

# Report of the Strategic Director, Place to the meeting of Environment and Waste Management Overview and Scrutiny Committee to be held on 28<sup>th</sup> March 2017.

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**AF**

**Subject:** Update of the previous 12 month review of the districts Casualty Reduction programme

**Summary statement:** This report provides an update to the previous recommendations around the management of the district's Killed and Serious Injuries (KSI's) on the highway. The report also updates on the Inter-Departmental Agreements between Planning, Transportation & Highways Service and Public Health around the Road Safety Team and Active School Travel.

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**Overview & Scrutiny Area:** Environment and Waste management



## 1. SUMMARY

- 1.1 Following the budget announcement, the current Inter-Departmental Agreement between PT&H and Public Health, financially supporting the districts road safety team will be reduced by 50% over a two year period commencing in 2018/19.
- 1.2 Following the budget announcement, the current Inter-Departmental Agreement between PT&H and Public Health, financially supporting the districts Active School Travel Programme will be subject to cessation over a two year period commencing 2018/19.
- 1.3 The Safer Roads element of the West Yorkshire Single Transport Plan appears to be in a healthy position, having an interim suggestion of £4M in year one from a total indicative budget of £13.2M.
- 1.4 The West Yorkshire Combined Authority has agreed to include carry over from the existing Safer Roads programme into the Single Transport Plan.

## 2. BACKGROUND

### Road Safety IDA

- 2.1 Currently the Road Safety Team revenue funding is derived from the Public Health Grant following a report on the synergies between Casualty Reduction and Health Priorities three years ago.
- 2.2 Following the council's budget announcement, this IDA will be managed over a two year period commencing in 2018/19 and is as follows:
  - £62,500 cut for the financial year 18/19
  - A further £62,500 cut for the financial year 19/20
- 2.3 This managed approach allows time to source the shortfall for the road safety team.
- 2.4 Road Safety ET&P has been instrumental in child pedestrian kerbside training and young cycle training. Pedestrian child casualties make up the largest proportion of child injuries and the training offered to primary and secondary schools provides a strong natural awareness base for children developing life skills. This allows a demonstrable change in child behaviour on the highway network for the better. This in turn assists to keep casualty levels down.
- 2.5 The activities promoted by the Road Safety Team link directly with many health agendas such as Cardio Vascular (Non-movement issues), obesity agenda, injury minimisation, premature death and green/alternate travel modes.



## Active School Travel Programme

- 2.6 The resource offered by this primary schools based programme has allowed CBMDC to help thousands of children and their families to live a more active lifestyle with the promotion of walking and cycling. Levels of regular cycling amongst participating schools have risen from 1.8% to 13.4% and regular walking from 3.5% to 21.9%. The programme has focused in Bradford's most deprived areas and where issues of children's obesity are at their most acute and with significant increases in participation, has proven benefits for those children in the district most at risk from physical activity related health issues.
- 2.7 Following the council's budget announcement, this IDA will be managed over a two year period, commencing in 2018/19 and is as follows:
- £28,000 cut for the financial year 18/19
  - The residual £28,000 budget being cut for the financial year 19/20.
- 2.8 This managed approach allows time to source the shortfall for the Active School Travel Programme.

## Safer Roads element of the Single Transport Plan

- 2.9 Following discussions around transport priorities for the Single Transport Plan, the Safer Roads element will be receiving circa £4M for West Yorkshire in the first year. This means Bradford's allocation will be around £980,000 based on the old formulaic approach. This figure is more or less the year on year allocation throughout Implementation Plan 2 of the Local Transport Plan.

## WYCA and Implementation Plan 3

- 2.10 The West Yorkshire Combined Authority has agreed to carry over outstanding finance from IP2 to IP3. A previous discussion with WYCA had pointed out this finance was at risk. The consequence of no carry over would have resulted in the Year 1 monies for IP3 financing existing programmed work from IP2.
- 2.11 The Safer Roads capital programme has been the principle source of funding available to the Council to deal with reducing road injury casualty levels in West Yorkshire. In Bradford, under the governance of the Area Committees, elected members have been able to direct monies to deliver significant local road safety benefits which not only make our roads safer for all our residents but also improve their quality of life.

## 3. OTHER CONSIDERATIONS

- 3.1 There are no other considerations.

## 4. FINANCIAL & RESOURCE APPRAISAL

- 4.1 Without sourcing extra finance, the IDA cuts could result in the down sizing of the



Road Safety Team and the Active School Travel Programme.

## **5. RISK MANAGEMENT AND GOVERNANCE ISSUES**

5.1 There are no significant risks arising out of the implementation of the proposed recommendations.

## **6. LEGAL APPRAISAL**

6.1 There are no legal issues arising.

## **7. OTHER IMPLICATIONS**

### **7.1 EQUALITY & DIVERSITY**

7.1.1 If the shortfall in the IDA is not sourced, there is a risk to delivery around education, training and publicity to more vulnerable groups in areas of high risk, given there is a link between casualty levels and deprivation.

7.1.2 As part of the budget consultation process detail Equalities Impact Assessments were undertaken of both IDA proposals, copies of which are included in Appendix 1 of this report

### **7.2 SUSTAINABILITY IMPLICATIONS**

7.2.1 There are no sustainability issues.

### **7.3 GREENHOUSE GAS EMISSIONS IMPACTS**

7.3.1 There are no Greenhouse gas emission impact issues.

### **7.4 COMMUNITY SAFETY IMPLICATIONS**

7.4.1 Refer to 7.1.1

### **7.5 HUMAN RIGHTS ACT**

7.5.1 There are no Human Rights Act implications.

### **7.6 TRADE UNION**

7.6.1 Delivery of the Active Travel programme is currently outsourced to Sustrans and therefore there are no associated trade union implications associated with this proposal.

7.6.2 If the shortfall in the public health IDA funding is not replaced in relation to the activities of the Road Safety team the loss of approximately 1.6FTE's has been identified through the budget setting process. Were this necessary the trade unions



would be informed.

## **7.7 WARD IMPLICATIONS**

7.7.1 Refer to 7.1.1

## **7.8 AREA COMMITTEE ACTION PLAN IMPLICATIONS (for reports to Area Committees only)**

7.8.1 Under the devolved process, the Road Safety Team currently report to each Area Committee on performance in each Parliamentary Constituency on an annual basis. The Area Committees are able to comment and request detailed information on ET&P and guide the direction of the team based on local knowledge. A reduction in staffing could impact on the deliverables in each Parliamentary Constituency.

## **8. NOT FOR PUBLICATION DOCUMENTS**

8.1 None.

## **9. OPTIONS**

9.1 None.

## **10. RECOMMENDATIONS**

10.1 That officers are requested to update the Committee in 12 months time to include Casualty performance and a financial update.

## **11. APPENDICES**

11.1 Appendix 1 – Equalities Impact Assessments for IDA Budget proposals

## **12. BACKGROUND DOCUMENTS**

12.1 None.



## Equality Impact Assessment Form

Reference – 4R20

<b>Department</b>	Regeneration	<b>Version no</b>	1.0
<b>Assessed by</b>	Richard Gelder	<b>Date created</b>	22/11/2016
<b>Approved by</b>	Julian Jackson	<b>Date approved</b>	
<b>Updated by</b>		<b>Date updated</b>	
<b>Final approval</b>		<b>Date signed off</b>	

The Equality Act 2010 requires the Council to have due regard to the need to

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and
- foster good relations between different groups

## Section 1: What is being assessed?

### 1.1 Name of proposal to be assessed.

Removal of Public Health funding to operate the Sustrans - promoting young people travelling to school actively and/or sustainability programme in Bradford district.

### 1.2 Describe the proposal under assessment and what change it would result in if implemented.

The Active Travel programme targets young children in the District's schools with activities and programmes designed to encourage a more active lifestyle. Funding for this programme is currently provided by Public Health through an Inter-Departmental Agreement (IDA). The budget proposal under consideration is to remove this funding by 2020 and therefore cease provision of the Active Travel programme.

The Active School Travel programme has two key aspects:

- The first is the intensive engagement of schools to get their children more active. The selected schools are those that are viewed as public health priorities in Public Health due to high levels of childhood obesity and/or poverty. These schools are engaged over a three year programme where in the first year they receive nine full days of officer, in school engagement in a variety of activities. Activities include group rides/sessions, teaching



teachers to lead group sessions, Bike Weeks, charity events, one-to-one and group training assemblies, Dr Bike sessions (where bikes are repaired, very popular in deprived areas) parent and child activities and activity days. The engagement decreases through years two (six days) and three (three days) where the school is expected to continue the activity.

- The second critical role that that programme has had is in the creation of a Balance Bikes programme for the district. Balance Bikes are a proven and highly effective way for children to get an introduction to cycling at the earliest years of school such that they progress to the adoption of cycling with more confidence, without the need for stabilisers and therefore as more competent participants in the Bikeability programme (also offered through exterior funding in Bradford District, mostly to years 5 and 6).

## Section 2: What the impact of the proposal is likely to be

**2.1 Will this proposal advance equality of opportunity for people who share a protected characteristic and/or foster good relations between people who share a protected characteristic and those that do not? If yes, please explain further.**

No.

**2.2 Will this proposal have a positive impact and help to eliminate discrimination and harassment against, or the victimisation of people who share a protected characteristic? If yes, please explain further.**

No.

**2.3 Will this proposal potentially have a negative or disproportionate impact on people who share a protected characteristic? If yes, please explain further.**

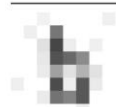
The nature of the Active School Travel programme is such that its cessation would effectively adversely affect the young children and adolescents which the programme targets (Age protected characteristic) through removal of the opportunities afforded under the programme to embed health lifestyle choices.

Similarly, as children with a sedentary lifestyle are predominantly found in areas of deprivation and low incomes the cessation of this programme would likewise have an impact on this protected characteristic (Low Income / Wage).

**2.4 Please indicate the level of negative impact on each of the protected characteristics?**

(Please indicate high (H), medium (M), low (L), no effect (N) for each)

Protected Characteristics:	Impact (H, M, L, N)
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Age	H
Disability	N
Gender reassignment	N
Race	N
Religion/Belief	N
Pregnancy and maternity	N
Sexual Orientation	N
Sex	N
Marriage and civil partnership	N
<b>Additional Consideration:</b>	
Low income/low wage	Y

**2.5 How could the disproportionate negative impacts be mitigated or eliminated?**  
 (Note: Legislation and best practice require mitigations to be considered, but need only be put in place if it is possible.)

Working with schools it may be possible to introduce aspects of the programme into the school curriculum, however given the demands on pupil contact time created by the national curriculum this may not be a significant mitigation proposition.

### Section 3: Dependencies from other proposals

**3.1 Please consider which other services would need to know about your proposal and the impacts you have identified. Identify below which services you have consulted, and any consequent additional equality impacts that have been identified.**

The contribution of this programme to delivery of performance targets in both the Bradford Cycle Strategy and Sport and Physical Activity Strategy together with the wider West Yorkshire Cycle Prospectus, Low Emission Strategy and emerging Single Transport Plan indicate that further consultation on this proposal would be beneficial with the Sports & Leisure Service and wider West Yorkshire LTP Board representatives.

### Section 4: What evidence you have used?

**4.1 What evidence do you hold to back up this assessment?**

- Active Travel Programme Strategy
- Bradford Cycle Strategy





- Sport and Physical Activity Strategy
- West Yorkshire Cycle Prospectus
- Low Emission Strategy
- Single Transport Plan
- Healthy people, healthy places briefing “Obesity and the environment: increasing physical activity and active travel”

#### **4.2 Do you need further evidence?**

No.

### **Section 5: Consultation Feedback**

#### **5.1 Results from any previous consultations prior to the proposal development.**

There have been no previous consultations on this proposal prior to its development.

#### **5.2 The departmental feedback you provided on the previous consultation (as at 5.1).**

See above.

#### **5.3 Feedback from current consultation following the proposal development (e.g. following approval by Executive for budget consultation).**

#### **5.4 Your departmental response to the feedback on the current consultation (as at 5.3) – include any changes made to the proposal as a result of the feedback.**



## Equality Impact Assessment Form

Reference – 4R21

<b>Department</b>	Regeneration	<b>Version no</b>	1.0
<b>Assessed by</b>	Richard Gelder / Chris Eaton	<b>Date created</b>	21/11/2016
<b>Approved by</b>	Julian Jackson	<b>Date approved</b>	
<b>Updated by</b>		<b>Date updated</b>	
<b>Final approval</b>		<b>Date signed off</b>	

The Equality Act 2010 requires the Council to have due regard to the need to

- eliminate unlawful discrimination, harassment and victimisation;
- advance equality of opportunity between different groups; and
- foster good relations between different groups

## Section 1: What is being assessed?

### 1.1 Name of proposal to be assessed.

Reduction in the contribution to the operation of the Casualty Reduction & Road Safety Team from Public Health by 50% by 2020.

### 1.2 Describe the proposal under assessment and what change it would result in if implemented.

Under the current inter-departmental agreement (IDA) Public Health currently provide funding of £257,000 to fund the Council's Road Safety Education team comprising a team of 6 FTE providing a statutory role to investigate and develop strategies to reduce road traffic accidents and based on 3 'E's approach - Enforcement, Education and Engineering - in Bradford and West Yorkshire.

The Road Safety Team is critical to Educational element in nurseries, day care centres schools, and colleges etc. as well as general public campaigns such as 'don't drink and drive'. In terms of outputs, the Road Safety train in excess of 9,000 Key Stage 1 & 2 pupils per year. The team is critical to achieving KSI (Killed and Seriously injured) reduction targets, which Bradford is best performing in West Yorkshire.

This proposal would reduce the funding for the team by 50% by 2020 effectively reducing the exposure of road safety training and support to local children of both pre- and school age.



## Section 2: What the impact of the proposal is likely to be

**2.3 Will this proposal advance equality of opportunity for people who share a protected characteristic and/or foster good relations between people who share a protected characteristic and those that do not? If yes, please explain further.**

No.

**2.4 Will this proposal have a positive impact and help to eliminate discrimination and harassment against, or the victimisation of people who share a protected characteristic? If yes, please explain further.**

No.

**2.4 Will this proposal potentially have a negative or disproportionate impact on people who share a protected characteristic? If yes, please explain further.**

This proposal will adversely affect the younger sections of society, or those from wards with a particular road safety problem (which tend to be predominantly low income inner city wards) who will not be able to access the same level of training and awareness activities as are currently provided by the Road Safety Team.

Other disproportionate impacts on protected characteristic groups could include:

- Reductions to programmes to provide training for children attending madrassas.
- Reductions to programmes to support new parents / expectant mothers (e.g. car child safety seat checks).
- Reductions to publicity and media campaigns targeted during Child Safety week and drink drive campaigns.

**2.4 Please indicate the level of negative impact on each of the protected characteristics?**

(Please indicate high (H), medium (M), low (L), no effect (N) for each)

Protected Characteristics:	Impact (H, M, L, N)
Age	M
Disability	N



Gender reassignment	N
Race	M
Religion/Belief	M
Pregnancy and maternity	L
Sexual Orientation	N
Sex	N
Marriage and civil partnership	N
<b>Additional Consideration:</b>	
Low income/low wage	L

## 2.5 How could the disproportionate negative impacts be mitigated or eliminated?

(Note: Legislation and best practice require mitigations to be considered, but need only be put in place if it is possible.)

- Nominal charges for provision of training programmes could be introduced however these have historically been seen as barriers to ensuring take up of the training provided and therefore may have a counter effect to that anticipated.
- Programmes of training interventions may need to be targeted to Key Wards in each year due to reduced resources. This would ensure that those wards with an identified road safety issue receive some training but may mean that some areas of the district similarly are not offered any training in future.
- Alternative funding sources for the provision of this service could be explored within West Yorkshire to offset the 50% cut.

## Section 3: Dependencies from other proposals

**3.1 Please consider which other services would need to know about your proposal and the impacts you have identified. Identify below which services you have consulted, and any consequent additional equality impacts that have been identified.**

- Consultation with wider West Yorkshire Road Safety Group (WYRSG), and Yorkshire & Humber Road Safety Group (YHRSG) to identify alternative strategies for delivery of road safety training programmes.
- Consultation with users of the service to identify which courses/activities they believe deliver the greatest benefits to their audience.
- Consultation with West Yorkshire Combined Authority



## **Section 4: What evidence you have used?**

### **4.1 What evidence do you hold to back up this assessment?**

- Road Safety Plan 2015-18
- Performance reports to Environment & Waste Overview & Scrutiny Committee on delivery of the Killed and Seriously Injured accidents in Bradford District.
- Annual performance reports to area committees on the performance of the Road Safety Team.

### **4.2 Do you need further evidence?**

See consultation section above for additional sources of evidence identified.

## **Section 5: Consultation Feedback**

### **5.1 Results from any previous consultations prior to the proposal development.**

There have currently been no previous applications on this proposal prior to its development.

### **5.2 The departmental feedback you provided on the previous consultation (as at 5.1).**

Not applicable.

### **5.3 Feedback from current consultation following the proposal development (e.g. following approval by Executive for budget consultation).**

### **5.4 Your departmental response to the feedback on the current consultation (as at 5.3) – include any changes made to the proposal as a result of the feedback.**

