

# COMMITTED TO QUALITY – THE BUCKINGHAMSHIRE APPROACH TO BEST VALUE

## Service Plans 2001 – 2002

Name of Service Plan Area Traffic and Safety Service Plan Ref: ES15

### Part 1 Description of Service

#### **Purpose of service**

To reduce the number of people killed and injured on the County's Roads and to meet the current national casualty reduction targets as set out in the Government's road safety strategy "Tomorrow's roads: safer for everyone" published in March 2000. The County Council adopted these national targets as its local targets in May 2000.

- Traffic Management Section – main purpose is to implement Local Safety and Area Strategy Schemes Programme and liaise with the general public, local councils and other organisations
- Road Safety – Education, Training and Publicity, including Safer Routes to School Initiatives and cross cutting enabling of community safety delivery
- Safety Engineering – to monitor and analyse the performance of the County's roads and to carry out safety audits of schemes

#### **What are the statutory parameters that regulate how the service operates?**

- The Highways Act 1980 provides inter alia for highway authorities to construct, maintain and improve highways.
- The Road Traffic Act 1988 requires BCC to hold data and undertake analysis to enable accident problems and remedial measures to be identified and implemented. The current national targets to be achieved by 2010 are as follows, using the 1994-98 average.
  - i a 40% reduction in the number of people killed or seriously injured in road accidents;
  - ii a 50% reduction in the number of children killed or seriously injured, and
  - iii a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres
- Statutory procedures have to be used to implement Traffic Regulation Orders (TROs) such as speed limits, waiting restrictions, one way systems etc. The Chief Constable has to enforce most TROs. The Road Traffic Regulation Act 1984 refers.
- BCC has a duty to enforce waiting and loading TROs in the High Wycombe Special Parking Area. The Road Traffic Act 1991 refers.

#### **Chairman of Policy & Resources 2001/02 Policy Steer(s) relevant to the service**

Overall steers – Council must live within its means, all managers must deliver 2% efficiencies.

This area has been recognised by the Council as a priority area and has been referred to specifically by the Chairman in his statements on Policy Steers. The stated aim is to maintain and, if possible, enhance the level of service provided.

<b>Resource Summary</b>	<b>2001-02</b>	
Budget £m	Road Safety	339,209
	Crossing Patrols	116,941
	Traffic Management	576,348
	Traffic Intelligence	206,183
	Traffic Management Works	189,624
		<b>1,428,305</b>

### **Volume of service (2001/02)**

Number of customers/users	Everyone who uses the highway, whether privately or for business purposes, on foot or using vehicles, District/Town/Parish Councils, Enterprise Councils and non-elected bodies serving the needs of Bucks and its people and employers, the police, other authorities outside Bucks including Government and its agencies, other Departments of the County Council
Number of location of sites	Aylesbury (County Hall) and in the Area Offices at Winslow, Beaconsfield and High Wycombe
Number of staff (FTE)	40 FTE

## **Part 2 Performance of Service**

### **Current performance (in relation to 2000-01 Service Plan outcomes and targets).**

<b>THREE YEAR OUTCOME</b>	<b>MEASURE OR INDICATOR</b>	<b>BASELINE 1994-8</b>	<b>1999 Actual</b>	<b>TARGET 2000/01</b>	<b>TARGET 2001/2</b>	<b>TARGET 2002/03</b>
1. Reduction in casualty accidents in line with 2010 national targets BVPI 99 <b>10(b)</b>	1. Reduce number of killed/serious casualties on all roads in Bucks by 40% by 2010	433 (374)* <sup>1</sup>	440 (364)* <sup>1</sup>	416 (359)* <sup>1</sup>	399 (344)* <sup>1</sup>	365 (329)* <sup>1</sup>
	2. Reduce number of children killed/serious casualties on all roads in Bucks by 50% by 2010	41 (38)* <sup>1</sup>	33 (31)* <sup>1</sup>	39 (36)* <sup>1</sup>	37 (34)* <sup>1</sup>	33 (32)* <sup>1</sup>
	3. Reduce number of slight casualties per 100 million vehicle kilometres on all roads in Bucks by 10% by 2010* <sup>2</sup>	2331 (1922)* <sup>1</sup>	2350 (1911)* <sup>1</sup>	2308 (1903)* <sup>1</sup>	2285 (1884)* <sup>1</sup>	2239 (1865)* <sup>1</sup>

THREE YEAR OUTCOME	MEASURE OR INDICATOR	BASELINE 1994-8	1999 Actual	TARGET 2000/01	TARGET 2001/2	TARGET 2002/03
2. Progression of Safer Routes to School Initiatives in line with revised programme <b>10(b)</b>	Number of schemes completed per annum		School travel pattern data collated for 105 schools  Draft SRS programme for full Local Transport Plan (2001-2006)  Pilot Crocodile Trail established	Increase data collated from 125 schools  Completed pilot project  Begin SRS projects at 11 schools  Increase no of Crocodile Trails to 8  25 School Travel Plans developed  Support School Travel Plan competition – 18 schools	Increase data collated from 150 schools  SRS projects completed at schools 12  Begin SRS project at further 11 schools  Increase no of Crocodile Trails to 15  50 School Travel Plans developed  School Travel Plan Award for 5 schools	Increase data collated from 175 schools  SRA Project completed at 23 schools  Begin SRS projects at further 11 schools  Increase no of Crocodile Trails to 25  75 School Travel Plans developed  STP Awards for 5 schools
3. Number of crossings with facilities for the disabled. <b>10(b)</b>	Presence of tactile paving, spotlights, rotating knobs, etc Audit Commission Performance Indicator (P5)	N/A	99%	99%	100%	100%
4. Ensure all letters receive a full response within 3 months (NB previous Service Plan stated 6 months) <b>4(b)</b>	Acknowledgement received within 10 days and full response within 3 months	N/A	59%	81% as at 30.9.000	>80%	>80%
5. Reducing speed limits and tackling the effects of traffic (Local Transport Plan target and performance indicators) <b>10(b)</b>	Decrease from the Base year 2000/01 in the number of rural communities without a speed limit. Target for 2005/06: RNB : 10% decrease SGB : 4 No. decrease CAONB : 10% Decrease	N/A	RNB – 59 SGB – 6 CAONB - 63	57 5 61	55 4 59	53 3 57

THREE YEAR OUTCOME	MEASURE OR INDICATOR	BASELINE 1994-8	1999 Actual	TARGET 2000/01	TARGET 2001/2	TARGET 2002/03
6 Promotion of cycle use <b>10(c)</b>	Double the number of cycling journeys by 2005/6 from the Base year of 1999 measured along specific cycle routes in each of the District Council areas	N/A	Being confirmed			

\*1 = figures for County roads only, excludes motorways and trunk roads

\*2 = assumes no traffic growth above 1994-98 base

### Portfolio Flagship Projects:

Project Outcome	Key Stages	By When
<p>Leading:</p> <p><b>Planning &amp; Transportation 2</b> An increase in pupil Numbers walking or Cycling to school whilst maintaining safety standards. (10b)</p> <p><b>Planning &amp; Transportation 3</b> The reduction of road traffic accidents and improved safety. (10b)</p> <p>Contributing to:</p> <p><b>Planning &amp; Transportation 5</b> Innovative provision of transport services has resulted in wider travel choice for the residents of Buckinghamshire in rural areas. (10c)</p>	<ul style="list-style-type: none"> <li>• Safer Routes to School Initiatives are implemented in accordance with the programme in the Local Transport Plan (LTP) 2001-06.</li> <li>• Completion of 8 projects at schools as agreed programme.</li> <li>• Reduction of child pedestrian casualty rate at Safer Routes to School project schools.</li> <li>• Annual production and implementation of programmes of work for casualty reduction, road safety, traffic calming, cycling, walking schemes.</li> <li>• Measurable casualty reductions working to national and local rate of 40% by 2010.</li> <li>• Integration of 5 wheelchair accessible 'Easybus' minibuses.</li> <li>• Full commitment of available funding through Rural Bus Grants and Rural Bus Challenge Fund.</li> <li>• Achieve doubling of numbers of cycle journeys by 2005 and 3% reduction in journeys to work by car by 2005.</li> </ul>	<p>March 2002</p> <p>March 2003</p> <p>April 2001 - March 2002</p> <p>March 2001 April 2001</p>

**Part 3 For more information**

**Associated County Council Business Plans, and links with other Service Plans or Statutory Plans**

Traffic Management Business Plan  
Road Safety Business Plan  
Safety Engineering Business Plan  
Council Plan  
Road Safety Plan

**When is the service due for a Best Value Root and Branch Review?**

See attached

**Accountable Officer: Graham Spenceley (01296) 382431**

## ROOT AND BRANCH REVIEW OF TRAFFIC AND ROAD SAFETY GROUP

12. The Panel considered the initial Review Report for the Root and Branch Review of Traffic and Safety Group.
13. The Panel agreed:
  - a With a review to informing the following, further work should be carried out to identify (where possible) best practice to other local authorities and any associated bench mark data;
  - b Further consideration should be given to how a better balance can be achieved between keeping pace with the expectations and demands from the public (particularly with regard to traffic management) and the finite resources that are available;
  - c Consideration should be given to how the programme of implementation of Safer Routes to Schools programme can be shortened from its current end time of 2025 and to consider alternative sources of funding;
  - d Further examination of the current level of externalisation of these services (or parts of them) should be undertaken;
  - e Consideration of the proposals to restructure the group contained in the report should be quickly undertaken with a view to their implementation to improve organisational efficiency and that delegated authority be given to the Director of Environmental Services, in consultation with the Chairman of Environmental Services Committee, and the Head of Human Resources, to implement consequential restructuring;
  - f Consideration should be given to how links can be strengthened between the work of the Road Safety Team and the Education Service and also what links can be forged between Road Safety and Adult Education.