

Public Document Pack



MEETING:	Cabinet
DATE:	Wednesday 25 January 2023
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 11 January 2023 (Cab.25.1.2023/3)
(Pages 3 - 6)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.25.1.2023/4)

Petitions

5. Petitions received under Standing Order 44 (Cab.25.1.2023/5)

Items for Decision/Recommendation to Council

Children's Spokesperson

6. Co-ordinated Scheme for Admission to Schools 2024-25 (Cab.25.1.2023/6)
(Pages 7 - 36)
7. Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools for the 2024-25 School Year (Cab.25.1.2023/7) (Pages 37 - 64)
8. Post-16 Education Consultation for Young People with Education, Health and Care Plans (Cab.25.1.2023/8) (Pages 65 - 80)

Joint Public Health and Communities and Environment and Highways Spokespersons

9. Barnsley Safer Roads Strategy 2023 - 2033 (Cab.25.1.2023/9) (Pages 81 - 154)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), T. Cave, Franklin, Frost, Higginbottom, Howard, Lamb, Makinson and Platts

Cabinet Support Members:

Councillors Bowser, Cain, Cherryholme, Eastwood, Newing, Osborne and Peace

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Carly Speechley, Executive Director Children's Services

Wendy Lowder, Executive Director Place Health and Adult Social Care for Barnsley

Shokat Lal, Executive Director Core Services

Matt O'Neill, Executive Director Growth and Sustainability

Julia Burrows, Executive Director Public Health and Communities

Neil Copley, Service Director Financial Services (Section 151 Officer)

Sukdave Ghuman, Service Director Law and Governance (Monitoring Officer)

Michael Potter, Service Director Business Improvement, HR and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Sukdave Ghuman by email governance@barnsley.gov.uk

Tuesday 17 January 2023



MEETING:	Cabinet
DATE:	Wednesday 11 January 2023
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Houghton CBE (Chair), T. Cave, Franklin, Higginbottom, Howard, Lamb, Makinson and Platts

Members in Attendance: Councillors Bowser, Cain, Cherryholme, Eastwood and Osborne

160. Declaration of pecuniary and non-pecuniary interests

Councillor Osborne declared a non-pecuniary interest as a Board Member at Berneslai Homes in respect of Minute Numbers 168 and 169.

161. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 14 December 2022 had been called in.

162. Minutes of the previous meeting held on 14 December 2022 (Cab.11.1.2023/3)

The minutes of the meeting held on 14 December 2022 were taken as read and signed by the Chair as a correct record.

163. Decisions of Cabinet Spokespersons (Cab.11.1.2023/4)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

164. Petitions received under Standing Order 44 (Cab.11.1.2023/5)

It was reported that no petitions had been received under Standing Order 44.

165. Health and Wellbeing Board: Updated Terms of Reference (Cab.11.1.2023/6)

RECOMMENDATION TO FULL COUNCIL ON 2 FEBRUARY 2023

RESOLVED that Cabinet:-

1. Receives and approves the Health and Wellbeing Board terms of reference; and
2. Submits the Health and Wellbeing Board terms of reference to Full Council for ratification.

166. Calculation of Council Tax Base 2023/24 (Cab.11.1.2023/7)

RESOLVED that Cabinet:-

1. Approves the calculation of the Council's Tax Base for the year 2023/24; and
2. Confirms that the Council Tax Base for the year 2023/24 shall be 66,446.80, calculated in accordance with the Local Authorities (Calculation of Council Tax Base) (England) Regulations 2012.

167. 2023/24 Business Rates - Calculation of the Authority's Local Share (Cab.11.1.2023/8)

RESOLVED that Cabinet:-

1. Notes the process for estimating the retained Business Rate Local Share for 2023/24 and agrees that the 'local share' for Barnsley will be £28.414M (excluding S31 Grants) in line with the Council's Medium-Term Financial Strategy (MTFS); and
2. Notes that the final submission is approved by the Service Director Finance - S151 Officer in consultation with the Cabinet Spokesperson for Core Services.

168. Berneslai Homes Strategic Plan and Annual Business Plan 2023/24 (Cab.11.1.2023/9)

RESOLVED that Cabinet:-

1. Approves the refreshed Berneslai Homes 2021-31 Strategic Plan and Annual Business Plan for 2023/24; and
2. Agrees the Service Director for Regeneration and Culture, in consultation with the Cabinet Spokesperson for Growth and Sustainability, be authorised to approve any minor final amendments or additions to the Strategic Plan/Annual Business Plan (including the final suite of KPIs which are to align with the Regulator's Tenant Satisfaction Measures), and associated appendices as may be identified; and
3. Notes the performance of Berneslai Homes in relation to the delivery of actions against the current annual business plan 2022/23, the outturn report for 2021/22 and the 2022 STAR Survey.

169. Response to How Damp, Condensation and Mould Issues are being Addressed by Housing Services (Cab.11.1.2023/10)

RESOLVED that Cabinet:-

1. Notes the current position relating to the management of damp, condensation, and mould repairs within council housing stock and endorses the action plan (approved by the Berneslai Homes Board on 8th December 2022) which seeks to further enhance the customer experience provided to council tenants who may experience issues with damp, condensation, or mould in their properties; and

2. Notes the current position relating to the management of damp, condensation, and mould complaints within the private rented sector and actions to be taken to ensure that a full response can be provided to Government by 27th January 2023.

.....
Chair

This page is intentionally left blank

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF THE: EXECUTIVE DIRECTOR (CHILDREN'S SERVICES)

TITLE: Co-ordinated Scheme for Admission to Schools 2024-2025

REPORT TO:	CABINET
Date of Meeting	25 January 2023
Cabinet Member Portfolio	CHILDREN'S SERVICES
Key Decision	Yes
Public or Private	Public

Purpose of report

This report seeks Cabinet's approval for the co-ordinated scheme for admission to primary and secondary schools for the 2024-2025 school year.

Council Plan priority

The proposed arrangements primarily support the Council Plan's priority for a ***Learning Barnsley*** through which children and young people achieve the best outcomes, including improved educational attainment, by admission and attendance at schools' which are judged to be 'Good' or 'Outstanding' by Ofsted

Recommendations

That Cabinet:-

- 1. Approve the proposed co-ordinated scheme for admission to schools 2024-2025 to ensure compliance with school admissions legislation.**

1. INTRODUCTION

- 1.1 The Council is the admissions authority for all maintained community and voluntary controlled schools within the Borough.
- 1.2 Co-ordination of admission schemes between different admission authorities is a statutory requirement on the local authority and is a mechanism for ensuring the single offer of a school place on the same day where a parent

has completed a common application form.

- 1.3 A report is submitted to Cabinet on an annual basis to approve the coordination of admission arrangements for the admission year.

2. PROPOSAL

- 2.1 The draft scheme is fully compliant with the requirements of the School Admissions legislation which sets out the statutory duties of the Local Authority.

2. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

There are no direct implications arising from this report.

3.2 Legal

There are no specific implications arising from this report and the scheme is fully compliant with legislation, ensuring that the Council is meeting obligations in relation to statutory requirements.

2.3 Equality

The proposed policy complies with legislation and is fair and transparent across the Borough for all service users. An equality impact assessment has been compiled and is appended to this report.

3.4 Sustainability

Decision-making wheel not completed as there are no sustainability issues arising from this report.

3.5 Employee

There are no direct implications arising from this report.

3.6 Communications

There are no implications arising from this report.

4. CONSULTATION

Consultation has been carried out in accordance with statutory requirements.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Not applicable to the statutory duty to determine a co-ordinated scheme for admission to primary and secondary schools.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The scheme provides a consistency of approach across Barnsley and ensures compliance with appropriate legislation.

7. GLOSSARY

None

8. LIST OF APPENDICES

Appendix 1: Draft Co-ordinated Scheme for Primary and Secondary Schools 2024-2025

Appendix 2: Equality and Impact Assessment for Co-ordinated Scheme for Primary and Secondary Schools 2024-2025

9. BACKGROUND PAPERS

School Admissions Code 2021

Draft Co-ordinated Scheme for Primary and Secondary Schools 2024-2025

Section 89 of the School Standards and Framework Act 1998 as amended
Schedule 4 to the Education Act 2002

The School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) (England) Regulations 2012

The Education (Relevant Areas for Consultation on Admission Arrangements) Regulations 1999.

Admission to School - Advice to Parents Booklets 2022-2023

Background papers can be inspected by contacting the School Admissions Section, Children's Services Directorate.

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Joshua Amahwe (09/12/2022)</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Jason Field 19/12/22</i>

Report Author: Lucy Matanga
Post: School Admissions and Access Manager

**DRAFT Co-ordinated
Scheme for the
Admission
Arrangements
for Pupils to
Primary and
Secondary Schools
2024-2025**



BARNSLEY
Metropolitan Borough Council

*Published by: Lucy Matanga
January 2023*

CONTENTS

Introduction	5 - 6
A The co-ordinated scheme	7
B Applying for a school place	8
C Procedure	8-10
D The offer of a place at a School	10-11
E Preferences not met	11-12
F Transfers between schools during the school year	12
G Right of appeal	12
H Late applications	12-13
I Waiting lists	13-14

CONTENTS – continued

J	Information required by voluntary aided schools	14-15
K	Information required by neighbouring local authorities	15
L	False Information	15
M	No common application form received for children resident in Barnsley	16
N	Arrangements for those authorities who do not border with Barnsley	16
O	Timetable for co-ordinated admissions for primary schools	17
P	Timetable for co-ordinated admissions for secondary schools	18

INTERPRETATION

In this scheme -

“The Authority” means Barnsley Metropolitan Borough Council acting in their capacity as local authority;

“admission authority” in relation to a community or voluntary controlled school means the Authority and, in relation to a voluntary aided school, trust school or Academy means the governing body of that school;

“admission arrangements” means the arrangements for a particular school or schools which govern the proceedings and decision making for the purposes of admitting pupils to the school.

National Offer days: the days determined by legislation on which the decision to offer or refuse a child admission to a school of their preference will be communicated to parents.

Within this Scheme, any reference to a ‘school’ includes the following:

- community and voluntary controlled schools.
- voluntary aided schools.
- trust schools.
- academies.
- free schools.
- foundation schools.

Introduction

For the school year 2024-2025 the Authority will be co-ordinating the admission to school arrangements with these local authorities which share a border with Barnsley:

Kirklees
Wakefield
Doncaster
Rotherham
Sheffield

There is no cross-border movement of pupils between Barnsley and Derbyshire due to the geographical locations, and full co-ordination with Derbyshire is therefore not necessary.

The co-ordinated scheme for admission to primary and secondary school is a mechanism that will enable the Authority to determine between potential offers of a school place at more than one school, which is the single offer of a school place that will be offered to a Barnsley resident.

Eligibility for admission to a school is determined by the respective admissions authority. These are:

- i) for community and voluntary controlled schools in Barnsley, the Local Authority.
- ii) for voluntary aided schools, trust schools, free schools, foundation schools and Academies, the respective Governing Bodies.
- iii) for schools in the five neighbouring local authorities, the respective Authority or governing body.

Definition of the normal admission round is the process by which:

- a) An application for the admission of a child to a relevant age group at a school is submitted in accordance with the requirements of the scheme.
- b) That application is considered by the relevant admission authority for the school determining, in accordance with the school's admission arrangements, the order of priority in which the application is ranked; and
- c) A determination relating to that application is communicated to the parent on the offer day.

A potential offer of a school place is where the pupil is eligible for admission to that school.

The co-ordinated scheme will enable the Authority to manage all applications for admission to school in the following way.

Barnsley residents

To determine for children resident in Barnsley a single offer of a school place from potential offers at schools in Barnsley and/or any other local authority.

Non-Barnsley residents

The scheme will not determine a single offer of a school place to a child living in another local authority area, it will be the Authority's admission to school policy which will determine the child's eligibility for admission and consequently a potential offer.

This potential offer will be communicated to the child's home Authority and through that Authority's scheme the single offer of a school place will be communicated to the parent.

The single offer of a school place

The Authority will be the body that makes the single offer of a place to Barnsley residents as follows:

- a) for community and voluntary controlled schools where the Authority is the admissions authority.
- b) on behalf of the VA schools, trust schools, Academies, free schools, foundation schools
- c) on behalf of any primary or secondary school maintained by another local authority.

The single offer of a school place will be communicated to parents on 16 April 2024 for primary schools and 1 March 2024 for secondary schools.

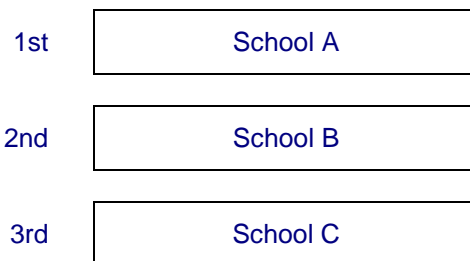
Under the co-ordinated scheme the local authority responsible for the area in which the parent and child reside is known as the home authority.

Dates

Where any date specified in this scheme falls on a Saturday, Sunday, Good Friday, or any day which is a recognised bank holiday, any action which is stated to be undertaken on that day will occur on the next working day.

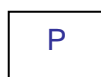
A The co-ordinated scheme

- 1 A parent resident in Barnsley will express three preferences in rank order.
- 2 All three preferences will be treated equally by the Authority.
- 3 Where a preference meets the criteria for a school the child becomes eligible for a potential offer.
- 4 Where there is only one potential offer, that will be the single offer of a school place at a school made to the parent on the offer day.
- 5 Where there are two or three potential offers, the ranking of the expressed preferences on the common application form will be used to determine which of those potential offers becomes the single offer of a school place.

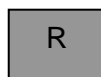


Preferred Schools in rank order		Outcomes							
		1	2	3	4	5	6	7	8
1st	School A	P ✓			P ✓	P ✓	P ✓		
2nd	School B	P	P ✓		P			P ✓	
3rd	School C	P	P	P ✓		P			

Key



Places available – child eligible for admission and therefore a potential offer



School oversubscribed – child not eligible for admission based on priority of admission criteria

- ✓ Highest ranked preference available for which the single offer of a school place will be made

- 6 Where the Authority cannot make a single offer for any of the preferences expressed by a parent resident in Barnsley – outcome 8, a place will be allocated to the child at the nearest community or voluntary controlled school in Barnsley with places available, to their normal place of residence. This allocation *may* also include a voluntary aided school or academy.

B Applying for a school place

- 1 Applications for admission to a school in Barnsley or any other local authority area from a parent resident in Barnsley must be made via the Barnsley online system or on the Barnsley common application form.
- 2 Applications for Barnsley schools from parents resident in another local authority area must be made on that Authority's common application form.
- 3 Parents will be invited to state on their application three preferences for schools in rank order and give reasons for those preferences.
- 4 For Barnsley residents the recommended process of application is via the online admissions system accessible from the Council website. Alternatively, a common application form for primary schools must be handed in to the school ranked first on the common application form. Application forms for secondary schools must be handed in to the child's current primary school or directly to the Local Authority if the child's primary school is in another authority.
- 5 For children not resident in Barnsley the common application form must be returned to the home authority's admissions service.
- 6 Applications must be received by the closing date of 15th January 2024 for primary schools and 31st October 2023 for secondary schools.

C Procedure

- 1 The closing date for the receipt of the common application form is **15th January 2024 for primary schools and 31st October 2023 for secondary schools.**
- 2 **PRIMARY SCHOOLS**
By **7 February 2024** the Authority will:
 - a) have sent to other LAs details of applications where a school maintained by them is named by a parent.
 - b) have sent to oversubscribed VA, trust, foundation schools and Academies, details of applications where that school is named by the parent.
 - c) have received from other LAs copies of their common application forms where a Barnsley school is named by a parent resident in their respective areas.
- 3 By **13 March 2024** the Authority will have;
 - (a) received the eligibility lists for own admission authority schools
 - (b) a list of potential offers for undersubscribed own admission authority schools

- 4 By **13 March 2024** the Authority will have determined eligibility for those schools for which it is the admission authority.

Where a child is eligible for admission to more than one Barnsley school the Authority will apply the scheme to determine the single offer of a school place.

Where an application has been received from a resident in a neighbouring local authority, that authority will be informed of the outcome of the application.

Where a Barnsley resident has applied for a place at a school maintained by a neighbouring local authority, that authority will inform Barnsley of the outcome of that application.

- 5 By **20 March 2024** the Authority applies the scheme for a second time to take account of those offers made by neighbouring LAs to Barnsley resident.
- 6 By **20 March 2024** Barnsley and the neighbouring LAs will exchange information on which offers of school places in their respective authorities are to be accepted.

This exchange of information will allow Barnsley to identify vacancies at its schools.

- 7 By **20 March 2024** the Authority will allocate to vacant places at schools where it is reasonable and practicable to do so.

In addition, for those applications from Barnsley residents where none of the three preferences can be met a place will be allocated to the child in accordance with D1.

- 8 On **19 April 2024** Barnsley residents will be sent the single offer of a school place as determined by the co-ordinated scheme. On the same day all Barnsley primary schools will be sent a list of those children whose parents have been sent a single offer of a school place at their respective schools.

SECONDARY SCHOOLS

- 1 By **5 December 2023** the Authority will:
 - a) have sent to other LAs copies details of applications where a school maintained by them is named by a parent.
 - b) have sent to voluntary aided schools, trust schools, free school, Academies, details of applications where that schools are named by the parent.
 - c) have received from other LAs copies of their common application forms where a Barnsley school is named by a parent resident in their respective areas.
- 2 By **19 December 2023** the Authority will have received the eligibility lists for own admission authority schools.
- 3 By **17 January 2024** the Authority will have determined eligibility for those schools which it is the admission authority.

Where a child is eligible for admission to more than one Barnsley school the authority will apply the scheme to determine the single offer of a school place.

Where an application has been received from a resident in a neighbouring local authority, that authority will be informed of the outcome of the application.

Where a Barnsley resident has applied for a place at a school maintained by a neighbouring local authority, that authority will inform Barnsley of the outcome of that application.

By **30 January 2024** the authority applies the scheme for a second time to take account of those offers made by neighbouring LAs to Barnsley resident.

By **13 February 2024** Barnsley and the neighbouring LAs will exchange information on which offers of school places in their respective authorities are to be accepted.

This exchange of information will allow Barnsley to identify vacancies as its schools.

By **20 February 2024** the Authority will allocate to vacant places at schools where it is reasonable and practicable to do so.

In addition, for those applications from Barnsley residents where none of the three preferences can be met a place will be allocated to the child in accordance with E1.

On **1 March 2024** Barnsley residents will be sent the single offer of a school place as determined by the co-ordinated scheme. On the same day all Barnsley secondary schools will be sent a list of those children whose parents have been sent a single offer of a school place at their respective schools.

D The offer of a place at a school

- 1 Parents will only receive a single offer of a place for admission into the Reception Year at a primary school or Year 7 in a secondary school from their home authority.
- 2 All offers will be communicated on the offer day **16 April 2024** for primary schools and **1 March 2024** for secondary schools.
- 3 Barnsley Authority, as the home authority for the co-ordinated scheme will make all offers:
 - a) for community and voluntary controlled schools where it is the admissions authority; and
 - b) on behalf of voluntary aided, trust, free, foundation schools and Academies where the governing body are the admissions authority.
 - c) On behalf of other LA's where offers can be made for schools in that Authority.

- 4 No acknowledgement of an offer will be required from the parent where they accept that offer of a place. However, where a parent declines the offer of a place, they must inform the Authority within 10 working days.
- 5 There will be a number of applications for which no potential offers have been determined. These can be categorised as listed below and will be dealt with in that order to enable the Authority to make a single offer of a school place:
 - First child resident in Barnsley not eligible for any school for which a preference has been expressed and where the common application form was handed in on time.
 - Second* late application for which the child is eligible for one or more potential offers.
 - Third* late application where the child resident in Barnsley is not eligible for any school for which a preference has been expressed.
- 6 For children not resident in Barnsley the Authority will not make a single offer of a place at a Barnsley school where the child is not eligible for all the preference expressed by the parent on the common application form.

E Preferences not met

- 1 Where the Authority cannot make a single offer for any of the preferences expressed by a parent resident in Barnsley, a place will be allocated to the child at the nearest community or voluntary controlled school in Barnsley with places available, to their normal place of residence. This *may* also include a voluntary aided school or academy.
- 2 The single allocation of a place will be determined after all preferences for schools have been dealt with and communicated to them on the national offer day.
- 3
 - a) where a place has been allocated and the parent declines that place and requires a place at a school ranked lower on the original common application form, the parent must notify the Authority in writing.
 - b) where a place has been allocated and the parent declines that place and requires a place at a school not named on the original common application form, the parent will be required to complete another common application form.

The allocated place will remain assigned to the child until such time as the parent accepts an offer for another school.
- 4 A determination of the nearest school is the distance measured by a straight line between the centre point of the child's ordinary place of residence and the main entrance to the school building.

The child's ordinary place of residence will be deemed to be a residential property at which the person or persons with parental responsibility for the child resides at the closing date for receiving applications for admission to school.

Where parental responsibility is held by more than one person and those persons reside in separate properties, the child's ordinary place of residence will be deemed to be that property at which the child resides for the greater part of the week including weekends.

Where responsibility for a child is shared evenly, the person receiving Child Benefit is deemed to be the person responsible for completing application forms, and whose address will be used for admissions purposes.

F Transfers between schools during the school year

- 1 Applications received from 1 September 2024 onwards for admission into any year group are classed as an in-year transfer.
- 2 The Authority will not be co-ordinating applications for in-year transfers between local authorities.
- 3 Applications for schools in other authorities from parents resident in Barnsley must be made on that authority's common transfer form
- 4 The Authority will be co-ordinating applications for in-year transfers for all schools in Barnsley. Applications for admission to any school in Barnsley must be made on the Barnsley Common transfer form.
- 5 A single offer of a place will be made by the maintaining authority.

G Right of appeal

Any parent* whose child is not offered a school place for which they have expressed a preference, has the right to an independent appeal. The right to appeal also applies at times other than the normal times of entry to school (e.g., when families move into an area during the year), and in respect of admissions at other than the normal age (such as a year early or a year late for transfer from primary to secondary school). Parents who have missed the normal deadlines for applying for admission (late applications) or who have had an offer of a place withdrawn also have a right to appeal if they are refused a place.

*(Except, temporarily, the parent of a child who has been permanently excluded from two schools and where at least one of the exclusions took place since 1 September 1997. This applies to a twice excluded pupil for a period of two years beginning with the date the latest exclusion took place).

H Late applications

- 1 The closing date for applications in the normal admission round is 15 January 2024 for primary schools and 31 October 2023 for secondary schools
- 2 Applications received by the Authority up to 15 January 2024 for primary schools, and applications received up to 30 November 2023 for secondary schools will be included in the determination of potential offers.
- 3 Applications received after 15 January 2024 for primary schools and 30 November 2023 for secondary schools up to 31 August 2024 for admission to the Reception Year and Year 7 will be considered as a late application outside of the normal admission round as defined in this scheme.
- 4 Applications received after 15 January 2024 for primary schools and after 30 November 2023 for secondary schools will be considered after the determination of the single offer of a school place for those common application forms received by 15 January or 30 November.
- 5 On 1 March 2024, secondary applications received between 1 December 2023 and 29 February 2024 and on 16 April 2024, primary applications received between 16 January 2024 and 15 April 2024 inclusive will be processed in accordance with the admissions criteria, regardless of the date the application was received.
- 6 Late applications received from 1 March 2024 up to and including 31 August 2024 for secondary schools, and from 17 April 2024 up to and including 31 August 2024 for primary schools will be processed in date order of receipt.
- 7 Late applications should be made on the common application form via the online system. The provisions of the co-ordinated scheme as set out in section A will determine the single offer of a school place.
- 8 Parents who have submitted a late application and are not offered a place at any or all of their preferred schools have the right to appeal.

I Waiting lists

- 1 The Authority will establish a waiting list for all schools where the number of applications for those schools has exceeded the places available in Reception year and year 7.

- 2 The waiting lists for schools will be determined as follows:
 - i) for community and voluntary controlled schools in accordance with the Authority's admission to school oversubscription priority of admission criteria;
 - ii) for own admission authority schools in accordance with the Governing Body's priority of admission criteria;
- 3 The waiting list for a Barnsley school will comprise of:
 - i) those applicants with a single offer of a school place ranked lower than that of the school for which the waiting list refers;
 - ii) those applicants who have informed the Authority they wish their child's name to be placed on the waiting list of a school ranked lower than the school for which they have received the single offer of a school place.
- 4 A vacancy arises in Year R or Year 7 only when the number of offers to a particular school falls below the admission number or a higher admission limit where one has been set. Any vacancy which arises in Year R or Year 7 following the allocation of places will be filled from the waiting list.
- 5 The waiting lists will be established on the offer day and be maintained up to the end of the Autumn Term 2024.
- 6 Following the offer day, should an application be received for a school where the pupil has a higher priority for a place at the school as determined by the admissions criteria, they will be placed above those with a lower priority.

J Information required by own admission authority schools

- 1 Some schools, e.g., voluntary aided schools, require additional information which is not contained on the common application form.
- 2 In addition to the common application form, some schools in Barnsley and other LAs will therefore have a supplementary information form for prospective applicants to complete, to provide the additional information.
- 3 The supporting information provided by parents will be used by the school, in applying their admissions criteria.
- 4 This form is not an application form for admission to a school.
- 5 Parents who intend to express a preference or preferences for schools which are their own admission authority must follow the procedure set out below:
 - a) complete the supplementary information form for the school(s) for which they intend to express a preference on the common application form.

- b) submit their application via the online system or a common application form.
 - c) return the supplementary information form(s) with the online application or directly to the school by 15 January 2024 for primary schools and 31 October 2023 for secondary schools.
- 6 Where a supplementary information form is not submitted with the application, it may affect the consideration by the governing body of that school of the preference expressed.
- 7 The governing body of a school may determine whether to obtain a copy of the supplementary information form where the parent has failed to submit one with their common application form.

Where a governing body determines to obtain the supplementary information form from a parent it may do so up to and including 15 January 2024 for primary schools and 30 November 2023 for secondary schools and must do so for all applications.

- 8 The completion and return of the supplementary information form does not guarantee a place at the school.
- 9 A supplementary information form is not an application for admission to school. Where a parent only submits a supplementary information form, without a common application form, this will not be a valid application for admission to the school.

K Information required by neighbouring local authorities

- 1 Other LAs have oversubscription criteria for voluntary controlled and community schools different to those operated by Barnsley.
- 2 Parents who make an application for a school in another LA should:
 - obtain a copy of that LAs Admission to School Booklet.
 - make themselves aware of the oversubscription criteria.
 - ensure that any additional information required by that LA is provided and attached to the common application form to be used by Barnsley residents.
- 3 The additional information provided by the parent will be used by that LA to determine eligibility. Failure to supply the additional information will affect that LA's consideration of the application.

L False information

- 1 Where the Authority has made an offer of a place at a primary school based on a fraudulent or intentionally misleading application from a parent which has effectively denied a place to a child with a stronger claim to a place at the school the offer of a place will be withdrawn where this provision is included in the respective admission authority's admission arrangements.
- 2 Where a child starts attending the school based on fraudulent or intentionally misleading information the place may be withdrawn depending on the length of time that the child has been at the school.
- 3 Where a place or an offer has been withdrawn the application will be re-considered and an independent appeal offered where the child is not re-admitted to the school.

M No common application form received for children resident in Barnsley

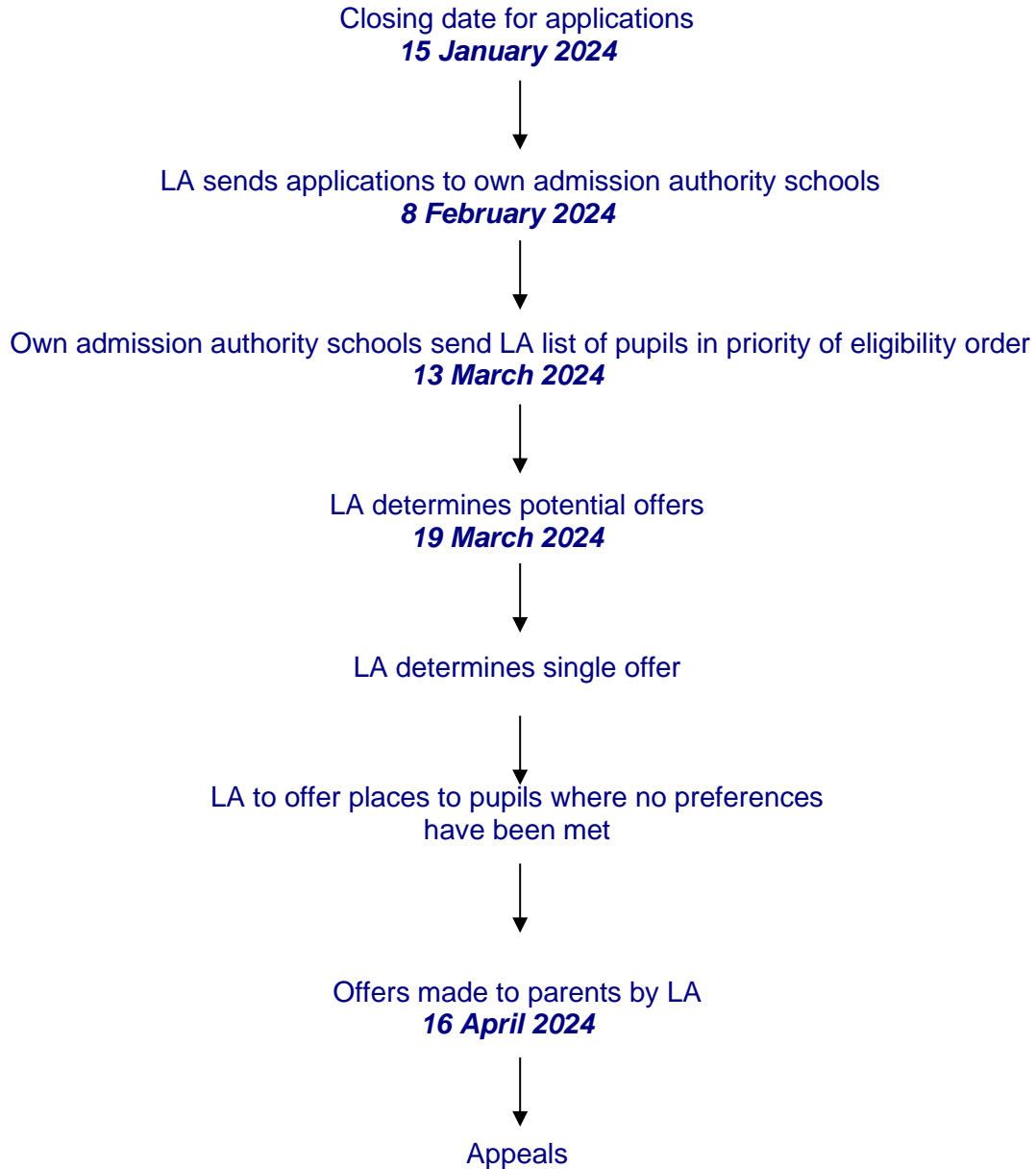
- 1 On 2 July 2024 the Authority will identify children for whom no common application form has been received under the scheme.
- 2 These parents will be contacted to determine whether they intend to apply for a maintained school in any local authority area.
- 3 Where parents inform the Authority that their child will be attending a school not maintained by a local authority (private/independent) no place will be allocated to the child.
- 4 All other children will be allocated a place as follows:
 - a) where subsequently a common application form is submitted – a single offer of a school place will be made in accordance with the provisions of the scheme.
 - b) where no common application form is received – a place will be allocated to the child at the nearest community and voluntary controlled school in Barnsley with places available to their normal place of residence. (Reference section D4 for definitions).

N Arrangements for those authorities who do not border with Barnsley

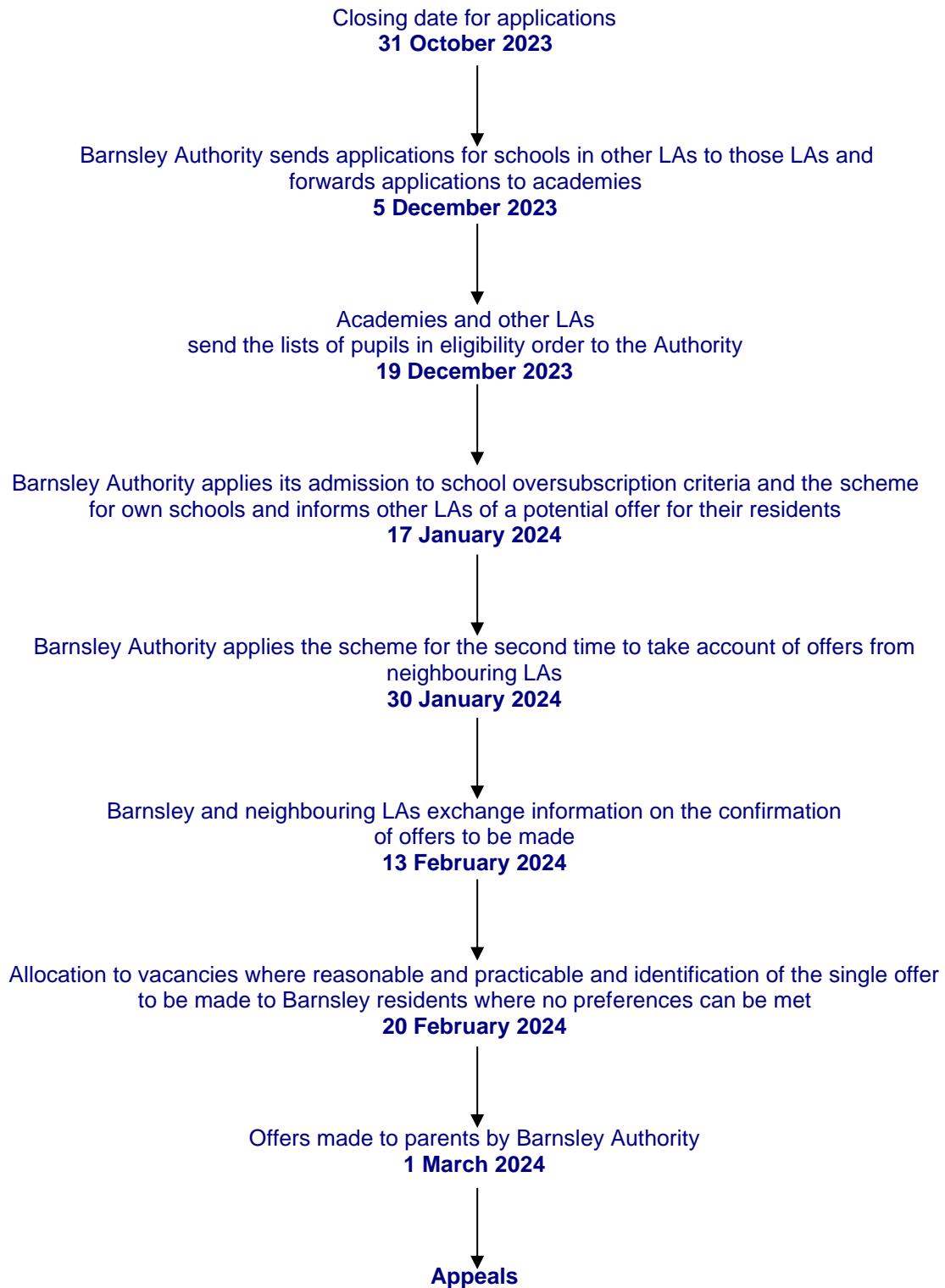
- 1 The Authority will only co-ordinate admission arrangements with those local authorities which share a border, however, information will be exchanged with any other authority where appropriate.

- 2 Where a resident in any other authority applies for a Barnsley school the application will be dealt with as follows:
- a) for non-Barnsley residents relocating to Barnsley:
 - complete the Barnsley common application form
 - determination of eligibility and single offer of a school place communicated to parent by Barnsley
 - allocation of a place if preference(s) cannot be met
 - b) for non-Barnsley residents remaining in their home authority area:
 - complete home authority common application form
 - determination of eligibility and single offer of a school place communicated to parent by Barnsley
 - allocation of a place does not apply

O Timetable for co-ordinated admissions for primary schools



P Timetable for co-ordinated admissions for secondary schools



This page is intentionally left blank

Equality Impact Assessment

[insert name of EIA]

Stage 1 Details of the proposal

Name of service

Children's Services

Directorate

Name of officer responsible for EIA

School Admissions and Access Manager

Name of senior sponsor

Description / purpose of proposal

Co-ordinated scheme for admission to primary and secondary schools for the 2024-2025 school year

Date EIA started

6/12/2022

Assessment Review date

Not applicable in this instance

Stage 2 - About the proposal

What is being proposed?

Co-ordinated scheme for admission to primary and secondary schools for the 2024-2025 school year

Why is the proposal required?

Co-ordination of admission schemes between different admission authorities is a statutory requirement on the local authority and is a mechanism for ensuring the single offer of a school place on the same day where a parent has completed a common application form.

What will this proposal mean for customers?

The coordination of admission arrangements for each admission year is a statutory requirement of the LA

and an integral part of this will be to ensure children with a protected characteristic as defined by the Equality Act (2010) receive equal and fair access to a school place

Stage 3 - Preliminary screening process

Use the Preliminary screening questions (found in the guidance) to decide whether a full EIA is required

- Yes - EIA required (go to next section)
 No – EIA not required (provide rationale below including name of E&I Officer consulted with)

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

Data used in the school admissions process include the following:

- Official Census 2011 and 2021
- Latest published Schools Census
- Annual Barnsley Borough Profile
- Barnsley Local Plan

Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

Department for Education statistical information on the characteristics of children at the Early Years Foundation Stage in Barnsley, together with informal consultation with parents and carers'

Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

No

Data: Formal consultation

What information has been gathered from formal consultation?

Information on the characteristics of young children being admitted to primary and secondary schools in the Borough is collated as part of admission arrangements and any specific needs emerging through a protected characteristic is met as far as possible, in accordance with statutory responsibilities

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative '-'	Positive '+'	No impact	Don't know	Details
Sex			X		None
Age			X		Not applicable
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People ,invisible illness, Mental Health etc</i>			X		The scheme of admission to community and voluntary controlled primary and secondary schools in the Borough will consider and as far as possible meet any specific needs of individual children, siblings or groups of children, emerging through a protected characteristic as defined by the Equality Act In addition, all local authority, maintained schools and academy trusts have a statutory duty to promote equality and eliminate unlawful or inadvertent discrimination in their settings
Race			X		Please see above
Religion & Belief			X		Please see above
Sexual orientation			X		Please see above
Gender Reassignment			X		Please see above

Marriage / civil partnership		N/A	X		Not applicable
Pregnancy / maternity			x		Not applicable

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services			X		The scheme of admissions to community and voluntary controlled primary and secondary schools is compliant with and promotes the Armed Services Covenant
Lower socio-economic			X		The scheme of admission to community and voluntary controlled primary and secondary schools in the Borough will consider and as far as possible meet any specific needs of individual children, siblings or groups of children, emerging through a protected characteristic as defined by the Equality Act
Other ...			x		-

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to be taken to ensure the new service complies with reasonable adjustments for disabled people.

Not yet live

The proposal will meet the minimum access standards.

The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date
The Scheme has an appeals' process which provides the scope to review offers of a school place which help promote equality and eliminate unlawful or inadvertent discrimination. This will continue	School Admissions and Access Manager	Continuous
The Scheme will continue to be informed by population, schools' and early years data on the characteristics of children in the Borough	School Admissions and Access Manager	Continuous

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Please see above		

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date
Not yet live	

--	--	--

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact	There are no specific implications arising from this report and the scheme is fully compliant with legislation, ensuring that the Council is meeting obligations in relation to statutory requirements.
-----------------------------------	---

Summary of next steps	Please see above
------------------------------	------------------

Signature (officer responsible for EIA) Date	
---	--

** EIA now complete **

Stage 9 – Assessment Review

(This is the post implementation review of the EIA based on date in Stage 1 if applicable) What information did you obtain and what does that tell us about equality of outcomes for different groups?

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF THE: EXECUTIVE DIRECTOR (CHILDREN’S SERVICES)

TITLE: Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools for the 2024-2025 School Year

REPORT TO:	CABINET
Date of Meeting	25 January 2023
Cabinet Member Portfolio	CHILDREN’S SERVICES
Key Decision	Yes
Public or Private	Public

Purpose of report

To seek Cabinet’s approval for the policy for the admission arrangements for community and voluntary controlled primary and secondary schools for the 2024-2025 school year. There are no proposed changes to the arrangements of the previous year.

Council Plan priority

The proposed arrangements primarily support the Council Plan’s priority for a **Learning Barnsley** through which children and young people achieve the best outcomes, including improved educational attainment, by admission and attendance at schools’ which are judged to be ‘Good’ or ‘Outstanding’ by Ofsted

Recommendations

That Cabinet:

- 1. Approve the proposed policy of admission to community and voluntary primary and secondary schools in the Borough to ensure compliance with school admissions legislation during the 2024/25 school year.**

1. INTRODUCTION

1.1 The Council is the admissions authority for all maintained community and

voluntary controlled schools within the Borough.

- 1.2 Admission authorities determine the admission arrangements for the school(s) for which they have responsibility. A report is submitted to Cabinet on an annual basis to approve the admission arrangements for maintained community and voluntary controlled schools within the Borough for the admission year. Local Authorities must determine the admission arrangements each year even if no consultation has been required.
- 1.3 This fulfils the requirement in Section 89 of the School Standards & Framework Act 1998.
- 1.4 The determination of the admission arrangements must be finalised no later than 28th February in the determination year, namely by 28th February 2023. A copy of the proposed admission arrangements for community and voluntary primary and secondary schools in the Borough is attached as Appendix 1 to this report.

2. PROPOSAL

- 2.1 The draft policy is fully compliant with the requirements of the School Admissions legislation which sets out the statutory duties of the Local Authority.

2. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

There are no direct financial implications arising from this report.

The proposed policy is fully compliant with the School Admissions Code and legislation.

Failure by the Authority to comply with the requirements of the legislation would be a breach of the Authority's statutory duty. Failure to comply may result in an objection being made to the Schools Adjudicator or a complaint to the Secretary of State.

3.2 Legal

There are no specific implications arising from this report and the scheme is fully compliant with legislation, ensuring that the Council is meeting obligations in relation to statutory requirements.

3.3 Equality

The proposed policy complies with all relevant legislation and is fair and transparent across the Borough for all service users. An equality impact assessment has been compiled and is appended to this report.

3.4 Sustainability

There are no implications for sustainability in the Borough directly arising through consideration of the proposed admission arrangements for the 2024/25 school year.

3.5 Employee

There are no direct implications arising from this report.

3.6 Communications

There no implications arising from this report.

4. CONSULTATION

- 4.1** Formal consultation has not been required in accordance with legislation and Codes of Practice which specifies that consultation only need be undertaken every 7 years if there are no changes. The last consultation was for the academic year 2019-20 as there have been no changes. This will be reviewed next year to determine whether any changes or consultation is required.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1** Not applicable to the statutory duty to admission arrangements for admission to school

6. REASONS FOR RECOMMENDATIONS

- 6.1** To ensure compliance with the Council's statutory obligation to determine admission arrangements each year.

7. GLOSSARY

None

8. LIST OF APPENDICES

Appendix 1: Draft Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools (2024/2025)

Appendix 2: Equality Impact Assessment - Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools (2024/2025)

9. BACKGROUND PAPERS

School Admissions Code 2021

Draft Admission Arrangements for Primary and Secondary Schools 2024-2025

Section 89 of the School Standards and Framework Act 1998 as amended
Schedule 4 to the Education Act 2002

The School Admissions (Admission Arrangements and Co-ordination of Admission Arrangements) (England) Regulations 2012

The Education (Relevant Areas for Consultation on Admission Arrangements) Regulations 1999.

Admission to School - Advice to Parents Booklet 2022-2023

Background papers can be inspected by contacting the School Admissions Section, Children's Services Directorate.

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Joshua Amahwe (16/12/2022)</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Jason Field 19/12/22</i>

Report Author: Lucy Matanga
Post: School Admissions and Access Manager

Document type: Policy

**DRAFT Admission
Arrangements
for
Community and
Voluntary Controlled
Primary and
Secondary Schools
2024-2025**

Published by: Lucy Matanga



BARNSLEY
Metropolitan Borough Council

CONTENTS

	Introduction	4
A	Date of Admission to Primary and Secondary schools	5
B	Deferred Entry to Primary Schools	5
C	Summer Born Children	6
D	Admission of Children Outside their Normal Age Group	6
E	Children of UK Service Personnel	6
F	Oversubscription Criteria	7
G	Expressing a Preference for Admission to the Relevant Year Group	8
H	Single Offer of a School Place	8-9
I	Late Applications	10
J	Waiting Lists	10-11

K	False Information	11
L	Appeals again the Authority's Decision Not to Offer a Place	11
M	No Common Application Form Received for Children Resident in Barnsley	11
N	Applications for Admission to Schools Outside of the Normal Admissions Round	12-13
O	Twice Excluded Pupils	13
P	Distance Criterion: Tie Break	13-14
	Annex 1 – Community and Voluntary Controlled Schools	15
	Annex 2 – Timetable for Admission to Primary and Secondary Schools	16
	Annex 3 – Criteria for the Offer of a Single School Place in Primary and Secondary Schools	17

Introduction

Barnsley Authority is the admissions authority for all community and voluntary controlled schools within the administrative area of Barnsley and these admission arrangements only apply to these schools.

A list of schools is provided at Annex 1 with their admission numbers.

Admission to all the Authority's schools is into the Relevant Year Group which is:

Reception Year group in primary schools.

Year 7 in secondary schools.

Schools are required to admit children up to their admission number in the Relevant year group.

Attendance at a nursery unit attached to a primary school does not guarantee a place at that school.

The Authority does not operate defined communities (catchment areas) or feeder primary schools for allocating places in secondary schools.

Nothing in these arrangements relates to:

- (i) the admission to the sixth form at Penistone Grammar School.
- (ii) voluntary aided schools, trust schools, Academies
- (iii) any school which becomes their own admission authority following the determination of these admission arrangements

The Governing Bodies of these schools are the admission authority for their respective arrangements.

The timetable for the normal admissions round is given at Annex 2.

Definition of the normal admission round is the process by which:

- a) an application for the admission of a child to a relevant age group at a school is submitted in accordance with the requirements of the scheme.
- b) that application is considered by the relevant admission authority for the school in determining, in accordance with the school's admission arrangements, the order of priority in which the application is ranked; and
- c) a determination relating to that application is communicated to the parent on the offer day.

¹ The scheme referred to is a scheme adopted by a local education authority to co-ordinate the admissions process. Details of the scheme to be adopted in Barnsley is contained in the document: Co-ordinated scheme for the Admission Arrangements for pupils to Primary and Secondary Schools 2024-2025.

A Date of Admission to Primary and Infant Schools

Although the law does not require children to be admitted to school until the beginning of the term following their fifth birthday, (compulsory school age), the School Admissions Code makes provision for all children to be admitted to school in the September following their 4th birthday.

Parents will be able to access this entitlement through one of the following options.

Option 1

Full-time in the Reception Year from 1 September following the child's 4th birthday.

Option 2

Part-time in the Reception Year from 1 September following the child's fourth birthday.

Option 3

Part-time in an Early Years setting.

B Deferred Entry to Primary Schools

- 1 Where the Authority offers a place at a primary or infant school, a parent who accepts that school place can defer entry to that school until the term after the child's fifth birthday.
- 2 There may be Spring and Summer Term admissions as a result of parents who have deferred their child's entry.
- 3 The deferred place at that school will be held for that child and will not be available to be offered to another child.
- 4 The deferred place must be taken up during the same school year for which the offer of the place was made and accepted.
- 5 Entry to a school cannot be deferred to:
 - a) the next academic year; or
 - b) beyond the beginning of the term following the child's fifth birthday.

C Summer Born Children

- 1 Parents of summer born children, (those born from 1 April to 31 August) can request that their child delays entry to Reception year group for a year.
- 2 The child would then be admitted into Reception Year group in the following year when other children in they age range are beginning Year 1.
- 3 Parents must write to the Admissions Team requesting this and provide any information in support of their request.
- 4 A decision is taken by the Admission Authority based on the circumstances of the case and in the best interests of the child.

D Admission of Children Outside of Their Normal Age Group

- 1 Parents of gifted and talented children, summer born children, or those who have experienced problems or missed part of a year, for example due to ill health, can seek places outside their normal age group.
- 2 A determination on the exceptional circumstances will be made by the Authority based on the information provided by the parent.
- 3 Where the decision is to refuse admission there is no right of appeal if the child is offered a place in another year group in the school.

E Children of UK Service Personnel

- 1 For families of service personnel with a confirmed posting to their area, or crown servants returning from overseas the admission authority must:
 - a) allocate a place in advance of the family arriving in the area provided the application is accompanied by an official letter declaring a relocation date and a Unit postal address or quartering area address when considering the application against oversubscription criteria.

F Oversubscription Criteria

- 1 Where the number of applications for a primary or secondary school received during the normal admissions round exceeds the admission number of the school, or an admission limit set higher than the admission number, then admission will be determined in accordance with the following priority of admission criteria:

Children who have an Education Health Care Plan (EHCP) which names the school are required to be admitted.

First, Looked After Children (LAC), Previously Looked After Children (PLAC), and children who have been in state care outside of England (IPLAC).

Second, to children with brothers and/or sisters attending the school on the proposed date of admission.

Third, to children living nearest the school; the distance to be measured by a straight line between the centre point of the child's ordinary place of residence and the main entrance to the school building.

- 2 The child's ordinary place of residence will be deemed to be a residential property at which the person or persons with parental responsibility for the child resides at the closing date for receiving applications for admission to school.

Where parental responsibility is held by more than one person and those persons reside in separate properties, the child's ordinary place of residence will be deemed to be that property at which the child resides for the greater part of the week including weekends.

Where responsibility for a child is shared evenly, the person receiving Child Benefit is deemed to be the person responsible for completing application forms, and whose address will be used for admissions purposes.

- 3 For the sibling criterion to be applicable one of the following conditions must exist:
 - a) brother and/or sister to be permanently resident at the same address.
 - b) stepbrother and/or stepsister to be permanently resident at the same address (to include half-brothers/sisters).

- 4 A 'looked after child' is a child who is (a) in the care of a local authority, or (b) being provided with accommodation by a local authority in the exercise of their social care functions at the time of making an application to the school.

Previously looked after children are children who were looked after, but ceased to be so because they were adopted (or became subject to a residence order or special guardianship order).

G Expressing a Preference for Admission to the Relevant Year Group

- 1 This procedure applies to admission for the Reception Year in either a primary school (age range 5-11) and to Year 7 in a secondary school.
- 2 For admission to the Reception Year Group or Year 7, parents will be invited to express three preferences for those schools at which they wish their child to receive education.
- 3 Preferences will be made via the online admissions system or on the common application form.
- 4 The application will provide three spaces in which parents can state their preferences in rank order and give reasons for those preferences.
- 5 Applications can be submitted through the Council Website using the Online Admissions System, which is the preferred method of application recommended to parents. Forms can also be posted or emailed directly to School Admissions (parents are advised to obtain proof of posting if using a postal service)

For primary applications, the common application form for admission to school during the normal admissions round can be handed in to the school ranked first on the common application form. For secondary schools the completed form can be handed in to the child's current primary school. Parents are advised to gain a receipt from the school they have handed the form to.

- 6 Applications must be submitted by the closing dates of 31st October 2023 for secondary schools and by 15th January 2024 for primary schools.

H Single Offer of a School Place

- 1 All preferences for individual schools will be treated equally.
- 2 For each preference expressed the Authority will determine whether the child is eligible for admission.
- 3 Where a preference is expressed for a primary or secondary school which is oversubscribed the Authority will apply the priority of admission oversubscription criteria.

- 4 The Authority will make a single offer of a school place for the highest ranked preference where the child is eligible for admission to school.
(See Annex 3)
- 5 For children not resident in Barnsley, the offer of a place will be made by the Authority in which the child resides.
- 6 The Authority will only make a single offer of a school place.
- 7 The offer of a place to a parent will be communicated to the parent on the offer day of 16 April 2024 for primary schools and 1 March 2024 for secondary schools.
- 8 No acknowledgement of an offer will be required from the parent where they accept that offer of a place.
- 9 However, where a parent declines the offer of a place made to them by the Authority, they must inform the Authority within 10 working days from the date of receipt of the letter.
- 10 Where the Authority cannot make a single offer for any of the preferences expressed by a parent resident in Barnsley, an offer will be made to the parent for the nearest community or voluntary controlled school in Barnsley with places available to the child's ordinary place of residence. This may also include a voluntary aided school or academy.

For definition of 'nearest' and 'ordinary place of residence' see Section D points (1) and (2).

- 11 The offer of a place under point 10 will be done after the offers made for all other preferences to schools, and before the offer day.
- 12
 - a) Where a place has been allocated and the parent declines that place and requires a place at a school ranked lower on the original common application form, the parent must notify the Authority in writing.
 - b) Where a place has been allocated and the parent declines that place and requires a place at a school not originally named by the parent, the parent will be required to complete another application.

The allocated place will remain assigned to the child until such time as the parent accepts an offer for another school.

- 13 Where an application submitted by a parent contains fewer than three preferences it will be dealt with under the same criteria as one which contained three.
- 14 In the case where a parent fails to complete and submit an application form they will not receive a single offer of a school place on National Offer Day.

I Late Applications

- 1 Late applications received for primary schools after 15 January 2024 by the Authority will be considered after the determination of the single offer of a school place for those common application forms received by 15 January 2024.
- 2 Late applications for secondary school received by the Authority up to 30 November 2023 will be included in the offer of places made on the offer day.
- 3 Late applications for secondary schools received after 30 November 2023 by the Authority will be considered after the determination of the single offer of a school place for those common application forms received by 30 November 2023.

J Waiting Lists

- 1 The Authority will establish a waiting list for all schools where the number of applications for those schools has exceeded the places available in the relevant year group.
- 2 Names of children will automatically be placed on the waiting list for a school where they have not been offered a place where that school is ranked above that at which a place has been offered to the parent.
- 3 Parents will have the right to request their child's name placed on the waiting list for a school where they have not been offered a place which is ranked lower than that at which they have received a single offer of a school place.
- 4 A vacancy arises in Reception Year and Year 7 only when the number of allocations to a particular school fall below the admission number (or a higher admission limit where one has been set). Any vacancy which arises in Year R or Year 7 following allocation of places will be filled from the waiting list.
- 5 The waiting list will be established on the offer day and be maintained up to the end of the Autumn Term in the admission year.
- 6 The waiting list is determined according to the Authority's priority of admission oversubscription criteria.
- 7 Following the offer day should an application be received for a school where the pupil has a higher priority, as determined by the admissions criteria for a place at the school, they will be placed on the waiting list above those with a lower priority.

- 8 Parents who intend to appeal against the Authority's decision not to offer a place at a preferred school(s) should do so irrespective of having their child's name placed on the waiting list.
- 9 For those parents who proceed to an independent appeal, no consideration is given to a child's position on the waiting list.

K False Information

- 1 Where the Authority has made a single offer of a place at a school on the basis of a fraudulent or intentionally misleading application from a parent, which has effectively denied a place to a child with a stronger claim to a place at the school, the offer of a place will be withdrawn.
- 2 Where a child starts attending the school based on fraudulent or intentionally misleading information, the place may be withdrawn depending on the length of time that the child has been at the school. Where a place or an offer has been withdrawn the application will be re-considered and an independent appeal offered where the child is not re-admitted to the school.
- 3 Where it is established that the place was obtained based on fraudulent or intentionally misleading application and the child continues to attend the school, the sibling criterion will cease to apply in the event of the parent making an application to the same school on behalf of a younger child in the family.

L Appeals Against the Authority's Decision Not to Offer A School Place

- 1 Any parent whose child is not offered a school place for which they have expressed a preference has the right to an independent appeal.
- 2 The right of an independent appeal applies to all preferences expressed.
- 3 Parents who intend to make an appeal must submit a Notice of Appeal to the Authority within 20 school days of receiving the offer letter.
- 4 Normally appeal hearings will be held within 40 school days of the closing date for receiving the notice of appeal.
- 5 For twice excluded pupils see section N.

M No Common Application Form Received for Children Resident in Barnsley

- 1 On 1 July 2023 the Authority will identify children for whom no common application form has been received.
- 2 These parents will be contacted to determine whether they intend to apply for a maintained school in any local education authority area.
- 3 Where parents inform the Authority that their child will be attending a school not maintained by a local education authority (private/independent) no place will be allocated to the child.
- 4 All other children not included under Part 3 will be allocated a place as follows:
 - a) where subsequently a common application form is submitted – a single offer of a school place will be made in accordance with the admission arrangements.
 - b) where no common application form is received – a place will be allocated to the child at the nearest community and voluntary controlled school in Barnsley with places available to their normal place of residence.

N Applications for Admission to Schools Outside the Normal Admissions Round

- 1 Where applications are received for admission to school following the offer day they will be dealt with as follows:
 - a) admission where the year group is below the admission number (or higher admission limit where one has been set).

The parent will be offered a place
 - b) admission where the year group is above the admission number (or higher admission limit where one has been set).
 - (i) where the Authority determines that there would not be prejudice to the provision of efficient education or the efficient use of resources by the admission the parent will be offered a place.

- (ii) where the Authority determines that there would be prejudice to the provision of efficient education or the efficient use of resources by the admission the parent will not be offered a place.

The prejudice referred to under b(ii) may arise by reason of measures required to be taken in order to ensure compliance with the duty imposed on the Authority to comply with the statutory limit on infant class sizes.

- 2 Where the admission is for Years 8-11 inclusive, and the pupil is deemed to be a pupil with challenging behaviour the Authority can determine not to offer a place even though there may be places available in the appropriate year group because to do so would prejudice the provision of efficient education or the efficient use of resources.

This will be where the school to which the application is made has a particularly high concentration of pupils with challenging behaviour and where either:

- a) it is under special measures or has recently come out of them (within the last two years); or
 - b) it has been identified by OFSTED as having serious weaknesses; or
 - c) it is subject to a formal warning notice; or
 - d) it is a Fresh Start school;
 - e) or it is a secondary school, less than 25% of whose pupils are achieving 5 or more GCSEs at grades A* - C.
- 3 Where a parent is not offered a place at a school outside of the normal admission round they have the right to an independent appeal.

O Twice Excluded Pupils

- 1 Where a child has been permanently excluded from two or more schools, parents can express a preference for a school place, but the requirement to comply by the Authority does not apply.
- 2 Where the Authority does not comply with a parent's preference, the parent does not have the right of an independent appeal.
- 3 Where a child has been permanently excluded from two or more schools this provision applies to them during the period of two years beginning with the date on which the latest of those exclusions took effect.

P Distance Criterion: Tie Break

- 1 Where the offer of the remaining place in the relevant year group could be made to the parent of eligible multiple siblings, resident at the same address, it will be for the parent to determine for which sibling the single offer of the school place

will be made.

- 2(a) Where the offer of the remaining place in the relevant year group could be made for a number of eligible children resident equidistant from the school the determination of the single offer will be by Random Allocation.
- (b) The Random Allocation will be completed by the Local Authority's admission system.

DRAFT

ANNEX 1

Community and Voluntary Controlled Schools

NAME OF SCHOOL	ADMISSION NUMBER
Athersley North	40
Barugh Green	45
Birkwood	60
Brierley	30
Burton Road	45
Cawthorne	20
Cherry Dale	40
Gawber	30
Greenfield	40
Hoylandswaine	20
Jump	30
Joseph Locke	60
Keresforth	30
Lacewood	30
Ladywood	30
Millhouse	20
Oxspring	20
Shawlands	40
Silkstone	30
Silkstone Common	20
Springvale	30
Summer Lane	40
Thurgoland	30
Thurlstone	25
Secondary Schools	
Penistone Grammar	320

ANNEX 2

Timetable for admission to primary school

Closing date for receiving applications 15 January 2024

Offer day 16 April 2024

Appeals completed End of Summer Term 2024

Timetable for admission to secondary school

Closing date for receiving applications 31 October 2023

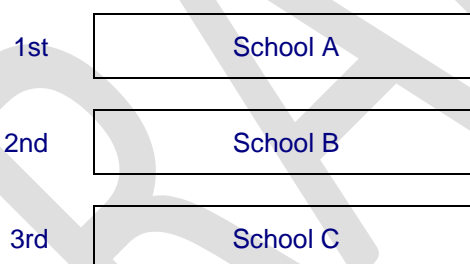
Offer day 1 March 2024

Appeals completed End of Summer Term 2024

ANNEX 3

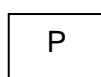
Criteria for the offer of a single place at a primary, infant, junior or secondary school

- 1 A resident in Barnsley will only receive a single offer of a school place at any primary, infant, junior or secondary school if they have completed a common application form.
- 2 Parents are to express three preferences for the school they wish their child to attend and list them in rank order.
- 3 All three preferences will be treated equally by the Authority.
- 4 Where a preference meets the criteria for a school the child becomes eligible for a potential offer.
- 5 Where there is only one potential offer, that will be the single offer of a school place at a primary, infant, junior or secondary school made to the parent on the offer day.
- 6 Where there are two or three potential offers, the ranking of the expressed preferences on the common application form will be used to determine which of those potential offers becomes the single offer of a place.



Preferred Schools in rank order		Outcomes							
		1	2	3	4	5	6	7	*8
1st	School A	P ✓	R	R	P ✓	P ✓	P ✓	R	R
2nd	School B	P	P ✓	R	P	R	R	P ✓	R
3rd	School C	P	P	P ✓	R	P	R	R	R

Key



Places available – child eligible for admission and therefore a potential offer



School oversubscribed – child not eligible for admission based on priority of admission criteria

✓ Highest ranked preference available for which the single offer of a school place will be made

*See section H10

This page is intentionally left blank

Equality Impact Assessment

Stage 1 Details of the proposal

Name of service Directorate	Children's Services
Name of officer responsible for EIA Name of senior sponsor	School Admissions and Access Manager
Description / purpose of proposal	Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools for 2024-2025
Date EIA started	06/12/2022
Assessment Review date	Not applicable in this instance

Stage 2 - About the proposal

What is being proposed?	Admission Arrangements for Community and Voluntary Controlled Primary and Secondary Schools for 2024-2025
Why is the proposal required?	Admission authorities determine the admission arrangements for the school(s) for which they have responsibility. A report is submitted to Cabinet on an annual basis to approve the admission arrangements for maintained community and voluntary controlled schools within the Borough for the admission year. Local Authorities must determine the admission arrangements each year even if no consultation has been required.

What will this proposal mean for customers?

The scheme provides a consistency of approach across Barnsley community and VC schools, and ensures compliance with appropriate legislation.

Stage 3 - Preliminary screening process

Use the Preliminary screening questions to decide whether a full EIA is required

Yes - EIA required (go to next section)

No – EIA not required (provide rationale below including name of E&I Officer consulted with)

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

Data used in the school admissions process include the following:

- Official Census 2011 and 2021
- Latest published Schools Census
- Annual Barnsley Borough Profile
- Barnsley Local Plan

Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

Department for Education statistical information on the characteristics of children at the Early Years Foundation Stage in Barnsley, together with informal consultation with parents and carers'

Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

No

Data: Formal consultation

What information has been gathered from formal consultation?
Information on the characteristics of young children being admitted to primary and secondary schools in the Borough is collated as part of admission arrangements and any specific needs emerging through a protected characteristic is met as far as possible, in accordance with statutory responsibilities

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics
 (state if negative impact is substantial and highlight with **red text**)
 Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative '-'	Positive '+'	No impact	Don't know	Details
Sex			x		None
Age			x		Not applicable
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, invisible illness, Mental Health etc</i>			x		The scheme of admission to community and voluntary controlled primary and secondary schools in the Borough will consider and as far as possible meet any specific needs of individual children, siblings or groups of children, emerging through a protected characteristic as defined by the Equality Act In addition, all local authority, maintained schools and academy trusts have a statutory duty to promote equality and eliminate unlawful or inadvertent discrimination in their settings
Race			x		Please see above
Religion & Belief			x		Please see above
Sexual orientation			x		Please see above
Gender Reassignment			x		Please see above
Marriage / civil partnership			x		Not applicable

Pregnancy / maternity			x		Not applicable
-----------------------	--	--	---	--	----------------

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services			x		The admission arrangements for community and voluntary controlled primary and secondary schools is compliant with and promotes the Armed Services Covenant
Lower socio-economic			x		The admission arrangements for community and voluntary controlled primary and secondary schools in the Borough will consider and as far as possible meet any specific needs of individual children, siblings or groups of children, emerging through a protected characteristic as defined by the Equality Act
Other ...			x		-

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment ([found at](#))

If not, move to Stage 7.

Please use the action plan to be taken to ensure the new service complies with reasonable adjustments for disabled people.

Not yet live

The proposal will meet the minimum access standards.

The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date
----------------------	--------------	-----------------

Admission to school has an appeals' process which provides the scope to review offers of a school place which help promote equality and eliminate unlawful or inadvertent discrimination. This will continue	School Admissions and Access Manager	Continuous
Any formal objections to the admission arrangements must be made through the Schools Adjudicator which will be reviewed if any action is needed.	School Admissions and Access Manager	Continuous

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Please see above		

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date
Not yet live	

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact	The proposed policy complies with legislation and is fair and transparent across the Borough for all service users.
-----------------------------------	---

--	--

Summary of next steps	Please see above
------------------------------	------------------

Signature (officer responsible for EIA) Date	
---	--

**** EIA now complete ****

Stage 9 – Assessment Review

(This is the post implementation review of the EIA based on date in Stage 1 if applicable)
What information did you obtain and what does that tell us about equality of outcomes for different groups?

--

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF THE: EXECUTIVE DIRECTOR CHILDREN'S SERVICES

TITLE: Post-16 education consultation for young people with Education, Health and Care Plans

REPORT TO:	CABINET
Date of Meeting	25 January 2023
Cabinet Member Portfolio	Children's Services
Key Decision	Yes
Public or Private	Public

Purpose of report

To provide Cabinet with feedback and recommendations from the recent review and consultation of Further Education (FE) for young people with Education, Health and Care Plans (EHCPs). The consultation took place between 7th October 2022 to 4th November 2022.

The consultation proposed a change to practice that would result in the amount of FE young people with EHCP's receive be based on their individual educational needs, rather than the setting they attend.

Council Plan priority

*Health Barnsley
Learning Barnsley
Growing Barnsley*

Recommendations

That Cabinet approves the following:

- 1. Change to practice so that the amount of education a young person with an EHCP receives in FE is based on their individual educational needs.**
- 2. That implementation be delayed from September 2023 until September 2024 in response to the consultation.**
- 3. Development of the Post-16 five-day offer, should be finalised in September 2023 and implemented for September 2024.**

1. INTRODUCTION

- 1.1 Barnsley Council has carried out a consultation with stakeholders regarding a change to commissioning practice of FE for young people with EHCPs. The consultation ran from 7th October 2022 until 4th November 2022.
- 1.2 The consultation proposed all young people with EHCPs receive the average full-time FE hours (equivalent of 600 hours per academic year) with any increase above this being based on individual educational need, rather than it being dependent on the setting they attend.

Legislation and Funding Regulations

- 1.3 FE caters for young people aged 16-19 year and up to 25 years for young people with an EHCP. The Department for Education (DfE) states the average full-time study programme in FE is 600 hours per academic year. This is the equivalent of just under 16 hours per week, or three school days. The Education, Skills and Funding Agency (ESFA) fund FE based on the amount of hours which providers plan for their learners. Their maximum funding band is band 5 (excluding T-Levels), which for 2023/24 stipulates a minimum of 580 hours (see Appendix 1).
- 1.4 All Barnsley young people with EHCPs attending mainstream FE settings on a full-time basis receive between 580 and 600 hours. For those in specialist FE settings, the majority receive between 580 and 600 hours, although some receive the equivalent of five-days per week. This isn't dependent on individual educational needs but instead the setting they attend. This results in inequalities when commissioning education for young people with EHCPs.
- 1.5 There is a need for a five-day offer in Post-16 education for a small proportion of young people. In most cases a five-day offer is required to meet health and/or care needs, alongside educational needs. This is identified in the SEND Code of Practice (2015) that states *“Local authorities should consider the need to provide a full package of provision and support across education, health and care that covers five days a week, where that is appropriate to meet the young person’s needs”* (8.39).
- 1.6 For those attending specialist education settings five-days a week, the ESFA's High Needs Funding operational guide for 2023/24 explains this frequently consists of integrated education, health and care provision. Under education funding regulations for young people with EHCPs *“The High Needs Block may not be used to meet non-educational costs”*, such as health and care provision.
- 1.7 Implementing the recommendations within this report may result in a reduction in the amount of time commissioned by education for those receiving five-days a week provision. However, it will strengthen joint commissioning between education, health and care and the accountabilities of each commissioning partner. This in turn will enhance a person-centred approach in meeting the holistic needs and outcomes of young people as they prepare for adulthood.

Consultation feedback

- 1.8 From the online survey, 71% of respondents agreed the amount of time in FE should be based on ‘individual educational needs’. However, some responses stated the holistic complexities of their child/children required five-days provision post-16. Of the 29% who stated it should be based on ‘the education setting attended’, responses included the routine and structure of attending the same setting as important for their child/children.
- 1.9 With regards to the impact which the change to practice would have on families, responses included parents/carers feeling they would need to reduce their hours at work or give up work altogether as they felt their caring commitments would increase as a result. Disruption to young people’s routines, potential increased isolation, ability to develop and maintain friendships, transitions and impacts to mental health and wellbeing of family members and young people were cited. A lack of capacity and other appropriate options/activities that would/could sit alongside education to make a five-day offer were also raised.

Evaluation

- 1.10 From the feedback collated during the consultation period, some parents and carers were concerned the proposed change to practice was an attempt to take something away. This is not the case and is an opportunity for education to align itself with the relevant legislation and funding regulations, whilst improving joint commissioning across education, health and care and the accountabilities of each partner in meeting young people’s needs.
- 1.11 Health and care partners have the ability to commission health and care provision provided by an education setting that offers integrated education, health and care. However, the SEND Code of Practice (2015) also states where a five-day offer is considered as required by the LA that this may include time at other settings and in other provision. Should the recommendations within this report be approved it will be important for education, health and care to work closely together with those young people, their parents and carers, who may need additional provision and support across five-days a week. This will support their transitions to Post-16 provision and their preparation for adulthood.
- 1.12 Feedback collated has informed the recommendations in this report. Whilst it is considered the change in practice to the commissioning of education is required, it is proposed this is delayed until September 2024, instead of September 2023. This will enable an appropriate timeline to work closely with young people, parents/carers, other stakeholders and commissioning partners to develop the five-day offer across education, health and care in meeting the holistic needs of young people with EHCPs Post-16.

2. PROPOSAL

2.1 Recommendations

For Cabinet to approve:

- **The change to practice so that the amount of education a young person with an EHCP receives in FE is based on their individual educational needs. However, rather than implementation for September 2023, this be delayed until September 2024**

The proposed change to practice would ensure consistency and equality in the commissioning of FE for young people with EHCPs, whilst aligning with relevant legislation and funding regulations.

- **Development of the Post-16 five-day offer, to be developed by September 2023 and implemented for September 2024**

Commissioning partners (including young people and parent/carer co-production) collaborate to produce and publish a post-16 five-day offer on the Local Offer. To include eligibility criteria, commissioning accountabilities and practices, how to access assessments, personal budget information, provision and services available through the different commissioning partners. Ready for publication September 2023, implementation 2024.

The development and implementation of a Post-16 five-day offer would provide clear information for young people, parents and carers as they plan transitions to Post-16.

3.0 IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

3.2 Consultations have taken place with representatives of the Service Director - Finance (S151 Officer).

3.3 There would be an expectation for the Council and the Barnsley Place ICB to meet the needs of young people who require more provision / support beyond the average full-time education Post-16 (i.e. fill the gap). Costs will be based on the individual needs of learners and will be jointly agreed across education, health and care.

3.4 Legal

There are no legal implications as a result of this report.

3.5 Equality

A full EIA has been completed and submitted as Appendix 2 to this report.

3.6 Sustainability

Please see decision-making wheel below:



It is envisaged there will be positive benefits to approval and implementation of the recommendations. This includes increasing sufficiency of specialist in Borough E&T places for young people with EHCPs, reducing reliance on out of Borough settings and enabling young people to be educated in their local communities.

By strengthening joint commissioning Post-16 across education, health and care, it is envisaged there will be improved outcomes holistically for young people, strengthening their preparation for adulthood.

3.7 Employee

There are no direct employee implications as a result of the recommendations.

3.8 Communications

A comprehensive communications plan was implemented to ensure all appropriate stakeholders were made aware of the consultation, how to find out further information and have their say. This included the use of the Local Offer, social media and targeted letters, emails and phone calls.

4. CONSULTATION

- 4.1 A formal consultation took place between 7th October and 4th November 2022. During this period young people, parents/carers, education providers, MPs, Councillors, Barnsley Special Educational Needs and Disabilities Information, Advisory and Support Service (SENDIASS) Barnsley SEND Parent and Carer Alliance, commissioning partners (children's and adult's social care and health),

EHC Team and Targeted Information Advice & Guidance team (TIAG) have been consulted.

- 4.2 All stakeholders were made aware of the consultation via a comprehensive communications plan, with a range of drop-in sessions, online survey, emails and telephone calls used as methods to collate varying stakeholders' views and opinions.
- 4.3 There were 37 responses to the online survey. Of these, 2 were young people, 33 parents/carers, 1 education institution and 1 other. In total, 16 parent/carers and 2 young people attended drop-in/information sessions. Feedback was collated via telephone with 4 parents/carers. An all members briefing with Councillors took place.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The alternative option to the recommendation/s are for education to continue to fund five-day provision post-16. However, this is not aligned with relevant legislation and funding regulations and risks the ability to progress towards a sustainable model in meeting the educational needs of children and young people with EHCPs.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Outlined within the report

7. GLOSSARY

DfE = Department for Education

DSG = Designated Schools Grant

E&T = Education & Training

EHCP = Education, Health and Care Plan

ESFA = Education, Skills and Funding Agency

FE = Further Education

HNB = High Needs Block

LA = Local Authority

SEND = Special Educational Needs and/or Disabilities

TIAG = Targeted Information, Advice and Guidance

8. LIST OF APPENDICES

Appendix 1: ESFA Element 1 funding for FE Study Programmes (based on hours)

Appendix 2: Post 16 Education Provision for Young People with EHCPs (September 2024) Equality Impact Assessment

9. BACKGROUND PAPERS

Children and Families Act (2014)

High Needs Funding: 2023 to 2024 operational guide, ESFA (updated 17 October 2022)

Funding guidance for young people 2022 to 2023, ESFA (updated July 2022)

16 to 19 funding: information for 2022 to 2023, ESFA (updated 17 December 2021)

SEND Code of Practice (2015)

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Joshua Amahwe (07/12/22)</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Jason Field 7/12/22</i>

Report Author: Neil Wilkinson
Post: Projects & Contracts Manager

National funding rate for students funded via the 16 to 19 funding formula

Table 1

Band (study programmes excluding T levels)	Annual planned hours	Students	National funding rate per student
5	580+ hours	16- and 17-year-olds and students aged 18 and over with high needs	£4,542
4a	485+ hours	students aged 18 and over who are not high needs	£3,757
4b	485 to 579 hours	16- and 17-year-olds and students aged 18 and over with high needs	£3,757
3	385 to 484 hours	all students	£3,056
2	300 to 384 hours	all students	£2,416
1	up to 299 hours	all students	£4,542 proportion of band 5

(Source: [16 to 19 funding: information for 2022 to 2023, ESFA](#))

Equality Impact Assessment

Post-16 consultation of Education & Training (E&T) for young people with Education, Health and Care Plans (EHCPs)– recommended outcomes

Stage 1 Details of the proposal

Name of service

Employment & Skills

Directorate

Growth and Sustainability - BU4

Name of officer responsible for EIA

Neil Wilkinson

Name of senior sponsor

Description / purpose of proposal

A report is due to go to cabinet 25/01/2023 recommending: 1. A change to commissioning practice of Post-16 E&T for young people with EHCPs. 2. Development of the Post-16 five-day offer for young people with EHCPs.

Full-time Education Post-16 is on average 600 hours per year (equivalent of 16 hours per week over academic year). Most young people with EHCP's receive this amount of education, but some receive up to 1,140 (equivalent of up to 30 hours per week). This isn't based on individual educational needs, but the setting they attend. The proposed change to practice would result in the amount of education a young person with an EHCP receives being based on individual educational needs rather than the setting they attend.

This will likely result in a reduction of the amount of education time some receive. Aligned to the relevant legislation, some young people with EHCPs will require a five-day offer to meet their holistic education, health and care needs and so the final recommendation in the report is intended to address this need and ensure the Local Authority has a fit for purpose five-day offer across education, health and care for those considered as requiring this.

A formal consultation took place between 7 October 2022 and 4 November 2023 that informed the recommendations within the cabinet report.

Date EIA started

23/11/2022

Assessment Review date

Stage 2 - About the proposal

What is being proposed?

A change in practice of commissioning of education for Post-16 E&T of young people with EHCPs.

Development of the Post-16 five-day offer across education, health and care for young people with EHCPs

Why is the proposal required?

Will result in fair and equitable commissioning practice of E&T for all young people with EHCPs

Will ensure effective use of resources

Will strengthen joint commissioning between commissioning partners

Will ensure the development of a holistic and fit for purpose five-day offer Post-16 to meet the holistic education, health and care needs of young people with EHCPs

Strengthens alignment with relevant legislation (notably SEND Code of Practice and High Needs funding regulations)

What will this proposal mean for customers?

Will result in a person-centred approach in meeting individual needs across education, health and care.

May (or may not) result in individuals attending different settings and provision other than their educational setting to receive support with any health and/or care needs. This is dependent on health and/or care commissioning practice and the effective use of commissioning partners resources.

Stage 3 - Preliminary screening process

Use the [Preliminary screening questions](#) (found in the guidance) to decide whether a full EIA is required

Yes - EIA required (go to next section)

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

There are approximately 500 young people (aged 16-25) with EHCPs in Barnsley accessing E&T. There are significant variations in the complexities of individuals needs. This results in significant variations in the levels of support needed to meet individualised education, health and care outcomes for each young person.

Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

All young people with EHCPs aged 16-25 are impacted by the proposals.

The proposals are intended to adapt practices that ensure equality and fairness in the commissioning of E&T as well as strengthen joint commissioning in meeting holistic education, health and care needs of those in scope.

Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

N/A

Data: Formal consultation

What information has been gathered from formal consultation?

From most stakeholders there was support for the proposals and its alignment with relevant legislation in meeting the individual needs of young people with EHCPs.

From some parents/carers there was some concern the proposed change to practice would result in a reduction of provision for their child. It was felt in turn this could have adverse effects for their child as well as increasing caring commitments on families and their ability to work. The final two recommendations in the proposals were not part of the formal consultation and have been included within the proposals to ensure concerns are allayed, and that a five-day offer Post-16 is accessible for those who are considered to require it, with appropriate contribution across education, health and care to meet individuals relevant education, health and care needs.

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative '-'	Positive '+'	No impact	Don't know	Details
Sex		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of sex. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those from any sex in scope should result in a positive impact.
Age		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of age. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those from any age in scope should result in a positive impact.
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, invisible illness, Mental Health etc</i>		X			The proposals directly impact all those with EHCP's aged 16-25. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those in scope should result in a positive impact. The person-centred approach would also ensure any reasonable adjustments are put in place to address the access and communication needs of all young people with disabilities.
Race		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of race. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting

					holistic needs, those from any race in scope should result in a positive impact. The person-centred approach would also ensure any reasonable adjustments are put in place to address the access and communication needs of all young people with from BME backgrounds.
Religion & Belief		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of religion & belief. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those from any religion & belief in scope should result in a positive impact.
Sexual orientation		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of sexual orientation. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those from any sexual orientation in scope should result in a positive impact.
Gender Reassignment		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of gender reassignment. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those in scope should result in a positive impact.
Marriage / civil partnership		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of marriage/civil partnership. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those married or in civil partnership in scope should result in a positive impact.
Pregnancy / maternity		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of whether pregnant or on maternity. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those in scope should result in a positive impact.

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of whether ex services or not. As the proposals would

					result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those who are ex services in scope should result in a positive impact.
Lower socio-economic		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of socio economic status. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those from any socio economic group in scope should result in a positive impact.
Other ...		X			The proposals directly impact all those with EHCP's aged 16-25, irrespective of any other characteristic. As the proposals would result in a person-centred approach and enhanced joint commissioning across education, health and care in meeting holistic needs, those in scope should result in a positive impact.

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to be taken to ensure the new service complies with the minimum access standards. Reasonable adjustments for disabled people.

Not yet live

The proposal will meet the minimum access standards.

The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date
Analysis of equality data for those impacted by the proposals	Neil Wilkinson	23/11/2023

Equality data correlation with progression against outcomes for those impacted by the proposals	Neil Wilkinson	15/09/2025 (as the proposal would not come into effect until September 2024)

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Proposals recommend a delay until September 2024 (instead of 2023) to ensure equality in implementation (based on feedback received during consultation period)	Neil Wilkinson	15/11/2022
Review of impact (part of plan, do, assess, review)	Neil Wilkinson	15/09/2025

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date
Not yet live	

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact	The proposed changes will impact some young people with EHCPs (and therefore have a SEND), by resulting in practice that is centred around
-----------------------------------	--

individual need rather than setting attended.

The proposals intend to enhance the effectiveness of joint commissioning across education, health and care partners that should result in improving outcomes and needs holistically.

Summary of next steps

Signature (officer responsible for EIA) Date



23/11/2022

**** EIA now complete ****

Stage 9 – Assessment Review

(This is the post implementation review of the EIA based on date in Stage 1 if applicable)

What information did you obtain and what does that tell us about equality of outcomes for different groups?

BARNSELY METROPOLITAN BOROUGH COUNCIL

**REPORT OF: EXECUTIVE DIRECTOR PUBLIC HEALTH & COMMUNITIES
EXECUTIVE DIRECTOR GROWTH & SUSTAINABILITY**

TITLE: BARNSELY SAFER ROADS STRATEGY 2023 - 2033

REPORT TO:	CABINET
Date of Meeting	25 January 2023
Cabinet Member Portfolio	CABINET SPOKESPERSON – PUBLIC HEALTH AND COMMUNITIES CABINET SPOKESPERSON – HIGHWAYS AND TRANSPORT
Key Decision	Yes
Public or Private	Public

Purpose of report

Barnsley has seen a significant reduction in road traffic collisions over the past 10 years. However, the last three years have seen the number of people killed or seriously injured (KSI) remain relatively unchanged. We therefore need to take a new approach to prevent death and serious injury on our roads. Our new “Barnsley Safer Roads Strategy 2023-2033” adopts a safe system approach which seeks to make further reduction, to promote a road safety culture by developing a “public discourse” of shared ownership. This new strategy adopts a whole system approach by supporting joint working with our partners and ensures Barnsley Council continues to fulfil relevant statutory duties.

Council Plan priority

This strategy is integral to support the overarching Barnsley 2030 Vision. This will enable Barnsley Council to make further improvements to the transport network to enhance mobility and accessibility for all, with safer roads and public spaces as the central enabler, and therefore contributes to the Healthy Barnsley, Growing Barnsley and Sustainable Barnsley themes.

Recommendations: That Cabinet:

1. Adopt the Barnsley Safer Roads Strategy.
2. Support the step change in the Barnsley Council approach to road safety culture, by championing our new Safe System approach and creation of a shared responsibility and understanding required to see an improvement in road safety locally – so *Our people travel to arrive*.

1. INTRODUCTION

- 1.1 The Barnsley Safer Roads Strategy (BSRS) (Executive summary appendix 1, full strategy appendix 2) seeks to create safer roads and places for our residents and for those who come to visit and work in Barnsley. The vision within our strategy is: '*Our People Travel to Arrive*' which recognises that mobility is a function of safety and is integral to supporting the overarching aims of Barnsley 2030.
- 1.2 Enhancing safety, mobility, and accessibility for all, with safer roads and public spaces as the central enabler, will ultimately save lives, further enable active travel and present greater opportunities for residents – contributing to Barnsley as *the place of possibilities*.

2. PROPOSAL

Our Performance

- 2.1 Barnsley's road safety performance over the past 10 years has seen a significant reduction in the number of road incidents resulting in injury or death. This has been achieved through the effective work of Barnsley Council in collaboration with partners. The majority of this reduction has been in the 'slight' category, with the Fatal (Killed) and Serious Injuries (KSI) showing reduction to a lesser extent. Therefore, Barnsley roads are generally safer than ten years ago, but the reduction in more serious injury and deaths has flatlined and requires a change in our approach.

A New Approach—Safe System

- 2.2 Barnsley is adopting an internationally recognised *Safe System* approach which seeks to create a shared responsibility for road safety – by developing a 'public discourse' and enabling communities to take ownership of safety on their roads. This approach is fully aligned with the South Yorkshire Safer Road Partnership (SYSRP) "Strategy to 2030 and beyond..."(SYSR strategy).
- 2.3 The Barnsley Safer Road Strategy is a collaborative system-wide approach, in which the whole Council has a shared responsibility to its delivery, working closely with our communities and partners.

Our road safety ambitions

- 2.4 Barnsley Council has adopted the SYSRP 2030 ambition of a 50% reduction in KSI casualties (using a baseline period of 2017 to 2019) to produce a target of 78 or below. We share the ambition that any death or serious injury is one too many and the long-term goal is that zero people are killed or seriously injured (Vision Zero by 2050). Our strategy includes the targets from Barnsley's Transport Strategy "Moving from A to B" which includes the ambition to have no fatal incidents and under 400 serious and slight injuries by 2030.
- 2.5 Clear governance is essential in the delivery of the road safety vision; therefore, the strategy will be coordinated by the Safer Roads Working Group,

which will report into the Health and Wellbeing Board along with other key partnerships as required (such as the Safer Barnsley Partnership).

3. IMPLICATIONS OF THE DECISION.

3.1 Financial and Risk

- 3.1.1 The Council's s151 officer or representative has been consulted as part of drafting this report. There are no direct financial implications of the strategy and the proposals outlined within the strategy will be delivered in line with the current budget allocation in the Council's medium-term financial strategy. Through our local road safety working group, we will enable a whole systems approach to Road Safety, working with our partners to join up resources, budget, remove duplication of activities and maximise data and intelligence to ensure that our limited resources are correctly assigned to the appropriate intervention and achieve the best value for money.

3.2 Legal

- 3.2.1 Barnsley Council has a statutory duty under section 39 of the Road Traffic Act 1988 to promote "road safety information and training" which includes preparing and carry out a programme of measures designed to promote road safety and / or appear to the authority to be appropriate to prevent such accidents (for example, engineering, enforcement, behavioural change).

4. EQUALITY

- 4.1 Equality Impact Assessment pre-screening questions (EIA) have been undertaken, which shows a full EIA is not required for this strategy. All relevant projects in the delivery of this strategy will undergo EIAs where required. A copy of the EIA pre-screen is attached at Appendix 3.

5. Sustainability



- 5.1 The sustainability wheel has been completed with the assumption that the proposed strategy will improve road safety. The *Safe System* approach aims to create safer roads and public spaces (and the perception of safer roads) which enables mobility. The Safe System approach particularly benefits active travel modes like walking and cycling which have added health and wellbeing benefits. This strategy may potentially reduce car dependence and see vehicles travelling at lower speeds, resulting in a reduction in vehicle emission and improved air quality.
- 5.2 This improved mobility (choice and resilience) can support Barnsley by improving access to life opportunities, retail, leisure, jobs, education and attract the businesses that we want to our communities.
- 5.3 Therefore, our Sustainability Wheel analysis reflects our shared ambition with our people and communities to have Safer Roads and Places, that attract people and business to make Barnsley their home and keep enabling mobility in our communities. So, *Our People Travel to Arrive* in Barnsley... *a Place of Possibilities*.

6. CONSULTATION

- 6.1 The Strategy was developed with our working group, which includes our key partners in the Council and in the South Yorkshire Safer Roads Partnership. Our strategy builds upon the consultation that the South Yorkshire Safer Roads Partnership undertook in the development of their strategy.

7. ALTERNATIVE OPTIONS CONSIDERED

- 7.1 South Yorkshire Safer Roads Partnership have recently published their 'Strategy to 2030... and beyond.' As part of this, the delivery of many road safety functions has been handed back to local authorities. We have developed our own strategy and associated programme of action, to implement the South Yorkshire approach in Barnsley and ensure we continue to reduce the number of road traffic collisions in the borough.

8. REASONS FOR RECOMMENDATIONS.

- 8.1 Cabinet is asked to adopt the Barnsley Safer Roads Strategy, which outlines a clear challenge to reduce KSI road incidents within the borough.
- 8.2 Cabinet is asked to agree and contribute to a step change in the Barnsley Council approach to road safety culture and develop a collective responsibility to create the 'public discourse' required to see an improvement in road safety locally.

9. GLOSSARY

- KSI: Fatal (Kill) and Serious Injury
- SYSR Partnership: South Yorkshire Safer Roads Partnership (SYSRP) is a collaborative group of public sector organisations that work together to reduce the number of people killed or seriously injured (KSI) in road traffic collisions (RTCs) in South Yorkshire. Its membership consists of Barnsley, Doncaster, Rotherham and Sheffield Councils, South Yorkshire Police (SYP), South Yorkshire Fire and Rescue (SYFR), South Yorkshire Passenger Transport Executive (SYPT), Yorkshire Ambulance Service (YAS), South Yorkshire Safety Cameras (SYSC), the University of Sheffield, Peak District National Park and Highways England.

10. LIST OF APPENDICES

- Appendix 1: Our People Travel to Arrive: Barnsley Safer Roads Strategy 2023 – 2033 Executive Summary
- Appendix 2: Our People Travel to Arrive: Barnsley Safer Roads Strategy 2023 - 2033
- Appendix 3: EIA Pre-screen questions

11. BACKGROUND PAPERS

[Details of background papers **MUST** be included]

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

12. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date Senior Financial Services officer consulted and date Vanessa Hunter 03.01.23
Legal consultation & sign off	Legal Services officer consulted and date Jason Field 03.01.23

Report Author: Ben Brannan / Stephen Campopiano
Post: Senior Public Health Officer / Programme Manager (Road Safety)
Date: 11th January 2023



Our People Travel to Arrive: Barnsley Safer Roads Strategy 2023 – 2033

with the South Yorkshire Safer Road Partnership

Executive Summary



Barnsley – the place
of possibilities.

Foreword

Our Barnsley Safer Roads Strategy (BSRS) builds upon the successful reduction in road traffic collisions over the last ten years. Estimates suggest there have been over 700 fewer road casualties, of which more than 330 would have resulted in a life-changing injury or death, thanks to the efforts of Barnsley Council and key partners on the South Yorkshire Safer Roads Partnership (SYSRP). In recent years, the number of serious injuries and deaths have reduced. Our new strategy intends to further reduce the number of people killed and seriously injured (KSI) on our roads, by adopting an internationally recognised ‘Safe System’ proactive approach, which fully aligns with South Yorkshire Safer Road Partnership (SYSRP) “Strategy to 2030 and beyond...”

Barnsley Council has an ambition of reducing KSIs by at least 50% by 2030 – this has generated an annual target for 2030 of 78 KSIs or below. However, we recognise that every single death or serious injury is a tragedy and is one too many, therefore we have a long-term goal of zero people killed or seriously injured by 2050.

In delivering our new strategy, we will develop a shared understanding and responsibility for road safety by adopting a whole Council approach, alongside Barnsley people, our communities, elected members, and partners.

The delivery of this strategy will be coordinated by the Public Health Team and jointly led by colleagues in Environment and Transport. A multi-agency Barnsley Safer Roads working group will oversee the delivery of the strategy and the associated programme of action. Delivery of this will be held to account by the Health and Wellbeing Board, this is an important shift in the governance of road safety activity. The new governance arrangements ensure that safer roads are seen as a fundamental part of our resident’s health and well-being. This approach will not only reduce the number of people who are killed and seriously injured on our roads but also improve perceptions of safety, enabling mobility and active travel, which directly contributes to a number of the key Barnsley 2030 ambitions as the place of possibilities.

By enhancing safety, mobility, and accessibility for all Barnsley people, with safer roads and public spaces as the central enabler, we will enable personal and social mobility, create further opportunities for active travel and ultimately save lives, realising our vision that ‘Our People Travel to Arrive.’



Councillor Caroline Makinson
Public Health and Communities



Councillor James Higginbottom
Environment and Highways

Introduction to our strategy

The Barnsley Safer Roads Strategy (BSRS) is a key strategic document that seeks to create Safer Roads and Places for our people and for those who come to visit and work in Barnsley. Our Strategy provides the strategic direction for Road Safety on Barnsley roads, and how we work with other Roads Authorities including National Highways, and our key partners in the South Yorkshire Safer Road (SYSR) Partnership in our shared Road Safety ambitions.

Barnsley is adopting a national and international *Safe System* approach which seeks to reframe our “Public Discourse” around Road Safety and is fully aligned with South Yorkshire Safer Road Partnership (SYSRP) “Strategy to 2030 and beyond...”.

The Barnsley Safer Road Strategy is a collaborative system-wide approach, in which the whole Council has a shared responsibility to its delivery, working closely with our communities, our elected members and our valued SYSR partners.

This strategy is integral to support the overarching *Barnsley 2030 Vision* and the Barnsley Transport Strategy “Moving from A to B”. These key policy documents provide a strategic direction for investment in transport throughout the borough over the next 10 years. This will enable Barnsley Council to make further improvements to the transport network that will enhance mobility and accessibility for all, with Safer Roads and Public Spaces as the central enabler.

“Our People Travel to Arrive” Vision.

The ambition of our strategy is to ensure that safety is the principal consideration. That in doing so, enable mobility in any road or public space. This mobility is a shared responsibility between the providers of the transport system and the users. Decision that impacts on Road Safety (interventions / areas of action) are evidence based.

Our People Travel to Arrive Vision recognises that mobility is a function of safety and how our people fulfil their needs, health, well-being, and that by supporting the provision of Safe Roads and Public Space presents opportunities for our people and making *Barnsley the Place of possibilities*.

The Safer Roads Strategy provides a clear plan of co-ordinated areas of action:

- Providing a robust evidence base approach to Road Safety on the underlying areas of concern and associate action plan to bring about significant change;
- Taking a more strategic view of Local Road Safety while contributing to Regional and National Road Safety ambitions;
- Enabling a Coordinated approach to Road Safety through a whole Council approach, while working with Regional and National partners to deliver on their Road Safety commitments;
- Prioritising our short, medium, and long-term Road Safety areas of actions (interventions) and our commitment to deliver generational change; and;
- Ensuring we have shared ambitions with our partners in the form of pipeline of projects, research and community-based collaboration intervention to secure funding opportunities for our people, communities and society;

This strategy covers a range of Road Safety issues facing the borough, with a primary focus on tackling inequality of outcomes in Road Safety, depending upon the demographics, socio-economic status and geographic location of road users. In addition, the strategy examines the underlying causes of injury upon our roads, including analysing the impact of collisions on vulnerable road users, to enable us to focus our collective resources on reducing road safety incidents.

This Strategy is part of a national and international whole traffic approach that is designed to prevent anyone being killed or seriously injured by 2050 (often refer to as “Vision Zero” or “Towards Zero”). Our programme of action outlines the key activities and prioritised projects to ensure that in the future that there is a reduction in incidents resulting injury, with targets of 50% reduction¹ by 2030 of fatal (Killed) and Serious Injury (KSI) and under 400 injury incidents. This is an interim step to our 2050 “Vision Zero” ambitions.

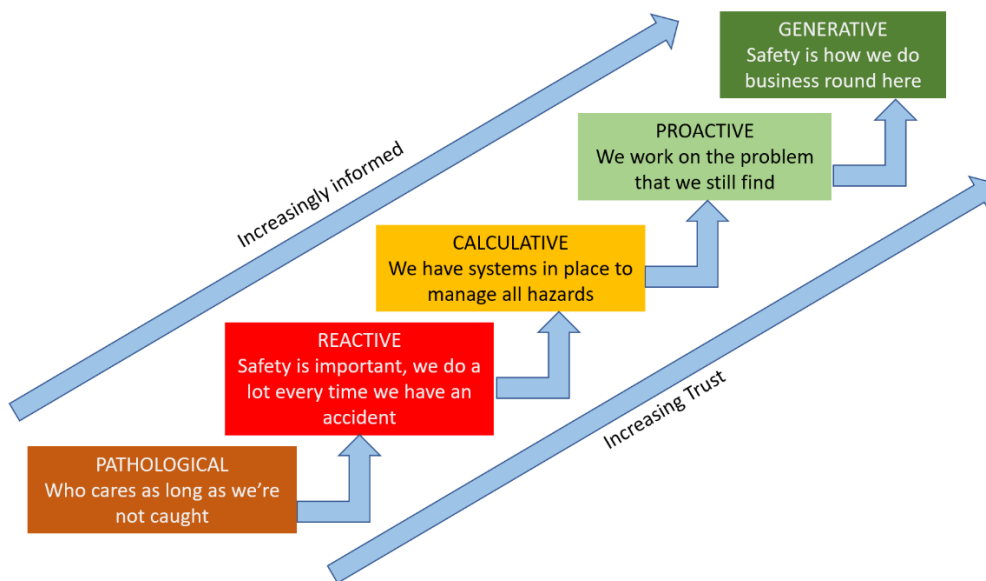
These Road Safety ambitions can only be achieved by working with our valued partners in the South Yorkshire Safer Road partnership, as well as National and Regional transport authorities. This shared responsibility extends to everyone, our people, elected members and our communities to understand their role in the “Safe System” and ensure that it is part of the “Public Discourse”.

Safety Culture – the “Public Discourse”

This “public discourse” seeks to reframe Road Safety into the promotion of a shared responsibility for Road Safety through a whole Council approach, with our people, communities, and partners (SYSRP). The result will be sustainable change in user behaviours across the road network by instilling a social environment that intrinsically supports safe behaviour.

Considering the evolution of our safety culture, we can use “The Hudson Ladder²” to illustrate the challenge, that we need to elevate (maturity) of the whole Council (approach) through our officers , elected members and partners to have collective responsibility to achieving a “Proactive” level by understanding and applying the *Safe System* principles.

Figure 1: The Hudson Ladder - Evolution of Safety Maturity



Through the “Public Discourse” we are sharing responsibility with our communities and our people, elevate their understanding (maturity) and actively participate in the *Safe System* approach. Therefore, it is imperative for the public to understand its role. The clearest example of the public

¹ Based upon 2017-19 average for fatal (Killed) and Serious Injury (KSI) and under 400 road injury incidents

²<https://www.youtube.com/watch?v=XtK6v1pe04Q>

mindset challenge is vehicle speed, which highlights the misalignment of strategic thinking and the cultural mindset of our people.

Therefore, the “Public Discourse” is about bringing strategic and cultural thinking closer together. By informing every one of their role in the *Safe System* approach, we can take our communities and people up the ladder to be more proactive in their behaviour to realise our ambitious vision.

Our Road Safety Duty

Barnsley Metropolitan Borough Council (BMBC) like other Road Authorities has a statutory duty through the 1988 Road Traffic Act (RTC) section 39 the promotion of “road safety information and training” this includes an examination of accidents location with higher incidents and to develop actions to reduce the potential for the number of incidents and the level of severity.

For BMBC to meet their duties in the promotion of Road Safety for all road users; works collaboratively with-it South Yorkshire Safer Roads Partnership (SYSRP) which includes other Local Authority partners in Highways and Public Health, as well as South Yorkshire Police (Safety Cameras, Neighbourhoods and Roads) South Yorkshire Fire and Rescue, Yorkshire Ambulance Services as well as communities through Schools, Further Education, Community groups and events.

Equality Act and Public Sector Equality Duty

The Barnsley Council’s Equality, Diversity and Inclusion Strategy 2018-2020³ outlines our Public Sector Equality Duties (PSED) in terms of the Equality Act 2010. Our Strategy has identified the evidence of higher accident prevalence with respect to gender and age. In response, the strategy has outlined positive actions by recognising these prevalence’s and adopting a universal proportionate approach. A key focus of the Strategy proposes a programme of action that invites our road users to share in our ambition to reduce road incidents and to ensure no group, as defined by the Equality Act, is disproportionately affected.

An Equality Impact Assessment (EqIA) has been undertaken for the strategy, shows no disproportionate impact upon any protected characteristic group. Positive action to initiatives may be utilised to reduce inequality and minimise the potential for indirect discrimination.

Reflecting Barnsley 10 years Road Safety Performance

In the past 10 years the number of road incidents resulting in casualties has reduced significantly through the effective work of Barnsley Council, South Yorkshire Safer Roads (SYSR) Partners and in collaboration with our people, communities, and elected members.

The majority of this reduction has been in the Slight category, with the Killed (Fatal) and Serious Injuries (KSI) showing reduction to a lesser extent. Overall, the Barnsley Road accident trend is showing signs of flattening, with spikes in more serious and fatal road incidents. This is potentially due to some areas of Barnsley having a higher prevalence in KSI incidents and / or the number of casualties per incidents being higher due to the type of road user (young car drivers and motorcyclist, typically male) on high-speed roads. Therefore, Barnsley roads are safer, but the reduction in KSI is lessening and requires a change in our approach to Road Safety.

³ Equality, Diversity and Inclusion Strategy 2018-2020:
<https://barnsleymbc.moderngov.co.uk/documents/s36773/Appendix%201.pdf>

Changing our Approach – Safe System

The traditional reactive approach is not returning the reduction in road incidents through just education, engineering and enforcement. Therefore, a more “collaborative systems-wide approach to Road Safety” is required, to ensure that the whole Council will have wider influences within Barnsley and external with our SYSR partners, and other regional and national bodies for those outside Barnsley who use our Local Roads.

The diminishing returns of the traditional approach has been acknowledged at International and National level, in response, SYSRP adopted the *Safe System* approach, as outlined in their “South Yorkshire Strategy to 2030 and beyond” (SYS2030)⁴. This Barnsley Council Strategy is fully aligned with this approach, and it supports our Vision that all *Our people travel to arrive*.

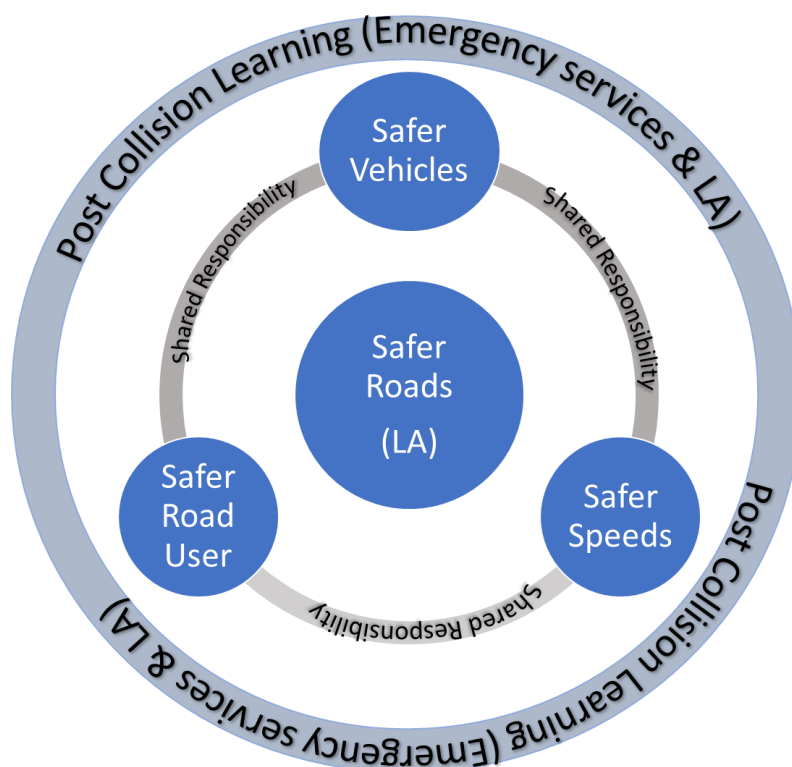
Barnsley Safe System Pillars: “Our People travel to arrive”

The Safe System relies on the application of measures (interventions) from a number of key elements (pillars) which include *safe roads, safe vehicles, safe speeds, safe behaviours* and *post-collision learning*. Individually these elements contribute to reducing the risk of incidents / collisions and associated injury (severity). The cumulative effect of these elements can provide greater impact than any individual element and can also safeguard if any element fails. These elements are collectively referred to as the *Safe System* five pillars of action.

Our Safe System pillars (elements) are shown in figure that at it is centred around the *Safer Roads* and public spaces which is largely provided by Roads Authorities, like Barnsley Council (Local Roads) and National Highway (Trunk Roads). Around *Safer Roads* is the three pillars (*Safer Vehicles, Safer Speeds* and *Safer Road User*) that have shared responsibility between the road users for example car driver, cyclists, pedestrians etc and providers (including enforcement). When there is a failure within this circle of *Shared Responsibility*, it falls to the outer circle (pillar) *Post Collision learning* with the primary action (response) is to administer emergency care, the secondary action being the aftermath including accident investigation, prevention and learning on how the system can be approved to prevent future collisions. Table 1 outlines the actions under each pillar.

Figure 2: BSRS Safe System Five Pillars

⁴ <https://sysrp.co.uk/strategy>



These Safe System Pillars are our cornerstones in the delivery of Safer Road for our people and communities and contribute to South Yorkshire Partnership vision, and the National and International ambitions for Zero Road Deaths and Serious Injuries.

Table 1: BSRS Safe System Pillars

BARNSELY COUNCIL “SAFER ROADS” PILLAR

- Designing and maintaining our highway network to reduce the potential of collisions and the severity when they do.
- Working with our communities to make our streets and roads feel safe to encourage sustainable, active, and healthy living.

BARNSELY COUNCIL “SAFER VEHICLES” PILLAR

- Promote safer vehicles on our road by working with our partners to support the transition to zero emission vehicles through the provision of the appropriate infrastructure.
- Promote safer modes of transport that support health, wellbeing and equality.
- Barnsley Council will aim to deliver best practice in terms of fleet management, employee (driver) code of conduct and the procurement of contractors who share our Road Safety values.

BARNSELY COUNCIL “SAFER SPEED” PILLAR

- Our Highway environment is self-explaining with an appropriate (evidence led) speed limits that reinforce appropriate Road User behaviour, especially when this relates to the most vulnerable road users.

- Road users understand and travel at appropriate speeds with respect to road condition and within speed limits. Where appropriate work with our communities and partners, to investigate, educate and reinforce appropriate Road User behaviour.

BARNSELY COUNCIL “SAFER ROAD USER” PILLAR

- Encourage and promote the safe use of our highway network with consideration of other road users.
- Targeting high-risk road users and seek to change their behaviour through focused interventions by understanding its basis.
- Provide focused interventions like education, training, media, and enforcement to support appropriate road use.
- Encourage sustainable roads users to know and comply with the road rules and use our spaces safely for themselves and others.

BARNSELY COUNCIL “POST COLLISION LEARNING” PILLAR

- Working with all emergency services to identify and deliver improvements to overall casualty response process.
- Working with our partners and communities to understand the causes of collisions and to prevent reoccurrence.

Evidence Led approach to Safer Roads and Public Spaces.

The scale and nature of intervention should be determined by an evidence led approach to Road Safety, which works with Barnsley partners and communities to identify the key area for improvement that presents the potential greatest benefit to the lives of our people.

The level of the intervention is also an important consideration, as Road Safety does have common themes to road incidents and should also be viewed in the right context in terms of prevalence or potential for accidents. For example, travelling by car on the motorway is low compared to cycling, where the number of cyclists / incidents are higher due to low number of total miles covered.

The following are the Common Road Safety Strategic Themes that were identified.

Young Drivers:

The strategic nature of the data analysis has demonstrated that most road casualties’ incidents are associated with people aged between 17 - 66 years old. When examined in detail the 17-26 age category, and in some locations, the 27 to 36 years category as well, contribute significantly higher to Road Incidents and KSI than any other age categories. This may relate to road user experience, with driver over confidence (attitude to risk) and a lack of competence (experience) as key risk factors. Speed, loss of control, failing to spot danger are all recorded contributory causes, as drivers do not align their behaviour to the prevailing road environment. An important characteristic for young drivers is gender, with young male drivers having significantly higher risk of collision than females. In contrast, female passengers’ casualties are generally higher than males;

Gender and Vulnerable Road user:

This emerging strategy established at the outset that young males are the most likely to be involved in road safety incidents. However, there is greater equality between male and female car drivers, rather, male drivers are more likely to use other vehicle types, through profession (goods vehicles) and recreational (motorcycling and cycling) which are more greatly associated with road safety

incidents. From examination of Vulnerable Road Users (for example: walking, cycling, motorcycling) under 16 years old, it was found that Boys under 11 years are significantly more likely to be involved in road incidents (pedestrians' casualties) than Girls. While this trend levels out in early teenage years, it was found that Girls were more like to be in incidents as vehicle passengers' casualties. When we consider drivers, its evident boys (11+) and young men (16+) have a significantly higher prevalence for road incidents resulting in an injury (motorcycling and cars). It can be concluded that under 16 years Boys and Girls, do have accidents trends that have gender does have contributing factor.

Motorcyclist / Pedal Cycling :

Motorcyclists are a disproportionate contributor to the overall road incidents and KSI with respect to the number of motorcycle vehicles on Barnsley's Local Roads. Typically, motorcyclists are male with an age distribution extending into the middle-aged. A similar pattern to a lesser extend in also found in Pedal Cyclist as well. There is a sub trend of young boys (11 to 16 years) where there have been number incidents from a peak 13 in 2012 to 6 in 2018, reduced further to 2021. Note the earliest age for a motorcycle / moped driving license is 16 years old.

Building upon Common Strategic Themes

Building upon these are common strategic Road Safety themes, our strategic approach not only aims to reduce the number of road incidents with these groups. The adoption of the *Safe System* approach has created an opportunity reframe our existing practice, and to widen our approach through research and application, to achieve a whole Council approach with our regional and national partners to deliver *Safer Roads* and Places for all *Our People to travel to arrive*.

Therefore, we identified the following themes that our Programme of Action (interventions) should seek to address:

- Vulnerable Road Users: Pedestrians: Children <16 years;
- Vulnerable Road Users: Pedestrians: Adults 17+ years ;
- Vulnerable Road Users: Motorcyclist;
- Vulnerable Road User: Pedal Cyclist;
- Drivers: Young Adult 17 to 26 years and Gender;
- Drivers and Passenger: Gender;
- Drivers: Adults 65+ years;
- Drivers: Driving as a Profession; and
- Locations and Causation (top 5 factors)
 - Failed to look properly;
 - Careless/Reckless/In a hurry;
 - Failed to judge other person's path or speed;
 - Loss of control; and
 - Aggressive driving.

Safe System Interventions – Areas of Action.

In development of this Strategy, a review of current best practice was undertaken, as well as how other Local Authorities have applied Safe System approach to Local Roads. Most Local Authorities have retained the three E's of Education, Engineering and Enforcement, with the additional fourth 'E' of Engagement. While this is compatible with the *Safe System* approach, it does present a risk of failure by Road Safety professionals not reframing their approach to establish a "public discourse" and that Road Safety is a shared responsibility.

Barnsley Safer Roads Strategy has adopted a blended approach that incorporates the traditional 3 E's approach with the proactive Safe System approach – developing four Areas of Action:

- Governance, Monitoring and Review;
- Education and Engagement (Media and Behaviour change);
- Engineering and Mobility; and
- Enforcement and Compliance.

These Areas of Action are outlined in Table 2.

Table 2: Safe System – Areas of Action

GOVERNANCE, MONITORING AND REVIEW

Whole Council approach to Road Safety will require clear lines of Governance and accountability at Local, Regional and Sub-national level to deliver Safer Roads and Public Spaces for all our people and communities. Through a process of monitoring and review, these clear lines seek support and widen the Road Safety ambition beyond Barnsley Borough.

EDUCATION AND ENGAGEMENT (MEDIA AND BEHAVIOUR CHANGE)

Educating our Children and Young Adults in the correct behaviour on our Roads and Public Spaces is an investment in life skills and a Road Safety legacy for future road users. Through active engagement we will seek to understand how we can communicate an effective message at target user groups and their social influencers, including family and friends.

Across all Council departments, Barnsley will support the South Yorkshire Safer Road Partnership in their campaign timetables in promoting safer road use and safer vehicles including campaigns that educate and inform *Our People* of changes in the Highway Code, as well as good and considerate behaviours.

A key aspiration of this area of action is to reduce inequality and accessibility by actively, looking at how we can educate and engage with our target adult population to improve their skills, knowledge, to access opportunities. Also, to support our elderly and retired in their personal adaptation to maintain their mobility in their communities and *Our Places*.

ENGINEERING AND MOBILITY

Our Places are made up of Roads and Public Spaces that are used by a variety of street users in terms of personal mode choices that reflects personal circumstances and mobility needs. *Our People* have a shared responsibility in how they interact on our Roads and Public Spaces; working across the Council Departments, Partners, Elected Members and Communities – we shall identify design solutions and action plans to a make *Our Places* safer for *Our People* and those who come to Barnsley – so Street and Road users' behaviour is appropriate with *Our Places*.

ENFORCEMENT AND COMPLIANCE

Working with our Key Partners in South Yorkshire Police, and Council colleagues in Licensing, Neighbourhoods, Parking and Trading standards to direct limited resources in identified areas of non-compliance by Road users.

Safe System Interventions – Programme of Action

Evidence-based approaches in the development of our Road Safety interventions is one the cornerstones of the *Safe System*, as this ensures that appropriate intervention, or combination of, will contribute to making our Road and Public Spaces safer. This Strategy has adopted a blended approach (“Areas of Action” as outlined in Table 2) to secure the value of our traditional Road Safety approach while embracing the proactive *Safe System* (“Safe System Pillars” as outlined in Table 1).

These key Areas of Action (interventions) have been presented as a “Programme of Action” that covers these key areas with more detailed in Appendix A which highlight how the intervention contributes to the *Safe System* pillars of action and the timescales over the next 5 years to 2027, when a refresh of this strategy may be considered.

Monitoring and Reporting Progress

Barnsley Safer Road Strategy covers a ten-year period until 2032, with a potential refresh in 2027 (5-year point). The funding and resources of this plan is made up of existing funding and resources within the initial 5 years with a view to identify and secure any additional funding and resources to support our Safer Road ambitions. Key to this ambition is the Whole Council approach to Road Safety to ensure it becomes part of the “Public Discourse” and how other initiatives can contribute to our Safe System approach for example, Active Travel reduces vehicles on streets, Electric Vehicles have safety features as well as reduce tail emission, etc.

The progress of the programme of action set out in the strategy will be monitored to determine its impact, and performance indicators are embedded in Governance to ensure that accountability on the delivery of these ambitions, so that we have achieved our short-, medium- and long-term targets.

The review of these targets will be undertaken annually, with a mid-year (initial) review, with all available data at the appropriate geographic level to allow local accountability and to inform a change of direction (if necessary).

A performance Dashboard will be developed to create a focal point to discuss performance and ensure that response is evidence led (one of the cornerstones to the safe system).

Our hope with open data and accountability, that a shared responsibility will empower our people, elected members, Council officers, and our valued partners to continue our road safety journey, so *our people travel to arrive* at their homes, families, and life opportunities.

Our Road Safety Ambitions :Our Targets

Barnsley Council has adopted the South Yorkshire ambition of 50% reduction in KSI casualties (using a baseline period of 2017 to 2019) by 2030, which produces a target of 78 KSIs or below. We share the ambition that any death or serious injury is one too many and the long-term goal is Zero people killed or seriously injured (Vision Zero by 2050).

We have included in Table 3 “Our Commitments” from Barnsley’s Transport Strategy “Moving from A to B” which includes the 50% reduction KSI.

By Barnsley Council adopting these targets, it recognises its local road authority role in reducing the impact of road incidents and injury on the wider road network by taking a less top-down approach. This creates a shared responsibility that will encourage greater collaboration with adjacent Road Authority, including the National Highways and key partners, to encourage a *Safe System* approach.

Table 3: 2017 to 2019 Average casualties, by severity Barnsley Metropolitan area (Adjusted) and associated 2030 Road Injury reduction targets

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2017-19 Average	11	146	471	628
SYSRP 2030 Target				
By 2030	78 (KSI)		3 yrs average (Barnsley).	
Transport Strategy “Moving from A to B”				
By 2030	No Fatal	Less than 400 total incidents	per year	

Our Road Safety Ambitions: Performance Indicators

SYSRP document “South Yorkshire Strategy to 2030 and beyond” (SYS2030) has adopted Safety Performance Indicators and Outcome Measures across the Safe System (SPIs taken from PACTS (Anderson, 2018)) which have been combined with Public Health Outcome Frame indicators have been added with respect ROSPA Road Safety and Public Health (2014) these are outline below in table 4. In addition, we have also included The National Highway & Transport Network (NHT) Survey indicator

Our Road Safety Ambitions: Perceived Road Danger Reduction indicators

The majority of road safety narrative around policy and strategy can be driven by road safety professionals who wish to present “Safer Roads” as the outcome. When the public express their views, around a perceived “road danger” this will vary significant from person to person, as perception of road safety is not only a function of the street or road environment, the level of traffic and interaction, but also the individual interpretation.

To measure perceived road danger can be complex if we ask for individual views (like the NHT survey). A more reliable measure is the presence (number) of pedestrian and cyclist on key areas around Barnsley, and the associate vehicle speeds, volumes, and classes on the road network

This could be further supported with on-street pedestrian surveys to understand our peoples’ perception of Road Danger and baseline (index) progress over the coming years. The second “perceived” Road Danger indicator is the school hands up surveys⁵, which has been implemented throughout the UK successfully. These indicators, they must be viewed in the context of wider data, geographically as well as over time.

⁵ Example of survey <https://www.sustrans.org.uk/our-blog/projects/uk-wide/scotland/hands-up-scotland-survey>

Monitoring Cycle

When consider these various targets and indicators, to measure the success of these interventions (areas of action). They each have timescale (time lag) associate when we are likely to see an outcome of the interventions (areas of action). Therefore, the following is the monitoring and the suggested review to consider change in direction:

- **Target are short term** – monitored annually, reviewed every 2 to 3 years
- **Safety Performance Indicators** -monitored annually at regional level, ideally broken down to Borough and where appropriate to Area Councils level, reviewed every 3 years.
- **Perceived Road Danger indicators** - monitored every at least 2 years (key locations) at Area Council, reviewed when 3 sets of data per location.
- **Public Health Outcome indicators** - medium term indicator that will be monitored annually, reviewed 5 to 8-years period or when a trend has been established (generational change)
- **The National Highway & Transport Network (NHT) Survey indicator** - monitored annually, reviewed every 2 years.

Table 4: Barnsley Safer Road Strategy: Performance Indicators and Outcomes⁶

Safer Roads	Safer Vehicles	Safer Speed	Safer Road Use	Post Collision Learning
(Road) Safety Performance Indicator				
% of roads with appropriate IRAP safety ratings	% of new passenger cars with highest Euro NCAP safety rating	% of traffic complying with speed limits on national roads	% of drivers who do not drive after consuming alcohol or drugs	% of emergency medical services arriving a collision within 18 minutes of notification
		% of traffic complying with speed limits on local roads	% of car occupants using a seatbelt /child seat	
			% of drivers not using an in-car phone (handheld or hands free)	
Outcome Measures: The Outcome measures are assumed to be regional level				
Perceived Road Danger Reduction Indicators				
Key Area Councils Settlement Locations Vehicle Speed / Vol / Class / Pedestrian and Cyclist / On-street intercept Surveys		Primary and Secondary School Hands Up Survey (bi-annually)		
Public Health Outcomes Framework				
A01 Increased healthy life expectancy A02 Reduced differences in life expectancy and healthy life expectancy between communities				
B. Improving the wider determinants of health	C. Health improvement	D. Health protection	E. Healthcare public health and preventing premature mortality	
B10 Killed and seriously injured casualties on England’s roads B14 The percentage of the population affected by noise B18 Social isolation	C09 Child excess weight in 4-5 and 10–11 year olds C16 Excess weight in adults C17 Physically active and inactive adults C22 Estimated diagnosis rate for people with diabetes mellitus C28 Self-reported well-being C29 Injuries due to falls in people aged 65 and over	D01 Fraction of mortality attributable to particulate air pollution	E01 Infant mortality E03 Mortality rate from causes considered preventable E04 Under 75 mortality rate from all cardiovascular diseases (incl. heart disease and stroke) E05 Under 75 mortality rate from cancer E07 Under 75 mortality rate from respiratory diseases	
National Highway & Transport Network (NHT) Survey				
Walking and Cycling theme. KBI11 to 16 WCI15 to 16	Highway Maintenance theme KBI23 to 26	Accessibility Theme KBI03 to 05 ABI01 to 08	Road Safety Theme KBI20-22 RSBI01 to 10	

⁶ Extract from SYS2030 Table 2 “Safety Performance Indicators and Outcome Measures across the Safe System (SPIs taken from PACTS, Anderson, 2018)” and Public Health Outcome Frame indicators have been added with respect ROSPA Road Safety and Public Health (2014) <https://www.rospace.com/rospaweb/docs/advice-services/road-safety/practitioners/rospa-road-safety-and-public-health.pdf>

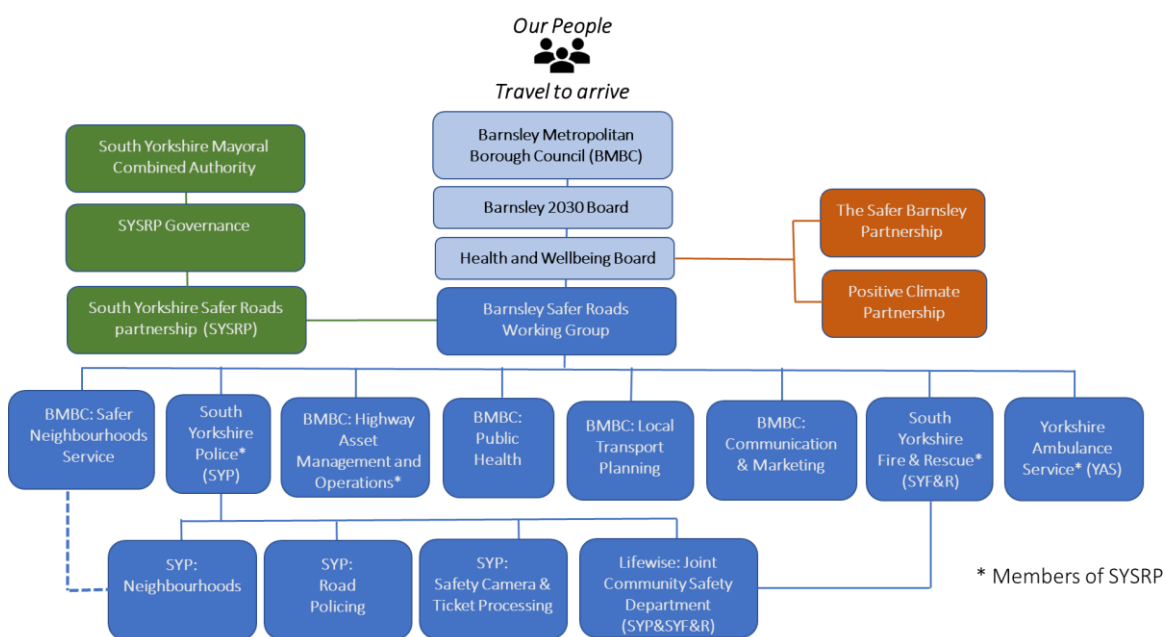
Safer Roads	Safer Vehicles	Safer Speed	Safer Road Use	Post Collision Learning
		ACQI25 to 29		RSQI09

Governance

Our ambitions to reduce the loss of life will require a whole Council approach to Road Safety that works across departments, through our communities and our elected members to ensure that Road Safety becomes part of our “public discourse.” Our valued South Yorkshire Road Safety partners are instrumental to our efforts, as other communities and families share our road as our people use theirs. Therefore, working with our partners, in Local Authorities (Highways and Public Health), emergency services, health, education, trading standards, media and enforcement agencies are accountable for delivering their part of the Safe System for our communities and our people.

A key requirement in the delivery of our shared Road Safety vision is the effective coordination of personnel and resources across a range of organisations and Council departments. Therefore, everything from our investment in Road Safety infrastructure, education, responding to community concerns etc is coordinated centrally by Barnsley through our Safer Roads Working Group, which is shown in figure 12. This is built upon our existing strong joint working with our partners to make use of our limited resources by pooling expertise and community initiatives. Ensuring our communities are clear in their expectation of each organisations’ role in protecting them and keeping them safe on our Roads and Public spaces, and their role in this shared responsibility relationship.

Figure 3: : Barnsley Road Safety Governance



It anticipates this approach addresses the inefficiencies but also ensures shared responsibility to education and community Road Safety can be clearly raised and addressed efficiently by working groups partners.

Resources

The Barnsley Safer Road Strategy has been developed in line with the current budget allocation in the Council's medium term financial strategy plan and places all the (areas of action) Governance, Education and Engagement, Engineering, Enforcement and Compliance within a single plan.

Through our Barnsley Council Local Road Safety coordinator, we will champion our Whole Council approach to Road Safety, working and with our partners to join up resources, budget, remove duplication of activities and maximise data and intelligence to ensure that our limited resources are correctly assigned to the appropriate intervention and achieve the best value for money. During this period, we will seek to supplement our financial and professional resources by maximising the opportunities to draw in additional funding through our Road Safety partners, DfT, national Road Safety charity, developer funding, and research funding.

We will ensure that Barnsley will lead from the forefront in the South Yorkshire Safer Road Partnership and will seek opportunities to support innovation and research with our partners, academic research institutes (for example Loughborough University) and communities. It is hoped that our partners at local, regional, and sub-national will share in the realisation of our vision, that *Our people, travel to arrive.*

This page is intentionally left blank



Our People Travel to Arrive: Barnsley Safer Roads Strategy 2023 - 2033

with the South Yorkshire Safer Road Partnership



Barnsley – the place
of possibilities.



Table of Contents

Foreword	2
Chapter 1 Introduction.....	3
Our Strategy.....	3
Safety Culture – the “Public Discourse”	4
<i>Our People travel to arrive vision</i>	5
Chapter 2 Background.....	6
Roads Injury Health Needs Assessment. (Public Health Barnsley, 2020).....	6
Barnsley 2030 Vision; the place of possibilities.....	6
Barnsley 2030: Working and Delivering in Partnership	6
Barnsley’s Transport Strategy “Moving from A to B” (2020).....	7
“ <i>Our People Travel to Arrive</i> ” Barnsley Safer Road Safety Strategy Vision.....	7
Background: Our Road Safety Duty	7
Policy Context.....	8
Limitations.....	8
Equality Act and Public Sector Equality Duty.....	8
Chapter 3 Reflecting on Barnsley Road Safety Performance.....	10
Public Satisfaction - The National Highway and Transport Network	10
Department for Transport.....	10
Barnsley Performance in Context.....	12
Regional and National Context.....	12
Local Road and National Trunk Roads Context.....	13
Road Safety Incidents during COVID 19.....	14
Concluding Barnsley 10 years Road Safety Performance	15
Changing our Approach – Safe System.....	15
Chapter 4 Vision Zero – Safe System.....	16
The Safe System principle.....	16
Vision Zero is based upon three ideas (cornerstones):	16
Barnsley Safe System Pillars: “ <i>Our People travel to arrive</i> ”	18
Safe System Interventions – Areas of Action.....	20
Chapter 5 Evidence Led approach to Safer Roads and Public Spaces.....	22
Introduction	22
Area Councils and Ward Level Context and Common Strategic Themes	22
Chapter 6 Key Transport User Groups.....	24
Building upon Common Strategic Themes	24
Hierarchy of road users – Supporting Vulnerable Road Users.....	24

Vulnerable Road Users: Pedestrians.....	25
Children <16 years.....	25
Adults 17+ years	25
Vulnerable Road Users: Motorcyclist	26
Vulnerable Road User: Pedal Cyclist.....	26
Drivers: Young Adult 17 to 26 years and Gender	27
Drivers and Passenger: Gender	28
Drivers: Adults 65+ years.....	28
Drivers: Driving as a Profession	29
Locations and Causation.....	29
Chapter 7 Safe System Interventions – Programme of Action	32
Overview	32
Governance, Monitoring and Review – Programme of Actions	32
Education and Engagement (Media and Behaviour change) -Programme of Actions.....	33
Engineering and Mobility – Programme of Action	34
Enforcement and Compliance – Programme of Action.....	35
Chapter 8 Our Road Safety Journey – Travel to Arrive.	37
Monitoring and Reporting Progress	37
Our Road Safety Ambitions	37
Our Targets.....	37
Our performance Indicators.....	38
Perceived Road Danger Reduction indicators	38
Monitoring Cycle	39
Chapter 9 Governance and Resources	41
Governance	41
Resources	42

Foreword

Our Barnsley Safer Roads Strategy (BSRS) builds upon the successful reduction in road traffic collisions over the last ten years. Estimates suggest there have been over 700 fewer road casualties, of which more than 330 would have resulted in a life-changing injury or death, thanks to the efforts of Barnsley Council and key partners on the South Yorkshire Safer Roads Partnership (SYSRP). In recent years, the number of serious injuries and deaths have reduced. Our new strategy intends to further reduce the number of people killed and seriously injured (KSI) on our roads, by adopting an internationally recognised 'Safe System' proactive approach, which fully aligns with South Yorkshire Safer Road Partnership (SYSRP) "Strategy to 2030 and beyond..."

Barnsley Council has an ambition of reducing KSIs by at least 50% by 2030 – this has generated an annual target for 2030 of 78 KSIs or below. However, we recognise that every single death or serious injury is a tragedy and is one too many, therefore we have a long-term goal of zero people killed or seriously injured by 2050.

In delivering our new strategy, we will develop a shared understanding and responsibility for road safety by adopting a whole Council approach, alongside Barnsley people, our communities, elected members, and partners.

The delivery of this strategy will be coordinated by the Public Health Team and jointly led by colleagues in Environment and Transport. A multi-agency Barnsley Safer Roads working group will oversee the delivery of the strategy and the associated programme of action. Delivery of this will be held to account by the Health and Wellbeing Board, this is an important shift in the governance of road safety activity. The new governance arrangements ensure that safer roads are seen as a fundamental part of our resident's health and well-being. This approach will not only reduce the number of people who are killed and seriously injured on our roads but also improve perceptions of safety, enabling mobility and active travel, which directly contributes to a number of the key Barnsley 2030 ambitions as the place of possibilities.

By enhancing safety, mobility, and accessibility for all Barnsley people, with safer roads and public spaces as the central enabler, we will enable personal and social mobility, create further opportunities for active travel and ultimately save lives, realising our vision that 'Our People Travel to Arrive.'



Councillor Caroline Makinson
Public Health and Communities



Councillor James Higginbottom
Environment and Highways

Chapter 1 Introduction

Our Strategy.

The Barnsley Safer Roads Strategy (BSRS) is a key strategic document that seeks to create Safer Roads and Places for our people and for those who come to visit and work in Barnsley. Our Strategy provides the strategic direction for Road Safety on Barnsley roads, and how we work with other Roads Authorities including National Highways, and our key partners in the South Yorkshire Safer Road (SYSR) Partnership in our shared Road Safety ambitions.

Barnsley is adopting a national and international *Safe System* approach which seeks to reframe our “Public Discourse” around Road Safety and is fully aligned with South Yorkshire Safer Road Partnership (SYSRP) “Strategy to 2030 and beyond...”.

The Barnsley Safer Road Strategy is a collaborative system-wide approach, in which the whole Council has a shared responsibility to its delivery, working closely with our communities, our elected members and our valued SYSR partners.

This strategy is integral to support the overarching *Barnsley 2030 Vision* and the Barnsley Transport Strategy “Moving from A to B”. These key policy documents provide a strategic direction for investment in transport throughout the borough over the next 10 years. This will enable Barnsley Council to make further improvements to the transport network that will enhance mobility and accessibility for all, with Safer Roads and Public Spaces as the central enabler.

The Safer Roads Strategy provides a clear plan of co-ordinated areas of action:

- Providing a robust evidence base approach to Road Safety on the underlying areas of concern and associate action plan to bring about significant change;
- Taking a more strategic view of Local Road Safety while contributing to Regional and National Road Safety ambitions;
- Enabling a Coordinated approach to Road Safety through a whole Council approach, while working with Regional and National partners to deliver on their Road Safety commitments;
- Prioritising our short, medium, and long-term Road Safety areas of actions (interventions) and our commitment to deliver generational change; and
- Ensuring we have shared ambitions with our partners in the form of pipeline of projects, research and community-based collaboration intervention to secure funding opportunities for our people, communities and society.

This strategy covers a range of Road Safety issues facing the borough, with a primary focus on tackling inequality of outcomes in Road Safety, depending upon the demographics, socio-economic status and geographic location of road users. In addition, the strategy examines the underlying causes of injury upon our roads, including analysing the impact of collisions on vulnerable road users, to enable us to focus our collective resources on reducing road safety incidents.

The strategy has a Program of Action that has been developed in the following four areas:

- Governance, Monitoring and Review;
- Education and Engagement (Media and Behaviour change);
- Engineering and Mobility; and
- Enforcement and Compliance.

This Strategy is part of a national and international whole traffic approach that is designed to prevent anyone being killed or seriously injured by 2050 (often refer to as “Vision Zero” or “Towards Zero”).

Our programme of action outlines the key activities and prioritised projects to ensure that in the future that there is a reduction in incidents resulting injury, with targets of 50% reduction¹ by 2030 of fatal (Killed) and Serious Injury (KSI) and under 400 injury incidents. This is an interim step to our 2050 “Vision Zero” ambitions.

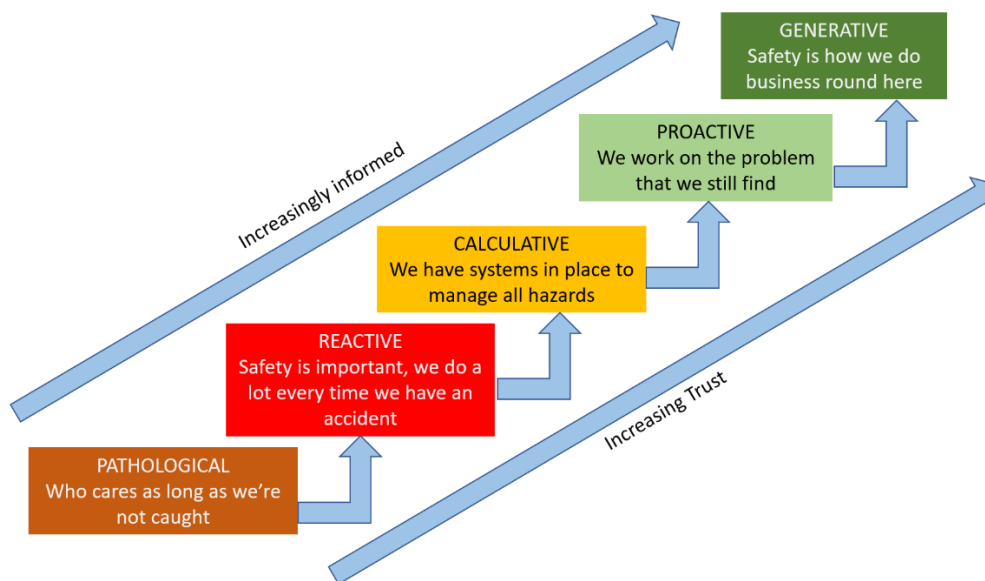
These Road Safety ambitions can only be achieved by working with our valued partners in the South Yorkshire Safer Road partnership, as well as National and Regional transport authorities. This shared responsibility extends to everyone, our people, elected members and our communities to understand their role in the “Safe System” and ensure that it is part of the “Public Discourse”.

Safety Culture – the “Public Discourse”

This “public discourse” seeks to reframe Road Safety into the promotion of a shared responsibility for Road Safety through a whole Council approach, with our people, communities, and partners (SYSRP). The result will be sustainable change in user behaviours across the road network by instilling a social environment that intrinsically supports safe behaviour.

Considering the evolution of our safety culture, we can use “The Hudson Ladder²” (figure 1) to illustrate the challenge, that we need to elevate (maturity) of the whole Council (approach) through our officers, elected members and partners to have collective responsibility to achieving a “Proactive” level by understanding and applying the *Safe System* principles.

Figure 1: The Hudson Ladder - Evolution of Safety Maturity



Through the “Public Discourse” we are sharing responsibility with our communities and our people, elevate their understanding (maturity) and actively participate in the *Safe System* approach. Therefore, it is imperative for the public to understand its role. The clearest example of the public mindset challenge is vehicle speed, which highlights the misalignment of strategic thinking and the cultural mindset of our people.

¹ Based upon 2017-19 average for fatal (Killed) and Serious Injury (KSI) and under 400 road injury incidents
² <https://www.youtube.com/watch?v=XtK6v1pe04Q>

Therefore, the “Public Discourse” is about bringing strategic and cultural thinking closer together. By informing every one of their role in the *Safe System* approach, we can take our communities and people up the ladder to be more proactive in their behaviour to realise our ambitious vision.

Our People travel to arrive vision.

The ambition of our strategy is to ensure that safety is the principal consideration. That in doing so, enables mobility in any road or public space. This mobility is a shared responsibility between the providers of the transport system and the users. Decision that impacts on Road Safety (interventions / areas of action) are evidence based.

This approach will enable the safer roads and public spaces that will support the promotion of sustainable, active, and healthy travel that support our local communities and economies. This in turn improves accessibility to more sustainable and affordable travel and access to opportunities, while making our roads safer for users, for *our people to travel to arrive* and making Barnsley the Place of possibilities.

Chapter 2 Background

Roads Injury Health Needs Assessment. (Public Health Barnsley, 2020).

In 2020 Barnsley Council Public Health team undertook a research and position paper to understand the health impact of road injuries in Barnsley. This outlined the role of Road Safety for our people and communities and how they actively contribute to public health.

The key recommendations of this report are summarised below:

- **Adopt a collaborative systems-wide approach to Road Safety** – through the development of Barnsley Council strategy to ensure whole Council approach to Road Safety.
- **Establish access to high-quality road injury data collection and analysis** – to ensure that accessible to Barnsley Council and SYSRP
- **Promote safer road use** – through, traffic reduction initiatives; Road Safety education; Road Safety training; Road Safety publicity and Media; and those focus on key demographics, like School aged children (School Crossing patrol, Travel Plan, in house Road Safety education packages), Young drivers and riders (training to develop maturity driver behaviour to align confidence with competence); Older adults (communication Road Safety messages)
- **Promote safer roads, safer speeds and safer vehicles** - Design and maintain roads and roadsides to reduce both the risk of crashes occurring and the severity of injuries if a crash does occur; collision hot spots and prioritise safer routes to school, 20mph limits, etc.

Barnsley 2030 Vision; the place of possibilities.

The bold *Barnsley 2030* vision is to realise the four ambitions of Health, Growing, Learning and Sustainable for Barnsley to positively change how our people view Barnsley, and bring about a transformational change in our borough to overcome challenges and be successful in creating the place of possibilities.

Barnsley 2030: Working and Delivering in Partnership

The delivery of this vision is overseen by the Barnsley 2030 Board, by a series of groups made up of local decision makers, key organisations, and business leaders across all sectors, who are all committed to achieving the ambitions. They're responsible for helping raise awareness of Barnsley's story, overseeing the performance management, and making important decisions to ensure the delivery of the vision and ambitions.

Barnsley 2030 delivery is made up of a small network of partnership groups and boards who are responsible for delivering different elements of the strategy, as well as providing challenge across the partnership, to ensure that we can successfully turn our ambitions into a reality. These are under four groups:

- **Healthy Barnsley** – keeping ourselves and our families well is the key to living productive and happy lives;
- **Learning Barnsley** – Developing skill, talent and creativity within people of all ages will open up exciting prospect;
- **Growing Barnsley** – Open for business, with our great locations, excellent link to road network, digital connectivity and attractive local offer; and
- **Sustainable Barnsley** – We all have a part to play in protecting our borough for future generations.

Barnsley’s Transport Strategy “Moving from A to B” (2020).

The Transport Strategy is a key component of the Barnsley 2030 Vision and provides a strategic direction for investment in transport throughout the borough over the next 10 years. This will enable Barnsley Council to make further improvements to the transport network that will enhance mobility and accessibility for all.

Sustainable, active, and healthy travel is therefore at the heart of the Barnsley Transport Strategy. Policies which change the way people travel and how goods are transported, prioritising and enabling walking, cycling and public transport, while reducing inessential vehicle use, are key to delivering the objectives of the strategy.

They will help to create a borough where everyone can benefit from safer, cleaner, more accessible, and less congested streets and places; making Barnsley the Place of possibilities.

The Local Transport Strategy (Plan) has a specific Road Safety objective:

“To reduce fatalities on Barnsley’s roads to zero, and total casualties to below 400 by 2030”

This strategy outlines the importance of Road Safety in supporting the wider transport strategy objectives and *Barnsley 2030*, by encouraging active travel, and access to public (shared) transport, as well as providing the everyday opportunities for our people in term of lives saved, improved health and well-being and the associate benefits. The strategy highlights how road injury is an important inequality issue, which affects groups and communities differently, with those from more deprived areas having a higher prevalence for road incidents, and that certain groups, for example young men and motorcyclists having a disproportionately higher prevalence.

The strategy sets out challenging targets (by 2030) to achieve a:

- Reduction of reported casualty rate of 10% for pedestrians;
- Reduction of reported casualty rate of 6% for cyclists; and
- Reduction of reported casualty rate of 5% for public transport.

“Our People Travel to Arrive” Barnsley Safer Road Safety Strategy Vision.

Our People Travel to Arrive Vision recognises that mobility is a function of safety and how our people fulfil their needs, health, well-being, and that by supporting the provision of Safe Roads and Public Space presents opportunities for our people and communities to thrive.

The Barnsley Safer Road Strategy is our whole Council approach to delivering Road Safety with our South Yorkshire Safer Roads partners and others like National Highways and Transport for the North.

Background: Our Road Safety Duty

Road Safety is a shared responsibility between the road user and their chosen mode of transport and the road or the public space environment. The failure of this shared responsibility is a road collision between different road users, including pedestrians and cyclists, that can leave long-term health consequences on the individuals involved, including their families, friends, and communities, when the incidents results in road deaths.

Barnsley Metropolitan Borough Council (BMBC) like other Road Authorities has a statutory duty through the 1988 Road Traffic Act (RTC) section 39 the promotion of “road safety information and training” this includes an examination of accidents location with higher incidents and to develop actions to reduce the potential for the number of incidents and the level of severity.

For BMBC to meet their duties in the promotion of Road Safety for all road users; works collaboratively with-it South Yorkshire Safer Roads Partnership (SYSRP) which includes other Local Authority partners in Highways and Public Health, as well as South Yorkshire Police (Safety Cameras, Neighbourhoods and Roads) South Yorkshire Fire and Rescue, Yorkshire Ambulance Services as well as communities through Schools, Further Education, Community groups and events.

Policy Context

Road Safety is a matter of national importance and affects all road users, car drivers, pedestrian, cyclist, etc. The Government has set out in British Road Safety Statement “Working Together to Build a Safer Road System” (2015)³. Our Strategy has been developed within the context of this document and other national policies and regional strategies including:

- Strategic framework for road safety (2011)⁴
- Road safety statement 2019: a lifetime of road safety ⁵
- Helping you stay safe on Britain’s roads: DVSA’s strategy for 2017 to 2022⁶
- Safe and Active at All Ages: A National Strategy to Prevent Serious Injuries in England (Royal Society for the Prevention of Accident) (2018)⁷
- Active Travel in Barnsley 2019-2033⁸
- South Yorkshire Strategy to 2030 and beyond (Road Safety Strategy) (South Yorkshire Safer Road Partnership) (2022)⁹

Limitations

In the development of this strategic document, road safety trends have been considered. There have been several changes that we have had to consider when undertaking this review of traffic and road safety (accident) data. One is the method of how accidents are recorded (STATS19 and CRASH (Collision Recording And SHaring)) as they are not directly comparable for non-fatal incidents. Where possible and when data is available, we have shown “adjusted” STAT 19 data to CRASH.

Department of Transport data has been used where possible, that allows “like for like” or common denominator comparison between other areas, regional and national averages and allows for future tracking. This data will include all roads within Barnsley Council area and will include Strategic Roads (M1, A616 and A628) which are under the control of National Highways (strategic road authority).

Equality Act and Public Sector Equality Duty.

The Barnsley Council’s Equality, Diversity and Inclusion Strategy 2018-2020¹⁰ outlines our Public Sector Equality Duties (PSED) in terms of the Equality Act 2010. Our Strategy has identified the

3

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/487704/british_road_safety_statement_print.pdf

⁴ <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>

⁵ <https://www.gov.uk/government/publications/road-safety-statement-2019-a-lifetime-of-road-safety>

⁶ <https://www.gov.uk/government/publications/dvsa-strategy-2017-to-2022/helping-you-stay-safe-on-britains-roads-dvsas-strategy-for-2017-to-2022>

⁷ <https://www.rospa.com/rospaweb/docs/advice-services/public-health/naps/naps.pdf>

⁸ <https://www.barnsley.gov.uk/media/15414/active-travel-barnsley-strategy-2019.pdf>

⁹ <https://sysrp.co.uk/strategy>

evidence of higher accident prevalence with respect to gender and age. In response, the strategy has outlined positive actions by recognising these prevalence's and adopting a universal proportionate approach. A key focus of the Strategy proposes a programme of action that invites our road users to share in our ambition to reduce road incidents and to ensure no group, as defined by the Equality Act, is disproportionately affected.

An Equality Impact Assessment (EqIA) has been undertaken for the strategy, shows no disproportionate impact upon any protected characteristic group. Positive action to initiatives may be utilised to reduce inequality and minimise the potential for indirect discrimination.

There is a requirement for EqIA to be undertaken by BMBC, Partners, and contractors for any intervention (programme of action).









¹⁰ Equality, Diversity and Inclusion Strategy 2018-2020:
<https://barnsleymbc.moderngov.co.uk/documents/s36773/Appendix%201.pdf>

Chapter 3 Reflecting on Barnsley Road Safety Performance.

Public Satisfaction - The National Highway and Transport Network¹¹

The National Highway and Transport Public Satisfaction Survey (NHT Survey) collects the public's views on several aspects of Highways and Transport in local authority areas. Barnsley's scores are compared with NHT Average scores in table 1 and the change in their results from last year (Trend) and the difference from the NHT Average (Gap), which are highlighted in colour; blue and green for positive/amber and red for negative. The NHT survey disaggregate these themes into further sub-themes.

Table 1: NHT Results overview by highway and transport theme – Barnsley and NHT Average

THEME	DESCRIPTION	BARNSELEY	NHT AVERAGE	GAP
	Overall	50%	51%	-1%
	Accessibility	71%	70%	+1%
	Communication	43%	46%	-3%
	Public Transport	56%	55%	+1%
	Walking/ Cycling	51%	52%	-1%
	Tacking Congestion	41%	43%	-2%
	Road Safety	50%	52%	-2%
	Highway Maintenance	43%	45%	-2%

The NHT Survey is a snapshot survey based upon a sample of Barnsley Population which can give an indication of a public views on how service is delivered, which is broadly just below the national average for the main theme areas.

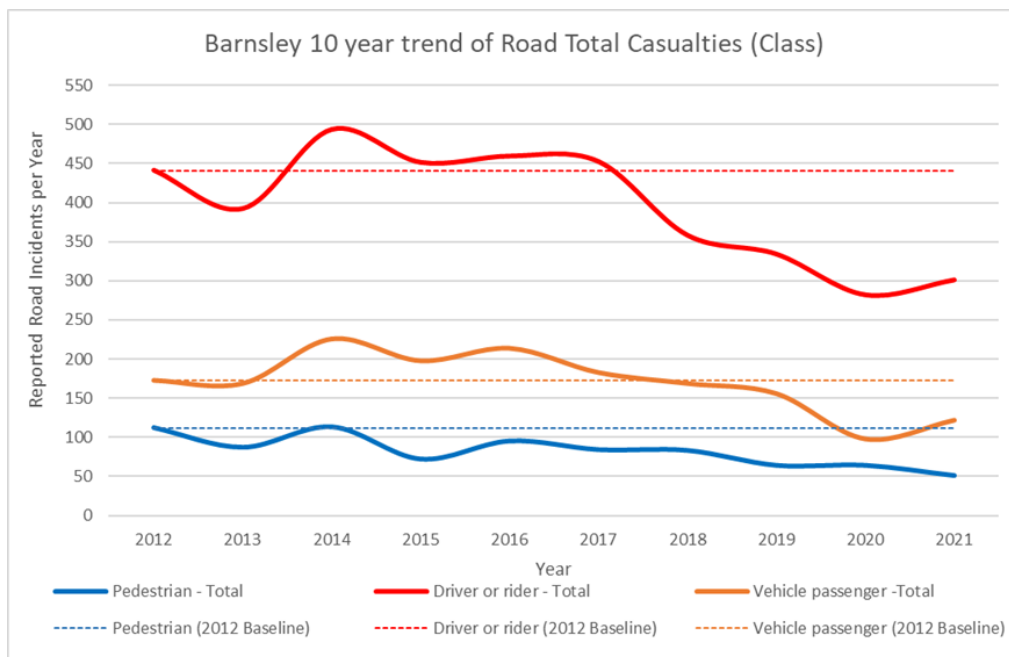
Department for Transport

According to the Department for Transport data (as shown in figure 2) in 2012 there were a total of 725 Road Casualties on Barnsley roads, of which 178 (24%) resulted in kill (fatal) or Serious Injury (KSI). In 2021, the number Road Casualties had dropped (35%) to 474, of which 122 (26%) were KSI.

Assuming 2012 base level, it estimated since 2012 to 2021 there has been 764 less Casualties of which 332 are KSI to 2021.

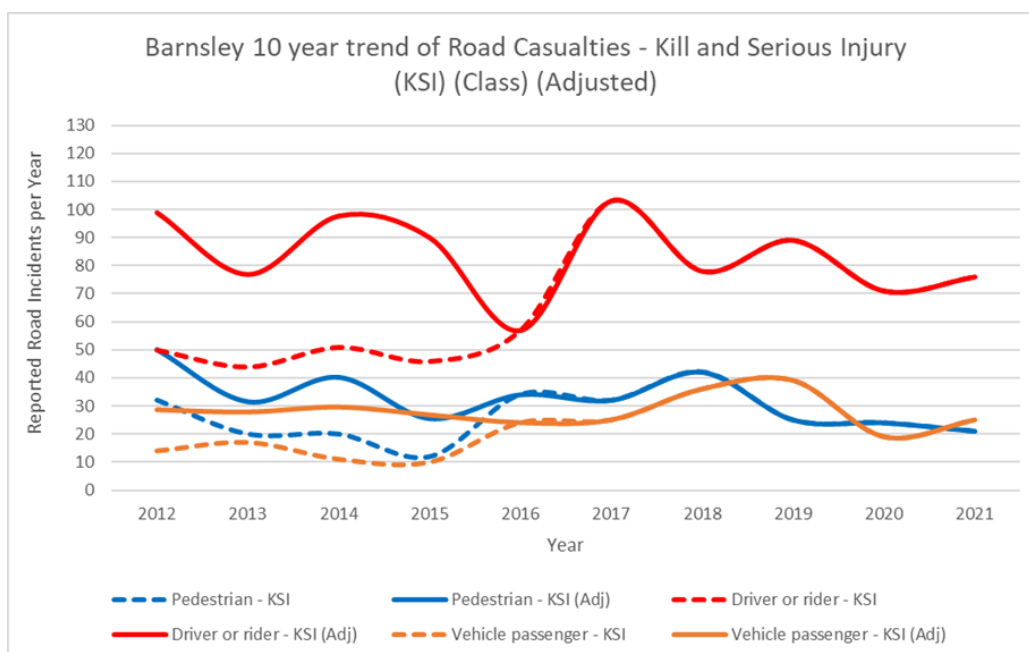
¹¹<https://nhtnetwork.org/>

Figure 2: Barnsley: 10-year trend of Road Total Casualties (Class) (DfT)¹²



Despite this overall reduction in road casualties, the KSI data, as shown in figure 3, the number KSI incidents is erratic over the past ten years, with some significant increases in 2016 in “Driver or Rider” class with other Road Classes being less erratic. Overall, the number of KSIs has reduced over this period, however, assuming 2012 base level there has been 353 less Serious Casualties. Despite this reduction over the same period there has potentially been 21 more Fatal incidents. This should not be taken out of context, as 2012 was a relatively low baseline for fatalities as shown in table 2, combined with some spikes in fatalities in subsequent years.

Figure 3: Barnsley: 10-year trend of Road Casualties – Kill and Serious Injury (KSI) (Class) (Adjusted)¹³



¹² <https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/7a2026e8-1924-4a14-9c4c-113edc627a12>

¹³ Adjusted to CRASH Incident recording

<https://roadtraffic.dft.gov.uk/custom-downloads/road-accidents/reports/7a2026e8-1924-4a14-9c4c-113edc627a12>

Table 2: Total Casualties by year, by severity 2012 to 2021 Barnsley Metropolitan area (Adjusted)

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2012	5	173	548	726
2013	8	128	512	648
2014	2	165	665	832
2015	3	139	579	721
2016	8	107	653	768
2017	10	150	559	719
2018	9	147	454	610
2019	13	140	401	554
2020	9	105	330	444
2021	4	118	352	474
2017-19 Average	11	146	471	628

Barnsley Performance in Context

Regional and National Context

When considering Barnsley in the wider South Yorkshire regional and national context in relation to vehicle mileage (billion vehicle mile travelled) as shown in figure 4, the Barnsley casualty rate is broadly aligned with the English and Great Britain casualty rates by mileage. Figure 5 shows the KSI rate per vehicle mileage, which shows Barnsley does have a higher prevalence for serious and fatal incidents per billion vehicle miles.

Barnsley in the Regional and National Road Safety context has made significant improvements in Road Safety based upon the DfT data. Barnsley roads are generally aligned with the national average, but there is a high prevalence of fatal (kill) and Serious injury (KSI) incidents when an incident does occur.

Figure 4 Reported casualty rate per billion vehicle miles comparison South Yorkshire Counties, England, and GB¹⁴

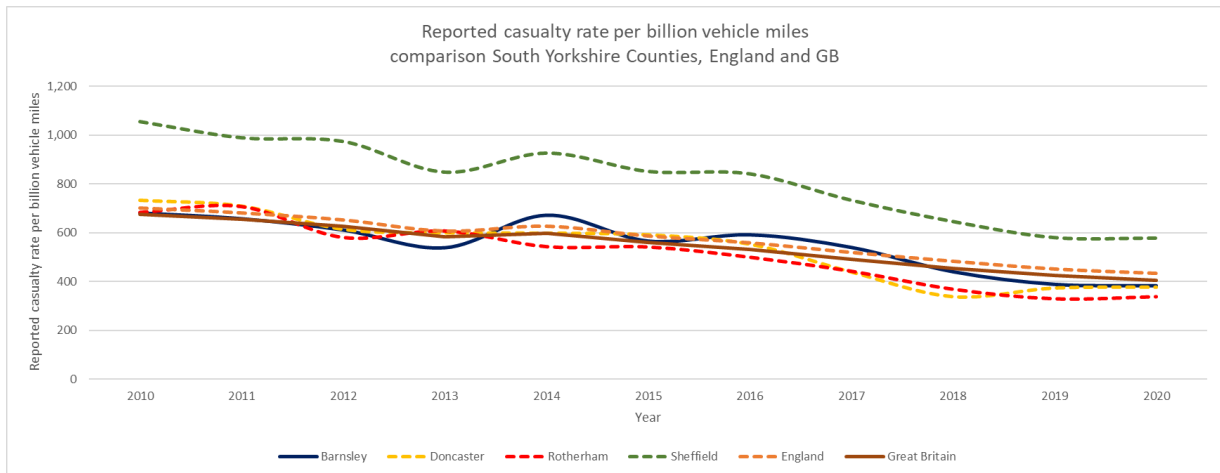
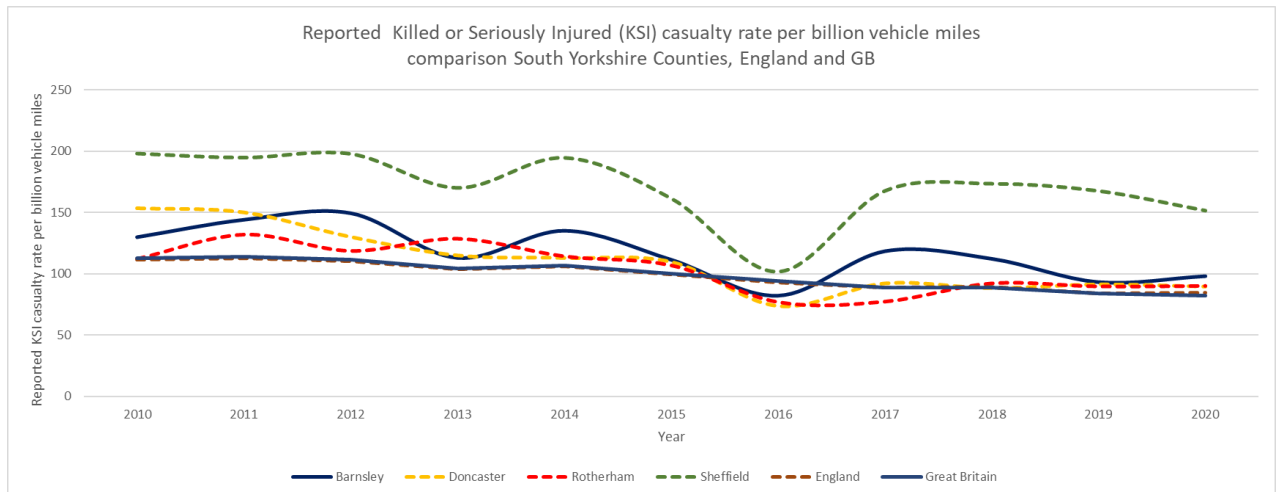


Figure 5: Reported Killed or Seriously Injured (KSI) casualty rate per billion vehicle miles comparison South Yorkshire Counties, England, and GB¹⁵



Local Road and National Trunk Roads Context

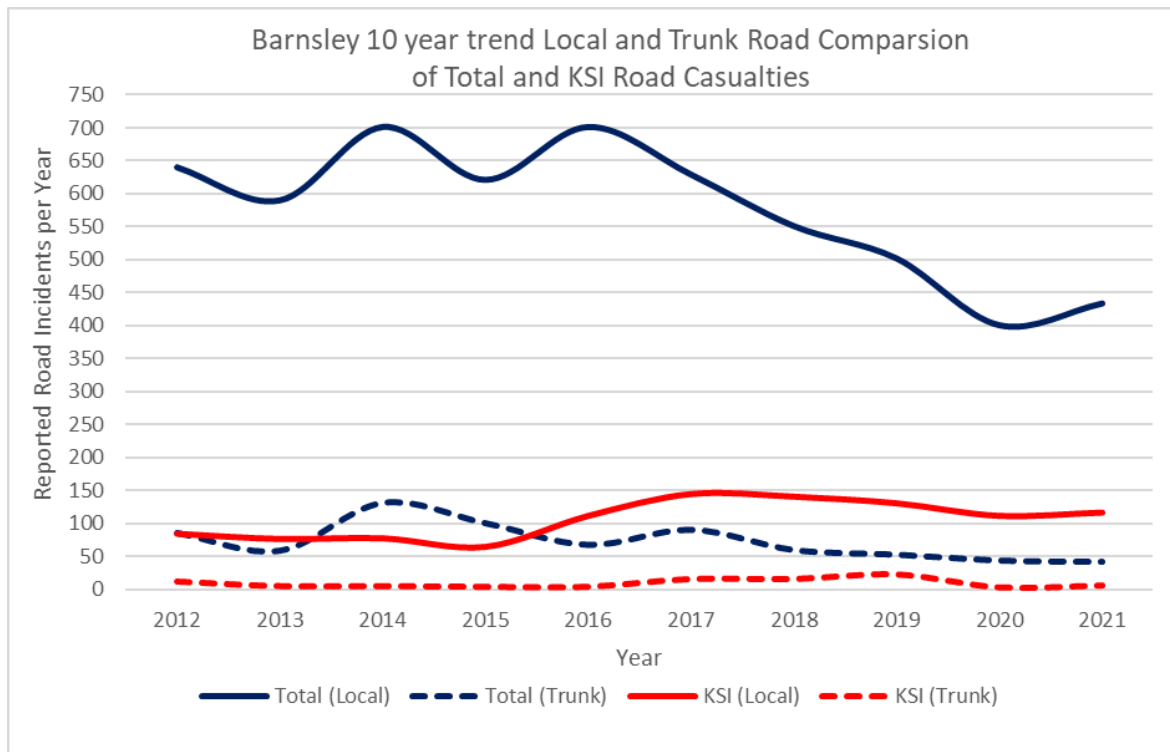
Barnsley has several key national Trunk Roads passing through the Borough, which are under the control of the National Highways and like our adjacent Local Road Authorities are key partners in our shared Road Safety ambitions. Figure 6 shows how Local and Trunk Roads contribute to road incidents in Barnsley, with the main trunk roads being the M1 Motorway passing through the wards of Dodworth, Kingstone, Darton West, Penistone East, Rockingham, and with A Class Road (A616 and A628) through the wards of East and West Penistone.

As expected, figure 6, shows the Trunk Roads have significantly less prevalence for road incidents resulting less incidents and KSI. This is a function of the motorway design (less junctions / vehicle conflicts /vehicle restraint system etc) and the higher (capacity) volume of traffic on this part of the road network.

¹⁴ RAS30040 Reported casualty rate per billion vehicle miles by country, English region and local authority, Great Britain, 2010 – 2020 (DfT)

¹⁵ RAS30040 former RAS41003, Reported Killed or Seriously Injured (KSI) (adjusted) Casualty rate per billion vehicle miles by local authority, Great Britain, 2010 – 2020 (DfT)

Figure 6: Barnsley 10 Year trend Local and Trunk Road Comparison of Total and KSI Road Casualties



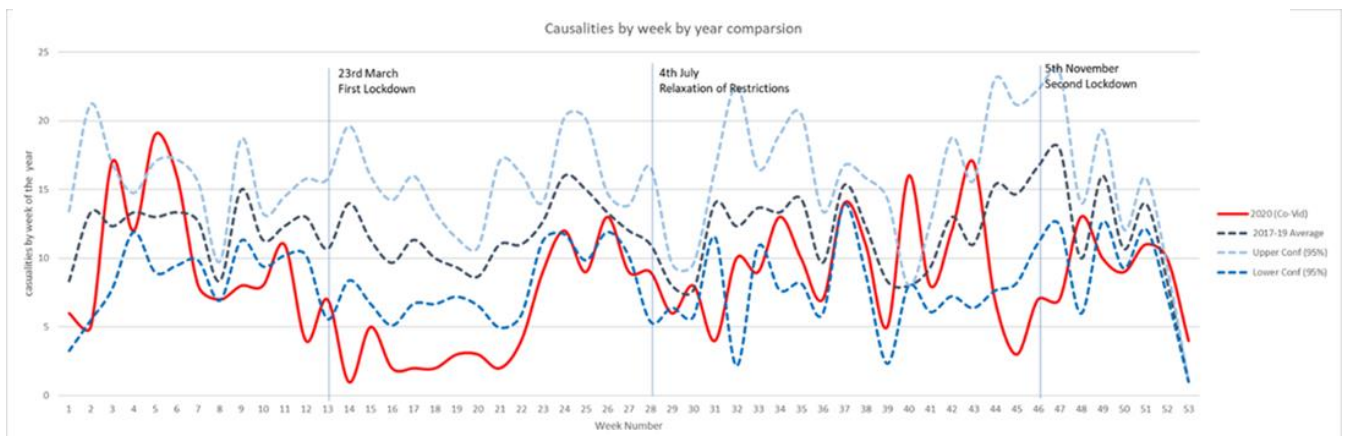
Road Safety Incidents during COVID 19

During the Covid Pandemic in 2020 there has been a reduction in vehicle casualties with a drop from 490 in 2019 to 380 in 2020 and increased back up to 424 in 2021. Pedestrian Casualties over the same period showed less reductions 63 in 2019, 64 in 2020 and 51 in 2021.

The number of casualties per week can be seen in Figure 7, and then compares to previous 3 -years with respect to 95% confidence limit, and it can be seen the first lockdown there was a reduce the number of casualties on Barnsley Road (red line) after the relaxation of the first lockdown the number of casualties does return to close to normal.

Despite the reduction in Road Casualties, we have reviewed the accidents rate per billion vehicle miles and found the prevalence (rate) has remained relatively unchanged, therefore it can be concluded that Covid has reduced the number of casualties but has not reduced the prevalence (risk) of incidents on our Roads.

Figure 7: Casualties by week of the year 2017 to 2019 average (95% Confidence), 2020 (co-vid) comparison



Concluding Barnsley 10 years Road Safety Performance

It can be concluded in the past 10 years the number of road incidents resulting in casualties has reduced significantly through the effective work of Barnsley Council, South Yorkshire Safer Roads (SYSR) Partners and in collaboration with people, communities, and elected members.

The majority of this reduction has been in the Slight category, with the Killed (Fatal) and Serious Injuries (KSI) showing reduction to a lesser extent. Overall, the Barnsley Road accident trend is showing signs of flattening, with spikes in more serious and fatal road incidents. This is potentially due to some areas of Barnsley having a higher prevalence in KSI incidents and / or the number of casualties per incidents being higher due to the type of road user (young car drivers and motorcyclist, typically male) on high-speed roads. Therefore, Barnsley roads are safer, but the reduction in KSI is lessening and requires a change in our approach to Road Safety.

Changing our Approach – Safe System

The traditional reactive approach is not returning the reduction in road incidents through just Education, Engineering, and Enforcement. Therefore, a more “collaborative systems-wide approach to Road Safety” is required, to ensure that the whole Council will have wider influences within Barnsley and external with our SYSR partners, and other regional and national bodies for those outside Barnsley who use our Local Roads.

The diminishing returns of the traditional approach has been acknowledged at International and National level, in response, SYSRP adopted the *Safe System* approach, as outlined in their “South Yorkshire Strategy to 2030 and beyond” (SYS2030) ¹⁶. This Barnsley Council Strategy is fully aligned with this approach, and it supports our Vision that all *Our people travel to arrive*.

¹⁶ <https://sysrp.co.uk/strategy>

Chapter 4 Vision Zero – Safe System.

The Safe System principle.

South Yorkshire Safer Roads Partnership Strategy presents the overarching regional strategy to deliver Safer Roads for our people and communities. The key change to this strategy is the adoption of a whole traffic approach that is designed to prevent people being killed or seriously injured, often through policy frameworks such as ‘Vision Zero’ or ‘Towards Zero’. This whole traffic approach is reframing how Road Safety is delivered through a *Safe System* approach that starts with a simple “ethical imperative” that:

“the traffic system should be designed and used in such a way that no one is killed or seriously injured as a result of a road crash; this imperative needs to be established and become part of the public discourse..... The implementation of a Safe System can be seen as a journey with different individual paths that may have different starting points but ultimately seek to arrive at the destination of trauma-free roads. ”

(International Transport Forum “Zero Road Death and Serious Injuries”) ¹⁷

Vision Zero is based upon three ideas (cornerstones):

- *First, **safety comes first in the design and functionality** of any transportation system, therefore, **mobility is a function of safety**. Meaning that the traditional trade-off (balancing off) between mobility and safety is not appropriate or permitted;*
- *Second, **shared responsibility for safety, which is divided between the providers of the transportation system and the users; and***
- *Third, **decisions (interventions) should be evidence based**, as they are responsible for the life, and health (and wellbeing) of users. Since the majority of road incidents crashes can be attributed to human error, the transportation system must be robust and tolerate human errors.*

The traditional approach to Road Safety is more reactive to symptoms (accidents) that is a failure to the current system. The success of the approach is reliant of these symptoms being evident and similar causation at accident locations or demographic to develop interventions. The challenge the *Safe System* recognise the accidents have reduced to such a level that the causation is becoming increasing less evident and therefore intervention is less effective. Therefore, the *Safe System* recognises the contributing factors to accidents and through shared responsibility to make it become “the public discourse” intervention that collaboratively and share responsibility in delivering Safer Roads for all users in Barnsley.

Table 3 is an extract from Table 2.1 of the International Transport Forum (ITF) “Zero Road Deaths and Serious Injuries” paper, this is reframing of our approach to Road Safety working collaboratively and positively with our people and communities in our shared Zero Road Deaths and Serious Injuries ambitions.

¹⁷ ITF (2016), Zero Road Deaths and Serious Injuries: Leading a Paradigm Shift to a Safe System, OECD Publishing, Paris, <https://www.itf-oecd.org/sites/default/files/docs/zero-road-deaths.pdf>

Table 3: Comparing the Traditional Road Safety approach and a Safe System (extract Table 2.1)

What, Who and How?	Traditional Road Safety Policy	Safe System
What is the problem?	Try to prevent all crashes	Prevent crashes from resulting in fatal and serious casualties
What is the appropriate goal?	Reduce the number of fatalities and serious injuries	Zero fatalities and serious injuries
What are the major planning approaches?	Reactive to incidents Incremental approach to reduce the problem	Proactively target and treat risk. Systematic approach to build a safe road system
What causes the problem?	Non-compliant road users	People make mistakes and people are physically fragile/vulnerable in crashes. Varying quality and design of infrastructure and operating speeds provides inconsistent guidance to users about what is safe use behaviour.
Who is ultimately responsible?	Individual road users	Shared responsibility by individuals with system designers
How does the system work?	Is composed of isolated interventions	Different elements of a Safe System combine to produce a summary effect greater than the sum of the individual treatments- so that if one part of the system fails, other parts provide protection.

There are **Four Principles** that underpin the Safe System approach in road traffic:

- *People make mistakes that can lead to road crashes;*
- *The human body has a limited physical ability to tolerate crash forces before harm occurs;*
- *A shared responsibility exists amongst those who design, build, manage and use roads and vehicles and provide post-crash care to prevent crashes resulting in serious injury or death; and*
- *All parts of the system must be strengthened to multiply their effects; and if one part fails, road users are still protected.*

Therefore, this approach design and operation of our road transport system should guide the road user to safe behaviour and mitigate the consequence of common human error.

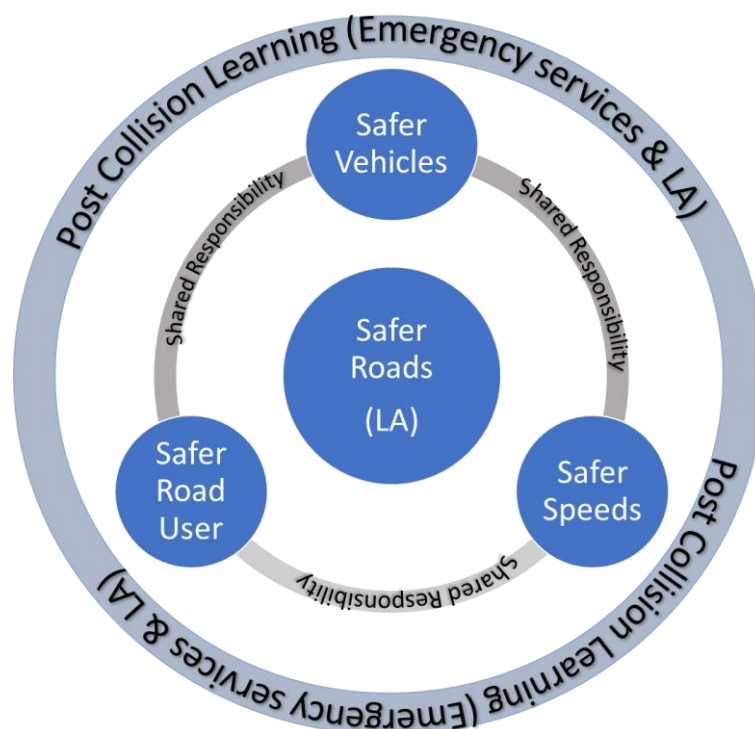
Barnsley Safe System Pillars: “Our People travel to arrive”

The Safe System relies on the application of measures (interventions) from a number of key elements (pillars) which include *safe roads, safe vehicles, safe speeds, safe behaviours* and *post-collision learning*. Individually, these elements contribute to reducing the risk of incidents / collisions and associated injury (severity). The cumulative effect of these elements can provide greater impact than any individual element and can also safeguard if any element fails. These elements are collectively referred to as the *Safe System* five pillars of action.

The *Safe System* requires a systematic (wide) multi-disciplinary (professions) and multi-sectoral (partnership) approach to address the safety needs of all roads users to create “public discourse”. Through the discourse, a “shared responsibility” will be established between users and providers to make safe mobility, *so our people travel to arrive*.

Our Safe System pillars (elements) are shown in figure 3 that it is centred around the *Safer Roads* and public spaces which is largely provided by Roads Authorities, like Barnsley Council (Local Roads) and National Highway (Trunk Roads). Around *Safer Roads* is the three pillars (*Safer Vehicles, Safer Speeds* and *Safer Road User*) that have shared responsibility between the road users for example car driver, cyclists, pedestrians etc and providers (including enforcement). When there is a failure within this circle of *Shared Responsibility*, it falls to the outer circle (pillar) *Post Collision Learning* with the primary action (response) is to administer emergency care, the secondary action being the aftermath including accident investigation, prevention and learning on how the system can be approved to prevent future collisions. Table 4 outlines the actions under each pillar.

Figure 8: BSRS Safe System Five Pillars



These Safe System Pillars are our cornerstones in the delivery of Safer Road for our people and communities and contribute to South Yorkshire Partnership vision, and the National and International ambitions for Zero Road Deaths and Serious Injuries.

Table 4: BSRS Safe System Pillars

BARNSELY COUNCIL “SAFER ROADS” PILLAR

- Designing and maintaining our highway network to reduce the potential of collisions and the severity when they do.
- Working with our communities to make our streets and roads feel safe to encourage sustainable, active, and healthy living.

BARNSELY COUNCIL “SAFER VEHICLES” PILLAR

- Promote safer vehicles on our road by working with our partners to support the transition to zero emission vehicles through the provision of the appropriate infrastructure.
- Promote safer modes of transport that support health, wellbeing and equality.
- Barnsley Council will aim to deliver best practice in terms of fleet management, employee (driver) code of conduct and the procurement of contractors who share our Road Safety values.

BARNSELY COUNCIL “SAFER SPEED” PILLAR

- Our Highway environment is self-explaining with an appropriate (evidence led) speed limits that reinforce appropriate Road User behaviour, especially when this relates to the most vulnerable road users.
- Road users understand and travel at appropriate speeds with respect to road condition and within speed limits. Where appropriate work with our communities and partners, to investigate, educate and reinforce appropriate Road User behaviour.

BARNSELY COUNCIL “SAFER ROAD USER” PILLAR

- Encourage and promote the safe use of our highway network with consideration of other road users.
- Targeting high-risk road users and seek to change their behaviour through focused interventions by understanding its basis.
- Provide focused interventions like education, training, media, and enforcement to support appropriate road use.
- Encourage sustainable roads users to know and comply with the road rules and use our spaces safely for themselves and others.

BARNSELY COUNCIL “POST COLLISION LEARNING” PILLAR

- Working with all emergency services to identify and deliver improvements to overall casualty response process.
- Working with our partners and communities to understand the causes of collisions and to prevent reoccurrence.

Safe System Interventions – Areas of Action

In development of this Strategy, a review of current best practice was undertaken, as well as how other Local Authorities have applied Safe System approach to Local Roads. Most Local Authorities have retained the three E's of Education, Engineering and Enforcement, with the additional fourth 'E' of Engagement. While this is compatible with the *Safe System* approach, it does present a risk of failure by Road Safety professionals not reframing their approach to establish a "public discourse" and that Road Safety is a shared responsibility.

Barnsley Safer Roads Strategy has adopted a blended approach that incorporates the traditional 3 E's approach with the proactive Safe System approach – developing four Areas of Action which are:

- Governance, Monitoring and Review;
- Education and Engagement (Media and Behaviour change);
- Engineering and Mobility ; and
- Enforcement and Compliance.

The Areas of Action are outlined in Table 5.

Table 5: Safe System – Areas of Action

GOVERNANCE, MONITORING AND REVIEW

Whole Council approach to Road Safety will require clear lines of Governance and accountability at Local, Regional and Sub-national level to deliver Safer Roads and Public Spaces for all our people and communities. Through a process of monitoring and review, these clear lines seek support and widen the Road Safety ambition beyond Barnsley Borough.

EDUCATION AND ENGAGEMENT (MEDIA AND BEHAVIOUR CHANGE)

Educating our Children and Young Adults in the correct behaviour on our Roads and Public Spaces is an investment in life skills and a Road Safety legacy for future road users. Through active engagement, we will seek to understand how we can communicate an effective message at target user groups and their social influencers, including family and friends.

Across all Council departments, Barnsley will support the South Yorkshire Safer Road Partnership in their campaign timetables in promoting safer road use and safer vehicles including campaigns that educate and inform *Our People* of changes in the Highway Code, as well as good and considerate behaviours.

A key aspiration of this area of action is to reduce inequality and accessibility by actively, looking at how we can educate and engage with our target adult population to improve their skills, knowledge, to access opportunities. Also, to support our elderly and retired in their personal adaptation to maintain their mobility in their communities and *Our Places*.

ENGINEERING AND MOBILITY

Our Places are made up of Roads and Public Spaces that are used by a variety of street users in terms of personal mode choices that reflect personal circumstances and mobility needs. *Our People* have a shared responsibility in how they interact on our Roads and Public Spaces; working across the Council Departments, Partners, Elected Members and Communities – we shall identify design solutions and action plans to make *Our Places* safer for *Our People* and those who come to Barnsley – so Street and Road users' behaviour is appropriate with *Our Places*.

ENFORCEMENT AND COMPLIANCE

Working with our Key Partners in South Yorkshire Police, and Council colleagues in Licensing, Neighbourhoods, Parking and Trading standards to direct limited resources in identified areas of non-compliance by Road users.

Chapter 5 Evidence Led approach to Safer Roads and Public Spaces.

Introduction

The scale and nature of intervention should be determined by an evidence led approach to Road Safety, which works with Barnsley partners and communities to identify the key area for improvement that presents the potential greatest benefit to the lives of our people.

The level of the intervention is also an important consideration, as Road Safety does have common themes to road incidents and should also be viewed in the right context in terms of prevalence or potential for accidents. For example, travelling by car on the motorway is low compared to cycling, where the number of cyclists / incidents are higher due to low number of total miles covered.

Area Councils and Ward Level Context and Common Strategic Themes

While the Department for Transport reports at Barnsley Borough level which is detailed in Chapter 3 of this strategy, to inform the direction of this strategy, a breakdown was estimated by Area Councils and Ward level. This approach allows for a bottom-up approach, and direct services at local level and moving away from top-down targets as outline in the DfT “Working Together to Build a Safer Road System” and examine Barnsley Accident trends at Area Council and Ward level.

When considering the Area Council and Ward datasets, there are common strategic themes which are outlined in Table 6.:

Table 6: Area Councils and Wards: Summary of Common Strategic Themes

Young Drivers

The strategic nature of the data analysis has demonstrated that most road casualties' incidents are associated with people aged between 17 - 66 years old. When examined in detail the 17-26 age category, and in some locations, the 27 to 36 years category as well, contribute significantly higher to Road Incidents and KSI than any other age categories. This may relate to road user experience, with driver over confidence (attitude to risk) and a lack of competence (experience) as key risk factors. Speed, loss of control, failing to spot danger are all recorded contributory causes, as drivers do not align their behaviour to the prevailing road environment. An important characteristic for young drivers is gender, with young male drivers having significantly higher risk of collision than females. In contrast, female passengers' casualties are generally higher than males;

Gender and Vulnerable Road user

This emerging strategy established at the outset that young males are the most likely to be involved in road safety incidents. However, there is greater equality between male and female car drivers, rather, male drivers are more likely to use other vehicle types, through profession (goods vehicles) and recreational (motorcycling and cycling) which are more greatly associated with road safety incidents. From examination of Vulnerable Road Users under 16 years old, it was found that Boys under 11 years are significantly more likely to be involved in road incidents (pedestrians' casualties) than Girls. While this trend levels out in early teenage years, it was found that Girls were more like to be in incidents as vehicle passengers' casualties. When we consider drivers, its evident boys (11+) and young men (16+) have a significantly higher prevalence for road incidents resulting in an injury (motorcycling and cars). It can be concluded that under 16 years Boys and Girls, do have accidents trends that have gender does have contributing factor.

Motorcyclist / Pedal Cycling

Motorcyclists are a disproportionate contributor to the overall road incidents and KSI with respect to the number of motorcycle vehicles on Barnsley's Local Roads. Typically, motorcyclists are male with an age distribution extending into the middle-aged. A similar pattern to a lesser extent is also found in Pedal Cyclist as well. There is a sub trend of young boys (11 to 16 years) where there have been number incidents from a peak 13 in 2012 to 6 in 2018, reduced further to 2021. Note the earliest age for a motorcycle / moped driving license is 16 years old;

Chapter 6 Key Transport User Groups.

Building upon Common Strategic Themes

Building upon these are common strategic Road Safety themes, our strategic approach not only aims to reduce the number of road incidents with these groups. The adoption of the *Safe System* approach has created an opportunity to reframe our existing practice, and to widen our approach through research and application, to achieve a whole Council approach with our regional and national partners to deliver *Safer Roads* and *Places for all Our People to travel to arrive*.

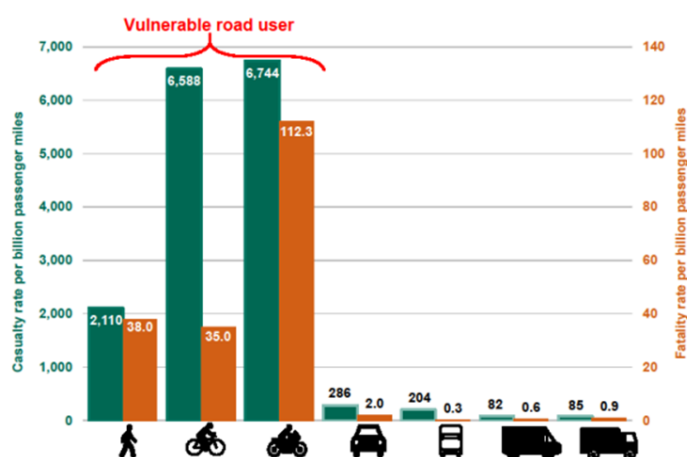
Hierarchy of road users – Supporting Vulnerable Road Users

The Road Traffic Act (RTA) 1988 applies to all vehicles and drivers within the UK as it essentially covers the correct and appropriate use of vehicles on the road in the UK. The rules of the road are covered in the Highway Code, which is reviewed and updated accordingly. In 2022 the definition of the “Hierarchy of road users” which gives a clear guidance on vehicle drivers including cyclists (as well as other road users) on their duty of care to more vulnerable road users.¹⁸

The DfT “Working Together to Build a Safer Road System”(2015) in which it discussed the benefit of “Road User groups” that are more vulnerable user to the physical impact of a collision than those in an “enclosed vehicle”. Motorcyclists are considered the highest casualty risk of all road user groups on account of both their physical vulnerability and the elevated speed at which they can travel compared with other vulnerable road user groups (as shown in figure 9). This reflects the importance of the Hierarchy of road users, not only in our approach to the *Safe System* but also in Policy documents like Barnsley Transport Strategy (Local Transport Plan) and *Barnsley 2030*.

Despite the higher risk of vulnerable road user groups, we must recognise the benefits of these modes of travel. For example, walking and cycling having a clear health benefits, assisting obesity reduction and increased life expectancy, and environmental benefits. Motorcycling is an efficient means of transport and can support affordable social and economic inclusivity.

Figure 9: Extract of Figure 3 Comparative vulnerability of different road user groups (per billion passenger miles) from the DfT “Working Together to Build a Safer Road System”(2015)



¹⁸ Duties of road users is a duty of care which is considered equal by all road user, but duty (responsibility) is higher on those who can inflict more damage or harm. (English Tort Law).

Vulnerable Road Users: Pedestrians

The most accessible and popular mode of active travel is pedestrian / walking; when we consider that walking makes up part of all journeys and is essential for our peoples' everyday needs. Therefore, considering pedestrians over other modes, supports all users and enables mobility in *Safer Roads* and Public Spaces. In the development of this strategy, we undertook a refined accident analysis by Accident Class from 2017 to 2021 (4 years).

Children <16 years

The most notable observation of the under 16 years (children) accidents is that they make up 34% of all pedestrian road incidents resulting in an injury. If we consider a percentage of the total, all pedestrian incidents that resulted in a fatal (kill) or serious injury (KSI) 14% of all pedestrian KSI are under 16 years old, 3% are Girls and 11% are Boys. For comparison, for all other ages (17 years and above) is 29% KSI, 9% are female and 20% are male. This group of pedestrian / street users is contributing disproportionately to casualties in Barnsley.

Response to Children <16 years

Road Safety Education is an important and vital element in our *Safe System* through the School Education system which should allow for direct and targeted ("funnel") education interventions. Barnsley and South Yorkshire Safer Road Partnership (SYSRP) have well developed School Educational material, as well as other publicly available material from the DfT *THINK!* Website¹⁹. The common challenge is securing engagement with schools to arrange delivery of the material, especially in schools within areas of greater Socio-economic deprivation.

Therefore, a shared responsibility must be developed with educators to commit to a communication plan of targeted Road Safety education / life skills at key child's development stages. Unlike any other target group, the under 16-year-old children is the only group that can be effectively targeted due to the education system and greater success in engagement can equip children in life skills as they enter adulthood and using other modes, cycling, and driving vehicles – safely.

The Educational (material and format) approach should be developed that engages all children with a view of gender and prevalence for the type of accident, with *key messages* for target groups for "*Safer Road User.*" This may require focus groups to review material and effective approaches to deliver of *key messages* with the relevant target groups, creating wider shared responsibility (ownership) through peer-led interventions.

Adults 17+ years

The number of pedestrian incidents does reduce by age group, with the differences between male and female becoming more equitable (36 year and above) but some age groups do display some inequality. If we consider percentage of the total, all pedestrian incidents that resulted in a fatal (kill) or serious injury (KSI) for 17 to 46 years is 15%; of which 2% are female and 13% are male, for 47 years and above, is 14% of which is 7% female, and 7% male.

The number pedestrian incidents do reduce as the population becomes older, this is a combination of increase mode choice and preference, as well as older generation self-regulating (personal adaption) reflecting reduced physical and mental ability, for example need for prescription glasses, ability to identify gaps in traffic to cross the road (increased concern of road speed) etc. This self-regulation

¹⁹ <https://www.think.gov.uk/education-resources/>

contributes to reduced risk-taking behaviours. Hypothetically, if male adult pedestrian had a similar approach to risk as female pedestrians, there would be 50 less KSI²⁰ in the past 4 years.

Response to Adults 17+ years

The majority of pedestrian incident are the result of collisions with vehicles, and therefore, by improving drivers and riders' behaviour (*Safer Road user*) and combined with appropriate speed (*Safer Speed*) would contribute to reducing the number of incidents and the severity. However, "*Safer Road User*" is a shared responsibility of the pedestrian within a Street space ("*Safer Roads*") and with other Road Users (Drivers and Riders).

The response to Adult Pedestrian incidents is a blended approach that should build upon our response to under 16s, investing in the next generations of adults, and how we can reframe public attitude *Safer Road User* through media and campaigns.

Therefore, the emerging Strategy must develop a communication plan and training (media campaign) material that encourages older adults to make a voluntary decision to change their transport mode preference and / or to adopt safer road user approach.

Vulnerable Road Users: Motorcyclist

When we consider that anyone over 16 can apply for motorcycle or moped licence, the number of road safety incidents between 11 and 16 years involved 15 boys and 1 girl, of which 4 boys were KSI incidents. The pattern of mainly male victims is repeated in all age groups from 17 to 61 years old, which is relatively high to the age 36 years before reducing significantly.

As previously highlighted, the number of motorcyclists on our roads are relatively low in comparison to the number of road safety incidents. This is a national trend as outlined in figure 9 and the associated text. What is not highlighted that inequality exists due to the number of male victims compared to female. The challenge is targeting motorcyclists as primary causation is loss of control, speed related and experience, in particular Area Councils such as Central Barnsley, South Barnsley and North East Barnsley.

Responding to Vulnerable Road Users: Motorcyclist

A blended approach is required, targeting key routes with Action Plans that seek to inform Motorcyclists groups through tailored media / promotion at destinations, and entry points into the transport network. No consideration should be given to the style and type of motorcycling, rather all motorcyclists, regardless of experience and engine size.

In combinations to this is key campaigns (DfT *Think! "Never too good"*²¹) and educational resources "*Biker Down*" (SYSRP First Aid training) that seek to improve response to incidents and developing shared responsibility in assisting the injured correctly and reduce severity and life-changing injuries. Therefore, the promotion motorcycling safety is about promoting additional / sign posting training opportunities.

Vulnerable Road User: Pedal Cyclist

Pedal cyclist is important to our transport system in delivering increase reach of active travel modes to reduce the need for short distance car travel and associated disbenefits. Therefore, the promotion of pedal cycling (and walking) results in increased health and well-being, but also makes our Local Roads Safer.

²⁰ Between 2017 and 2021 there was 81 males KSI and 31 female KSI

²¹ <https://www.think.gov.uk/campaign/motorcycling/>

Similar, to other modes, there is a higher prevalence in male pedal cyclist incidents which is evident 11 to 16 years age group, which reduces in older age with increased mode choice, but the prevalence of male cyclist is evident in all age groups. When we consider the number cyclist and the total mileage, these incidents are contributing proportionally higher to road safety incidents overall. Other observations is the majority of road safety incidents are on A or Unclassed Roads, with B and C classes contributing less so.

Responding to Vulnerable Road User: Pedal Cyclist

Barnsley Council are undertaking several initiatives to promote and support increased pedal cycling on our Local roads, this includes reduced speed areas, like 20 mph zones, segregate cycle lanes, and cycle facilities. Other key initiatives, with Bikeability (cycle training) promoted through primary and secondary schools. Adult cycle training is also being promoted.

While there are a number of contributing factors to cyclist related road incidents, education is the primary response as this *Safer Road User* and *Safer Vehicles*. Further consideration could be given to bicycle repair / maintenance voucher scheme, bike repair training, cycle skills, behaviour information, Bikeability trainer recruitment, promotion and support of Bike-Bus initiatives.

Drivers: Young Adult 17 to 26 years and Gender

Young Adult drivers present a disproportionate contribution to road safety incidents, compared to other age groups. There are other characteristics, in terms of most incidents involve young men. If we consider all vehicle types, the data suggest the gender gap is less evident in Car only incident, rather males are more likely drive other types of vehicles such as motorcycles, goods vehicles and pedal cycles.

Response to Drivers : Young Adult 17 to 26 years only

Young Drivers have a high potential for road safety incidents for a number of factors, however, the overarching theme is driver competence / experience does not align with their confidence / attitude to driving (and vehicle maintenance). Therefore, initiatives that seek to align driver ability (competence) to their confidence should reduce the potential for road safety incidents. This can be a combination of driver post-test courses to improve their skills, as well as capture / correct choice behaviour. Also, courses in response (alternative to prosecution) to road offences, for example, courses on awareness of speed or smart motorways, or safe and considerate driving, etc.

Media Campaigns based upon behavioural change approaches have been developed by national and regional bodies that take a different approach to Young Drivers, for example DfT *Think! "The Road Whisperer"*²² campaign or the Road Safety Scotland *"Drive like Gran's in the Car"*²³ campaign encourages drivers to reflect and moderate their behaviour to the driving environment (as if someone they respect, and value is in the car). While similar approaches could be developed for a Yorkshire area, the effectiveness of such campaigns is dependent on several (risk) factors²⁴ / influences to achieve the aim of creating *public discourse* (change in Road Safety culture) and a lasting effect once the campaign is concluded.

Therefore, creating a *public discourse* on how we can support inexperienced drivers within the first 12 months, especially the first 1000 miles after passing, being highest risk of road safety incidents, should reduce the risk. What approaches could be considered to reduce the risk, for example parent

²² <https://www.think.gov.uk/campaign/road-whisperer/>

²³ <https://roadsafety.scot/campaigns/>

²⁴ Resources to produce, research, develop, promote / broadcast / deliver a targeted campaign.

-young person's agreement can be used to limit their exposure to high-risk situation like driving at night with friends. Follow up post examination training with refresher and opportunity for feedback and support.

Drivers and Passenger: Gender

While it is evident that boys and young men have a higher prevalence for road safety incidents as pedestrian or driver and rider. When we consider different vehicle types, it is more equitable in the number of incident for male and female car drivers. However, there is a higher prevalence of incidents for male (almost all) in non-car modes, like goods vehicles and motorcycling.

When it comes to Car (Vehicle) Passengers female have higher prevalence of being victims of roads safety incidents resulting injury.

Response to Drivers and Passenger: Gender

When responding to gender differences Road Safety aspects, these differences should be acknowledged as fact and should not be reacted upon (to avoid indirect discrimination). Therefore, it would be appropriate to have male and female role models that are relatable to the target audience and / or their peer group. For example, Road Safety Scotland *Drive, like Gran's in the Car* campaign, targets young male drivers, without mentioning gender or age – with the influence of a key role model, Gran.

Peer Influence has been a standard approach in Road Safety campaign, for example, for High School age group the DfT "*See Think Speak*"²⁵ and into adulthood with the DfT *Think! "Mates matter"*²⁶. These campaigns seek to create peer influence, which is about creating a public discourse within key target group or within peer influence group. These approaches could be successful if the message is conveyed in an accessible and universal way – that develops a shared responsibility.

Drivers: Adults 65+ years

Our research found there was no indications that age was a significant contributor to road safety incidents. This could be for a number of reasons, but most likely that elderly people will self-regulate their behaviour in response to their changing (personal) circumstances. This self-adaption may include a change of vehicle to something more manageable and with increased safety features, changing when they travel during the day or good weather, and there is potential for mode shift to public transport, incl. taxis, etc. While the research would suggest that Drivers 65+ years is not a major contributor to road safety incidents in the Barnsley area, it would be prudent to consider an intervention to mitigate a potential risk associated with an aging population demographic.

Responding to Drivers: Adults 65+ years

When considering drivers over the age of 65, it is appropriate to consider the important contribution that driving to lives of our elderly community, and the wider role of active mobility in later life in support of health, wellbeing and inclusivity of *Road Space* and Public Spaces. Therefore, responding to mobility at any age is an important aspect of this strategy, and whilst it may not contribute significantly to KSI reduction, this will contribute to other performance indicators.

Therefore, initiatives that seek support self-regulation / personal adaption in older life by supporting individuals to maintain their mobility including stop driving and adopting shared transport alternatives are important, as these will contribute positively to Road Safety as well as wider health and wellbeing benefits.

²⁵ <https://www.think.gov.uk/education-resources/explore-education-resources/page/2/?age%5B0%5D=13-to-16>

²⁶ <https://www.think.gov.uk/campaign/a-mate-doesnt-let-a-mate-drive/>

Drivers: Driving as a Profession

Driving as a Profession has a number of occupational hazards, which is regulated by various laws and regulations, the most notable being *working time directive* and the use of tachographs. Companies' compliance to these regulations is essential to mitigate risk, as such company health and safety policies as well as vehicle maintenance, driver training and welfare facilities are required to improve standards and occupational care.

One area often overlooked in Road Safety is driver welfare facilities and driver fatigue.^{27,28} We have examined the available road incident data in relation to driver fatigue and it was found to have insufficient data (evidence) to suggest that driver fatigue was a major contributor to road safety incidents in Barnsley.

Responding to Drivers: Driving as Profession

While it was not evident that driver fatigue contributes significantly to road safety incidents in Barnsley, we must consider that the types of these incidents are more likely to occur close to key logistic destinations (outside Barnsley). As such, it would be prudent to cater for drivers' welfare facilities for all genders within Barnsley which will result in reduced road safety incidents at these destinations and results in *our people* returning home safely.

Locations and Causation

When we consider the location of road safety incidents in Barnsley, it can be seen in Figure 10, that most locations where most incidents do occur are locations with no junction present (straight road) or complex junctions (more than 4 arms, not roundabouts). When we consider associated speed limits as shown in Figure 11, 30mph (urban) and 60 mph (rural and inter-urban) are the main contributing factors to road safety incidents.

When considering the type and speed of the road, we have examined the number of incidents per road classification and number (where available). While the majority of road safety incidents are on unclassified roads, this may be due to a limitation on the information recorded on site. Therefore, we have ignored unclassified roads in this analysis.

Therefore, A classed roads with the high level of incidents (% percentage of KSI in 2018 to 2021) are, A628 (26%), A61 (19%) A635 (17%) A6195 (10%) A633 (9%) and A616 (7%). Similar for B classed Roads with the high level of incidents (% percentage of KSI in 2018 to 2021) are B6096 (15%), B6098 (14%), B6428 (14%), B6132 (12%), B6100 (9%), B6273 (8%).

²⁷ <https://www.rospa.com/media/documents/road-safety/driver-fatigue-factsheet.pdf>

²⁸ <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/drivers/fatigue-litreview.pdf>

Figure 10: Barnsley: Location of Collision Resulting in Fatal (Kill) or Serious injury (2018-2021)

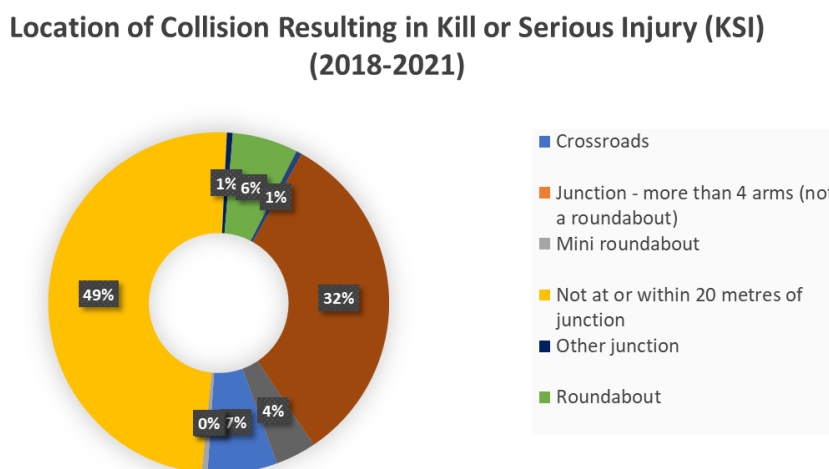
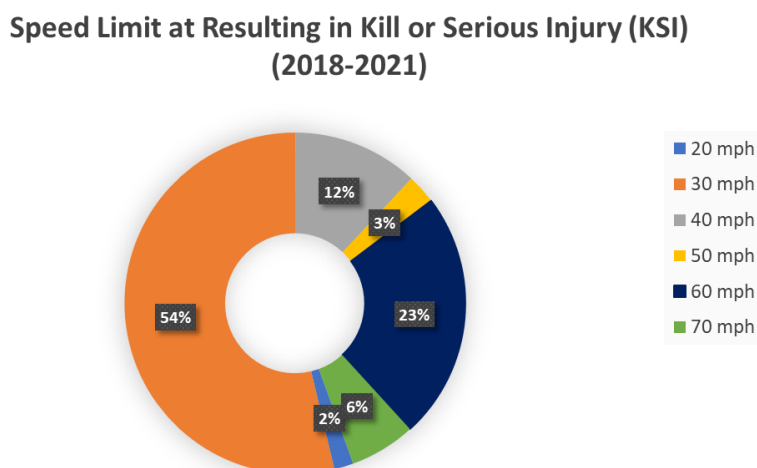


Figure 11: Barnsley: Speed Limit at road safety incident locations, which resulted in Fatal (Kill) or Serious injury (2018-2021)

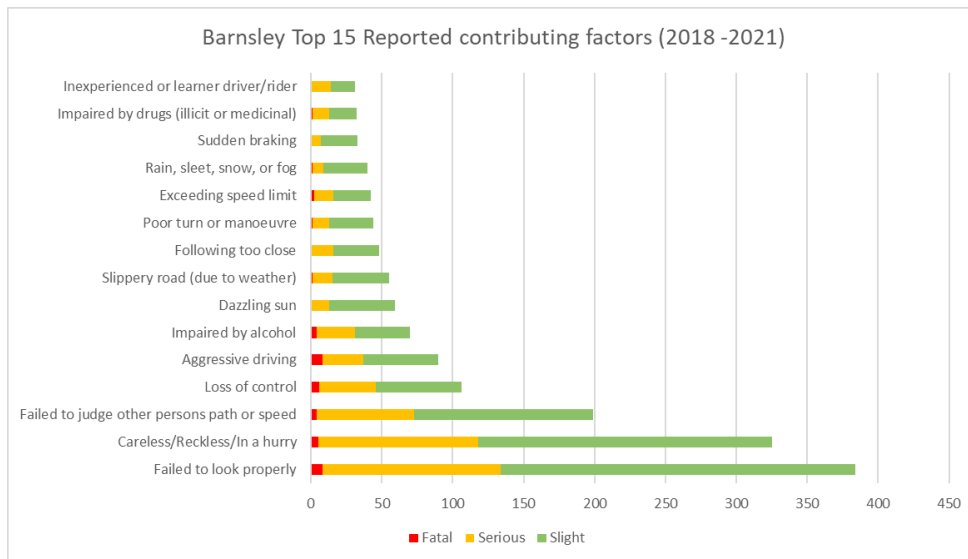


When we consider the primary causation of road safety incidents in Barnsley, the top fifteen are shown figure 11, with top 5 factors (outlined below) making up 54% of all road safety incidents resulting in some form severity (53% resulting in fatal (kill) or serious injury).

- Failed to look properly;
- Careless/Reckless/In a hurry;
- Failed to judge other person’s path or speed;
- Loss of control; and
- Aggressive driving.

The common factor is speed and failure of the driver, to drive appropriately with regards to the road condition and their ability.

Figure 12 Barnsley Top 15 Reported contributing factors to Road Safety Incidents (2018 -2021)



Responding to Locations and Causation

The safe system approach seeks to establish a shared responsibility between the transport user (behaviour) and the transport provider (road space). Therefore, a combined response of engineering and behaviour change to road safety incidents along routes (route action plans) or location (cluster analysis) is the appropriate approach (or combination of). However, we should seek out new opportunities / approaches to promote safer behaviour on key locations or routes through new technology or active campaigning could be considered. The use of navigation devices, live feedback, and targeted information on accident / speed location to create an impression of enforcement.

Chapter 7 Safe System Interventions – Programme of Action

Overview

Evidence-based approaches in the development of our Road Safety interventions is one the cornerstones of the *Safe System*, as this ensures that appropriate intervention, or combination of, will contribute to making our Road and Public Spaces safer. This Strategy has adopted a blended approach (“Areas of Action” as outlined in Table 5) to secure the value of our traditional Road Safety approach while embracing the proactive *Safe System* (“Safe System Pillars” as outlined in Table 4). The key Areas of Action have developed under the following four categories:

- Governance, Monitoring and Review;
- Education and Engagement (Media and Behaviour change);
- Engineering and Mobility; and
- Enforcement and Compliance.

The following section is a summary of the key intervention areas and programme of action.

Governance, Monitoring and Review – Programme of Actions

Table 7 outlines the programme of interventions in key actions areas to achieve a whole Council approach to Road Safety by having clear lines of Governance and accountability at Local, Regional and Sub-national level to deliver Safer Roads and Public Spaces for all our people and communities. The role of a Local Road Safety Coordinator is a crosscutting role that seeks common synergies in developing Whole Council “Safe System” approach, which identify/ support interventions, initiatives, funding, and resources to support these ambitions, and to ensure *our people travel to arrive*.

Table 7: Governance, Monitoring and Review – Programme of Action (summary)

GOVERNANCE, MONITORING AND REVIEW
Governance and scrutiny - seeks to create accountability and to enhance our working practices
Barnsley Council Local Road Safety coordinator is the key role to manage, develop and deliver this Strategy
Whole Council Safe System approach is integral within Local Transport Planning and Regional co-ordination
Harmonise Partners agencies actions / Delivery Plans of Key Strategic element - working with our partners
Parliamentary Advisory Council for Transport safety. (PACTS) . Adoption of national and regional Road Safety targets recommended by PACTS
Road Death and Serious Injuries Review (RDSIR) - Bi-annual or Annual cross agency / partners review of collisions resulting in fatal and serious injury
Development control - Ensure that local safety issues are considered early within the planning
Driving under the influence [DUI] undertake research to inform targeted behavioural change campaigns
Young Drivers and Multiple Occupancy Causality incidents - undertake research to inform targeted behavioural change campaigns
Route Action Plan - undertake research to understand how to influence road users along key routes

GOVERNANCE, MONITORING AND REVIEW

Education Single Point Contact (ESPC) – Barnsley Council Local Road Safety coordinator will act as a single point for Road Safety Education

“Road User Compliance Review (RUCR) Single Point Contact – Barnsley Council will take the lead coordination for any Road User Compliance concerns raised by our people.

School Crossing Patrol Recruitment and Retention Plan

Speed Compliance as a Key Performance Indicator

Education and Engagement (Media and Behaviour change) -Programme of Actions

Table 8 outlines the programme of interventions in key actions areas to achieve a whole Council approach to educating our Children, Young Adults and Adults in the correct behaviour in using our Roads and Public Spaces. This approach seeks to develop a lifetime of legacy that will deliver an inter-generational Road Safety inheritance by reducing road danger. Through active engagement, we will seek to understand how we can communicate an effective message at target user groups and their social influencers, including family and friends. A key aspiration of this area of action is to reduce inequality and accessibility through positive active by recognising these prevalence’s and adopting a universal proportionate approach²⁹.

Table 8: Education and Engagement (Media and Behaviour change) – Programme of Action (summary)

EDUCATION AND ENGAGEMENT (MEDIA AND BEHAVIOUR CHANGE)

Train the Trainers: School Staff or Community Volunteers (as required) to delivery basic Road Safety education, coordination, and promotion of Road Safety / Active Travel.

Road Safety Travel Plan Coordination - Working with schools to identify barriers to Active Travel

Working with PSHE (Personal, Social, Health and Economic) Network and our partners – to ensure active links with schools for the inclusion of the Safe System “public discourse” is integral to the school curriculum

School Road Safety Communication Plan (<16-Year-old) – working with our partners to agree co-ordinated approach to Road Safety Education

Young Adult Communication Plan (16–25-Year-old) – working with our partners to agree a co-ordinated approach to Road Safety behavioural change / education, with a key focus on immature / inexperience.

Adult and the Elderly Communication Plan (26+ year old) – working with our partners to agree a co-ordinated approach to support Adults and the Elderly to maintain and develop safe mobility. Encourage maintaining and take up of active lifestyle and personal adaption. Plan should present a focal point and signpost to resources.

Motorcyclist Communication Plan. Seeks to capture and direct all motorcyclists to undertake additional training, including first aid response, and compulsory Basic Training (CBT) plus training for new passed motorcyclists.

Support Community Public Health Local Interventions – As necessary to adopt a community-based approach

Road Safety Research and Innovation –improves our understanding of the contributing factors to Road Safety and develop better Road Safety interventions

²⁹ Please refer to “Equality Act and Public Sector Equality Duty” positive actions

EDUCATION AND ENGAGEMENT (MEDIA AND BEHAVIOUR CHANGE)

Development and Maintain Road Safety Educational Material – Educational material will be made available on-line for self-direct learning or In-person material that can be delivered by teaching staff for the following stages; Foundation; Key Stage (KS) 1 and 2, Transition (primary to secondary), and Key Stage (KS) 3 and 4

Safe and Active Travel for Schools (STARS) : Barnsley Council would seek to encourage all schools to work towards achieving Modeshift STARS accreditation and actively managing safety on the network around their establishment

Junior Road Safety Officer (JRSO) Scheme

Older Drivers- Driving Safer for Longer: Targeted informal, interactive workshop to cover topics to support older driver's ability to drive safely

Age Friendly Barnsley – Our Places. Working with key partners to develop to an interactive, informal workshop to support older pedestrians' ability to access public space

Bikeability. A National Standard for Cycling Training to develop confidence and competence to have knowledge to ride safely on our roads.

School Focused Campaigns: Support key Road Safety campaigns

Regional and National Road Safety Campaign Plan: Support all key campaigns

Engineering and Mobility – Programme of Action

Table 9 outlines the programme of interventions in key actions areas, so our places, which are made up of Roads and Public Spaces are used safely by our people in terms of personal mode choices that reflect personal circumstances and mobility needs. Our People have a shared responsibility in how they interact on our Roads and Public Spaces; working across the Council Departments, Partners, Elected Members and Communities to identify design solutions and actions plans to encourage Road users' behaviour and mobility that is appropriate with *Our Places*.

Table 9: Engineering and Mobility – Programme of Action (summary)

ENGINEERING AND MOBILITY

Delivery of the Route Action Plan: Engineering element to complement the behavioural change, enforcement, and compliance element.

Accident Cluster sites analysis: Engineering solution are developed to support safe road use at these key locations

Incident Response time: Working with our Partners review locations where road improvement may be required to reduce emergence services' response time to road safety incidents

School Street Initiative: to reduce vehicle emissions, safer roads, encourage active travel, and the associated health and wellbeing.

Neighbourhood Road Safety Project: Evaluate highway interventions that would not currently meet the present Road Safety intervention levels but would serve to improve road safety and mitigate residual risk.

School Crossing Patrol

School Safety Zones: This holistic approach examines the barriers to active travel and how they could be reduced through various initiatives.

ENGINEERING AND MOBILITY

Local Speed Limit Review (based upon DfT Guidance): could be undertaken as part of the “Road User Compliance Review (RUCR)”

Safer Routes to School: a network of routes that support independent mobility of school children (based upon parental choice) through dedicated routes.

Road Safety Audits (RSA): Ensures that any new infrastructure meets current Road Safety standards.

Road Safety Initiatives within the Planning Process: Should Road Safety initiatives / improvements are considered necessary to permit (and relevant to the) development

Keeping a Safe Network: Review of the Highway Asset Management Plan – Maintenance of Highway Infrastructure is essential for road safety for all users.

Low Emission Vehicle Infrastructure (LEVI): Supporting the phasing out of fossil fuel vehicle will modernise the general traffic fleet / stock with safer vehicles with improved safety features.

Emerging Future Mobility: National guidance, legislation, legal ruling in regard to emerging new modes of transport such micro-mobility and its acceptability on Roads and Public Spaces

Enforcement and Compliance – Programme of Action

Table 10 outlines the programme of interventions of the key actions areas to achieve improved enforcement by working with South Yorkshire Police and compliance with Barnsley Council Licensing, Neighbourhoods, Parking and Trading standards by directing limited resources.

Table 10: Enforcement and Compliance – Programme of Action (summary)

ENFORCEMENT AND COMPLIANCE

Parking enforcement BMBC wardens and our contractors to undertake random enforcement / advisory approach to inappropriate parking outside schools and other key locations as necessary (resources permitting).

Road Safety Enforcement Strategy. Barnsley Council supports South Yorkshire Police and our National Highways partners to meet their aspirations outlined in the Road Safety Support Enforcement Strategy “Raising the Game”.

Parking Management and Control: Working with BMBC wardens and our contractors to identify new technology approach (Automatic Number Plate recognition (ANPR)) and any additional legal powers to enforce violation (if necessary).

Community Speed Watch (CSW): Locally community driven initiative to monitor speeds of vehicles in their towns and villages.

DVLA Devolved Power: Seize the untaxed vehicles after 60+1 days (includes foreign vehicles) that do not comply with UK requirements for vehicles to be MOT, taxed and insured.

Roads Policing Strategy: Barnsley Council to support South Yorkshire Police and their partners in the delivery of key actions on various aspects aligned with the National Road Partnership Calendar

Media Sharing : Provide a mechanism for roads user to share footage (dashcam) of road offending by other road users (motorist) to South Yorkshire Police.

Barnsley Council Passenger Transport Services - Continued monitoring to ensure licences, insurance, DBS (Disclosure

ENFORCEMENT AND COMPLIANCE

Barring Services) are compliant

Taxi Drivers Safety Standards (incl, Private Hire, Uber etc) - must have receive undertaken Taxi Assessment (either Blue Lamp Trust or Taxi Driving Solutions) and provide certificate. BMBC requires enhances DBS check every 6 months, and Safeguarding training for all drivers.

User Vehicle Sales (Safety) - where appropriate, take part in regional (intelligence led) forecourt inspections in relation to Barnsley businesses of concern. Continuation of Regional work to promote South Yorkshire Motor Trade Partnership.

Barnsley Council Fleet Management Leading by Example: Barnsley Council will aim to deliver best practice in terms of its own fleet management, employee (driver) code of conduct and the procurement of external contractors who share our road safety values.

Chapter 8 Our Road Safety Journey – Travel to Arrive.

Monitoring and Reporting Progress

Barnsley Safer Road Strategy covers a ten-year period until 2032, with a potential refresh in 2027 (5-year point). The funding and resources of this plan is made up of existing funding and resources within the initial 5 years with a view to identify and secure any additional funding and resources to support our Safer Road ambitions. Key to this ambition is the Whole Council approach to Road Safety to ensure it becomes part of the “Public Discourse” and how other initiatives can contribute to our Safe System approach for example, Active Travel reduces vehicles on streets, Electric Vehicles have safety features as well as reduce tail emission, etc.

The progress of the programme of action set out in the strategy will be monitored to determine its impact, and performance indicators are embedded in Governance to ensure that accountability on the delivery of these ambitions, so that we have achieved our short-, medium- and long-term targets.

The review of these targets will be undertaken annually, with a mid-year (initial) review, with all available data at the appropriate geographic level to allow local accountability and to inform a change of direction (if necessary). Therefore, we would expect the Yorkshire Safer Road Partnership to present any information at Barnsley and Area Councils level (where possible) and that any regional targets are disaggregated to Council Borough level only.

A performance Dashboard will be developed to create a focal point to discuss performance and ensure that response is evidence led (one of the cornerstones to the safe system).

Our hope with open data and accountability, that a shared responsibility will empower our people, elected members, Council officers, and our valued partners to continue our road safety journey, so *our people travel to arrive* at their homes, families, and life opportunities.

Our Road Safety Ambitions

Our Targets

Barnsley Council has adopted SYS2030 ambition of 50% reduction in KSI casualties (using a baseline period of 2017 to 2019) by 2030 to produce a target of 78 KSI or below (as shown in table 12). We share these ambitions that any death or serious injury is one too many and the long-term goal is Zero people killed or seriously injured (Vision Zero by 2050).

We have included in Table 11 “Our Commitments” from Barnsley’s Transport Strategy “Moving from A to B” which includes the 50% reduction KSI as outlined above.

By Barnsley Council adopting these targets, it recognises its local road authority role in reducing the impact of road incidents and injury on the wider road network by taking a less top-down approach. This creates a shared responsibility that will encourage greater collaboration with adjacent Road Authority, including the National Highways and key partners, to encourage a *Safe System* approach.

Table 11: 2017 to 2019 Average casualties, by severity Barnsley Metropolitan area (Adjusted) and associated 2030 Road Injury reduction targets

YEAR	FATAL	SERIOUS	SLIGHT	TOTAL
2017-19 Average	11	146	471	628
SYSRP 2030 Target				
By 2030	78 (KSI)		3 yrs average (Barnsley).	
Transport Strategy "Moving from A to B"				
By 2030	No Fatal	Less than 400 total incidents		per year

Our performance Indicators

SYSRP document "South Yorkshire Strategy to 2030 and beyond" (SYS2030) has adopted Safety Performance Indicators and Outcome Measures across the Safe System (SPIs taken from PACTS (Anderson, 2018)) which have been combined with Public Health Outcome Frame indicators have been added with respect ROSPA Road Safety and Public Health (2014) these are outline below in table 12.

In addition, we have also included The National Highway & Transport Network (NHT) Survey indicator as these contribute "NHT Results overview by highway and transport theme" as shown in table 1.

Perceived Road Danger Reduction indicators

The majority of road safety narrative around policy and strategy can be driven by road safety professionals who wish to present "Safer Roads" as the outcome. When the public express their views, around a perceived "road danger" this will vary significant from person to person, as perception of road safety is not only a function of the street or road environment, the level of traffic and interaction, but also the individual interpretation. This interpretation is based upon a personal experience, ability, and the level of self-regulation / adaptation (due to age), and how they "feel" about a space or place.

To measure perceived road danger can be complex if we ask for individual views (like the NHT survey). A more reliable measure is the presence (number) of pedestrian and cyclist on key areas around Barnsley, and the associate vehicle speeds, volumes, and classes on the road network. While there is no direct inverse relationship between the two, reduced vehicle speeds and volume as well as other measures (crossing facilities) will encourage more walking and cycling on our streets. Therefore, selecting key settlements / locations and regularly (annually or bi-annually) undertake pedestrian and cycling survey can give an indication on the "perceived" road danger.

This could be further supported with on-street pedestrian surveys to understand our peoples' perception of Road Danger and baseline (index) progress over the coming years. To assist in the analysis the survey should include demographic date, mode of transport and frequency etc. Consideration could be given to wider public health indicators for example Warwick-Edinburgh wellbeing scale (WEMWBS)³⁰

³⁰ <https://warwick.ac.uk/fac/sci/med/research/platform/wemwbs/>

The second “perceived” Road Danger indicator is the school hands up surveys³¹, which has been implemented throughout the UK successfully. Ideally this will be undertaken Bi-annually, and it can be one or two questions typically, “how many people came by [insert mode] today?” and second question “If you had choice, how many would come by [insert mode] today?”. The first question seeks to measure parental confidence in allowing their child to come via a non-car mode to school (a sense of safety) and the second question is indication of potential for mode shift to other modes. The survey is usually undertaken twice a year, in the Autumn and Spring as darker morning and evening, with poor weather influence mode choice / sense of safety. This type of survey is popular as it takes less than 5 mins to undertake, and while usually looking at mode shift potential, it does give an indication of “perceived” Road Danger around schools.

While these indicators, they must be viewed in the context of wider data, geographically as well as over time.

Monitoring Cycle

When consider these various targets and indicators, to measure the success of these interventions (areas of action). They each have timescale (time lag) associate when we are likely to see an outcome of the interventions (areas of action). Therefore, the following is the monitoring and the suggested review to consider change in direction:

- **Target are short term** – monitored annually, reviewed every 2 to 3 years;
- **Safety Performance Indicators** -monitored annually at regional level, ideally broken down to Borough and where appropriate to Area Councils level, reviewed every 3 years;
- **Perceived Road Danger indicators** - monitored every at least 2 years (key locations) at Area Council, reviewed when 3 sets of data per location;
- **Public Health Outcome indicators** - medium term indicator that will be monitored annually, reviewed 5 to 8-years period or when a trend has been established (generational change);
- **The National Highway & Transport Network (NHT) Survey indicator** - monitored annually, reviewed every 2 years.

³¹ Example of survey <https://www.sustrans.org.uk/our-blog/projects/uk-wide/scotland/hands-up-scotland-survey>

Table 12: Barnsley Safer Road Strategy: Performance Indicators and Outcomes³²

Safer Roads	Safer Vehicles	Safer Speed	Safer Road Use	Post Collision Learning
(Road) Safety Performance Indicator				
% of roads with appropriate iRAP safety ratings	% of new passenger cars with highest Euro NCAP safety rating	% of traffic complying with speed limits on national roads	% of drivers who do not drive after consuming alcohol or drugs	% of emergency medical services arriving a collision within 18 minutes of notification
		% of traffic complying with speed limits on local roads	% of car occupants using a seatbelt /child seat	
			% of drivers not using an in-car phone (handheld or hands free)	
Outcome Measures: The Outcome measures are assumed to be regional level				
Perceived Road Danger Reduction Indicators				
Key Area Councils Settlement Locations Vehicle Speed / Vol / Class / Pedestrian and Cyclist / On-street intercept Surveys		Primary and Secondary School Hands Up Survey (bi-annually)		
Public Health Outcomes Framework				
A01 Increased healthy life expectancy A02 Reduced differences in life expectancy and healthy life expectancy between communities				
B. Improving the wider determinants of health	C. Health improvement	D. Health protection	E. Healthcare public health and preventing premature mortality	
B10 Killed and seriously injured casualties on England's roads B14 The percentage of the population affected by noise B18 Social isolation	C09 Child excess weight in 4-5 and 10-11 year olds C16 Excess weight in adults C17 Physically active and inactive adults C22 Estimated diagnosis rate for people with diabetes mellitus C28 Self-reported well-being C29 Injuries due to falls in people aged 65 and over	D01 Fraction of mortality attributable to particulate air pollution	E01 Infant mortality E03 Mortality rate from causes considered preventable E04 Under 75 mortality rate from all cardiovascular diseases (incl. heart disease and stroke) E05 Under 75 mortality rate from cancer E07 Under 75 mortality rate from respiratory diseases	
National Highway & Transport Network (NHT) Survey				
Walking and Cycling theme. KBI11 to 16 WCI15 to 16	Highway Maintenance theme KBI23 to 26	Accessibility Theme KBI03 to 05 ABI01 to 08 ACQ125 to 29	Road Safety Theme KBI20-22 RSBI01 to 10 RSQI09	

³² Extract from SYS2030 Table 2 "Safety Performance Indicators and Outcome Measures across the Safe System (SPIs taken from PACTS, Anderson, 2018)" and Public Health Outcome Frame indicators have been added with respect ROSPA Road Safety and Public Health (2014) <https://www.rospa.com/rospaweb/docs/advice-services/road-safety/practitioners/rospa-road-safety-and-public-health.pdf>

Chapter 9 Governance and Resources

Governance

Our ambitions to reduce the loss of life will require a whole Council approach to Road Safety that works across departments, through our communities and our elected members to ensure that Road Safety becomes part of our “public discourse.” Our valued South Yorkshire Road Safety partners are instrumental to our efforts, as other communities and families share our road as our people use theirs. Therefore, working with our partners, in Local Authorities (Highways and Public Health), emergency services, health, education, trading standards, media and enforcement agencies are accountable for delivering their part of the Safe System for our communities and our people.

A key requirement in the delivery of our shared Road Safety vision is the effective coordination of personnel and resources across a range of organisations and Council departments. Therefore, everything from our investment in Road Safety infrastructure, education, responding to community concerns etc is coordinated centrally by Barnsley through our Safer Roads Working Group, which is shown in figure 12. This is built upon our existing strong joint working with our partners to make use of our limited resources by pooling expertise and community initiatives. Ensuring our communities are clear in their expectation of each organisations’ role in protecting them and keeping them safe on our Roads and Public spaces, and their role in this shared responsibility relationship.

The implementation of this strategy through the working group seeks to enhance the co-ordination and improve delivery of initiatives at a local level, through the Local Road focus. This whole Council approach will allow greater opportunities to identify common synergies between other initiatives and ambitions, like active travel, transition to net-zero, suicide prevention, thriving communities, development control etc to identify resourcing and funding for our people, communities and partners.

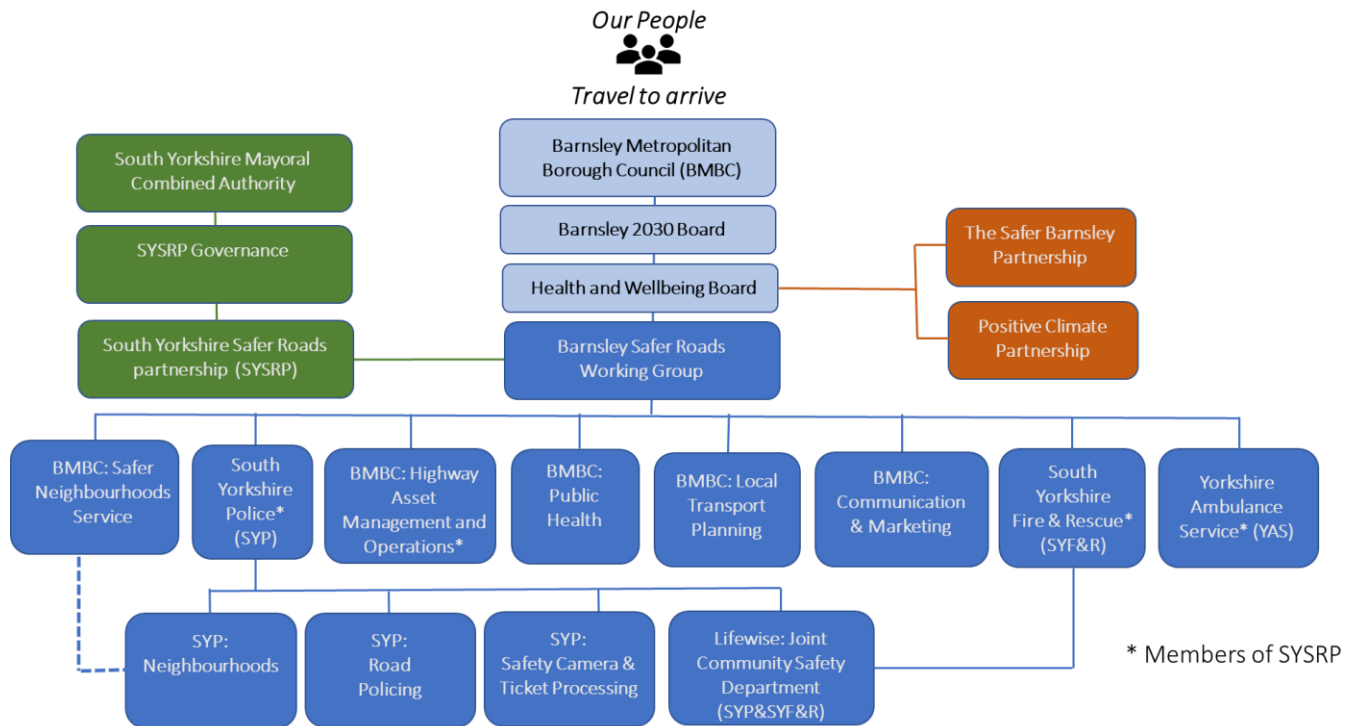
The Council officers within the working group are accountable directly to the Health and Being Board, and ultimately the full Council. The working group is also accountable to South Yorkshire Safer Road Partnership governance in delivering on partnership strategy and targets.

Whilst it is evident the role each member or partner has in the delivery of this Strategy, as well as the breadth and depth of services by each organisation, it is not clear to the public when it comes to Road Safety. This is evident with the same community concerns being raised by multiple organisations which create inefficiency in their response and impacting upon the integrity. To address this, there will be a clear points of contacts, as extracted from Programme of Action these are:

- **Education Single Point Contact (ESPC)** – Barnsley Council Local Road Safety coordinator will act as a single point of contact working with our partners to coordinate / signpost Schools regarding all Road and Transport Safety matters like Road Safety education, active travel, school street, Bikeability, etc. ;
- **“Road User Compliance Review (RUCR) Single Point Contact** –Barnsley Council will take the lead with it South Yorkshire Safer Roads Partners to develop common approach to Road User Compliance concerns raised by our people and the wider region. Our ambition is this approach will respond to our “customer” within the agreed time period and directed the enquiry to the relevant partner. The intention is to remove duplication / similar concerns being responded to my multiple partner reducing limited resource, also if concern has been addressed / responded, it cannot be reconsidered for at least 2 to 3 years, not unless something has material changed; and

- **Road Death and Serious Injuries Review (RDSIR)**- Annual cross agency / partners review of collisions resulting in fatal and serious injury, and where necessary agree potential additional response (areas of action).

Figure 13: : Barnsley Road Safety Governance



It anticipates this approach addresses the inefficiencies but also ensures shared responsibility to education and community Road Safety can be clearly raised and addressed efficiently by working groups partners.

Resources

The Barnsley Safer Road Strategy has been developed in line with the current budget allocation in the Council’s medium term financial strategy plan and places all the (areas of action) Governance, Education and Engagement, Engineering, Enforcement and Compliance within a single plan.

Through our Barnsley Council Local Road Safety coordinator, we will champion our Whole Council approach to Road Safety, working and with our partners to join up resources, budget, remove duplication of activities and maximise data and intelligence to ensure that our limited resources are correctly assigned to the appropriate intervention and achieve the best value for money. During this period, we will seek to supplement our financial and professional resources by maximising the opportunities to draw in additional funding through our Road Safety partners, DfT, national Road Safety charity, developer funding, and research funding.

We will ensure that Barnsley will lead from the forefront in the South Yorkshire Safer Road Partnership and will seek opportunities to support innovation and research with our partners, academic research institutes (for example Loughborough University) and communities. It is hoped that our partners at local, regional, and sub-national will share in the realisation of our vision, that *Our people, travel to arrive.*

Equality Impact Assessment

Barnsley Safer Roads Strategy 2023 – 2033

Stage 1 Details of the proposal

Name of service	Public Health - Health Improvement Team
Directorate	Public Health and Communities
Name of officer responsible for EIA	Ben Brannan - Senior Public Health Officer
Name of senior sponsor	Diane Lee – Head of Public Health
Description / purpose of proposal	<p>The Barnsley Safer Roads Strategy (BSRS) is currently in development, and will be going through Cabinet in early 2023. The strategy identifies demographic groups that can have a higher prevalence of road safety incidents that may result in fatal (kill) and serious injury (expressed as KSIs).</p> <p>The Barnsley Safer Roads Strategy identifies ways to reduce the number of KSIs in the borough, by adopting an internationally recognised safe system approach.</p>
Date EIA started	18 th April 2022
Assessment Review date	Reviewed regularly as part of the Safer Roads Barnsley Working Group agenda.

Stage 2 - About the proposal

What is being proposed?	<p>The proposed Barnsley Safer Road Strategy seeks to identify the interventions that reduce the number of people killed or seriously injured in road traffic collisions in the Barnsley area. A key aspect of this strategy is the identification of the contributing factors /trends that may include demographic and social groups. Typical factors / trends with higher KSI associated with the following: driver groups, like young male,</p>
--------------------------------	--

and the elderly. Vulnerable road users (pedestrians and cyclists), women and children.

Why is the proposal required?

The proposed Barnsley Safer Road Strategy is required to reflect new approaches and best practice by aligning with the *Safe system* approach. The number of KSIs on our roads has started to flatline over the last three years – the new strategy will identify measures which can be taken to further reduce KSIs and save lives.

What will this proposal mean for customers?

One of the key aims of the emerging strategy is a step change in how BMBC approaches Road Safety with a more integrated and strategic fit (referred to as a “Whole Council” approach). The emerging strategy intervention will target groups (through a “universal proportionality” approach) and categories identified as having a higher prevalence for KSI, as this would present the most efficient approach to reducing the collective KSIs for Barnsley.

Stage 3 - Preliminary screening process

Use the Preliminary screening questions (found in the guidance) to decide whether a full EIA is required

- Yes - EIA required (go to next section)
- No – EIA not required (provide rationale below including name of E&I Officer consulted with)

Consultation with the relevant equalities officer has taken place (Zahid Qureshie) and no full EIA is required. The strategy itself does not have a direct impact on people of Barnsley. Implementing the strategy should see a positive impact in terms of reducing the number of people killed and seriously injured on our roads. Any projects that are implemented as part of this strategy will be subject to their own equality impact assessments.

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

--

Data: Service data / feedback
What equalities knowledge do you already know about the service/location/policy/contract?

Data: Previous / similar EIA's
Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

Data: Formal consultation
What information has been gathered from formal consultation?

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics
 (state if negative impact is substantial and highlight with **red text**)
 Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative '-'	Positive '+'	No impact	Don't know	Details
Sex					
Age					
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf</i>					

People ,invisible illness, Mental Health etc					
Race					
Religion & Belief					
Sexual orientation					
Gender Reassignment					
Marriage / civil partnership		N/A			
Pregnancy / maternity					

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services					
Lower socio-economic					
Other ...					

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to ensure that reasonable adjustments be taken to ensure the new service complies with the minimum access standards for disabled people.

Not yet live

The proposal will meet the minimum access standards.

The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date

Not yet live

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact	
-----------------------------------	--

Summary of next steps	
------------------------------	--

Signature (officer responsible for EIA) Date	B J Brannan – 14 th December 2022
---	--

**** EIA now complete ****

Stage 9 – Assessment Review

(This is the post implementation review of the EIA based on date in Stage 1 if applicable)
What information did you obtain and what does that tell us about equality of outcomes for different groups?

--