



Report author: Chris Way

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Report of Chris Way

Report to Chief Officer (Highways & Transportation)

Date: 19th November 2019

Subject: A647 Stanningley Road – Provision of Mobile Safety Camera Enforcement

Are specific electoral wards affected?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
If yes, name(s) of ward(s): Armley	
Has consultation been carried out?	<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
Will the decision be open 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 type="checkbox"/> No

Summary

1. Main issues

- The A647 Stanningley Road is a major district distributor road in Leeds; in recent months there have been two fatal collisions with excessive speed being a contributory factor.
- Mean traffic speeds are within the posted 40mph limit, but there are a number of individuals who choose to travel at excessive speed.

- The length does not meet the current West Yorkshire Casualty Reduction Partnership requirements for fixed safety cameras, but does meet the criteria for mobile camera enforcement. This report seeks approval to introduce this provision.

2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

- The proposals support the KPIs of the Best Council Plan 2019/20 – 2020/21:

Safe Strong Communities:

(reduction in the) number of people killed or seriously injured in road traffic collisions

3. Resource Implications

- The proposals in this report are estimated at £35,000, which can be fully funded from the current Local Transport Plan Casualty Reduction programme.

Recommendations

The Chief Officer (Highways & Transportation) is requested to:

- Approve the installation of a mobile camera enforcement length on the A647 Stanningley Road
- Approve expenditure of £35,000, to be fully funded from the existing Local Transport Plan Casualty Reduction programme
- Note that discussions will continue to be held with the West Yorkshire Safety Camera Partnership regarding the potential for fixed cameras along this length.

1. Purpose of this report

- This report seeks approval to install a mobile camera enforcement scheme on the A647 Stanningley Road. This is in response to recent fatalities where excessive speed has been a contributory factor.
- The project is estimated at £35,000 and can be fully funded from the current Local Transport Plan Casualty Reduction programme.

2. Background information

- The A647 Stanningley Road runs from Armley through to the Stanningley Bypass at Henconner Lane. It forms part of the A647 corridor which is a key distributor for the city, and carries around 25,000 vehicle movements per day.
- The majority of this length of the A647 is dual carriageway, and is subject to a 40mph speed limit. The road joins the Stanningley bypass at the western end, which is subject to a 60mph limit, and at the eastern end the road becomes a single carriageway with a 30mph limit.
- Local concerns have been expressed regarding the speed of traffic and general road safety. This has resulted in speed monitoring and collision analysis on several occasions; however mean traffic speeds have been measured within the posted speed limit.

- 2.4 Leeds City Council undertakes an annual programme of casualty analysis for all of the roads within its jurisdiction, which leads to the production of annual road safety analysis documents called Lengths for Concern and Sites for Concern. These documents draw out those roads and sites with significant casualty histories and make recommendations for specific interventions to address the collisions occurring.
- 2.5 Stanningley Road has not previously been included in the Lengths for Concern documents because the overall collision rate was below the level which would warrant inclusion for a road of this type with high volumes of traffic.
- 2.6 In the full five years prior to this report (2014-2018) there were 13 recorded injury collisions along this length which consisted of 8 slight, 3 serious and 2 fatalities. Despite the high severity of some collisions the overall record (2.5 collisions per year) is not excessive for the number of road users. The high traffic volumes (around 26000 vehicles per day) mean that the rate for collisions per road user is at 66% of the expected record for a road of this type and level of use. Roads have historically been included on the Lengths for Concern where the rate is in excess of 100% of the expected rate.
- 2.7 There is a system of safety cameras on Stanningley bypass which extends to the western end of Stanningley Road and provides enforcement for eastbound traffic. There are no fixed cameras on the westbound carriageway.
- 2.8 Safety cameras in West Yorkshire are controlled by the West Yorkshire Casualty Reduction Partnership which has developed specific criteria which have to be met in order to justify fixed or mobile camera enforcement. Local authorities in West Yorkshire can make recommendations for enforcement sites where the Partnership's specific criteria have been achieved.
- 2.9 In 2019 there have been two fatalities on Stanningley Road, where excessive speed has been a contributory factor. This has led to Leeds City Council developing the case to provide mobile camera enforcement along this length, with a view to extending the fixed camera enforcement to both directions of travel in future.

3. Main issues

- 3.1 Analysis by the Traffic Engineering team against the West Yorkshire Safety Camera Partnership's current Safety Camera criteria has demonstrated that Stanningley Road meets the criteria for mobile camera enforcement.
- 3.2 The analysis does not develop a definitive case for fixed camera enforcement, but discussions are ongoing with the WYSCP to determine the viability of providing this provision in the long run.
- 3.3 In the interim period it is proposed to install mobile camera enforcement sites along Stanningley Road to allow appropriate enforcement to take place.
- 3.4 Several suitable sites have been identified for safe enforcement locations which will allow enforcement to take place along the length. This report seeks approval to install these sites and to provide the associated signing for the enforcement length.

4. Corporate considerations

4.1 Consultation and engagement

- 4.1.1 Local ward members have been involved in the development of this proposal. A meeting was held on 2nd September to discuss the proposal, and subsequent discussions have been held. Ward members have an ambition for fixed speed cameras to be introduced, but support the mobile camera scheme as an interim provision.
- 4.1.2 A discussion was held at Armley Forum on 17th September 2019 with local residents, the Police were also in attendance. Strong local demand for fixed cameras was expressed, but the requirements to meet the relevant criteria was explained and the Forum was requested to note the achievability of the mobile camera provision as an intermediate intervention.
- 4.1.3 The West Yorkshire Safety Camera Partnership have been appraised of the proposals, which meet their criteria for mobile enforcement, and support the mobile camera provision.
- 4.1.4 WYCA and the emergency services have been consulted and have not identified any issues with the proposals.

4.2 Equality and diversity / cohesion and integration

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening document has been prepared and is attached as Appendix A. There were no specific issues relating to EDCI, and the proposal does not have differential impact for specific individuals.

4.3 Council policies and the Best Council Plan

- 4.3.1 The proposals support the Best Council Plan 2019/20 – 2020/21, principally through a contribution towards the KSI's of the Safe Strong Communities Best City Priority:
 - Number of people killed or seriously injured in road traffic collisions
- 4.3.2 The proposals also support the Best Council Plan outcomes:
“We want everyone in Leeds to...be safe and feel safe.”

Climate Emergency

- 4.3.3 Control of excessive traffic speeds contributes to road safety but also reduces emissions of CO2 and other vehicle exhausts. This assists with the overall reduction of CO2 from vehicles across Leeds as part of the Climate Emergency targets.

4.4 Resources, procurement and value for money

- 4.4.1 The introduction of the project is estimated at £35,000. These works can be fully funded from savings in the current Local Transport Plan Casualty Reduction programme.

4.5 Legal implications, access to information, and call-in

- 4.5.1 The proposals are not eligible for Call-In.

4.6 Risk management

- 4.6.1 Introducing this project will allow targeted enforcement of this part of the A647 Stanningley Road and will accordingly reduce the risk of deliberate speeding and the recorded injury collisions which are associated with that behavioural choice.
- 4.6.2 There are no specific risks associated with delivery of the work on site above those normally encountered when working on the public highway.

5. Conclusions

- 5.1 Introduction of this project to introduce mobile camera enforcement on the A647 Stanningley Road will deliver a safer road environment, with fewer collisions of reduced severity.
- 5.2 The proposals will go some way towards addressing local concerns in the Armley area, and support the overall objectives of Leeds City Council to make roads and residents safer.
- 5.3 The project can be fully funded from existing programmes, and discussions will continue to take place regarding local desires for increased fixed camera enforcement.

6. Recommendations

- 6.1 The Chief Officer (Highways & Transportation) is requested to:
 - a) Approve the installation of a mobile camera enforcement length on the A647 Stanningley Road
 - b) Approve expenditure of £35,000, to be fully funded from savings in the existing Local Transport Plan Casualty Reduction programme
 - c) Note that discussions will continue to be held with the West Yorkshire Safety Camera Partnership regarding the potential for fixed cameras along this length.

7. Background documents¹

- 7.1 None

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.

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 & Transportation
Lead person: Chris Way	Contact number: 37 87493

1. Title: A647 Stanningley Road – Provision of Mobile Safety Camera Enforcement

Is this a:

Strategy / Policy

Service / Function

Other

If other, please specify

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

The A647 Stanningley Road is a major district distributor road in Leeds, and has recently been subject to two fatalities as a result of deliberate excessive speed. Mean traffic speeds are within the posted 40mph limit, but there are a number of individuals who choose to travel at excessive speed.

It is proposed to install provisions to allow the use of mobile safety cameras along this road, including safe locations for the enforcement vehicle and all necessary signage.

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. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

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
If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.
Please provide specific details for all three areas below (use the prompts for guidance).
<ul style="list-style-type: none">• How have you considered equality, diversity, cohesion and integration? n/a• Key findings n/a• Actions n/a

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:	
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Date to complete your impact assessment	
Lead person for your impact assessment (Include name and job title)	

6. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening

Name	Job title	Date
Nick Hunt	Traffic Engineering Manager	12/11/19
Date screening completed		12/11/19

7. Publishing

Though **all** key decisions are required to give due regard to equality the council **only** publishes those related to **Executive Board, Full Council, Key Delegated Decisions** or a **Significant Operational Decision**.

A copy of this equality screening should be attached as an appendix to the decision making report:

- Governance Services will publish those relating to Executive Board and Full Council.
- The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.
- A copy of all other equality screenings that are not to be published should be sent to equalityteam@leeds.gov.uk for record.

Complete the appropriate section below with the date the report and attached screening was sent:

For Executive Board or Full Council – sent to Governance Services	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate Directorate	Date sent:
All other decisions – sent to equalityteam@leeds.gov.uk	Date sent: