



Name of meeting: Environment and Climate Change Scrutiny Panel

Date: 10th January 2024

Title of report: Kirklees Highway Safety Update

Purpose of report: To inform Scrutiny on the work delivered by the Highway Safety Team in the current financial year (2023/2024) including a January to November 2023 collision trend update.

<p>Key Decision - Is it likely to result in spending or saving £500k or more, or to have a significant effect on two or more electoral wards? Decisions having a particularly significant effect on a single ward may also be treated as if they were key decisions.</p>	<p>Yes/ no or Not Applicable Not Applicable</p>
<p>Key Decision - Is it in the <u>Council's Forward Plan (key decisions and private reports)</u>?</p>	<p>Key Decision – N/A Private Report/Private Appendix – Yes/No</p>
<p>The Decision - Is it eligible for call in by Scrutiny?</p>	<p>Yes/No or Not Applicable Not Applicable – report is to update Scrutiny.</p>
<p>Date signed off by <u>Strategic Director</u> & name</p> <p>Is it also signed off by the Service Director for Finance?</p> <p>Is it also signed off by the Service Director for Legal Governance and Commissioning?</p>	<p>Graham West- Service Director - Highways and Streetscene 21/12/2023</p> <p>n/a</p> <p>n/a</p>
<p>Cabinet member portfolio</p>	<p>Cllr Moses Crook – 21/12/2023</p>

Electoral wards affected: all

Ward councillors consulted: Not applicable – Progress report to Scrutiny – for information only

Public or private: Public

Has GDPR been considered? - No Personal Data contained within the report

1. Summary

This report has been produced to update the Scrutiny Panel on the work delivered by the Highway Safety Team in the current financial year (2023/2024) with the inclusion of proposed future works to year end. In addition, this report contains a January 2023 to November 2023 collisions summary and the previous years trend update. The report also contains reference to Highways contribution towards WYCA Vision Zero (VZ) agenda.

2. Information required to take a decision

Our statutory Duty as a Local Authority

The 1988 Road Traffic Act Section 39 states:

39 (2) Each local authority must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies.

In addition, local authorities must carry out studies into crashes arising out of the use of vehicles on roads, take such measures as appear to the authority to be appropriate to prevent such accidents, and 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.

- To help deliver our statutory duties the Highway Safety Team
- Monitor ALL collisions reported to the Police
- Analyse and investigate reported evidence on circumstances and related contributory factors of any killed or seriously injured accidents
- Develop yearly programmes of work and interventions
- Undertake Road Safety Audits (RSA) for new schemes on the highway
- Develop road safety education and training packages

In addition to the work towards our statutory duties outlined above the Highway Safety Team also undertakes the following work:

- Refreshing of road markings / road studs
- Safe routes to school projects
- Small scale Safety interventions – such as minor signing and lining schemes
- School Crossing Patrols – the management and deployment of
- Road safety training in schools – all school ages from 5 through 16
- Administration of Bikeability in schools through partnership working
- Targeted road safety publicity based on emerging trends or patterns
- Modeshift – Sustainable Travel to School Initiative
- Speed Indicator Device programme

- Delivery of Councillor & Section 106/278 led schemes
- Answering requests sent into the road safety team from Cllrs, MPs and members of the public regarding parking and congestion, speeding issues and signing and lining

In addition, the Highway Safety team have also undertaken or are committed to commencing the following workstreams

- Review of all speed limits across the network
- A Launch of a new Kirklees Highways Road Safety Strategy
- Integration of VZ into the Highway Safety team and work towards integrating a safe systems approach to engineering, education training and publicity & the promotion of VZ to rest of the Council.

The above duties are delivered and administrated by the Highway Safety Team which includes the Casualty Prevention, Community Traffic Measures and Sustainable Road Safety teams.

The appendices attached summarises the responsibilities for each team and also includes both work undertaken so far (between April and November 2023) and proposed works upto the end of the financial year.

Some standout highlights of work so far however are listed below:

- 13 capital schemes delivered on site so far
- Developed early 2024-25 & 2025-26 forward programmes using collisions data and first year rate of return prioritisation
- Delivered 49 Traffic Regulation Orders – 12 Safety / 37 others
- Installed 41 Disabled Markings and 61 Keep Clears
- Delivered 3 Non-safety capital funded schemes (LBUR, Place Standard, Ward Budget, other services / teams)
- Refresh of lining in 7 Wards Completed – total of 308 locations
- Refresh of lining A & B Road completed – 2 location – 1.8miles
- Refresh of lining non-Ward specific C & U jobs issued/completed – 54 locations
- 4847 school ages pupils have received training from officers within the safety team in one form or another since April 2023.
This is an increase of 2843 compared to the same point last year (2004 trained)
- Theatre and Education road safety training - 1360 High School Age Children have attended
- Bikeability - 6456 placed delivered

(It is worth noting that some children may have had both pedestrian and Bikeability training although this overlap is relatively low)

- 62 schools currently signed up to Modeshift

- 25 Schools achieving Modeshift awards 13 Bronze, 6 Silver, 2 Gold, 4 Platinum

(Warwick Road and Batley High School were named Kirklees Schools of the Year at Modeshift Regional Awards)

The accompanying presentation will include:-

- Reminder of the council's statutory duties
- Update on how the safety team carry out those and additional duties
- Update on key areas of work undertaken by the 3 areas of Highway Safety so far (April – end November 2023) with look to future works.
- Update on collision / casualty trends for (Jan 2023 -November 2023)
- Slide on the Key Stakeholders who can influence road safety and next steps to integrate Vision Zero across Kirklees.

3. Implications for the Council

3.1 Working with People

Across the Highway Safety team many opportunities will arise to work alongside our residents and those working in Kirklees to implement a range of measures, whether engineering and / or education, publicity, and training with a view to support them in being safe on our roads.

3.2 Working with Partners

The Highway Safety Team will continue to work with our existing internal and external partners through strategic and operational meetings to deliver road safety initiatives, engineering, and education. It is hoped that with the integration of WYCA's Vision Zero into Kirklees, the opportunity to expand on the partnership network and forge new relationships will help further in continuing to improve road safety.

3.3 Place Based Working

The 2 year Capital Programme is developed to address those areas where there has been a number of collisions involving an injury with similar contributory factors (often called clusters or patterns) that offer good value for money and a return on investment, in a priority order.

Some of the work beyond Bikeability and Pedestrian Training is prioritised on schools that are currently actively working with the road safety team towards Modeshift (an active travel initiative). The Sustainable Road Safety Team have found that the buy in from the schools currently working towards Modeshift who have an interest in sustainable travel and road safety, leads to a higher level of change. As a result, this generates improved safety and active travel benefits, compared to those schools not currently engaged or working with the road safety team.

3.4 Climate Change and Air Quality

The team currently work on schemes and initiatives that impacts on sustainable and safe travel to school by actively seeking to reduce the reliance of vehicles especially cars used for journeys to and from school. Across the Modeshift initiative so far for the schools currently participating, the average reduction on car use is around 6.3%

3.5 Improving outcomes for children

The Highway Safety team, work with schools on Modeshift and undertaking / supporting delivery of Education and Training through various other measures including but not limited to pedestrian training, Bikeability, theatre and education, scoot fit. These initiatives will provide children and young people with the tools to keep themselves safe when using our roads. Further implementing engineering measures to address safe routes to school where feasible and required will improve opportunities for active travel that a safer network provides.

3.6 Financial Implications for the people living or working in Kirklees

There are no expected financial implications for people living or working in Kirklees arising from the content of the report.

3.7 Other (eg Integrated Impact Assessment (IIA)/Legal/Financial or Human Resources) Consultees and their opinions

No IAA has been undertaken for this update only report.

The financial spend within the team is made up of Capital Grant, Council Borrowing and revenue spend.

The capital spend will be managed and monitored by the service in accordance with Council Financial Procedure Rules that delegates authority to manage the Highways Capital Plan at Service Director level, including the acceptance of any grants received into the council from WYMCA as per section 22.5 of the same rules.

Revenue Spend will also be managed within the same finance procedure rules with delegated authority to Service Directors mainly points 2.15 through 2.17 and delegation of budgets to appropriate management levels point 2.22.

There are no direct legal implications arising from this report. Any procurement required to deliver the highway scheme programmes, will be carried out in accordance with the Public Contracts regulations 2015 (along with any subsequent Public Procurement Legislation due to come into effect later in 2023) and the Council's Contract Procedure Rules. Some projects within the programme will require legal assistance. For example, in development of Traffic Regulation Orders and seeking advice on such orders as needed.

4. Consultation

There has been no consultation in relation to this update or report content. However, throughout all the work implemented by the safety team continued consultation with residents, Councillors, and key Stakeholders where required and available.

5. Engagement

Engagement is undertaken with appropriate stakeholders, local businesses, residents as each element / workstream within Highways Safety is delivered. There has been no engagement on the content of the information sharing report

6. Next steps and timelines

Not applicable

7. Officer recommendations and reasons

Not applicable

8. Cabinet Portfolio Holder's recommendations

Not applicable

9. Contact officer

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10. Background Papers and History of Decisions

Appendices

Appendix A - Highway Safety Casualty Prevention

Appendix B - Highway Safety Community Traffic Measures

Appendix C - Sustainable Road Safety

Highways Safety – progress – Presentation to scrutiny

11. Service Director responsible

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