

APPENDIX 5

Priority: Safe Communities
Sub-Priority: Traffic and Road Management
Impact: Improving road safety

What we said we would do in 2013/14: -

1. Agree and implement a civil parking enforcement policy by:

- Submitting a bid to Welsh Government to approve the Council's civil parking enforcement powers
- Implementing civil parking enforcement

Progress Status	Progress RAG	G	Outcome RAG	G
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What we did in 2013/14 –
Introduced Civil Parking Enforcement (CPE) on October 1st 2013.

What went well –
Submission and approval of a successful business case to Welsh Government and formal approval through Council procedures.

What did not go so well –
Some residents found aspects of the publicity campaign slightly confusing.

Achievement will be measured through:

- A successful bid
- Reduction in unlawful parking

Achievement Milestones for strategy and action plans: (Lead Officer –Head of Assets and Transportation)

Approval of the Council's Civil Parking Enforcement Bid by Welsh Government – received July 2013
Implementation of Civil Parking Enforcement – October 2013
Establish a mechanism to collate and report numbers of unlawful parking incidents – November 2013

Risk to be managed – Gaining successful civil parking enforcement powers from Welsh Government

Gross Score (as if there are no measures in place to control the risk)			Current Actions / Arrangements in place to control the risk	Net Score (as it is now)			Future Actions and / or Arrangement to control the risk	Manager Responsible	Risk Trend	Target Score (when all actions are completed / satisfactory arrangements in place)		
Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)
H	H	R	CPE policy non-compliant with WG criteria	L	L	G	Amend policy to remain compliant with WG criteria	Head of Assets & Transportation	↔	L	L	G

2. Implement the first phase of our speed limit review				
Progress Status	Progress RAG	G	Outcome RAG	G
<p>What we did in 2013/14 – Commenced the first phase of the agreed speed limit review programme. Progress as follows:</p> <ul style="list-style-type: none"> Nos 14 and 35 - A5026/B5121 The Nant, Holywell – awaiting advertisement No 18 - A5026 Holywell to Bagillt – advertised, one objection to be resolved No 15 - A5026 Holywell, Hillcrest – awaiting advertisement No 6 - A548 Sealand Road/Seahill Road – awaiting agreement from Cheshire regarding treatment of tie-ins at Boundary. No 26 - B5102 Cefn y Bedd to Wrexham boundary – advertised, no objections. No 38 - B5129 Pentre to Sandycroft – advertised, one objection to be resolved. No 4 and 5 - A541 Pontblyddyn – completed No 7 - A548 DIP – completed No 8 and 9 - A548 Gronant – completed No 12 - A550 Tinkersdale – completed No 30 to 34 - B5123 Rhosesmor to Halkyn – scheduled, to be forwarded to legal for advertisement. 				
<p>What went well – Gained Police approval, and forwarded proposals to the Legal section for the statutory public advertisement. Regular meetings arranged with staff from the Legal section to discuss/resolve problems.</p>				
<p>What did not go so well – Some schemes raised complications, both legal and operational, in resolving issues with the speed limits on roads adjacent to the A and B class network, to achieve a rational solution. The service is currently considering options to address any objections which may have been received.</p>				
<p>Achievement Milestones for strategy and action plans: (Lead Officer – Head of Assets and Transportation) Implement new Speed Limit Orders and complete work on or before September 2015.</p>				

3. Agree, subject to funding, the first phase of our 20mph zones outside schools								
Progress Status			Progress RAG		R	Outcome RAG		R
<p>What we did in 2013/14 – Completed the scheme designs for the signage relating to the 40 schools included in the current phase.</p>								
<p>What went well – Design process and scoping of requirements at various locations.</p>								
<p>What did not go so well – Delay in approval because of need for Welsh Government to ensure that the signs comply with visual standards, particularly in terms of colour blindness, given the proposed colour combination.</p>								
<p>Achievement will be measured through: Implementation of 20 mph advisory zones around our schools.</p>								
Achievement Measures	Lead Officer	2012/13 Baseline Data	2013/14 Target	2016/17 Aspirational Target	Year-End Outturn	Performance RAG	Trend	
Implement 20 mph advisory zones.	Head of Assets and Transportation	19	40	84 schools by end of 2014/15	0	R	Downturned	

4. Undertake a programme of installing improved street lighting				
Progress Status	Progress RAG	G	Outcome RAG	G
<p>What we did in 2013/14</p> <ul style="list-style-type: none"> • A successful Implementation of the Street Lighting Policy and Specifications • Replacement of 850+ structurally failed columns • Renewal and installation of 400 part night lanterns and 100 dimmable lanterns on the A458 • Installation of 200 dimmable lanterns across Flintshire <p>Action Plan:</p> <ul style="list-style-type: none"> • Targeting areas and locations for repairs • Carrying out town centre repairs during early mornings and night time periods • Programming main replacements and failures on dual carriageways within existing cyclical programmes. 				
<p>What went well –</p> <ul style="list-style-type: none"> • A successful Implementation of the Street Lighting Policy and Specifications • Completed six safety schemes, detailed below. 				
<p>What did not go so well –</p> <ul style="list-style-type: none"> • An increase of 27% in failures of lamps and photocells during period Q4 • High wind incidents effecting columns, supplies and fuses increased in period Q4 by an additional 5% • Total accidents are above the target, and further analysis may yield information on identifying why the increase has occurred. Fatal accidents are also above the target, but any remedial measures are difficult to identify, due to the random nature and causation factors associated with fatal accidents 				
<p>Achievement will be measured through:</p> <ul style="list-style-type: none"> • Reducing numbers of reportable road traffic accidents and fatalities • Installing new street lighting units 				

**Improvement Plan Progress
Year End 2013/14**

Achievement Measures	Lead Officer	2012/13 Baseline Data	2013/14 Target	2016/17 Aspirational Target	Year End Outturn	Performance RAG	Trend
Reducing numbers of reportable road traffic collisions	Head of Assets and Transportation	Accidents 339	Accidents 325	Accidents 300	Accidents 359	R	Downturned
Reducing numbers of road traffic fatalities	Head of Assets and Transportation	Fatalities 4	Fatalities 4	Fatalities 3	Fatalities 8	R	Downturned
Installing improved and energy efficient street lighting, signs and bollard units	Head of Streetscene	N/A	1.75 % Per Year	2.5 % Per Year	1.8%	G	N/A
Installation and replacement of structurally failed street lighting columns	Head of Streetscene	1.5 % Per year	5 % Per Year	6 % Per Year	5%	G	Improved
The average number of calendar days taken to repair street lamp failures during the year (THS/009)	Head of Streetscene	3 Days	3 Days	2.5 Days	3 Days	G	Maintained

5. Implement Regional Transport Plan road safety schemes							
Progress Status			Progress RAG	G	Outcome RAG	G	
<p>What we did in 2013/14 – Completed six safety schemes, detailed as follows ;1) A541 south of Pontblyddyn,2) A541 Bryn Alyn Bends, 3)A541 Star Crossing, 4) Englefield Avenue, 5)A548 DIP, 6)A550 Tinkersdale.</p>							
<p>What went well – Schemes were completed within budget and on time.</p>							
<p>What did not go so well – There needs to be a review of timescales allowed in the planning stages of these projects to account for response to consultation feedback and managing the formal legal procedures; as some of this took significantly longer than envisaged leading to delays in scheme implementation.</p>							
<p>Achievement will be measured through:</p> <ul style="list-style-type: none"> Completing road safety schemes 							
Achievement Measures	Lead Officer	2012/13 Baseline Data	2013/14 Target	2016/17 Aspirational Target	Year-End Outturn	Performance RAG	Trend
Implement Schemes	Head of Assets and Transportation	100%	100%	100%	100%	G	Maintained

Risks to be managed –

- Gaining public and local support for our road safety schemes
- Making best use of our resources to meet our priorities for road safety

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Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score
(L)	(I)	(LxI)		(L)	(I)	(LxI)			(L)	(I)	(LxI)	
M	H	R	<p>Consultation process in place</p> <p>Follow criteria for implementing road safety schemes around accident cluster sites, safe routes to school and known problem areas in terms of speeding</p>	M	M	A	<p>Extend public consultation process in line with best practice standards as set out by consultation policy</p> <p>Promote the success of road safety schemes through Council publications and external media</p> <p>Manage public confidence in terms of expectation and perception of accident cluster sites and problem areas</p> <p>Alignment of schemes in line with findings of speed limit review</p> <p>Assessment of road safety schemes and the need for improvements to street lighting</p>	Head of Assets & Transportation	↑	L	M	G

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Likelihood	Impact	Gross Score		Likelihood	Impact	Gross Score				Likelihood	Impact	Gross Score	
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
							<p>Programme of street lighting improvements and upgrades targeted to known sensitive and problematic areas</p> <p>Implement a programme of 20mph zones around schools</p> <p>Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions.</p>						