

Report to: Scrutiny Management Panel.
18 June 2009.

Report from: Anthony Quinn, Senior Local Democracy Officer
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MONITORING THE OUTCOMES FROM SCRUTINY REVIEWS.

THE REVIEW OF ROAD SAFETY IN PORTSMOUTH.

1. Purpose.

This report provides an opportunity for the Panel to receive an update on the progress made with the recommendations arising from the review of Road Safety in Portsmouth.

2. Recommendations.

The Panel is asked to consider whether it wishes to make any further comments regarding the progress made with the implementation of the recommendations arising from this review.

3. Background.

3.1 At its meeting on 12 July 2006, the Policy & Review (Oversight) Panel agreed that it would review on a rolling basis the progress made with implementing recommendations arising from completed scrutiny reviews. On 25 November 2008 the Council agreed that the Scrutiny Management Panel should continue this role under the new scrutiny arrangements.

3.2 The review of Review of Road Safety in Portsmouth was undertaken by Topic Panel A between 12 June 2006 and 5 March 2007.

3.3 At the meeting on 29 September 2005, the Policy & Review (Oversight) Panel identified this topic as a high priority for review and asked that a scoping document for the review be brought to a future meeting.

3.4 On 29 November 2005, the Policy & Review (Oversight) Panel agreed the scoping document and allocated the review to Topic Panel A.

3.5 Topic Panel A agreed the following objectives at its meeting on 16 January 2006:

- To understand the national strategy for improving road safety and casualty reduction
- To understand the role of local authorities in delivering improvements to road safety and reducing casualties
- To evaluate how the City Council is performing in terms of national priorities
- To assess the contribution of the following to improving road safety: Education, Engineering and Enforcement

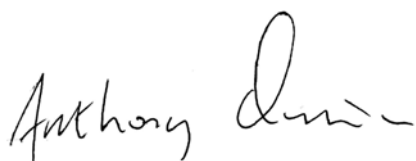
- To consider how road safety initiatives are delivered in other local authorities
- To evaluate the local partnership arrangements for improving road safety
- To make any recommendations about the delivery of the road safety agenda in Portsmouth.

3.6 The Panel heard evidence from council officers, representatives from Hampshire County Council, the Hampshire and Isle of Wight Strategic Health Authority, Portsmouth City Primary Care Trust, Hampshire Fire Service, the Safety Camera Partnership, the Executive Member for Environment & Transportation and the NHS Ambulance Service. The Panel also undertook a site visit to schools and various traffic schemes.

3.7 The Panel's principle recommendations are set out in appendix one along with the progress made to date on each one.

3.8 The Executive considered the report on 27 April 2007 and agreed all the recommendations set out in the officers' response report. The only changes to the policy & review report's recommendations were:

- i. Further discussions are necessary regarding the relocation of the School Crossing Patrol Officer.
- ii. The Sustainable Transport Officer not to be relocated to the Road Safety Team as the prime need is to increase cycling as an alternative to car travel so it is best to undertake this alongside other sustainable transport functions and there exists already close working with this team.



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Senior Local Democracy Officer.

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Monitoring Table showing the Progress Made on the Recommendations Arising From the Review of Road Safety in Portsmouth.

Recommendation	Action by	Resource Implications	Progress Update for Scrutiny Management Panel 18 June 2009.
<p>1. That additional work should be done by the City Council to raise the general public's awareness of road safety including:</p> <p>(i) Increased use of the City Council's website.</p> <p>(ii) The development of themed road shows in the city that link to the Council's ongoing campaign programme.</p>	Strategic Director for Environment & Transport.	No significant resource implications – would need to be supported from existing budgets.	<p>The city-wide 20mph limit webpage with questions and answers has been updated regularly.</p> <p>The Road Safety & Sustainable Travel (RS&ST) Team deliver a multitude of awareness road shows including, drink drive, drug drive, driver vision, cycling, sustainable travel, Be Safe Be Seen, Walk on Wednesday, Bike to work/school, young driver, Power two wheelers, cycling and teen and young driver/ rider road safety.</p> <p>During 2008 we carried out 12 campaigns.</p>

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<p>2. That the City Council develop a protocol in partnership with Hampshire Constabulary and the other emergency services to ensure:</p> <p>(i) The effective promotion of road safety.</p> <p>(ii) Improved joint working on campaigns to raise public awareness.</p>	<p>Strategic Director for Environment & Transport.</p>	<p>No significant resource implications.</p>	<p>SRP sub-group has developed the Safe Drive, Stay Alive package involving speakers from Hampshire and the Isle of Wight emergency services. Local schools are contacted directly by the partnership for delivery of the programme.</p> <p>The Road Safety & Sustainable Travel Team have benefited from Education & Enforcement days whereby the police have stopped drivers for speeding and seatbelt offences and redirected them to education talks run by the team and fire personal at fire stations across the city.</p> <p>In April 2008 a part-time secondment from the Hampshire Fire & Rescue Service joined the RS &ST Team to develop campaigns around power two wheelers.</p> <p>During 2008 we carried out 12 campaigns.</p>

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3. That the Executive Member for Environment and Transportation encourage Hampshire Constabulary and other partners to liaise with the City Council to develop a joint road safety education programme in schools to ensure maximum benefit with limited resources.	Executive Member for Environment & Transportation.	No significant resource implications.	Hampshire Constabulary were the key delivery partner for LPSA2 to reduce road casualties through Education and Enforcement and casualty data collation. PCSOs have worked closely with the RS & ST Team to implement pedestrian, child cycle, young driver and general road safety training and events.
4. That the School Crossing Patrol Service be integrated into the Traffic Safety Group.	Strategic Director for Environment & Transport.	Movement of resources between the CFL and E&T directorates.	Service transferred April 2008. First year was very successful with a new training and recruitment programme established. The School Crossing Patrol Co-ordinator has met with every member of staff and has clear targets to do so once a term. Currently 110 sites, 89 SCP staff employed with 21 vacancies (May 2009). During 2009 each site will be risk assessed and evaluated, some sites will be decommissioned as they have been replaced with controlled crossings.

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5. That those schools where road accidents statistics are not showing a significant improvement be encouraged either to develop a School Travel Plan as soon as possible, or revise their existing plan.	Strategic Director for Environment and Transport.	No significant resource implications.	All schools are actively encouraged to develop and update their school travel plans as a programme of renewal. The RS&ST Team have launched the Green School Travel Award as an additional incentive. To date 62 schools out of 75 have completed a travel plan with awards being rolled out throughout the year.
6. That the Traffic Safety Team and Parking Service undertake a joint project to address safety issues outside schools.	Strategic Director for Environment and Transport.	No significant resource implications.	Parking provides the Road Safety & Sustainable Travel team their work rota. They also provide additional support for issues highlighted by schools. We have successfully run a series of school 'Keep Clear' Zig Zag enforcement campaigns together and will be arranging more dates this year based upon accident data and ticket numbers.
7. That the Executive Member for Environment and Transportation undertake to encourage Hampshire Constabulary to publicise the role that Police Community Safety Officers now play in promoting road safety in schools.	Executive Member for Environment and Transportation.	No significant resource implications.	As above.

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Recommendation	Action by	Resource Implications	Progress Update for Scrutiny Management Panel 18 June 2009.
8. That the newly appointed Sustainable Transport Officer be relocated to the Road Safety Team this financial year.	Strategic Director for Environment and Transport.	Movement of resources within E&T Directorate.	Restructuring of the Road Safety & Sustainable Transport Teams as part of the wider changes to the Traffic Safety & Sustainable Travel Group in November 2007. New Sustainable Transport Officer recruited to team January 2008
9. That should the City Council agree to passport money to the Safety Camera Partnership, the Executive Member for Environment and Transportation closely monitor the way in which this funding is then spent on initiatives in the city.	Executive Member for Environment & Transportation.	No significant resource implications.	2008/09 Agreed 2009/10 Agreement reached but sought significant changes to support enforcement of 20s limit, Education Training and Publicity and Vehicle Activated Signs.
10. That the Executive Member for Environment and Transportation identify long-term revenue funding to support the delivery of the Safer Routes to Schools Scheme.	Executive Member for Environment & Transportation.	Revenue funding of approximately £26 – 28,000 would be required to retain the existing post after March 2008.	Government grant currently extended until 2011. In February 2008, a Safer Routes to School Assistant was recruited with a government grant covering funding of the post until 2011.

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11. That the Traffic Safety Team develop a process to monitor the effectiveness of traffic schemes and that the Executive Member for Environment and Transportation be provided with these monitoring report on a quarterly basis.	Strategic Director for Environment & Transport.	No significant resource implications.	<p>A monitoring form has been produced which is updated on a monthly basis by the project managers. A monitoring form has been produced which is updated on a monthly basis by the project managers and a quarterly review of LTP financial expenditure is carried out.</p> <p>A scheme evaluation framework has been developed and fortnightly updates on accident cluster sites are given to the Senior Engineer. These are made available to the Head of Service, for discussion at the weekly progress meetings with the Executive Member.</p>

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12. That the Executive Member for Environment and Transportation consider undertaking a comprehensive review of the use of bus lanes by motorcycles.	Executive Member for Environment & Transportation.	This would require the reprioritisation of existing workloads in the Road Safety Team.	<p>A comprehensive study has not yet been undertaken but Passenger transport and Road Safety views are that:</p> <p>There are a few concerns with a change of use these are:</p> <ul style="list-style-type: none"> - Motorcyclists who have little regard for lane discipline could weave in and out of the bus lane, with associated safety risks of so doing - Motorcyclists who have little regard for speed limits would be at risk from drivers turning left across the bus lane - Most bus lanes are available for use by pedal cyclists; would motorcyclists consider they would also be entitled to use cycle lanes? <p>On the positive side, sensible motorcyclists (which I'm sure comprise the majority) are probably safer in bus lanes than mixed with general traffic; certainly they would be safer than pedal cyclists, who can be intimidated by overtaking buses. This could encourage some car drivers to switch to motor cycling</p>

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Recommendation	Action by	Resource Implications	Progress Update for Scrutiny Management Panel 18 June 2009.
13. That the Road Safety Team and the Parking Service develop a Service Level Agreement aimed at delivery effective enforcement of parking restrictions outside schools.	Strategic Director for Environment & Transport.	No significant resource implications.	Parking supplies the RS&ST Team with a priority rota of schools being enforced. Zig Zag enforcement campaigns have been run in partnership with parking, police, Community Wardens, schools and the RS&ST Team.