

ENVIRONMENT AND ATTRACTIVE CITY SCRUTINY COMMITTEE

16 JANUARY 2011

PRIORITISATION FRAMEWORK FOR TRAFFIC AND ROAD SAFETY – UPDATE ON PROGRESS

REPORT OF THE DIRECTOR OF CITY SERVICES

Strategic Priority : SP5 - Attractive and Inclusive City

Corporate Priorities: CI01 – Delivering Customer Focused Services, CI04 – Improving Partnership Working To Deliver ‘One City’

1. Purpose of the Report

- 1.1 To update the Scrutiny Committee on the progress being made in regard to the development of a prioritisation framework for traffic and road safety, following consultation with the Committee on 7 November 2011. The report will support an up to date, detailed verbal update on progress on the framework.

2. Background

- 2.1 A framework is being prepared which seeks to bring together traditional engineering methods of assessing schemes together with the contribution of schemes to wider strategic priorities.
- 2.2 Traffic and Road Safety schemes are largely funded by the Local Transport Plan (LTP) and schemes need to demonstrate a strategic fit with it. The strategic priorities of the current LTP3 align close to those of the City Council:-
- **Economic Development and Regeneration** (congestion reduction, network management);
 - **Safe and Sustainable Communities** (Local safety schemes, Road Safety Education, accessibility); and
 - **Climate Change** (Cycling, walking, travel planning, electric vehicle infrastructure).
- 2.3 The framework will describe the stages of the process for assessing schemes and the basis on which decisions will be made. It is intended as a tool to facilitate decision making and to give clear and objective reasoning for understanding the basis on which decisions will and have been made. It will also provide a means to prioritise planned work to ensure that financial and staff resources are targeted at those schemes which will produce the greatest benefits to the community.

3. CURRENT POSITION

- 3.1 The results of the interactive consultation undertaken with members of this Scrutiny Committee enabled officers to gain a better understanding of member's views on priorities for the city in terms of traffic and road safety. The results cannot be considered to be statistically relevant given the size of the sample in respect to the overall population and it is considered that further data collection will be required to allow the consultation exercise to advise the development process.
- 3.2 A further consultation event will be undertaken with all elected members and it will also be prudent to consider the views of senior engineering staff within Street Scene for comparison. The use of members of the Citizen Panel is also being considered to provide direct input from the community. The consultation document is currently being prepared for issue.

Mapping scheme types

- 3.3 Members will recall the first exercise was to map a number of potential scheme types to the mechanisms used to distribute the funding allocation from the LTP. The allocation is based around People, Place and Economy and the following table represents feedback gathered from the meeting:-

	People	Place	Economy
Casualty reduction	4 (57%)	1 (14%)	2 (29%)
Walking	4 (57%)	3 (43%)	0
Traffic regulation	1 (17%)	0	5 (83%)
Parking management	1 (17%)	3 (50%)	2 (33%)
Public transport improvement	0	3 (60%)	2 (40%)
Traffic calming	3 (50%)	3 (50%)	0
Traffic control	1 (14%)	4 (57%)	2 (29%)
Cycling	6 (100%)	0	0
Capacity improvements	0	0	6 (100%)
Network development	1 (17%)	1 (17%)	4 (66%)
Electric vehicle charging	1 (14%)	2 (29%)	4 (57%)
Travel planning	3 (43%)	1 (14%)	3 (43%)
Resident parking	2 (29%)	5 (71%)	0
Road safety education	5 (83%)	1 (17%)	0
Safe routes to school	3 (43%)	4 (57%)	0
Perceived safety	4 (80%)	1 (20%)	0
Modal shift	2 (33%)	1 (17%)	3 (50%)
Public transport infrastructure	2 (33%)	2 (33%)	2 (33%)
Highway infrastructure	0	0	6 (100%)
Signals maintenance	0	1 (14%)	6 (86%)

Attributes priority

3.4 The second exercise was used to identify the perceived priorities of some of the attributes that maybe used to measure scheme viability. Members were asked to individually identify the top 5 attributes and rank them one to five as follows:-

1	Casualty reduction Network management Traffic flow (2) Congestion relief Quality of life Creation of jobs
2	Casualty reduction Quality of life Creation of jobs Traffic flow Network management Public transport Assisting VRU
3	Congestion relief (2) Assisting VRU Network management Casualty reduction Speed management Development access
4	Public transport Road quality (2) Quality of life Speed management Casualty reduction Assisting VRU
5	Public transport (5) Casualty reduction Assisting VRU

4. RECOMMENDATION

- 4.1 The Committee is asked recommended to consider and comment on the information provided within the report and receive a supporting verbal update.
- 4.2 The Committee is recommended to receive further updates as to the progression of the prioritisation framework for traffic and road safety.

5. BACKGROUND PAPERS

- Environment and Attractive City Scrutiny Committee Agenda and Minutes – 7 November 2011

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