

HAMPSHIRE COUNTY COUNCIL

Decision Report

Decision Maker:	Director of Environment
Date:	7 June 2011
Title:	Future of the Road Safety Councils
Reference:	2962
Report From:	Director of Economy, Transport and Environment

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1. Executive Summary

- 1.1. The purpose of this paper is to obtain agreement to reduce the 11 district-based Road Safety Councils to three area-based Road Safety Councils.
- 1.2. The report seeks to identify the issues that have arisen as a result of resourcing and duplication of meetings in their present format.
- 1.3. This decision has no financial impact on Hampshire County Council, other than the associated resource savings by implementation of the recommendation.
- 1.4. Other key issues considered are the impact of budget reduction on staff resources for Hampshire County Council and its partners Hampshire Fire and Rescue and Hampshire Constabulary in supporting the Road Safety Councils.
- 1.5. The future direction for Road Safety Councils needs to be sustainable, not only in resourcing but also in maintaining links with the local community through the delivery of road safety services.

2. Contextual information

- 2.1. Currently there are 11 district-based Road Safety Councils – 10 are administered by Hampshire County Council through the Environment Department Road Safety Team and one by the District Council. Each Road Safety Council meets three times per year in June, October and February.
- 2.2. The function of the Road Safety Council is to promote and encourage road safety education, training and publicity in its area in accordance with the

policies of the County Council, to encourage and coordinate activities of local groups and organisations in road safety matters.

- 2.3. The current membership of each Road Safety Council is made up of three county councillors and three district councillors. Other Members are drawn from local organisations or individuals who have an interest in road safety, are able to play an active role in the work of the Council and are able to contribute to achieving the functions of the road safety councils in accordance with the policies of Hampshire County Council.
- 2.4. Four options for the future of the Road Safety Councils were considered:
 - (i) do nothing;
 - (ii) discontinue the 11 Road Safety Councils;
 - (iii) discontinue the 11 Road Safety Councils and establish one county-wide Road Safety Council; or
 - (iv) discontinue 11 Road Safety Councils and establish area-based Road Safety Council closely aligned to the Hampshire Highway areas.
- 2.5. Option 2.4. (iv) was identified early on in the review as the favoured option as this would allow local input and output to continue, including Member involvement.
- 2.6. The benefits would be resource/cost savings by reducing from 11 Road Safety Councils to three. The current meeting cycle of three times per year could be sustained, with a reduction of 33 meetings per year to nine. This would contribute to reducing duplication of meetings and agenda but also the environmental impact by the reduction of travel and associated costs.
- 2.7. Partners Hampshire Fire and Rescue and Hampshire Constabulary support the proposed change, which enables them continue to support the Road Safety Councils.
- 2.8. A discussion paper was circulated to all Road Safety Council Members (160) inviting views and comments. A total of 19 responses were received. Seven recorded in favour of the changes (including Hampshire Constabulary and Hampshire Fire and Rescue) with four against the proposal. Eight neither supported nor were against the proposal, however the majority of these agreed that some change should take place.
- 2.9. The outcome was to plan the change to the area Road Safety Councils from June 2011. At the February 2011 cycle of meetings the planned changes were discussed, with the majority of Members accepting the changes.

2.10. The new Road Safety Councils would consist of the following geographic areas:

- a) Road Safety Council (Central) – New Forest, Test Valley, Eastleigh and Winchester;
- b) Road Safety Council (South) – Gosport, Fareham, Havant & East Hampshire; and
- c) Road Safety Council (North) – Basingstoke, Hart & Rushmoor.

2.11. The political representation of the new Road Safety Councils will consist of:

- a County Councillor from each of the appropriate district who will be nominated by the Executive Member for Environment and Transport; and
- each district council will be invited to nominate a single representative for the Road Safety Council that contains their district.

3. Finance

3.1. There are no financial implications, other than the associated resource savings by implementation of the recommendation.

4. Recommendations

4.1. That the 11 district-based Road Safety Councils be replaced by three area-based Road Safety Councils with immediate effect.

4.2. That the Executive Member for Environment and Transport nominates County Council Member representatives to the three area-based Road Safety Councils and invites nominations from the district councils.

CORPORATE OR LEGAL INFORMATION:**Links to the Corporate Strategy**

Hampshire safer and more secure for all:	Yes
Corporate Improvement plan link number (if appropriate):	
Maximising well-being:	Yes
Corporate Improvement plan link number (if appropriate):	
Enhancing our quality of place:	Yes
Corporate Improvement plan link number (if appropriate):	

Section 100 D - Local Government Act 1972 - background documents

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

IMPACT ASSESSMENTS:

1. Equalities Impact Assessment:

1.1. This decision does not have any significant impact on equalities.

2. Impact on Crime and Disorder:

2.1. This decision does not have any significant impact on crime and disorder.

3. Climate Change:

a) How does what is being proposed impact on our carbon footprint / energy consumption?

b) How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

The environmental impact there will be some benefit from reduced meetings with reduced travel and associated costs.