

Improving Road Safety in Leeds

Date: 29 September 2021

Report of: Director of City Development

Report to: Scrutiny Board - Infrastructure, Investment and Inclusive Growth

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

What is this report about? Including how it contributes to the city's and council's ambitions

- To outline the current approach to reduce the number of casualties on the public highway and thus to support the Best Council Plan.
- To highlight national and regional strategies to be considered and acknowledged in our road safety plans.
- To describe the new approach to road safety, Vision Zero and outline the timeline to produce and adopt the strategy and action plan.

Introduction

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. In light of challenges associated with the covid-19 pandemic, however, members determined that the inquiry should be deferred until 2021/22.

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.

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.

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.

Purpose of the report

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

- Interventions delivered by Leeds Safer Roads Partnership and the West Yorkshire Safer Roads Partnership and
- The new approach to road safety in Leeds - Vision Zero .

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.

Desired Outcomes and Measures of Success

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.

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.

Timetable for the inquiry

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

- Session one – to consider evidence – September 2021
- Session two – to hear local road safety campaigners views and experiences – October 2021

Recommendations

- a) That a hybrid approach between the existing Leeds Road Safety Action Plan and draft Vision Zero Action Plan be taken in the interim until the Vision Zero strategy is adopted.
- b) That following Executive Board in December 2021, consultation of the Draft Vision Zero Strategy take place early in 2022.

Why is the proposal being put forward?

In 2020, the Infrastructure, Investment and Inclusive Growth Scrutiny Board had set out an ambition to carry out an inquiry to look in more detail at KSI figures in Leeds and local road safety initiatives, particularly in relation to initiatives that aim to reduce speeding.

This report provides a baseline of casualty reduction activity, includes KSI figures for the last 5 years and provides an introduction to our new approach to road safety, Vision Zero.

What impact will this proposal have?

Wards affected:

Have ward members been consulted? Yes No

The Leeds Safer Roads Partnership (LSRP), wants to make sure that, no later than 2040, no one will be killed or seriously injured on the roads in Leeds, 'Vision Zero'. It is expected that there will be a shift towards more 'slight' injuries as a result of the strategy.

What consultation and engagement has taken place?

The Leeds Safer Roads Partnership have been consulted during the process and are keen to see progress with the move towards Vision Zero.

The Lead Member for Infrastructure and Climate has been briefed on progress on Vision Zero.

Following Executive Board in December 2021, a wider consultation on the draft with the public will take place early in 2022.

What are the resource implications?

The strategy will be prepared within the existing staff resource and a budget is to be allocated towards the preparation of the document and consultation costs. A review of implementation requirements at local and regional level will be required.

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.

What are the legal implications?

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

What are the key risks and how are they being managed?

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.

Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

Does this proposal support the council's three Key Pillars?

Inclusive Growth

Health and Wellbeing

Climate Emergency

Options, timescales and measuring success

a) What other options were considered?

The Vision Zero approach is being adopted globally and adopting this method in Leeds has been welcomed in the West Yorkshire region.

b) How will success be measured?

The strategy will be based around SMART actions and measured using appropriate KPIs. Regular reporting will track progress along with regular reviews of the Delivery Plan.

c) What is the timetable for implementation?

Vision Zero is scheduled to go to Executive Board in December 2021, with consultation to follow in early 2022. Following consultation, the draft will be reviewed and taken back to Executive Board for adoption in Summer 2022.

Appendices

Appendix A – Road Safety Update Report 2021

Background papers

None