

Report of the Strategic Director, Place to the meeting of Executive to be held on 12 June 2018

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Subject:

PROPOSED CHANGES TO THE SAFER ROADS BUDGET ALLOCATION.

Summary statement:

This report seeks approval for a revised funding allocation and governance arrangements for the Safer Roads budget from 2018/19 onwards.

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Portfolio:

Regeneration, Planning & Transport

Overview & Scrutiny Area:

Regeneration and Environment

1. SUMMARY

- 1.1 This report seeks approval for a revised funding allocation and governance arrangements for the Safer Roads schemes programme from 2018/19 onwards.

2. BACKGROUND

- 2.1 The West Yorkshire Transport Strategy 2040 was approved by the West Yorkshire Combined Authority (WYCA) in August 2017. In conjunction with the Strategic Economic Plan, the overarching aim of the strategy is “...for Leeds City Region to be a globally recognised economy where good growth delivers high levels of prosperity, jobs and quality of life for everyone.”

- 2.2 The key objectives of the strategy are:

Economy: Create a more reliable, less congested, better connected transport network.

Environment: Have a positive impact on our built and natural environment.

People and place: Put people first to create a strong sense of place.

- 2.3 In term of Safer Roads themes, the strategy includes a specific aim to reduce road accidents, aspiring to ‘zero tolerance’ of transport-related deaths. There are also aspirations to encourage walking and cycling by improving safety.
- 2.4 The Strategy retains the casualty reduction target first introduce by the Local Transport Plan, i.e. a 50% reduction in the number of people killed or seriously injured in road collisions (KSI) by 2026.
- 2.5 Historically there were specific budgets for the promotion of Casualty Reduction schemes and more general Traffic Management Measures. Following a significant reduction in the level of funding, this was combined into a single funding stream. Executive devolved the budget to the Area Committees on the basis of population split in October 2012, with a provision that 70% of the budget had to be allocated to Casualty Reduction schemes, the residual funding being available for projects prioritised by members.
- 2.6 The prioritisation of funding for Casualty Reduction schemes has been an important contributor to the continuing downward trend in casualty rates within the district. This has been achieved in partnership with other interventions including Police enforcement and Road Safety education, training and publicity activities. However, the current level of funding dictates that individual Area Committees are restricted in the scale of projects that can be prioritised. The current system also precludes the development of projects of more strategic significance or on a district-wide basis.
- 2.7 There has been a systematic addressing of locations with notable clusters of recorded traffic collisions. As such, the occurrence of collisions is becoming more sporadic and thus more difficult to target with specific area committee based interventions. Notwithstanding this it is acknowledged that there remains a safety benefit in delivering traffic management schemes in areas where casualty rates are

not necessarily high, but where there are concerns about vehicle speeds, severance or more general safety issues.

2.8 In order to address the issues highlighted in paragraphs 2.6 and 2.7 it is proposed to revise the Safer Roads budget allocation and scheme governance systems from 2018/19 onwards as follows:

- Establish a top-slice of the Safer Roads budget to enable the promotion of strategic or district-wide projects. It is proposed that the approval to promote such projects and consideration of any resulting objections would be an Executive Member function.
- Maintain the existing allocation for project development
- Distribute residual funding to the Area Committees for them to continue promoting Casualty Reduction schemes as a priority. Each Area Committee should retain an indicative sum of £50,000 (per area) for general traffic management measures, with this figure being flexible when all viable Casualty Reduction projects have been prioritised.

3. OTHER CONSIDERATIONS

3.1 There are a number of potential strategic projects that have been provisionally identified for inclusion in the Strategic Programme. The prioritisation of such schemes will consider a number of factors including casualty reduction benefit, environmental impact, improvements for vulnerable road users including pedestrian and cyclists and reducing severance. Schemes are currently being considered for inclusion in the 2018/19 Strategic Projects element of the Safer Roads budget, an indicative sum of £120,000 has been allocated from the 2018/19 Safer Roads budget.

4. FINANCIAL & RESOURCE APPRAISAL

4.1 The total annual Safer Roads budget for 2018/19 (based on the 2017/18 figure, but currently indicative subject to WYCA confirmation) is £778,600. There is currently an approved allocation for project development that it is proposed to retain. This is for resources to undertake detailed investigations and assessments to inform the scheme selection process. The proposed funding profile for 2018/19 onwards is detailed below:

SAFER ROADS BUDGET ALLOCATIONS								
		Total	Strategic	Area C'ttee	Project	Residual	Casualty	Community
	Population %	budget	Projects	Allocations	development	allocation	Reduction	Projects (Min.)
Bradford East	22			£144,892	£22,000	£122,892	£72,892	£50,000
Bradford South	19.4			£127,768	£19,400	£108,368	£58,368	£50,000
Bradford West	21.8			£143,575	£21,800	£121,775	£71,775	£50,000
Keighley	18.6			£122,500	£18,600	£103,900	£53,900	£50,000
Shipley	18.2			£119,865	£18,200	£101,665	£51,665	£50,000
	TOTALS	£778,600	£120,000	£658,600				

5. RISK MANAGEMENT AND GOVERNANCE ISSUES

5.1 There are no risks associated with the proposed re-profiling of Safer Roads funding.

5.1 It is proposed that the approval to promote Strategic Projects and consideration of any resulting objections would be an Executive Member function.

6. LEGAL APPRAISAL

6.1 Article 12 of the Council's constitution deals with the delegation of function and budget from the Executive to the Area Committee but makes provision for any matter to be taken back to the Executive at any time.

6.2 The promotion of Safer Roads projects is in accordance with the Council's general powers as Highway Authority and Traffic Regulation Authority

7. OTHER IMPLICATIONS

7.1 EQUALITY & DIVERSITY

Due consideration is given to Section 149 of the Equality Act 2010 when developing all Safer Roads schemes.

7.2 SUSTAINABILITY IMPLICATIONS

Safer Roads projects are designed to minimise future maintenance implications and the impact on the environment.

7.3 GREENHOUSE GAS EMISSIONS IMPACTS

The implementation of highway safety schemes and projects which encourage sustainable transport modes will potentially reduce harmful emissions.

7.4 COMMUNITY SAFETY IMPLICATIONS

The Safer Roads programme delivers a wide-range of projects including traffic calming, pedestrian crossing facilities, cycling and horse riding provision, speed limit reductions and junction improvements. Such measures, along with partnership activities, form an integral part of improving safety in local communities. Reduction of community severance and community cohesion are two positive outcomes of this programme.

7.5 HUMAN RIGHTS ACT

None

7.6 TRADE UNION

None

7.7 WARD IMPLICATIONS

Respective ward members are involved in the development of site specific projects.

7.8 IMPLICATIONS FOR CORPORATE PARENTING

None

7.9 ISSUES ARISING FROM PRIVACY IMPACT ASSESMENT

None

8. NOT FOR PUBLICATION DOCUMENTS

None

9. OPTIONS

9.1 That the current Safer Roads budget allocations and project governance arrangements are revised as detailed in paragraphs 2.8 and 4.1.

9.2 That the existing methodology for Safer Roads budget allocation and scheme governance is retained.

10. RECOMMENDATIONS

10.1 That Executive approve the revision to the Safer Roads budget allocation from 2018/19 onwards whereby:

- i. A strategic schemes budget is established to enable the promotion of strategic or district-wide projects;
- ii. The existing allocation for project development is retained;
- iii. Residual funding is distributed to the Area Committees for them to continue promoting Casualty Reduction schemes as a priority. Each Area Committee should retain an indicative sum of £50,000 (per area) for general traffic management measures, with this figure being flexible when all viable Casualty Reduction projects have been prioritised;

10.2 That delegated authority be given to the Strategic Director of Place in consultation with the Portfolio Holder to approve and promote strategic or district wide projects from the Safer Roads budget allocation;

10.3 That approval be given to the proposed Safer Roads budget profile as detailed in paragraph 4.1;

10.4 That delegated authority be given to the Strategic Director of Place in consultation with the Portfolio Holder to consider any valid objections arising from promotion of strategic schemes.

11. APPENDICES

None

12. BACKGROUND DOCUMENTS

12.1 WYCA Transport Strategy 2040

12.2 Report of the Strategic Director Department of Environment and Sport to the meeting of Council Executive 9 October 2012 – Devolution to Area Committees