

**BIRMINGHAM CITY COUNCIL**

**PUBLIC REPORT**

<b>Report to:</b>	<b>CABINET</b>
<b>Report of:</b>	<b>STRATEGIC DIRECTOR FOR ECONOMY</b>
<b>Date of Decision:</b>	<b>18<sup>th</sup> October 2016</b>
<b>SUBJECT:</b>	<b>A ROAD SAFETY STRATEGY FOR BIRMINGHAM</b>
<b>Key Decision: Yes</b>	<b>Relevant Forward Plan Ref: 002363/2016</b>
<b>If not in the Forward Plan: (please "X" box)</b>	<b>Chief Executive approved</b> <input type="checkbox"/> <b>O&amp;S Chairman approved</b> <input type="checkbox"/>
<b>Relevant Cabinet Member:</b>	<b>Councillor Stewart Stacey – Transport and Roads</b>
<b>Relevant O&amp;S Chairman:</b>	<b>Councillor Zafar Iqbal – Economy, Skills and Transport</b>
<b>Wards affected:</b>	<b>All</b>

<b>1. Purpose of report:</b>	
1.1	To seek approval for 'A Road Safety Strategy for Birmingham' provided as Appendix A to this report.

<b>2. Decision(s) recommended:</b>	
	That Cabinet:
2.1	Endorses 'A Road Safety Strategy for Birmingham' (RSSB) provided as Appendix A to this report.
2.2	Notes that the strategy has been revised in the light of public consultation on a draft document which ran from 24 <sup>th</sup> July 2015 until 6 <sup>th</sup> November 2015. A consultation summary report is provided as Appendix B to this report.
2.3	Notes that a new Birmingham Road Safety Partnership has been formed to support the delivery of the strategy objectives.

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<b>3. Consultation</b>	
	<u>Internal</u>
3.1	Development of the RSSB involved officers from Growth and Transportation, Highways, Education, Integrated Services and Equalities and Social Cohesion. Consultation on the draft Road Safety Strategy in 2015 included all councillors and the Economy, Skills and Sustainability Overview and Scrutiny Committee. Briefings on the final strategy have taken place with the Cabinet Member for Transparency, Openness and Equality, the Cabinet Member for Clean Streets, Recycling and the Environment, the Cabinet Member for Children, Families and Schools and the Cabinet Member for Health and Social Care. It was also considered and supported by the Economy, Skills and Transport Scrutiny Committee on 22 <sup>nd</sup> September 2016.
3.2	Officers from City Finance, Procurement and Legal and Democratic Services have been involved in the preparation of this report.
	<u>External</u>
3.3	An extensive public consultation process on the draft Road Safety Strategy ran for 15 weeks from 24 <sup>th</sup> July 2015 to 6 <sup>th</sup> November 2015. This included engagement with the public and a wide range of stakeholders through a range of channels. Responses to the consultation were received from 51 organisations and 189 individuals.
3.4	Partners from the Birmingham Road Safety Partnership (BRSP) have also been involved in the development of the strategy, particularly the action plan. As key partners, West Midlands Police (WMP) and West Midlands Fire Service (WMFS) have endorsed the RSSB. The Royal Society for the Prevention of Accidents (RoSPA) has also assisted with the development of the RSSB in a 'critical friend' capacity.
<b>4. Compliance Issues:</b>	
4.1	<u>Are the recommended decisions consistent with the Council's policies, plans and strategies?</u>
4.1.1	The RSSB is consistent with the aims and objectives of the Council Business Plan and Budget 2016+ and Vision 2020 objectives in terms of 'a healthy happy city', 'thriving local communities' and 'safety and opportunity for all children'. It supports the key priority for the city to 'transform public transport and reduce congestion'. The RSSB also aligns with the Birmingham Connected objectives of an Equitable Birmingham; Sustainable Birmingham; and a Healthy Birmingham. The strategy forms a sister document to the Birmingham Connected transport strategy launched in November 2014 and seeks to encourage active travel and reduce the impacts of transport on people and the environment.
4.2	<u>Financial Implications</u>
4.2.1	As a strategy document, there are no direct financial implications for the Council associated with the approval of the RSSB. The delivery of the Council's road safety activities that support the objectives of the RSSB will be contained within currently approved resources. Opportunities will be sought in conjunction with partners to secure further funding to support the delivery the RSSB objectives.
4.2.2	Current resources comprise capital grants and allocations provided by Government

	including Integrated Transport Block, Cycle City Ambition Grant and the Local Growth Fund, while limited revenue support is provided through the Council's Revenue Support Grant (RSG) and through the Bikeability Revenue Grant.
4.2.3	Many measures are scalable subject to available funding, with value for money principles applied to capital schemes in respect of cost benefit analysis.
4.2.4	There are no procurement implications associated with this report. Any related activities with procurement implications will be undertaken in accordance with standing orders and the council's procurement governance arrangements.
4.3	<u>Legal Implications</u>
4.3.1	The Council has a statutory duty under the Road Traffic Act 1988, as amended by the Road Traffic Act 1991 to promote road safety. Provisions relating to road safety are also contained within the Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004 and Local Transport Act 2008.
4.4	<u>Public Sector Equality Duty</u>
4.4.1	An Equality Assessment has been undertaken as provided in Appendix C to this report. There are no impacts identified that would negatively affect protected groups or characteristics. The strategy seeks to positively benefit those identified as being most vulnerable to road collisions. This includes: children (particularly child pedestrians and child cyclists), adult pedestrians, pedal cyclists, 16 to 24 year olds (particularly males) and powered two wheeler drivers.

<b>5. Relevant background/chronology of key events:</b>	
5.1	Under Section 39 of the Road Traffic Act 1988, as amended by the Road Traffic Act 1991 the Council has a statutory duty to prepare and carry out a programme of measures designed to promote road safety and study road traffic collisions. Provisions relating to road safety are also contained within the Highways Act 1980, Road Traffic Regulation Act 1984, Traffic Management Act 2004 and Local Transport Act 2008, the latter being relevant to paragraph 5.2 below in due regard to any guidance issued by the Secretary of State relating to integrated transport functions.
5.2	In May 2011 the Department for Transport (DfT) published the Strategic Framework for Road Safety that sets out the framework for road safety for local authorities to develop local road safety policies and strategies, as well as national measures for implementation by the DfT and their agencies. In this framework Central Government recognises its continuing leadership role on road safety which includes delivering better driving standards and testing, enforcement, education, managing the strategic road infrastructure, research and evaluation, and the provision of public information to support local delivery
5.3	The Government's National Strategic Framework's vision for road safety includes: commitment to ensure that the trend of continuous improvement in road safety over previous decades and in recent years is maintained; reducing the incidents of road traffic collisions in vulnerable groups, particularly cyclists and children; improving technology to transform the way we drive and use roads to protect all road users; and training and education for children, together with new and inexperienced drivers. Government funding is provided via the Integrated Transport Block (ITB) for capital schemes along with bespoke grants such as the Local Growth Fund and Cycle City Ambition Grant. Limited revenue resources are currently contained within the Council's RSG.

5.4	<p>In November 2014 the Council launched its Birmingham Connected transport strategy, which sets out a vision to create better travel opportunities in Birmingham. Addressing road safety is essential if the higher levels of walking and cycling are to be achieved.</p>
5.5	<p>By addressing road safety and encouraging walking and cycling it will enable positive outcomes over a range of key priorities including:</p> <ul style="list-style-type: none"> <li>• Improving the health of citizens particularly by reducing levels of physical inactivity. Compared to England as a whole, there are higher proportions of obese adults and children in Birmingham.</li> <li>• Improving air quality and so reducing the number of people who die early as a result of illnesses which are exacerbated by poor air quality.</li> <li>• Reducing carbon emissions, supporting the achievement of the city's targets for reducing them by 60% on 1990 levels by 2027.</li> </ul>
5.6	<p>The strategic outcomes for the RSSB therefore reflect the wider impacts of road safety and that action has benefits which cut across other policy agendas. The strategic outcomes for the Strategy are:</p> <ul style="list-style-type: none"> <li>• A reduction in the number and severity of road traffic collisions;</li> <li>• A reduction in the number of people killed and serious injured as a result of road traffic collisions;</li> <li>• More people making their journeys on foot or by bike;</li> <li>• More children walking and cycling to school; and</li> <li>• Improved air quality.</li> </ul>
5.7	<p>Analysis of Birmingham collision data shows that the number of casualties is on a long term downward trend. There were a total of 646 killed or seriously injured (KSI) casualties in 2000; this has come down to 443 in 2015. The road safety risk for the city's residents is, in most respects, similar to that seen nationally. Levels of KSI collisions have remained broadly constant but the total number of casualties in Birmingham has increased since 2012, primarily within 'slight' casualties. This could be attributed to an upturn in the regional economy, or increasing population levels resulting in increased traffic, however, it is very difficult to explain fluctuations in collision data over a short period of time.</p>
5.8	<p>In July 2015 a comprehensive public consultation on the draft Road Safety Strategy was undertaken and ran for 15 weeks. Consultation responses were received from 51 organisations, 189 individuals and 3 Councillors. The former Economy, Skills and Sustainability Overview and Scrutiny Committee also discussed the draft strategy on 23 October 2015 and their comments were included in the consultation review.</p>
5.9	<p>Consultation feedback shows that Road Safety is seen as a significant issue in Birmingham and affects many residents' travel choices. Responses showed strong support for the strategic outcomes of the strategy and agreed that the strategy correctly reflects the road safety challenges currently experienced in Birmingham. Agreement over how the strategy addresses the needs of vulnerable road users was more varied with a significant number of comments and suggestions (sometimes conflicting) being given. As a result, a number of amendments have been made to the strategy. The Consultation Report is attached at Appendix B.</p>
5.10	<p>The final version of the strategy includes updated road safety statistics for 2015, which were formally published by the DfT in August 2016. Through the detailed analysis of road safety data and consultation feedback the RSSB, including the supporting action</p>

plan, is based around the following three themes:

- **Safer Roads** sets out how as highway authority the Council ensures that the city's roads are maintained operated and developed in as safe a way as possible. All new schemes are designed and built in a way that doesn't compromise road safety and enhances it where appropriate. In addition, there are specific road safety schemes, which are identified and prioritised for action. The Council also prioritises road safety around schools through the 'Safer Routes to Schools' programme;
- **Safer People** sets out how the Council and the partners in the BRSP will continue to deliver a targeted programme of education, training and promotion activities as well as engineering measures to address and improve road user behaviour and encourage more sustainable and active travel; and
- **Safer Vehicles** sets out how the BRSP can influence and, where necessary, enforce compliance with regulatory standards to ensure vehicles using our roads are as safe as possible.

5.11 Partnership working was central to the draft strategy; however, the revised RSSB has developed and strengthened this. Road safety must be delivered and co-ordinated across a range of organisations including the emergency services and the private and third sectors. A new Birmingham Road Safety Partnership (BRSP) was established in 2015 to support the delivery of the RSSB objectives. The membership is formed of officers from the Council, WMFS, WMP and a number of private and third sector organisations.

5.12 The revised strategy takes into account increased resource pressures on road safety delivery and aligns closely with the Future Council Programme and the Business Plan and Budget 2016+. Emphasis on partnership working has been strengthened further and is a focus for road safety delivery across the city. This combines resources, campaigns and communications and ensures direct delivery is coordinated and prioritised in a data-led way. Aligning with the BRSP, sourcing external funds and resources, particularly through Corporate Social Responsibility, is also a key priority. The Council's Young Active Travel initiative and associated Trust, designed to support improvements to the ways in which children travel in the city, have also been integrated into the strategy.

5.13 The strategy will be underpinned by a live action plan, co-ordinated and delivered by the BRSP, and informed by road safety data and intelligence. This approach allows partners to respond collectively to emerging road safety agendas as well as continuing to focus on more established priorities.

5.14 Following discussions with the Equalities, Community Safety and Cohesion team it is proposed to formally link the BRSP to the Birmingham Community Safety and Crime Board. The proposed governance arrangements would allow Birmingham Community Safety and Crime Board and its Partnership Delivery Group (PDG) to have oversight of the BRSP's priorities.

5.15 BRSP will provide a quarterly update to PDG setting out progress on road safety issues and activities being undertaken by the group. It is proposed that BRSP will formally report annually on progress in delivering the Road Safety Strategy Delivery Action Plan to the Birmingham Community Safety Police and Crime Board as well as to the relevant Birmingham City Council portfolio holder.

<b>6. Evaluation of alternative option(s):</b>	
6.1	The Council has a statutory duty under the Road Traffic Act 1988, as amended by the Road Traffic Act 1991 to prepare and carry out a programme of measures designed to promote road safety and study road traffic collisions. The production of the RSSB supports compliance in addition to alignment with Council policies and priorities. This does not explicitly state that a strategy is required; an alternative option would be to not have a Road Safety Strategy. However, the new strategy will enable a data led approach to tackling road safety and ensuring effective partnership work to make best use of available resources.

<b>7. Reasons for Decision(s):</b>	
7.1	To endorse the 'A Road Safety Strategy for Birmingham' document and note the role of the new Birmingham Road Safety Partnership in delivering road safety in the city.

<b>Signatures</b>	<b><u>Date</u></b>
Councillor Stewart Stacey, Cabinet Member for Transport and Roads .....	
Waheed Nazir, Strategic Director for Economy .....	

<b>List of Background Documents used to compile this Report:</b>
1. Council Business Plan and Budget 2016+
2. Birmingham Connected Transport Strategy - November 2014
3. Strategic Framework for Road Safety – Department for Transport 2011

<b>List of Appendices accompanying this Report (if any):</b>
1. Appendix A – A Road Safety Strategy for Birmingham
2. Appendix B – Birmingham Road Safety Strategy Consultation Report
3. Appendix C – Equality Assessment

## **PROTOCOL PUBLIC SECTOR EQUALITY DUTY**

- 1 The public sector equality duty drives the need for equality assessments (Initial and Full). An initial assessment should, be prepared from the outset based upon available knowledge and information.
- 2 If there is no adverse impact then that fact should be stated within the Report at section 4.4 and the initial assessment document appended to the Report duly signed and dated. A summary of the statutory duty is annexed to this Protocol and should be referred to in the standard section (4.4) of executive reports for decision and then attached in an appendix; the term 'adverse impact' refers to any decision-making by the Council which can be judged as likely to be contrary in whole or in part to the equality duty.
- 3 A full assessment should be prepared where necessary and consultation should then take place.
- 4 Consultation should address any possible adverse impact upon service users, providers and those within the scope of the report; questions need to assist to identify adverse impact which might be contrary to the equality duty and engage all such persons in a dialogue which might identify ways in which any adverse impact might be avoided or, if avoidance is not possible, reduced.
- 5 Responses to the consultation should be analysed in order to identify:
  - (a) whether there is adverse impact upon persons within the protected categories
  - (b) what is the nature of this adverse impact
  - (c) whether the adverse impact can be avoided and at what cost – and if not –
  - (d) what mitigating actions can be taken and at what cost
- 6 The impact assessment carried out at the outset will need to be amended to have due regard to the matters in (4) above.
- 7 Where there is adverse impact the final Report should contain:
  - a summary of the adverse impact and any possible mitigating actions (in section 4.4 or an appendix if necessary)
  - the full equality impact assessment (as an appendix)
  - the equality duty – see page 9 (as an appendix).

## Equality Act 2010

The Executive must have due regard to the public sector equality duty when considering Council reports for decision.

The public sector equality duty is as follows:

1	<p>The Council must, in the exercise of its functions, have due regard to the need to:</p> <ul style="list-style-type: none"><li>(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by the Equality Act;</li><li>(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;</li><li>(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.</li></ul>
2	<p>Having due regard to the need to advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"><li>(a) remove or minimise disadvantages suffered by persons who share a relevant protected characteristic that are connected to that characteristic;</li><li>(b) take steps to meet the needs of persons who share a relevant protected characteristic that are different from the needs of persons who do not share it;</li><li>(c) encourage persons who share a relevant protected characteristic to participate in public life or in any other activity in which participation by such persons is disproportionately low.</li></ul>
3	<p>The steps involved in meeting the needs of disabled persons that are different from the needs of persons who are not disabled include, in particular, steps to take account of disabled persons' disabilities.</p>
4	<p>Having due regard to the need to foster good relations between persons who share a relevant protected characteristic and persons who do not share it involves having due regard, in particular, to the need to:</p> <ul style="list-style-type: none"><li>(a) tackle prejudice, and</li><li>(b) promote understanding.</li></ul>
5	<p>The relevant protected characteristics are:</p> <ul style="list-style-type: none"><li>(a) Age</li><li>(b) Disability</li><li>(c) gender reassignment</li><li>(d) pregnancy and maternity</li><li>(e) Race</li><li>(f) religion or belief</li><li>(g) Sex</li><li>(h) sexual orientation</li></ul>