

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

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Date: 11th January 2023