

Report of Director of City Development

Report to Scrutiny Board (Infrastructure, Investment & Inclusive Growth)

Date: 9th October 2019

Subject: ROAD CASUALTY SUMMARY UPDATE REPORT

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 and prevention 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. This report also acknowledges the important complimentary role improving road safety makes to supporting travel behaviour and mode change with respect to the Council's Climate Emergency declaration.
2. This report provides the latest update on road casualty figures for 2019 as an update to the Best Council Performance report of June 2019 (Appendix 1). It also acts as an update to comprehensive 'Road Casualty Reduction and Initiatives' report (Appendix 2) brought to a combined Scrutiny board meeting (Environment, Housing and Communities & Infrastructure, Investment and Inclusive Growth) on 25th February 2019.

Recommendations

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

1 Purpose of this report

- 1.1 This report provides a summary update to casualty figures submitted as part of June's Best Council Performance report (Appendix 1) and provides a progress update with regards to some key areas highlighted in the comprehensive 'Casualty Reduction and Initiatives' report of February 2019 (Appendix 2).

2 Background information

- 2.1 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported at the Scrutiny Board – the most recent casualty data was presented in June 2019. Additionally in February of this year a comprehensive report - which highlighted the breadth of work taking place to improve safety on the roads - was presented at a meeting of the joint scrutiny boards of Environment, Housing and Communities & Investment, Infrastructure and Inclusive Growth. This report provides a summary update to those reports.
- 2.2 The Local Transport Plan sets out a target of a 50% reduction in the number of people killed or seriously injured (KSI) by 2026. It uses the 2005-09 data as a baseline.
- 2.3 As referenced in the June report, 337 people were KSI in 2018, compared with 324 in 2017. Of the 337 KSI, 223 (66.2%) were vulnerable road users (pedestrians, cyclists and motorcyclist). There were 26 fatalities. An increase of 11 compared with the previous year.

3 Main Issues

- 3.1 Between January – June 2019, 163 road users were killed and seriously injured (KSI) an 8% reduction when compared with the same time period in 2018 (178). Similarly when considering casualties of all severities, there has been a 15% decrease compared with the time period for 2018 (1059 in 2018, to 896 so far in 2019). However, 15 people were killed on the roads in Leeds during the first six months of 2018. The mid-year Reported Road Casualties Report is included as Appendix 3 and provides more detail on the casualty position for this year.

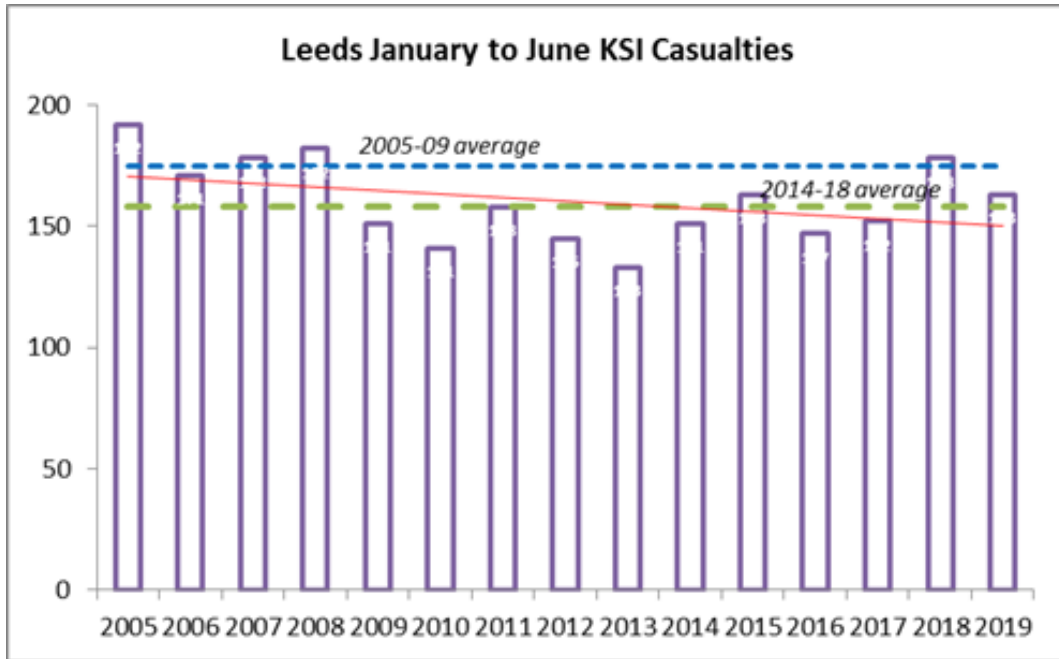


Figure 1 – Killed and Seriously Injured Casualties in Leeds district, Jan –June 2019





Leeds KSI in 2019		
	↓ -9.1%	% share 31% 50
	↓ -9.3%	% share 30% 49
	↓ -6.5%	% share 18% 29
	↓ -9.7%	% share 17% 28
Other	↔ 0.0%	% share 4% 7
ALL KSI	↓ -8.4%	163

Figure 2- Killed and Seriously Injured Casualties in Leeds district, Jan-June 2019 by road user type

3.2 Vulnerable road users (Pedestrians, cyclists and motorcyclists) have accounted for approximately two thirds of all KSIs so far this year- this is a similar proportion to previous years. However, all pedestrian casualties as well as the figure for those KSI, decreased in contrast with the substantial rise shown in 2018. Three pedestrians were killed in the first six months of 2019 compared with nine for the same period last year. Similarly cyclist casualties of all severities have fallen in 2019, reversing the increase recorded in the

first six months of 2018. The Killed and seriously injured total for motorcyclists is also down compared with the same time period for 2018, but five motorcyclists were killed compared with none in the first six months of 2018.

- 3.3 The data for vulnerable road users demonstrates the volatile nature of casualty figures when comparing one year against another. A more robust way to assess the casualty profile is to look at longer term trends. The February and June reports as well as the 2019 mid - year Reported Road Casualties Report (Appendices 1-3) have more comprehensive information on longer term casualty trends and comparisons with the national picture.
- 3.4 Based on in depth analysis of road collisions and casualties a two year traffic management programme of engineering works has been developed, targeted at KSI collision sites and lengths. This programme is included as a background document.
- 3.5 Analysis of road casualties by severity, road user group and broken down by ward area or geographical location also allows for the development and continuation of a range of targeted education, training and publicity programmes, delivered both locally and through the West Yorkshire Safer Roads Delivery officer group. Data of this type is used to assist with the identification of schools where road safety provision is prioritised. Both the reports of February and June 2010 which are included as appendices, provide more comprehensive information about this. Casualty data broken down by ward area is included at Appendix 4 (2019 data is included by remains provisional).
- 3.6 The West Yorkshire Safer Roads Executive Group of senior officers provides overall leadership to joint road safety activities. A series of short desk top studies into fatal collisions has been commissioned from each of the partner Councils in collaboration with the Police to further understand and identify those which may have a link to anti-social driving or criminality. Key findings and trends will be reported and will help to inform the future actions identified.
- 3.7 The West Yorkshire Casualty Prevention Partnership who have responsibility for the safety camera scheme have set criteria for deciding the location of safety cameras on the roads across the county. The location of cameras and the current criteria for where and when they can be installed is published on their website and the weblink for the relevant page is provided as a background document at section 7.2 of this report. The Partnership will be commencing a new review the current criteria, including that for the deployment of mobile cameras. Once reviewed and approved, it is hoped that any new criteria would allow districts to address speed related concerns and anti-social driving more responsively (Random Road Watch) by allowing mobile cameras to be deployed more widely than is currently allowed.
- 3.8 As referenced in the June report, the Police are working to deliver an interactive web based system where the general public can upload digital footage of illegal, dangerous and anti-social driving direct to West Yorkshire Police. A team of Police officers who will analyse and deal with the digital submissions have been recruited and are now in place. Final IT issues are

being resolved along with robust systems testing. The system will launch once the process of testing and refining is satisfactorily completed.

3.9 At the local level a Leeds multi-agency steering group leads the co-ordination and delivery of casualty reduction work in Leeds in collaboration with our partners and is currently reviewing its remit and governance to strengthen its leadership and further increase the effectiveness of the response to road collisions. This will also ensure better reporting and data sharing mechanisms especially in relation to police enforcement through key initiatives described elsewhere in this report such as Amberland and Close Pass. Pressure on police resource means that they are struggling to deliver the One Life Lost Presentation via roads policing officers and so the presentation is being amended and made suitable for delivery by Safer Schools officers. A new lesson plan, suitable for delivery in primary Schools has also been delivered and it is anticipated this will be used by PCSOs and Fire Officers based in the prevention team. The group also reviewing arrangements for data sharing to ensure schools are targeted effectively.

3.10 As well as enforcement delivered by the Roads Policing unit, Neighbourhood Policing Teams proactively take measures to improve road safety at a local and community level. This is done through operation Amberland, Close Pass deployments and speed monitoring using Speed Indicating Device equipment (SID). In 2019 there have been 78 deployments of Amberland with 93 tickets issued and 8 vehicles seized. Additionally 177 educational letters were issued to drivers found speeding during SID deployments. There have also been 7 deployments of close pass this year as a result 25 drivers received educational input and 8 drivers were spoken to for other offences including use of mobile phones, speeding or non-seatbelt wearing. Enforcement activity undertaken by the Off Road bike team is in addition to this. In addition the Council are currently working with the police to look at running a trial of additional targeted enforcement at key locations, identified through analysis of collision and casualty data.

4 Corporate Considerations

Consultation and Engagement

4.1 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. Working with the public and continuing to improve our community engagement activities is therefore of great importance. Initiatives such as the Community Speed Awareness scheme allow the council, residents and Neighbourhood Policing teams to work together to provide reminders about appropriate speed in local and residential areas.

4.2 Local engagement events are similarly supporting the roll out of 20mph limits on local and residential streets have allowed us to communicate directly with both ward members and members of the public and ward members who can be instrumental in helping to support and champion our messages. Digital communication and social media channels are also improving the council's

ability to engage directly with residents. The road safety promotions team continues to work with communities and elected members to facilitate engagement and encourage participation in programmes as reported previously.

- 4.3 The report has noted the engagement and collaboration that takes place between the Leeds officers, West Yorkshire Councils and police and partners through the leadership of senior officers at the West Yorkshire Safer Roads Executive Group.
- 4.4 The City Council continues to welcome and facilitates positive community engagement on road safety issues and 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

- 4.5 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.
- 4.6 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'.
- 4.7 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

- 4.8 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.
- 4.9 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.
- 4.10 In March 2019, Full Council passed a resolution declaring a Climate Emergency and Leeds Climate Change Commission has developed a roadmap for Leeds to close the gap to become a carbon neutral city. With road transport being a key contributor to air pollution (carbon emissions from transport made up 40% of the district CO2 emissions in 2016), travel behaviour change programmes aimed at encouraging people away from

private motor vehicles towards more sustainable and active modes such as bus will play a significant role in casualty reduction work going forward.

Resources and value for money

- 4.11 The West Yorkshire Road Safety Executive Group is made up of Chief Officers from the five West Yorkshire Councils, Highways England, West Yorkshire Police and other partners. It works collaboratively to provide a governance function and strategic steer to the West Yorkshire Safer Roads Steering Group and West Yorkshire Casualty Prevention Partnership both of which also comprise of officers from across the five West Yorkshire councils and other partners including the Police and Highways England. In turn these groups provide direction to the West Yorkshire Delivery Group and local steering groups which comprise of operational officers. The structure of these groups ensures a co-ordinated approach to improving road safety and casualty reduction, both locally and across the county. It also ensures that resources are used and deployed proportionately where need is greatest and in order to achieve the casualty reduction target set out in the Transport plan.
- 4.12 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

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

Risk Management

- 4.14 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 road casualty figures and trends.
- 4.15 Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

5 Conclusions

- 5.16 Mid-year casualty data shows some improvements when compared with the same period for 2018, but this data is provisional and highlights the relatively volatile nature of collisions and casualties in the district when comparing year on year data.
- 5.17 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners, particularly West Yorkshire Police. Work continues to be progressed both locally through the Leeds Safer Roads Steering Group, which has reviewed membership and is producing an action Plan and formalising reporting and

governance arrangements; and at county level through the West Yorkshire Safer Roads Delivery Group, Steering Group and Executive Group.

- 5.18 Reviewing the safety camera operational criteria may allow more flexible use of mobile enforcement in the future and the roll out of an initiative allowing members of the public to submit digital footage of dangerous, illegal or anti-social road user behaviour should also help to improve safety on the roads.
- 5.19 The work in progress on further 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.

6 Recommendations

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

7 Background documents¹

- 7.1 2019/20 Traffic Management programme of works.
- 7.2 Criteria for the location of Safety cameras :
<http://www.safetycameraswestyorkshire.co.uk/frequently-asked-questions/other-frequently-asked-questions>

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.