

Report to: EXECUTIVE CABINET

Date: 22 November 2023

Executive Member: Councillor Jan Jackson, Executive Member for Planning, Transport and Connectivity

Reporting Officer: Julian Jackson, Director of Place

Subject: HIGHWAY SAFETY PROGRAMME

Report Summary: The report provides details of a proposed approach to allocate funding in order to develop and deliver a highway safety programme in Tameside. It also lists a proposed criteria against which potential schemes should be measured.

It suggests no actual schemes but states that top ranking schemes against the criteria, will have separate, detailed reports that will require approval, as and when funding allows.

- Recommendations:** That it be DETERMINED that:
1. Approve the proposed approach, set out in this report, to develop a highway safety programme for Tameside.
 2. Approve the allocation of Integrated Transport Block funding, to allow the development and delivery of a highway safety programme as set out in section 2 of the report.
 3. Approve the proposed evaluation criteria which will allow a prioritised highway safety programme to be developed as set out in section 3 of the report.
 4. Approve the principle of engaging with key stakeholders to support the highway safety development process as set out in section 3 of the report.
 5. Approve, in principle, the procurement of external highway consultancy services, via STAR procurement as set out in section 2 of the report.

Corporate Plan: The proposal set out in this report supports the aims and objectives of the Corporate Plan, with a particular focus on 'Modern Infrastructure and a Sustainable Environment' and 'Longer and Healthier Lives'.

Policy Implications: In line with Council policy.

Financial Implications: (Authorised by the statutory Section 151 Officer & Chief Finance Officer) In 2022, the Greater Manchester Combined Authority (GMCA) announced a 5 year City Region Sustainable Transport Settlement (CRSTS). The CRSTS is a consolidation of a number of Capital funding components which are set out in the table below (along with values for the initial 2 years of the settlement).

	£M		
	2022/23	2023/24	Total
Highway Maintenance Block	2.905	2.905	5.810
Integrated Transport Block	0.631	0.631	1.262
Additional Pothole Funding	0	0.515	0.515

Total	3.536	4.051	7.587
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The values for the remaining three years from April 2024 to March 2027 are yet to be confirmed but are likely to be broadly similar dependent on regional priorities.

In line with the Department of Transport's recommendation, this report proposes utilising the Integrated Transport Block (ITB) element of funding to develop and deliver a prioritised highways safety programme for the borough as outlined in Section 3.

Expenditure against the 2022/23 ITB allocation was £7,000 with the remaining £0.624m budget carried forward to 2023/24. This, together with the 2023/24 grant allocation in the above table results in available budget for the Highway Safety Programme of £1.255m.

It is essential that the programme is delivered within the available Capital budget and consideration should be given to schemes that reduce revenue investment requirements over future years as part of the prioritisation process. Further updates of cost estimates will be reported following the initial development of the prioritised programme of works.

**Legal Implications:
(Authorised by the
Borough Solicitor)**

As set out in the main body of the report the funding is to be used to support a range of road safety schemes. The project officers will ensure that these schemes remain within the remit of the funding and will ensure that all relevant report and management conditions connected to the funding are complied with to avoid any clawback provisions.

The project officers will also be relying on advice from STaR to ensure that complaint procurement processes are undertaken.

Risk Management:

As outlined in section 4.

Access to Information:

Not confidential

Background Information:

The background papers relating to this report can be inspected by contacting Jody Hawkins Highways Manager, (Traffic Utility and Control) by:



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1. INTRODUCTION

- 1.1 Each of the ten districts in Greater Manchester previously made annual bids to receive funding for substantial road safety schemes that were unable to be funded by other means.
- 1.2 Previously, this funding allowed the council to deliver a range of road safety schemes including:
 - i. Introduction of traffic signals at Curzon Road and Whiteacre Road in 2016.
The scheme reduced incidents at that location from 15 recorded casualties (2008 to 2012 prior to the scheme being introduced) to 0 recorded casualties (2014 to 2022).
 - ii. Clarence Street, Whitelands Road and Bayley Street, Stalybridge in 2017.
The scheme reduced incidents at that location from 24 serious and slight recorded casualties (2014 to mid-2017, before the scheme started) to 3 slight casualties (2017 from start of scheme to 2022).
- 1.3 However, funding for these type of schemes stopped the following year and has not been made available since.
- 1.4 Throughout Greater Manchester, incident rates and severity of injuries have increased. The police, as enforcers, have limited resources when it comes to preventing bad driving and engineering measures are seen as an important contribution to highway safety.

2. FUNDING - INTEGRATED TRANSPORT BLOCK (ITB)

- 2.1 In 2022, Greater Manchester Combined Authority (GMCA) announced a funding stream, the Integrated Transport Block, would be divided between the 10 Highway Authorities of Greater Manchester and Transport for Greater Manchester (TfGM) over a period of two years, 2022/2023 – 2023/2024. The remaining three years 2024/2025 – 2026/2027 is yet to be determined.
- 2.2 Currently Tameside's confirmed budget, which is ring fenced for the development and delivery of highway safety initiatives, is £0.624m carried forward from 2022/2023 and £0.631m for 2023/2024. This gives a confirmed budget to date of £1.255m to commit to the development and delivery of a highway safety programme for Tameside.
- 2.3 The overall objective of the funding is to encourage safe and long term driving practices on our roads, whether that is by introducing physical engineering schemes on the roads or via training for groups of people that are deemed more in need e.g. older drivers and cyclists.
- 2.4 Having had no funding available to deliver highway safety works since 2017 it is essential that the council now identifies and prioritises schemes for development and delivery to improve safety on the borough's highway.
- 2.5 The number of requests that have been documented over the years is considerable and additional resources will be required to develop a programme and then design potential highway safety schemes for approval.
- 2.6 TfGM have recognised that a lack of available staffing resources is a potential obstacle for successful delivery and so have stated that part of the funding may be used to source external specialised support if required.
- 2.7 A review of current available staffing resources will be undertaken and if required, the procurement of external specialist support, will be undertaken via STAR procurement.

3. SCHEME IDENTIFICATION AND PRIORITISATION

- 3.1 Requests for traffic calming or speed reduction measures have been compiled over many years from ward members, residents and other stakeholders. Each request will now be examined and applied to the proposed evaluation criteria to identify priority schemes which are deliverable and affordable from the current available ITB budget. Careful consideration will be given to the development and delivery of sustainable schemes which offer best value and will have minimal impact on future maintenance costs.
- 3.2 The Active Travel Commissioner of Greater Manchester, Dame Sarah Storey has announced Greater Manchester's commitment to achieve 'Vision Zero', a comprehensive plan to eliminate road deaths and serious injuries on our roads by 2040. As a consequence of incident reductions, Vision Zero will help tackle the impact on the emergency services and the cost to public finances, with the potential to save the city-region's economy more than £4.5billion over the next 20 years. It is with this in mind that the criteria below have been developed.
- 3.3 The proposed evaluation criteria are set out below:
- i. Safety, particularly for vulnerable road users (based on Police recorded incident data, officer observations and knowledge),
 - ii. Accommodating walking and cycling or other vulnerable road users,
 - iii. Excessive or inappropriate traffic speeds,
 - iv. Congestion, thereby improving air quality,
 - v. Consultation with and support from stakeholders, such as the Emergency Services, ward members etc.
- 3.4 Consultation with emergency services and other key stakeholders will be a key part of the evaluation process to support the development of a highway safety programme for the borough.
- 3.5 Once a programme has been produced, further reports will be presented detailing the priority schemes and associated costs.
- 3.6 Consultation with ward members, residents and businesses will take place in the usual manner and will meet or exceed that requirement laid down in legislation.

4. RISK MANAGEMENT

- 4.1 A risk register will be maintained throughout the development and delivery of the highway safety programme.

5. CONCLUSION

- 5.1 The council intends to utilise the ITB funding to develop and deliver a prioritised highways safety programme for the borough which is deliverable and affordable from the allocated ITB budget of £1.255m available for 2022/2023 and 2023/2024.
- 5.2 Further reports will present the detail of the proposed schemes once a prioritised programme has been developed.
- 5.3 The ITB funding is administered by TfGM and the £1.255m grant funding for 2022/2023 and 2023/2024 has been secured to date.

6. RECOMMENDATIONS

- 6.1 As set out at the front of the report.