

# SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT AND INCLUSIVE GROWTH)

## IMPROVING ROAD SAFETY IN LEEDS

### TERMS OF REFERENCE

#### 1.0 Introduction

- 1.1 Typically, in recent years, the Infrastructure, Investment and Inclusive Growth Scrutiny Board has explored the challenges of improving local road safety on an annual basis, often alongside partners such as West Yorkshire Police.
- 1.2 Such discussions have been framed within the context of performance data detailing the number of people killed or seriously injured in road traffic collisions. Areas of particular concern have included risks for vulnerable road users and a perception that KSI data suggests a disproportionate impact on young people.
- 1.3 Members recommended in 2020 that road safety should be an area for a more detailed inquiry by the Board and that this work should include an exploration of the Council's 'Vision Zero' approach to road safety.
- 1.4 In light of challenges associated with the covid-19 pandemic, however, members determined that the inquiry should be deferred until 2021/22.
- 1.5 Through this inquiry members are keen to explore how partners can together:
  - Improve the safety of road environments in local communities, particularly for vulnerable road users and young people.
  - Make best use of technology and policy development to manage behaviours such as speeding.
  - Identify further opportunities to influence behaviour change through effective and/or targeted education/information campaigns.

#### Performance Data During the Pandemic

- 1.6 The Board discussed KSI data most recently in June 2021 and it was noted that in the period January - December 2020 Leeds recorded its lowest ever annual KSI figure (231). Members welcomed a 47% reduction in KSI figures for April and May 2020, as compared to the same period in 2019. However, the Board recognised that during this period in 2020 the country was experiencing its first full pandemic-related 'lockdown' involving wide-ranging restrictions on travel.
- 1.7 The evidence from the last year suggests a direct correlation between reduced traffic volumes and the number of those killed or seriously

injured in road traffic collisions. Consequently, members of the Infrastructure, Investment and Inclusive Growth Scrutiny Board have suggested that it is timely to explore how partners can together ensure Leeds achieves a continued downward trend in KSI figures, despite the anticipated increase in traffic volumes as pandemic-restrictions continue to ease.

## **2.0 Scope of the inquiry**

2.1 The purpose of the Inquiry is to make an assessment of and, where appropriate, make recommendations in the following areas:

- Vision Zero approach to road safety.
- KSI Clusters and interventions delivered through the Casualty Reduction Programme.
- The outcome of a 2020 assessment by West Yorkshire Casualty Prevention Partnership of the criteria used to determine the deployment of mobile, static and speed monitoring cameras – and the potential local implications of that assessment.
- School Streets initiative
- Active Neighbourhoods
- Roll out of 20mph zones
- Operation SNAP
- Influencing Travel Behaviour Team

2.2 Board members have also been explicit in their desire to hear directly from road safety campaigners about their views and experiences. Session two in October 2021 will focus on contributions from campaigners but they will also be invited to attend the first session should they so wish.

## **3.0 Desired Outcomes and Measures of Success**

3.1 It is important to consider how the Scrutiny Board will deem if their inquiry has been successful in making a difference to local people. Some measures of success may be obvious and others may become apparent as the inquiry progresses and discussions take place.

3.2 However, the primary aim of this Inquiry is to deliver recommendations which support the Council's leadership in improving road safety, with particular focus on improving outcomes for vulnerable road users and young people.

## **4.0 Comments of the relevant Director and Executive Member**

4.1 In line with Scrutiny Board Procedure Rule 32, where a Scrutiny Board undertakes an Inquiry the Scrutiny Board shall consult with any relevant Director and Executive Member on the terms of reference.

## **5.0 Timetable for the inquiry**

5.1 The Inquiry will take place over two sessions and it is anticipated that the Scrutiny Board's report will be produced by December 2021.

## **6.0 Submission of evidence**

### **6.1 Session one – Scrutiny Board Meeting – September 2021**

To consider evidence in relation to the following:

- Vision Zero approach to road safety.
- Understanding trends through KSI data from the last 5 years
- KSI Clusters and interventions delivered through the Casualty Reduction Programme.
- WY Casualty Prevention Partnership – including the outcome of a 2020 assessment of criteria used to determine the deployment of static, mobile and average speed cameras.
- Operation SNAP

### **6.2 Session two – Scrutiny Board Meeting – October 2021**

To consider evidence in relation to the following:

- Local road safety campaigners' views and experiences
- School Streets initiative
- Active Neighbourhoods
- Roll out of 20mph zones
- Influencing Travel Behaviour Team

## **7.0 Witnesses**

7.1 The following have been identified as possible contributors to the inquiry, however others may be identified during the inquiry:

- Executive Member for Infrastructure and Climate
- Director of City Development
- Chief officer Transportation and Highways
- Transport Development Services Manager
- Representation from the Influencing Travel Behaviour Team
- West Yorkshire Police (to include reference to the WY Casualty Prevention Partnership)
- WYCA: Transport Committee Chair and Director of Transport Services
- Representatives from local road safety campaigners

## **8.0 Equality and Diversity / Cohesion and Integration**

- 8.1 The Equality Improvement Priorities have been developed to ensure our legal duties are met under the Equality Act 2010. The priorities will help the council to achieve its ambition to be the best City in the UK and ensure that as a city work takes place to reduce disadvantage, discrimination and inequalities of opportunity.
- 8.2 Equality and diversity will be a consideration throughout the Scrutiny Inquiry and due regard will be given to equality through the use of evidence, written and verbal, outcomes from consultation and engagement activities.
- 8.3 The Scrutiny Board may engage and involve interested groups and individuals (both internal and external to the council) to inform recommendations.
- 8.4 Where an impact has been identified this will be reflected in the final inquiry report, post inquiry. Where a Scrutiny Board recommendation is agreed the individual, organisation or group responsible for implementation or delivery should give due regard to equality and diversity, conducting impact assessments where it is deemed appropriate.

## **9.0 Post inquiry report monitoring arrangements**

- 9.1 Following the completion of the Scrutiny inquiry and the publication of the final inquiry report and recommendations, the implementation of the agreed recommendations will be monitored.
- 9.2 The final inquiry report will include information on the detailed arrangements for how the implementation of recommendations will be monitored.