

SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

WEDNESDAY, 9TH OCTOBER, 2019

PRESENT: Councillor P Truswell in the Chair

Councillors B Anderson, L Cunningham, K Dye, R Grahame, C Gruen, K Maqsood, S Seary, M Shahzad and J Taylor

30 APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS

There were no appeals.

31 Exempt Information - Possible Exclusion of the Press and Public

There was no exempt information on the Agenda.

32 Late Items

There were no late items.

Revised minutes of the meeting held on 4 September had been circulated prior to the meeting.

33 Declarations of Disclosable Pecuniary Interests

There were no declarations.

34 Apologies for Absence and Notification of Substitutes

Apologies for absence were submitted on behalf of Councillors N Buckley, N Dawson, J Goddard, C Hall and P Wadsworth.

Councillors B Anderson, C Gruen and S Seary were in attendance as substitutes.

35 Minutes - 4 September 2019

RESOLVED – That the minutes of the meeting held on 4 September 2019 be confirmed as a correct record.

36 Number of People Killed or Seriously Injured in Road Traffic Accidents

The report of the Director of City Development provided the Board with a summary update to casualty figures submitted as part of June's Best Council Performance Report and provided a progress update with regards to some

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key areas highlighted in the comprehensive ‘Casualty Reductions and Initiatives’ report of February 2019.

The following were in attendance for this item:

- Cllr L Mulherin – Executive Board Member for Climate Change, Transport & Sustainable Development
- Gary Bartlett - Chief Officer, Transportation & Highways
- Paul Foster - Transport Planning Manager
- Superintendent Mark Jessop - West Yorkshire Police
- Inspector Nick Berry - West Yorkshire Police
- Chief Superintendent Steve Cotter - West Yorkshire Police

The following key issues were highlighted:

- **Trends in performance data:** There has been a welcome trend in the reduction of Road Traffic Accidents (RTAs) but officers noted the “stubborn lack of movement” in the numbers of KSI accidents.
- **Fatalities:** There has been an increase in fatal collisions in recent years and an increase in the number of fatalities linked to wider occurrences of criminality.
- **Safety cameras:** the meeting discussed criteria for the deployment of fixed, mobile and pro laser system speed cameras, and the use of laser devices by Neighbourhood Policing Teams in co-operation with local communities.
- **Dash-Cam technology:** Representatives from WYP noted that the region had not been an early adopter of this technology as a means to report offences but suggested they had therefore been able to “learn lessons” from the experiences of other forces. WYP Officers noted the need to manage public expectations and to better understand whether footage provided would be sufficiently robust to be used as evidence.
- **Education:** Education, training and publicity were highlighted as vitally important in changing behaviour. This includes delivering a programme of early intervention with schools.
- Role of the West Yorkshire Road Safety Executive.
- **The Fatal Four motoring offences:** The meeting discussed the need to tackle the ‘fatal four’ motoring offences – drink driving, speed offences, non-wearing of seat belts, driving while distracted (using a mobile phone or device) - that result in road casualties. It was noted that there had been an increase in arrests for drink driving and the issuing of speeding fines for speeding offences and not wearing seatbelts.
- **Local Road Safety Plan:** West Yorkshire Police had developed a road safety strategy with a local road safety plan for Leeds.

In response to Members comments and questions, the following was discussed:

- **Community intelligence:** The use of community intelligence and reporting mechanisms were discussed.

- **Pro-Laser Devices:** Concern was expressed about investment in staff training in relation to the operation of these devices. Some areas have used Ward monies to support this. WYP acknowledged there are constraints on investment due to finite resources and competing priorities for the force. There is an ambition to increase the amount of officers trained.
- **Speed indication devices:** Positive feedback was reported in relation to the use of speed indication devices. It was noted that criteria for the use of information gathered from these devices to support fixed cameras varied due to speed limits and the type of road was discussed. There were also other determinants to consider such as the collision record.
- **Community use:** The use of speed indication devices by local communities was explored and the use of information provided from these exercises was considered.
- **Drink and Drugs arrests:** There has been an increase in the detection of drink and drug driving particularly in young men.
- **Fixed speed cameras:** The challenging criteria for securing the installation of fixed speed cameras was discussed along with wider considerations about the siting of such cameras.
- **Mobile Units:** WYP highlighted the benefits of directing resources into mobile units that can target areas where speeding has been identified as a particular concern to local residents. Members expressed concern regarding the effectiveness of some speed devices in cases where drivers change their speeds when they are present.
- **Average speed cameras:** The potential introduction of city wide average speed cameras was discussed.
- **Horsforth multiple fatality:** The Board considered a statement provided by the mother of a young person killed in a road traffic accident in Horsforth and the calls locally for fixed cameras at this location.
- **Updated information:** It was requested that the Board be updated with regard to the review of speed cameras by the West Yorkshire Casualty Prevention Partnership.
- **Methodology for measuring speeds:** Methodology used when measuring speed in locations varied for various reasons including the current speed limit of a road. A briefing note was requested for Board Members.
- **KSI Targets:** The target for 50% reduction was a national target.
- **Changes to the profile of road users:** There has been an increase in the number of cyclists using the roads as well as the general driving population. There were also increased distractions to pedestrians with the increased use of mobile devices and headphones.
- **Car safety:** In spite of improved car safety KSI figures had not reduced.
- **Statutory responsibilities:** The Council as a highways authority had a statutory duty to analyse road safety issues and provide a programme of safety work.

- **Restorative justice:** Restorative justice involving people who had lost loved ones or people who received life changing injuries was explored. This was something that was in its infancy locally and varying results had been seen in other areas of the country. Other examples of restorative justice included Driver Improvement Schemes where offenders could undergo training instead of having penalty points on their licence.
- **Schools:** Ongoing concerns about road safety around schools was discussed.
- **Signs and lines:** Concern was noted that safety markings are not replaced on roads following resurfacing works. LCC officers confirmed there have been some problems with the current contractor but noted there will always be a delay before painting to allow new surfaces to settle.
- **Quad bikes:** Anti-social behaviour relating to off road bikes and quad bikes was considered. It was understood that prosecutions had been carried out following enforcement activity carried out in the summer. There had been an increased resource for the Neighbourhood Policing Teams for this area of work.

In conclusion it was suggested that the following areas be given further consideration ahead of the Board receiving its next update on this topic:

- Review of speed camera criteria
- Provision of average speed cameras across the city
- Methodology used for speed surveys
- The Road Safety Action Plan for Leeds and outcomes arising from the plan and how they are measured
- Possibility of inviting community campaigners to share their views.

RESOLVED – That the report and discussion be noted.

37 Climate Emergency Advisory Committee - Update

The report of the Head of Democratic Services presented an update surrounding the function and the work priorities of the Climate Emergency Advisory Committee.

The following were in attendance for this item:

- Councillor L Mulherin - Executive Board Member for Climate Change, Transport and Sustainable Development
- Councillor N Walshaw - Chair, Climate Emergency Advisory Committee
- Neil Evans - Director of Resources and Housing

It was reported that the Climate Emergency Advisory Committee (CEAC) had been established in response to the Council's declaration of climate emergency. The Committee's role is to advise the Council on actions and recommendations that could be taken to mitigate the impact of Council decisions on climate change.

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There has been significant public interest in the meetings held so far and deputations have been presented to the Committee along with public speakers at the open forum stage of meetings. Advice had been taken from a range of partners and issues discussed have included the rollout of the district heating scheme, the Council's commitment to electric vehicle usage and the encouragement to shift to public transport use and active travel.

The importance of proving the correct evidence based advice to Council was stressed as there is not time to get things wrong.

CEAC's last meeting had been very detailed in relation to transport which is one of the Committee's main concerns. Leeds remains the largest city in Europe without a mass transport system which is regarded as an 'Achilles heel.' The board noted that the Council does have influence over surface transport but not aviation, which is a critical areas of consideration with regards to climate change. The Chair informed the Board that one of the roles of CEAC will be to lobby Central Government and he argued it is important that cities such as Leeds are heard at nationally and internationally.

The next meeting will focus on Planning and regeneration. Issues to consider will include housing, employment and transport links.

CEAC has a number of working groups and these are open to all Members of Council regardless of whether they are members of CEAC.

In response to comments and questions from Members, the following was discussed:

- The Chief Executive of Leeds Bradford International Airport will be attending a future meeting.
- The role of CEAC is advisory and it is important to be able to hear from and question the relevant experts.
- Public transport and connecting people to workplaces was agreed to be a key priority for the city. Governance of public transport providers has been discussed.
- The Board considered how CEAC may interact with Scrutiny. The forthcoming request for scrutiny for increased parking at Kirkgate Market was used as an example.
- The CEAC Chair reiterated the importance of understanding the carbon implications of all areas of Council activity and the need for interaction between CEAC and Scrutiny.

RESOLVED - That the report and discussion be noted.

38 Work Schedule

The Head of Democratic Services submitted a report which invited Members to consider the Board's Work Schedule for the remainder of the current Municipal Year.

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It was reported that the request for scrutiny for additional car parking at Kirkgate Meeting would be considered at the Board's next meeting.

RESOLVED – That the work schedule be noted.

39 Date and Time of Next Meeting

Wednesday, 20 November 2019 at 10.30 a.m. (Pre-meeting for all Board Members at 10.15 a.m.)

The meeting concluded at 12.45 p.m.