SUBJECT	Adult Social Care and Communities Scrutiny Committee
	Road Safety Motion 843
DATE	29th October 2019
PURPOSE OF REPORT	Briefing notes relating to Referral of Motion 843 to this committee
ACTIONS REQUIRED	Notes provided to empower discussion
RESOURCE IMPLICATIONS	None
CIRCULATION	Adult Social Care and Communities Scrutiny Committee
AUTHOR	Andrew Parker-Mowbray (Road Safety and Transportation Data Team Leader).

Background

During the County Council meeting of 11th September a Motion was put forward to enable road safety measures

Update on Road Safety in the County

The Road Safety Partnership with the Police ended early in 2018. The following short summary highlights the main changes and the activities which are continuing to be delivered.

The School Crossing service and Bikeability are now located within Integrated Transport Unit which allows these activities to work more closely towards modal shift, sustainable travel, Think Travel, school streets and of course contribute towards reductions in pollution.

Safety Audit is now within Highways Development Management. Capital Schemes are still audited as before, but now the same skills and knowledge is being extended to new developments as well.

Police Casualty Data is still being evaluated to empower engineering safety schemes. The Casualty Data Team are now co-located within Network and Traffic Team where closer working with TRO team, Traffic Data and wider highways teams is possible.

The Police have been able to increase their enforcement potential with additional vans and operators. The Police continue to work closely with GCC and are willing to use available data to help determine where/when to carry out enforcement.

Website information and advice on Road Safety is no longer on the standalone Road Safety Partnership website. The pages have been updated and placed within the GCC Highways pages offering improved collision map and data pages.

SkillZONE continues to have a Road Safety scenario and provides timely knowledge to children who are about to move to secondary schools and be allowed greater freedom to be unaccompanied for journeys on the roads. SkillZONE also interacts with many hard to reach groups such as those with special educational needs.

A joint post funded by GFRS and OPCC delivers education interventions drawing on the resources of both Gloucestershire Fire and the Constabulary. The popular 'What If' roadshow continues to be delivered to schools targeting the 16-24 age group who continue to be over represented in the casualty data.

The current lead for the Police and Crime Commissioner's Safe and Social Driving priority is Assistant Chief Fire Officer - Mark Astle

Road Safety Highlights

- School crossing patrol service cross approximately about 5000 pupils per day
- Each year Bikeability trains about 4500 pupils to ride more confidently and safely
- Safety audit knowledge is being shared across HDM ensuring developer schemes are safer.
- Each year more than 6600 6th form pupils receive targeted road safety education
- In the past 10 years the total number of road traffic casualties has almost halved (1877 in 2008 down to 977 in 2018)
- Enforcement resources continue to increase more than 20,000 offenders processed each year.
- Since the beginning of the current year the road safety webpages have has almost 19,000 page views
- The Road Safety Capital budget for 2020/21 is £450,000
- SkillZONE is anticipating approximately 6000 visits this year

Road Safety Motion

This Council notes that:

•	Road safety and traffic speeds are of significant concern to many residents in Gloucestershire, in both urban and rural area.
•	Elected county councillors have a key role to play, working with local communities, to resolve these concerns, finding effective road safety solutions to help pedestrians, cyclists and all road users.

However, this Council further notes that:

•	When County Councillors request measures to reduce traffic speeds, even when offering to put their highways local funds towards it, policy and financial constraints mean they rarely come to fruition.
•	A key obstacle in securing some traffic calming measures is the cost of Traffic Regulation Orders (TRO) and the lengthy processes needed to secure changes such as yellow lines.

 Therefore this Council resolves to:

a)	Ask Cabinet to review County Council policies relating to traffic calming, including the use of physical design and vehicle activated signage, to aid councillors in securing evidence-based road changes.

b)	Write to the relevant Secretary of State to:

i)	Express our serious concern that national road safety guidelines are too restrictive and ask for the guidance to be reviewed to create a more enabling policy framework.

ii)	Clarify what progress has been made to simplify the TRO process.

c)	Consider increasing the road safety budget for 2020-21 through the budget setting process, which could include a ring fenced budget for each council division.

d) Build on existing local road safety initiatives to establish "road safety partnerships" for each of the six districts where there are none, and to formalise the relationship between road safety partnerships and the highways authority and county councillors.

Road Safety Motion issues

1. **Concern about the Traffic Regulation Process blocking the implementation of schemes**

What are TRO's
A Traffic Regulation Order (TRO) is the legal document required to support a range of measures, which govern or restrict the use of public roads, including: Double yellow lines, One-way streets, Banned turns, Speed Restrictions, weight restrictions or Bus lanes.

Why do we need TROs?
UK law requires that TROs be in place to enable the police or, in the case of parking and bus lanes, the council, to enforce these restrictions.

To create a TRO
Consultation with the emergency services and other public bodies takes place. Local interest groups such as residents and traders may be consulted where appropriate.
Advertisement of the TRO then takes place by placing a notice in the local press and displaying notices in the roads affected. Objections are then considered through the appropriate council procedure before it is decided how the matter will be taken forward.
The TRO will then be formally made and introduced. The entire process can take many months to complete especially if objections result in the TRO being changed and re-advertised.

Link to GCC TRO factsheet for more detail
https://www.gloucestershire.gov.uk/media/2855/gcc_1512_highways_tro_factsheet_dev3-optionb-66132.pdf

Why are TROs seen as a block?
The TRO process or Police approval is sometimes cited as the block to schemes, this may not always be the case.
In some instances there are concerns about the proposals failing to meet relevant design standards or guidance and it is often the extensive experience of the members of the TRO team which has highlighted the issues for the first time.

2. **Frustrating for local communities who were best placed to judge on what was needed in their areas**

Local knowledge is extremely useful to help evolve the correct solution. Good road casualty data is also essential to ensure that limited resources are targeted at the right groups, areas and issues, in the right priority order and in the most effective way. Before any road safety programme (engineering, education, enforcement or a combination) can be planned, it is essential to identify the problems that need to be tackled and the most appropriate ways of doing so, otherwise there is the very real risk of spending those resources ineffectively.

"Do we have to wait until someone is killed?" There is a real challenge facing many councillors when balancing requests from local residents with the need to allocate resources properly across the whole of the council's area. Local residents will request action on their own street, and will expect their local Councillor to support them. However, members have to balance their role as local champion against that as a councillor with responsibility across your whole area. If the available evidence shows that a perceived problem in an area is not actually a road safety problem at all, this can be a difficult message for a councillor to convey. A perceived problem, however, may be a real

barrier to people choosing to walk and cycle, and therefore, may justify action as part of the council's overall sustainable travel strategy.

Link to RoSPA guide – Road Safety: A guide for Local Councillors in England
https://www.rospa.com/rospaweb/docs/advice-services/road-safety/practitioners/local-councillors-guide.pdf

   3. Public have no idea of the complexity of TRO process
The GCC website contains several pages explaining the TRO process
https://www.gloucestershire.gov.uk/highways/traffic-regulation-orders-tro-and-traffic-schemes/

Conclusion

There appears to be some misunderstanding between members and officers around what are achievable and appropriate interventions to improve safety and safety concerns.

These misunderstandings are probably the catalyst for this motion, a mutual understanding for members and officers would be of benefit.

A presentation by officers at committee will seek to address some of these points.

Recommendation

A small task group of interested members and relevant officers be established to work through the various interventions with the task of reporting to scrutiny within six months.