

## CABINET

21<sup>st</sup> January 2020

### ROAD SAFETY GUIDE

#### Report of the Strategic Director for Places

Strategic Aim:	Sustainable Growth and Safeguarding	
Key Decision: Yes	Forward Plan Reference: FP/020819	
Exempt Information	No	
Cabinet Member(s) Responsible:	Cllr L Stephenson, Portfolio Holder for Culture & Leisure, Highways & Transportation and Road Safety	
Contact Officer(s):	Chris Traill, Strategic Director Places	01572 758426 ctrail@rutland.gov.uk
	Dr Rebecca Johnson, Senior Transport Manager	01572 758229 rjohnson@rutland.gov.uk
Ward Councillors	Not applicable	

#### DECISION RECOMMENDATIONS

That Cabinet approve:

1. The 'Road Safety Guide' for partner consultation.
2. The delegation of authority to the Strategic Director for Places in consultation with the Portfolio Holder for Culture & Leisure, Highways & Transportation and Road Safety to:
  - Approve any post consultation amendments to the Road Safety Guide; and
  - Approve the final version of the Road Safety Guide.

That Cabinet note:

3. That a technical appendix to the 'Road Safety Guide' will be produced at a later date.
4. That the traffic calming policy has been incorporated into the public facing 'Road Safety Guide'.

## **1 PURPOSE OF THE REPORT**

1.1 This report seeks approval of the 'Road Safety Guide' and delegation of authority to the Strategic Director for Places in consultation with the Portfolio Holder for Culture & Leisure, Highways & Transportation and Road Safety to:

- Approve any post consultation amendments to the Road Safety Guide,
- Approve the final version of the Road Safety Guide.

## **2 BACKGROUND AND MAIN CONSIDERATIONS**

2.1 Rutland's fourth Local Transport Plan – titled Moving Rutland Forward (MRF) was approved by Full Council in September 2019.

2.2 A key action within the plan is the production of a new Road Safety Strategy and Traffic Calming Policy – sub documents of MRF. Following feedback this action is being completed through the "Road Safety Guide" (Appendix A). This guide aims to be an accessible document for Rutland residents that helps them to understand how we can work together to address road safety concerns. To help achieve this the Road Safety Guide incorporates the Traffic Calming Policy. A technical appendix to the Road Safety Guide will be produced at a later date to provide additional elements of detail.

## **3 CONTENT**

3.1 The Road Safety Guide covers:

- current road safety statistics from Rutland,
- the process through which communities can raise road safety concerns,
- what we will do in response – focusing on the review of local speed limits, provision of traffic calming measures and pedestrian crossings,
- how communities can get involved,
- what the police can do, and
- what we are doing about wider road safety matters.

## **4 CONSULTATION**

4.1 Following Cabinet approval we will consult with our road safety partners (including those represented on the Leicester, Leicestershire and Rutland Road Safety Partnership) on the Road Safety Guide. Feedback from them will be incorporated as required.

4.2 Consultation on scheme specific measures will be undertaken as per section 5 of the 'Road Safety Guide'.

## **5 ALTERNATIVE OPTIONS**

5.1 To request amendments to the document: amendments to be reviewed by Cabinet before consultation with partners is approved. This option would delay the

documents progress.

5.2 To retain the Traffic Calming Policy as a standalone document and have a separate public facing road safety guide: this would also delay publication, and make the guide less meaningful and coherent.

5.3 To not approve delegated authority for sign off and instead request that the 'Road Safety Guide' comes back to Cabinet for post consultation adoption approval: this would slow down the release of the document.

## **6 FINANCIAL IMPLICATIONS**

6.1 The publication of the guide itself has limited financial implications. However it sets out a range of engineering measures. Implementation of these will have a financial impact as summarised below.

### **6.2 *Engineering schemes***

6.3 Where there is an evidenced problem and an engineering solution has been agreed by Rutland County Council (RCC), the construction (along with any ongoing maintenance, operation and any end of life replacement or removal costs) will be funded by RCC - subject to funding availability. If there isn't funding available, the approval will stand but the scheme will be subject to suitable funding becoming available in the future.

6.4 Capital costs for most of the above engineering measures are likely to be met through the Integrated Transport Capital Programme funds or developer contributions where available. Availability of funding for these measures is detailed in report number 120/ 2019 – Integrated Transport Capital Programme, which went to cabinet on 23rd December 2019.

6.5 Where measures have been installed with funding from a parish/ town council (due to lack of evidence over need), the parish/ town council will be responsible for the maintenance and operational costs for the first 5 years. These costs could be part of the parish/ town council's precept or from a developer commuted sum.

6.6 After the first 5 years, RCC will become responsible for the maintenance and operation costs of any measures installed. Any end of life replacement or removal costs however will remain with the parish/ town council. Maintenance and operation costs liable by RCC will be paid for through the general highways maintenance budget.

### **6.7 *Community Speed Watch***

6.8 The delivery of Community Speed Watch is currently paid for from the Road Safety Partnership budget. An increase to the budget available has been requested during budget setting for 2020/21 to cover the cost of this.

## **7 LEGAL AND GOVERNANCE CONSIDERATIONS**

7.1 This report seeks to gain delegated authority for the Strategic Director for Places in consultation with the Portfolio Holder for Culture & Leisure, Highways & Transportation and Road Safety to:

- Approve any post consultation amendments to the Road Safety Guide,
- Approve the post consultation version of the Road Safety Guide.

7.2 The above delegation would allow the document to be progressed more quickly without needing to return to Cabinet unless the director and portfolio holder felt that changes needed cabinet approval.

7.3 Engineering measures outlined within the guide must be installed in accordance with the latest corresponding legislation, regulations and Government guidance. Some engineering measures are subject to additional statutory consultation requirements – which we must adhere to.

7.4 The Local Transport Plan (LTP) forms a part of the Policy Framework that therefore was required to be approved by Council. The documents that were outlined in the LTP are a matter for Cabinet rather than Council.

## **8 ENVIRONMENTAL IMPACT**

8.1 Some physical traffic calming measures (vertical measures) may increase vehicle emissions. However, conversely, measures that increase actual and perceived road safety may result in residents walking or cycling more – helping to reduce vehicle emissions.

8.2 Some physical traffic calming measures (vertical measures) may result in increased noise and light pollution – this is noted in the Road Safety Guide.

## **9 DATA PROTECTION IMPLICATIONS**

9.1 A Data Protection Impact Assessments (DPIA) has been completed. No issues were identified.

9.2 A copy of the DPIA can be obtained from [tstrategy@rutland.gov.uk](mailto:tstrategy@rutland.gov.uk)

## **10 EQUALITY IMPACT ASSESSMENT**

10.1 An Equality Impact Assessment (EqIA) has not been completed as a screening Equality Impact Questionnaire was undertaken and no adverse or other significant issues were found that required a full Equality Impact Assessment to be carried out.

## **11 COMMUNITY SAFETY IMPLICATIONS**

11.1 The 'Road Safety Guide' will have positive road safety implications – by highlighting to the public how they can raise road safety concerns, which in turn will be reviewed by RCC. The guide also outlines the measures we will use to enhance road safety.

11.2 It should be noted that some physical traffic calming measures (vertical measures) could slow emergency service response times. This will be considered when planning traffic calming schemes – with use of such measures being restricted on strategic routes.

## **12 HEALTH AND WELLBEING IMPLICATIONS**

12.1 The 'Road Safety Guide' will have an overall positive health and wellbeing impact

as the document sets out how we will address road safety concerns and outlines actions to tackle both perceived and actual speeding and traffic problems.

- 12.2 Vertical traffic calming measures can cause discomfort for individuals with some health conditions (such as back problems). This is identified within the guide.

### **13 CONCLUSION AND SUMMARY OF REASONS FOR THE RECOMMENDATIONS**

- 13.1 To help address public concern regarding road safety, it is recommended that cabinet:

- Approve the 'Road Safety Guide' for public consultation.
- Approve the delegation outlined within the report.

### **14 BACKGROUND PAPERS**

- 14.1 Report No: 120/ 2019 – Integrated Transport Capital Programme (23<sup>rd</sup> December 2019)

### **15 APPENDICES**

- 15.1 Appendix A: Road Safety Guide

**A Large Print or Braille Version of this Report is available upon request – Contact 01572 722577.**