

CRSTS Safe Roads Programme 2022/23

Date: 25 January 2023

Report of: Transport Development Services Manager

Report to: Chief Officer (Highways and Transportation)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

This report seeks approval for allocation of the balance of the 2022/23 CRSTS Safe Roads funding towards road safety interventions.

The additional schemes for 2022/23 are:

- The provision of four variable message signs (VMS) for road safety messaging
- Part funding for delivery of average speed safety cameras on A6120 outer ring road from Horsforth Roundabout to Bramley Town End and on A647 Bradford Road from Dawson's Corner to Thornbury Roundabout. Additional funding for this safety scheme is identified from the West Leeds Levelling Up Fund and S106 balances.
- Part funding for a road safety scheme at M1 J47 on a joint scheme with National Highways.

Recommendations

- a) Note the contents of this report including the CRSTS Safe Roads Allocation for Leeds City Council;
- b) Approve the new interventions proposed in paragraph 4;
- c) Give authority to incur expenditure of £677,000 to deliver the schemes highlighted in paragraph 4 and shown on plans in Appendices 1, 2 and 3, subject to the release of the funds from WYCA.

What is this report about?

- 1 The City Region Sustainable Transport Settlement (CRSTS) is a funding pot replacing the previous LTP Integrated Transport Block (ITB). One element of the funding is the Safe Roads pot which is administered by the Combined Authority (WYCA) with the objectives of reducing the number of people killed or seriously injured on West Yorkshire's Roads; improving speed compliance on National and Local Roads in the District and complementing the Transport Strategy objectives of mode shift away from the private car.

- 2 The total CRSTS Safe Roads pot is £25m for West Yorkshire over a 5 year period from 2022 – 2027. This has nominally been split equally over the 5 years, i.e. £5m per annum. The fund has further been allocated across the Districts on the basis of population taken from the 2021 census. Leeds has been allocated 34.6% of the total which equates to £1,730,000 per annum. Following top slicing to fund the SOC and year one adjustment the year one allocation is £1,705,000.
- 3 As this is a new funding mechanism an early programme of works was approved for 2022/23 financial year. Funding of £678,000 for a casualty prevention programme based on LCC's sites and lengths for concern and cluster analysis and £275,000 for pedestrian crossing improvements was approved. A further £100k pot for accessibility enhancements was agreed. This left an in-year allocation of £652,000 remaining. This report seeks approval for the allocation of the remaining funds.
- 4 The new interventions to be funded are:
 - 4 Variable Message Signs in the locations shown on the plans in **Appendix 2**. The signs will be used primarily for the purpose of displaying road safety messaging in association with the Leeds Safe Roads Partnership. £120,000
 - Part funding of an average speed camera system to be implemented on A647 Bradford Road and Stanningley Bypass, £292,205 (up to £439,000). Funding for these average speed cameras is in addition to that for average speed cameras on the A6120 Outer Ring Road which is part funded by LUF West Leeds, part by S106 balances and part by CRSTS Safe Roads funding – see plans in **Appendix 3**.
 - £93,000 over-programming from a 2021/22 approved joint scheme with National Highways to improve road safety at M1 J47, this scheme was delivered in 2022/23 – see plan in **Appendix 4**.

What impact will this proposal have?

- 5 In line with the Strategic Outline Case the works contained within this report are aimed at reducing the number of people killed and seriously injured on Leeds's roads; improving speed compliance on local roads and complementing the Transport Strategy objectives of reducing reliance on the private car and encouraging mode shift to other modes of travel.

How does this proposal impact the three pillars of the Best City Ambition?

Health and Wellbeing

Inclusive Growth

Zero Carbon

- 6 The proposals contained within this report will support the three pillars of the council's Best City Ambition. Reducing death and serious injury from road traffic collisions will improve the health and wellbeing of the city and support inclusive growth by reducing the costs and reduction in productivity associated with road traffic collisions.
- 7 Compliance with the speed limit and mode shift to sustainable travel modes support the ambition for carbon reductions from transport.
- 8 An EDCI has been completed for the proposals and is contained in **Appendix 5**. This identified that the VMS signs do have the potential to exclude some communities who don't read English well. Consideration will be given to multilingual messaging in areas with high ethnic minority populations. Message wording will be concise and in plain English (or translated) to ensure comprehension by the majority of road users.
- 9 It is identified in the Leeds Vision Zero 2040 Strategy that there is a correlation between road risk and people who live in areas of deprivation. This information along with injury collision data has been used to identify appropriate locations for the VMS signs.

10 The VMS signs will be used to target road safety messaging relating to the “fatal five”, these being speeding, distraction (including mobile phone use), seatbelts, drink and drug driving and careless driving. It has been established that these 5 factors remain the main issues which cause fatalities and serious injury on our roads.

What consultation and engagement has taken place?

Wards affected: Various

Have ward members been consulted? Yes No

11 The works which form part of this report are at a variety of different stages of development. Some of these projects have involved initial ward member consultation. All proposals will be fully consulted on before delivery on the ground.

What are the resource implications?

12 All costs associated with the delivery of these schemes are fully covered by the CRSTS Safe Roads Funding which is administered via the WYCA Assurance Framework. Delivery will occur within existing staff resource.

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

13 Due to the fund being a new mechanism for the 2022/23 financial year the SOC is not yet approved, it is due to go to the Combined Authority Committee in February 2023. Future years spend will be identified at an earlier point within the financial year. There is a likelihood that some of the year 1 allocation will be carried forward to delivery in 2023/24 due to the delays experienced.

What are the legal implications?

14 All works to be undertaken would fall within the remit of the powers available to the Council as local highway authority under the Highways Act 1980.

Options, timescales and measuring success

What other options were considered?

15 A mechanism for ranking the value for money of road safety interventions across West Yorkshire has been identified as being needed to ensure that the funds are directed towards those schemes which will have the biggest impact on the stated objectives. It is therefore expected that a safe systems approach will be used going forwards to identify reductions in risk, i.e. pre-collision identification of schemes and interventions.

16 The CRSTS Safe Roads pot is primarily a Capital Fund however complementary behaviour change initiatives that add value to the infrastructure changes will be funded through the capital schemes as appropriate.

How will success be measured?

17 Success measures are included in the SOC and will be monitored as part of the programme.

What is the timetable and who will be responsible for implementation?

18 The works identified in this report are due for delivery in the 2022/23 financial year but due to delays in the WYCA Assurance process it is likely that delivery will slip into 2023/24.

Appendices

- Appendix 1 – VMS Site Plans
- Appendix 2 – Average speed safety camera scheme location plan
- Appendix 3 – M1 J47 Safety Scheme Plan
- Appendix 4 – EDCI

Background papers

- None.