

Report of Director of City Development

Report to Scrutiny Board (Infrastructure and Investment)

Date: 24 January 2018

Subject: ROAD CASUALTY REDUCTION AND INITIATIVES

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input 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 City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Improving road safety and the reduction of road collisions and injuries has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City objectives.
2. This report provides an update on road safety interventions and casualty trends for the year 2017 and the programmes being followed to improve conditions as outlined in the original report submitted to the Board in September 2015 and the subsequent update report in October 2016. The provisional road casualty results for the year 2017 have indicated that the slight improvements (-2% in 2016) have improved again (-8% for 2017) for the number of people killed or seriously injured from road traffic collisions in the district. Whereas all casualties reduced by 4% in 2016 and by a further 17% in 2017.
3. The report then emphasises that a partnership approach between the Council and key partner agencies is a key requirement to ensure a continual cohesive programme involving; physical changes to the road layout, appropriate speed reduction and a range of education, training, promotion and enforcement activities.
4. The Leeds Safer Roads Action Plan 2017 is included in this report as Appendix 1.

Recommendations

5. Scrutiny Board members are requested to note and comment on this report.

1 Purpose of this report

1.1 This report concerns the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes with the emphasis on reducing casualties for vulnerable road users. The report provides an update on road safety initiatives, including road safety engineering schemes, education, training and promotional campaigns delivered since the previous scrutiny board reports of September 2015 and October 2016.

2 Background information

2.1 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported to the Scrutiny Board. In September 2015, a comprehensive report was presented to the Board on current casualties and longer term trends, focusing on the district of Leeds but referencing county-wide and national trends.

2.2 This update report provides the provisional 2017 KSI total for the district and provides details of the various interventions that have been delivered throughout the year.

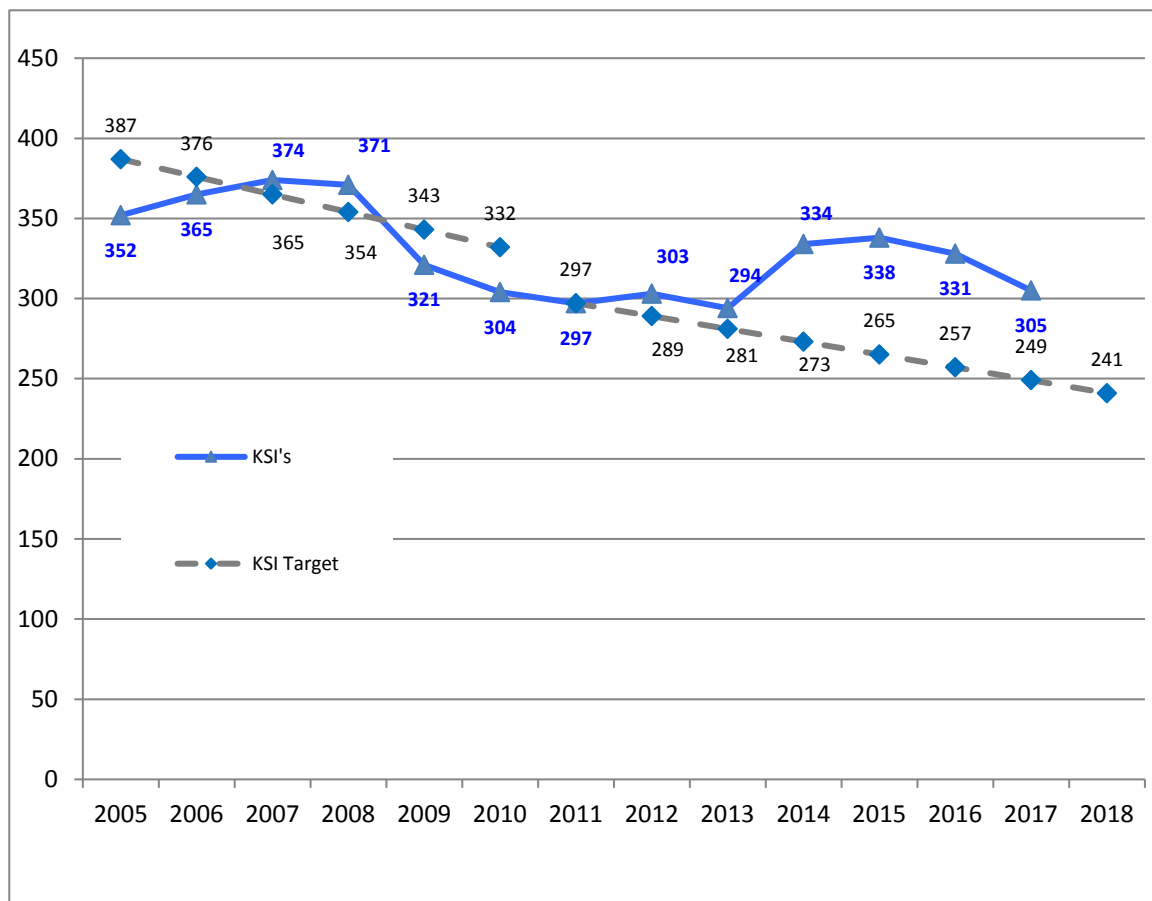


Figure 1 – Killed and Seriously Injured casualties in Leeds District 2005-2017.

2.3 The number of people Killed or Seriously Injured (KSI) in Leeds had increased in 2014 (334) and 2015 (338) and it is pleasing to see the small descending trend with (-2%) reductions in 2016 (331) and continued (-8%) into 2017 (305), mainly due to fewer serious injuries amongst vulnerable road users (pedestrian, cyclists, motorbike riders and children) and car occupants.

- 2.4 Provisionally for 2017, road deaths have totalled 15, including a recent incident which caused deaths to five car passengers, three of whom were children. Amongst the road users killed in 2017 were 7 pedestrians (1 child), 6 car occupants (3 children) and 2 motorcycle riders. Despite the increase compared to the nine road deaths in 2016, a decreasing trend in the number since 2014 (21) has been maintained.
- 2.5 The total number of all casualties continue to fall in the district; in 2016, there were 2,550 casualties on roads in Leeds, a 4% reduction on the previous year (2,664). That reduction has continued in 2017 with a total of 2,116 casualties, (-17%) which is essentially down to the large reduction for slight injuries.

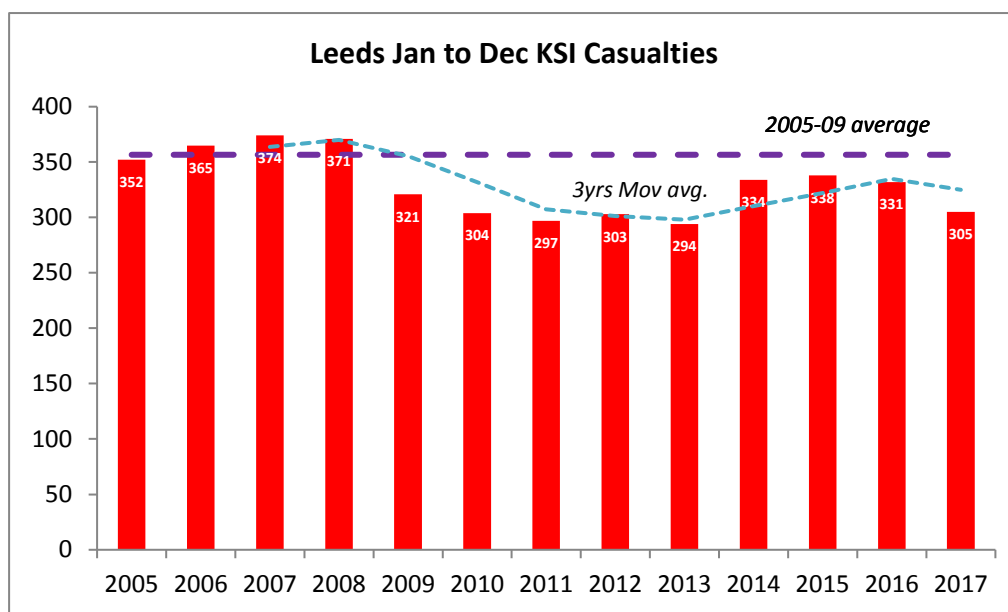


Figure 2 – Killed and Seriously Injured casualties in Leeds District 2005-2017.

- 2.6 The reducing KSI numbers seen across Leeds in the recent two years is also reflected in the overall national figures, which has also shown a slight reduction against last year. In West Yorkshire in 2016 KSI's fell by 4% to 882 from the 920 recorded in 2015; and is now 19% below the baseline (2005-09 avg.) and 2% below the average of the previous three years. The 2017 provisional KSI total for West Yorkshire (829) also shows a 7% reduction in KSI's over 2016 (887) and this is reflected across the five districts.

3 Main issues

- 3.1 In order to achieve casualty reductions road casualty data is analysed to identify the most vulnerable road user groups (for example child and elderly pedestrians, cyclists, motorcyclists) and / or key areas of the district (areas of deprivation) where road traffic collisions are higher or specific locations and types of collisions are happening. A range of measures is then considered to reduce those, ranging from

physical changes to the road layout to education, training and publicity, in line with national policy, with resources targeted at those areas.

- 3.2 The factors that show a correlation with the increased risk of involvement in a road traffic collision (RTC), particularly for children, are the density of housing and junctions, pedestrian flows and vehicular flows, traffic speeds and socio-economic factors, such as educational attainment, unemployment, crime, income, proximity of schools and percentage of population born outside of the UK. Increasingly, as it becomes more difficult to pinpoint locations with a casualty pattern which can be addressed with a single intervention such as a change to the road layout, it will be more widely drawn packages of measures and initiatives aimed at improving road safety, preventing casualties especially among the most vulnerable road users (child and elderly pedestrians, cyclists and motorcyclists), education and promotional initiatives and enabling safe and sustainable travel that will bring casualty reduction benefits.
- 3.3 In terms of causation and contributing factors, the most frequently quoted (in 51% of collisions in West Yorkshire) was 'driver/rider error or reaction'. The others involved 'injudicious action' (including speeding) in 9% of collisions, 'behaviour' (particularly dangerous or reckless driving) in 7% of collisions and 'impairment or distraction' (principally alcohol) in 6% of collisions. 'Failed to look properly' was the single contributing factor most frequently reported for all road traffic collisions. However, for KSIs, careless, reckless or aggressive driving is listed in 20% of collisions, following by 'vehicle defect' and 'injudicious actions', and 'pedestrian only' contributing factors were reported in 24% of all casualties resulting in death or serious injury. Leeds has the highest number of drink related collisions of all the districts of West Yorkshire, the majority of which occur on weekend nights.
- 3.4 To assist in the delivery of targeted road safety improvements in Leeds a new Safer Roads Action Plan was adopted in 2017 which sets out the rationale and implementation plan for delivery of casualty reduction initiatives. These include physical changes to the existing highway infrastructure, 20mph speed limits in residential areas and around schools, provision of pedestrian crossings, enforcement initiatives, and education, training and publicity. These are designed to focus on priority areas and address the key causation factors identified through analysis of the data and are reviewed on a regular basis.

Infrastructure improvements

- 3.5 The methodology used to identify interventions, adopts the approach developed by the West Yorkshire authorities for Implementation Plan 2. This looks to concentrate resources on the following type of accident occurrence :-
- Head-on collisions;
 - Collision with road side objects (run off);
 - Junction accidents;
 - Vulnerable Road Users.

The package of measures developed as the result aim to tackle the following range of issues;

District Centre Issues

- 3.6 Spatial analysis of pedestrian KSI casualties in Leeds has identified that 25% occur in Town and District Centres. Typically, these may involve a local high street which may be part of a distributor road but which at the same time performs a broader function and is a local destination in its own right. Studies show an increased risk of collisions in areas with high pedestrian footfall, in particular on A class roads with slower moving traffic, or in areas of high vehicular flows on B class roads; these tend to be typical conditions for the Town and District Centres.
- 3.7 Recent interventions to address these include the provision of a 20mph area into a district centre, combined with zebra crossings, and the rationalisation of parking, coupled with reducing conflicts at junctions (point's closure, traffic calming, central reservation). Successful schemes included Garforth Town Centre and Harehills Lane. The early indications point to the success of the Harehills Lane scheme, which, at the time of writing, has had just one collision since the scheme was introduced in 2015. Similar comprehensive schemes are now nearly complete for Harehills Road (a Length for Concern) and Dewsbury Road District Centre, with a further scheme in development on Chapeltown Road.

20mph Schemes

- 3.8 Since 2012, Leeds has made a step change in the provision of 20 mph speed limits. The programme of provision of 20 mph speed limits associated with schools will be completed by 2020 and has now been expanded to cover more of the densely populated residential areas across the city. In the past, schemes delivered in high casualty areas, which involved traffic calming, produced up to 50% casualty savings (greatest among pedestrians and children), which are then sustained in the following years. The 20 mph programme implemented in 2013-14 has now been evaluated over a 3 year period and are delivering an average injury reduction of 10 per year. It is expected that the current approach to traffic calming in 20 mph schemes will continue to produce speed reductions where required, and thus produce real improvements in road safety, however schemes now being progressed have fewer casualties in them so the overall impact on figures will be proportionately less than hitherto, although they do have beneficial effects on cycling and walking.
- 3.9 Future developments include the potential rollout of 20 mph speed schemes to residential areas where there is no school, which again will be prioritised on the basis of casualty prevention as well as geographical coherence. A 20 mph speed limit is also in development for the City Centre, where casualties among vulnerable users continue to be a concern.

Cycling Issues

- 3.10 Last year's report noted that, against a slight decrease in the number of all casualties, cyclist casualties continued to increase.
- 3.11 A total of 273 cyclist casualties have been recorded in 2017, down 21% from the 347 recorded last year. The reduction is also reflected in the number of KSI which fell by 15% to 54 (from 64 the previous year).

- 3.12 The most common causes of collisions stem from the reasons that make cycling in cities attractive – the ability to pass the queuing traffic. This means that cyclists on the inside of waiting vehicles are masked to vehicles approaching from the opposite direction and turning right through a gap in traffic. Specific cycling infrastructure (cycle lanes and now segregated cycle tracks) allows cyclists to pass vehicles on the inside in relative safety but additional measures are needed to improve safety and interaction at junctions. Drivers of left turning vehicles may not appreciate that a cyclist has arrived at the junction on their inside and vehicles queuing across the stop lines cause cyclists to swerve or come to an abrupt stop. A ‘Copenhagen style’ provision of segregated cycling facilities across junctions has been pioneered on Kirkstall Road in 2017 as the results of ‘lessons learned’ from City Connect and, whilst it is too early to ascertain its impact on collisions, has received positive feedback from cycling groups.
- 3.13 A number of other schemes are in progress, aimed at improving wider cycling safety issues given the rise in the general levels of cycling. These involve a range of measures, from the provision of specific new infrastructure (Toucan crossings, cycle lanes and cycle tracks, cycle-friendly traffic calming such as chicane bypasses, general traffic calming to bring down vehicular speeds and create a better cycling environment) to clearer signage of cycle lanes (red surface treatment and advanced stop lines at junctions). ‘Think Bike’ and ‘Check your mirrors’ warning signs and reducing vehicular movements across junctions (one way streets, right turn prohibitions) are being used on the busiest cycling corridors, notably the A660 and the A65 where there is a pattern of casualties. The impacts of these initiatives are specifically monitored.
- 3.14 The Core Cycle Network and the City Connect cycle superhighway are examples of new infrastructure which seeks to overcome some of the severance and risks posed by busy road corridors and provide comprehensive safe routes. These schemes are being closely monitored.
- 3.15 The changes to physical infrastructure are supported by information and promotional campaigns, social media messages and led rides. Cycle events have been targeted with specific road safety education; road safety equipment and promotional messages have been distributed to the general public including, bike bells, high visibility rucksack covers, cycle lights and cycle route maps. ‘Give cyclists room’ car stickers have also been developed to distribute at events to help raise awareness of safe passing distances.
- 3.16 The previous scrutiny report (October 2016) contained a range of proposals for road safety improvements for 2017 and beyond, which were subsequently actioned. The table below summarises the progress made in delivering these:

Type	Measures	Progress
Cycle safety measures	Schemes to improve cycling infrastructure and address junction collisions on Kirkstall Road and Roundhay Road.	Delivered
	Improvements in cycle infrastructure on Dewsbury Road	Phase 1 Delivered and Phase 2 on site.
	Right turn prohibitions on A660	Delivered

	City Connect 2 (City Centre route)	Under construction
	Red surface treatment at junctions on Chapeltown Road	Delivered
	Clay Pit lane/ Woodhouse Lane junction: provision of contraflow cycle facilities, lane closure, an introduction of the first dedicated right turn facility for cyclists.	Under construction
Public engagement and awareness around City Connect and the new 20mph speed limits	Public consultations and engagement on the new extensive 20 mph coverage in Roundhay	Delivered
	Back to School/ Work City Connect Autumn Campaign	Delivered and continuing
	Light Night as a launch of the Be Bright Be Seen campaign	Delivered and continuing
	Engagement events at universities in Leeds and Bradford, including subsidised bike lights	Delivered and continuing
	Events in Middleton Clapgate, St Urban's, Pudsey Waterloo, Carr Manor & Meanwood Primary Schools., involving road safety training and a speed awareness initiative on local streets	Delivered
	Development and distribution of 20 mph promotional resources	Delivered and continuing
	Launch events in primary schools in Roundhay, involving road safety training and a speed awareness initiative on local streets	Planned
	15 new 20 mph speed limit schemes	A further 15 schemes are being implemented in the financial year 2018-19
	Driver/ cyclist education regarding priority at junctions and shared use. Campaign using advertising space on buses and outdoor media space. Backed by shareable short videos and How to use your City Connect booklet	Delivered and continuing
	Close pass initiative piloted jointly with West Yorkshire Police	Delivered and continuing

Expansion of road safety education, promotion and campaigns, with an added element of speed awareness/ benefits of lower speed limits	Road safety education events in 20mph areas involve speed awareness elements	Delivered and ongoing
	Development of resources for older pedestrians to highlight the specific dangers that large vehicle pose for them as pedestrians.	Ongoing. Some resources distributed. Further distribution and development of additional resources planned for Autumn 2016
Prioritisation of further district centre schemes to create a safer high street environment for all road users	Scheme in development for Chapeltown Road.	At design stage
	The Roundhay Road/ Roseville Road/ Spencer Place/ Bayswater Road junction has been included within the LP TIP Programme and will be implemented through this programme	At design stage
Passive road safety measures to reduce severity of collisions with road side objects	Bullerthorpe Lane - a package of measures including signing and lining changes, speed limit review and removal/ replacement of roadside objects to prevent/ reduce impacts	Complete
	Drighlington Bypass Road safety scheme	Complete
Investigation of options and opportunities for improvements in road safety features associated with new developments in the City Centre (currently the location of 16% of all KSIs), including weekend night-time traffic restrictions	City Centre 20 mph scheme	Scheme awaiting approval
	Call Lane carriageway narrowing and junction improvements	Complete
	LPITP City Centre Gateways programme will provide opportunities to improve the pedestrian environment in the city centre.	Designs being prepared

Table 1 – Update and progress since previous report (Oct 2016)

- 3.17 We are also continuing to deliver minor site specific measures, such as changes to signing and lining, traffic calming, surface treatment etc. to improve safety of sites identified as part of the Mass Action Programme which are not monitored but have a high proportion of accidents occurring under similar circumstances.
- 3.18 The key priorities for 2018 and beyond will therefore include continued work on district centre schemes and traffic engineering initiatives based on targeted accident analysis technique. Improvements to cycle infrastructure across the city including specific improvements at junctions along key corridors with a pattern of cyclist casualties. All backed by publicity events, education and promotion campaigns, road safety programmes in schools in areas with higher numbers of child casualties, a continuation of the Transitions programme and seeking to continue the Theatre in Education approach for Year 9 students. Partnership work with Public Health, Social Care and Neighbourhood networks will continue to target resources at older pedestrians.
- 3.19 The Leeds Public Transport Investment Programme (LPTIP) – to be delivered by 2021 – will be an opportunity to significantly change the environment along several key corridors and improve the provision for pedestrians and cyclists, which hopefully will have a positive impact on casualty figures.

4 Accident Analysis and Traffic Engineering Initiatives

- 4.1 Historically the production of the Sites & Lengths for Concern documents along with the recommendations therein has been the basis of the Road Safety/Accident Reduction engineering works undertaken and this has played a large part in the reduction in accidents seen across the city. The success of this work means that these documents, whilst still invaluable, provide less in the way of potential engineering interventions and so a more diverse approach is now becoming of greater importance for identifying and targeting sites..
- 4.2 The wider approach is now giving greater attention to::
- Lower Order Sites with collision totals between 10 and 14 during a 5 year period;
 - A review of the monitored lengths of road to assist maintenance programmes to gain positive results through these budget areas;
 - Significance testing on all monitored sites and lengths of road to check any significant in year statistical rises in accidents and drive appropriate review;
 - Cluster Site Analysis to identify any non-monitored sites (low accident totals) that have a high proportion of accidents with similar circumstances and determine appropriate remedial measures. This links into the Mass action programme mentioned previously
- 4.3 Cluster site Analysis will also be used to identify interventions to reduce the number of KSI accidents to meet the requirements of IP2.

5 Education, Training and Publicity (ET&P) Initiatives

- 5.1 The Influencing Travel Behaviour (ITB) team within the Highways and Transportation service continues to prepare and delivers a programme of road safety education, training and publicity initiatives to communities and road users. The team works together with partners in West Yorkshire Combined Authority (e.g. City Connect) and other stakeholders such as West Yorkshire Police and West Yorkshire, Fire & Rescue. Work streams are informed by the analysis and interpretation of the casualty data to identify and target key road user groups, recent examples being adult commuter cyclists, child cyclists and pedestrians
- 5.2 Each year the team prepares a communications and engagement calendar which sets out the main themes and focuses for the forthcoming year. The communications and engagement calendar underpins the wider work of the team.
- 5.3 In 2017, much of our work has focused on improving our digital communication through use of websites and social media. The digital focus is not necessarily to replace traditional print or outdoor media, but to enhance it and ensure that we are spending money wisely and maximising our reach to the general public.

As well as disseminating messages (by digital or traditional means) our communications programme also includes events and initiatives

Some examples of our themes for 2017:

- Winter Driving messages – Jan / Feb
 - Mobile Phone messages (link with DfT campaign and legislation change) - Feb
 - Booster Seat information to link with new legislation - Feb
 - Promotion of Road Safety schemes on Kirkstall, Harehills and Dewsbury Road - Jan to Dec
 - Trial of Safe Pass initiative – May to Oct
 - Walk to School Week – May
 - Clean Air Day – May
 - Bike Week & Schools Yorkshire Tour - June
 - Transition information for Y6&7 pupils - June / July
 - Summer Safety information - Aug
 - HSBC City Ride – Sept
 - Scootember – Sept
 - Support for TISPOL's European Day Without a Road Death - Sept
 - Tyre Safety Month (link with National organisation Tyresafe) - Oct
 - Be Bright Be Seen (link with October Clock change) - Oct / Nov
 - Road Safety Week (link with the Road Safety Charity Brake) – Nov
 - Drink Drive (link with DfT campaign) - Dec
- 5.4 Speed Indication Device (SID) training has been provided to a number of parish / town councils and community groups to help local residents and communities address inappropriate speed on residential streets (Community Speed Awareness Scheme).

This year, training has been provided to:

- Cross Gates Neighbourhood Watch
- Otley Town Council
- Otley & Yeadon Ward Councillors
- Team 5- Leeds Inner South Police Team (Elland Road)

Other groups who have loaned the equipment are:

- Fleet Services
- Harewood Parish Council
- Thorpe Arch Parish Council
- Neighbourhood Policing Teams at Killingbeck, Pudsey, Stainbeck & Woodhouse

A number of SIDs have been installed as part of ward based initiatives and portable SIDs are available for hire to community groups.

5.5 Education & Training:

The current programme of education & training, referred to in last year's report continues:

- The Priority Area Initiative: This programme runs annually over the winter months and targets schools in areas of the district where child casualties are higher.
- The Transition Programme: This programme runs annually between May – July and targets pupils who are making the transition from Primary to Secondary school. This year, the programme continued to run in the Pudsey area in line with the casualty and mode of travel data.
- Pedestrian Skills Training – This practical roadside training programme continues to run in schools across the district. In 2017 9,841 pupils have received Pedestrian Skills Training.
- Scooter Training - The ITB team have designated September as 'Scootember' each year arrange a promotional event encourage pupils to scoot to school during September and throughout the school year. In September 2017, a competition event took place at Holy Trinity Rothwell C of E Academy involving six schools. The winning school (Carlton Primary) won a scooter pod. A competition gave all schools in Leeds the opportunity to win scooter storage for their school. The Road Safety team support this initiative during September and throughout the academic year by delivering practical scooter training. In 2017, 3,237 pupils received scooter Training.
- Government funding continues to support the programme of Bikeability cycle training which is delivered by our contracted deliverer Cycle Leeds. In 2017 9,021 pupils have received Bikeability Cycle Training. There is capacity to increase the number of pupils receiving Bikeability, but this is currently constricted by a lack of Government funding.
- We continue to try and expand our delivery in secondary schools, with a particular focus on Y7&8 and focusing on issues around increasing independence and

distractions. The West Yorkshire Police deliver a One Life Lost session to pre and young drivers in Y12&13 and we are trying to work with the Fire Service to establish a programme of deliver from them at Year 9& 10. Now we have some programmes embedded, our focus will be to expand delivery into more schools and also to embed behaviour change techniques and strategies into all of our interventions.

- In July 2017, we were awarded £5000 of funding from the Police and Crime Commissioner's 'Safer Communities Fund'. This funding was to run a RoSCARS (Road Safety Oscars) Project with secondary schools, where pupils would develop a short film about road safety and sustainable travel to be shown to new pupils starting at their school. So far there are 5 secondary schools taking part in the competition, with a sixth interested. Judging and an awards ceremony will take place in 2018.
- A programme of events at schools in areas where new Road Safety 20mph schemes have been introduced.

5.6 Moving forward: Our focus for 2018 will be to continue with our digital communications strategy alongside 'on the ground' community engagement work. In particular we will continue to work with our colleagues in Traffic to embed effective communications to members of the public as an integral part of all road safety engineering schemes.

5.7 We will continue to deliver high quality education and training, but will try to focus on embedding behaviour change techniques into our work to ensure effectiveness over the longer term. In particular we will focus on our work with pupils in the transition cohort (approximately Y5/6 – Y8) and develop quality interventions with clear aims, objectives, and outputs with measurable success criteria.

6 Partnership working

6.1 In recognising the pressures of maintaining the momentum of improvements to road safety a West Yorkshire Safer Roads Executive Group has now been formed comprised of the 5 Heads of Highways from across West Yorkshire and a senior officer from West Yorkshire Police and representatives for public health and the other emergency services. The group provides high level co-ordination and direction to the work at a West Yorkshire level and feeds into the joint district council and West Yorkshire Combined Authority senior officer Transport Board to provide a linkage to the wider transport strategy and funding.

6.2 The West Yorkshire Safer Roads Working Group meets regularly to discuss ongoing issues and provides technical support and advice to the Executive Group and is the conduit for passing information and direction down to the West Yorkshire Safer Roads Delivery Group which continues to meet on a monthly basis.

6.3 The multi-agency Leeds Safer Roads Steering Group continues to meet on a quarterly basis with representatives from the various teams/departments (internal and external) associated with road casualty reduction.

6.4 An internal road safety liaison working group operates in Highways and Transportation bringing together professionals with backgrounds in engineering, programmes, data analysis, safety audits and education and promotion to

produce a more synergetic approach to increasingly complex road safety schemes in development to lead local delivery and provide practical support.

7 Corporate Considerations Consultation and Engagement

7.1 Road traffic collisions and road safety continues to be a major concern for local communities as the greatest impact of a collision is its human costs, which are borne directly by the members of the community.

7.2 Leeds City Council continues to welcome and facilitates positive community engagement on road safety issues as reported previously.

7.3 The opportunities and initiatives outlined in this report will further strengthen links between internal and external partners and communities.

Equality and Diversity / Cohesion and Integration

7.4 Road safety interventions continue to be developed and implemented by taking account of the road casualty data analysis to ensure that they provide best value, not just in monetary terms but in casualty reduction terms all round.

7.5 Areas of deprivation regularly show higher than average numbers of road casualties and children from disadvantaged backgrounds tend to be more exposed to road safety risks resulting in much of the education and training continuing to be targeted in those 'priority areas'.

7.6 The Equality, Diversity Cohesion and Integration Impact Assessment for 20 mph speed reduction schemes around schools and residential areas was reported upon previously.

Council policies and the Best Council Plan

7.7 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.

7.8 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.

Resources and value for money

7.9 The delivery of data led road safety initiatives continues to show high value for money both for the direct benefits to road casualty reduction and their indirect benefits for encouraging active travel and improving health.

Legal Implications, Access to Information and Call In

7.10 There are no legal implications. The report is not eligible for Call-In.

Risk Management

- 7.11 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging accident figures and trends.
- 7.12 Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

8 Conclusions

- 8.1 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners. 2017 figures again show a decrease in the number of Killed and Seriously Injured casualties on Leeds roads against the previous 3 year average, with reductions noted in the injuries to vulnerable road users (pedestrians, children, cyclists and motor cyclists).
- 8.2 It will be important to monitor these figures for longer- term trends and develop a variety of road safety initiatives in response to these. The Leeds Safer Roads Action Plan 2017 has been approved for publication and is included with this report.
- 8.3 The work in progress on district centre schemes and 20mph speed limits that effectively reduce vehicular speeds is likely to improve road safety for all road users; however these types of comprehensive schemes require significant resources to deliver. With 'failure to look properly' as the most common cause of collisions the current and future road safety education, publicity and promotion programmes are likely to continue to play an increasingly important role if the ambitious targets for casualty reductions are to be achieved.
- 8.4 The work in progress on developing and implementing schemes highlighted by innovative accident assessment and analysis techniques with particular emphasis on KSI clusters and VRUs should pay dividends moving forward.
- 8.5 Work is now being progressed through the new West Yorkshire Safer Roads Executive Group to improve the co-ordination of resources and to support the redevelopment of the West Yorkshire Road Safety strategy as part of the ongoing review of the West Yorkshire Transport Strategy.

9 Recommendations

- 9.1 Scrutiny Board members are requested to note and comment on this report.

10 Background documents¹

- 10.1 There are no specific background document relating to this report.

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.