

Transport and Environment Committee

10.00am, Tuesday, 14 January 2014

Proposed Changes to the Delivery of Road Safety Education, Training & Publicity – Police Scotland Withdrawal of Services

Item number	7.16
Report number	
Wards	All

Links

Coalition pledges	P44
Council outcomes	CO21 &22
Single Outcome Agreement	SO4

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Executive summary

Proposed Changes to the Delivery of Road Safety Education, Training & Publicity – Police Scotland Withdrawal of Services

Summary

The current responsibility for the delivery of road safety within Edinburgh is divided between the Council for engineering measures and the police for enforcement and education. The responsibility for education, training and publicity was discharged to the police in the 1970s. The delivery of this service will end on 31 March 2014 as part of their standardization of service delivery across Scotland. This report outlines the changes and their impact.

Recommendations

It is recommended that the Committee:

- 1 seeks an urgent meeting between the Convenor, Vice Convenor and Police Scotland to discuss the continued provision of Road Safety services; and
- 2 approves the submission of a further report on the future provision of Road Safety services to ensure statutory commitments are met.

Measures of success

The development and implementation of the proposal will enable the Council to meet the challenging Scottish Road Safety Targets to 2020. These targets look for 40% reduction in people killed and 55% seriously injured, as well as 50% reduction in children killed and 65% seriously injured (from 2004-8 average).

Financial impact

There is no financial impact at this time; the proposal costs will be given in next report.

Equalities impact

An Equalities and Rights Impact Assessment (ERIA) has been initiated and will be ongoing for the duration of the review and throughout the implementation of the review proposals. The withdrawal of road safety education, training and publicity provision by Police Scotland will have a negative impact on many groups with protected characteristics under the Equalities Act 2010.

Sustainability impact

This report will not impact on the three elements of the Climate Change (Scotland) Act 2009 Public Bodies.

Consultation and engagement

A number of consultation meetings have taken place between the Council and Police Scotland. It has also been discussed at the StreetsAhead Road Safety Partnership Steering Group and Community Safety Managers' Meeting.

Background reading/external references

Proposed Changes to the Delivery of Road Safety Education, Training & Publicity – Police Scotland Withdrawal of Services

1. Background

- 1.1 The 1988 Road Traffic Act, Section 39, puts a Statutory Duty on local authorities to undertake studies into road accidents and to take steps to both reduce and prevent accidents. These steps should include measures to disseminate information and advice, give practical training and education, construct, improve and maintain roads and control the movement of traffic.
- 1.2 The current responsibilities for the delivery of road safety within Edinburgh are divided between the Council for engineering measures and the police for enforcement and education. The responsibility for education was discharged to the police in the 1970s and remained with them until the creation of the single police force, which has driven the need for a policing service review and consequent changes to services.

2. Main report

- 2.1 The Police and Fire Reform (Scotland) Act 2012 made provision to amalgamate the then eight police forces into a single force, Police Scotland on April 2013.
- 2.2 As part of their standardization of policy and service delivery across Scotland, Police Scotland is currently reviewing its arrangements for the delivery of a number of services, including Road Safety education, training and publicity (ETP)
- 2.3 Since the 1980s, there have been two delivery models for road safety ETP across Scotland with the police taking the lead in six of the former police forces, including Lothian and Borders. In the remaining forces the councils took the lead, running joint road safety units with responsibility for engineering and ETP. This has created a lack of uniformity across the new single police force, so the review is therefore looking to create a consistent approach from the police perspective. To achieve this would mean all the remaining local authorities, including Edinburgh, having to go through the process of taking back responsibility for the delivery of Road Safety ETP activities.

- 2.4 The proposal is that the service will cease to be provided by the police from March 2014, although there has already been a serious reduction in service since August 2013 as the civilian staff have been let go or redeployed. It has been known informally that Police Scotland would stop providing this service, but there has been no formal consultation process undertaken with local authorities or handover procedures put in place, especially with the provision of road safety education in schools. There is also no transfer of funds to enable local authorities to make alternative arrangements to corporately deliver this service. The initial contact to alert the Council that the service would be ending was made by email on 13 November 2013, followed by a meeting with officers from Transport section on 3 December; this was too late to have any influence on their decision.
- 2.5 Under the Lothian and Borders force, ETP was delivered in Edinburgh by a dedicated civilian team comprising a Road Safety Co-ordinator and three Road Safety Officers. Their main areas of work included:
- Delivery of road safety education in nurseries, schools and colleges, including providing in-service training to deliver educational programmes;
 - Child pedestrian training activities e.g. Traffic Trails;
 - Junior Road Safety Officer scheme in primary schools;
 - Young Driver event for S5 & 6 pupils;
 - P7 transition programmes from primary to secondary schools;
 - Providing fleet driver training and promotion to local businesses;
 - Theatre in Education programmes;
 - Local campaigns to support Community Police, targeted at high risk groups, e.g. cyclists, the elderly, young drivers; and
 - In- car safety clinics and seatbelt checks.
- 2.6 This work is co-ordinated through the StreetsAhead Road Safety Partnership comprising representatives from the Council, Police Scotland, Scottish Fire Service, NHS Lothian and local interest and community groups.
- 2.7 The key to the development of effective road safety initiatives and good injury prevention starts with good collision and casualty data analysis. The work therefore, of the police Road Safety Officers was supported by police analysts. They could undertake detailed road casualty data analysis to inform the development of targeted road safety programmes in neighbourhood areas.
- 2.8 This analysis provision is no longer available, so alternative procedures need to be put in place to cover this gap which it is intended to address through the current organisational review of the transport service.

- 2.9 Initial work to determine how to continue to provide road safety education estimates a gap in resources exists if a similar level of service is to be provided to communities. A further report will be therefore submitted outlining possible options for the development of road safety action plans for each Neighbourhood Partnership, focusing on priority groups identified from the analysis and local consultation and engagement.

3. Recommendations

- 3.1 It is recommended that the Committee:
- 3.1.1 seeks an urgent meeting between the Convenor, Vice Convenor and Police Scotland to discuss the continued provision of Road Safety services; and
 - 3.1.2 approves the submission of a further report on the future provision of Road Safety services to ensure statutory commitments are met.

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Links

Coalition pledges	P32- Develop and strengthen local community links with the police P33 - Strengthen Neighbourhood Partnerships and further involve local people in decisions on how Council resources are used
Council outcomes	CO21 - Moving Efficiently – Edinburgh has a transport system that improves connectivity and is green, healthy and accessible CO22 - Safe – Residents, visitors and businesses feel that Edinburgh is a safe city
Single Outcome Agreement	SO4 - Edinburgh's communities are safer and have improved physical and social fabric
Appendices	N/A