

ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

16th JANUARY 2017

SUBJECT:

**PRIORITISATION MODEL FOR HIGHWAY INFRASTRUCTURE AND ROAD
SAFETY IMPROVEMENTS**

Purpose:

To outline the revised criteria for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

To consider and comment on the following issues:

The assessment and prioritisation of requests for highway infrastructure and road safety improvements.

Reasons:

For the committee's information and comment.

To be referred to the Executive Board / Council for decision: YES

Executive Board Member Portfolio Holder:- Cllr Hazel Evans

Directorate

Environment

Name of Head of Service:

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Designations:

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ENVIRONMENTAL AND PUBLIC PROTECTION SCRUTINY COMMITTEE

16th JANUARY 2017

PRIORITISATION MODEL FOR HIGHWAY INFRASTRUCTURE AND ROAD SAFETY IMPROVEMENTS

Purpose: To outline the revised criteria for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

To outline the revised criteria and to seek approval for the assessment and prioritisation of requests for highway infrastructure and road safety improvements.

The Executive Board approved the current criteria for assessment, selection and prioritisation of Road Safety Improvement and Footway Improvements funded from the Council's capital budget allocation for such works on 14th November 2011. Demand for improvements is high and the Department continues to receive community requests for highway related safety improvements and other infrastructure. There are currently 355 number requests for highway infrastructure and road safety improvements which include requests for a range of measures from major highway improvements, footway provision, traffic calming, reduced speed limits, signage and other road safety measures.

The principles of the assessment and prioritisation of current requests are to be maintained with some additional factors now being included. The additional factors to be considered are :

- A revision to top slice ten percent of the annual budget to facilitate low cost high value interventions to address road safety issues at high risk sites and to reduce the pressure on revenue. Such measures will include for example: signage, road marking, fencing and minor surfacing.
- Greater weighting to personal injury and severity of accidents and adjustments to the weighting for the level of deliverability and improvement.
- Stage two assessment reduced from fifty sites to twenty sites, as the current level of funding limits the number of schemes that can be delivered in any year.
- The potential of the scheme to address an existing maintenance priority to enable integration between the authority's transport strategic investment and highway maintenance.

The report sets out the criteria to be adopted to determine a maximum number of twenty schemes that will progress to delivery stage within the programme.

Full details are included in the Appendix to the report but the main factors of the staged approach are accident records (severity and number), traffic volumes and pedestrian flows, level of improvement for any intervention, deliverability and value for money, potential for additional funding and revenue savings, and addressing maintenance priorities.

From this latest assessment and prioritisation a rolling programme will be formulated which will form the basis of future Highway Infrastructure and Road Safety Improvement capital Programmes in future years.

The report is for the Committee's information and comment.

DETAILED REPORT ATTACHED?

YES

IMPLICATIONS

I confirm that other than those implications which have been agreed with the appropriate Directors / Heads of Service and are referred to in detail below, there are no other implications associated with this report :

Signed: S G Pilliner

Head of Transportation & Highways

Policy, Crime & Disorder and Equalities	Legal	Finance	ICT	Risk Management Issues	Staffing Implications	Physical Assets
YES	YES	YES	NONE	YES	NONE	YES

1. Policy, Crime & Disorder and Equalities

Road Safety is one of the priorities set out in the Carmarthenshire Integrated Community Strategy. The Carmarthenshire County Council Local Transport Plan which is contained within the Joint Transport Plan for South West Wales also includes a Road Safety component strategy.

2. Legal

The Council has a statutory responsibility to manage and maintain public roads. That duty includes the investigation of road traffic accidents, the provision of road safety measures and the expeditious movement of traffic.

Future projects may require the acquisition of privately owned land or the implementation of appropriate Road Traffic Regulation Orders as necessary.

3. Finance

Future projects will be funded from a number of sources including the Council's Capital Programme, Welsh Government Transport related grants or developer contributions.

5. Risk Management Issues

It is unlikely future projects will require planning consent but should consent be required there is a minor risk of objections being received.

6. Physical Assets

Future projects may require the acquisition of privately owned land.

CONSULTATIONS

I confirm that the appropriate consultations have taken in place and the outcomes are as detailed below

Signed: S G Pilliner

Head of Transportation & Highways

1. Local Member(s) -N/A

2. Community / Town Council - N / A.

3. Relevant Partners - N / A.

4. Staff Side Representatives and other Organisations - N / A.

Section 100D Local Government Act, 1972 – Access to Information List of Background Papers used in the preparation of this report:

Title of Document	File Ref No.	Locations that the papers are available for public inspection
Report to Executive Board on 14 th November 2011		http://online.carmarthenshire.gov.uk/agendas/eng/EXEB20111114/SUM05.HTM
Joint Transport Plan for South West Wales		http://www.carmarthenshire.gov.wales/media/1085004/Joint-Transport-Plan-300115.pdf