

APPENDIX 1

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

What we said we would do in 2014/15:

1. Complete implementation of the final phase of our 20mph zones outside schools.

Progress Status	Progress RAG	G	Outcome RAG	G
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What we did in 2014/15:-

Completed the final phase of 20mph zones outside schools. The one remaining school that could not be completed because 40mph limit on road will be considered as part of the 2015/16 speed limit review.

What went well:-

Exceeded the target with schemes completed at 70 schools (19 schools completed in 12/13).

What did not go so well:-

Time taken to secure design approval from Welsh Government

Achievement will be measured through:

- Implementation of 65 schemes of 20mph advisory zones

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	2014/15 Outturn	Performance RAG	Outcome Performance Predictive RAG
IPSC2M1 - Implement 20 mph advisory zones	Chief Officer Streetscene and Transportation	0 schools in 2013/14	65 schools	90 schools (All Schools)	89 schools	G	G

Risk to be managed – Gaining public and local support for our road safety schemes

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
M	H	R	<p>Consultation Process complete for all three schemes.</p> <p>Follow criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding</p> <p>Implement a programme of 20mph zones around schools</p> <p>Assessment of road safety schemes and the</p>	L	M	G	<p>Manage public confidence in terms of expectation and perception of collision cluster sites and problem areas.</p> <p>Alignment of schemes in line with findings of speed limit review.</p> <p>Monitor effectiveness of schemes through data analysis of accident statistics.</p>	Chief Officer Streetscene and Transportation	↓	L	M	G	Sept '14

		<p>need for improvements to street lighting</p> <p>Programme of street lighting improvements and upgrades targeted to known sensitive and problematic areas.</p> <p>Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions.</p>		<p>Installation and upgrade to lanterns and lamp sources to increase the visibility and illumination whilst reducing energy output.</p>					
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Risk Progress Summary for 2014/15

The installation of new white light lamps sources have increased the illumination in the human visual aspect but have reduced the energy out put. By increasing the illumination on certain critical sites it has helped in the enhancement of the features helping to allow road users to see all aspects of the highway network within the target area.

An emerging risk has been identified by the local concerns regarding the introduction of traffic calming in Bagillt High St. The consultation period was conducted correctly however subsequently there has been a high level of local concern regarding the installation resulting in a petition with over 2,000 names being submitted expressing their opposition to the scheme which is now completed. The CEO and Chief Officer is meeting with the community in May to discuss

2. Maintain the Council's road infrastructure to improve road safety.				
Progress Status	Progress RAG	G	Outcome RAG	G
What we did in 2014/15:- Street Lighting have replaced over 750 new lanterns and have upgraded a large number of signs and bollards to LED.				
What went well:- The illumination levels have met the expectation of highlighting the target area / carriageway.				
What did not go so well:- To date all aspects of the installations have gone well. Two long term sick employees have affected the overall KPI for street lighting repairs				
Achievement will be measured through: <ul style="list-style-type: none"> ▪ The percentage of collisions in 'collision cluster sites' investigated and actioned ▪ Time taken to repair street lamp failures ▪ Time taken to respond to service requests for highway defects 				

Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	2014/15 Outturn	Performance RAG	Outcome Performance Predictive RAG
The percentage of collisions in 'collision cluster sites' investigated and actioned	Chief Officer – Transport and Streetscene	N/A New Measure	100%	100%	100%	G	G
THS/009 - The average number of calendar days taken to repair street lamp failures during the year		3 days	3 days	3 days	4 days	A	A
Time taken to respond to service requests for highway defects		N/A New Measure	1 day	1 day	1 day	G	G

3. Implement Regional Transport Plan road safety schemes.							
Progress Status			Progress RAG	G	Outcome RAG	G	
<p>What we did in 2014/15:- 2014/15 Road Safety Schemes</p> <ol style="list-style-type: none"> 1) A5151 Trelawnyd - junction improvement works (complete). 2) B5441 Queensferry to Garden City - pedestrian and cycle improvements along the route also achieving a reduction in traffic speeds. (complete). 3) B5125 Ewloe to Hawarden - pedestrian and cycle improvements along the route also achieving a reduction in traffic speeds. (complete). 4) High Street, Bagillt - implementation of physical Traffic Calming measures (complete). 							
<p>What went well:- Full completion of all 4 schemes that we received funding for.</p>							
<p>What did not go so well:- Feedback from the public with regards to disruption associated with works</p>							
<p>Achievement will be measured through:</p> <ul style="list-style-type: none"> ▪ Completion of road safety schemes 							
Achievement Measures	Lead Officer	2013/14 Baseline Data	2014/15 Target	2016/17 Aspirational Target	2014/15 Outturn	Performance RAG	Outcome Performance Predictive RAG
IPSC2M7 - Implement road safety schemes	Chief Officer – Streetscene and Transportation	100%	100%	100%	100%	G	G

Risks to be managed – Being able to obtain timely decisions of statutory approval for schemes 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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
H	H	R	<p>Follow WG criteria for implementing road safety schemes around collision cluster sites, safe routes to school and known problem areas in terms of speeding.</p> <p>Continue to assess and prioritise proposed safety schemes in accordance with criteria to ensure successful Welsh Government bid submissions. Continually review quality of bid submissions.</p> <p>Agreed new Council matrix to rank schemes</p>	M	M	A	<p>2015/16 Road Safety Schemes - Via the use of the FCC / WG Assessment Scheme Matrix's, 2015/16 submission to Welsh Government issued in March (3 schemes). Awaiting details from Welsh Government as to funding provision.</p>	Chief Officer – Streetscene and Transportation	↔	M	M	A	Jun 15

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	Target Date
(L)	(I)	(LxI)		(L)	(I)	(LxI)				(L)	(I)	(LxI)	
			Continue to use successful bid model and new matrix to identify and prioritise future submissions										

Risk Progress Summary for 2014/15

Introducing the new matrix and continued use of the WG criteria to identify schemes for successful bidding has ensured the process is more accountable. Now await the results of the latest bidding round.