

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

LOCAL TRANSPORT PLAN COMMITTEE

DATE: 16 JULY 2010

AGENDA ITEM NO: 7

SUBJECT: ROAD SAFETY GRANT 2010/2011

Report of the West Yorkshire LTP Partnership

1. MATTER FOR CONSIDERATION

1.1. To consider the allocation of the Road Safety Grant in 2010/11.

2. INFORMATION

Background

- 2.1. At its last meeting, the LTP Steering Group considered a report detailing the implications on road safety activities in West Yorkshire if the Road Safety Grant were cut. A draft letter to the Road Safety Minister was also discussed. The Steering Group requested a further report to its next meeting and an updated draft letter be prepared to reflect the Steering Group's discussion.
- 2.2. Since the last meeting, the Government has announced that the Road Safety Grant has been subject to financial cuts in 2010/11 as part of the Government's budget review. The revenue element of the Grant has been cut by 27% and the capital element has been removed entirely, reflecting the government's announcement that central government funding would no longer be used to install new fixed speed cameras. A copy of the Department for Transport's letter to all Local Authorities detailing the cut in the Grant is attached at Appendix 1.
- 2.3. The revenue funding has been reduced from £3,156,695 to £2,315,695, a loss of £841,000. The loss of capital funding is £702,346.
- 2.4. Effective enforcement has been a key factor in the recent reductions in road casualties in West Yorkshire, now linked to driver training and the speed awareness courses operated by Kirklees Council on behalf of West Yorkshire Police and the WY Safer Roads Partnership.
- 2.5. A review of safer roads requirements in West Yorkshire has been undertaken in respect of the cut in Road Safety Grant and a revised allocation of the Grant between the partners is detailed in Appendix 2. For information, the originally intended allocations for 2010/11 before the cuts were announced are also shown. The basis of the allocation is that enforcement activities are retained as far as possible within the

allocation, whilst continuing to provide funding for road safety activities in the Districts. It is also noted that the reductions in funding allocations within the Casualty Reduction Partnership also encompasses reductions in the allocation to the Police and Magistrates Court Service.

- 2.6. There are continuing discussions nationally on the future funding of road safety activities covered by the Road Safety Grant including speed camera enforcement.
- 2.7. An updated draft letter to send from the LTP Committee to the Road Safety Minister will be circulated for comment at the meeting.

3. FINANCIAL AND LEGAL IMPLICATIONS

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

4. STAFFING IMPLICATIONS

- 4.1. The cut in Road Safety Grant will result in the reduction of staff dedicated to reducing road crashes and injury in West Yorkshire. The precise number of staff affected by this funding cut is not yet known.

5. EQUAL OPPORTUNITY IMPLICATIONS

- 5.1. None as a result of this report.

6. RECOMMENDATIONS

- 6.1. That the allocation of Road Safety Grant to WY District Partners in 2010/11 be endorsed as detailed in Appendix 2, and that approval be sought from the next meeting of AWYA Leaders.
- 6.2. That the draft letter to be circulated at the meeting be discussed, and subject to comments made at the meeting, be issued to the Road Safety Minister.

Appendix 1

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To: Local Highway Authority Chief Executives

22nd June 2010

I am writing to you as the Road Safety Minister to highlight the importance the Coalition attaches to road safety, to recognise the importance of local action and to explain our position on speed cameras.

Road casualties have huge economic and human costs. The Government is fully committed to working with local authorities to deliver further improvements in road safety.

It is clear from the evidence that speed cameras, in the right place, can be an effective way of helping manage safety risks. But my view is that to date local partners have been over-reliant on cameras to achieve road safety outcomes. The number of cameras has increased greatly over the last decade and many motorists feel they are being unfairly and indiscriminately targeted to generate income from fines.

I have two clear objectives. First, while cameras operations will have a continuing role, I want to see authorities considering the potential of the full range of local road safety interventions, including educational or engineering solutions. Second, I want to ensure that local partners are accountable to local voters for the decisions they take on the location of cameras and the scale of camera operations, and for the financial consequences of those decisions.

In order to achieve these objectives, I will be doing two things. First, I will be making changes to the arrangements for funding road safety activities at local level. After this financial year, we will be ending the discrete road safety capital grant, which has been closely associated with paying for new speed cameras. We will also be reviewing the future arrangements for resource support to local authorities, as part of a wider planned rationalisation of funding support to local authorities.

In the interim, as you are aware, the Secretary of State for Communities and Local Government has announced reductions to road safety funding for 2010/11 as part of the wider local government contribution to reducing the level of government

borrowing. As we made clear at the time of the announcement, these reductions have been structured in order to maximise local government flexibility to deliver them. There is no presumption that the decisions made about how to change local budgets should exactly mirror the changes we have made to individual grant lines. It will now be for local authorities to decide how best to manage these budget reductions, in a way that will allow continued delivery of local priorities, including – crucially - road safety. So, for example, for camera operations, I would encourage you to examine with the police the scope for efficiency savings in back office functions, including through sharing them across several police force areas. Second, I have asked my officials to develop proposals for improving the transparency of camera operations, by making available to local people data that is available on the effectiveness and impact of individual safety cameras in their areas. We will be coming back to you on this point over the coming months.

I look forward to meeting more of those involved in road safety activities over the coming months, and to working with you to make our roads safer.

A handwritten signature in black ink that reads "Mike Penning". The signature is written in a cursive, flowing style.

MIKE PENNING

APPENDIX 2

Road Safety Grant Allocation 2010/11

Authority	% Allocation	Expenditure	2010/11 - Original		2010/11 - Revised	
			REVENUE	CAPITAL	REVENUE	CAPITAL
			£	£	£	£
Bradford	22.27%	WYCRP contribution	449,485	11,135	351,208	
		District road safety initiatives	253,511	145,277	164,497	
Calderdale	10.36%	WYCRP contribution	209,101	5,180	163,382	
		District road safety initiatives	117,933	67,583	76,524	
Kirklees	18.40%	WYCRP contribution	371,375	9,200	290,176	
		District road safety initiatives	209,456	120,032	135,912	
Leeds	33.54%	WYCRP contribution	676,953	16,770	528,941	
		District road safety initiatives	381,803	218,797	247,743	
Wakefield	15.43%	WYCRP contribution	311,431	7,715	243,338	
		District road safety initiatives	175,647	100,657	113,974	
Total Contribution to the West Yorkshire Casualty Reduction Partnership (WYCRP)			2,018,345	50,000	1,577,045	
Total Road Safety Grant Allocation			3,156,695	702,346	2,315,695	0