

Appendix 1: Recommendation Table

Scrutiny Board Inquiry into Prevention of Deaths and Serious Injuries on Leeds' Roads

The table below sets out the recommendations of the 2021/22 Infrastructure, Investment and Inclusive Growth Scrutiny Board's inquiry into the prevention of deaths and serious injuries on Leeds' roads.

Officers have provided an initial response to the recommendations below with a view to enabling the Board to consider the progress made against its initial recommendations in future.

Recommendations to National Legislators

Scrutiny Inquiry Report Ref	Recommendations to National Legislators	
5.10	Road Safety criteria requirement for infrastructure investment	To recommend to Government that explicit road safety requirements form standard criteria in all transport infrastructure investment to promote scheme design in line with a Vision Zero approach.
	<p>June 2022 Officer response: Supported – this should be done at a West Yorkshire level from the West Yorkshire Vision Zero Board / West Yorkshire Safe Roads Executive.</p> <p>It can also be sent from the Leeds Safe Roads Partnership (LSRP).</p> <p>Lobbying via the Parliamentary Advisory Council for Transport Safety (PACTS) also to be considered.</p> <p>LSRP Chair Gillian Macleod to report scrutiny findings to LSRP and agree to write to Alison Lowe within one month of the date of the LSRP meeting.</p>	
5.11	National status of roads policing	To support the inclusion of roads policing within the strategic policing requirement to increase the visibility and status of this work.
	<p>June 2022 Officer response: Supported – this should be done at West Yorkshire level by the West Yorkshire Vision Zero Board and review the need for local level policing agreements to prioritise enforcement of speeding offences.</p> <p>LSRP Chair Gillian Macleod to report scrutiny findings to LSRP and agree to write to Alison Lowe within one month of the date of the LSRP meeting.</p>	

5.27	Safety Camera Criteria	<p>To advocate that the Department for Transport allows greater flexibility within a revised circular 1/2007 so as to enable the installation of safety cameras in response to emerging risk in addition to the existing 'high risk' criteria.</p> <p>To lobby Government to ensure the views of local elected representatives inform the consultation on a revised Department for Transport circular 1/2007.</p>
	<p>June 2022 Officer response: This request has already been put to the DfT by the LSRP. Members of the LSRP are party to the consultation and continue to promote the requested flexibility. The West Yorkshire Safety Camera Partnership proposes implementing amended local criteria until such time as the amended national criteria are published – expected to be towards the end of 2022.</p> <p>Action SPD5 (subject to change in the final version to be reported to Executive Board in September 2022): <i>Respond to DfT consultation or updates to the criteria for camera placement and work with the West Yorkshire Casualty Prevention Partnership accordingly</i></p> <p>Frequency and timescale: as required.</p>	
5.33	Use of Average Speed Cameras	<p>To explore with West Yorkshire Casualty Prevention Partnership options for deploying average speed cameras along some lengths of road in Leeds.</p>
	<p>June 2022 Officer Response:</p> <p>As above – amended local criteria will include those for use of average speed cameras. A review of sites to meet these criteria will be undertaken during 2022/23 by the WYSCP and appropriate sites funded or put forward for when appropriate funding is available.</p>	
5.40	Legislation regarding the use of handheld devices	<p>To lobby Government to deliver legislative changes that that would enable the police to take direct enforcement action in any circumstances where drivers use handheld devices while at the wheel.</p>
	<p>June 2022 Officer response: Legislative changes that came into force on 25 March 2022 make enforcement of these offences more straightforward. Some issues remain, though, in relation to establishing whether the phone was in use at the time of the suspected offence. VZ will monitor changes in police enforcement via Operation Snap / RPU enforcement data.</p> <p>Frequency and timescale: as available.</p>	
5.43	Requirements for new vehicle set up	<p>To lobby Government to require manufacturers and re-sellers to demonstrate to consumers how in car technology can be used to restrict smartphone use to incoming hands-free calls while driving.</p>
	<p>June 2022 Officer response: Recommendation to be reviewed as part of VZ action plan. NEW action required.</p>	

5.71	Graduated Driver Licence	To lobby government to reconsider the introduction of a graduated driver licence in the UK.
	June 2022 Officer Response: Recommendation to be reviewed as part of VZ action plan. NEW action required.	

Strengthening Local Operational Practice

Ref		Recommendations Regarding Local Practice
5.7	Political leadership regionally	Ensure that there is clear, cross-party political leadership at a regional level with politicians represented on a Vision Zero Board.
	June 2022 Officer response: The West Yorkshire Vision Zero Board (established December 2021) has political representation from Leeds from Cllr Helen Hayden, lead member for Infrastructure and Climate.	
5.7	Direct representation on Vision Zero Board	Co-opt representatives of victims of road death on to the proposed regional Vision Zero Board to ensure 'critical friend' challenge and placing them at the centre of policy making.
	June 2022 Officer Response: VZ Board includes – local road safety campaigner Ian Greenwood and representative from BRAKE the road safety charity.	
5.9	Partnership working	Identify potential opportunities for closer partnership working, including more collaboration at a targeted local level to maximise the impact of existing resources.
	<p>June 2022 Officer response: Recommendation to be reviewed as part of VZ action plan. LSRP seeks to ensure partnership working at the local level.</p> <p>Action VZ3 (subject to change in the final version to be reported to Executive Board in September 2022) <i>Hold meetings of the Leeds Safer Roads Partnership and regularly review membership.</i></p> <p>Frequency and timescale: every six weeks.</p> <p>Action VZ8 (subject to change in the final version to be reported to Executive Board in September 2022) <i>Identify local and regional organisations to engage with, including road users who are more vulnerable to traffic injury, drivers and people, ensuring diversity and equality in our approach.</i></p> <p>Frequency and timescale: ongoing.</p>	

5.49	Partnership working between highways and planning officers	Ensure that opportunities to secure funding for road safety interventions through the planning system are maximised, and that the detail of schemes is informed by community knowledge of locations of risk and/or dangerous behaviour.
	<p>June 2022 Officer response: Supported – local ward members to liaise with Highways development officers during pre-application / planning application process – contact: gillian.macleod@leeds.gov.uk</p>	
5.51	Community structures to tackle dangerous driver behaviour	Consider ways in which multiple agencies can work more closely with community committees and ward members to identify concerns about road safety – with a view to improving local intelligence, providing evidence of emerging risks and delivering targeted interventions that address dangerous behaviours – potentially using a model similar to that used to address Anti-Social Behaviour.
	<p>June 2022 Officer response: Recommendation to be reviewed as part of VZ action plan (officers to arrange discussion with ASB team to review model). NEW action required.</p> <p>Action SPD10 (subject to change in the final version to be reported to Executive Board in September 2022) <i>Review and relaunch the community speed awareness scheme and prepare a community guide about how to deal with local speed problems and information about SID machines.</i></p> <p>Frequency and timescale: every two years</p> <p>Action SPD11 (subject to change in the final version to be reported to Executive Board in September 2022) <i>Identify ways to work closely with the community through neighbourhood police teams and local councillors to understand where speeding occurs.</i></p> <p>Frequency and timescale: ongoing</p>	
5.52	Language	Ensure that the language used to frame debate and communicate policy articulates road death and injury as a public health issue, reflecting the cause of collisions and the centrality of the impact of road death and injury on victims.
	<p>June 2022 Officer response: The language of road danger was identified as part of VZ Strategy. Recommendation to be reviewed as part of VZ action plan.</p> <p>Action COM1 (subject to change in the final version to be reported to Executive Board in September 2022) <i>Develop a workshop for media professionals on how to best communicate about collisions.</i></p> <p>Frequency and timescale: annually</p>	

5.62	Pedestrian Crossing Technology	The results of a review of accident statistics at pedestrian crossings to be provided to the Scrutiny Board to understand the impact of changing technology.
	<p>June 2022 Officer response:</p> <p>The accident statistics at pedestrian crossings will be monitored during 2022/23 for report back in 2023.</p>	
5.63	School Crossing Patrols	The School Crossing Patrol Team and the Influencing Travel Behaviour Team to assess options to provide additional support to schools where an application for a school crossing patrol is unsuccessful.
	<p>June 2022 Officer response: Recommendation to be reviewed as part of VZ action plan. NEW action required</p>	
5.64	School Crossing Patrols	To increase the visibility of information on the Council's website about the process to apply for a school crossing patrol and the details of how to pay for that service if the application is unsuccessful.
	<p>June 2022 Officer response: Recommendation to be reviewed as part of VZ action plan. NEW Action required.</p> <p>Action RDS2 (subject to change in the final version to be reported to Executive Board in September 2022): <i>Continue to develop and deliver the annual pedestrian crossing programme and signpost people about how to make requests.</i></p> <p>Frequency and timescale: annually</p>	
5.69	Amplifying the voice of victims in education	Explore education materials that amplify the consequences of road death through the experiences of victims and their representatives
	<p>Recommendation to be reviewed as part of VZ action plan.</p> <p>Action PCR6 (subject to change in the final version to be reported to Executive Board in September 2022): <i>In a trauma-informed way, draw on the experiences of victims and their families and all others affected to support behaviour change and post-collision learning and consider how these might support wider communications plan and education.</i></p> <p>Frequency and timescale: every two years.</p>	

5.70	Extend education programmes to include further education institutions	Identify ways to engage with more young people who may have recently become new drivers, specifically including further education institutions.
	<p>June 2022 Officer response: Recommendation to be reviewed as part of VZ action plan – opportunities for engagement to reach young drivers 17-24 age group are being considered at West Yorkshire level.</p> <p>VZ Action EDU1 (subject to change in the final version to be reported to Executive Board in September 2022): <i>Regularly review and coordinate delivery of road safety education and training for delivery to a range of audiences and settings.</i></p> <p>Frequency and timescale: every two years.</p>	
5.71	Communication	Explore opportunities to promote more road safety messages on digital signage (Variable Messaging Signs) across the Leeds' road network.
	<p>June 2022 Officer response:</p> <p>A new UTMC system upgrade will allow scrolling messages (to include road safety messaging) to be programmed.</p> <p>Action RDS5 (subject to change in the final version to be reported to Executive Board in September 2022): <i>Develop the network of VMS signs and display messages about road safety.</i></p> <p>Frequency and timescale: annually</p>	
5.73	Provision of KSI information on Data Mill North	Ensure accurate and updated information about KSI figures is published on Data Mill North and provide clear signposting to this data.
	<p>June 2022 Officer response: This will be reviewed as part of VZ action plan, to including appointment of a validator to review the accuracy of the data and clear signposting to Data Mill North.</p> <p>Action DAT1 (subject to change in the final version to be reported to Executive Board in September 2022): <i>Revise casualty data in line with the DfT's adjustments and use full adjusted 5-year data set when available.</i></p> <p>Frequency and timescale: as available</p> <p>Action DAT2 (subject to change in the final version to be reported to Executive Board in September 2022): <i>Carry out in-depth analysis of data to understand who is causing the harm, the factors contributing to KSI collisions and to identify emerging issues that cause death and serious injury on our roads.</i></p> <p>Frequency and timescale: quarterly</p>	