

Report to the Chief Officer (Highways and Transportation)

Date: 2 February 2016.

Subject: Mobile speed Camera Location on Dewsbury Road (City Centre - between Holmes Street and Victoria Road.)

Are specific electoral Wards affected? If relevant, name(s) of Ward(s): City & Hunslet	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

Summary of main issues

1. The Best Council Plan 2013-17 outlines how Leeds City will achieve its ambition to become the Best City in the UK and Leeds City Council the best local authority and according to the Best Council Plan, the success of the Best Council objective: ensuring high quality public services will be partly measured through reduced numbers of people Killed or Seriously Injured on the city's roads.
2. This report proposes the use of a mobile speed camera to address road casualty problems by providing a lay-by to allow a police liveried vehicle, fitted with a speed detection device to park in full view of oncoming vehicles without obstructing the carriageway, buses, the bus stop or pedestrian movement.
3. The site identified on Dewsbury Road, in the City Centre, exceeds the speed survey results and collision criteria published by the West Yorkshire Casualty Reduction Partnership for the implementation of new locations for mobile speed enforcement.

Recommendations

4. The Chief Officer (Highways and Transportation) is requested to:
 - i) Note the contents of this report;
 - ii) Endorse the use of a mobile speed camera and approve the detailed design and implementation of works for the construction of a vehicle hard standing and associated signage to allow operation on Dewsbury Road at the location shown in Appendix A.

iii) Give authority to incur expenditure of £6,150, comprising of £5,500 works costs, £650 staff fees, to be funded from the LTP Transport Policy Capital Programme;

1 Purpose of this report

1.1 Proposal to seek funding to establish a mobile speed camera site by providing a hard-standing for a speed detection vehicle on an existing traffic island on Dewsbury Road in the City Centre.

2 Background information

2.1 Road safety cameras are operated by the West Yorkshire Casualty Reduction Partnership as part of the county-wide road safety strategy under an agreement whereby the Local Authority fund and build the necessary infrastructure, and a dedicated unit at the West Yorkshire Police Service carry out regular enforcement and process offenses at no further cost to the Local Authority.

2.2 The equipment is operated by civilian enforcement officers, under the authority of a Police Sergeant. This ensures that the Yorkshire Casualty Reduction Partnership operatives do not get called away from speed enforcement due to Police emergencies elsewhere.

2.3 Speed enforcement sites are selected on the basis of meeting published collision and speed survey results criteria. To establish a site for enforcement by mobile speed enforcement units the site must meet the following criteria :-

- There must have been at least: one collision per kilometre where someone is killed or seriously injured (KSI) in the previous three years: this site has two.
- A score of at least 11 points per km; where each KSI is worth 5 points and slight injury collisions are worth 1: this site scores 13.
- Surveyed traffic speeds showing 1 vehicle in 10 is exceeding the speed limit by 10% plus 2mph (35mph): this site is 39mph.

2.4 Drivers caught exceeding the National Police Chiefs Council (formerly the Association of Chief Police Officers) prosecution threshold, 35mph at this location, will be given the option of a driver improvement course or a fine and points on their licence or a hearing in the Magistrates' court, as appropriate to the scale of the offence.

2.5 Road casualties in Leeds are monitored and this information is contributes to the periodic review of road safety camera use and priorities.

3 Main issues

- 3.1 Analysis of the collision history and speed survey results on Dewsbury Road in the City Centre suggest the 30mph speed limit is poorly observed and that these driving habits are increasing the severity and number of collisions involving pedestrians; four have been slightly injured and three seriously injured in the last five years.
- 3.2 In November 2013 a speeding car hit a pedestrian on a designated pedestrian crossing on Dewsbury Road, outbound from the city centre. The victim suffered serious and life changing injuries. The family liaison office from West Yorkshire Police contacted the West Yorkshire Casualty Reduction Partnership to pass on the families concerns about road safety, a number of Councillors and MP's have also taken an active interest.
- 3.3 The area in question is a three lane dual carriageway splitting traffic for the A653, the M621 southbound and the M621 westbound into separate lanes. From the drivers view point, the layout resembles the motorway they are heading towards more than the city centre they have left which is possibly contributing to the poor compliance with the speed limit.
- 3.4 There is also anecdotal evidence that drivers at the front of queue at the previous set of traffic signals at Meadow Lane will accelerate quickly to get through the next set before they change to red, this set incorporates the pedestrian crossing where the very serious collision occurred.
- 3.5 The use of a mobile speed camera would meet the West Yorkshire Casualty Reduction Partnership's site selection criteria and is recommended as the preferred approach after careful consideration of alternative options including red light and fixed speed cameras and / or adjustments to the traffic signal timings. A mobile speed camera is an effective and proportionate response that can be expected to have a beneficial impact on vehicle speeds and casualty numbers and the road layout and conditions at this location.
- 3.6 This report seeks approval for the installation of a drop kerb and new surfacing on the existing island on the off-side of the bus stop that the mobile camera vehicle will operate from as well as road markings indicating police use only, signage so drivers are aware of what the speed limit is and that enforcement is likely to be going on.

4 Corporate Considerations

4.1 Consultation and Engagement

- 4.1.2 Councillors for the City and Hunslet Ward were all contacted by email on 31st July. Follow up letters were sent to their correspondence addresses on 6th August. To date one has responded supporting the scheme and also requested a lower speed limit for the City Centre, painted roundels on all entries to the city centre where the speed limit changes to 30mph and speed cameras on the M621. The member has been advised that these matters will be brought to the attention of the Highways Board but that M621 is controlled by Highways England.
- 4.1.3 The family of the August 2013 accident victim have been kept informed of events via the family liaison office at the West Yorkshire Police's Major Collision Investigation Team with whom the Council have liaised.
- 4.1.4 The West Yorkshire Combined Authority and bus operators have been contacted, the former has no issue with this scheme, the bus operators have not responded so it is assumed that they have no serious concerns either

4.2 Equality and Diversity / Cohesion and Integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening report has been carried out (Appendix B). One adverse impact was identified. However the screening clarifies how this is due to the unpopularity of the measure within certain sections of society, and that the measure itself does not discriminate.

4.3 Council policies and City Priorities

- 4.3.1 Reducing health inequalities: 'Deprivation and Road Safety in London' (Edwards et al) and many other studies have found a relationship between deprivation and traffic collisions. The study mentioned found that the rate of injury to adult pedestrians from the most deprived 10% of areas is nearly three times higher than the least deprived. A total of ten casualties have been injured on this section of Dewsbury Road in the last five years, seven of these have a postcode recorded in the accident report. Of these, four coincide with areas that rank in the top 20% most deprived areas in England and Wales.
- 4.3.2 Reducing the number of people killed or seriously injured in road traffic accidents: The average reduction in collisions when the three years prior to commissioning is compared to the three years after at mobile cameras sites is one KSI, and two slight injury collisions.
- 4.3.3 Spending money wisely: Building a hard standing for the West Yorkshire Casualty Reduction Partnership's speed camera vans to enable the operation of a mobile camera is a cost effective and proportionate casualty reduction measure for this location.

4.4 Resources and value for money

4.4.1 The capital scheme cost is £6,150 of which £5,500 are works and £650 are design fees. The cost of enforcement operations and processing offences will be borne by West Yorkshire Casualty Reduction Partnership.

4.5 Legal Implications, Access to Information and Call In

4.5.1 The Chief Officer, Highways & Transportation has the power to approve the decisions recommend in this report.

4.5.2 No part of this report is considered confidential.

4.6 Risk Management

4.6.1 Commencement and completion of this scheme is subject to the existing workloads of the Traffic Engineering Section and the contractor.

4.6.2 The proposals have been selected as the most effective and proportionate approach to casualty reduction at this location and examination of the existing casualty record demonstrates compliance with the West Yorkshire Casualty Reduction Partnership's agreed site selection criteria

5 Conclusions

5.1 The proposal to set up a location for mobile enforcement will enhance road safety at this location and supports the Best City and Best Council Plans.

6 Recommendations

6.1 The Chief Officer (Highways and Transportation) is requested to:

- i) Note the contents of this report;
- ii) Endorse the use of a mobile speed camera and approve the detailed design and implementation of works for the construction of a vehicle hard standing and associated signage to allow operation on Dewsbury Road at the location shown in Appendix A.
- iii) Give authority to incur expenditure of £6,150, comprising of £5,500 works costs, £650 staff fees, to be funded from the LTP Transport Policy Capital Programme;

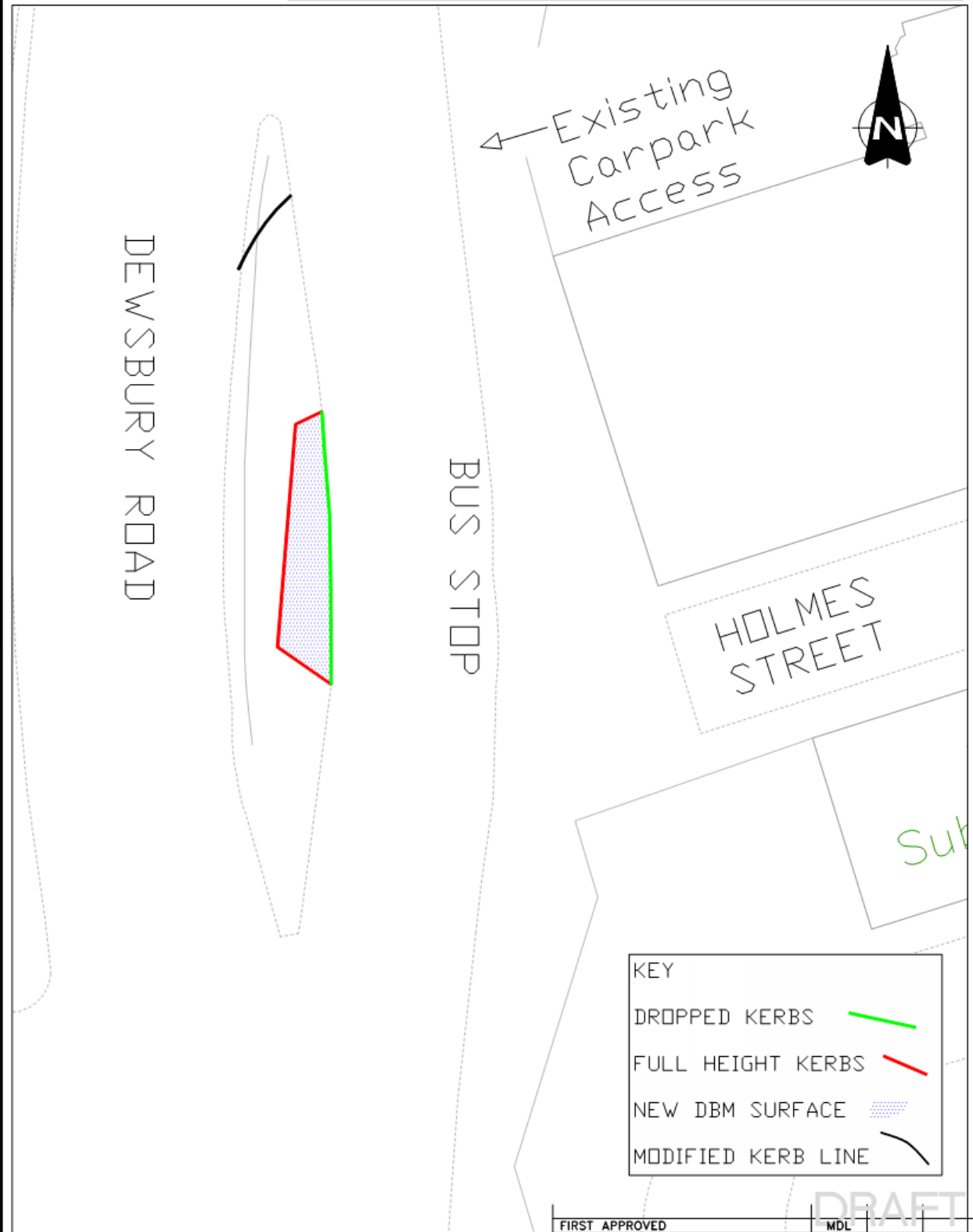
7 Background documents¹

7.1 Appendix A – Site Location Plan

¹ The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.

7.2 Appendix B - Equality, Diversity, Cohesion and Integration Screening report.

APPENDIX A



This drawing is the property of Leeds City Council. It must only be used for the purpose for which it was originally supplied. It must not be copied, published or transmitted by any means to any third party, without the express permission of the originator. Modification or manipulation of all or part of this drawing is strictly forbidden unless specifically requested or approved by the originator.

**DEWSBURY ROAD HOLBECK
MOBILE SAFETY CAMERA LAYBY**

GENERAL ARRANGEMENTS

FIRST APPROVED		MDL	DRAWN	CHECK	DATE
AMENDMENTS					
DRAWN BY	SCALE	 Leeds CITY COUNCIL HIGHWAYS AND TRANSPORTATION			
MDL 11/14	1:500				
AUTOCAD BY	ORIGINAL DRAWING	DRAWING/PLAN No.			
MDL 11/14		TM-10-2060-01-01			
CHECKED BY		DATE: November 2014			

APPENDIX B

Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

Directorate: City Development	Service area: Highways and Transportation
Lead person: Dylan Turner	Contact number: 0113 2476328

1. Title: *Permanent mobile speed camera site on Dewsbury Road,*

Is this a:

Strategy / Policy

 Service / Function

 Other

If other, please specify

2. Please provide a brief description of what you are screening

Leeds City Council proposes to build an off-carriageway vehicle hard-standing and erect signage to allow West Yorkshire Police to carry out regular speed enforcement as a means of improving road safety following a number of collisions causing serious injury to pedestrians and speed surveys demonstrating poor compliance with the speed limit.

3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender

reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).		
Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?		X
Have there been or likely to be any public concerns about the policy or proposal?	X	
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> • Eliminating unlawful discrimination, victimisation and harassment • Advancing equality of opportunity • Fostering good relations 		X

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

4. Considering the impact on equality, diversity, cohesion and integration
I have answered yes to “Have there been or likely to be any public concerns about the policy or proposal?”
<ul style="list-style-type: none"> How have you considered equality, diversity, cohesion and integration? Speed enforcement is considered controversial by some sections of the public; however no evidence has been identified that is specific to any particular group described in section 3. <p>The effect of disqualification from driving following extreme or repeated speeding offences will have a greater effect on those who are not physically able to use public transport. Magistrates do suspend driving bans where they will cause undue hardship.</p>
<ul style="list-style-type: none"> Key findings Adult pedestrians from the most deprived areas are three times more likely to be seriously injured in a road traffic collision than those in the least deprived. <p>Speed camera operators focus on the number plate of the vehicle rather than the driver. Images of the vehicle occupant are not usually of sufficient quality to identify the driver’s ethnic background.</p> <p>Analysis of the sex and age of drivers who receive speeding tickets indicates that men are more likely to be caught speeding though the national travel survey shows men drive 23% further than women and a greater proportion of men (88% to 78%) hold a driving licence between the ages of 30 and 59. This suggests that any apparent bias is due to exposure rather than discrimination. Data is not gathered on other groups for whom equality, diversity, cohesion and integration may be an issue.</p>
<ul style="list-style-type: none"> Actions None required.

5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.	
Date to scope and plan your impact assessment:	n/a
Date to complete your impact assessment	n/a
Lead person for your impact assessment (Include name and job title)	n/a

6. Governance, ownership and approval		
Please state here who has approved the actions and outcomes of the screening		
Name	Job title	Date
Gwyn Owen	Project Manager (Transport Projects)	03/08/15

7. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given. If you are not carrying out an independent impact assessment the screening document will need to be published.

Please send a copy to the Equality Team for publishing

Date screening completed	04/08/2015
Date sent to Equality Team	04/08/2015
Date published (To be completed by the Equality Team)	