

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

LOCAL TRANSPORT PLAN STEERING GROUP

DATE: 14 JUNE 2010

AGENDA ITEM NO. 7

SUBJECT: ROAD SAFETY GRANT

Report of the West Yorkshire LTP Partnership

1. MATTER FOR CONSIDERATION

- 1.1 To consider the implications for road safety activities if the Road Safety Grant is withdrawn.

2. INFORMATION

Background

- 2.1 The Road Safety Grant replaced previous funding that was allocated by the Department for Transport (DfT) for the establishment and operation of the safety camera partnerships. It is currently a 3 year grant ending in March 2011 to address local road safety priorities.
- 2.2 In West Yorkshire there have been substantial cost savings made within the safety camera partnership (West Yorkshire Casualty Reduction Partnership). This has allowed funding to be allocated to local road safety priorities within each district. The Casualty Reduction Partnership continues to make significant progress in driving efficiencies and providing value-for-money services. It forms part of the enforcement strategy for West Yorkshire to deal with illegal, dangerous and anti-social behaviour, and to reduce road injuries.
- 2.3 The allocation of the Road Safety Grant for 2010/11 was agreed at the April 2010 meeting of this Steering Group and is included for information in Appendix 1.
- 2.4 In general terms, 64% of revenue funding is allocated to the safety camera partnership and 7% of capital funding. A further substantial amount of capital funding is used by each authority to install fixed and mobile safety camera installations according to need within each district. The remainder of the funding is allocated to priority road safety issues within each authority as outlined in Appendix 2.

Potential impact of the loss of Road Safety Grant

- 2.5 The DfT has previously requested information on the use that is made of the Road Safety Grant and is assessing the value of that against the needs to reduce road casualties to meet targets in the Local Transport Plan and Local Area Agreements. It is likely that the Grant will be withdrawn when it ends in March 2011 and road safety funding will need to be accommodated within an area based grant system.
- 2.6 There are serious implications for West Yorkshire should the specific grant not be continued, particularly given the concerns previously expressed by the DfT that the reductions being achieved for killed and serious injury were not on target. This has been addressed in part through more effective use of the Road Safety Grant and recent progress could be put at significant risk were the funding to end.
- 2.7 The major costs associated with the implementation and operation of the safety camera partnerships are in relation to staffing, accommodation, processing and overheads. Nationally it has been recognised that if continued funding was not secured by October 2010 then the safety camera partnership operations would have to wind down. There are contingency plans in West Yorkshire that would allow the safety camera partnership to be wound down should there not be an assurance of continued funding.
- 2.8 The most recent announcement on 21 May 2010 has confirmed that central government funding for new fixed speed cameras will cease and be switched to more effective ways of making roads safer. Fixed speed cameras in West Yorkshire are currently returning a 52% reduction in killed and serious injury on roads where they are located.
- 2.9 There is no further clarity as yet from the DfT and there are considerable future potential costs to the safety camera partnerships nationally in relation to the renewal of equipment and the necessary move to digital technology.
- 2.10 It is suggested that the Steering Group send a letter to DfT seeking clarity on the future of the Road Safety Grant and funding for new fixed speed cameras. A draft letter is attached as Appendix 3.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

- 3.1 Financial implications are set out in section 2 above.

4. STAFFING IMPLICATIONS

- 4.1 The loss of the Road Safety Grant will result in the reduction of staff numbers dedicated to reducing road crashes and injury in West Yorkshire, if alternative funding cannot be assured.

5. EQUAL OPPORTUNITY IMPLICATIONS

5.1 None as a result of this report

6. RECOMMENDATIONS

6.1 That the implications to safer roads activities and road safety in West Yorkshire be recognised should the Road Safety Grant be withdrawn.

6.2 That subject to comments made at the meeting the draft letter in Appendix 3 be sent to DfT.

6.3 That further reports be brought to this Steering Group and Association of West Yorkshire Authorities, when more details are known.

West Yorkshire Local Transport Plan Partnership
June 2010

APPENDIX 1

Road Safety Grant Allocation 2010/11

Authority	% Allocation	Expenditure	2009/10		2010/11	
			REVENUE	CAPITAL	REVENUE	CAPITAL
			£	£	£	£
Bradford	22.27%	WYCRP contribution	505,383	22,270	449,485	11,135
		District road safety initiatives	172,740	128,609	253,511	145,277
Calderdale	10.36%	WYCRP contribution	235,104	10,360	209,101	5,180
		District road safety initiatives	80,359	59,829	117,933	67,583
Kirklees	18.40%	WYCRP contribution	417,559	18,400	371,375	9,200
		District road safety initiatives	142,722	106,259	209,456	120,032
Leeds	33.54%	WYCRP contribution	761,138	33,540	676,953	16,770
		District road safety initiatives	260,158	193,692	381,803	218,797
Wakefield	15.43%	WYCRP contribution	350,160	15,430	311,431	7,715
		District road safety initiatives	119,685	89,108	175,647	100,657
Total Contribution to the West Yorkshire Casualty Reduction Partnership (WYCRP)			2,269,345	100,000	2,018,345	50,000
Total Road Safety Grant Allocation			3,045,009	677,497	3,156,695	702,346

Appendix 2

Use of Road Safety Grant in Priority Areas by WYLTP Partners

Bradford

- Roads and Neighbourhood Policing – Time and Equipment
- Pedestrian Skills Training in Schools
- Pre-driver activities in Senior Schools
- Partnership Support – Bradford Safeguarding Children Board – Childhood Injury Prevention Coordinator - contribution to salary and resources.
- Bradford West – part funding of community road safety officer
- Road safety publicity and campaigns

Calderdale

- Programme development and monitoring.
- Staff time associated with Safety Camera partnership management meetings, technical sub-group and other activities
- VAS sites installed to educate drivers at speed-related road casualty sites, which fall outside the criteria for safety cameras
- Road Safety Project Officer Employment of RSO to cover the work associated with the Partnership including the 'set-up' and delivery of the District Road Safety Partnership Group
- Road Safety Initiatives, Campaigns and Activities

Kirklees

- Driver Training - particularly in the 17 – 24 and 50+ age groups.
- RIDE motorcycle course which complements the National Speed Awareness and Driver Improvement Courses delivered by Kirklees on behalf of West Yorkshire police.
- Awareness sessions delivered to police personnel who deal with motorcycle incidents
- Road Safety Training - a series of training courses targeting vulnerable road users.
- Cycling training delivered in schools during term time to the National Standard for cycling training.

- A programme of school holiday courses and adult cyclist training.
- Pedestrian training, structured pedestrian course delivered to Yr3 students – 7/8 year olds. The course has formed the basis of a regional standard developed and adopted by the Yorkshire and Humber region.

Leeds

- Road Safety staffing / education costs
- Powered 2 wheel vehicle project
- Accident Investigation / monitoring staff
- Transportation studies

Wakefield

- Road Safety Education Training and publicity
- Minor traffic safety schemes.

Appendix 3

Draft Letter to DfT

Dear

Road Safety Grant

The West Yorkshire Local Transport Plan Steering Group is concerned about the recent announcements in relation to road safety funding.

The Road Safety Grant has been used in West Yorkshire to operate the West Yorkshire Casualty Reduction Partnership (Safety Camera Partnership) and to deliver a significant number of safer roads initiatives. This information has been supplied to you earlier this year. The appropriate and effective use of the Road Safety Grant has delivered a major contribution to the reduction of road injuries in West Yorkshire.

Given that the grant will end in March 2011 there has been no assurance from government that road safety funding will be continued. This puts at risk the programmes we have in place and the progress we have made in reducing road crashes and injury. Most significant are the implications on the Safety Camera operations.

The West Yorkshire Local Transport Steering Group strongly supports the continuation of the road safety grant to maintain the work that is being done successfully to reduce road crashes and injury and to give the very clear message that saving lives is a government priority.

Fixed speed cameras are currently returning a 52% reduction in killed and seriously injured at locations where they have been installed and are one of the most effective casualty reduction interventions. The Steering Group views with dismay the announcement that central government funding for new fixed speed cameras will stop.

Fixed speed cameras are an essential part of our overall strategy to reduce crashes and injuries and to respond to the very real concerns within our communities about excessive road speeds and roads injuries.

Councillor C Greaves
Chair of West Yorkshire Local Transport Plan Steering Group