

Connecting Leeds Vision Zero 2040 – Annual Update Report 2023-24

Date: 25/09/2024

Report of: Chief Officer Highways and Transportation

Report to: Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Will the decision be open for call in?

Yes No

Yes No

Brief Summary

Leeds City Council formally adopted the Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan, in September 2022. The Scrutiny Board for Infrastructure, Investment and Inclusive Growth committed to receive a progress update annually.

The Leeds Safe Roads Vision Zero 2040 Strategy (the “Strategy”) sets out the ambition that by 2040 no one is killed or seriously injured on the roads in Leeds and details the actions with which it will do so.

The Annual Update Report for 2023/24 attached at Appendix 1 provides information on the progress made in relation to collision statistics and in delivery of behaviour change, engagement, training, engineering and enforcement across the Leeds Vision Zero Partnership.

Recommendations

Members are requested:

- a) To note the content of the Connecting Leeds Vision Zero 2040 annual progress report 2023-24, together with progress made against the targets in the associated Action Plan 2022-2025.
- b) To request that Scrutiny Board members pledge their support to Vision Zero by signing the West Yorkshire pledge and promoting this within their wards. [Vision Zero Pledge - West Yorkshire Combined Authority \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/vision-zero-pledge)

What is this report about?

- 1 In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. It set out its clear aim that Leeds would become a city where you would not need a car. It also signalled a step change in our approach to travel and road danger and set the bold ambition that **by 2040 no one will be killed or suffer serious injuries on roads in Leeds.**

- 2 This change was needed because the number of people killed and injured on our roads had, after falling steadily in the years to 2013, remained roughly the same since then.
- 3 Between 2018 and 2022, road crashes in Leeds killed 105 people and seriously injured another 1,991 (2,096 in total). Behind each statistic, there is a personal tragedy, someone whose health has been impacted or life cut short, families and loved ones traumatised and bereaved and other impacts on those who have witnessed and/or been involved in dealing with the incident on site, particularly amongst the emergency services.
- 4 At the time of writing this report 2023 data has yet to be released by the DfT but is included within this report for illustration purposes for the last 12 months but is still subject to change.

Casualty severity	2017	2018	2019	2020	2021	2022	2023	2024 6 months to end of June
Fatal	15	26	22	11	19	27	13	6
KSI	439	445	459	306	414	556	493	237
All severities	2202	1994	1905	1243	1777	2045	1889	931

- 5 Early indications are that the 2023 figures have seen a reduction in KSI (13 fatalities, 493 KSI and 1889 all severities) against the 2022 figures (new baseline) in Leeds, bucking the regional trend and showing greater decreases than the national figures. We are aware that there have been a number of serious and fatal collisions reported over the summer 2024, so whilst there are some promising signs from the data, we cannot be complacent. 41 people are still being killed or seriously injured on Leeds roads every month (on average). **The only acceptable number is and should be zero.** The 2023/24 update report details the work done to achieve this aim in 2023-2024.
- 6 Key headlines of work delivered in 2023/24:
 - Active partner in West Yorkshire Partnership;
 - Embedding VZ into LCC's policy and practice;
 - Embedding VZ in capital programmes;
 - Delivery of CRSTS safe roads programme of infrastructure and associated behaviour change
 - Awareness raising events to increase public engagement

Leeds Vision Zero Partnership

- 7 The Leeds Vision Zero Partnership (LVZP) includes teams, departments and agencies associated with road casualty prevention and safe roads activities in Leeds and includes representatives from West Yorkshire Police (WYP), West Yorkshire Fire and Rescue Service (WYFRS), National Highways and teams across Leeds City Council, including Influencing Travel Behaviour, Traffic Management, Transport Data, Parking Enforcement, Public Health, Safer Leeds - Anti-Social Behaviour, Taxi and Private Hire Licensing, Fleet Services and Communications.
- 8 The LVZP is currently working through the 3-year action plan (2022-2025) and an update against those actions is included in the report. Some actions have been closed down, some updated / re-worded and a few new actions introduced to coincide with emerging work

streams. A new 3-year action plan will be provided in September 2025 to guide spend and interventions for the next delivery period.

- 9 Workstreams are many and varied but include the following:
 - a) **Data led communications, campaigns and engagement;**
 - b) **Education and training;**
 - c) **Engineering interventions;**
 - d) **Enforcement of traffic offences and ASB**
 - e) **Emergency response and post collision care**

These workstreams provide a framework and the structure for further details provided in the full update report in Appendix 1.

West Yorkshire Vision Zero Partnership

- 10 The West Yorkshire Vision Zero Partnership has a number of different groups to support strategic and local delivery. The Vision Zero Board, which is chaired by the Deputy Mayor for Policing and Crime Alison Lowe, helps advocate and foster commitment for Vision Zero 2040 across West Yorkshire by providing democratic overview and a shared road safety ambition at a regional level. Board representatives from Leeds include the Executive member for Economy, Transport and Sustainable Development, the Chief Officer, Highways and Transportation (Chair of West Yorkshire Vision Zero Executive), and the Head of Development Services (Chair of Leeds Vision Zero Partnership).
- 11 Other groups include the WYVZ Executive, chaired by Leeds City Council Chief Officer Highways and Transportation; WYVZ Steering Group; WYVZ Delivery Group chaired by a Leeds City Council Influencing Travel Behaviour officer; WYVZ Communications Group; WYVZ Data Group and the West Yorkshire Safety Camera Partnership. Representation across the groups includes those from Local Authority Managers, Traffic Engineers and Behaviour Change Practitioners; Public Health; Combined Authority; National Highways; West Yorkshire Police; West Yorkshire Fire and Rescue Service; 3rd Sector Road Safety Charity representatives and specialist Communications staff and Data Analysts.
- 12 Leeds City Council has been a key partner in the partnership in the Region, supporting development and delivery of the WY strategy and pledge. The Partnership launched the West Yorkshire Vision Zero Strategy on 13th August 2024 at Lister Park in Bradford. This is supported by a 3-year action plan for 2024 – 2027.
- 13 The WYVZ strategy and action plan does not supersede Leeds' strategy and action plan. Leeds is committed to support this regional plan but remains focused on the delivery of identified actions for Leeds as set out in our action plan. The next Connecting Leeds Vision Zero Action Plan will be produced for delivery in years 4-6 (2025/26 to 2027/28), this will incorporate any actions from the West Yorkshire Vision Zero Action Plan not currently covered. Regional actions as identified in the Leeds Strategy have been passed to West Yorkshire to deliver on and Leeds will continue to focus on local actions/issues.

What impact will this proposal have?

- 14 Vision Zero is designed to prevent death and serious injury by creating a safe system.
- 15 The human cost of road collisions is tragic and far too high and at the forefront of everything we do, unfortunately there is also a financial cost to road death and serious injury. The average cost of a fatality is reported to be £1.93m; £217k for a serious injury; and £16.7k for a slight injury. This represents significant financial impact to the Leeds economy from continued death and serious injury on our roads. Reducing the number and severity of collisions will assist in the human and financial harm.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

18 Our strategy is aligned to three key objectives which are also the Council's pillars:

- Tackling Climate Change
- Delivering Inclusive growth
- Improving health and wellbeing

Health and Wellbeing

19 The Strategy objectives eliminate road danger through adoption of a safe system approach. Healthy streets provide everyone with better access to education, services and employment opportunities as well as creating an environment where businesses can thrive. A healthy street environment will have far reaching benefits across all our daily lives. In essence streets provide an enormous opportunity for transport to improve everyone's quality of life and broader experience of our city

Inclusive Growth

20 The Inclusive Growth Strategy acknowledges the role of Transport in supporting and delivering inclusive growth in the city. Transport can help develop and regenerate places supporting the economy with the efficient movement of goods and people. The Strategy aims to improve road safety for all communities and improved infrastructure will enable walking and cycling, the cheapest modes of travel, and will expand opportunities in the most deprived localities.

Climate emergency

21 In March 2019 the Council declared a "Climate Emergency". The Strategy is aligned with our Air Quality Strategy 2021-2030 and its action plan. A repeated sentiment from people during engagement was that they do not cycle or walk because they are concerned about safety. Increasing cycling and walking would help Leeds achieve the emission reduction targets. The measures within this Strategy will support an increase in active travel trips by improving the safety and perceived safety of these modes.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

22 No further consultation has taken place since the adoption of the Connecting Leeds Vision Zero Strategy and Action Plan.

23 Work does continue to actively engage with partners, elected members, stakeholders and community groups as we deliver the Connecting Leeds Vision Zero Action Plan across Leeds to share information and promote road safety awareness.

How has success been measured?

24 The success of this Strategy will not only be determined by what we do, but also how we work with key partners, such as West Yorkshire Police, the Department for Transport, Public Health and Education colleagues, and organisations within Leeds. As a Council, we need to lead by example and make the necessary changes to adopt the "safe system" approach.

- 25 Success is reported against the Strategy's objectives and measures. The Action Plan sets out a series of measures which will be used to monitor progress against our objectives and targets. An annual progress report will be provided to the Chief Officer Highways and Transportation and KPI's reported on an annual basis to Executive Board.
- 26 In order to better track progress to 2040, the LVZP has adopted a WY Vision Zero target which is aiming for a 50% KSI reduction (on 2022 levels) by 2030. This equates to an interim "target" of 512 for 2023/24 for KSI in Leeds. This has been achieved in Leeds, but there is a long way to go to achieve zero.
- 27 To raise awareness across Leeds City Council a Vision Zero Pledge has been produced with staff and councillors asked to pledge their support for Vision Zero to emphasise our commitment to Vision Zero and raise awareness. As one of the largest employers in Leeds with 13,000 staff, we want to lead by example encouraging all those using the roads to take responsibility for their own and other's safety. The aim is to increase the number of pledges and raise general awareness of Vision Zero, especially for those who drive on Council Business.
- 28 At the launch of the West Yorkshire strategy an external pledge was launched for the people of West Yorkshire to show their support. This pledge will be rolled out across Leeds in the coming year to increase public awareness.

What is the timetable and who will be responsible for implementation?

- 29 The Connecting Leeds Vision Zero Strategy and Action Plan 2040 provides short-, medium- and long-term measures along with regular review to monitor progress to achieve the vision of eliminating collisions where people are killed or seriously injured. Interim targets to align with the West Yorkshire approach of 50% reduction in KSI by 2030 will also be reported against. The Chief Officer Highways and Transportation is directly involved in the delivery of Vision Zero, being Chair of the West Yorkshire Vision Zero Executive and Member of the Vision Zero Board and Leeds Vision Zero Partnership and will be responsible for oversight of implementation in Leeds.
- 30 The Council must embed Vision Zero across different teams and work areas. Whilst capital infrastructure is provided through CRSTS safe road funding there is limited funding available for other required delivery. Ongoing revenue funding is required to enable Vision Zero to be implemented in Leeds.

Conclusion

- 31 The Connecting Leeds Vision Zero Strategy and Action Plan 2040 provides the framework for delivery of a safe system approach to road safety in Leeds. Progress has been made in 2023/24 to implement identified actions and work collaboratively to achieve a common aim. The interim target to reduce KSI to 512 in Leeds in 2023/24 has been achieved but there is still a long way to go. Further support is needed at a local, regional and national level to achieve this.
- 32 The Connecting Leeds Vision Zero Strategy sets out our approach to 2040 and the Partnership will continue implementation of it. By the end of 2025 (the end of the first action plan) we will be able to look forward and project the areas that will need future focus and will form our next 3-year action plan.

Appendices

Appendix 1 – Connecting Leeds Vision Zero 2040 Update Report 2023/24

Background papers

None