

Sponsor: Strategic Director for Communities & Place
Author: Traffic and Transport Group Manager

Compliance with Contract and Financial Procedure Rules

Purpose

- 1.1 To inform Cabinet about the Department of Transport's (DfT) Safer Roads Fund (SRF) and the work that has been undertaken by the Road Safety Foundation (RSF) which identified, based on revised methodology, a road in Derby that requires attention to mitigate the risk of collisions.
- 1.2 To seek approval to submit a bid for funding to deliver measures and improvements to address those risks.
- 1.3 Approval to add the Safer Roads Fund to the capital programme, subject to the agreement of the appropriate terms and conditions to accept the funding.

Recommendations

- 2.1 To approve the submission of a bid and acceptance of funding from the Safer Roads Fund, subject to suitable terms and conditions as outlined in section 4.
- 2.2 To delegate authority to the Strategic Director for Communities and Place and the S151 Officer, in consultation with the Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport to accept funding awarded, as outlined in section 4.
- 2.3 To note the Strategic Director for Communities and Place and the S151 Officer, in consultation with the Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport will ensure suitable terms and conditions before acceptance of funding, as outlined in section 4.
- 2.4 To approve the addition of the Safer Roads Fund to the capital programme in 2023/24, subject to the agreement of suitable terms and conditions being in place to accept the funding, as outlined in section 4.

Reasons

- 3.1 To capitalise on the opportunity to secure external funding to address the risk of collisions and improve active travel. This also provides access into the revised methodology, including training, for Council staff.
- 3.2 Acceptance of DfT funding typically requires a rapid response, equally securing efficient internal acceptance of the funding will enable the prompt addition of the funding received to the Highways & Transport capital work programme.
- 3.3 To comply with Financial Procedure Rules.

Supporting information

4 Bid for and acceptance of SRF Funding

DfT introduced the SRF to support road safety in England and is part of a wider package of investment into Britain's transport network. The SRF targets stretches of road identified via the RSF's mapping programme. The funding is available as a capital grant allocation without the need for a competitive process. Derby's indicative allocation is £0.475m as shown in appendix A.

- 4.2 Traditionally local highway authorities target their casualty reduction activities and interventions on historical crash cluster sites. The SRF, however seeks to encourage a culture change at a local authority level, via the adoption of a Safe Systems. This is a proactive, risk-based approach that, instead of focussing on collisions, encourages Authorities (though the initial stages have been identified across the country by the Safer Roads Foundation) to identify risk features in the environment and address those proactively. Essentially taking action to remove the risks before people are killed or hurt.
- 4.3 Safe Systems is based on the notion of 'Vision Zero', adopted by the Swedish Government in 1997. It revolves around the underlying principle that "it can never be ethically acceptable that people are killed or seriously injured when moving within the road transport system".
- 4.4 The RSF is a UK charity that advocates road casualty reduction through the simultaneous components of roads, vehicles, and behaviour. This work has informed new legislation and Government policy. The RSF's work in mapping the risk of collisions has provided the evidence base for targeting the SRF. The risk is calculated by comparing the frequency of collisions that result in fatal or serious injury on every stretch of road, with how much traffic each road carries. The most recent mapping exercise undertaken recognises the impact on both the occurrence of collisions and reduced traffic levels due to the Covid 19 pandemic and the ongoing impact as people continue to work from home.

- 4.5 A total of 450 miles of roads were eligible for rounds 1 and 2 of the SRF. The estimated benefits of the national investment over the next 20 years includes:
- estimated saving of more than 1,4500 lives and serious injuries
 - value of prevention of injuries of £550 million
 - economic cost (including maintenance and operation) of £125 million
 - for every £1 invested, £4.40 is returned in terms of societal benefit. This demonstrates how road safety interventions can compete favourable with other major transport projects.

Measures that have and will be implemented include:

- 135 new or improved pedestrian crossings
- 10 miles of new or improved footways
- 20 miles of new or improved cycle facilities
- 225 improved junctions
- 90 miles of improved visibility and signing
- 150 miles of improved speed limits, enforcement, and traffic calming
- 70 miles of improved road surfaces.

Schemes have/are being delivered across the whole of England, including three locations on Derbyshire County Council's network.

The RSF will announce which routes have been identified for round 3 in the coming months.

- 4.7 The Safer Systems package of measures could include:
- Removal or repositioning of roadside hazards
 - Footway widening and carriageway narrowing
 - Side road pedestrian crossing improvements
 - Upgrading existing controlled crossings (Toucans)
 - Improved cycle lanes including segregation

These outline proposals have been developed to meet the indicative allocation of £475m however, detailed design will influence the actual measures implemented.

- 4.8 It is recommended to approve the submission of a bid and acceptance of funding from the Safer Roads Fund, subject to suitable terms and conditions.
- 4.9 To delegate authority to the Strategic Director for Communities and Place and the S151 Officer, in consultation with the Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport to accept funding awarded.
- 4.10 To note the Strategic Director for Communities and Place and the S151 Officer, in consultation with the Cabinet Member for Regeneration, Decarbonisation, Strategic Planning and Transport will ensure suitable terms and conditions before acceptance of funding.
- 4.11 To approve the addition of the Safer Roads Fund to the capital programme in 2023/24, subject to the agreement of suitable terms and conditions being in place to accept the funding.

Public/stakeholder engagement

- 5.1 Engagement with the public; residents and highway users, as well as stakeholders such as the emergency services, will be undertaken in accordance with corporate consultation guidance. The measures proposed for implementation, might require specific consultation, for instance Traffic Regulation Orders have a legally prescribed consultation process.

Other options

- 6.1 No other options have been considered; this national funding is targeted and the section of road in appendix B identified by SRF.

Financial and value for money issues

- 7.1 All funding will be received from DfT, there is no expectation for a local contribution. We will seek to only install measures that will have a minimal impact on revenue budgets, including on-going energy costs.

Legal implications

- 8.1 As highway authority, the Council has various statutory duties relating to road safety:
- Road Traffic Act 1988 (section 39) requires local authorities to take steps to reduce and prevent accidents, prepare and carry out a programme of measures to promote road safety, carry out studies into accidents and take measures appropriate to prevent such accidents.
 - Road Traffic Regulation Act 1984 (section 122) requires local authorities to secure the expeditious and safe movement of traffic on, and the efficient use of their transport network.
- 8.2 Other than the need for legal support to prepare a grant agreement, there are no other legal implications arising directly from this report.

Climate implications

- 9.1 This funding places a significant emphasis on active travel; the encouragement and promotion of the use of sustainable modes transport and the reduction of reliance of motor vehicles.

Socio-Economic implications

- 10.1 The implementation of measures that make walking and cycling more attractive and accessible will benefit all highway users.

Other significant implications

- 11.1 None.

This report has been approved by the following people:

Role	Name	Date of sign-off
Legal	Olu Idowu	24 January 2023
Finance	Toni Nash	26 January 2023
Service Director(s)	Verna Bayliss	24 January 2023
Report sponsor		
Other(s)	Nigel Brien	25 January 2023

Background papers: None

List of appendices:

Appendix A – letter from DfT