

EXECUTIVE

DATE: 10TH APRIL 2006

SUBJECT: BEDFORDSHIRE AND LUTON CASUALTY
REDUCTION PARTNERSHIP

REPORT BY: HEAD OF ENGINEERING AND TRANSPORTATION

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IMPLICATIONS:

LEGAL	✓	STAFFING	
EQUALITIES	✓	COMMUNITY SAFETY	
FINANCIAL	✓	RISKS	✓

OTHER

CONSULTATIONS:

COUNCILLORS CONSULTED	SCRUTINY COMMITTEE CONSULTED
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STAKEHOLDERS CONSULTED	OTHER
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WARDS AFFECTED: ALL

LEAD EXECUTIVE MEMBER(S): COUNCILLOR STRANGE

RECOMMENDATION(S)

1. Executive is recommended to
 - (i) Confirm the Council's commitment in principle to continuing the Bedfordshire and Luton Casualty Reduction Partnership in a form to be determined.
 - (ii) Instruct the Head of Engineering and Transportation along with the other partners to investigate options for the future of the Bedfordshire and Luton Casualty Reduction Partnership

and to report recommendations at a future meeting of this Executive.

REPORT

2. The Bedfordshire and Luton Casualty Reduction Partnership was formed in April 2002 as a result of the government's extension of the safety camera hypothecation programme. The partners are Luton Borough Council, Bedfordshire County Council, Bedfordshire Police, Highways Agency and Her Majesty's Court Service.

3. In December 2005 the government published the results of a four-year report which was independently evaluated. Specifically, in Bedfordshire and Luton (combined) the report reveals
 - Casualty reduction at camera sites in Bedfordshire and Luton is the most successful in England, with a 72% reduction in KSI (2003 vs 1994-98 baseline), compared to a national average of 42%.
 - 48% reduction in personal injury collisions at camera sites (2003 vs 1994-98)
 - Average speeds at camera sites have fallen by 5% (2.1mph)
 - 85th percentile speeds has fallen by 5% (2.3mph)
 - The number of vehicles exceeding the speed limit at camera sites has fallen by 23%.
 - The number of vehicles exceeding the limit by more than 15mph has fallen by 39%

4. In December the Secretary of State for Transport announced changes to the future funding arrangements effective from April 2007 when the national safety camera programme will cease to exist. Currently the partnership recovers its cost directly from the fine revenue. However, from April 2007 funding will be via a grant payment to highway authorities through the Local Transport Plan (LTP).

5. The provisional funding is based on the LTP submission being judged as 'average' and is detailed below

	Bedfordshire			Luton			Grand Total
	Capital	Revenue	Total	Capital	Revenue	Total	
2007/08	310,770	1,398,461	1,709,231	120,254	541,143	661,397	2,370,628
2008/09	299,408	1,347,336	1,646,744	115,858	521,359	637,217	2,283,961
2009/10	288,980	1,300,406	1,589,386	111,823	503,199	615,022	2,204,408
2010/11	279,116	1,256,021	1,535,137	108,006	486,024	594,030	2,129,167

6. The 2007/2008 allocations are approximately 85% of the costs of running

the partnership in 2005/06, which were £2.77m which are made up as following

- Bedfordshire Police £1.856m,
- Luton and Beds Council £529,684
- Her Majesty's Court Service £252,612
- Highways Agency £132,000

7. A report is being submitted to Bedfordshire County Council's Environment and Economic Development Select Committee on the 4 April 2006 with a recommendation that Bedfordshire County Council confirm their commitment, in principle, to continuing the Bedfordshire and Luton Casualty Reduction Partnership in a form to be determined.

LEGAL IMPLICATIONS

8. There are no direct legal implications with this report. However, a new Memorandum of Understanding will be required, following agreement as to the way forward. This was agreed with the relevant solicitor in Legal Services on 22nd March 2006.

EQUALITIES IMPLICATIONS

9. There are no equalities implications with this report.

FINANCIAL IMPLICATIONS

10. There are no initial financial implications with this report although the funding of the partnership will need special attention during the setting up of the partnership in its new form as the provisional funding is only 85% of that spent in 2005/2006. Agreed by the Chief Accountant on 22nd March 2006 (in the absence of the Departments Finance Manager).

RISK IMPLICATIONS

11. If the Council does **not** continue with a similar partnership arrangement, there is a risk of:
 - Increase in the number of accidents involving people being killed or seriously injured (KSI) which could result in failure to achieve the KSI reduction targets.
 - Reduced enforcement levels – awareness of reduced enforcement levels will lead to less compliance with speed limits/ red-lights and undermine the significant achievements in this area to date.
 - Failure to respond to community concern over speeding affecting quality of life and general safety.
 - Corporate liability / risk of corporate manslaughter litigation if road risks are known but not addressed – eg. Through non-enforcement at

camera sites.

- Loss of coordinated data services, risk of duplication of work or 'gaps' in analysis of collision investigation and analysis of causation factors.
- Lack of cohesion and coordination across agencies, resulting in potential duplication of effort and gaps in work in relation to education through PR, media and campaign work, to support the Partnership's enforcement and engineering strategy.
- Long-term reduction in funding if fail to work in effective Partnership, and fail to meet casualty reduction targets.

12. If the Council continues with a similar partnership arrangement, there is a risk that:
- Future government funding is curtailed (provision for this should be built into any new partnership agreement)
 - One or more of the other partners withdraw (provision for this should be built into any new partnership agreement)

OPTIONS

13. The Executive can confirm their commitment, in principle, to continuing the Bedfordshire and Luton Casualty Reduction Partnership in a form to be determined and to instruct the Head of Engineering and Transportation, along with officers from Bedfordshire County Council, to investigate options for the future of the Bedfordshire and Luton Casualty Reduction Partnership and to report recommendations at a future meeting of this Executive.- **This is the recommended option.**
14. The Executive gives notice of their intention to withdraw from the Bedfordshire and Luton Casualty Reduction Partnership

BACKGROUND PAPERS

15. Executive report dated 3 September 2001 entitled Recovery of Traffic Safety Camera Fine Revenue