

**Report of the Executive Director Core Services,  
the Director of Public Health,  
and the Executive Director Place,  
to the Overview and Scrutiny Committee (OSC)  
on 1 December 2020**

**Road Safety in Barnsley**

**1.0 Introduction**

- 1.1 The purpose of this report is to inform the Overview & Scrutiny Committee of the findings of the recently completed Road Injury Health Needs Assessment (HNA) 2020, detailing the number of people injured or killed in the borough broken down into three broad age groups, and the next steps required to respond to those findings.
- 1.2 Although it is too early to say how COVID-19 has impacted on road injuries in Barnsley, the report considers how residents may have been affected.
- 1.3 In addition, the report outlines the road safety activities carried out in 2019, by both BMBC and its partners, and the local governance arrangements for road safety in Barnsley

**2.0 Background**

- 2.1 Road injury is defined as any injury resulting from a vehicle accident occurring on a public highway (World Health Organisation (WHO), 2010) and is sub-divided into three categories according to the severity of the injuries incurred; Killed, Serious Injury, Slight Injury.

**Central Government Responsibility**

- 2.2 Central government sets the regulatory framework for roads, vehicles and road users, and the country's national road safety strategy. It:-
- provides funding and resources to local government and others to deliver road safety
  - commissions research into the nature, causes of, and potential solutions to, road casualties
  - collects and publishes road casualty data
  - conducts education and publicity campaigns
  - sets standards for road design, construction and maintenance
  - sets requirements for driver licensing, training and testing
  - sets standards for vehicles and requirements for vehicle licensing
  - sets road use laws, including offences and penalties, and guidance on safe road use, such as the Highway Code

**Local Government Responsibility**

- 2.3 Local government is the main delivery agent of road safety. Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents". It states that:-

39 (3) Each local authority –

[a] must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area,

[b] must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of the roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority (in Scotland, local roads authority) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and

[c] in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

2.4 Some local authorities in the country have road safety officers and Barnsley is lucky enough to have one. That said, this role is currently vacant as the officer has been seconded into another position to support the work around Covid-19. All other local authorities in South Yorkshire no longer have this role and rely on input from South Yorkshire Safer Roads Partnership (SYSRP). The road safety officer role provides educational programmes in schools, colleges and businesses. They are also responsible for publicity campaigns and programmes to inform, raise awareness and to encourage positive and discourage negative behaviours by road users. This role sits within the Public Health Directorate.

2.5 The Highways Authority also have road safety engineering teams who identify and implement road design and engineering solutions to road casualty problems in their areas. In Barnsley this sits within the Place Directorate.

2.6 The Department for Transport (DfT) issues guidance for the setting of speed limits and this guidance is used by the local authority to set speed limits on all public roads in Barnsley, with the exception of motorways and trunk roads which are the responsibility of Highways England.

2.7 In Barnsley, the whole of the road network is reviewed annually and road safety audits are carried out. Road traffic collisions that result in personal injury are analysed so that steps can be taken to reduce and prevent similar collisions.

2.8 Where safety concerns are identified, based on the evidence from the personal injury collisions, the council can introduce measures to improve road safety and the flow of traffic, such as:-

- yellow lines
- traffic lights and pedestrian crossings
- school crossing patrols
- cycle lanes

### The Police Responsibilities

2.9 The police enforce road traffic laws, although some areas, such as parking enforcement, are the responsibility of local authorities. The police also co-operate with other agencies, such as the DVLA, DVSA, Highways England and the Health and Safety Executive (HSE), to enforce specific traffic laws and investigate serious work-related road accidents.

2.10 Roads policing supports and complements road safety education and engineering, and is an essential part of road safety. It:

- deters illegal, dangerous and careless behaviour on the road
- identifies offenders
- identifies the causes of crashes
- helps to educate, and change the attitudes of, road users
- prevents other forms of crime
- identifies and removes dangerous vehicles

#### Fire & Rescue Service Responsibilities

2.11 Fire and Rescue Services have duties to respond to road traffic accidents under the Fire and Rescue Services Act 2004. In addition to their core role of providing an emergency response service to road traffic collisions and extricating victims who are trapped in vehicles, most fire and rescue services are also active in local multi-agency partnerships in their area and many support or deliver road safety education programmes to help prevent accidents happening in the first place.

#### Road Injury Needs Assessment

2.12 The Road Injury Health Needs Assessment 2020 has been compiled by BMBC's Public Health Team to determine the problems facing the population of Barnsley in relation to road safety. It incorporates data from:-

- Public Health England Profiles (Fingertips)
- the STATS 19 road safety dataset published by the Department for Transport
- the Hospital Episode Statistics (HES) dataset published by NHS Digital
- the National Highways and Transport Network (NHT) Annual Highways Public Perception Survey

2.13 It is important to note that there are limitations to the data, including:-

- Under-reporting of road-related injury
- Issues regarding the classification of severity of injury (CRASH)
- Subjectivity of assessment of contributing factors
- Problems accessing HES data
- Survey participants not representative of Barnsley population

### **3.0 Road Injury in Barnsley**

3.1 The number of Barnsley residents affected by road injuries of any severity has been decreasing over the last two decades. However, the proportion of casualties categorised as killed or seriously injured (KSI) has been increasing since 2016.

3.2 This rise coincided with South Yorkshire Police adopting the CRASH system, used to record collisions resulting in injury, in January 2016. However, it cannot be said with confidence that the increases in casualties categorised as KSI are predominantly down to the CRASH classification system and there is potential that there has been a real increase.

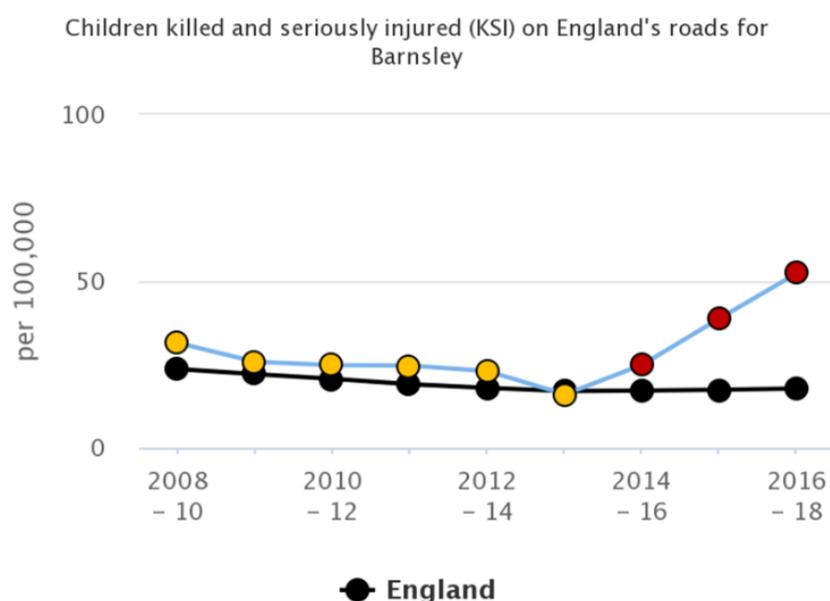
3.3 In 2018 there were 610 reported road casualties of any severity in Barnsley. This is a 15.2% decrease from 2017, and the lowest number among records from 1980. A total of 156 of these casualties were classified as KSI.

- 3.4 The rate of KSI casualties of any age in Barnsley (59.0 per 100,000) is significantly higher than the England rate (42.6 per 100,000) and is the second highest amongst 16 comparator authorities (CIPFA nearest neighbours), although only six of these authorities have adopted the CRASH system.
- 3.5 More KSI casualties in Barnsley are male (64.7%) and more casualties are drivers or riders (57.7%) than pedestrians (24.1%) or passengers (18.2%).
- 3.6 It is notable that although the numbers of recorded KSI casualties in Barnsley has risen from 68 in 2015 to 156 in 2018 (an increase of 229%), the number of hospital admission for road injuries among Barnsley residents has remained almost unchanged from 160 in 2015/16 to 161 in 2017/18 (0.6% increase) (HES data via PHE).

Children Under 16

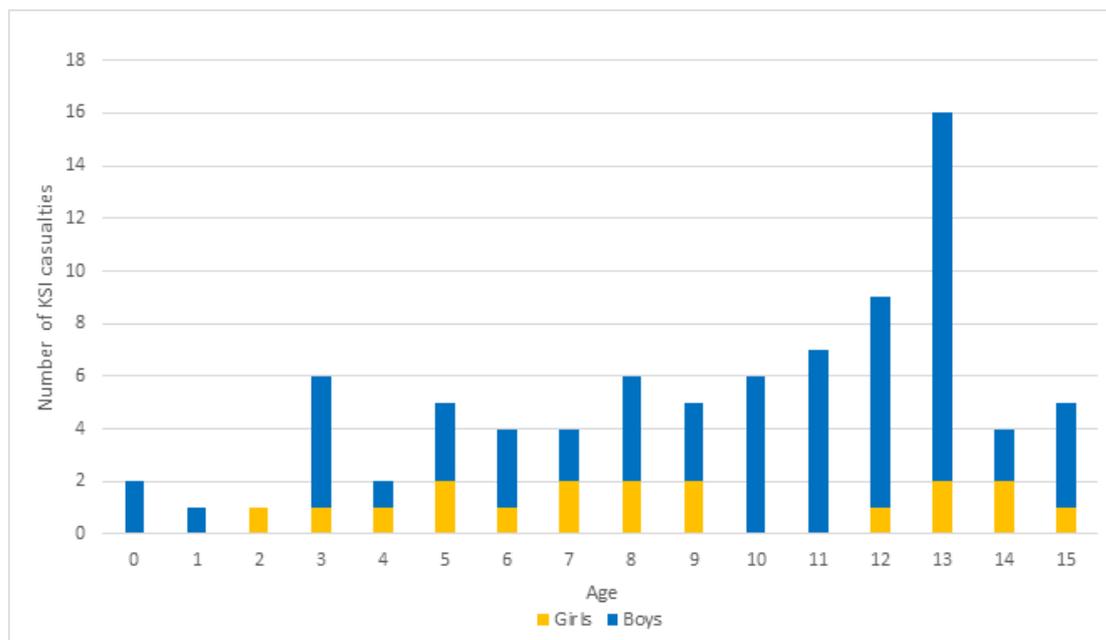
- 3.7 In 2018, 72 children aged 0-15 were injured in road accidents in Barnsley. 49 of these were slight injuries, 22 were serious, and one child was killed. This is a 13.3% reduction on total casualties when compared to 2017.
- 3.8 The rate of child KSI casualties in Barnsley was following a downward trend and similar to the England rate until 2014-16 (Figure 1 below). However, the proportion of casualties categorised as KSI has also increased substantially in this age group since 2016. In 2015 5.4% of all child casualties were categorised as KSI and in 2018 this had increased to 30.6%.
- 3.9 The rate of KSI casualties aged 0-15 in Barnsley (52.5 per 100,000 in 2016-18) is now significantly higher than the England rate (17.7 per 100,000) and is the highest among 16 comparator authorities (CIPFA nearest neighbours). However, only six of these authorities have adopted the CRASH system.

Figure 1. Children killed and seriously injured for Barnsley and England 2008/10-2016/18 (PHE fingertips)



- 3.10 In children under 16, more KSI casualties are male (77.4%) than female (22.6%). KSI casualty numbers peak in the early teens (Figure 2) and the largest road user group among KSI casualties are pedestrians (54%).

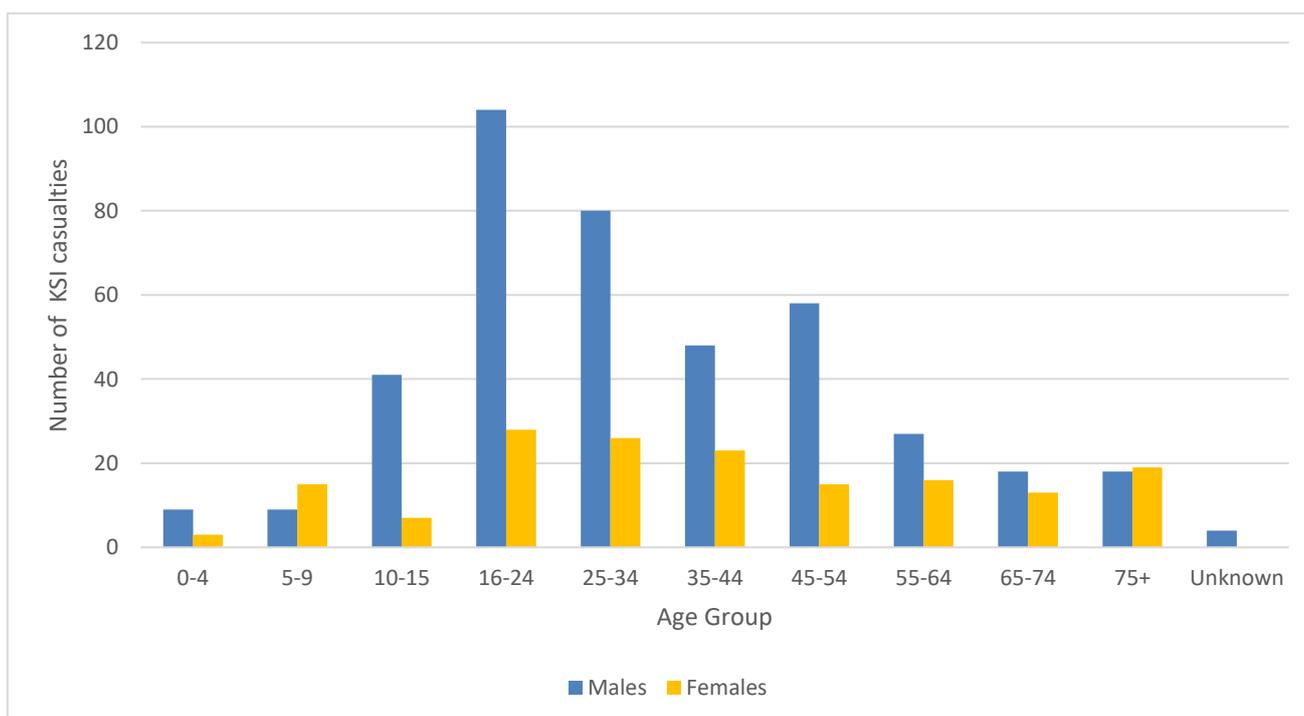
Figure 2. Numbers of KSI casualties by age in children under 16 (2014-18) (STATS19 data)



### Young Adults

3.11 More KSI casualties are in the 17-24 year age group than any other age group (Figure 3). 22.7% of KSI casualties occur in Barnsley residents aged between 16 and 24 years, despite this age group making up just 10.8% of the Barnsley population. Among young adults aged 16-24, the highest numbers of KSI casualties are among male car users and powered 2-wheeler (P2W) users (64.4%).

Figure 3. Number of KSI casualties in Barnsley by age group and sex (2014-2018) (STATS19 data)



## Older Adults

- 3.12 Total numbers of injuries of any severity among older adults (65+) have not followed the decreases seen in other age groups over the last 10 years. Among older adults, most KSI casualties are car users (52.9%) or pedestrians (36.8%), and casualties are more evenly spread between males (52.9%) and females (47.1%).

## Area Injury Rates

- 3.13 No individual Barnsley wards have KSI rates which are significantly different to the overall Barnsley rate.

## Contributing Factors

- 3.14 The leading contributing factors recorded by the police in relation to accidents resulting in KSI casualties vary by age group. In children under 16, these are predominately poor pedestrian behaviours; in young adults, poor driver behaviours are more prevalent; and in adults aged 65 and over, physical and mental illness or disability becomes more significant.
- 3.15 The proportion of alcohol related road traffic accidents in Barnsley in 2014-16 was 24.2 per 1,000 accidents, which is similar to the England rate (26.4 per 1,000 accidents). Data is not available regarding the contribution of excess speed to the numbers of road incidents in Barnsley. However, in 2019, a total of 3,612 offences were recorded by fixed cameras in Barnsley, which includes either red light or speed contraventions.

## **4.0 Perceived Road Safety in Barnsley**

- 4.1 Over 90% of the 980 Barnsley residents who responded to the National Highways and Transport Network Public Satisfaction Survey in 2019 considered safer roads to be very important to them. Overall, public satisfaction with road safety in Barnsley was 54% in 2019, which is a slight increase in satisfaction from 2018 (+2%) but slightly lower than the average over 111 authorities (55%).
- 4.2 Satisfaction with the safety of walking or cycling in Barnsley was 56%, which is the same as the average over 111 authorities. However, satisfaction with the provision of safe crossing points for walking/cycling was 56%, which is lower than the average over 111 authorities (62%) and ranked Barnsley 107<sup>th</sup>.
- 4.3 Satisfaction with the safety of children walking or cycling to school was 51% which is also slightly lower than the average over 111 authorities (53%).

## **5.0 Impact of COVID-19 on Road Safety**

- 5.1 The impact of COVID-19 on road injury is not yet clear as UK and local data is not yet available, and any effects are likely to change across the course of the pandemic as different restrictions have been imposed and are lifted. However, the following potential effects are worthy of consideration:-
- 5.2 Lower traffic levels but higher speeds – although there have been fewer vehicles on the roads during ‘lockdown’, there is evidence that this has been accompanied by increases in the numbers of people being stopped for excessive speeding.
- 5.3 Road adjustments to promote active travel and social distancing – these may promote ongoing lower levels of traffic. However, narrowed roads may be riskier for some road users.

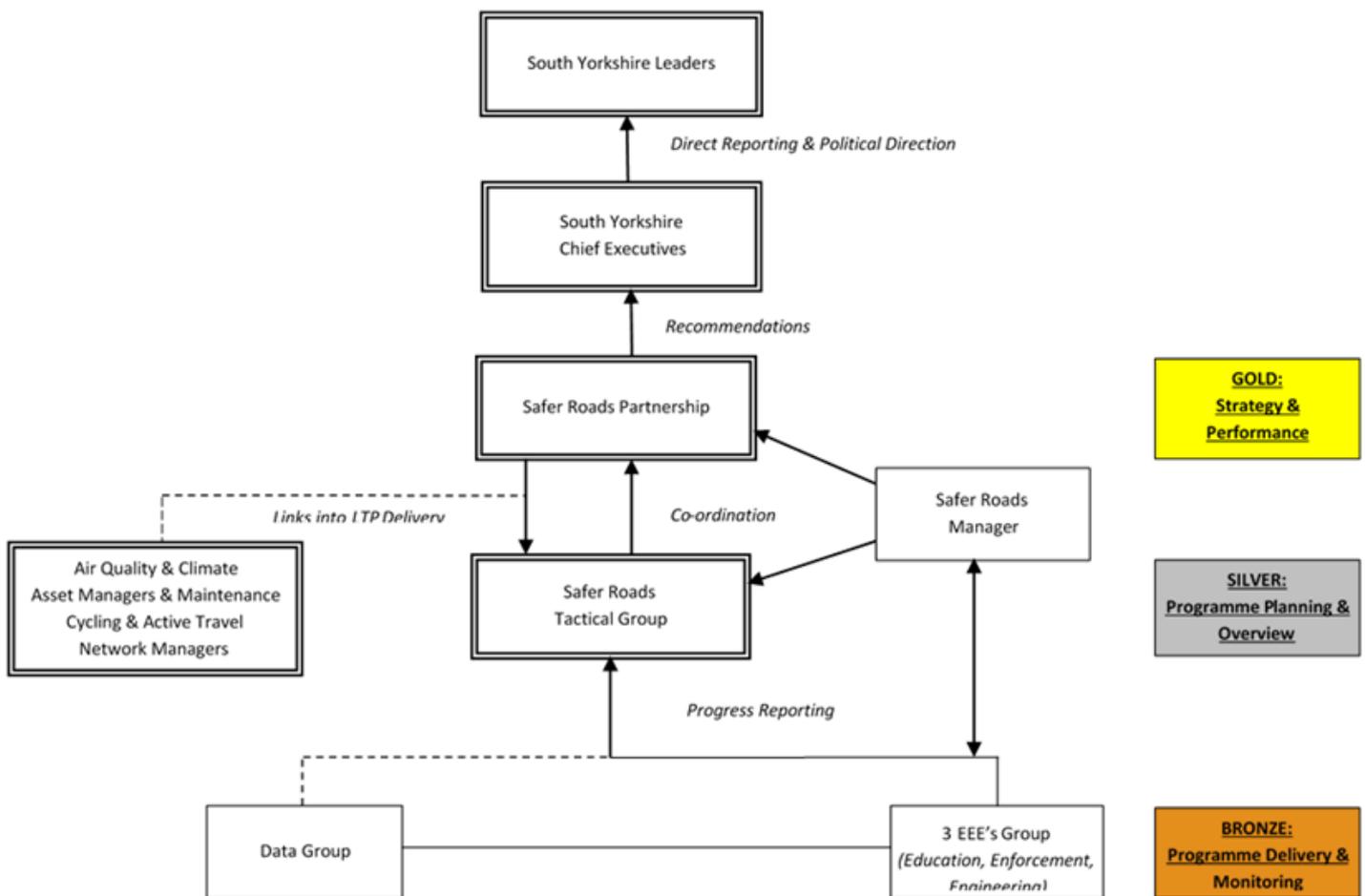
- 5.4 Discouraging the use of public transport – in order to reduce risk of COVID-19 transmission in confined spaces, individuals have been discouraged from using public transport. This may result in increased active travel or an increase in individual car use and higher traffic volume. This may also be linked to evidence of an increase in applications for motorcycle Compulsory Basic Training (CBT), hence there may be an increase in new and inexperienced motorcyclists on the road.
- 5.5 Driver fatigue – many fleets and drivers are operating at or beyond normal capacity, and as the Government has suspended the enforcement of drivers’ hours restrictions there is the risk of increased pressure and lack of proper breaks on driver behaviour.
- 5.6 Vehicle maintenance – with the temporary closure of most garages, the Government has had to suspend MOTs, and extend the intervals between more detailed inspections on larger commercial vehicles. There is likely to be a backlog of MOTs and services and an increased risk of mechanical failure-related incidents.
- 5.7 Driver readjustment to traffic levels with lockdown easing – drivers will need to adjust to the increased concentration required with higher traffic levels.
- 5.8 Commercial vehicle driver reinstatement - commercial vehicle drivers who have been furloughed may have not driven during lockdown, or only driven a private car on occasional short journeys. They will therefore need to time to readjust to the size and visibility restrictions of their vehicles.
- 5.9 Pedestrian behaviour – pedestrians will need to readjust to increasing traffic volumes.
- 5.10 Road safety activities – All face-to-face road safety education and training activities and attendances at events in South Yorkshire were suspended when ‘lockdown’ began in March 2020. Ongoing social distancing requirements have meant that none of these have recommenced. However, the SYSRP is working to train their staff to create digital versions of their educational packages. BMBC are creating digital content for road safety education for Barnsley schools and colleges to use as part of the new compulsory PHSE delivery.

## **6.0 Partnership Working**

- 6.1 BMBC contributes £72,500 as a member of the South Yorkshire Safer Roads Partnership (SYSRP). This multi-agency, multi-functional partnership is made up of the four local highway authorities in South Yorkshire (Barnsley, Doncaster, Rotherham and Sheffield), South Yorkshire Police (including South Yorkshire Safety Cameras), South Yorkshire Fire and Rescue, the Peak District National Park, South Yorkshire Passenger Transport Executive, Highways England and the University of Sheffield.
- 6.2 The SYSRP’s primary objectives are to reduce the number of people killed and injured as a result of a road traffic collision and to make South Yorkshire roads safer. In addition to activities detailed below, the SYSRP central team collate comments from partners and submit responses to consultations and calls for evidence from the Department for Transport and others related to road safety matters, and offer support in bidding for relevant sources of external funding for priority road safety activity across South Yorkshire.
- 6.3 The SYSRP has three operational levels (Figure 4):-
  - Safer Roads Partnership operates at a GOLD: Strategy level
    - Reviewing the ‘Making SY Roads Safer’ strategy and approach
    - Challenge assumptions and mind-sets
    - Reviewing and directing resources including prioritisation and targeting

- Safer Roads Tactical Group operates at a SILVER: Tactical level
  - Development of the delivery and implementation plans
  - Oversee and monitor delivery of projects and schemes
  - Make recommendations for developing new interventions
- Education, Enforcement & Engineering's Group operates at a BRONZE: Implementation level
  - Delivery of individual projects/schemes
  - Ensuring key milestones/targets are met
  - Providing a 'project management' function

Figure 4. The South Yorkshire Safer Roads Partnership



## 7.0 Local Governance Arrangements

- 7.1 The BMBC Corporate Plan identifies the council's commitment to ensure that children and adults in Barnsley are safe from harm.
- 7.2 Governance for Road Safety currently sits within Highways although there is also a responsibility of public health.
- 7.3 There are some performance indicators for road safety in the Public Health plan, but these are more in relation to the educational sessions rather than broader issues such as KSI's. There are no performance indicators relating to road safety included in the corporate performance data set.

7.4 Road safety also has wider links to community safety and there needs to be connectivity into the Safer Barnsley Partnership and the Barnsley Community Safety Plan. This governance will give a holistic approach to road safety therefore the work will needed to be sighted by the Communities directorate.

## 8.0 Current Road Safety Activities

8.1 In 2019, a range of activities were undertaken by BMBC, the South Yorkshire Safer Roads Partnership (SYSRP) and other regional partners, which aim to reduce road injury. Activities and their uptake by Barnsley residents are briefly summarised below:-

	<b>South Yorkshire Safer Roads Partnership</b>	<b>BMBC</b>	<b>Other Partners</b>
<b>Data Analysis</b>	<ul style="list-style-type: none"> <li>• Provision of STATS19 data summaries</li> <li>• Management of Microsoft Power BI interface</li> </ul>	<ul style="list-style-type: none"> <li>• Annual analysis by Traffic Group to identify priority sites</li> <li>• Analysis of fatal incidents by Traffic Group</li> <li>• Commissioning of Annual Highways Public Perception Survey</li> </ul>	
<b>Education</b>	<ul style="list-style-type: none"> <li>• Education sessions delivered in Barnsley to: <ul style="list-style-type: none"> <li>- 120 primary children</li> <li>- 72 college students</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Education sessions delivered in Barnsley to:- <ul style="list-style-type: none"> <li>- 6,247 primary school pupils</li> <li>- 324 secondary pupils</li> <li>- 1,151 college students</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Road safety sessions for all Year 6 students offered by South Yorkshire Fire and Rescue</li> </ul>
<b>Training</b>	<ul style="list-style-type: none"> <li>• CBT+ sessions attended by two Barnsley P2W riders</li> <li>• One free Safer Driving at Work session provided to a Barnsley business and three sessions purchased by regional bus company</li> <li>• Eight bespoke half-day classroom-based sessions provided for businesses in Barnsley (230 people)</li> </ul>	<ul style="list-style-type: none"> <li>• Bikeability Barnsley; sessions in schools and community sessions</li> </ul>	<ul style="list-style-type: none"> <li>• Biker Down! First aid/first on scene training offered by South Yorkshire Fire Service</li> <li>• BikeSafe sessions offered by South Yorkshire Police</li> </ul>
<b>Publicity</b>	<ul style="list-style-type: none"> <li>• Attendance at 11 events in Barnsley, engaging with 1,050 people</li> <li>• Broadcasting road safety messages and a calendar of campaigns through</li> </ul>	<ul style="list-style-type: none"> <li>• Road Safety Technician attendance at seven events in Barnsley engaging with 352 members of the public</li> <li>• Some ad-hoc broadcasting of road</li> </ul>	

	their website and social media channels	safety messages via social media	
<b>Other activities</b>	<ul style="list-style-type: none"> <li>• Collating comments from partners and submitting responses to consultations and calls for evidence from the Department for Transport</li> <li>• Coordinating and supporting funding bids by partners</li> <li>• Facilitating meetings of partners at three strategic levels</li> </ul>	<ul style="list-style-type: none"> <li>• School Crossing Patrol provided in 30 schools in Barnsley</li> <li>• Promotion of Sustainable Travel Accreditation and Recognition Scheme</li> <li>• Reintroduction of Junior Road Safety Officers in Barnsley</li> <li>• Engineering measures</li> </ul>	<ul style="list-style-type: none"> <li>• Enforcement of traffic legislation undertaken by South Yorkshire Police and South Yorkshire Safety Cameras</li> </ul>

## 9.0 Evaluation of Road Safety Activities

- 9.1 At present there is no evaluation data available about individual road safety activities or programmes delivered by BMBC or the SYSRP. The NHT Public Satisfaction Survey 2019 incorporated questions about satisfaction with road safety education, however, this survey was disproportionately completed by adults aged 65+.
- 9.2 The survey results demonstrated that overall, public satisfaction with road safety education was 54% which is higher than the average over 111 authorities (52%) and ranked Barnsley 22<sup>nd</sup>.
- 9.3 Satisfaction with road safety training/education for children was 57%, for motorcycles was 54% and for young drivers was 51%.

## 10.0 Future Plans & Challenges

10.1 Current challenges in Barnsley in relation to road safety are:-

- Rates of KSI casualties among Barnsley residents higher than national levels and comparable authorities
- An unexplained rise in proportion of casualties incurring severe road injury since the introduction of the CRASH reporting system by South Yorkshire Police and implications for the usefulness of STATS19 data
- Lack of analysis of road injury data from other sources by the SYSRP
- Lack of evidence supporting current road safety activities, including lack of evaluation
- Low uptake of road safety training offered to motorcyclists/P2W riders by SYSRP among Barnsley residents
- Limited capacity of one BMBC 'Road Safety Technician' to provide educational activities equitably across Barnsley schools/colleges
- Lack of road safety activity targeted towards older adults
- Need to address public perception of road safety in Barnsley and to ensure safe routes for vulnerable road users (pedestrians/cyclists)
- Need for a Barnsley road safety strategy and co-ordinated local plan
- Impact of COVID-19 on road injury and the provision of road safety activities
- Data is not necessarily sighted at the right level to draw on the correct level of focus and investment
- Need to make sure that a preventative approach is adopted rather than a reactive one

10.2 In the future, BMBC plans to adopt a collaborative system-wide approach to road safety by:-

- further investigating how big the issue really is in order to put in place appropriate governance to tackle the issue
- developing a BMBC road safety strategy to ensure a whole council approach to road safety incorporating, safer roads, safer speeds, safer vehicles and safer road use
- establishing a multidisciplinary BMBC road safety group to ensure coordinated working
- continuing to address road safety with partners across the region
- reviewing the offer from SYSRP and how this complements BMBC road safety activities
- reviewing BMBC road safety activities and the role of the 'Road Safety Technician'

10.3 It also plans to establish access to high-quality road injury data and analysis by:-

- requesting an investigation of injury classification by South Yorkshire Police to ensure high quality casualty data recording by police officers
- interrogating HES data relating to hospital admissions resulting from road injury in Barnsley (BMBC Business Intelligence Team)
- requesting that the SYSRP data team establish permanent local authority access to STATS19 data via a Microsoft Power BI interface and in a format that could be interrogated locally

## **11.0 Invited Witnesses**

11.1 The following witnesses have been invited to attend today's meeting to answer questions from the committee:-

- Paul Castle, Service Director, Environment & Transport, Place Directorate, BMBC
- Matt Bell, Head of Highways & Engineering, Place Directorate, BMBC
- Diane Lee, Head of Public Health, BMBC
- Phil Ainsworth, Public Health Senior Practitioner, BMBC
- Cllr Chris Lamb, Cabinet Spokesperson - Place (Environment and Transportation), BMBC
- Cllr Andrews, Cabinet Spokesperson for Public Health, BMBC
- Cllr Dave Leech, Barnsley Councillor and Chair of SYSRP
- Joanne Wehrle, Safer Roads Manager, SYSRP
- Superintendent Paul McCurry, South Yorkshire Police
- Inspector Jason Booth, South Yorkshire Police

## **12.0 Possible Areas for Investigation**

12.1 Members may wish to ask questions around the following areas:-

- What are the challenges associated with the CRASH system and how can you compare performance against other authorities if they are using different systems?
- What work is done with school children, and their parents/carers, by all the groups represented on the Partnership, to ensure that children are safe, particularly around school and the surrounding areas?
- How has Covid-19 impacted upon the work with the community and what alternative delivery methods have been used to communicate safety messages?

- What work, if any, will need to be done in response to the factors identified as a potential effect of Covid-19 and the lockdown period?
- What steps need to be taken to ensure that the work is more proactive rather than reactive?
- How do you know whether your prevention activities are effective and reaching the right audience? What does the information tell you?
- What are the benefits associated with being in a regional partnership?
- Do you consider partnership working to be effective at all levels (Gold, Silver & Bronze), value for money, and is it positively benefitting the residents of Barnsley?
- How confident are you that the right data is being reported, in the right place, at the right time, to ensure that road safety issues are identified and acted upon appropriately?
- How does the council proactively manage its own occupational road risk?
- What barriers are there to improving road safety in Barnsley and what are the challenges faced by the individual services?
- What are the priorities for the next 12 months?
- What can members do to support the work around road safety and help to reduce the number of KSIs on Barnsley roads?

### 13.0 Background Papers and Useful Links

ROSPA Factsheet on Road Safety Guide for Councillors 2019 -

<https://www.rosipa.com/media/documents/road-safety/factsheets/road-safety-guide-for-councillors.pdf>

Public Health England Profiles (Fingertips) data:-

<https://fingertips.phe.org.uk/search/killed%20roads#page/0/gid/1/pat/6/par/E12000003/ati/102/are/E08000016/cid/4/page-options/ovw-do-0>

Department for Transport Road Safety data:-

<https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>

NHS Digital Hospital Episode Statistics (HES) dataset:-

<https://digital.nhs.uk/data-and-information/data-tools-and-services/data-services/hospital-episode-statistics>

The National Highways and Transport Network (NHT) Annual Highways Public Perception Survey:-

<https://nhtnetwork.org/>

South Yorkshire Safer Roads Partnership Annual Report 2018 -

[https://sysrp.co.uk/SYSRP/media/SYSRPMedia/Content/WhoWeAre/Strategies%20and%20plans/5-SRP-Annual-Report-final\\_2018.pdf](https://sysrp.co.uk/SYSRP/media/SYSRPMedia/Content/WhoWeAre/Strategies%20and%20plans/5-SRP-Annual-Report-final_2018.pdf)

## 14.0 Glossary

BMBC	Barnsley Metropolitan Borough Council
CBT	Compulsory Basic Training
CIPFA	Chartered Institute of Public Finance & Accountancy
HES	Hospital Episode Statistics
HNA	Health Needs Assessment
KSI	Killed or Seriously Injured
NHT	National Highways & Transport Network
OSC	Overview & Scrutiny Committee
P2W	Powered Two-Wheeler Vehicles
PHE	Public Health England
SYSRP	South Yorkshire Safer Roads Partnership
WHO	World Health Organisation

## 15.0 Officer Contact

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23<sup>rd</sup> November 2020