements with the DDRSP and the level of funding contribution, following more detailed discussions with Partners.
- 2.3 To approve the proposal for of the re-focusing of Road Safety activities funded over the next 3 years from Council revenue funding in year 1 and then in part from expected funding from the Department for Transport's Local Sustainable Transport Fund in years 2 and 3.
- 2.4 To continue to support Neighbourhood Boards to fund child pedestrian and cycle training and road safety education in schools and local communities where these activities remain local priorities.

REASONS FOR RECOMMENDATION

- 3.1 To approve a reduction in, and changes to, road safety activity funding which will maintain activity around road safety and casualty reduction to deliver our statutory responsibilities.

SUPPORTING INFORMATION

Introduction

- 4.1 We have a statutory duty to undertake studies into road accidents and to take steps both to reduce and prevent accidents. Specifically the 1988 Road Traffic Act Section 39 states:
 - Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.
 - Each local authority must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area. Authorities must, in 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 the roads, the giving of practical training to road users or any class or description of road users, the construction, improvement.
 - Each local authority must maintain 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.

- 4.2 In the period January 2010 to September 2010 there were approximately 600 collisions on Derby City's roads resulting in just over 800 people being injured. Of these, 1 person was killed and 86 were seriously injured. Road casualty statistics have improved in recent years. However, there are areas where our performance against targets is not on track, which includes the number of children killed or seriously injured and the overall number of accidents involving slight injury. .
- 4.3 Current activities are targeted towards these priorities and include: Education, Training and Publicity (ETP) including work on national and local campaigns, child pedestrian and cycle training, young driver training, promoting occupational road risk activities, accident investigation and identification of problem routes and police enforcement activities through the Casualty Reduction Enforcement Support Team (CREST). Many of these activities are delivered by working in partnership through the DDRSP. The key partners are both local highway authorities, the Highways Agency, the police, fire service and health representatives.
- 4.4 This report discusses proposals for reduced and alternative levels of funding linked to road safety however this is a priority area for the Council and therefore it is proposed that road safety activities in the future should continue to be targeted towards:
- DDRSP activities including speed enforcement, joint education and training projects aimed at strategic priority areas and partnership coordination
 - Local activities focussed in schools and local communities aimed at tackling neighbourhood priorities and working in partnership with the Neighbourhood Boards
- 4.5 Over the last 6 months a review of the suitability of some of the fixed speed camera sites has been carried out. This has been done with a view to moving away from fixed speed cameras and towards alternative speed reduction and road safety measures to include the use of mobile cameras. It is envisaged that over the next 12 months all fixed speed camera sites will be reviewed and those that are considered to no longer be serving a road safety function will be decommissioned. This work is being carried out in parallel with the increasing availability of speed indicator detection devices, SIDs, to Neighbourhood Boards to display in areas where locally speeding is of concern.

Funding levels and future opportunities

- 4.6 In recent years the government provided a specific grant for road safety to local transport authorities. The grant was provided to help local authorities achieve targets for the reduction of road casualties. The City and the County Council have passed their allocations to the DDRSP in order that priorities can be delivered in partnership across the whole of the County. A significant element of this funding went towards the operation and management of police speed enforcement activities across the County, including both fixed and mobile camera enforcement.
- 4.7 Within 2010/11 the Road Safety Grant for the City Council has been reduced from £343,000 revenue and £80,000 capital down to only £253,000 revenue. For 2011/12 this funding is no longer allocated as area based grant, but is now included within the Council's overall revenue settlement. This reduced level of funding has meant that the

Police nationally, and our DDRSP locally, have had to consider what other funding opportunities are available to support the work of the DDRSP.

- 4.8 The Council has also had some base revenue funding that is used to support the road safety service, including staff and a materials fund to assist in the delivery of activities. The total level of funding that was anticipated to be available in 2011/12 was £296,000, however the Directorate budget pressures have required us to review this funding level and to consider the potential for alternative funding sources.
- 4.9 It is proposed that, in addition to savings already included in the budget proposals, the overall revenue funding level be reduced by £43,000 to £253,000 per year. This will reduce the programme of work that will be able to be delivered, both through the Partnership and more locally, but with the level of budget savings required overall by the Council, officers consider this to be an appropriate recommendation.
- 4.10 The alternative proposal which has been developed around speed enforcement and training activities should enable the Council to reduce its previous levels of contribution to the Derby and Derbyshire Road Safety Partnership to a level that can be accommodated within the overall £253,000 funding level and still leave funding available for local priorities.
- 4.11 The proposal includes increasing the numbers of motorists who are offered a speed awareness training course, which should make the running of the courses more cost efficient. This can be done by raising the speed trigger level at which courses can be offered as an appropriate alternative to receiving automatic points and a fine.
- 4.12 Also ACPO, the Association of Chief Police Officers, have issued guidance to suggest that it is appropriate for there to be a moderate increase in the cost of speed awareness training courses, with any surplus income from such courses being put towards other road safety activities, and ideally linked to activities of road safety partnerships. This increase in course fees has already been implemented by the police.
- 4.13 A new funding opportunity has recently been announced by the Government which is the availability of a Local Sustainable Transport Fund, aimed at supporting economic growth and carbon reduction through the development and delivery of local transport priorities. The Council is proposing to submit a bid for the use of these funds, some of which would be expected to become available from October 2011.
- 4.14 It is envisaged that Local Sustainable Transport Fund should enable us to carry on delivering targeted local road safety education, training and publicity work, which forms a key part of encouraging the use of low carbon travel by educating children and young people to travel safely and sustainably from an early age, with the aim that they will carry on using these modes of travel into their working lives.
- 4.15 There are long term risks associated with accepting this proposal because of the need to be successful in the funding bid for Local Sustainable Transport Funding. In addition, funding is limited to 4 years and there will be issues of sustainability to consider within the bidding process.

Proposed way forward

- 4.16 It is recommended that the Council remains a key partner within the DDRSP. Significant and detailed discussions are underway with our Partners in the partnership, both at an officer and Member level. This is to understand the financial situation going forward, to consider how the partnership may change the way that it operates and to agree how it is funded in the future. It is recommended to Cabinet that approval is given to the Strategic Director of Neighbourhoods, in consultation with the Cabinet Member for Planning and Environment, to agree the level of contribution that the Council will make to the partnership, within the overall context of the budget position set out in paragraph 4.12.
- 4.17 It is proposed that of the Council's £253,000 of road safety funding available in 2011/12 that £110,000 of this is long term Council revenue funding, £20,000 would be continued contribution to the work from the Neighbourhood Boards and the remaining £123,000 would be made by one-off savings from the Council's revenue base.
- 4.18 In 2012/13 these one-off savings would essentially be replaced by funding from a successful Local Sustainable Transport Fund (LSTF) bid. If the bid was not successful then Council Cabinet would be asked to consider in more detail which elements of road safety activity should be carried on and which should be stopped, in order to meet the budget pressure. It should also be noted that the LSTF is only available for four years which will lead to a future budget pressure that would need to be addressed.

OTHER OPTIONS CONSIDERED

- 5.1 Withdrawing all contributions relating to speed enforcement has been considered. However there is evidence that enforcement activities are effective in reducing road casualty numbers and therefore withdrawing all funding from this area could bring into question our ability to deliver our statutory functions.
- 5.2 The delivery of Road Safety Education, Training and Publicity (ETP) work and our work in schools is important to local people and a high priority for Neighbourhood Boards. Withdrawing all Road Safety funding from this area would bring into question our ability to deliver our statutory functions and would likely generate concerns from local people.
- 5.3 Retaining current funding levels for road safety activities would not enable savings to be made to meet budget pressures and no other savings options have been identified.

This report has been approved by the following officers:

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| Legal officer Financial officer Human Resources officer Service Director(s) Other(s) | Stuart Leslie Toni Heathcote n/a Tim Clegg, Director of Streetpride Christine Durrant, Director of Planning and Transportation |
| For more information contact: Background papers: List of appendices: | David Gartside 01332 641821 david.gartside@derby.gov.uk Andrew Hopkin 01332 641516 andrew.hopkin@derby.gov.uk Appendix 1 – Implications |

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| IMPLICATIONS |
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Financial

- 1.1 It is proposed that the £296,000 level of investment is reduced by £43,000 of Council base revenue funding on a permanent basis.
- 1.2 In 2011/12 it is proposed that of the £253,000 level of investment, £110,000 of this is long term Council revenue funding, £20,000 would be a continued contribution from the Neighbourhood Boards and the remaining £123,000 would be made by one-off savings from the Council's revenue base.
- 1.3 In 2012/13 these one-off savings would essentially be replaced by funding from a successful Local Sustainable Transport Fund (LSTF) bid. If the bid was not successful then Council Cabinet would be asked to consider in more detail which elements of road safety activity should be carried on and which should be stopped, in order to meet the budget pressure. It should also be noted that the LSTF is only available for four years which could lead to a future budget pressure that would need to be addressed.

Legal

- 2.1 There are no legal implications arising directly from this report

Personnel

- 3.1 None

Equalities Impact

- 4.1 None

Health and Safety

- 5.1 None

Carbon Commitment

- 6.1 None

Value for Money

- 7.1 The proposals reduce the on-going revenue costs associated with some road safety activities and place more of the financial burden on motorists who drive at inappropriate speed. Prioritising an element of road safety training through

engagement with Neighbourhood Boards will ensure that resources are directed to meet local priorities.

Corporate Objectives and Priorities for Change

- 8.1 The proposals are consistent with Council's corporate objectives for a City with Stronger, Safer and Cleaner Communities where everyone feels safe and confident in their lives.