



SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

Meeting to be held in Civic Hall, Leeds, LS1 1UR on
Wednesday, 25th September, 2024 at 10.30 am

There will be a pre-meeting for members of the Scrutiny Board at 10.15am.

MEMBERSHIP

Cllr A Ali	- Gipton & Harehills
Cllr H Bithell (Chair)	- Kirkstall
Cllr N Buckley	- Alwoodley
Cllr K Dye	- Killingbeck & Seacroft
Cllr S Lay	- Otley & Yeadon
Cllr S Leighton	- Guiseley & Rawdon
Cllr M Millar	- Kippax & Methley
Cllr M Robinson	- Harewood
Cllr A Scopes	- Beeston & Holbeck
Cllr M Shahzad	- Moortown
Cllr I Wilson	- Weetwood

Note to observers of the meeting: We strive to ensure our public committee meetings are inclusive and accessible for all. If you are intending to observe a public meeting in-person, please advise us in advance by email (FacilitiesManagement@leeds.gov.uk) of any specific access requirements, or if you have a Personal Emergency Evacuation Plan (PEEP) that we need to take into account. Please state the name, date and start time of the committee meeting you will be observing and include your full name and contact details'.

To remotely observe this meeting, please click on the 'To View Meeting' link which will feature on the meeting's webpage (linked below) ahead of the meeting. The webcast will become available at the commencement of the meeting.

[Scrutiny Board \(Infrastructure, Investment & Inclusive Growth\) - 25 September 2024](#)

A G E N D A

Item No	Ward/Equal Opportunities	Item Not Open		Page No
1			<p>APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS</p> <p>To consider any appeals in accordance with Procedure Rule 25 of the Access to Information Rules (in the event of an Appeal the press and public will be excluded)</p>	
2			<p>EXEMPT INFORMATION - POSSIBLE EXCLUSION OF THE PRESS AND PUBLIC</p> <p>1 To highlight reports or appendices which officers have identified as containing exempt information, and where officers consider that the public interest in maintaining the exemption outweighs the public interest in disclosing the information, for the reasons outlined in the report.</p> <p>2 To consider whether or not to accept the officers recommendation in respect of the above information.</p> <p>3 If so, to formally pass the following resolution:-</p> <p>RESOLVED – That the press and public be excluded from the meeting during consideration of the following parts of the agenda designated as containing exempt information on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the press and public were present there would be disclosure to them of exempt information, as follows:-</p>	
3			<p>LATE ITEMS</p> <p>To identify items which have been admitted to the agenda by the Chair for consideration.</p> <p>(The special circumstances shall be specified in the minutes.)</p>	

4

DECLARATIONS OF INTERESTS

To disclose or draw attention to any interests in accordance with Leeds City Council’s ‘Councillor Code of Conduct’.

5

APOLOGIES FOR ABSENCE AND NOTIFICATION OF SUBSTITUTES

To receive any apologies for absence and notification of substitutes.

6

MINUTES - 17 JULY 2024

5 - 14

To approve as a correct record the minutes of the meeting held on 17 July 2024.

7

MASS TRANSIT UPDATE

15 - 22

To receive an update from West Yorkshire Combined Authority on the development of the Mass Transit programme, including the Phase 1 scope for Leeds and Bradford lines, current development work and the process of consultation and engagement.

8

VISION ZERO

23 - 84

To receive an update from the Chief Officer (Highways and Transportation) on progress towards the ambitions of the Leeds Safe Roads Vision Zero Strategy and Action Plan.

A letter from Dr Ian Greenwood (campaigner to stop road death) is also appended to this item at **page 83**.

9

CONNECTING LEEDS

85 - 92

To receive a report from the Chief Officer (Highways and Transportation) outlining the work of the Connecting Leeds team with a view to members considering how the current approach to consultation and engagement may continue to develop in future.

10

WORK SCHEDULE

93 -
130

To consider the Scrutiny Board’s work schedule for the 2024/25 municipal year.

11

DATE AND TIME OF NEXT MEETING

The next public meeting of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) will take place on **6 November 2024** at **10.15am**. There will be a pre-meeting for all members of the Scrutiny Board at **10.00am**.

Members are asked to also note the dates for the various working groups taking place over the coming weeks as set out in the work programme.

SCRUTINY BOARD (INFRASTRUCTURE, INVESTMENT & INCLUSIVE GROWTH)

WEDNESDAY, 17TH JULY, 2024

PRESENT: Councillor H Bithell in the Chair

Councillors N Buckley, K Dye, S Leighton,
A Maloney, M Robinson, A Scopes,
M Shahzad, E Thomson and I Wilson

12 APPEALS AGAINST REFUSAL OF INSPECTION OF DOCUMENTS

There were no appeals against refusal of inspection of documents.

13 Exempt Information - Possible Exclusion of the Press and Public

There were no exempt items.

14 Late Items

There were no late items.

15 Declarations of Interests

There were no declarations of interests.

16 Apologies for Absence and Notification of Substitutes

Apologies were received from Cllr A Ali, Cllr M Millar and Cllr S Lay.

Cllr A Maloney attended as a substitute for Cllr A Ali.

Cllr E Thomson attended as a substitute for Cllr M Millar.

17 Minutes - 26 June 2024

The Chair invited the Principal Scrutiny Advisor to update members on any matters arising.

Minute 9: Christa Jolley has produced proposals for two training sessions on affordable housing delivery, along with a private roundtable discussion with stakeholders. Those sessions are anticipated to take place in September, October and November to inform the scheduled public discussion about the

Draft minutes to be approved at the meeting
to be held on Wednesday, 25th September, 2024

refresh of the Leeds Affordable Housing Growth Partnership Action Plan in January. Dates will follow shortly.

RESOLVED: The minutes of the meeting of 26 June 2024 were agreed as a correct record.

18 Highways Maintenance Strategy

The individuals in attendance for this item were:

- Cllr Jonathan Pryor (Executive Member, Economy, Transport & Sustainable Development)
- Cllr Debra Coupar (Executive Member, Resources)
- Gary Bartlett (Chief Officer, Highways and Transportation)
- Oliver Priestly (Head of Engineering and Infrastructure)
- Simon Swift (Executive Manager, Asset Management)
- Tony Penniston (Principal Engineer Highways Asset Management)

The Chair welcomed engagement with scrutiny on this issue on a pre-decision basis.

Gary Bartlett provided introductory comment on the report noting that highways maintenance is regularly identified as a priority in public perception surveys.

Gary highlighted several issues including:

- Since 2010 the Council has contributed £200m of capital funding to highways maintenance in addition to grants from Government.
- The level of investment in highways maintenance has not kept pace with the rate of decline in the network condition and inflationary cost pressures.
- The scale of the network in Leeds – the highway network comprises 2,944km carriageways and approximately 4,687km of footways.
- High rainfall and severe cold weather have a disproportionate impact on the condition of the highways. Wet conditions have been a particular concern over the last 12 months.
- The number of potholes on the highway has increased.
- Government grant funding is spent as it is received. This has included some Network North funding received to date. Prior to the general election there had been indications that the Council should expect details of further funding via Network North but no further information

had been received. Clarification of the status of potential Network North funding is awaited post general election.

- The challenges facing the Council in Leeds reflect national trends. The highways maintenance backlog in England and Wales is estimated to be £16.3bn. The backlog in Leeds is estimated to be £288m.

Members sought clarity regarding RAG ratings for roads in different parts of the city, the process for inspecting the condition of the highway and the anticipated increase in the estimated cost of the backlog in Leeds.

Tony Penniston outlined the process for inspecting carriageways and footways. He also explained how roads and footways are then categorised to inform the planned schedule of works.

Members received an overview of the way in which the backlog is calculated. It is anticipated that the estimated cost of the backlog will increase due to inflationary pressures in the industry.

Further information was provided about the disparity of the scale of the backlog attributable to different wards in the city. Members were reassured that a change in approach to prioritise funding for roads in the worst condition should see those disparities reduce over time.

The Scrutiny Board was advised that it is difficult to provide comparative data about performance in relation to highways maintenance due to local variations in the definition of acceptability for road conditions. However, Gary Bartlett noted that feedback from national transportation surveys suggests the approach in Leeds can be regarded positively.

Cllr Scopes queried whether a map could be provided of the RAG ratings of different roads. It was agreed this would be followed up outside the meeting.

Members examined funding trends since 2010/11 and sought clarity about whether there had been a reduction in the Council contribution during that time.

Cllr Pryor reiterated that levels of investment have remained broadly comparable since 2010/11 once inflationary pressures are taken into account. He acknowledged that there has been a slight reduction in the Council's contribution, which is reflective of the overall financial challenge for the Council following significant reductions in government funding during that period.

Members acknowledged the complexity of current funding streams.

Tony highlighted the difference in cost associated with preventative activities and reactive works, and the impact of the type of materials required as part of repairs in different areas of the city.

Members agreed that Cllr Bithell would write to the Chief Secretary to the Treasury to advocate multi-year funding awards to provide greater certainty to those seeking to plan programmes of highways maintenance.

Members highlighted public concerns about repeat repairs to potholes and road surfaces. Further information was sought about the future role of artificial intelligence in preventative maintenance.

Officers outlined a current artificial intelligence solution that is being developed to capture the condition of the highway as part of driven inspections. Members were informed that in future this could automate the recording and categorisation of potholes and roads. It also has the potential to identify deterioration in road markings.

It was noted that officers receive multiple approaches throughout the year relating to innovative processes and materials; it was highlighted any innovative solutions that may be adopted have to be economically viable. The Council is represented on a national road innovation group where best practice and innovative solutions can be shared.

It was noted that there has been a recent increase in the number of third-party claims relating to the highways. However, Gary advised members that a “firm but fair” approach has delivered a sustained decline in claims received and compensation paid out since 2010.

Members sought clarity about the budget from which compensation payments are made. It was noted that each year the Council determines the level of budgetary provision required for the forthcoming year in respect of insurance payments including third party claims for incidents on the highway. During the year insurance payments are made for third party claims by the Council’s Insurance Section, and the cost is recharged to the Directorate/Service.

In response to member queries, Gary reassured the Scrutiny Board that third party claims are monitored by the department. It was noted that third party claims would fall within the remit of the Strategy and Resources Scrutiny Board. Cllr Bithell committed to highlight the interest of members in the processes associated with third party claims with the Chair of the Strategy and Resources Scrutiny Board.

Concern was raised about the quality of repairs carried out by third parties such as utility companies after they have opened the highway. Officers noted the Council does inspect repairs but due to the scale of works ongoing in the city it is not possible to check every site and in appropriate circumstances can issue fines.

It was suggested that technology may enable improved public engagement in relation to highways maintenance and the identification of concerning potholes or repairs by third parties.

Further information was sought about the comparative damage caused by HGVs and buses.

Members raised concern about increased deterioration in the condition of the roads due to long term changes in weather patterns.

Members agreed to submit a Scrutiny Statement to the Executive Member to summarise their conclusions and recommendations ahead of highways maintenance being considered by the Executive Board later this year. Members asked that the following matters be included in the statement:

- Endorsement of an approach that prioritises the delivery of a higher proportion of permanent repairs rather than temporary patches, with consideration given to affordability and ways in which to measure progress.
- Consideration to be given to public communication about the approach to highways maintenance.
- A recommendation of a strengthening of powers in relation to the policing of third-party repairs.
- Identification of 'quick wins' to improve public perception of the Council, in relation to pothole repairs and road markings.
- To note comments regarding the impact of surface water flooding on active travel.
- Reiterate support for the exploration of AI solutions to assist in the delivery of highways maintenance.
- Consideration to be given to the potential disparity between wards that may be created by including complaints as a determinant within the prioritisation hierarchy for planned works.
- To highlight the reduction in the Council contribution to highways maintenance in the context of overall financial pressure.
- To advocate greater public transparency in the approach to highways maintenance, potentially through technological solutions such as online mapping.

It was agreed the statement would be drafted through the Chair and would then be shared with Board members once finalised.

RESOLVED:

The Scrutiny Board agreed that:

- a) The report be noted.
- b) A scrutiny statement will be provided to the Executive Member for Economy, Transport & Sustainable Development to inform consideration of this issue by the Executive Board.
- c) A letter be draft to the Chief Secretary of the Treasury to advocate multi-year funding settlements to provide greater certainty for local authorities.

- d) Cllr Bithell will highlight the interest of members in the processes around third-party claims with the Chair of the Strategy and Resources Scrutiny Board.
- e) Officers will consider whether a map can be provided as an illustrative example to members of the condition of roads in Leeds.

19 Community Asset Transfer Policy

The individuals in attendance for this item were:

- Cllr Debra Coupar (Executive Member for Resources)
- Angela Barnicle (Chief Officer Asset Management & Regeneration)
- Mark Mills (Head of Asset Management)

The Chair invited Mark Mills to deliver a presentation on proposals for an updated Community Asset Transfer (CAT) Policy. The presentation covered the following:

- The background to community asset transfer following its introduction in the Localism Act 2011.
- The benefits of community asset transfer including enabling investment in an asset from sources of funding the local authority may not be able to access.
- Features underpinning a successful community asset transfer including a realistic business plan and well-structured community organisations.
- Challenges including the complexity of sustaining and maintaining a building over the long term.
- Drivers for refreshing the policy including incorporating learning from ten years of managing CATs and a desire to make it easier for communities to engage in the process.
- Proposed changes to the CAT policy including producing a list of properties with potential for CAT to be approved and published.
- An overview of consultation and engagement with ward members, Leeds Community Anchor Network, and Voluntary Action Leeds.
- Next steps in the process.

Members welcomed the creation of a new list of assets suitable for community asset transfer. Mark noted that properties will not be available for CAT indefinitely and disposal will be considered if there is no viable interest in a CAT.

Members sought clarity about the implications for both the Council and community groups of changes in requirements relating to EPC ratings. Members were advised that new procedures will be established to provide greater flexibility to community organisations seeking to deliver works to improve the EPC rating of a building so as to enter into a lease.

It was confirmed that Council funding will not be available to carry out improvement works prior to transfer, given the need to invest in the retained estate. However, a time limited opportunity to utilise some UK Shared Prosperity Funding to support community asset transfer in the current year has been identified. Organisations invited to present a business case for a CAT could also therefore be invited to submit a UKSPF application to support the CAT.

Current proposals reflect feedback from previous stakeholders with experience of CAT. For example, a standard head of terms document is proposed given feedback about the legal process being daunting for community groups. This was welcomed by members.

Angela Barnicle advised members about discussions with voluntary partners regarding their capacity to provide advice, mentoring and signposting to organisations seeking to progress a CAT.

Officers have also worked with colleagues in the ABCD team within Adult Social Care to create a better 'front door' to signpost community groups to sources of information and support.

It was noted that the EDCI screening at appendix 2 of the report does not identify any differential impact for different equality characteristics. However, it was suggested that typically the LGBT community is less likely to successfully secure grant funding, which in the scenario of CAT may be disadvantageous for such groups. It was agreed that Cllr Bithell would raise these concerns in more detail with Cllr Coupar outside of the meeting.

The Scrutiny Board considered the proposed approach to communication and engagement about the updated policy. It was suggested that a 'frequently asked questions' document for councillors would be helpful particularly focussed on potential pitfalls.

Members acknowledged the need to be transparent about the condition of buildings and the liabilities community groups would be taking on. The Board noted the risk associated with community capacity to manage assets requiring substantial maintenance.

Cllr Coupar reiterated the complexity of the CAT process and the challenge in sustaining buildings in the long term. She highlighted the importance of managing expectations.

Members sought clarity about the nature of buildings that may be excluded from the list of assets with potential for approval for CAT.

Cllr Coupar confirmed she would reflect the comments of scrutiny members during the discussion with Executive Board on 24 July 2024. She also reiterated that she is committed to working with members and community groups to continue to learn from the experience of previous community asset transfers.

Cllr Bithell agreed to provide a summary of the comments of Scrutiny Members via email ahead of the Executive Board meeting.

RESOLVED:

Members agreed to note the proposals for an updated Community Asset Transfer Policy.

It was further agreed that Cllr Bithell will provide a summary of the Board's comments to Cllr Coupar ahead of the Executive Board meeting.

Cllr Buckley left at 12.30pm

20 Biodiversty Net Gain: Approach to Watercourses

The Chair welcomed the early opportunity to explore the Council's approach to Biodiversity Net gain units so far as they relate to watercourses. Legislation came into force in February 2024 and the Chair underlined the importance of ensuring the Council acts quickly to make the most of the opportunities it presents.

Those in attendance for this item were:

- Cllr Jonathan Pryor (Executive Member Economy, Transport & Sustainable Development)
- Jonathan Moxon (Executive Manager, Flood Risk and Climate Resilience)

Jonathan Moxon set out the background to the legislation that was introduced in February 2024 for major planning applications and April 2024 for other application types. He outlined an aspiration to align the approach to river units with the approach to terrestrial and hedgerow units.

Jonathan set out the challenges and opportunities of the new requirements, including the need for off-site biodiversity units to be covered by a S106 agreement, be entered onto a National BNG Sites Register and have a fully funded 30-year management plan.

Further information was sought about BNG assessors. Members explored the potential challenge around access to people with the right skills and accreditations. Members sought a view on whether specialist skills could be developed in-house and marketed to other organisations.

Jonathan outlined the possible mechanisms available to enable the development of a Council habitat bank such as establishing a Special Purpose Vehicle. Members noted some concern about the potential costs associated with SPVs and a lack of democratic accountability.

Jonathan informed members that the legislation prioritises delivery of works 'at source' wherever possible. However, the Scrutiny Board was advised that

work is also underway to identify existing greenspace or locations with aspirations for nature recovery, where units could be used off site to deliver maximum impact. This may include 're naturalising' highly engineered watercourses such as mill goits.

Jonathan noted that the Council is seeking to engage with the Calder and Colne Rivers Trust which is seen as a leading organisation in relation to river credits.

Members explored the potential opportunities to improve urban watercourses – for example, by engineering more naturally varied flows where watercourses have been straightened. Public access is not part of the stated aims for BNG river units but it was agreed that increasing biodiversity may also improve greenspaces for residents including in inner city areas.

Cllr Wilson left the meeting at 1pm.

RESOLVED:

Members recommended that the successor Scrutiny Board receives an update on progress in early 2025/26.

21 Work Schedule

Members were advised that the timetabling of items requested to date is ongoing.

Members should anticipate invitations for working groups on affordable housing delivery, the Social Progress Index and the budget consultation between September and December.

Resolved:

Members noted the Scrutiny Board's work schedule for the 2024/25 municipal year.

22 Date and Time of Next Meeting

The next meeting of the Scrutiny Board will take place on **25 September 2024**. Members asked that consideration be given to revising the meeting start time from 10.30am to 10.15am. This will be confirmed in line with notification requirements.

There will be a pre-meeting for all Board members 15 minutes before the public meeting.

The meeting ended at 1.10pm.

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1 Introduction

This paper has been prepared to provide the Board with an update on the background to the development of Mass Transit programme, the Phase 1 scope for Leeds and Bradford lines, current development work, and an update on consultation and engagement.

In addition to the detail set out below, members are asked to note that further information about the current consultation can be accessed here: <https://www.westyorks-ca.gov.uk/improving-transport/mass-transit/>

A map illustrating potential route options for phase one of Mass Transit is also available here: [Mass Transit Hub | Your Voice \(westyorks-ca.gov.uk\)](#)

2 Mass Transit Progress to Date

- 2.1 The Combined Authority in collaboration with partner councils is developing a Mass Transit system which will offer a new public transport option and an attractive alternative to car travel in West Yorkshire.
- 2.2 The first phase of the scheme, explained in more detail below, will provide two Mass Transit lines between Leeds City Centre and White Rose (Leeds Line) Leeds City Centre and Bradford City Centre (Bradford Line). Based on benchmarking exercises of similar schemes, it is estimated the first phase will require an investment of around £2bn.
- 2.3 Mass Transit is essential to help communities thrive and our economy flourish, bringing people and places closer together. By offering a new public transport option, which increases capacity and provides an attractive alternative to car travel, Mass Transit will support and facilitate a low emission, thriving economy with high quality sustainable transport.
- 2.4 Given the need to develop the Mass Transit programme at pace, in order to align with City Region Sustainable Transport Settlement funding allocation timescales and a Mayoral commitment to construction starting in 2028, significant progress has been made since the commencement of the development of the Mass Transit programme. On this basis, the following sections provide an overview of the project history and specifically the decisions taken to establish the Mass Transit programme.

Case for Change – Identifying the “Places to Connect”

- 2.5 In 2018, work to create the evidence base for the strategic outline case began with identifying the “places to connect” and establishing a “case for change”. To determine corridors of greatest economic need across the City Region, an assessment was undertaken, which looked at factors such as: Access to the transport network in deprived areas; Levels of existing travel demand; Opportunities to join up key assets and demand

drivers; Planned housing growth; Large scale planned employment growth; and Rail crowding and road congestion.

- 2.6 Through this process 22 corridors across the City Region were identified as potential candidates for Mass Transit. These corridors were considered by the Transport Committee and the Combined Authority and key stakeholders were consulted. This process, and the outcomes, were endorsed by the Transport Committee in May 2018.

Programme Strategic Outline Business Case (P-SOBC) Development and CRSTS Funding

- 2.7 Following the consideration and identification of the Places to Connect in 2018, the next phase was the production of the Programme Strategic Outline Business Case (P-SOBC). The P-SOBC set out the scale of the strategic economic opportunity for Mass Transit and further developed the evidence base. This stage also gained consensus on a Mass Transit delivery roadmap, taking cognisance of strategic phasing, route development and technology options.
- 2.8 The establishment of the P-SOBC formed the basis for the Mass Transit component of the Combined Authority CRSTS bid to central government. The Combined Authority was successful in securing £200m of funding for the ongoing development and commencing the delivery of Mass Transit Phase 1 in West Yorkshire, and development work on corridors beyond Phase 1.
- 2.9 On the strength of evidence produced for the P-SOBC, in July 2020 the Combined Authority approved the progression of Mass Transit and specifically the development of the Strategic Outline Case (SOC) for Phase 1 of the programme.

Mass Transit Vision 2040 and Public Consultation

- 2.10 Alongside ongoing business case and route development workstreams, the Mass Transit Vision 2040 was produced, with the primary purpose of outlining plans for Mass Transit in West Yorkshire from which to secure public and stakeholder endorsement for the approach to development. The Vision sets out the strategic case for the programme, while introducing corridor concepts which covered all areas of the proposed West Yorkshire Mass Transit network.
- 2.11 Intended for public and key stakeholder engagement, the Mass Transit Vision 2040 summarised the programme development work to date. It also established a strategic regional rationale for the proposed corridors and set the transformational aspirations for each area of the Mass Transit network. The Vision included the main programme timescales and acknowledged that the Phase 1 option would likely be centred on the Leeds to Bradford, Leeds to Dewsbury and Bradford to Dewsbury corridors.
- 2.12 Endorsement of proposals through public and statutory consultation, which took place in January 2021 and October 2022, respectively, strengthened the case for further

development of the route options and progression of the Phase 1 business case. The Combined Authority was invited to consider the feedback from public consultation, where the Vision was updated to reflect this feedback. The Mass Transit Vision 2040 was endorsed and adopted by the Combined Authority at its October 2023 meeting.

From Programme Strategic Outline Business Case to Strategic Outline Case- Preferred Way Forward for Phase 1

- 2.13 The Mass Transit Strategic Outline Case (SOC) follows on from the P-SOBC which identified a strong strategic case for a West Yorkshire-wide Mass Transit network. The P-SOBC identified that any first phase of West Yorkshire Mass Transit would likely be centred on Leeds city centre, as the largest single centre of economic, social and cultural activity in West Yorkshire. Along with the Mass Transit Vision, the P-SOBC identified the following corridors as potential first phase components, and these formed the basis of the analysis within the development of the Phase 1 SOC:
- East Leeds
 - Bradford to Leeds
 - South Leeds to Dewsbury
 - Bradford to Dewsbury
- 2.14 A significant amount of the initial scheme development funding was assigned to developing potentially deliverable and operable route options within these corridors, building a strong evidence base, analysis of key data sources and sifting of multiple route options before preparing the appraisal and transport demand forecasting to inform the overall case of the eventual West Yorkshire Mass Transit Phase 1 SOC preferred way forward.
- 2.15 Through this analytical work it emerged that some of the candidate corridor options for Phase 1 were deemed less favourable through option sifting (predominantly due to low forecast travel demand) and therefore the focus moved to those candidate corridors that have been identified as having the potential to provide a stronger business case for Mass Transit.
- 2.16 The two corridors identified in the SOC that together are being taken forward as West Yorkshire Mass Transit Phase 1 are:
- The Leeds Line – which will operate between St James’s University Hospital and White Rose via Leeds city centre.
 - The Bradford Line – which will operate between St James’s University Hospital and Bradford via Leeds city centre.



- 2.17 Current timelines for Phase 1 envisage meeting the commitment to “spades in the ground” by 2028 with the planning (TWAO) process commencing in late 2026 or early 2027.
- 2.18 This does not mean that other corridors will not form part of the Mass Transit future network. The Mass Transit Vision 2040 is clear to ensure that no part of West Yorkshire is left behind, development work will continue with district partners to understand the potential demand on all potential transit corridors with possible second and third phases coming online after 2033, taking into account future housing, employment and regeneration opportunities and aspirations within each of the districts.

3 On-going Development

- 3.1 A considerable amount of time and effort has been expended progressing from the P-SOBC to a preferred way forward contained in the SOC.
- 3.2 Over the course of the 2-year period between initial scheme development cost approval and SOC submission, the Mass Transit project team and partners have been developing the technical design, preparing the necessary modelling tools and formulating the scheme appraisal, that facilitated the identification of the preferred way forward as identified in the SOC.
- 3.3 Following submission of the SOC to DfT/HMT in March 2024, initial feedback and liaison has led to an agreed way forward with the business case, and the need for additional material to be prepared to support the SOC (this will be referred to as SOC+) and provide a means of moving into the OBC stage. This intervening period triggers the need for more design development and route refinement in advance of OBC, and the use of the entirely new West Yorkshire Transport Model (WYTM) to forecast the future level and patterns of travel demand within the candidate corridors.
- 3.4 The SOC+ decision point has been agreed by both the Combined Authority and the DfT and has come about from a shared understanding that at this relatively early SOC stage there remain a number of development tasks to undertake. The focus and therefore the outputs for the SOC+ includes the following tasks, as requested by the DfT through IPDC:
- Determination of an emerging preferred route option in terms of an alignment
 - Ensuring the preferred technology represents best value for money when compared against “lower cost alternatives and next best alternatives”¹.

¹ As per: The Green Book: Central Government Guidance on Appraisal and Evaluation

- The development of a robust transport modelling and forecasting and appraisal framework to provide a more detailed overall Value for Money (VfM) assessment.
- 3.5 The tasks described above would more commonly be undertaken at OBC stage, but such is the scale and importance of this project not only to West Yorkshire, but also the DfT, that this work has been brought forward to this new SOC+ decision point. However, this SOC+ work will be conducted in parallel with tasks required for OBC and with consideration to a future Transport and Works Act Order (TWAO) application, to ensure efficiency within the delivery schedule.
- 3.6 This work will allow the scheme to develop and submit an enhanced Phase 1 SOC (SOC+), progress the Phase 1 OBC, continue design development, undertake consultation activities, undertake environmental assessments, develop a delivery strategy and undertake activities to support land acquisition and some preparatory works/surveys for any legal powers or associated documents that would be needed and/or are associated with implementing Mass Transit.
- 3.7 The current development phase estimate for the West Yorkshire Mass Transit Phase 1 (including development of Phase 2) is £200m.
- 3.8 In terms of the extent and scope of the technical work, it should be noted that to take a Mass Transit scheme of 2 corridors that together are approximately 25km long and have significant interaction with two city centres, to OBC stage requires a hugely significant amount of technical design, survey work, data calculations/analysis and reporting. This in turn necessitates the appointment of a large team of experts from many different companies to undertake this work. This work needs to be thoroughly checked by the Combined Authority staff.
- 3.9 This is because not only is the scheme promoter preparing a business case for funding approval but also is undertaking a body of technical work that will support the TWAO for Phase 1.

4 Mass Transit Public Consultation Update

- 4.1 The consultation commenced on Monday 15 July and will run until Monday 30 September. In this period, views are being sought from members of the public and stakeholders on three elements:
1. Which one of the potential route options from Bradford to Leeds is preferred.
 2. Which one of the potential route options from St James Hospital, via Leeds City Centre to the White Rose Centre is preferred; and
 3. How a Mass Transit network can be delivered whilst balancing the long-term needs of the environment, society, and the economy – i.e. the Sustainability Strategy.

- 4.2 Information about the consultation is provided via a dedicated webpage and consultees have been invited to provide feedback via an online consultation survey or by using a dedicated email address.
- 4.3 A detailed consultation and engagement strategy was devised to ensure we attract a diverse mix of stakeholders to have their say on the first phase of Mass Transit route options this summer. A summary of the engagement activity includes:
- Approximately 30 leafletting events across high footfall locations across Leeds and Bradford.
 - Consultation promotional leaflet drop to properties with postcodes across Leeds and Bradford. Encouraging them to take part in the consultation.
 - Letters to those who own a property along the route or in close vicinity to the route inviting them to take place in the consultation.
 - Approximately 23 drop-in community engagements.
 - 3 online webinars. Recordings will be added to the Your Voice consultation page.
 - Awareness raising campaign and social media activity.
 - Online survey: hosted on WYCA's Your Voice webpage
 - Consultation brochure
 - Pre-recorded presentation designed to be inclusive for those with a hearing/visual impairment
 - Consultation survey available in different languages at request
 - Tactile map version of Phase 1 route map options
- 4.4 Outreach to a large number of community groups in Leeds and Bradford to raise awareness of the route proposals and the importance of their participation in the upcoming consultation has been undertaken. These groups have been invited to share the details of the consultation with their members and on their own internal and external communications channels to ensure wide audience reach.
- 4.5 Engagement meetings, to raise awareness of the route options proposals and encourage formal responses to consultation, have taken place with statutory stakeholders and key stakeholders across transport, business, health, and education sectors. Stakeholder engagement has also been undertaken with accessibility and women and girls groups.
- 4.6 Promotion and awareness raising of the consultation has been delivered in close partnership with District Partner communications teams and community teams. The Communication Teams have supported by cross promoting and sharing details of the route options consultation via partner-owned communications channels. Community

teams have identified events and opportunities for the Mass Transit team to attend and promote the consultation.

5 Next Steps

- 5.1 Work will continue on the development of the SOC+ and preparatory work for the TWAO application. This will be informed by the responses received from the first round of consultation with a view to identifying an emerging preferred scheme in the early part of 2025. This in turn will further inform the SOC+ which is scheduled to be submitted to the DfT in Q2 2025.

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Connecting Leeds Vision Zero 2040 – Annual Update Report 2023-24

Date: 25/09/2024

Report of: Chief Officer Highways and Transportation

Report to: Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Will the decision be open for call in?

Yes No

Yes No

Brief Summary

Leeds City Council formally adopted the Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan, in September 2022. The Scrutiny Board for Infrastructure, Investment and Inclusive Growth committed to receive a progress update annually.

The Leeds Safe Roads Vision Zero 2040 Strategy (the “Strategy”) sets out the ambition that by 2040 no one is killed or seriously injured on the roads in Leeds and details the actions with which it will do so.

The Annual Update Report for 2023/24 attached at Appendix 1 provides information on the progress made in relation to collision statistics and in delivery of behaviour change, engagement, training, engineering and enforcement across the Leeds Vision Zero Partnership.

Recommendations

Members are requested:

- a) To note the content of the Connecting Leeds Vision Zero 2040 annual progress report 2023-24, together with progress made against the targets in the associated Action Plan 2022-2025.
- b) To request that Scrutiny Board members pledge their support to Vision Zero by signing the West Yorkshire pledge and promoting this within their wards. [Vision Zero Pledge - West Yorkshire Combined Authority \(westyorks-ca.gov.uk\)](https://www.westyorks-ca.gov.uk/vision-zero-pledge)

What is this report about?

- 1 In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. It set out its clear aim that Leeds would become a city where you would not need a car. It also signalled a step change in our approach to travel and road danger and set the bold ambition that **by 2040 no one will be killed or suffer serious injuries on roads in Leeds.**

- 2 This change was needed because the number of people killed and injured on our roads had, after falling steadily in the years to 2013, remained roughly the same since then.
- 3 Between 2018 and 2022, road crashes in Leeds killed 105 people and seriously injured another 1,991 (2,096 in total). Behind each statistic, there is a personal tragedy, someone whose health has been impacted or life cut short, families and loved ones traumatised and bereaved and other impacts on those who have witnessed and/or been involved in dealing with the incident on site, particularly amongst the emergency services.
- 4 At the time of writing this report 2023 data has yet to be released by the DfT but is included within this report for illustration purposes for the last 12 months but is still subject to change.

Casualty severity	2017	2018	2019	2020	2021	2022	2023	2024 6 months to end of June
Fatal	15	26	22	11	19	27	13	6
KSI	439	445	459	306	414	556	493	237
All severities	2202	1994	1905	1243	1777	2045	1889	931

- 5 Early indications are that the 2023 figures have seen a reduction in KSI (13 fatalities, 493 KSI and 1889 all severities) against the 2022 figures (new baseline) in Leeds, bucking the regional trend and showing greater decreases than the national figures. We are aware that there have been a number of serious and fatal collisions reported over the summer 2024, so whilst there are some promising signs from the data, we cannot be complacent. 41 people are still being killed or seriously injured on Leeds roads every month (on average). **The only acceptable number is and should be zero.** The 2023/24 update report details the work done to achieve this aim in 2023-2024.
- 6 Key headlines of work delivered in 2023/24:
 - Active partner in West Yorkshire Partnership;
 - Embedding VZ into LCC's policy and practice;
 - Embedding VZ in capital programmes;
 - Delivery of CRSTS safe roads programme of infrastructure and associated behaviour change
 - Awareness raising events to increase public engagement

Leeds Vision Zero Partnership

- 7 The Leeds Vision Zero Partnership (LVZP) includes teams, departments and agencies associated with road casualty prevention and safe roads activities in Leeds and includes representatives from West Yorkshire Police (WYP), West Yorkshire Fire and Rescue Service (WYFRS), National Highways and teams across Leeds City Council, including Influencing Travel Behaviour, Traffic Management, Transport Data, Parking Enforcement, Public Health, Safer Leeds - Anti-Social Behaviour, Taxi and Private Hire Licensing, Fleet Services and Communications.
- 8 The LVZP is currently working through the 3-year action plan (2022-2025) and an update against those actions is included in the report. Some actions have been closed down, some updated / re-worded and a few new actions introduced to coincide with emerging work

streams. A new 3-year action plan will be provided in September 2025 to guide spend and interventions for the next delivery period.

- 9 Workstreams are many and varied but include the following:
 - a) **Data led communications, campaigns and engagement;**
 - b) **Education and training;**
 - c) **Engineering interventions;**
 - d) **Enforcement of traffic offences and ASB**
 - e) **Emergency response and post collision care**

These workstreams provide a framework and the structure for further details provided in the full update report in Appendix 1.

West Yorkshire Vision Zero Partnership

- 10 The West Yorkshire Vision Zero Partnership has a number of different groups to support strategic and local delivery. The Vision Zero Board, which is chaired by the Deputy Mayor for Policing and Crime Alison Lowe, helps advocate and foster commitment for Vision Zero 2040 across West Yorkshire by providing democratic overview and a shared road safety ambition at a regional level. Board representatives from Leeds include the Executive member for Economy, Transport and Sustainable Development, the Chief Officer, Highways and Transportation (Chair of West Yorkshire Vision Zero Executive), and the Head of Development Services (Chair of Leeds Vision Zero Partnership).
- 11 Other groups include the WYVZ Executive, chaired by Leeds City Council Chief Officer Highways and Transportation; WYVZ Steering Group; WYVZ Delivery Group chaired by a Leeds City Council Influencing Travel Behaviour officer; WYVZ Communications Group; WYVZ Data Group and the West Yorkshire Safety Camera Partnership. Representation across the groups includes those from Local Authority Managers, Traffic Engineers and Behaviour Change Practitioners; Public Health; Combined Authority; National Highways; West Yorkshire Police; West Yorkshire Fire and Rescue Service; 3rd Sector Road Safety Charity representatives and specialist Communications staff and Data Analysts.
- 12 Leeds City Council has been a key partner in the partnership in the Region, supporting development and delivery of the WY strategy and pledge. The Partnership launched the West Yorkshire Vision Zero Strategy on 13th August 2024 at Lister Park in Bradford. This is supported by a 3-year action plan for 2024 – 2027.
- 13 The WYVZ strategy and action plan does not supersede Leeds' strategy and action plan. Leeds is committed to support this regional plan but remains focused on the delivery of identified actions for Leeds as set out in our action plan. The next Connecting Leeds Vision Zero Action Plan will be produced for delivery in years 4-6 (2025/26 to 2027/28), this will incorporate any actions from the West Yorkshire Vision Zero Action Plan not currently covered. Regional actions as identified in the Leeds Strategy have been passed to West Yorkshire to deliver on and Leeds will continue to focus on local actions/issues.

What impact will this proposal have?

- 14 Vision Zero is designed to prevent death and serious injury by creating a safe system.
- 15 The human cost of road collisions is tragic and far too high and at the forefront of everything we do, unfortunately there is also a financial cost to road death and serious injury. The average cost of a fatality is reported to be £1.93m; £217k for a serious injury; and £16.7k for a slight injury. This represents significant financial impact to the Leeds economy from continued death and serious injury on our roads. Reducing the number and severity of collisions will assist in the human and financial harm.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

18 Our strategy is aligned to three key objectives which are also the Council's pillars:

- Tackling Climate Change
- Delivering Inclusive growth
- Improving health and wellbeing

Health and Wellbeing

19 The Strategy objectives eliminate road danger through adoption of a safe system approach. Healthy streets provide everyone with better access to education, services and employment opportunities as well as creating an environment where businesses can thrive. A healthy street environment will have far reaching benefits across all our daily lives. In essence streets provide an enormous opportunity for transport to improve everyone's quality of life and broader experience of our city

Inclusive Growth

20 The Inclusive Growth Strategy acknowledges the role of Transport in supporting and delivering inclusive growth in the city. Transport can help develop and regenerate places supporting the economy with the efficient movement of goods and people. The Strategy aims to improve road safety for all communities and improved infrastructure will enable walking and cycling, the cheapest modes of travel, and will expand opportunities in the most deprived localities.

Climate emergency

21 In March 2019 the Council declared a "Climate Emergency". The Strategy is aligned with our Air Quality Strategy 2021-2030 and its action plan. A repeated sentiment from people during engagement was that they do not cycle or walk because they are concerned about safety. Increasing cycling and walking would help Leeds achieve the emission reduction targets. The measures within this Strategy will support an increase in active travel trips by improving the safety and perceived safety of these modes.

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

22 No further consultation has taken place since the adoption of the Connecting Leeds Vision Zero Strategy and Action Plan.

23 Work does continue to actively engage with partners, elected members, stakeholders and community groups as we deliver the Connecting Leeds Vision Zero Action Plan across Leeds to share information and promote road safety awareness.

How has success been measured?

24 The success of this Strategy will not only be determined by what we do, but also how we work with key partners, such as West Yorkshire Police, the Department for Transport, Public Health and Education colleagues, and organisations within Leeds. As a Council, we need to lead by example and make the necessary changes to adopt the "safe system" approach.

- 25 Success is reported against the Strategy's objectives and measures. The Action Plan sets out a series of measures which will be used to monitor progress against our objectives and targets. An annual progress report will be provided to the Chief Officer Highways and Transportation and KPI's reported on an annual basis to Executive Board.
- 26 In order to better track progress to 2040, the LVZP has adopted a WY Vision Zero target which is aiming for a 50% KSI reduction (on 2022 levels) by 2030. This equates to an interim "target" of 512 for 2023/24 for KSI in Leeds. This has been achieved in Leeds, but there is a long way to go to achieve zero.
- 27 To raise awareness across Leeds City Council a Vision Zero Pledge has been produced with staff and councillors asked to pledge their support for Vision Zero to emphasise our commitment to Vision Zero and raise awareness. As one of the largest employers in Leeds with 13,000 staff, we want to lead by example encouraging all those using the roads to take responsibility for their own and other's safety. The aim is to increase the number of pledges and raise general awareness of Vision Zero, especially for those who drive on Council Business.
- 28 At the launch of the West Yorkshire strategy an external pledge was launched for the people of West Yorkshire to show their support. This pledge will be rolled out across Leeds in the coming year to increase public awareness.

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

- 29 The Connecting Leeds Vision Zero Strategy and Action Plan 2040 provides short-, medium- and long-term measures along with regular review to monitor progress to achieve the vision of eliminating collisions where people are killed or seriously injured. Interim targets to align with the West Yorkshire approach of 50% reduction in KSI by 2030 will also be reported against. The Chief Officer Highways and Transportation is directly involved in the delivery of Vision Zero, being Chair of the West Yorkshire Vision Zero Executive and Member of the Vision Zero Board and Leeds Vision Zero Partnership and will be responsible for oversight of implementation in Leeds.
- 30 The Council must embed Vision Zero across different teams and work areas. Whilst capital infrastructure is provided through CRSTS safe road funding there is limited funding available for other required delivery. Ongoing revenue funding is required to enable Vision Zero to be implemented in Leeds.

Conclusion

- 31 The Connecting Leeds Vision Zero Strategy and Action Plan 2040 provides the framework for delivery of a safe system approach to road safety in Leeds. Progress has been made in 2023/24 to implement identified actions and work collaboratively to achieve a common aim. The interim target to reduce KSI to 512 in Leeds in 2023/24 has been achieved but there is still a long way to go. Further support is needed at a local, regional and national level to achieve this.
- 32 The Connecting Leeds Vision Zero Strategy sets out our approach to 2040 and the Partnership will continue implementation of it. By the end of 2025 (the end of the first action plan) we will be able to look forward and project the areas that will need future focus and will form our next 3-year action plan.

Appendices

Appendix 1 – Connecting Leeds Vision Zero 2040 Update Report 2023/24

Background papers

None

Connecting Leeds Vision Zero 2040

Annual Update Report 2023-24

Introduction

In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. It set out its clear aim that Leeds would become a city where you would not need a car. It also signalled a step change in our approach to travel and road danger and set the bold ambition that by 2040 no one will be killed or suffer serious injuries on roads in Leeds. We call this Vision Zero. In September 2022 Leeds City Council adopted its own [Vision Zero](#) Strategy. The Connecting Leeds Vision Zero action plan outlined the activities that would form the first three years of delivery 2022-25. This interim plan focused on the details, and actions we felt we were needed to achieve Vision Zero in Leeds in the initial years of delivery.

The Leeds Vision Zero Strategy aims to have nobody killed or suffer serious injury on Leeds roads by 2040 and the Partnership is working to implement a safe system approach. To achieve this there are five themes that need to function together so that if a collision does happen the likelihood of a fatality or serious injury is much reduced. These themes are Safe Roads, Safe Speeds, Safe Behaviours and People, Safe Vehicles and Post Collision Learning and Care. In addition, messages relating to the updated Highway Code including “those in charge of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger they pose to others” and new Highway Codes support this.

Vision Zero requires delivery by all partners and users of our roads to help protect those most at risk from collisions on our roads. We all have a part to play to make and keep the roads in Leeds safe for everyone. Please look out for others on our roads and “[travel like you know them](#).”

Behind each statistic, there is a personal tragedy, someone whose health has been impacted or life cut short, families and loved ones traumatised and bereaved and other impacts on those who have witnessed and/or been involved in dealing with the incident on site, particularly amongst the emergency services.

Section 1 of this report provides an overview of collision and injury data, which is important context for reviewing progress, targets and activities, as we look ahead to the final year of delivery on the 2022-25 action plan. It also describes a summary of the governance arrangements, namely through the Leeds Safe Roads Partnership, Expert Panel and various West Yorkshire Vision Zero groups.

Section 2 provides an annual update of the progress against the themes integral to Vision Zero which have been amalgamated into the headings below for reporting purposes.

- a) Data led communications, campaigns and engagement**
- b) Education and training**
- c) Engineering interventions**
- d) Enforcement of traffic offences and anti-social behaviour (ASB)**
- e) Emergency response and post collision**

Section 3 concludes the report with a brief statement on our progress towards Vision Zero and considerations for ongoing delivery.

Appendices – the report is supported by the following appendices that can be reviewed for further detail:

1. Map of 20mph zones in Leeds
2. Vision Zero Action Plan Tracker
3. Revised Vision Zero targets
4. NPCC/VMS Calendar
5. Car Seat Height Checker
6. Driving Change Together Poster
7. 2023/24 CRSTS Programme
8. West Yorkshire Police enforcement activity overview

Section 1 – Vision Zero data context and governance arrangements

Collision and injury data

Road collisions are recorded as either slight, serious or fatal. In April 2021 the national system for recording this changed over to a new system, known as Collision Reporting and Sharing System (CRaSH) which has resulted in more collisions being recorded as serious rather than slight. Road safety data is routinely analysed on rolling 5-year periods. Data prior to the change is now referred to as Pre-Crash data. This pre-crash data is adjusted using DfT adjustment factors to enable comparison of pre and post-CRaSH data.

In order to better track our progress, we are now reporting against a WY Vision Zero target which is aiming for a 50% reduction in Killed & Seriously Injured (KSI) reports (on 2022 levels) by 2030.

Early indications are that the 2023 figures have seen a reduction in KSI (13 fatalities, 493 KSI and 1889 all severities) against the 2022 figures (new baseline) in Leeds, bucking the regional trend and showing greater decreases than the national figures. Leeds recorded a decrease of 11.3% in KSI casualties in 2023 from 2022, whereas there was little change in national figures and a reduction of 2.6% in West Yorkshire as a whole. National casualties of all severities reduced by 3% from 2022 to 2023, 4.6% in West Yorkshire and 7.6% in Leeds. The largest reduction in 2023 from 2022 was in the number of fatalities, which decreased by 51.9% in Leeds. This is compared to a 4% decrease nationally and 23% for West Yorkshire as a whole. Although this is promising, trends must be viewed over a period of time and we must not become complacent. 13 people still lost their lives on the roads in Leeds. **The only acceptable number is and should be zero.**

Analysis of collision data has identified the most commonly recorded contributory factors are what is known as the “Fatal Five” behaviours; speed, no seatbelt compliance, driving distracted, drink and drug driving and careless driving. The most

common reason for a collision being recorded as ‘failed to look properly’ and ‘failed to judge other person’s path/speed’.

One of the fundamental tenets of Vision Zero is that any interventions are data led. When setting work programme for the team data analysis ensured resources have been maximised and focused where the data has identified patterns.

Who is causing harm on roads in Leeds?

Car drivers are the road user group most frequently involved in KSI collisions. The most frequently occurring KSI collision types are:

- Car drivers colliding with pedestrians
- Car drivers colliding with another car injuring drivers and passengers
- Car drivers colliding with pedal cycle riders
- Car drivers colliding with motorcycle riders
- Car drivers in single vehicle collisions
- Car drivers involved in collisions involving 3 or more vehicles
- Motorcycle riders in single vehicle collisions

Where do KSI collisions occur in Leeds?

- 56% of KSI collisions occur on unclassified roads or C roads (opposed to on motorways, A roads or B roads)
- 72% of KSI collisions occur on single carriageway roads
- 13% of KSI collisions occur on 20mph roads (see Appendix 1 for a map of 20mph roads in Leeds)
- 55% of KSI collisions on 30mph roads

2023 Casualties in Leeds, by road user groups

Road User Group	KSI	All severities
Children	61	219
Pedestrian	115	315
Pedal cycle	73	252
Motorcycle	57	112
Car, Taxi, private hire, minibus	218	1103
Other vehicles	30	105
Total	493	1887

Data headlines

The top five priorities identified from the data that need to be considered for designing Vision Zero interventions are:

1. Car occupant
2. Child KSIs (pedestrian and car occupant)
3. Young drivers (16-24 and 25-39)
4. Pedestrian KSIs (other ages)
5. Careless driving - especially failure to look

Vision Zero governance arrangements

Leeds Vision Zero Partnership

The Leeds Vision Zero Partnership (LVZP) includes teams, departments and agencies associated with road casualty prevention and safe roads activities in Leeds and includes representatives from West Yorkshire Police (WYP), West Yorkshire Fire and Rescue Service (WYFRS), Yorkshire Ambulance Service, National Highways and teams across Leeds City Council, including Influencing Travel Behaviour, Traffic Management, Parking Enforcement, Public Health, Safer Leeds - Anti-Social Behaviour, Taxi and Private Hire Licensing and Fleet Services.

The governance of LVZP has been revised during this second year so that it can focus more closely on the delivery of the Action Plan tracker (see Appendix 2).

Theme leads have been established to focus on Engineering (Safe Roads and Safe Speeds); Safe Behaviours; Safe Vehicles and Enforcement; Education and Community Action; Communications; Data; and Post Collision Learning and Care. Each subgroup area has a designated (LCC Highways & Transportation) theme lead with accountability for the delivery of key strategy targets. These theme leads will report to the Vision Zero Partnership board on an agreed timescale, currently 6-weekly. These theme leads report back to the West Yorkshire Steering Group and Executive via highlight report.

A comprehensive review of the targets was undertaken by the Partnership to reflect what has already been achieved, what needs achieving in the next 12 months and looking ahead to the setting of the next 3-year action plan. An update of the progress made against the targets, along with the new target wording is included in Appendix 3. As a partnership, opportunities to improve our use of data and find other sources

of information have helped us to better understand how to deliver Vision Zero. The Leeds and West Yorkshire Vision Zero Data Groups have analysed data from other sources such as: insurance data (uninsured drivers), near miss data, West Yorkshire Fire and Rescue cut-outs, West Yorkshire Police damage only collisions, the NHS, and Coroner's reports.

Expert Panel

The Leeds Vision Zero Expert Panel comprises of a broad range of stakeholders with personal, academic and/or professional expertise and interest in road danger. Roads, footways and cycleways are essential to how we live. We depend on them in getting to work or school, for visiting friends and relatives, for going shopping, and for socialising. We all use them in some way, by walking, riding, driving or travelling as a passenger. Using the roads will always involve an element of risk, but Leeds Vision Zero Partnership Board works to reduce this risk, to design & support a transport system that is forgiving of mistakes and puts the needs of people first. The Expert Panel is called upon by the Leeds Vision Zero Partnership Board to help inform the Partnership's work. The Expert Panel helps the Board to utilise local expertise to learn and implement best practice as well as being a "critical friend" to the work we do.

The Expert Panel helps fulfil the Partnerships board's ambition to work collaboratively and innovatively to ensure that by 2040 no one is killed or seriously injured on our roads. The meetings take place every 6 months.

West Yorkshire Vision Zero

Leeds City Council has been a key partner in the West Yorkshire Vision Zero Partnership and is represented on all groups. The Chief Officer for Highways and Transportation chairs the West Yorkshire Vision Zero Executive, the Head of Development Services is Deputy Chair for Steering Group and the West Yorkshire Vision Zero Delivery Group is chaired by an Influencing Travel Behaviour officer. Officers are also actively involved in the West Yorkshire Comms and Data groups.

Participation in these groups ensures that Leeds are fully abreast of regional developments and, importantly, have a key role to play in influencing and driving

forward strategy and delivery across West Yorkshire. Officers have also supported the development and delivery of the West Yorkshire Vision Zero strategy and pledge.

Emerging national policy context

A National Road Safety Strategy is awaited from Central Government with national action required to assist in delivery of changes to Graduated Driving Licences; Establishing a Road Safety Investigation Branch; Adopting Advanced Vehicle Safety Regulations. These national actions will be an important element of delivery of our aim for Vision Zero

The intention to develop a National Road Safety Strategy is welcomed to provide further policy framework for Vision Zero and hopefully also further funding to support implementation of measures, but details for this is not known at this stage.

Section 2 – Update of 2023/24 workstreams

a) Data Led Comms/Campaigns and Engagement

Raising Vision Zero Awareness

Leeds Safe Roads Vision Zero Partnership and West Yorkshire Vision Zero groups are working in new ways to spread messages to road users about Vision Zero and the fatal five behaviours: speeding; drink and drug driving; distraction (including mobile phone use at the wheel); not wearing seatbelts and careless driving (including failure to look).

Communications

Communications are largely focused on raising awareness of road safety issues, interventions and campaigns in Leeds via social media output on Connecting Leeds' X and Facebook pages. The content is in line with national / local campaigns ([see here](#)) and the National Police Chief Commissioners' Communications Calendar (NPCC) detailed in Appendix 4. Regular posts also highlight work carried out in the community and with schools, as well as completed Vision Zero engineering schemes.

Comms Officers in the Influencing Travel Behaviour (ITB) team are also working alongside the wider Connecting Leeds team to ensure road safety and Vision Zero messages are included in the communications for large road infrastructure schemes such as Armley Gyratory, and that road safety behaviour change is included in the planning of these schemes.

The action plan identified a need for a dedicated Leeds Vision Zero Partnership website to communicate and outline responsibilities for addressing road danger in Leeds, publish data and provide an improved facility for people to suggest road safety improvements. However, the leeds.gov.uk website is a trusted platform for people living and working in Leeds. It has therefore been decided to refresh and relaunch the appropriate pages of Leeds City Council's website instead.

The ITB team have updated the content of the road safety pages to reflect the Vision Zero focus. This includes links to partners websites such as West Yorkshire Police and West Yorkshire Fire and Rescue Service. In addition, the team have recently provided Post Collision Learning and Care information for the West Yorkshire Vision Zero website.

ITB continue to use other platforms as a tool to promote Vision Zero. This includes Leeds for Learning to communicate with Leeds education providers – 18 articles were published in 2023/24 compared to 10 in 2022/23. Variable Messaging Signs (VMS) that are sited across the city have a programme of road safety messages programmed onto them to display in line with NPCC calendar (Appendix 4).

The Vision Zero Pledge

In recognition of the need to raise awareness of Vision Zero as a core Council strategy, all Leeds City Council staff have been asked to pledge their support for Vision Zero, to emphasise the organisation's commitment. The Vision Zero pledge raises awareness and encourages staff to commit to the strategy. To date 897 staff and councillors have signed up.

Internal events to raise Vision Zero awareness include inputs at team meetings, away days and full council meetings. Some services have added Vision Zero to their appraisals. Insite (LCC's intranet), payslips and email footers have been used to promote the pledge.

At the launch of the West Yorkshire strategy an external pledge was launched for the people of Leeds to sign their support.

In-Car Safety

Data suggests that work is required to raise awareness of the legislation and importance of children using the appropriate seat or seatbelt when travelling by car. This is addressed through ongoing comms and education work with communities and schools / parents. The ITB team have also recently developed resources to educate childcare professionals in communities, schools, nurseries and children's centres about child car seat legislation.

For those who use car seats, it is imperative that they are fitted correctly to provide adequate protection in the event of a collision. For this reason, six car seat checking

sessions for members of the public were funded in Autumn 2023 and delivered by an external provider (Good Egg Safety). 169 car seat checks were carried out. Of these, 101 (60%) were found to be incorrectly fitted. 76% of errors were minor. However, 23 major errors were identified, and one seat was found to be incompatible with the child / car. This is very much in line with other regions using the same service. WYVZ Partnership has subsequently funded a further five checks for each district to be held in Summer 2024.

Leeds City Council's ITB team have purchased 10 car seat height checkers that will be given to primary schools/nurseries in targeted areas of Leeds during the academic year 2024/25 (example in Appendix 5). These enable parents/carers to easily check if car seats are appropriate to the age and size of their child.

Child Friendly Leeds - Wish 6 / Children's Lord Mayor

The voices and views of young people are at the heart of making Leeds a child friendly city. In 2023, Leeds City Council refreshed the 12 wishes that young people said would make Leeds a better city for them to play and live and grow up in. The ITB team jointly leads on [Wish 6](#) ('Children and young people can travel around the city safely and easily') as it ties directly to Vision Zero aims, and provides the opportunity to engage with the young people of Leeds. Wish 6 was heavily promoted in March 2024.

Short term goals for Wish 6 were increasing the delivery of cycle training to children and adults, developing a new parent road safety resource and the update of all existing lesson plans on Leeds For Learning to optimise Vision Zero and safe and sustainable travel messages. These have been achieved and new short-term goals, including a children's vision zero pledge, will be identified at the start of the academic year

ITB also supported this year's Children's Lord-Mayor at his summit in May 2024, using the opportunity to promote Safe and Sustainable messages with 100 primary school students attending. The Children's Lord-Mayor has also provided a voiceover for a [school gate parking video](#) highlighting the dangers of inconsiderate parking for emergency vehicles outside schools.

Community Engagement

When developing the Vision Zero strategy, the Partnership identified the need to communicate more effectively with communities, to reassure them that their concerns are being considered. Local people are among those who are best placed to alert us to road safety issues in their neighbourhoods. During the last 12 months the Partnership have worked on raising awareness of Vision Zero among communities in Leeds. Ways to hear from groups of people whose views are under-represented are actively sought: victims, young people, those from minority backgrounds, women and others who may be less likely to share their concerns.

During Summer 2024, the ITB team have attended eight Breeze events across the city, using them as an opportunity to share Vision Zero, child car seat and pedestrian safety messages. In late August, the team collaborated with National Highways on a pilot engagement event at Skelton Lake Services to raise awareness of drink and drug driving among attendees arriving for Leeds Festival.

Amplifying partner campaigns

ITB has also worked closely with our partners to maximise the value of their road safety campaigns by amplifying the messages on our social media and comms channels – some examples from National Highways include:

- [TRIP](#)
- [Considerate Drivers](#)
- [Litter](#)
- VMS messaging to support drink/driving campaigns for Christmas and Euros.

b) Education and Training

The Influencing Travel Behaviour (ITB) Team continues to offer road safety education, training and engagement to those road users who are at most risk of harm.

The Leeds Education subgroup was established in 2022 to co-ordinate and promote delivery of education interventions and campaigns across Leeds. The group meets half-termly and includes representatives from Leeds City Council, West Yorkshire Police and West Yorkshire Fire & Rescue Service. Over the last year, the group have developed and shared new resources for parents and schools, as well as a calendar of key campaigns and events to promote in settings.

In addition to interventions covered in this section, West Yorkshire Police offer 'PolEd' online lesson resources for schools and colleges to deliver. To date in Leeds, 95% of primary schools and 98% of secondary schools have registered to access the resources. Work is ongoing to track downloading and usage of the lessons.

Primary Schools

Road Safety training continues to be delivered in primary schools across Leeds, prioritising areas of the city with the highest number of child casualties. The team offer a programme of practical pedestrian, transition and scooter training as well as class-based road safety education for all age groups. A suite of road safety resources for schools to use in addition is also available on Leeds for Learning.

In the financial year 2023-2024, 28,955 children received road safety input from the Influencing Travel Behaviour team. This is a significant increase on the 18,510 reached last financial year. Of this figure, 20,787 have taken part in classroom education, been part of an assembly or watched the road safety pantomime. 6,677 have undertaken pedestrian training, 1877 scooter training, 425 transition training (Year 6 to Year 7). 2,926 young people with recognised Special Educational Needs and Disabilities (SEND) took part in training and classroom sessions. ITB has developed parent resource packs to be sent home following school-based training, in order to reinforce vital road safety messages.

Secondary Schools and Colleges

Secondary school input is provided by a variety of partners including WYP and WYFRS.

Theatre in Education (TIE) for Year 7 pupils has been funded by the West Yorkshire Vision Zero (WYVZ) Partnership. Performances and workshops cover pedestrian safety, peer pressure and distractions. In the last academic year, TIE was delivered in 20 Leeds schools, to 4509 students and 142 staff members.

Additional interventions delivered by members of the partnership over the last year include:

- "Project Edward" – multi-agency road safety engagement day at Temple Moor Academy delivered by WYFRS

- 10 additional sessions delivered by WYFRS Youth Interventions team – small group talks to 3-day targeted interventions, funded through external budgets such as WY Mayor’s Safer Communities Fund and LCC wellbeing fund
- Road safety presentation and extrication at Garforth Academy delivered by WYFRS crew members
- ‘One Life Lost’ young driver intervention delivered by WYP Roads Policing Officers at Boston Spa Academy. This intervention has been re-launched and is available for 2024/25 academic year
- Five schools participating in the ‘Active Travel Ambassadors’ programme delivered by Modeshift

Further details of young driver interventions delivered in schools, colleges and communities can be seen in the ‘Young Driver’ section below.

Independent Travel Training

Leeds City Council has a very successful, award-winning Independent Travel Training (ITT) Programme, during which children and young people with learning and/or physical disabilities are trained to travel independently. Children and young people who are eligible for home-to-school/college transport from Leeds City Council can also benefit from a bespoke training package organised and provided by the team. This involves pupils practising their journeys between home and school or college with a dedicated Travel Buddy who will assist them in developing their skills and confidence, generally over a period of weeks. Eventually, the young person will be able to safely travel independently to and from school or college.

Independent Travel Training can deliver significant cost savings to the local authority as well as empowering young people to access to education, employment and leisure opportunities more safely. The ITT team are supported by the ITB team to ensure that all road safety training is delivered to a high standard. In the academic year 2023/24, 50 young people were trained.

School Streets

In Autumn 2023, three new School Streets were launched at Blenheim, Bramhope, and Birchfield Primary Schools. A total of fifteen schools are now participating in the scheme across the district - [School Streets \(leeds.gov.uk\)](https://www.leeds.gov.uk/school-streets)

School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health, and road danger. A School Street scheme encourages a healthier lifestyle and active travel to school for families and lead to a better environment for everyone. Evaluation of the first two phases of School Streets (delivered in 2020) revealed that there was a six percentage-point increase in active modes (walking, wheeling and cycling) on average across all sites. Additionally, before School Streets, 65% of families reported being concerned about road safety. After the School Streets were introduced, this dropped to 34%.

Whilst some School Streets are embedded and work very well, some still have issues with compliance. West Yorkshire Police and Parking Services Civil Enforcement Officers visit each of the School Streets periodically to remind drivers about the Orders. Following several warnings, the first penalty charge notices for contravening a School Street Order were issued in February 2024.

Temporary retractable barriers which help School Street stewards encourage compliance and make School Streets more visible have been trialled at three School Streets with positive initial results. Full results from the trials will inform whether these barriers can be used at more School Street locations.

Two more School Streets will be launched in September 2024 at St Bartholomew's C of E and Ireland Wood Primary Schools bringing the total number up to 17. These two new school streets are also joining the barrier trial.

Bikeability

ITB continue to administer the Bikeability contract with our provider, Cycle North utilising DFT funding. From September 2023 to July 2024, 13,340 children took part in Bikeability (1266 Balance, 1727 Learn to Ride, 1155 Level 1, 8533 Level 1 and 2, and 659 Level 3).

ITB were successful in obtaining additional funding through the Capability Ambition Fund (CAF) to provide additional Balance (500) and Learn to Ride (300) places. This funding has been used to address an identified gap in young people's basic cycling skills at both primary and secondary age, enabling more young people to take part in the Bikeability courses at their schools.

Our commitment to improving cycling accessibility to Bikeability for pupils with Special Educational Needs and Disabilities (SEND) was emphasised in the retendering of the Bikeability contract in 2023 and is also reflected in the 1667 children with SEND trained last year. The Bikeability Trust identified Leeds as the top local authority for providing training to SEND children.

Adult cycle training is funded through and managed by City Connect. In the last year, the adult cycle training target was exceeded, with 1158 sessions delivered in Leeds.

Younger Drivers (16-24)

A pilot project aimed at young drivers was funded through the WYVZ Partnership in the 2023/24 academic year. This was delivered by the TTC Group, who also deliver the NDORS speed awareness courses on behalf of West Yorkshire Police. In Leeds, this was delivered in 6 settings, with 15 sessions in total, attended by approximately 350 young people. Trainees at the Appris apprenticeship provider based in Bradford but living in Leeds also received the session. This intervention is continuing in 2024/25 academic year.

WYFRS Youth Interventions Team also delivered a pilot project in 2023/24, aimed at young people at risk of instigating blue light services through their behaviour. These targeted interventions include one- and three-day sessions. In Leeds, these were delivered in three settings to 24 young people. This project will be expanded in the 2024/25 academic year, funded by the WYVZ Partnership.

Older Drivers (60+) Driving Change Together Project (DCT)

In 2023, the ITB team worked alongside the Leeds Older People's Forum (LOPF) who had been successful in obtaining funding from the Road Safety Trust to explore road safety issues encountered by older drivers. As part of the project, LOPF worked closely with older people to understand 'what works' in Leeds to encourage older drivers to assess their driving ability as they age and consider alternative forms of transport.

Following five focus group sessions and three engagement events involving 200 older people, the LOPF created the Mature Driver Appraisal (MDA) in collaboration with the William Merritt Centre (WMC). The scheme is based on older driver assessment models used in other areas of the country. The MDA scheme was

launched in November 2023 as part of Road Safety Week, with the aim of 50 appraisals being completed.

The ITB team supported the project with comms and background data. Posters (example in Appendix 6) and articles in local press including the Yorkshire Evening Post were used to promote the sessions.

Forty older people aged between 72 and 90 undertook an MDA between Nov '23 and March '24. The majority of participants were assessed as being fit to drive and welcomed this reassurance. However, two participants failed the required number plate distance read and one voluntarily surrendered their licence due to not feeling in control.

In addition to those taking part, nine individuals who enquired were referred for a more detailed clinical assessment due to health challenges.

The success has prompted Leeds City Council and WMC to work with the Older Drivers' Forum as part of a larger Road Safety Trust Grant project. This involves the development and delivery of a nationwide Mature Driver Appraisal, reporting the findings back to DFT. Leeds is one of five local authority areas involved in the project, due to start in November 2024.

c) Engineering

An independent review of the speed limits on Leeds' A and B roads was completed following the publication of new guidance published to the Department for Transport. This resulted in several increases and decreases of speed limits which have all now been implemented. Building on the commitment from Leeds City Council to Vision Zero, a new review of speed limits in both the rural and urban setting has been undertaken with a view to reducing the number and severity of injury collisions. This has identified a program of scheme (Appendix 7) as part of the CRSTS programme to further expand the 20mph speed limits into areas of high pedestrian demand, e.g. town centres and to reduce the national speed limit on some rural roads. This has resulted in six locations having the national speed limit reduced from 60mph to 50mph changes over the summer and a programme of eight new district 20mph schemes being issued for implementation. Future locations will be considered on a

case-by-case basis. Speed limit reviews/ changes can be made to the Traffic team directly.

The Traffic team continue to work with Leeds City Council IT to improve the speeding concerns reporting process and this will be linked into the improvements being sought to the road safety pages of Leeds City Council's website.

Leeds City Council has this year completed the delivery of the 20-mph zone programme on all suitable residents streets across the City. Analysis of this work and the road safety benefits will continue to be reviewed.

The West Yorkshire Safety Camera Partnership, independently, and ahead of Central Government guidance has completed a safety camera review in West Yorkshire which was implemented in February 2023 (West Yorkshire Safety Camera Deployment Strategy).

52 new community concern sites for mobile speed cameras have been delivered since the new criteria was implemented (20/02/23 to 09/09/2024) and eight new Police bays have been implemented to support speed enforcement duties.

Three new average speed camera sites have subsequently been implemented and are operational since the change in the criteria, Dawson's Corner to Bramley, Dawson's Corner to Thornbury and Rein Road. A new average speed camera scheme is at the present time progressing on the A58 (M) Leeds Inner Ring Road for implementation early in the new year.

Leeds City Council has also recently completed the installation seven new movement violation cameras and the impact of these enforcement cameras in safety and driver behaviour is at the present time being monitored.

The City Region Sustainable Transport Settlement (CRSTS) Safe Roads is a capital fund of £8.65m for Leeds over the 5-year settlement period from 2022/23 to 2026/27. The fund is administered through the WYCA appraisal framework. A delivery update of the Leeds Programme for 2024/25 is provided in Appendix 7. This covers different elements of capital infrastructure including:

- Sites and Lengths for Concern
- Cluster Sites
- Speed Limit Reductions
- Traffic Calming
- Pedestrian Crossing Provision
- Mobile hardstandings for Safety Camera Deployment
- Safety Cameras, Red Light Violation and TMA pt 6 Traffic Enforcement Cameras
- Accessibility Works

CRSTS ITB Behaviour Change activity

For the first year of the Vision Zero action plan, there was no specific budget allocated to Vision Zero delivery and all training and initiatives were provided through existing revenue budgets. The second year has benefitted from a directorate initiative to maximise the ability to recharge to capital/funded works and target education, training and publicity where new infrastructure has been identified and installed. Training content has been updated to reflect how this new infrastructure works and its benefits for all age road users and road user types. CRSTS funding has been used to complement engineering schemes in Year 1 and 2 locations through pedestrian and scooter training in schools, road safety education sessions, Speed Indicator Device work and School Travel Planning support. This approach to planning and delivering complementary behaviour change activity will continue for the remainder of the 5-year CRSTS programme.

d) Enforcement

Since the adoption of the Vision Zero Strategy in Leeds, careless driving has been added to the previous list of behaviours to create a 'Fatal Five' (also including Speeding, Distractions, Drink / Drug Driving and Seatbelt non-compliance). This change has been adopted across West Yorkshire and has been incorporated into West Yorkshire Police enforcement operations. This section provides a summary of key enforcement activities and outcomes delivered in Leeds by the Partnership.

West Yorkshire Police – Roads Policing Unit

Enforcement activity by the eastern area Roads Policing Unit (RPU), covering Leeds and Wakefield Districts has increased over the past 12 months compared to the previous 12-month period. Traffic offence reports issued to drivers in respect of

'Fatal Five' offences has increased by 9% from 4305 to 4699 in the 12-month period to July 2024. A further breakdown of these offences can be seen in Appendix 8.

NPCC Roads Policing Campaigns

West Yorkshire Police Roads Policing Units continue to engage with national NPCC Roads Policing campaigns in addition to routine enforcement activities. Examples include:

- Pre-Christmas drink drive campaign (November/December) – extensive communications plan aimed at preventing and detecting drink/drug driving on the run up and during the festive period.
- Mobile Phones/distraction offences (19th February to 10th March 2024) - over 50 offences prosecuted
- 'Fatal 5' (1st to 28th April 2024) - a month-long proactive operation targeting Fatal 5 offences. Local Districts were also engaged and supported the operation at a local level through District SPOCs. Throughout the month a total of 6142 Fatal 5 offences were detected and enforced across the Force through the issuing of tickets and/or arrests.

Op Scalp

Commencing 27th June 2024, this 14-week Force wide proactive Roads Policing operation is part funded by the Motor Insurer's Bureau (MIB) and Vision Zero Partnership targeting uninsured drivers in support of the Force Vision Zero Roads Policing strategy.

The operation involves at least two dedicated deployments per week with District officers working with RPU officers, focussing on offenders in the Top 10 uninsured postcodes in West Yorkshire. The first month of the Operation in Leeds saw 54 drivers stopped and 39 with further action taken.

Project Apex – Motorcycle Operation (NE Leeds/North Yorkshire border)

Building on the success of the two days of action in 2023, further funding was secured for four of the five Bank Holidays in 2024. These days of action not only aim to reduce fatal and serious motorcycle collisions but also test collaborative working

across police borders by sharing information and intelligence against a policing problem that involves motorcyclist taking long journeys.

Over the Easter weekend, West Yorkshire did not suffer any motorcycle collisions at all. Over 40 bikers were spoken to and engaged with, and no enforcements were issued.

Commercial Vehicles – Partnership Operations

DVSA/VOSA site A1 Wetherby - Working with North Yorkshire Police and DVSA, regular proactive operations are now being scheduled to proactively target and enforce commercial vehicle offences. Examples of outcomes from these operations include:

- **23/01/24** - A total of 20 commercial vehicles were stopped and subject of a full inspection. Advisory notices and enforcement action taken in response to a range of identified issues.
- **25/03/24** - A total of 24 commercial vehicles were stopped and subject of a full inspection. 20 light goods vehicles were subject to examinations and found to be seriously overweight – action taken in each case. 4 vehicles subject to ADR (Dangerous Goods) regulations were examined with the 2 were found to be in breach of regulations and prosecuted.

Operation Brigantia 17th - 23rd June 2024 - this National Highways led focussed on enforcement of commercial vehicle safety legislation. 60 vehicles were stopped as part of the operation. A wide range of tickets / processes were issued during this operation including:

- 40 Traffic offence reports, for insecure loads, seatbelts and defects such as cracked windscreens and bald tyres
- 30 Graduated fix penalty tickets Overweight and tachograph offences to both UK and overseas drivers

- 3 x 165 seizure and 3 x Report for Court. (One of the seizures was an 18000kg truck 5000kg overweight, insecure load and no insurance, One no Insurance and the other was for Disqualified Driving)
- 2 x VDRS
- 18 Immediate Prohibitions Dangerous parts/condition
- 6 Delayed Prohibitions
- 2 x Abandoned Vehicles

Further operations are scheduled throughout the year.

National Highways has also run **Operation Pennine**, working with police forces in Yorkshire North East and North West utilising the Tramline cab. This was a month-long operation along the M62 corridor in October 2023.

West Yorkshire Camera Enforcement Unit 1/8/2023 – 31/07/2024

The WYP Camera Enforcement Unit enforces speed limits across the urban road and strategic road network on behalf of the West Yorkshire Safety Camera Partnership (WYSCP). The Enforcement Unit uses a combination of mobile speed enforcement vans and fixed cameras at over 400 enforcement sites across the county. This includes 118 static and 71 mobile enforcement sites in the Leeds district. 49 mobile enforcement sites have been set up in direct response to community concerns.

Using the latest average speed camera technology combined with ‘spot speed’ and red-light violation cameras, the Unit detected 81,173 offences in the 12-month period to 31 July 2024. A breakdown of these offences can be seen in Appendix 8.

The introduction of a new strategy in February 2023 increased the opportunity to respond directly to speeding concerns in communities *before* a collision occurs. Since the launch of the new strategy a total of 84 potential new community concern sites have been evaluated assessed in direct response to concerns from local communities with active enforcement being undertaken at 49 during the period in question.

The Camera Enforcement Unit also works closely with National Highways and uses a range of camera technology to enforce speed limits and ‘Red X’ lane infringements on the motorway network. During this 12-month period, enforcement on the M621

using a temporary average speed camera system has taken place to protect the workforce during planned roadworks and a full permanent average speed scheme will be commissioned in late 2024.

Operation SNAP – online dashcam / video portal

Overall digital submissions by the public to Operation SNAP continue to rise by 15 - 20% year on year. The action plan set a target of a 5% increase in submissions each year by all partners. Submissions from Leeds continue to increase more than this target and it has been agreed to focus efforts to increase the submissions from underrepresented groups such as horse riders and motorcyclists. The ITB team continue to promote Operation SNAP at all events to increase the reach and public awareness of the portal. Social media and radio campaigns are also being used to raise the awareness in under-represented groups/districts.

Between 1st August 2023 and 31st July 2024, a total of 8879 digital submissions were received via the Operation SNAP portal. 3324 (37%) related to an incident in the Leeds district. 69% of all Leeds submissions have resulted in further action being taken following the initial assessment of the available evidence. This compares to 67% for all WY submissions.

- 57% of Leeds submissions resulted in the offer of an approved driver retraining course (54% WY).
- 11% resulted in a conditional offer of fixed penalty (3 penalty points and fine). This compares to 13% for WY.
- 1% of all submissions proceeded directly to court compared and is in line with the rest of the county.

41% of Leeds submissions are from vehicle drivers (49% WY) but the high level of take-up of this service amongst cyclists continues with 44% of total Leeds submissions being recorded from this group of road users (36% WY).

A detailed breakdown of outcomes for Operation SNAP can be viewed in Appendix 8.

Operation SPARC (Supporting Partnership Action to Reduce Road Casualties)

In Spring 2023, Highways Board approved a further round of funding for Operation SPARC (£70,000) to fund police overtime, specifically to target fatal five enforcement offences in areas of concern. Since June 2023, 1969 offences have been identified by 1754 individual drivers, 173 vehicles were seized (139 with no insurance, 24 stolen or abandoned, one vehicle being used in a manner which causes alarm, distress or annoyance and nine for no tax). 34 arrests were made, 21 for being over the prescribed limit and 13 for other offences that became apparent post-stop.

As this funding has now been fully allocated, ITB are actively seeking alternative funding streams to continue this Operation.

Taxi & Private Hire Licensing (TPHL) Vehicle Checks

Vehicles are routinely checked by Leeds City Council's Taxi & Private Hire Licensing (TPHL) team when they are first licensed and when the vehicle reaches eight years. They are then checked every year until 15 years, after which they are removed from the fleet.

Between 1st September 2023 and 1st September 2024, 2847 routine vehicle inspections took place, 1159 of these for an age extension and 821 new vehicles. 626 vehicles had to be retested.

The TPHL enforcement team also undertake random roadside vehicle. During the same period, 2481 of these checks were carried out – 1882 on vehicles licensed by LCC, 599 licensed by another West Yorkshire authority. As a result, 166 vehicles (143 licensed by Leeds) were suspended from work due to being unfit. These vehicles cannot be used for TPH work until they have been returned for checking and deemed to be safe. In addition, 61 drivers were given notices to improve elements of their vehicles.

Ongoing vehicles checks by the enforcement team, alongside partners including West Yorkshire Police, WYCA and DVSA, have taken place. Between January and July 2024, 17 operations took place, with 715 vehicles checked. 48 vehicles had vehicle suspensions issued and 24 had deferred suspensions issued.

E-Bikes

Liaison between Leeds City Council and West Yorkshire Police regarding the use of illegal and anti-social e-bike use in Leeds continues.

Leeds City Council's on-street teams are tasked with asking riders to slow down where riding too quickly, and there is regular liaison with companies such as Deliveroo and Uber Eats. As a result, Deliveroo have sent notices to their riders, asking them to ride more carefully in pedestrianised areas. In addition, multi-agency 'Rider Engagement Events' attended by Leeds City Council, the Police and Deliveroo have been held in Leeds. These provide the opportunity to speak with riders and provide safety information and training.

Nuisance Vehicles

The Citywide Nuisance Vehicle Public Service Protection Order (PSPO) has been in place for just over 12 months, operated by Safer Leeds. To May 2024 there were 20 Fixed Penalty Notices issued, all of which have been paid, with no prosecutions.

This represents a small proportion of the actual Notice of Offences that have been issued by the Police with the remainder being rejected due to the standard of evidence. Work is ongoing regarding the detail that is recorded to ensure the fine is issued.

All tickets issued were for car meets/racing on the A650 at Drighlington in September 2023. Since then, officers are usually engaging and educating rather than enforcing. Police officers are often unable to respond in a timely manner and often by the time they do deploy, those participating in the vehicle ASB are long gone. Work addressing known ASB hotspots is still ongoing.

The Police Off Road Bike team recently made a significant arrest thought to be the leader of a local motorcycle gang. This group have a large audience of followers on social media accounts where they post videos of themselves in balaclavas with faces fully covered, pulling stunts on illegal motorcycles on roads in Leeds. The Police seized over 70 exhibits from the address which included a van, a car and three motorbikes. Between them they were arrested for the following offences:

- Possession with intent to supply Class B drugs
- Public Nuisance
- Dangerous Driving
- Money Laundering

- Participate in the criminal activities of an Organised Crime Group.

Community Speed Awareness scheme

Following the refresh and update of the road safety webpages, a new community guide to deal with local speed problems has been drafted. The ITB team have sourced a suitable Speed Indication Device (SID) that can be used by Neighbourhood Policing Teams, ward members, parish councils and local community groups. Following a successful trial, more additional machines will be purchased to replace the outdated models currently held by NPTs. ITB will relaunch the Community Speed Awareness scheme using the new SID from September 2024.

e) Emergency Response and Post Collision

If the Safe System works, there will be no need for this as a separate theme, but it is vital to support it while we work towards our vision. It has been agreed that West Yorkshire will lead on this target, but we will also continue to work towards the Leeds response and a theme lead was appointed in the latter half of 2024. They have begun to establish links with the caseworker recently appointed by the road safety charity Brake, who will be working to support families across West Yorkshire bereaved by a crash. The theme lead has also researched the emotional, financial, and legal support services available across Leeds and West Yorkshire for victims, families, friends and those directly and indirectly affected by a crash. Contact information for these services has been shared via the West Yorkshire Vision Zero website because LCC website protocols prevented some links being shared. Comms content will amplify the information, and it will also be shared through Connecting Leeds.

The ITB team has identified a need for training about how to apply trauma informed practice principles when working with those affected by collisions. The theme lead is exploring the resources available in Leeds and elsewhere and attended a Trauma Informed Community of Practice event in early September organised by the Leeds Integrated Trauma Informed Practice Team. Our intention is to apply a trauma-informed approach to all our work, and it will inform the resources, training and awareness sessions we provide for communities and schools.

NPCC RoadPeace Challenge – 13th to 19th May 2024

Officers and staff from West Yorkshire Police took part in a national challenge to raise road safety awareness, in support of the RoadPeace charity.

Colleagues from across the Force aimed to total 1,766 miles of running, walking, cycling or horse riding in a week as part of the RoadPeace Challenge. They aimed to reach the specific target between May 13th and 22nd to commemorate the 1,766 people killed on the UK's roads in 2022. They reached the target comfortably by achieving a total of 2,895 miles.

The aim of the event was to bring together the emergency services, bereaved families, businesses, schools and communities to make a united stand against road death and injury.

Section 3 - Conclusion

The Connecting Leeds Vision Zero Strategy and Action Plan 2040 provides the framework for delivery of a safe system approach to road safety in Leeds.

Strong progress has been made in 2023/24 to implement identified actions and work collaboratively to achieve a common aim. The key areas that have seen most progress in 2023/24 are:

- Active partner in West Yorkshire Vision Zero Partnerships, supporting the development of a regional Vision Zero strategy;
- Embedding Vision Zero into LCC's policy and practices;
- Embedding Vision Zero delivery in capital programmes;
- Delivery of CRSTS safe roads programme of infrastructure and associated behaviour change interventions; and
- Awareness raising events to increase public engagement.

The interim target to reduce KSIs to 512 in Leeds in 2023/24 has been achieved, bucking the regional trend and showing a greater decrease than the national figures, but there is still a long way to go – 41 people are still being killed or seriously injured on Leeds roads every month (on average). The only acceptable number is and should be zero.

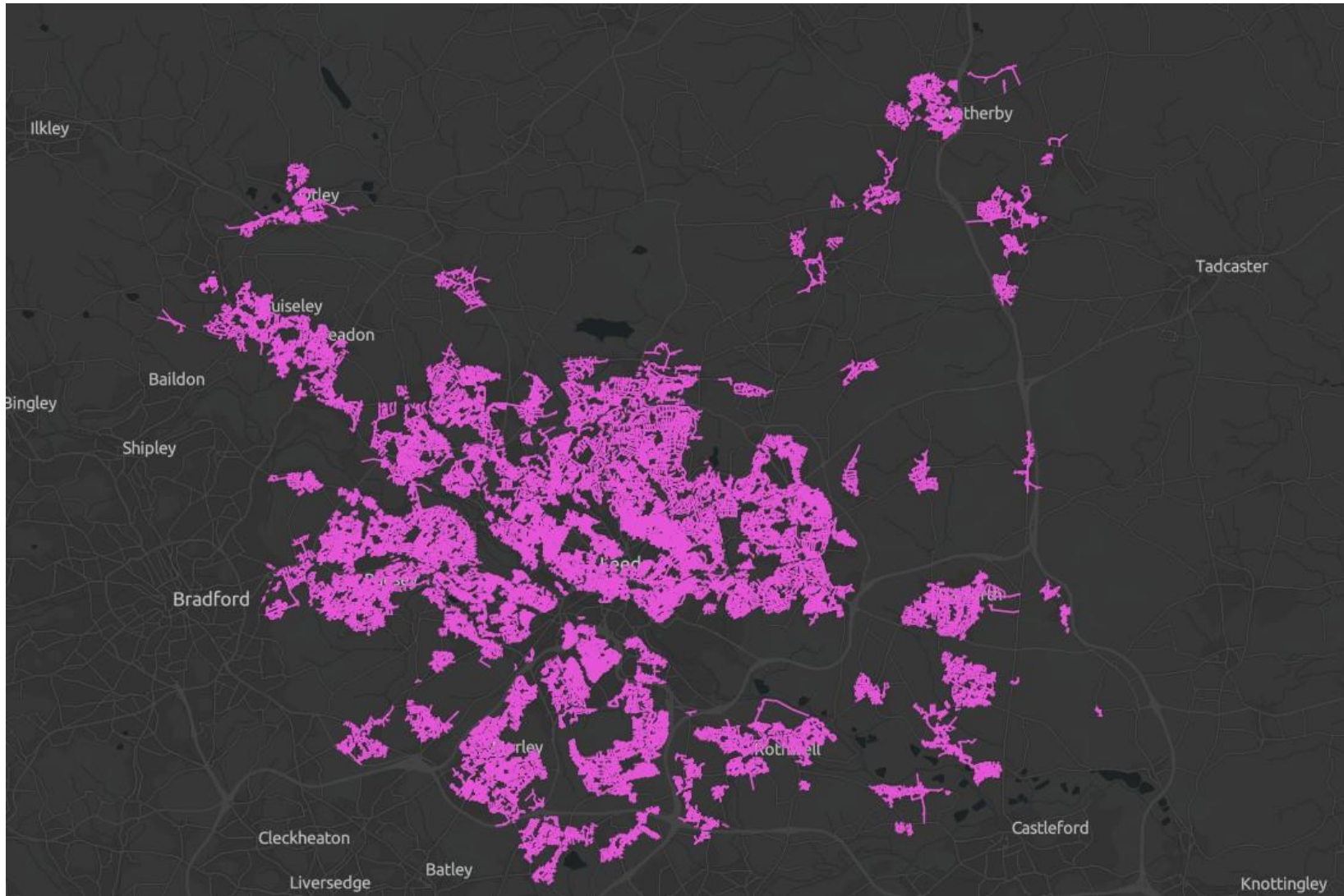
Ongoing and further support, collaboration and funding is needed at a local, regional and national level. Whilst capital infrastructure is provided through CRSTS safe road funding there is limited funding available for other required delivery. Ongoing revenue funding is required to enable Vision Zero to be implemented in Leeds. The intention to develop a National Road Safety Strategy is welcomed to provide further policy framework for Vision Zero and hopefully also further funding to support implementation of measures, but details for this is not known at this stage.

By the end of 2025 (the end of the first action plan) we will be able to look forward and project the areas that will need future focus and will form our next 3-year action plan.

Appendices

- 1. Map of 20mph zones in Leeds**
- 2. Vision Zero Action Plan Tracker**
- 3. Revised Vision Zero targets**
- 4. NPCC/VMS Calendar**
- 5. Car Seat Height Checker**
- 6. Driving Change Together Poster**
- 7. 2023/24 CRSTS Programme**
- 8. West Yorkshire Police enforcement activity overview**

Appendix 1 - Map of 20 mph roads in Leeds



Appendix 2 - Vision Zero Action Plan Tracker

Grey shading indicates activities allocated to West Yorkshire level or activities which have been put on hold

Subgroups Targets

VZ = Generic FUND = Funding ENF = Enforcement	DAT= Data group	SPD= Safe Speeds	VEH= Safe Vehicles	RDS = Safe Roads	Comms, BEH = Safe Behaviours and People (inc. and Comms subgroup)	EDU = Education	PCR= Post Collision learning
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Code	Deliverable	Timeframe	Progress / RAG rating
VZ1	Publish an annual report to record progress against the strategy aims and actions.	Ongoing	Ongoing
VZ2	Establish a Vision Zero Expert Panel to share information, learn from best practice and inform our actions. The panel will meet at least every six months	Started 2022 then ongoing	Ongoing
VZ3	Respond to policy and other consultations locally, regionally and nationally to incorporate Vision Zero principles.	Ongoing	Ongoing
FUND1	Develop a revised approach to ranking road safety infrastructure interventions eligible for CRSTS funding to ensure those with greatest benefit are prioritised.	2023 - 24	
FUND2	In partnership, explore funding opportunities to identify gaps in post-collision care/support services or victims and their families and emergency services staff in Leeds and West Yorkshire.	2023-2024	
FUND3	Request that West Yorkshire Safe Roads Partnership adopts a data driven, evidence-based approach to prioritise funded interventions that are most effective at eliminating serious and fatal injuries.		Complete
CONS1	Officer(s) from the council's Influencing Travel Behaviour road safety team to attend all Community Committees at least once every 12 months.	2023	Complete
CONS2	Engage with organisations that represent road-users who are more likely to be harmed by traffic and organisations that help victims affected by road injury and death, ensuring diversity and equality in our approach, to identify and reduce risks and hazards, deliver education and awareness-raising activities.		Ongoing
DAT1	Publish collision data annually on the council's website and on Data Mill North; provide links to other datasets monthly/quarterly.	Annual	Ongoing
DAT2	Within 3 years, carry out in-depth analysis to understand: <ul style="list-style-type: none"> more about correlations between crashes that result in serious harm and all those involved, injured or not 	2022 - 25	Ongoing

Code	Deliverable	Timeframe	Progress / RAG rating
	<ul style="list-style-type: none"> • who is speeding, not wearing seatbelts, using mobile phones, drink/drug driving • the emergence of casualties involving vehicles such as e-scooters, quad bikes and other micro-mobility modes • correlations between injury risk and socio-economic demographics such as access 		
COMMS 1	<p>Set up a Leeds Safe Roads Partnership Communications working group in 2023 to coordinate communications about:</p> <ul style="list-style-type: none"> • the outcomes of police operations to raise awareness and deter dangerous driving behaviours • changes to legislation and the Highway Code, relevant consultation • national, regional and local road safety events and campaigns 	2023 then ongoing	
COMMS 2	Launch a dedicated Leeds Safe Roads website to communicate and outline responsibilities for addressing road danger in Leeds, publish data and provide an improved facility for people to suggest road safety improvements.	2023-2024	
COMMS 3	<p>Review the process then publicise and signpost people about how to make requests for/report:</p> <ul style="list-style-type: none"> • where speeding occurs • new pedestrian crossings • speed limit reviews • safety cameras • speed limit signs • school crossing patrols • maintenance • light-touch infrastructure – wand orcas etc • enforcement • nuisance / obstructive parking • dangerous junctions and other sites 	Ongoing	Ongoing
COMMS 4	Prepare a community guide about how to deal with local speed problems.	2024	Ongoing
COMM5	Increase followers/subscribers of the Connecting Leeds blog, Commuter newsletter and social media platform by 5% each year to widen our reach.	Ongoing	Ongoing

Code	Deliverable	Timeframe	Progress / RAG rating
COMMS 6	Within the next 2 years develop communications campaigns to raise awareness of and grow reach of: <ul style="list-style-type: none"> support services available to victims and their families and emergency services staff safe vehicle messages to professional drivers and fleet operators preventative technology such as 'black boxes' 	2023 - 24	
COMMS 7	Develop Vision Zero kitemark or programme in partnership with WYSR to encourage and recognise best practice in safe road behaviours and design.	2024	On hold
EDU1	Set up quarterly meetings of the Leeds Safe Roads Partnership Education Delivery Group to: <ul style="list-style-type: none"> coordinate delivery of road safety education and training by LCC and partners identify ways to integrate safe and sustainable travel training into the curriculum promote driver, motorcyclist and rider training programmes. 	2022	Ongoing
EDU2	Increase delivery of cycle lessons to adults and children.	2022 - 23	Ongoing
EDU3	Increase the number of, and expand the reach of, local, regional and national road safety events and campaigns by working in partnership with stakeholders.	ongoing	Ongoing
EDU4	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.	2024-25	
EDU5	Develop a programme with partners in health and WYP to educate local champions in communities, schools, nurseries and children's centres about child car seat legislation (including car-seat fitting sessions) and deliver at least 4 sessions per year from 2023.	2023	Ongoing
ENF1	Identify who is causing harm, develop and deliver data-led police enforcement operations to tackle dangerous and anti-social behaviours, including the 'fatal five', and stolen vehicle offences.	Ongoing	Ongoing
ENF2	Trial data-led enforcement on identified: <ul style="list-style-type: none"> rural roads 20mph zones 	2023	
ENF3	Increase the number of submissions to Operation SNAP to report dangerous driving by 5% each year.		Complete
ENF4	Each year, deliver at least 4 'Close Pass' initiatives with WYP targeting: <ul style="list-style-type: none"> drivers passing horse-riders drivers passing cyclists. 	Ongoing annual programme in spring/summer	

Code	Deliverable	Timeframe	Progress / RAG rating
BEH1	With WYP and WYSR, incorporate careless driving to create a 'Fatal Five' road traffic offences, communicate this change and adapt operations accordingly.	2023	Complete
BEH2	West Yorkshire Police, with the support of other partners where appropriate, will continue to address the issue of road death and injury resulting from people driving stolen vehicles and from hit and run crashes.	Ongoing	Ongoing
BEH3	Work with partners including Public Health to develop a bespoke programme to support groups most at risk from dangerous driving offences, for example drug and alcohol addiction services.	2024 - 25	
BEH4	Work with health professionals and support organisations to identify appropriate measures to prevent deaths and injuries on our roads from self-harm and apply for grant funding to deliver interventions.	2023 -24	
BEH5	Install technology to detect pedestrians and deploy support to prevent self-harm on the strategic road network.	ON HOLD	ON HOLD
SPD1	Review sections of non-motorway roads currently signposted with the national speed limit and consider reducing this to a maximum of 50mph.	2023- 24 then ongoing	
SPD2	Review speed limits on local roads and introduce interventions to support to reduced limit where appropriate	2023-24 Then ongoing	
SPD3	Investigate, record and respond to requests for: <ul style="list-style-type: none"> reviews of speed limits sites for new safety cameras enforcement of local speeding issues 	Ongoing	
SPD4	Identify, assess and submit applications for approval by the West Yorkshire Casualty Prevention Safe Camera Partnership for: <ul style="list-style-type: none"> sites for new safety cameras new locations for mobile speed cameras average speed camera sites 	Ongoing	
SPD5	Complete the installation of 20mph speed limits on all residential streets in Leeds.	2023	Complete
SPD6	Install speed reduction measures to reduce mean speeds at 20mph sites.	Ongoing	
SPD7	Investigate participating in the National Community Speedwatch programme and deliver through local Neighbourhood Police Teams if supported.	2023	

Code	Deliverable	Timeframe	Progress / RAG rating
SPD8	Identify, consider and implement new solutions to increase speed compliance and build partnerships with experts in this field.	Ongoing	
RDS1	Maximise crossing times for pedestrians, horse riders and cyclists at all new and refurbished signals and at 5% of existing crossings each year.	Ongoing annual programme Spring/ Summer	
RDS2	Implement advanced stop lines where practical during all refurbishment, maintenance and other works. Implement advanced stop lines where practical during all refurbishment, maintenance and other works.	Ongoing	
RDS3	Research the effectiveness of VMS messaging in partnership with Leeds Universities and investigate use of other roadside advertising for road safety messages.	2023 - 24	
RDS4	Apply for and use powers under Part 6 of the Traffic Management Act 2004.	2024-completed powers and rolling out of first phase sites	Complete
RDS5	Identify sites for sensor technology to detect near misses and red-light running.	2023 - ongoing	
RDS6	Implement the recommendations arising from the government's Pavement Parking consultation (November 2020) when available.	2023 - ongoing	ON HOLD
RDS7	Evaluate the 'motorcycles in bus lanes' trial and expand if appropriate.	2023 - ongoing	ON HOLD
VEH1	Deliver and report on the vehicle safety enforcement programme and compliance checks on the strategic road network.	Ongoing	
VEH2	Participate in available trials of new technology that promotes safe driving, protects occupants inside the vehicle and reduces the severity of impact on road-users outside the vehicle.	Ongoing	
VEH3	Work with WYCA to consider the introduction of a bus safety standard to ensure that the safest buses are driven throughout the district and to reduce casualties on PSVs.	2023	

Code	Deliverable	Timeframe	Progress / RAG rating
VEH4	Identify current levels of speed compliance in council and contractor vehicles and <ul style="list-style-type: none"> • investigate costs of introducing telematics and dashcams and implement as appropriate. • trial technology to ensure compliance with speed limits. 	2024 – 25	
PCR1	Design a process to collate all recommendations from post-collision investigation reports from WY Police, the Coroner, the Child Death Overview Panel and council's road safety officers.	2024	
PCR2	In partnership with the Vision Zero Expert Panel, carry out a review of our approach to collision investigation to incorporate best practice learning by 2025.	2025	
PCR3	Work with the Coroner for Leeds to identify ways to share data quickly to reduce delays in the investigation.	As required	

Appendix 3 – Revised Vision Zero Targets

SAFE BEHAVIOURS, VEHICLES, AND ENFORCEMENT			
Target	Target wording	Target	Target wording
BEH1	With WYP and WYSR, incorporate careless driving to create a 'Fatal Five' road traffic offences, communicate this change and adapt operations accordingly. Complete	ENF1	Develop and deliver data-led police enforcement operations to tackle dangerous and anti-social behaviours, including the 'fatal five', and stolen vehicle offences.
BEH2	West Yorkshire Police, with the support of other partners where appropriate, will continue to address the issue of road death and injury resulting from people driving stolen vehicles and from hit and run crashes.	ENF3	Develop a targeted approach to widen the reach of Operation SNAP, to increase the number of submissions from identified groups and communities.
BEH3	Work with partners including Public Health to develop a bespoke programme to support groups most at risk from dangerous driving offences, for example drug and alcohol addiction services.	RDS3	Research the effectiveness of VMS messaging in partnership with Leeds Universities and investigate use of other roadside advertising for road safety messages.
BEH5	Work in partnership to reduce / remove high risk suicide sites from the highway network	VEH1	Deliver and report on the vehicle safety enforcement programme and compliance checks on the strategic road network.
COMM3	Review the process then publicise and signpost people about how to make requests for/report: <ul style="list-style-type: none"> • where speeding occurs • new pedestrian crossings • speed limit reviews • safety cameras • speed limit signs • school crossing patrols • maintenance • light-touch infrastructure – wand orcas etc • enforcement • nuisance / obstructive parking • dangerous junctions and other sites 	VEH2	Participate in available trials of new technology that promotes safe driving, protects occupants inside the vehicle and reduces the severity of impact on road-users outside the vehicle.
COMM7	Develop Vision Zero Kitmark or programme in partnership with WYSR to encourage and recognise best practice in safe road behaviours and design.	VEH4	Identify current levels of speed compliance in council and contractor vehicles and: <ul style="list-style-type: none"> • investigate costs of introducing telematics and dashcams and implement as appropriate. • trial technology to ensure compliance with speed limits.

CONS1	Provide annual updates to community committees regarding VZ progress and support available.	VZ1	Publish an annual report to record progress against the strategy aims and actions.
CONS2	<ol style="list-style-type: none"> 1) Engage with organisations that represent road-users who are more likely to be harmed by traffic. RR 2) To identify and reduce risk and hazards delivering education and awareness raising activities. BM/RR 3) Engage with organisation that help victims affected by road injury and death ensuring diversity and equality in our approach. – is this a regional target/post collision (needs a new target code) 	VZ2	Establish a Vision Zero Expert Panel to share information, learn from best practice and inform our actions. The panel will meet at least every six months Complete
COMMUNICATION			
Target	Target wording	Target	Target wording
VEH3	Work with WYCA to consider introduction of a bus safety standard to ensure that the safest buses are driven throughout the district and to reduce casualties on PSV's – moved to WY	COMM5	Increase followers/subscribers of-Connecting Leeds social media platforms and Connecting Leeds newsletter by 5% each year to widen our reach. Aim for one Vision Zero post or re-post on Connecting Leeds social media a day.
COMM1	Participate in the regional WYCA Vision Zero Comms Groups and working groups to support and influence the West Yorkshire comms work.	COMM6	Develop communications campaigns to raise awareness and grow reach of: <ul style="list-style-type: none"> • safe vehicle messages to LCC professional drivers and fleet operators. • preventative technology such as telematics to LCC professional drivers and fleet operators • Embed VZ into working practice for LCC staff
COMM2	Support the launch of a dedicated West Yorkshire Vision Zero website, led by the West Yorkshire Vision Zero Communications Group, to communicate and outline responsibilities for addressing road danger in West Yorkshire.	EDU3	Increase the number of, and expand the reach of local, regional and national road safety events and campaigns by working in partnership with stakeholders.
COMM8	Update the LCC Vision Zero webpage to communicate the outline responsibilities for addressing road danger in Leeds and publish data and provide an improved forum for people to suggest road safety improvements	ENF3	Increase the number of submissions to Operation SNAP to report dangerous driving by 5% each year.
DATA			
Target	Target wording	Target	Target wording
DAT1	Publish collision data annually on the council's website and on Data Mill North during the summer on a annual basis.	DAT2	Within 3 years carry out in-depth analysis to understand: <ul style="list-style-type: none"> • who is causing harm related to serious collisions that result in serious harm and all those involved, injured or not

			<ul style="list-style-type: none"> • who is speeding, not wearing seatbelts, using mobile phones, drink/drug driving, driving carelessly • the emergence of casualties involving vehicles such as e- scooters, e-bikes, quad bikes and other micromobility modes • correlations between injury risk and socio-economic demographics related to where injuries occur, as well as home locations of drivers and casualties, and if they fall into areas of deprivation. • Factors involved in serious injuries to car occupants, children. • Factors involved in serious collisions involving young drivers how serious collisions are distributed by electoral ward
EDUCATION AND COMMUNITY ACTION			
Target	Target wording	Target	Target wording
COMM4	Prepare Community Guide about how to deal with local speed problems.	EDU5	Develop a programme with partners in health and WYP to educate local champions in communities, schools, nurseries and children's centres about child car seat legislation (including car-seat fitting sessions) and deliver at least 4 sessions per year from 2023.
EDU1	Set up regular meetings of the Leeds Vision Zero Partnership Education Delivery Group to: <ul style="list-style-type: none"> • coordinate delivery of road safety education and training by LCC and partners • identify ways to integrate safe and sustainable travel training into the curriculum 	EDU6	Promote driver, motorcyclist and rider training programmes.
		ENF4	Each year, deliver at least 4 close pass initiatives with WYP targeting: <ul style="list-style-type: none"> • Drivers passing horse riders • Drivers passing cyclists.
EDU2	Increase delivery of cycle lessons to adults and children subject to available funding.	SPD7	Support community speed awareness programmes and promote participation with support of local neighbourhood police teams.
ENGINEERING AND CRSTS			
Target	Target wording	Target	Target wording
ENF2	Trial a data-led enforcement on identified: <ul style="list-style-type: none"> • Rural roads • 20mph zones 	RDS10 NEW	Provide VZ Guidance to Designers to ensure VZ Principles are considered across full capital programme

FUND1	Develop a revised approach to ranking road safety infrastructure interventions eligible for CRSTS funding to ensure those with greatest benefit are prioritised.	RDS11 NEW	Incorporate road safety risk-based approach in Development Management process. Review IRAP software (or similar tech) and process in line with EIA for Development Planning.
FUND3	Request that West Yorkshire safe Roads Partnership adopts a data driven, evidence-based approach to prioritise funded interventions that are most effective at eliminating serious and fatal injuries - Complete	RDS12 NEW	Review and implement interventions to curb anti-social e-bike use in the city centre pedestrianised area through partnership working. Also, for the partnership to lobby central government on a steer on this new emerging road safety threat.
RDS1	Maximise crossing times for pedestrians, horse riders and cyclists at all new and refurbished signals and at 5% of existing crossings each year.	SPD1	Review sections of non-motorway roads currently signposted with the national speed limit and consider reducing this to a maximum of 50mph.
RDS2	Where practical during all refurbishment, maintenance and other works, the delivery engineer should ensure that opportunities to review and amend lining and signing in accordance with current guidance to support road safety.	SPD2	Review speed limits on local roads and introduce interventions to support reduced limit where appropriate
RDS4	Apply for and use powers under Part 6 of the Traffic Management Act 2004. - Complete	SPD3	Investigate, record and respond to requests for: <ul style="list-style-type: none"> • reviews of speed limits • sites for new safety cameras • enforcement of local speeding issues (eg via mobile, SIDS,WYP or Camera Partnership)
RDS5	Identify sites for sensor technology to detect near misses	SPD4	Identify, assess and submit applications for approval by the West Yorkshire Safety Camera Partnership for: <ul style="list-style-type: none"> • sites for new fixed safety cameras • average speed camera sites • new locations for mobile speed cameras • red light violation sites
RDS7	Evaluate the 'motorcycles in bus lanes' trial and expand if appropriate. - Hold	SPD5	Complete the installation of 20mph speed limits on all residential streets in Leeds.
		SPD6	Install speed reduction measures to reduce mean speeds at 20mph sites.
RDS8 NEW	All new construction developments implementing traffic signals will include red light violation cameras, where appropriate	SPD8	Identify, consider and implement new solutions to increase speed compliance and build partnerships with experts in this field. Eg Agilysis, use of telematics.
RDS9 NEW	All new construction developments introducing or materially impacting on banned manoeuvres will include TMA Pt 6 camera enforcement, where appropriate	VZ3	Respond to policy and other consultations locally, regionally and nationally to incorporate Vision Zero principles.
POST COLLISION			
Target	Target wording	Target	Target wording

BEH4	Work with health professionals and support organisations to identify appropriate measures to prevent deaths and injuries on our roads from self-harm and apply for grant funding to deliver interventions.	PCR1	Design a process to collate all recommendation from post- collision investigations report from WY police, the Coroner, the Child Death Overview Panel and Councils road safety officers - Closed
EDU4	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.	PCR2	In partnership with the Vision Zero Expert Panel, carry out a review of our approach to collision investigation to incorporate best practice learning by 2025 - complete
FUND2	In partnership, explore funding opportunities to identify gaps in post-collision care/support services or victims and their families and emergency service staff in Leeds and West Yorkshire	PCR3	Work with the Coroner for Leeds to identify ways to share data quickly to reduced delay in the investigation - closed

Appendix 4- National Police Chief's Calendar and Leeds VMS Sign Plan

	April	May	June	July	August	September	October	November	December	January	February	March
1	National Campaigns											
2	Fatal Four Operation speeding, drink/drug driving/distraction/ seat belts 1-28 April	Road Peace Challenge 13-19 May	NPCC 2 Wheel Operation (motorcyclists) 3-6 June Child Safety Week	NPCC Road Policing Operation Gold Silver Bronze Structure 1-1 July	Road Peace National Road Victim Month August	NPCC Fatal Four Operation Young Drivers 23 Sept - 6 Oct	NPCC Operation Dark Night Pedestrians and Hazzie-riders 28 Oct - 10 Nov	Op Drive Insured 11-17 Nov RoadPeace Remembrance Day 17 Nov	NPCC Operation Limit 1-Dec-1 Jan	NPCC Commercial Vehicle (CV) Operation 27 Jan - 9 Feb	NPCC Commercial Vehicle (CV) Operation 27 Jan - 9 Feb	
3	ITB work prog											
4	Beep Beep Day	National Walking Month Walk to School Week 20-24 May	Cycling & Hazzie Clare Parr Motorcycle Safety Bike Week Clean Air Day	Cycling Clare Parr Hazzie Clare Parr	Cycling Clare Parr Hazzie Clare Parr		Tyre Safety Month	Road Safety Week 18-24 Nov Winter driving/ Riding - be bright be	Drink/Drug Drive Winter Bike Riding - be bright be soon	Drink/Drug Driving Winter Bike Riding - be bright be soon		
5	VMS messages (6 per month) - 4 lines 15 characters											
6	#VISIONZERO ROAD DEATHS PREVENTABLE Fatal 4 Op 1-28 April DEVICES DISTRACT! DON'T DIAL & DRIVE DRINK & DRUG DRIVING RISKS YOUR LICENCE CAR JOB & LIFE SPEEDING MAKES A CRASH MORE LIKELY! SLOW DOWN ALWAYS WEAR A SEATBELT! A SIMPLE CLICK CAN SAVE LIVES	GOOD DRIVERS LOOK OUT FOR PEDESTRIANS #VISIONZERO Walking Month MAY IS WALKING MONTH! COULD YOU WALK MORE OFTEN? Walk to School Week 13-24 May (Lead up/week) 13-24 MAY IS WALK 2 SCHOOL WEEK! CAN YOU SWAP A JOURNEY? SLOW DOWN DRIVE WITH CARE PAY ATTENTION KEEP KIDS SAFE DRIVE SLOWLY NEAR SCHOOLS CHILDREN WILL	FATAL AND SEVERE CRASHES ARE PREVENTABLE #VISIONZERO Cycle Safety/Bike Week GIVE CYCLISTS AT LEAST 1.5M WHEN OVERTAKING Motorcycle Safety LOOK TWICE! KEEP MOTORCYCLISTS SAFE Clean Air Day 10-15 June 15 JUNE IS CLEAN AIR DAY TRY THE BUS BIKE OR WALK	#VISIONZERO FATAL AND SEVERE CRASHES ARE PREVENTABLE GOT FOOTAGE OF A NEAR MISS? UPLOAD @OPSNAP #WYPOLICE SEATBELT ON PHONE AWAY SLOW DOWN SAVE LIVES DISTRACTION CAUSES CRASHES ENGINE ON: PHONE OFF! Leeds Pride 21st July PRIDE IN LEEDS PRIDE IN YOU DRIVE SOBER DRIVE SAFELY	#VISIONZERO IS NO ROAD DEATH OR SERIOUS INJURY BY 2040 National Road Victim Month PHONE AWAY SEAT BELT ON SLOW DOWN TAKE EXTRA CARE LOOK OUT FOR ALL ROAD USERS TRAVEL LIKE YOU KNOW THEM SEATBELTS REDUCE RISK OF FATALITY IN A CRASH BY 50% Hazzie Clare Parr PASS HORSES WIDE AND SLOW 10MPH & ALLOW AT LEAST 2M	#VISIONZERO ONE LIFE LOST ON OUR ROADS IS ONE TOO MANY Fatal 4 Young Driver Op 23 Sep - 6 Oct DEVICES DISTRACT ENGINE ON: #VISIONZERO PHONE OFF! A CLICK IS THE SOUND OF A SEATBELT SAVING LIVES DRIVE SMART! DON'T DRINK DEVICE AWAY SLOW DOWN DON'T PUSH IT! SLOW DOWN SAVE LIVES	Tyre Safety Month October ARE YOUR TYRES SAFE? GET THEM CHECKED! THINK TYRE SAFETY CHECK AIR WEAR & TREAD Operation Dark Night 28 October - 10 Nov DARKER NIGHTS? USE YOUR LIGHTS BE BRIGHT BE SEEN! 28 October TAKE MORE CARE NEAR WALKERS BIKES & HORSES ON DARK NIGHTS	DRIVE ACCORDING TO CONDITIONS DON'T SPEED! #VISIONZERO Winter driving/riding PEOPLE STILL CYCLE IN WINTER ALLOW 1.5M TO OVERTAKE WET WEATHER INCREASES STOPPING TIME SLOW DOWN! World Day of remembrance for Road traffic Victims 16th Nov ONE LIFE LOST ON OUR ROADS IS ONE TOO MANY FATAL AND SEVERE CRASHES	#VISIONZERO DRIVE SOBER WEAR SEATBELTS GO SLOWER Drug & Alcohol 1 Dec 1 Jan MAKE MERRY BUT DON'T MIX DRIVING WITH DRINK OR DRUGS PLANNING FESTIVE SPIRITS? LEAVE CAR KEYS AT HOME DRINK DRIVING RISKS YOUR LICENCE CAR JOB & LIFE WOULD YOU PASS A MORNING AFTER ROADSIDE DRUG TEST?	THIS NEW YEAR RESOLVE TO DRIVE WITH MORE CARE #VISIONZERO Winter driving/riding DRIVE TO WINTER CONDITIONS LEAVE SPACE DON'T SPEED! PEOPLE STILL CYCLE IN WINTER ALLOW 1.5M TO OVERTAKE Commercial Vehicle Op 26 January - 9 Feb DRIVE FOR WORK? DISTRACTION KILLS! TURN DEVICES OFF! DRIVE FOR WORK? TAKE IT SLOW TAKE BREAKS	#VISIONZERO FATAL AND SEVERE CRASHES ARE PREVENTABLE Commercial Vehicle Op 26 Jan - 9 Feb DRIVE FOR WORK? WATCH OUT FOR BLIND SPOTS SLOW DOWN DRIVE FOR WORK? TAKE IT SLOW PHONE AWAY TAKE BREAKS CHECK VEHICLE SEAT BELT ON PHONE AWAY DON'T SPEED Winter Driving DRIVE TO WINTER CONDITIONS LEAVE SPACE	VISIONZERO IS OUR AIM FOR NO DEATHS ON LEEDS' ROADS SPEEDING INCREASES RISK OF A CRASH SLOW DOWN! DRIVE WITH EVERYONE'S SAFETY IN MIND Big Walk and Wheel 10-21 March CHILDREN LOVE TO WALK & BIKE GIVE WAY TAKE EXTRA CARE TAKE CARE OF OUR CHILDREN SLOW DOWN SAVE LIVES
7	Beep Beep Day 24 April WATCH OUT FOR CHILDREN! DRIVE WITH EXTRA CARE WHERE THEY PLAY		Child Safety Week 3-9 June SLOW DOWN DRIVE WITH CARE PAY ATTENTION KEEP KIDS SAFE	Start of school holidays 15-31st July GOING ON A BIG JOURNEY? CHECK WATER, OIL AND TYRES OUT & ABOUT IN SCHOOL HOLIDAY? WHY NOT WALK BIKE OR BUS IT	School returns 1-7 Sept - KEEP SCHOOL STREETS SAFE PAY ATTENTION SLOW DOWN Anniversary of Leeds City Bikes 14 - 21 Sept TRY CITY BIKES A QUICK & EASY GREEN CHOICE @BERYL APP #CITYBIKES CONNECTS LEEDS CUTS CARBON CHEAPER COMMUTE World Car Free Day 22 Sep 22 SEPT IS CAR FREE DAY! TRY WALKING BIKE BUS TRAIN	Virina Zern Strategy 2nd Anniversary - Oct #VISIONZERO2040 EVERYONE CAN HELP TO STOP ROAD DEATHS #VISIONZERO NO ROAD DEATHS BY 2040	Road Safety Week 18-24 Nov A message will be provided when RSW theme is confirmed					

Appendix 5– Car Seat Height Checker

Growing up Staying safe!

Encourage your child to stay in a booster seat until they are 150cm. It's much safer.

Connecting Leads
TRANSFORMING TRAVEL

All children need the correct car seat until they reach 135cm or 12 years old. It's the Law!

Hold Hands, Stop, Look, Listen and Think before you cross the road!

Always get your child in and out of the car onto the pavement and not the road.

Use the correct seat for your child's height and weight.

Fasten your seat belts, even on short trips.

Ensure bottom edge meets the floor

170
160
150
140
135
130
120
110
100
90
80
70
60
50
40
30
20
10

Appendix 6 – Older Driver Poster



Mature drivers

Check that your driving is good to go with our NEW Mature Driving Appraisal

This informal review of your driving skills is delivered:

- In your own car
- Driving in your local area to places you go
- With an Approved Driving Instructor

You will also receive up to date road safety advice, information about vehicle adaptations and confidence to keep you driving safely for longer.



Book your mature driver review here
<https://bit.ly/WilliamMerritt>
or by calling
0113 350 8989



Connecting Leeds
TRANSFORMING TRAVEL

Appendix 7- 2023/24 CRSTS Programme

Category	Location	Work	Origin	Status: Feasibility, Design, Issued, Onsite, Completed
Carry Over LfC schemes	Chapelton Road	Civils	Length for Concern	Design
	Regent Street	Civils	Length for Concern	Onsite
	Harehills Road	Civils	Length for Concern	Completed
	Meanwood Centre	Civils	Site for Concern	Onsite
Average Speed Camera	A6120 (Horsforth to Dawsons)	50mph plus ASC	Length for Concern	Completed
	Stanningley Bypass (Dawsons to Bramley Town End)	50mp plus ASC	Length for Concern	Completed
	Bradford Rd (Dawsons to Thornbury)	ASC	Length for Concern	Completed
	Dewsbury Rd (Rein Rd - Kirklees)	Average speed camera	Length for Concern	Completed
	A58(m) Inner Ring Road	Average speed camera	Length for Concern	Issued
Mobile camera hardstandings	A63 Selby Road	1 hard standing	Preventative - VZ	Completed
	ELOR	2 hard standings	Preventative - VZ	Completed
	A58 Scarcroft	1 hard standing	Preventative - VZ	Completed
	Wortley Ring Road	2 hard standings	Preventative - VZ	Completed
	Harewood Rd	contribution to hard standings	Preventative - VZ	Design
Static speed cameras	Stanningley Road	2 locations	Preventative - VZ	Completed
	A63 Selby Road	1 location	Preventative - VZ	Completed

	A58 Scarcroft	1 location	Preventative - VZ	Completed
	A61 Sheepscar Road North, 30mph	relocation of existing equipment	Cluster Site	Issued
	A6110 Ring Road Low Wortley, 40mph	2 new locations	Cluster Site	Issued
	A61 East Street, 30mph section		Preventative - VZ	Issued
Red light cameras	Roundhay Road/Harehills Lane	Red light violation cameras	Site for Concern	Completed
	A653/Elland Rd / A6120	Red light violation cameras	Cluster sites Analysis	Design
	M621/ J1	Red light violation cameras	Site for Concern	Design
	Gelder Rd/ A6120 junction	Red light violation cameras	Site for Concern	Issued
Feasibility studies (23/24) into schemes	Sheepscar/North st	lining and signing improvements	Site for Concern	Design
	Top Moor Side/Cemetery Road	signalisation	Site for Concern	Design
	Burley Road	No scheme to progress	Length for Concern	
	Nippet Lane	No scheme to progress	Length for Concern	
	Cardigan Road	No scheme to progress	Length for Concern	
	Tempest Rd	Central reservation closure	Site for Concern	Design
	Tong Road	Junction improvement measures	Length for Concern	Design
	Leeds & Bradford Road	Length improvement measures	Length for Concern	Design
	Easterly Road	Junction improvement measures	Length for Concern	Design
	Street Lane/Harrogate Road	Junction feasibility	Length for Concern	

Cluster sites	Galloway Lane	Guardrail provision	Cluster sites Analysis	Completed
	Beeston Road/Malvern Road	Consider plateau	Cluster sites Analysis	Completed
	Carr Lane/Wetherby Road	One way plug	Cluster sites Analysis	Design
	Kirkstall Road/Woodside View	Red surfacing on cycle track	Cluster sites Analysis	Completed
	M621/Hunslet Distributor	Possible red light camera	Cluster sites Analysis	Completed
Preventative Vision Zero works				-
City Centre 20mph & Red Route	Extension to IRR/M621	Development and delivery	internal	Design
District centre 20mphs	Meanwood	Design and delivery	Preventative - VZ	Completed
	Kippax	Design and delivery	Preventative - VZ	Issued
	Pudsey	Design and delivery	Preventative - VZ	Issued
	Morley	Design and delivery	Preventative - VZ	Issued
	Rothwell	Design and delivery	Preventative - VZ	Issued
	Wetherby	Design and delivery	Preventative - VZ	Issued
	Chapel Allerton	Design and delivery	Preventative - VZ	Design
	Halton	Design and delivery	Preventative - VZ	Feasibility
Pedestrian Crossing Programme(23/24)	Town Street, Rawdon	Humped Zebra	Preventative - VZ	Completed
	Station Road, Scholes	Humped Zebra	Preventative - VZ	Completed
	Old Park Road, Roundhay	Humped Zebra	Preventative - VZ	Completed
	Church Lane, Manston	Humped Zebra	Preventative - VZ	Completed
	Gledhow Valley Road	Humped Zebra	Preventative - VZ	Completed

	Brownberrie Lane, Horsforth	Humped Zebra	Preventative - VZ	Completed
	A658 Green Lane, Yeadon	Pedestrian refuge	Preventative - VZ	Completed
	Spen Lane/ Vesper Road	Pedestrian refuges	Preventative - VZ	Completed
	Kirkstall Lane, Headingley	Humped Zebra	Preventative - VZ	Completed
	Uppermoor/Victoria Road	Humped Zebra	Cluster sites Analysis	Completed
Safer Routes to Schools	Nippet Lane	Hump crossings, re-mark mini, increased deflection	Length for Concern	Feasibility
	Shepherds Lane	Humped Zebra	Preventative - VZ	Design
20mph Zone Enhancements	Montague Place	Traffic calming	Preventative - VZ	Completed
	Fearneville Road	Traffic calming	Preventative - VZ	Completed
	Springhead Road	Traffic calming	Preventative - VZ	Completed
	St Annes Drive	Traffic calming	Preventative - VZ	Completed
	Avenue Hill	Traffic calming	Preventative - VZ	Completed
	Newton Road	Traffic calming	Preventative - VZ	Completed
	Preston lane	Traffic calming	Preventative - VZ	Completed
	Hough Top	Traffic calming	Preventative - VZ	Completed
	Victoria Park Ave - 1	Traffic calming	Preventative - VZ	Completed
	Victoria Park Ave - 2	Traffic calming	Preventative - VZ	Completed
	Leeds Rd	Traffic calming	Preventative - VZ	Completed
	Oakland Lane	Traffic calming	Preventative - VZ	Completed
	Green Lane/ X Green Lane	Traffic calming	Preventative - VZ	Issued
	Amberton Road	Traffic calming	Preventative - VZ	Design
	St Chads Drive	Traffic calming	Preventative - VZ	Feasibility

Rural maximum 50mph	A659 Harewood Avenue - The Avenue to Crabtree Lane.	50mph Speed limit	Preventative - VZ	Completed
	A61 Harrogate Road (Harewood Village to Eccup reservoir access road)	50mph Speed limit	Preventative - VZ	Completed
	Wakefield Rd (A63 Selby Rd to quarry site access)	50mph Speed limit	Preventative - VZ	Completed
	Otley Rd /Arthington Ln (Ingfield Farm to Harrogate Rd)	50mph Speed limit	Preventative - VZ	Completed
	A63 Selby Road (Garforth Garden Centre to A63 Great North Rd)	50mph Speed limit	Preventative - VZ	Issued
	Ridge Road (M1 J47 to A63 Selby Rd)	50mph Speed limit	Preventative - VZ	Completed
Speed limit reductions	A63 Great North Rd	Speed Limit	Preventative - VZ	Design
	A64 York Road –	Speed Limit	Preventative - VZ	Design
	A660 Chevin Road	Speed Limit	Preventative - VZ	Feasibility
	A642 Methley Village	Speed Limit	Preventative - VZ	Feasibility
	Otley Old Road	Speed limit	Preventative - VZ	Design
Movement violation cameras	Kirkstall Road/Kirkstall Lane	Cameras	Site for Concern	Completed
	Queen Street/Wellington Street	Cameras	Preventative - VZ	Completed
	St Peter's St/Duke St	Cameras	Preventative - VZ	Completed
	Armley Ridge Rd/Stanningley Rd	Cameras	Preventative - VZ	Completed
	Chapelton Road/Harehills Avenue	Cameras	Preventative - VZ	Completed

	Roundhay rd left turn to Harehills Avenue	Cameras	Preventative - VZ	Design
	Parkside Road	Cameras	Preventative - VZ	Design
	East Parade	Cameras	Preventative - VZ	Design
	Westgate right turn into Park Square	Cameras	Preventative - VZ	Design
	Marlborough Street/ A58		Preventative - VZ	Design
	Armley Grange Drive	Cameras	Preventative - VZ	Feasibility
	left turns Manor Square to Boroughgate	Cameras	Preventative - VZ	Feasibility
	Stourton Yellow Box violation	Cameras	Preventative - VZ	Design
	M621 Junction 1 yellow box violation	Cameras	Preventative - VZ	Design
Green Lane initiative	Holt Lane	TRO & bollards and gates	Preventative - VZ	Feasibility
VMS	Various	Variable Message signs (VMS)	Preventative - VZ	Completed
Accessibility programme	disabled and footway	Transport Policy	Preventative - VZ	Completed
Influencing Travel Behaviour	School crossing education & trials – including pedestrian and scooter training, road safety education sessions, SID work and school travel plan support	ITB training (child collisions)	ITB	Completed

Appendix 8 – West Yorkshire Police Enforcement activity

Roads Policing Unit activity

Total - All Vehicle Tickets Issued	Long Term Trend - 12 Month			
	12m to Jul-23	12m to Jul-24	+/-	+/- %
Roads Policing East Team 1	1223	1446	223	18.2%
Roads Policing East Team 2	1820	2142	322	17.7%
Roads Policing East Team 3	1316	1362	46	3.5%
Roads Policing East Team 4	1272	1283	11	0.9%
Roads Policing East Team 5	996	1323	327	32.8%
Total - Roads Policing East	6627	7556	929	14.0%

- Mobile phone offence tickets issued has increased by 17.1% from 444 to 520 offences.
- Seatbelt offences have increased from 1188 to 1524 (up 28.3%)
- Drink drive arrests have increased 8.8% from 445 to 484 during the same period.
- Vehicle seizures for traffic related matters have increase from 2534 to 2589.
- Eastern area RPU has seen an increase in investigations regarding dangerous driving from 570 to 660 cases (up 15.8%)

Project SCALIS

New 'RideCraft' education products will be distributed by participating officers to motorcyclists they engage with to signpost them to videos to improve their abilities in riding motorcycles.

The overarching aim of the operation is to continue test the concept of the collaborative operating model and other pilot themes.

- SHARE good practice, intelligence, comms messaging and assets
- COORDINATE operational business through Deployment, Enforcement, Engagement, Education
- TEST educational engagement products
- REVIEW effectiveness and value of approaches supported by academia.

Force Level Aims

- Each force to run their own motorcycle safety operations using existing and additional resources WITH added emphasis of where relevant work in collaboration neighbouring forces
- Forces approach to be Engagement, Education and Enforcement. The tone of the operation is GRADUATED. If enforcement is the required course of action absolutely do so.

- Share information and intelligence through close contact with key neighbouring forces contacts
- Promote education to the public – Ride Craft, BikeSafe and Biker Down.
- Collate evidence of activity and understanding of impact – QR code and post op return and survey.

Collaborative comms approach to get messages across all counties in the north.

West Yorkshire Camera Enforcement Unit 1/8/2023 – 31/07/2024 Summary

Static cameras (deployment hrs)	187,075
Static camera offences	49,744
Mobile cameras (hrs)	3580
Mobile cameras offences	21,390
Average speed offences	2136
Community concern offences	7903*
Total offences processed	81,173

*1 April-31 July 2024 only. The previous 8 months offences are included in mobile camera offences total

Operation SNAP – Dashcam portal

All members of the public who submit digital media to the police via the Operation SNAP portal receive feedback on the outcome of their submission. This takes the form of an e-mail with the result of the initial evidential assessment of the footage. Any submitters who are subsequently required to give evidence in court proceedings also receive additional support and guidance from the Digital Submissions Team which is part of the WYP Prosecutions and Casualty Prevention Unit. Data relating to all submissions received is also published quarterly on the WYP Force website Operation SNAP reporting page and district specific information shared via social media.

Overview of submissions for period 01/08/2023-31/07/2024

ALL DISTRICTS - 8879 SUBMISSIONS

DISPOSALS		
NFA	2898	33%
DSIT INVESTIGATION	0	0%
RPU INVESTIGATION	5	0%
PENTIP Educational Course	4757	54%
PENTIP Conditional Offer	1170	13%
PENTIP Court	49	1%
SEC59	0	0%

SUBMISSIONS BY DISTRICT

CD	817	9%
BD	2138	24%
KD	1142	13%
LD	3324	37%
WD	1240	14%
Unknown	218	2%

SUBMITTERS TRANSPORT TYPE

Vehicle Driver	4384	49%
Vehicle Passenger	355	4%
Motorcyclist	14	0%
Cyclist	3156	36%
Horse Rider	202	2%
Pedestrian	544	6%
Unknown	224	3%

LD DISTRICT - 3324 SUBMISSIONS

DISPOSALS		
NFA	1042	31%
DSIT INVESTIGATION	0	0%
RPU INVESTIGATION	1	0%
PENTIP Educational Course	1885	57%
PENTIP Conditional Offer	378	11%
PENTIP Court	18	1%
SEC59	0	0%

SUBMISSIONS BY DISTRICT

CD	0	0%
BD	0	0%
KD	0	0%
LD	3324	100%
WD	0	0%
Unknown	0	0%

SUBMITTERS TRANSPORT TYPE

Vehicle Driver	1370	41%
Vehicle Passenger	102	3%
Motorcyclist	6	0%
Cyclist	1465	44%
Horse Rider	111	3%
Pedestrian	249	7%
Unknown	21	1%

AGE OF SUBMITTERS			AGE OF SUBMITTERS		
UNDER 18	138	2%	UNDER 18	57	2%
18-24	170	2%	18-24	44	1%
25-34	1431	16%	25-34	422	13%
35-44	1560	18%	35-44	632	19%
45-54	2152	24%	45-54	940	28%
55-64	2511	28%	55-64	956	29%
65-74	870	10%	65-74	259	8%
75-84	42	0%	75-84	12	0%
over 85	5	0%	over 85	2	0%
OFFENCE TIMES			OFFENCE TIMES		
00:00-04:00	20	0%	00:00-04:00	7	0%
04:01-08:00	533	6%	04:01-08:00	174	5%
08:01-12:00	2602	29%	08:01-12:00	1006	30%
12:01-16:00	2872	32%	12:01-16:00	1045	31%
16:01-20:00	2611	29%	16:01-20:00	1013	30%
20:01-23:59	241	3%	20:01-23:59	79	2%
unknown	0	0%	unknown	0	0%

Commercial Vehicles – Partnership Operations

Operation Brigantia

The purpose of the operation was to:-

- Focus the direction of all 7 NE forces and partner agencies.
- Provide co-ordination and consistency across the region.
- Record the results of the operation to demonstrate the cumulative effort that the region can produce when working together for a common goal.
- Analyse results after each deployment of the operation to develop future working practices.

Strategic checks points were set up on the 17th 18th and 20th June 2024 by West Yorkshire Police Traffic Officers and DVSA Vehicle Examiners

The following were stopped:

- 30 LGV (less than 3500kg)
- 20 HGV (more than 3500kg less than 12000kg)
- 15 HGV (more than 12000kg)

Out of the total 65 stopped the following tickets/processes were issued:

- 40 Traffic offence reports, for insecure loads, seatbelts and defects such as cracked windscreens and bald tyres
- 30 Graduated fix penalty tickets Overweight and tachograph offences to both UK and overseas drivers
- 3 x 165 seizure and 3 x Report for Court. (One of the seizures was an 18000kg truck 5000kg overweight, insecure load and no insurance, One no Insurance and the other was for Disqualified Driving)
- 2 x VDRS
- 18 Immediate Prohibitions Dangerous parts/condition
- 6 Delayed Prohibitions
- 2 x Abandoned Vehicles

Although yielding some excellent results this operation once again highlighted the threat/risk to road safety which non-compliance among commercial vehicle users pose on our roads and the need for continued focus and enforcement in this area.

Dr Ian Greenwood (via email)

Cllr Hannah Bithell

Chair, Scrutiny Committee, Leeds City Council
2024

26 August

Dear Hannah,

Re: Road danger and road crime

Thank you for your invitation to join the Scrutiny session which will review the progress to date on the Leeds Vision Zero strategy. Please accept my apologies for not being able to attend as I am on holiday. You kindly afforded me the opportunity to comment, and I will focus on three areas, as well as being interested in how local residents have responded to Vision Zero, or even know about it.

First, if I reflect on how far the Council has come since my initial request to meet with the Council Leader, in around 2017, to share my concern about the lack of action to stop road death and serious injuries on the roads in Leeds. My request was declined, and no discernible action followed my letters. Compare that approach to now: it shows recent progress has been impressive. Thank you to those who have championed road death and serious injury since then and the new converts since.

Second, you asked me to comment on progress. The adoption of the *Safe System* approach to road danger, the new approach to speed management, including average speed cameras, and the decision to reduce speed limits on some rural roads – where most serious injuries and deaths occur – are particularly welcome. In future, I would want to see the Council focus on three groups – children, young drivers and those impacted by their crashes, and those most impacted by the deprivation, a known factor which contribute to road trauma. This needs a much stronger commitment from public health, with a particular focus on data so that the actual impact is better understood.

Third, the national landscape looks much more positive and Lilian Greenwood, Minister for Future Roads, has announced that she will be writing a Strategy to stop road death. So, the question to the last Government – why do you not take road death seriously? – is different to this Government – it is: what will the Strategy include and how brave will you be? I was involved with the writing of the Road Safety Manifesto coordinated by PACTS – link below – and I would want to see all four elements included. As you will know, I campaign for a Graduated Driving Licensing (GDL) system which I hope will be included, and I would also add in the areas I reference above – children, those from deprived areas, and rural roads. But whatever the Government choose the inclusion of all aspects of the Safe System is vital, as is national accountability frameworks to ensure the whole system takes road death seriously, and leadership. Key to this is the understanding from our fellow citizens who have a major role to play in stopping road death, in Leeds and across Britain. A letter from you to Lilian Greenwood supporting the priorities from the Committee would be really helpful.

Your sincerely,

Dr Ian Greenwood

Campaigner to stop road death

and Dad to Alice, forever 12 because she was killed in an avoidable crash

PACTS Manifesto - <https://www.pacts.org.uk/wp-content/uploads/PACTS-Manifesto-for-Road-Safety-2024-FINAL-1-.pdf>

Connecting Leeds Consultation & Engagement

Date: 25/09/2024

Report of: Chief Officer, Highways & Transportation

Report to: Scrutiny Board (Infrastructure, Investment & Inclusive Growth)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

The Connecting Leeds team and brand was established in 2016 for the Leeds Public Transport Investment Programme (LPTIP) to ensure thorough communications and public consultation with Leeds residents. That same year, 8000 people took part in informing the council's Transport Strategy – setting out a vision for Leeds to be a city where everyone has affordable, zero-carbon travel choices.

Since then, the Connecting Leeds team has become a recognisable brand for the Leeds transport strategy and has held over one hundred consultations across the city. With each one we learn new and better ways of doing things whether that be in relation to a location/venue, timings, communication, presentation of materials, stakeholder management, or managing

Recommendations

- a) Members are asked to note the content of the report.
- b) Members are asked to make suggestions of potential improvements the service can make to consultation and engagement.

What is this report about?

- 1 This report provides an overview of the activities undertaken by the Connecting Leeds Team and examples of best practice and how continuous improvements have been made since it was established in 2016.

What impact will this proposal have?

Connecting Leeds brand

- 2 The Connecting Leeds team and brand was established in 2016 for the LPTIP infrastructure programme to ensure thorough communications and public consultation with Leeds residents. That same year, 8000 people took part in informing the council's Transport Strategy – setting out a vision for Leeds to be a city where everyone has affordable, zero-carbon travel choices.
- 3 Since then, the Connecting Leeds team has become a recognisable brand for the Leeds transport strategy and has held over one hundred consultations across the city. With each one we learn new and better ways of doing things whether that be in relation to a location/venue, timings, communication, presentation of materials, stakeholder management, or managing risks.

Connecting Leeds database

- 4 Connecting Leeds has a mailing list of 19,000 subscribers who receive a Connecting Leeds newsletter monthly – promoting forthcoming consultations, providing consultation results and construction updates.

Maximising reach

- 5 For each public consultation we always take an integrated communications approach that uses a mix of communication channels to maximise local engagement. For example, online advertising runs concurrently with social media, letters to residents, distribution of flyers/posters, press releases etc which maximises the opportunities to see (OTS) for the public to find out about a local consultation.
- 6 This approach meant that for the Active Travel England (ATE) A660 consultation in January 2023 we were able to generate 12,947 hits to our consultation webpage, of which over 13% (1709) completed a survey which is a very good conversion rate for such for a complexed scheme that contained 53 changes to the road infrastructure.

Survey design

- 7 Each survey is split down into smaller chunks so the public can view and read about each proposed change in more detail and then usually using a matrix style question, tick a box to indicate on a sliding scale whether they feel very positive to very negative about it. (Appendix 1)
- 8 Wording of the proposals and survey questions are written in plain English, steering away from highways technical language and where this is hard to avoid, we provide a key with a short description. To aid understanding of scheme proposals, we've created a structure of 'existing issue, proposal, benefits, trade-offs'. These are also supported where appropriate with photos, artist's impressions, and a FAQ section.



- 9 As well as quantitative style questions we also include a free text box that enables someone to provide more feedback about why they have scored a proposal a certain way.
- 10 So that we can continue to improve our surveys we add a final question that asks, 'how easy was this survey to understand'. Of the 1709 responses we received for the ATE A660 consultation, only two people found the survey hard to understand. A free text box wasn't added to find out more information, but this is something we are looking to add to future surveys.

Online and in-person

- 11 Online promotion is the most efficient way for us to promote our consultations and measure their impact. For example, for social media and online digital adverts, we can monitor the reach, who they've targeted, where they live and how they found out about the consultation. This provides invaluable insight to enable us to see where the gaps are, in other words who we aren't reaching, and then we can adapt our campaign and targeting to reflect this.
- 12 However, not everyone is as digitally enabled, and we realise the importance of using offline as well as online communication channels. This includes the distribution of flyers, engaging with Leeds Involving People (LIP), identifying local stakeholders to help spread the word as well as holding in-person consultation events, where people can read about the scheme on super-sized information boards, ask questions, and complete a paper version of the survey. For larger-scale consultations like the ATE A660, four public events were held in different locations to encourage people less digitally confident to have their say.

Area demographics

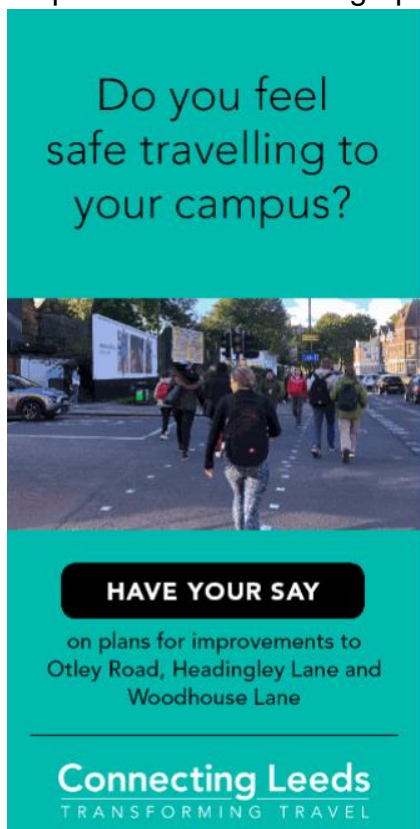
- 13 Connecting Leeds doesn't just want to reach as many people as possible to have their say, we also want to hear from people that are less likely to engage with us as it's important that the responses we receive reflect an area's demographics as much as possible.
- 14 We use third-party organisations and 2021 ONS census data (Leeds Observatory) as audience research before consultation. The data includes demographic ward make-up and acts as a KPI to benchmark consultation responses against. This allows us to tailor our communications to certain demographic types, which is particularly important when trying to reach under-represented groups. When analysing survey results, consideration is given to who took part (area demographics), as well as cross-tabulating this with their responses to specific questions. Some survey questions are also analysed to see if views are different from those living in the immediate local postcode versus those who live in other areas of Leeds.

Stakeholder engagement

- 15 At the early planning stages of a consultation, we work hard to establish who the local stakeholders are, so they are included in our communications plan. Not only do we consult with stakeholders during the 'consultation period', but for larger or more complex schemes like the A660 and more recently Armley Town Street we identify key stakeholders at the concept design stage so they can have some influence on the design before we go out to formal consultation. We have found this to be an invaluable way of gathering local insight so that when we do go out to formal consultation, we have more meaningful conversations with people.
- 16 We have a master stakeholder list for the city that is continually evolving and being updated. We are also building ward specific stakeholder lists, so we have more hyperlocal contacts and networks to promote our consultations too.

Monitoring performance

- 17 To measure success, we create 'weekly-reach-reports' that provide snapshots of demographics available vs demographics reached so far, enabling targeted weekly communications and agile messaging to focus on those still under-represented. Three weeks into the ATE A660 consultation, despite people aged 18-25 being a large portion of the local demographic, we were struggling to get them to engage. In response we created an online advert to target this audience, which together with leafleting on campus to students helped us increase the survey responses for this demographic.



- 18 At the close of every consultation a final communications evaluation report is produced to measure success and provide any learnings for future.

Lessons learnt

- 19 At the end of every consultation, we hold a lesson learnt session to discuss what went well and what we could improve on. This is usually structured over half a day with breakout sessions to encourage reflection and discussion. Findings of these are then recorded and saved in our project management office so that they can be drawn upon by other council officers.

Equality, diversity and inclusion (EDI)

- 20 Our master stakeholder list for Leeds currently has a list of over 750 contacts on it. It has details of organisations and community groups from various sectors, for example - Leeds Youth Council, Leeds Disabled People's Organisation, Leeds Older People's Forum, Leeds Society for Deaf and Blind People, LGBTQ+, University of Leeds, Women's Health Matters, Leeds Chamber of Commerce etc.
- 21 For a recent consultation we used 'what3words' to orientate those with neurodiverse needs, created different line-types on maps to overcome colour-blind barriers, and worked with local blind groups to develop a 3D-printed, touchable-model so they could 'see' plans with their hands.



- 22 To remove other barriers, we introduced QR codes as standard on materials aiding ease of language-translation or screen-reading.
- 23 We've also made progress in improving the gap between male and female contributions. Typically, responses received are from those people that identify as male over female. For phase 1 of the Connecting West Leeds consultation in 2022, 72% of responses were from males, when they accounted for 48% of the area's residents. For Phase 2 we deliberately placed more emphasis on targeted communications to women, which resulted in a 48% male, 50% female, 1% non-binary split that represented the ward's demographic.
- Example – online advert 'depicts the outline of a female with a pushchair'.



- 24 Another example is the ATE A660 consultation, where we increased engagement with older residents and people with disabilities by engaging with the Age-Friendly-Steering-Group which resulted in extra seating being provided in the final design. For this consultation we also engaged with students at universities and sessions with Young People's Voice Influence and Change Team - where the group commented on the maps and images "being really good", and the plans being "accessible and very clear".

25 Influencer marketing is something the team is looking into and is keen to hear of any suggestions.

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

Health and Wellbeing

Inclusive Growth

Zero Carbon

26 The Connecting Leeds Transport Strategy is based on the three pillars with the schemes consulted on by the Connecting Leeds team contributing to all.

27 Health & Wellbeing is met through improved air quality, reduced noise and casualty reduction, plus health benefits through greater levels of active travel.

28 Improving the efficiency of the transport network supports inclusive growth, making access to employment, education, and leisure opportunities better for all in the city.

29 Zero carbon is addressed by reduced vehicle emissions through mode shift and electrification of the vehicle fleets.

What consultation and engagement has taken place?

Wards affected: All

Have ward members been consulted?

Yes

No

30 This is an information report for Scrutiny Board which does not require consultation. All reports are published in advance of the public meeting.

What are the resource implications?

31 The majority of costs for delivering the Connecting Leeds consultation work is covered by recharging to scheme budgets which are externally funded from central government grants via the Combined Authority.

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

32 By adopting the Connecting Leeds approach to consultation and engagement we ensure decision makers are aware of public sentiment about schemes prior to implementation, reducing the risk that we not delivering the right outcomes for the people of Leeds.

What are the legal implications?

33 There are no legal implications

Options, timescales and measuring success

What other options were considered?

34 Each scheme consultation is delivered to suit the scheme and local area characteristics.

How will success be measured?

35 Examples are shown above of how we monitor feedback throughout each consultation and adapt our approach accordingly.

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

36 Consultations are scheduled within each scheme programme and are the responsibility of SRO for each scheme. All public materials used are cleared by the Chief Officer, Highways & Transportation and the Executive Member for Economy, Transport and Sustainable Development.

Appendices

-

Background papers

Appendix 1

Section 1: A64(m) Marsh Lane to Naseby Walk

This page details proposals for the A64(m) Marsh Lane to Naseby Walk.

If using the navigation app 'What 3 Words' this is [///engine.shed.motor](#) to [///tunes.take.shared](#).



Existing issues:

- No safe crossings for cycle users
- Bus stops within close proximity of each other slows down bus journey times

Proposals:

- New signalised crossings for cycle users
- Relocation of the existing bus stop at Bridge Community Church (relocated between Rigton Approach and Nippet Lane)
- Relocation of existing pedestrian crossings at Rider Street
- Banned right turn into Rider Street. Access to Rider Street will still be maintained

Benefits:

- Safer for people walking, wheeling and cycling
- More welcoming environment
- Quicker journey times for bus users

Trade-offs:

- Some bus users will have to travel further to a bus stop
- Slightly longer journey times for some motor vehicles due to diversion
- Loss of up to four trees in this section

Why are you proposing the banned right turn/ what does this mean for general traffic? ▼

Why are you proposing to relocate the bus stop? ▼

Why are you removing trees as part of the scheme? ▼

How do you feel about each proposal in this section?

	Very positive	Positive	Neutral	Negative	Very negative
New signalised crossings for cycle users	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relocation of the existing bus stop near Bridge Community Church	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Relocation of existing pedestrian crossings at Rider Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Banned right turn into Rider Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Overall, how do you feel about proposals in this section?

Very positive Very negative

Please tell us more about how you ranked the proposals above.

Write your answer here.

Work Schedule

Date: 25 September 2024

Report of: Head of Democratic Services

Report to: Scrutiny Board (Infrastructure, Investment & Inclusive Growth)

Will the decision be open for call in? Yes No

Does the report contain confidential or exempt information? Yes No

Brief summary

- All Scrutiny Boards are required to determine and manage their own work schedule for the municipal year. In doing so, the work schedule should not be considered a fixed and rigid schedule, it should be recognised as a document that can be adapted and changed to reflect any new and emerging issues throughout the year; and also reflect any timetable issues that might occur from time to time.
- The Scrutiny Board Procedure Rules also state that, where appropriate, all terms of reference for work undertaken by Scrutiny Boards will include 'to review how and to what effect consideration has been given to the impact of a service or policy on all equality areas, as set out in the Council's Equality and Diversity Scheme'.
- Reflecting on the information in this report and information presented as part of other agenda items at today's meeting, Members are requested to consider and discuss the Board's work schedule for this municipal year.

Recommendations

Members are requested to:

- a) Consider the draft work schedule for the 2024/25 municipal year.

What is this report about?

1. A draft work schedule for the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) is presented at Appendix 1 for consideration and discussion. Reflected in the work schedule are known items of scrutiny activity, such as performance and budget monitoring, identified Budget and Policy Framework items and specific member requests for individual work items.
2. The Executive Board minutes from the meeting held on 17 July 2024 are also attached as Appendix 4. The Scrutiny Board is asked to consider and note the Executive Board minutes, insofar as they relate to the remit of the Scrutiny Board; and consider any matter where specific scrutiny activity may also be warranted.

Developing the work schedule

3. When considering any developments and/or modifications to the work schedule, effort should be undertaken to:
 - Avoid unnecessary duplication by having a full appreciation of any existing forums already having oversight of, or monitoring, a particular issue.
 - Ensure any Scrutiny undertaken has clarity and focus of purpose and will add value and can be delivered within an agreed time frame.
 - Avoid pure “information items” except where that information is being received as part of a policy/scrutiny review.
 - Seek advice about available resources and relevant timings, taking into consideration the workload across the Scrutiny Boards and the type of Scrutiny taking place.
 - Build in sufficient flexibility to enable the consideration of urgent matters that may arise during the year.
4. To deliver the work schedule, the Board may need to undertake activities outside the formal schedule of meetings – such as working groups and site visits. Additional formal meetings of the Scrutiny Board may also be required.

Other Issues to Note

5. In July 2024 the Scrutiny Board requested that a statement be provided to the Executive Board summarising member conclusions and recommendations regarding the Council’s approach to highways maintenance. The statement is included for information at Appendix 2.
6. Members are asked to note that although the statement has been submitted to the Executive Board, the item has now been deferred for discussion until 16 October 2024.
7. In July the Scrutiny Board also asked the Chair to write to the Minister for Future Roads & the Chief Secretary to the Treasury to highlight concerns about the way in which national funding is currently allocated. A copy of this letter, which was jointly signed by the Chair and the Executive Member, is appended at Appendix 3.
8. Further to member requests a series of working groups have been arranged for the Autumn. These are noted below and are reflected in the work schedule.

Affordable Housing

Affordable Housing training session 1: Housing need, delivery and challenges	Monday 23 September	1.30pm - 2.45pm	In Person
Affordable Housing training session 2: Delivery Models and Viability	Tuesday 15 October	2pm - 3.30pm	In Person
Affordable Housing 3: Private Roundtable with Registered Providers	Friday 8 November	9.45am - 11am	In Person

Other Working Groups

Budget briefing from the Chief Officer for Financial Services to provide context for the annual budget consultation	Wednesday 25 September	4.30pm - 5.30pm	Remote
Sim Spec Walk around the city centre - led by a representative from the Thomas Pocklington Trust	Wednesday 9 October	11.30am - 12.30pm	In Person
An update on the most recent developments with the Social Progress Index ahead of considering the Inclusive Growth Strategy	Thursday 17 October	1pm - 2pm	Remote
Consultation on the budget proposals that relate to the remit of the Scrutiny Board	Monday 9 December	1pm - 2.30pm	Remote

What impact will this proposal have?

9. All Scrutiny Boards are required to determine and manage their own work schedule for the municipal year.

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

Health and Wellbeing Inclusive Growth Zero Carbon

10. The terms of reference of the Scrutiny Boards promote a strategic and outward looking Scrutiny function that focuses on the priorities set out in the Best City Ambition.

What consultation and engagement has taken place?

Wards affected:
Have ward members been consulted? <input type="checkbox"/> Yes <input type="checkbox"/> No

11. To enable Scrutiny to focus on strategic areas of priority, it is recognised that each Scrutiny Board needs to maintain dialogue with the Directors and Executive Board Members holding the relevant portfolios. The Vision for Scrutiny also states that Scrutiny Boards should seek the advice of the Scrutiny officer, the relevant Director and Executive Member about available resources prior to agreeing items of work.

What are the resource implications?

12. Experience has shown that the Scrutiny process is more effective and adds greater value if the Board seeks to minimise the number of substantial inquiries running at one time and focus its resources on one key issue at a time.
13. The Vision for Scrutiny, agreed by full Council also recognises that like all other Council functions, resources to support the Scrutiny function are under considerable pressure and that requests from Scrutiny Boards cannot always be met.
14. Consequently, when establishing their work programmes Scrutiny Boards should consider the criteria set out in paragraph 3.

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

15. There are no risk management implications relevant to this report.

What are the legal implications?

16. This report has no specific legal implications.

Appendices

- Appendix 1: Draft work schedule of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) for the 2024/25 municipal year.
- Appendix 2: Scrutiny Statement Highways Maintenance Strategy
- Appendix 3: Ministerial letter regarding financing for highways maintenance
- Appendix 4 – Minutes of the Executive Board meeting on 17 July 2024.

Background papers

- None.



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2024/25 Municipal Year

June	July	August
<u>Wednesday 26 June 2024 at 10.30am</u>	<u>Wednesday 17 July 2024 at 10.30am</u>	No Scrutiny Board meeting scheduled.
Performance report (PM) Annual reports: - Sources of Work (DB) - Terms of Reference (DB) - Co-opted members (DB)	Draft Highways Maintenance Strategy [PDS] Community Asset Transfer Policy [PDS] Biodiversity Net Gain – Watercourse [PSR] [presentation]	
Working Group Meetings		
Site Visits		

Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2024/25 Municipal Year

September	October	November
<u>Wednesday 25 September 2024 at 10.30am</u>		<u>Wednesday 6 November 2024 at 10.15am</u>
<p>Update on the development of Mass Transit (WYCA)</p> <p>Vision Zero Annual Update [PSR]</p> <p>Connecting Leeds: understanding current practice & considering how to build on strengths to further improve future engagement / consultation.</p>		<p>Sustainable economic development – focus on impact of tourism and destination marketing.</p> <p>Inclusive Growth update (PSR) (to include info re: recovery of town and district centres)</p>
		<u>Wednesday 27 November 2024 at 10.15am</u>
		<p>Future of Bus Service Provision in Leeds (PSR)</p> <p>Leeds 2023 Legacy</p>
Working Group Meetings		
<p>23/9/24 1.30pm – 2.45pm: Affordable housing need, delivery, and challenges IN PERSON</p> <p>2-3pm 25/9/24: Budget Briefing (all scrutiny members - REMOTE)</p>	<p>11.30am-12.30pm 9/10/24: Sim Spec Walk IN PERSON</p> <p>2-3.30pm 15/10/24: Affordable Housing delivery models and viability IN PERSON</p> <p>1-2pm 17/10/24: Social Progress Index (REMOTE)</p>	<p>9.45-11am 8/11/24: Roundtable with housing providers IN PERSON</p>
Site Visits		

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Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2024/25 Municipal Year

December	January	February
No Public Meetings	Wednesday 22 January 2025 at 10.15am	No meetings
	Performance Monitoring (PM) Initial Budget Proposals (PDS) Leeds Affordable Housing Growth Delivery Partnership Plan update (PSR)	
Working Group Meetings		
9/12/24 1-2.30pm: Budget consultation working group (REMOTE)		

Scrutiny Work Items Key:

PSR	Policy/Service Review	DB	Development Briefings
PDS	Pre-decision Scrutiny	PM	Performance Monitoring



Scrutiny Board (Infrastructure, Investment and Inclusive Growth)

Work Schedule for 2024/25 Municipal Year

March	April	Notes
<u>Wednesday 5 March 2025 at 10.15am</u>	<u>Wednesday 9 April 2025 at 10.15am</u>	-
Leeds Transport Strategy Update (PSR) 100% Digital Leeds annual update Leeds Museums and Galleries – protected characteristics	Future Talent Plan update (including reference to Adult Skills) Flood Risk Management Annual update (PSR) & draft new LFRMS Local Plan Update 2040 End of Year Summary Statement (DB)	
Working Group Meetings		
Site Visits		

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Scrutiny Work Items Key:

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Scrutiny Board (Infrastructure, Investment & Inclusive Growth)

Statement: Highways Maintenance Strategy

For approval: 16 October 2024





Infrastructure, Investment & Inclusive Growth Scrutiny Board



Cllr Asghar Ali



Cllr Hannah Bithell (Chair)



Cllr Neil Buckley



Cllr Katie Dye



Cllr Sandy Lay



Cllr Sonia Leighton



Cllr Michael Millar



Cllr Matthew Robinson



Cllr Andrew Scopes



Cllr Mohammed Shahzad



Cllr Izaak Wilson

Highways Maintenance Strategy

Background

On [17 July 2024](#) the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) considered the Council's approach to highways maintenance, taking particular account of the challenges of a changing climate and the financial pressures facing the Council. It was agreed that a Scrutiny Statement would be provided to the Executive Member to summarise the recommendations of the Scrutiny Board ahead of further consideration of this matter by the Executive Board.

Attendees

- **Cllr Jonathan Pryor** (Executive Member for Economy, Transport & Sustainable Development)
- **Gary Bartlett** (Chief Officer, Highways & Transportation)
- **Oliver Priestley** (Head of Engineering and Infrastructure)
- **Simon Swift** (Executive Manager, Asset Management)
- **Tony Penniston** (Principal Engineer, Highways Asset Management)

Recommendation

The Executive Board and the Chief Officer for Transportation and Highways are asked to consider the conclusions and recommendations of the Scrutiny Board (Infrastructure, Investment & Inclusive Growth) as set out in this report. In line with the Scrutiny Board Procedure Rules, the Executive is asked to provide a response to the Scrutiny Board indicating what action (if any) it proposes to take and to publish its response.

Infrastructure, investment & Inclusive Growth Scrutiny Board Focusing on development and infrastructure functions and services to monitor progress in relation to transport and planning, regeneration and housing growth. The Board will also oversee economic growth functions and services to monitor progress towards being a strong and compassionate city, promoting opportunities for access to learning, skills and employment for all.

Key Conclusions and Recommendations

1

The Scrutiny Board recommends that the Executive Board endorses a future approach to highways maintenance that increases the proportion of first-time permanent patch repairs as opposed to temporary works. The Scrutiny Board requests that consideration be given to:

- a) The affordability and resource requirements of such an approach.
- b) How progress and outcomes delivered via this approach could be measured and reflected in performance monitoring processes.

2

The Scrutiny Board remains concerned about the consistency of the standard of surface reinstatements carried out by third parties. As part of the ongoing review of the process of pothole repairs, members recommend that consideration is given via the Chief Officer for Transportation & Highways to:

- a) How the local authority works with partners to ensure a 'right first time' approach to surface repairs.
- b) Whether specific changes to the current statutory code for reinstatement works should be recommended to Government to assist all local authorities in achieving this ambition.

3

The Chair of the Scrutiny Board will write to both the Minister for the Future of Roads and the Chief Secretary to the Treasury to recommend:

- a) Longer term funding certainty for highways maintenance to enable local authorities to establish a long-term, preventative approach to road maintenance.
- b) Reducing the complexity of funding arrangements by consolidating short term funds for roads maintenance.
- c) Providing immediate certainty about the future of previously announced funds due to be allocated as part of the Network North settlement.

4

The Scrutiny Board recommends greater public communication about the approach to highways maintenance, including the increasingly complex challenges posed by climate change, financial pressures for the Council and the reasons why temporary repairs are used in particular locations. Members ask that consideration by the Chief Officer for Transportation and Highways be given to ways in which technology could improve public engagement in

5

Members are concerned that the inclusion of public complaints as a factor within the prioritisation hierarchy for planned maintenance works may inadvertently disadvantage some communities. Members request that this concern is considered by officers leading the ongoing review of the pothole repair process and the wider approach to road maintenance.

6

The Scrutiny Board supports the identification of artificial intelligence (AI) solutions and innovative permanent repair techniques, which could improve efficiency and deliver improved value for money.



Summary of Issues Considered by the Scrutiny Board

Recognition of the Challenge

Local roads are a vital part of the city's transport infrastructure. However, members of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) acknowledge that the condition of the city's road network is declining and the backlog required to return the network to a good state of repair is increasing.

Members further recognise the complexity of the challenge in relation to highways maintenance, noting at their recent meeting:

- the impact of more frequent extreme weather brought about by climate change
- the increasing cost of repairs driven by external factors
- the scale of the network in Leeds
- the degradation of materials in an aging road network
- the context of significant and sustained financial pressure across all areas of local government.

In seeking to address the challenge of highways maintenance in the city, members of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) welcome the current review of the pothole repair process and the wider Highway Maintenance Revitalisation Programme.

Permanent and Temporary Repairs

In July, members of the Scrutiny Board endorsed an approach which would increase the proportion of first-time permanent patch repairs as opposed to temporary works.

Members recognised there will always be a need to deliver urgent temporary repairs in order to ensure safety on the road network. However, the view of the Scrutiny Board was that delivering a higher proportion of first-time permanent repairs would reduce the need for repeat visits to repair damage. This has the potential to be more cost effective and would also address a familiar concern raised with councillors by members of the public.

The Scrutiny Board requests that officers consider the affordability of increasing the proportion of first-time permanent patch repairs as part of the ongoing review of the process of pothole repair, including identifying whether this would require a reallocation of existing resources or a provision of additional resources.

In order to assess the effectiveness of adopting such an approach, members further recommended that progress and outcomes should be reflected in performance monitoring processes.



Summary of Issues Considered by the Scrutiny Board

Inspection and Prioritisation of Repairs

Members explored the process of carrying out condition surveys of the road network. This included details about walked and driven safety inspections used to identify defects which might cause a danger or serious inconvenience to those using the highway.

At the request of members, officers also outlined the process for combining the outcome of road condition surveys and the availability of resources to produce a prioritised programme of road repairs across the network.

It was noted that public complaints can also be a factor in determining the prioritisation of repairs in situations where multiple locations would otherwise have equal priority. Members expressed some concern that an unintended consequence of this process might be to disadvantage communities that do not typically proactively engage with the Council. The Scrutiny Board therefore proposed that this concern is considered as part of the ongoing review of pothole repairs.

Members support the use of artificial intelligence solutions to improve the efficiency of inspections and welcome the current engagement with a national road innovation group where best practice and experience with new technologies can be shared.

Third Party Repairs

Members of the Scrutiny Board noted concerns raised by constituents regarding the quality of road surface repairs carried out by third parties such as utility companies. Members agreed that such companies should be held to account for the quality of their work in reinstating the road surface given the cost and public disruption incurred where repeat repairs are required.

Officers provided an overview of the requirements of the statutory code ([Reinstatement of Openings in the Highway](#)) mandated by the Department for Transport in relation to reinstatement works and advised the Scrutiny Board that there is no legal requirement for companies to go beyond the specifications set out in the code.

Officers further advised the Scrutiny Board on the way in which inspections of reinstatement works are carried out. Members agreed that due to the scale of street works carried out in the city it would not be possible to inspect every repair. However, members did suggest it would be beneficial to consider whether technological solutions could enable the public to report repairs of concern more easily.

Officers were asked to consider whether specific amendments to the current statutory code would enable the Council to hold external companies to a higher standard of repair in line with the aspiration to prioritise first time permanent repairs—and if so, recommended that this should be communicated to new Government ministers.



Summary of Issues Considered by the Scrutiny Board

Funding

Members considered the current funding arrangements for highways maintenance both in terms of capital and revenue funding.

Members concluded that a combination of inflationary pressures, cost increases and levels of national investment have not been sufficient to enable the Council to improve the road network to a good state of repair and to prevent the repairs backlog increasing. The outcome of this situation is managed decline across the road network.

Consideration was given to the significant long-term investment by Leeds City Council, which has been provided to support national funding. Given the sustained financial pressure facing the local authority, concern was raised about the feasibility of maintaining levels of local funding for highways maintenance and the potential implications for the network if that funding has to be reduced.

Members concluded that the complexity of responding to the challenge of maintaining the local road network is exacerbated by the nature of national funding, which is often provided on a short term basis through multiple funds.

While members welcomed efforts by officers to utilise such funding as and when it becomes available, it was agreed that a lack of certainty over funding arrangements prevents councils from developing a longer-term, more cost effective, preventative approach to highways maintenance.

Members further noted additional uncertainty around previously announced Network North funding allocations following the outcome of the recent general election.

It was agreed that the Chair of the Scrutiny Board will write to both the Minister for Future of Roads and the Chief Secretary to the Treasury to recommend:

- Providing longer term funding certainty to local authorities to enable them to better establish a long-term, preventative approach to road maintenance.
- Reducing the complexity of funding arrangements by consolidating the number of short term funds for roads maintenance.
- Providing immediate certainty about the future of previously announced funds due to be allocated as part of a Network North settlement.



Summary of Issues Considered by the Scrutiny Board

Public Engagement

The Scrutiny Board recommends greater public transparency about the Council's approach to highways maintenance in order to improve perceptions about the decisions being made about the network. For example, being clear where temporary repairs are being used to address urgent safety concerns.

It was acknowledged that technological solutions maybe required in future to deliver such improvements, so the public can understand where and why specific works are taking place. Similarly, members were keen to explore whether such a solution could increase the ease through which members of the public can raise concerns about repairs.

It was also recommended that the ongoing review of the process of pothole repairs seeks to identify 'quick wins' with regards to both potholes and road markings, given the contribution of factors such as these to an overall public impression of the organisation. It was suggested that this could extend to a designated lining team to increase the maintenance of white lines across the city, especially on major routes where people from outside the city use the roads with regularity

Members suggested wider public engagement on matters such as the impact of increasingly extreme weather due to climate change and the financial pressures facing the Council could increase understanding of the complexity of the challenge of highways maintenance locally and nationally.

More information about Leeds City Council's Scrutiny Service, along with the activity and membership of individual Scrutiny Boards, can be found on the Council's [committee webpages](#).

You can also follow @ScrutinyLeeds on X.



Lilian Greenwood MP
Minister for the Future of Roads

Councillor Hannah Bithell
Chair, Scrutiny Board (Infrastructure, Investment
& Inclusive Growth)

Darren Jones MP
Chief Secretary to the Treasury

Cllr Jonathan Pryor
Executive Member for Economy, Transport and
Sustainable Development

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Leeds City Council
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LS1 1UR

Principal Scrutiny Advisor: becky.atherton@leeds.gov.uk
Tel: 0113 378 8642

Date: 4 September 2024

Dear Lilian and Darren

Leeds City Council's Infrastructure, Investment and Inclusive Growth Scrutiny Board has recently considered the complex challenge of maintaining the city's local road network. Scrutiny members produced a series of recommendations, which included matters linked to the nature of national funding – hence our jointly writing to you to highlight these matters.

Local roads remain a vital part of our city's transport infrastructure. However, like many other authorities across the country, if current conditions continue Leeds City Council faces the prospect of maintaining an asset in declining condition while the backlog of maintenance required to return the local road network to a good state of repair is increasing. The backlog in Leeds is currently estimated at £288m.

As you will no doubt be aware, the complexity and cost of maintaining the network is becoming increasingly difficult. This is due to a range of factors including more frequent extreme weather events brought about by climate change, inflationary cost pressures exacerbated by external events and the degradation of materials in an aging road network.

To illustrate the increase in construction costs, applying the relevant industry construction cost indices to total funding of £23.8m in 2010/11 would result in a requirement of approximately £34.8m of funding to undertake the same amount of work at current rates.

Furthermore, the increasing cost of maintenance is unavoidably set within the context of significant and sustained financial pressure across all areas of local government.

Leeds City Council has provided significant capital investment in highways maintenance over many years to support national funding – almost £200m since 2010. The current year's planned capital maintenance programme of £28,961,043 is funded from the 2024/25 City Region Sustainable Transport Settlement (£14,506,243), Network North Funding (£1,454,800) and Leeds City Council Capital Resources (£13,000,000).

In addition, the Highways Maintenance revenue budget will total £4,991,000 in 2024/25.

Council officers demonstrate an innovative approach to highways maintenance in Leeds and have proved open to exploring emerging solutions including the use of artificial intelligence. They have also repeatedly demonstrated their agility in planning and preparing for additional funding that may become available to the authority at relatively short notice – such as the most recent Network North allocations.

However, scrutiny members concluded that the nature of national funding – often relatively short term and secured via multiple routes - is limiting the extent to which organisations like our own can plan and implement a long-term highways maintenance strategy.

We are confident that providing greater long-term certainty around national funding would enable local authorities to deliver a proactive maintenance strategy based on preventative works that deliver better value for money.

We ask that you consider how a collaborative approach from the Department for Transport and HM Treasury could identify ways in which to provide longer term funding certainty to local authorities to support a strategic, preventative approach to the maintenance of the local road network.

We also urge you to consider introducing a more streamlined approach to funding. By simplifying the financing process, we believe the Government could maximise the impact of the resources provided to local authorities and enable a more strategic approach to improving road infrastructure. This offers the potential to deliver safer, more efficient road networks for those living and working in cities like Leeds.

Finally, in the context of providing certainty over funding, we would welcome clarification as soon as possible about the future of previously announced Network North funding for highways maintenance.

My colleagues and I look forward to your response.

Yours sincerely



Councillor Hannah Bithell
Chair, Scrutiny Board (Infrastructure, Investment and Inclusive Growth)



Cllr Jonathan Pryor
Executive Member for Economy, Transport and Sustainable Development

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EXECUTIVE BOARD

WEDNESDAY, 24TH JULY, 2024

PRESENT: Councillor J Lewis in the Chair

Councillors S Arif, D Coupar, M Harland,
A Lamb, J Lennox, J Pryor, M Rafique and
F Venner

APOLOGIES: Councillor H Hayden

15 Exempt Information - Possible Exclusion of the Press and Public

RESOLVED – That, in accordance with Regulation 4 of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012, the public be excluded from the meeting during consideration of the following parts of the agenda designated as exempt from publication on the grounds that it is likely, in view of the nature of the business to be transacted or the nature of the proceedings, that if members of the public were present there would be disclosure to them of exempt information so designated as follows:-

- (A) That Appendix 2 to the report entitled, ‘Heart of Holbeck: Levelling Up Round 3 Funding’, referred to in Minute No. 31 be designated as being exempt from publication in accordance with paragraph 10.4(3) of Schedule 12A(3) of the Local Government Act 1972 and be considered in private. This is on the grounds that it contains information relating to the financial or business affairs of a particular person (including the Council). It is considered that the public interest in maintaining the content of Appendix 2 as exempt from publication outweighs the public interest in disclosing the information, as doing so would prejudice the Council’s commercial position and that of third parties should it be disclosed at this stage.

16 Late Items

Supplementary Information – Agenda Item 14 - Updated Community Asset Transfer (CAT) Policy

Whilst there were no late items of business submitted, with the agreement of the Chair, supplementary information was circulated to Board Members and published ahead of the meeting for inclusion within agenda item 14, ‘Updated Community Asset Transfer Policy’ in the form of an updated Appendix 2 EDCI Screening document. It was noted that this document had been updated in response to the consideration of the proposed new CAT Policy at the recent Scrutiny Board Infrastructure, Investment & Inclusive Growth meeting. The supplementary information was considered by the Board as part of agenda item 14. (Minute No. 28 refers).

17 Declaration of Interests

Councillor S Arif declared a Disclosable Pecuniary Interest with respect to the agenda item entitled, 'Heart of Holbeck: Levelling Up Round 3 Funding'. As such, Councillor Arif advised the Board that she would leave the meeting room for the duration of the Board's consideration of that item (Minute No. 31 refers).

18 Minutes

RESOLVED – That the minutes of the previous meeting held on 19th June 2024 be approved as a correct record.

19 Disorder in Harehills - 18 July 2024

Given that this was the first Executive Board meeting held since the disorder which occurred in Harehills on 18th July 2024, the Leader invited Members to address the Board on this matter.

Councillor Arif, as Ward Councillor for Gipton and Harehills, thanked all of those in the local community, Council staff and all partner organisations for the support provided during this difficult period and for the actions taken during and since the disorder to calm the situation. In terms of moving forward, Councillor Arif emphasised that the priority was now to rebuild as a community and reflect upon this experience.

Councillor Lamb also provided his thanks and specifically highlighted children's social care colleagues, emphasising the valuable role that they play on a daily basis in the protection of children and young people.

Responding to a Member's enquiry, the Leader undertook that a review into this matter would be undertaken at the appropriate time.

In conclusion, assurance was provided that the Council would never allow violence and intimidation to be a factor in respect of decision making around child protection cases and that the interests of children and young people would always be at the heart of such matters.

ADULT SOCIAL CARE, ACTIVE LIFESTYLES AND CULTURE

20 Community Health and Wellbeing Service: Transforming Home Care

The Director of Adults and Health submitted a report on arrangements for the Community Health and Wellbeing Service pilot, which the report described as a transformational approach to delivering health and care services at home through a collaborative partnership of contracted providers working together on a neighbourhood basis. The report provided an update on the outcome of the recent tendering exercise for providers, set out the benefits of this model and presented the process for the mobilisation of the contract. It was noted that the new model was to be piloted in 'Bramley and Stanningley', 'Armley' and 'Farnley and Wortley' Wards.

The Executive Member introduced the report and in doing so provided an overview of this new model of home care. Also, details were provided on the

benefits arising from this approach, how performance data would be monitored and what the model required for it to be implemented. It was also noted that consultation had been undertaken with local Wards Councillors with the matter also being recently considered and well received by Adults, Health and Active Lifestyles Scrutiny Board.

Responding to a Member's enquiry, the Board was advised that in terms of Scrutiny involvement moving forward, the Scrutiny Board was scheduled to receive an update within approximately 6 months of the pilot commencing. It was also noted that there would also be external evaluation of the outcomes from this pilot, which would be incorporated into the update to Scrutiny Board.

Regarding a question on funding arrangements, the Board received details of the key mechanisms that would be in place to ensure that the costs of the new service would be covered, and noted that should it be needed, there was a contingency sum in place received via the NHS Transformation Fund.

RESOLVED –

- (a) That the award of the Community Health and Wellbeing Service pilot contract to 'Be Caring Limited' and 'Springfield Homecare Limited', be noted, as per the delegated decision of the Director of Adults and Health (D57519 refers);
- (b) That the award of a £247,000 grant from the Rayne Foundation's "Better Careers for Better Care" fund via the grant holder Leeds Teaching Hospitals Trust to be allocated to Leeds City Council, Leeds Community Healthcare NHS Trust and the above contract holders to support the delivery of the pilot, be noted;
- (c) That the process for mobilisation and communication with key stakeholders during this period, as detailed within the submitted report, be noted.

21 Adults and Health - In House Care Homes Service Review: Knowle Manor and Dolphin Manor: Post Consultation Recommendations Report

The Director of Adults and Health submitted a report which presented the findings of the consultation exercise, as previously agreed to be undertaken at Executive Board in December 2023, on proposals to close Knowle Manor residential care home in Morley, and to repurpose Dolphin Manor residential care home in Rothwell into a community care bed base (Recovery Hub). In considering those outcomes, the report made recommendations regarding the future of both residential care homes for the Board's consideration.

In presenting the report, the Executive Member provided an overview of the proposals and of the consultation undertaken. Information on current occupancy levels for both care homes was provided, with it being highlighted that the context of the proposals was that the use of Council residential care homes had declined over recent years. It was noted that there were other care home providers in the locality with vacancies and as such it was felt that there were suitable alternatives available for residents. It was also noted that

there were jobs available for affected Knowle Manor staff at the Council's other in-house care delivery services, and that proposals would see Dolphin Manor staff retaining their jobs. Acknowledging the potential impact of these proposals, details were provided on the support that would be given to those affected, should the recommendations be approved.

Responding to a Member's enquiries regarding the future of Knowle Manor, Members received an update on the condition of the building. Whilst it was acknowledged that investment had been made via the installation of solar panels, it was noted that the building was in a poor condition and that the level of funding required to refurbish and maintain it was not available.

It was also noted that whilst not covered within the submitted report, the Leader highlighted that he and the Executive Member for Adult Social Care, Active Lifestyles and Culture had met with local Ward Councillors and the local MP about the longer-term future of Knowle Manor. It was undertaken that the Council would work with those local Ward Members and the MP in terms of looking for wider funding opportunities, with the aspiration that Knowle Manor be used for the future provision of care and health services in Morley, if at all possible, and that at the appropriate time, such matters would be submitted to the Board.

A Member raised an enquiry regarding consultation undertaken in relation to Dolphin Manor. In response, the Board received further information on the consultation exercise conducted in respect of the proposals within the submitted report affecting both Dolphin Manor and Knowle Manor.

In response to a Member's comments regarding the provision of the Council's residential care services more generally and the impact that these proposals would have, the Board received further details on this matter. It was noted that the Council's provision of long-term residential care services was very small and underutilised. It was highlighted that the external market currently does not have sufficient supply of intermediate care provision, hence the proposal within the report that Dolphin Manor could be repurposed as an intermediate care facility.

Members received further details and context on the current occupancy levels at both Knowle Manor and Dolphin Manor and also on the processes and timeframes by which the Council had stopped the admission of long-term residents.

RESOLVED –

- (a) That the closure of Knowle Manor care home be approved, and that once closed, the building be declared surplus to service requirements;
- (b) That the repurposing of Dolphin Manor into a community care bed base (Recovery Hub), be approved;
- (c) That following resolutions (a) and (b) above, the timeline for closure as set out at point 66 of the submitted report, be approved;

- (d) That it be noted that the Director of Adults and Health is responsible for the implementation of the resolutions above.

(Under the provisions of Council Procedure Rule 16.5, Councillor A Lamb required it to be recorded that he abstained from voting on the decisions referred to within this minute)

CHILDREN AND FAMILIES

22 Outcome of Call In: Little Owls Nurseries Review

Further to Minute No. 7, 19th June 2024, the Board considered a report of the Head of Democratic Services which, in response to the outcome of a Call In meeting of the Children and Families Scrutiny Board, asked Executive Board to reconsider one of its decisions taken on the Little Owls Nurseries Review report submitted to the 19 June 2024 Executive Board meeting.

Whilst the Scrutiny Board resolved at the Call In meeting of 9th July 2024 to release Executive Board resolutions 7(a) to (f) for implementation, the Scrutiny Board had resolved to refer resolution 7(g) back to the Board for reconsideration on the basis that the Scrutiny Board believed that democratic oversight would be enhanced if future decisions on the 12 Little Owls settings listed at resolution 7(e) were taken by Executive Board rather than through officer delegated decision. The Board was therefore asked to either confirm its original decision of 19th June as set out at resolution 7(g), or vary it, taking into account the recommendations made by the Children and Families Scrutiny Board at the recent Call In meeting.

Resolution 7(g) of 19 June 2024 Executive Board minutes read, '*That it be noted that the Director of Children and Families may take further decisions in respect of the settings listed at resolution (e) above following the market sounding exercise for the twelve settings indicated, which would be as a direct consequence of this decision*'.

It was confirmed that in taking account of the outcomes from the Scrutiny Board Call In meeting, it had been agreed to vary the Board's original decision at 7(g) (as set out above) so that future decisions on the 12 Little Owls settings listed at resolution 7(e) of the same minute were taken by Executive Board. In response, a Member welcomed this proposal, commended the Scrutiny Board for the work undertaken and highlighted the value of the Scrutiny process.

RESOLVED – That in response to the outcome of the recent Scrutiny Board Children and Families Call In meeting regarding the decisions made by Executive Board on the Little Owls Nurseries Review (19 June 2024), resolution 7(g) be varied so that future decisions on the 12 Little Owls settings listed at resolution 7(e) of the same minute be taken by Executive Board.

(The resolution above, given that it was a decision which has been the subject of a previous Call In, was not eligible for Call In, in line with Executive and Decision Making Procedure Rule 8.1.1)

23 Outcome of consultation on a proposal to change the age range of Moor Allerton Hall Primary School from 3-11 years to 4-11 years and permanently close the local authority-maintained nursery.

The Director of Children and Families submitted a report on a proposal to change the age range of Moor Allerton Hall Primary School from 3-11 years to 4-11 years and to permanently close the Local Authority-maintained nursery. The report highlighted that a public consultation on the proposal had taken place between 13 May and 28 May 2024 and provided a summary of the consultation responses received. Additionally, the report sought approval for the publication of a statutory notice in respect of the proposals.

On behalf of the Executive Member for Children and Families, the Executive Member for Economy, Transport and Sustainable Development introduced the report and in doing so, highlighted the key recommendations. It was noted that whilst there had been 24.5 full time equivalent children attending the nursery in the summer term 2024, this would reduce to 5.5 in September 2024. It was also noted that should the submitted recommendations be approved, then the intention would be to bring a further report to the November 2024 Board, presenting the outcomes of the Statutory Notice.

Responding to a Member's enquiry regarding the timing of the proposals within the submitted report, given the new Government's manifesto commitment regarding childcare provision, the Board was provided with further context on the proposal. It was noted that the proposals were being brought forward due to a decline in population of children and young people in the local area together with a sufficiency of available provision in that locality. In addition, it was noted that the school was considering working with a private provider with regard to the potential delivery of childcare.

RESOLVED –

- (a) That the outcome of the public consultation for this proposal, as detailed within the submitted report, be noted;
- (b) That the publication of a Statutory Notice on the proposal to change the age range of Moor Allerton Hall Primary School from 3-11 years to 4-11 years and to permanently close the Local Authority-maintained nursery at the school, be approved;
- (c) That it be noted that the implementation of the proposal would be subject to the outcome of the Statutory Notice;
- (d) That the intention for a further report to be presented to the November 2024 Executive Board meeting, be noted;
- (e) That it be noted that the responsible officer for the implementation of such matters is the Head of Learning Systems.

(Under the provisions of Council Procedure Rule 16.5, Councillor A Lamb required it to be recorded that he abstained from voting on the decisions referred to within this minute)

LEADER'S PORTFOLIO

24 Annual Corporate Risk Report

The Director of Strategy and Resources submitted a report presenting the Council's annual corporate risk and resilience report for consideration. The report provided details of the most significant risks currently on the Council's corporate risk register together with summary assurances describing the key controls in place to manage those risks, details of where any further actions were planned and also signposting to where more detailed information can be found.

In presenting the report, the Leader highlighted the challenging environment in which Local Authorities were operating, which meant that the number of significant risks being faced was increasing. The Board's attention was specifically drawn to the significant mitigation now in place with regard to the risk associated with major flooding, which was due to the key actions in this area including the development of the flood alleviation scheme.

The significant risks linked to the Council's financial position were also highlighted.

In response to a Member's question regarding the risks associated with the Council's IT systems and arrangements for dealing with a major cyber outage, the Board received an update and assurance on the actions being taken in this area to mitigate the level of associated risk. It was noted that this matter was recently considered by the Strategy and Resources Scrutiny Board and whilst there was no complacency in this area, the Council was as confident as it could be in the arrangements it has established.

Linked to this and in response to a further enquiry, the Board received an update on the Council's business continuity arrangements for the delivery of key services, which it was noted continued to evolve in response to the changing environment. Further to this, it was undertaken that the Member in question be offered a separate briefing on such matters.

RESOLVED – That the annual risk report, as presented in the submitted report and appendix, be noted, together with the assurances provided on the most significant corporate risks, in line with the Council's Risk Management Policy and Strategy and also in line with the Board's overarching responsibility for their management.

RESOURCES

25 Annual Corporate Performance Report 2023/24

The Director of Strategy and Resources submitted a report presenting the Council's annual Corporate Performance report which provided an update on the Council's performance in 2023/24 against the range of Key Performance Indicators (KPIs) monitored which covered all directorates.

In introducing the report, the Executive Member noted that whilst the annual corporate performance report provided an update on the Council's strategic performance indicators, the importance of contributions to the successful delivery of those performance indicators by individuals and services across the Council was highlighted. The Board's attention was drawn to the Council's performance against some specific KPIs. The value of resources such as the Social Progress Index was also highlighted together with the reference in the report to the introduction of the Office for Local Government (OFLOG), which aimed to provide accessible data about the performance of Local Government.

In considering the report, a Member highlighted the value of the relevant Scrutiny Boards having the opportunity to analyse this data in detail.

Regarding the performance metric relating to the collection of household waste, a Member enquired whether a further metric could be added which measured performance on household waste collection specifically on the designated collection day. In response, the Executive Member for Climate, Energy, Environment and Green Spaces gave an undertaking that the Member in question would be provided with further information on this specific matter, with an offer of a further meeting between the Executive Member and the Member in question also being given, if required. The Executive Member also provided a wider update in relation to refuse collection.

Responding to a specific enquiry regarding the Council's preparedness in relation to the introduction of new refuse collection policies, it was noted that a further report was intended to be submitted to the Board on such matters in due course.

RESOLVED – That the annual Corporate Performance Report for 2023/24, as submitted, be received and noted, together with the progress made during that period, as detailed within the submitted report.

26 Capital Programme 2024/25 to 2028/29 - Quarter 1 Update

The Chief Officer Financial Services submitted a report presenting an update on the Council's Capital Programme for the period 2024-2029, split between the General Fund and the Housing Revenue Account (HRA), with a forecast of resources available over that period. The report also provided a specific update of the 2024/25 Capital Programme and also sought approval in relation to specific injections into the Capital Programme.

In presenting the report, the Executive Member highlighted that both this report and the following Financial Health Monitoring report were being considered together, given that a review of the Capital Programme was taking place with the aim easing the pressure on the Council's revenue budget. It was also noted that the level of borrowing within the Capital Programme, as presented, remained affordable and that the report also sought approval in relation to specific injections into the programme.

RESOLVED –

- (a) That the following injections into the Capital Programme, as detailed at Appendix A (iii) of the submitted report, be approved:-
 - £7,347.0k of Major Repairs Reserve funding for Capitalised Voids and Repairs; and
 - £1,558.1k of additional departmental borrowing for the project to rehouse tenants and subsequently demolish 6 high rise blocks;
- (b) That it be noted that the above resolution to inject funding of £8,905.1k will be implemented by the Chief Officer Financial Services;
- (c) That the latest position on the General Fund and HRA Capital Programme as at Quarter 1 2024/25, as presented within the submitted report, be noted. That the current review of the existing programme to identify where schemes could be delayed to reduce debt costs and support the in-year revenue position, also be noted.

27 Financial Health Monitoring 2024/25 Quarter 1

The Chief Officer Financial Services submitted a report presenting the Council's financial position in respect of the 2024/25 revenue budget following the first quarter of the financial year. The report also provided an update on the Quarter 1 position in respect of the Housing Revenue Account, the Schools Budget, the Council Tax and Business Rates Collection Fund and Treasury Prudential Indicators.

In presenting the report the Executive Member provided an overview of the key points in which it was noted that as at Quarter 1, the Council was forecasting a General Fund overspend of £19.936m. The key areas of overspend were noted together with the reasons for those. The Executive Member also highlighted the range of mitigating measures being taken to address the overspend.

In response to a Member's concerns about the projected overspend being reported at Quarter 1, the Board received detailed information on the complex challenges being faced together with the range of comprehensive actions being taken to address those challenges and to manage the financial pressures faced, with specific reference made to the work that continued to be undertaken in respect of the services within Children and Families directorate.

Regarding a specific enquiry on the projected overspend within the Adults and Health directorate, the Board received further detail on the key causes of that projected overspend. It was noted that higher than anticipated demand in

relation to working age adults was a key factor that remained ongoing, and it was noted that this was not a unique trend to Leeds. Details of the range of work undertaken as part of the budget preparation and also in response to the current position were highlighted.

Also, noting that the report reflected the budgeted assumption of a 3.5% pay increase, an enquiry was raised about the potential impact on the budget should the pay award be higher. In response, it was noted that the JNC pay award had been agreed at 2.5%, whilst the NJC pay award was still being negotiated. In response to a further enquiry, it was undertaken that the Member in question would be provided with details of the potential impact upon the budget, should the NJC pay award be at a level of 5.5%.

Also in response to a Member's enquiry, the Board was provided with further details on the range of actions that would continue to be taken to address the currently projected overspend in-year and look towards budget setting processes for future years. It was noted that this issue continued to dominate discussions, and whilst it was a challenging situation for all employees, it was highlighted that there was a commitment for the Council to do everything that it could to operate within its budget. It was also noted that such matters would continue to be reported to Executive Board, as appropriate.

Members also discussed the national position in relation to Local Government funding arrangements moving forward, given the recent change in national Government.

RESOLVED –

- (a) That as presented within the submitted report, it be noted that at Quarter 1, the Authority's General Fund revenue budget is reporting an overspend of £19.936m for 2024/25 (3.2% of the approved net revenue budget) after the application of reserves and within a challenging national context, with it also being noted that a range of actions are being undertaken to address this position;
- (b) That as presented within the submitted report, it be noted that at Quarter 1, the Authority's Housing Revenue Account is reporting a balanced position;
- (c) That it be noted that known inflationary increases, including demand and demographic pressures in Social Care, known impacts of the rising cost of living, including the NJC pay settlement of £1,925 and the JNC pay settlement of 3.5%, have been incorporated into this reported financial position, with it also being noted that these pressures will continue to be reviewed during the year and reported to future Executive Board meetings as more information becomes available. That it also be noted that proposals would need to be identified to absorb any additional pressures;
- (d) That it be noted that where an overspend is projected, directorates, including the Housing Revenue Account, are required to present action

plans to mitigate their reported pressures and those of the Council's wider financial challenge where possible, in line with the Revenue Principles agreed by Executive Board in February 2024 through the annual Revenue Budget report;

- (e) That as presented within the submitted report, the quarterly analysis of the Prudential Indicators be noted, specifically that the actual gross and net debt for the Council in 2024/25 to date remain comfortably within both the Operational Boundary and the Authorised Limit set by Council.

28 Updated Community Asset Transfer Policy

The Director of City Development submitted a report proposing the adoption of an updated policy for Community Asset Transfers which would replace the policy approved by Executive Board in September 2012 (Minute No. 77, 5th September 2012 referred). The report noted that the updated policy incorporated experience and learning acquired from managing community asset transfers for over ten years and would establish revised criteria and process that aligned with current estate strategies and challenges around estate maintenance.

With the agreement of the Chair, supplementary information was circulated to Board Members and published ahead of the meeting for consideration as part of this report in the form of an updated Appendix 2 EDCI Screening document. It was noted that this document had been updated in response to the consideration of the proposed new CAT Policy at the recent Scrutiny Board Infrastructure, Investment & Inclusive Growth meeting, and the timing between the meetings had not allowed this information to be included within the original agenda pack.

The Executive Member introduced the report and in doing so highlighted how the new policy would allow a proactive approach to be taken and how the policy benefitted from the experience of previous CAT processes. The extensive consultation undertaken with Elected Members was also highlighted, together with the fact that the matter had been considered by Scrutiny.

The approach which had been taken to reach the current position on the proposed new policy was welcomed, with a Member commenting upon the assessment process, striking the correct balance between community value and financial liability, having robust processes in place to mitigate against risk and the need to work with Elected Members and communities.

Further details were provided in response to the Member's comments, with it being noted that the policy looked to provide communities with more certainty around related CAT processes and criteria in order to support those communities who were interested in potentially undertaking CAT's.

In terms of a list of properties being drawn up which were suitable for CAT, the range of factors that would be taken into consideration as part of this process were highlighted. It was also noted that in presenting any potential

CAT's to Members moving forward, whilst there was a statutory duty to achieve best consideration for assets, the legal framework allowed for less than best disposals. As such, Members would be presented with details of best consideration, to enable Members to consider the value that they were willing to forego against the wider benefits that may be achieved through community and social value.

In conclusion, the Executive Member committed to continue working with Elected Members on such matters, including Scrutiny.

RESOLVED –

- (a) That the new Community Asset Transfer policy, as presented at Appendix 1 to the submitted report, which will replace the previous Community Asset Transfer Policy, be agreed;
- (b) That agreement be given to a list of properties suitable for Community Asset Transfer being established and presented to Executive Board in a future report.

29 Being Our Best - Our Organisation Plan 2024/25 Update

The Director of Strategy and Resources submitted a report presenting for approval an update to the 'Being Our Best – Our Organisation Plan' for 2024/25, which set out the Council's plan to be an efficient, enterprising, healthy and inclusive organisation.

In presenting the report, the Executive Member provided an overview of the key points within the within the updated Organisation Plan and how it had been updated in response to the current Best City Ambition following its adoption in February 2024, and also in response to the Government's Productivity Plan requirements.

In considering the report, a Member highlighted the value of the relevant Scrutiny Boards having the opportunity to analyse this report in detail.

In response to a Member's enquiries, the Board received further details on the actions that continued to be taken to ensure that the range of services across the Council worked as cohesively as possible as 'One Council'. It was acknowledged that whilst much progress had been achieved in this area, there was still further improvements to be made. It was also noted that part of the ongoing review into Community Committees was around considering the Council's ways of working from a local perspective.

RESOLVED –

- (a) That the updated 'Being Our Best – Our Organisation Plan 2024/25', as presented in the submitted report, be approved, which responds to the UK Government Productivity Plan requirements;
- (b) That it be noted that the submitted report and the Being Our Best publication was considered by Strategy and Resources Scrutiny Board at its July 2024 meeting;

- (c) That it be noted that graphic design work will be developed prior to the publication of the updated 'Being Our Best – Our Organisation Plan 2024/25' around 1st September 2024, which may include some amendments to wording.

CLIMATE, ENERGY, ENVIRONMENT AND GREEN SPACES

30 Proposed Funding Bid for 'Wild Aire' project at St Aidan's and Fairburn Ings Nature Reserves

The Director of Communities, Housing and Environment submitted a report regarding the RSPB's (Royal Society for the Protection of Birds) proposed funding bid to the National Heritage Lottery Fund (NHLF) for investment into St. Aidan's and Fairburn Ings nature reserves as part of the 'Wild Aire' project. The report noted that the nature reserves were mostly owned by Leeds City Council and leased to the RSPB, and that in terms of St Aidan's, an endowment existed which was administered by the St Aidan's Trust (of which the Council is the Sole Trustee). As such, the report sought the Council's in principle support for the RSPB's proposed funding bid to the NHLF and also for the allocation of £805,000 from the St Aidan's Trust as match funding for the project, should the bid be successful.

The Executive Member highlighted the benefits which would be achieved as a result of the proposals. Responding to a Member's specific enquiry, assurance was provided that there were no risks to the Council arising from the proposals within the report and that the positive working relationship with the RSPB would continue irrespective of the outcome of the bid.

RESOLVED –

- (a) That in principle support be given as landowner, for the RSPB's proposed £8.5 million bid to the National Heritage Lottery Fund (NHLF) to invest in St Aidan's and Fairburn Ings, as part of the 'Wild Aire' project, for the purposes of improving the visitor offer, engaging more diverse communities, making the sites better for wildlife and helping St Aidan's become financially sustainable. That this support be demonstrated through the provision of a letter of support delegated to the Chief Officer for Climate, Energy and Green Spaces;
- (b) That if the bid is successful, the allocation of £805,000 from the St Aidan's Trust as match funding for the project, be approved;
- (c) That approval be given to defer and delegate to the Director of City Development, any requirements to negotiate and agree terms for the variation of the lease of St Aidan's to the RSPB, to help facilitate the successful delivery of the project.

(Councillor Pryor left and returned to the meeting room during the consideration of this item)

ECONOMY, TRANSPORT AND SUSTAINABLE DEVELOPMENT

31 Heart of Holbeck: Levelling Up Round 3 Funding

The Director of City Development submitted a report providing detailed proposals of the Levelling Up funded 'Heart of Holbeck' programme, with £15.9m of funding having been committed by the previous Government. The report outlined the proposed delivery method, which comprised a mixture of direct Council delivery and the provision of grants to third parties. The report noted that the programme aimed to tackle deep rooted health, economic and social inequalities in a concentrated area of Holbeck where deprivation and health outcomes were amongst the poorest in the city.

The Executive Member introduced the report and in doing so, provided an overview of the key aspects of the scheme and highlighted the benefits arising from it.

Following consideration of Appendix 2 to the submitted report designated as being exempt from publication under the provisions of Access to Information Procedure Rule 10.4(3), which was considered in private at the conclusion of the public part of the meeting, it was

RESOLVED –

- (a) That the scope and delivery principles outlined for the Heart of Holbeck programme, as set out in the submitted report and the draft masterplan as presented at Appendix 3, be endorsed;
- (b) That approval be given for the Director of City Development, in consultation with the Director of Strategy and Resources and the Executive Member for 'Economy, Transport and Sustainable Development', to finalise detailed legal agreements with Central Government, Holbeck Together and Leeds Building Society in accordance with the terms as set out in exempt Appendix 2 to the submitted report, subject to subsidy control assessments;
- (c) That it be noted that the Director of City Development, in consultation with the Director of Strategy and Resources, the Director of Communities, Housing and Environment and the Executive Member for 'Economy, Transport and Sustainable Development' will finalise designs and enter into construction contracts for the former St Matthew's Church, Local Centre and Holbeck Moor improvements.

(Further to Minute No. 17 above, Councillor Arif left the meeting room for the duration of the Board's consideration of this item, returning to the meeting at the conclusion of this item)

EQUALITY, HEALTH AND WELLBEING

32 Equality, Diversity and Inclusion Annual Report 2023 - 2024

The Director of Strategy and Resources and the Director of Communities, Housing and Environment submitted a joint report presenting the Council's

Equality, Diversity and Inclusion (EDI) Annual Report 2023 – 2024. Following the Council's adoption of a new Vision and Action Plan for EDI in February 2023, the report included a first full year update on progress against the 15 high level priorities contained in the Action Plan for EDI alongside the annual update on the Equality Improvement Priorities.

The Executive Member introduced the report and in doing so, highlighted key aspects and recommendations, which illustrated the breadth of work being undertaken by the Council in relation to EDI. The issues of poverty and health were highlighted as major factors which continued to impact upon individuals in this area. Noting the update provided on LGBT+ Inclusive Leeds, it was highlighted that there was an intention to broaden the communities covered through the 'Inclusive Leeds' initiative. It was also noted that the report presented the statement of the Strategy and Resources Scrutiny Board entitled, 'Leeds City Council Workforce Equality, Diversity and Inclusion' for the Board's consideration.

Regarding the proposed updating of the Equality, Diversity and Inclusion Policy to include 'Care Experienced' as a locally protected characteristic, it was noted that the Executive Member was to chair a cross-party Member implementation group on such matters.

In considering the report, a Member highlighted the value of the relevant Scrutiny Board having the opportunity to analyse this data in detail.

RESOLVED –

- (a) That the Equality Diversity and Inclusion Annual Report 2023 – 2024, as presented at Appendix 1 to the submitted report, be approved;
- (b) That the adoption of the LGBT+ Inclusive Leeds approach for 2024/29, as presented at Appendix 2 to the submitted report, be approved;
- (c) That the refreshed approach to the Equality Assembly, as presented at Appendix 3 to the submitted report, be approved;
- (d) That the new Equality Improvement Priority relating to Leeds being a Carer Friendly City to replace the previous priority on responding to the impacts of Covid 19, a detailed at Appendix 4 to the submitted report, be adopted;
- (e) That the updated Equality, Diversity and Inclusion Policy, which now will include 'Care Experienced' as a locally protected characteristic, as detailed at Appendix 5 to the submitted report, be approved;
- (f) That the refreshed Zero Tolerance Statement, as presented at Appendix 6 to the submitted report, be approved;
- (g) That the conclusions and recommendations of the Strategy and Resources Scrutiny Board Statement entitled, 'Leeds City Council

Workforce EDI' as presented at Appendix 7 to the submitted report be noted;

- (h) That it be noted that the Director of Communities, Housing and Environment is responsible for the implementation of the resolutions made by Executive Board in respect of Appendices 1-5 of the submitted report;
- (i) That it be noted that the Director of Strategy and Resources is responsible for the implementation of the resolutions made by Executive Board in respect of Appendices 6-7 of the submitted report.

33 Director of Public Health Annual Report 2023 - 'Ageing Well: Our Lives in Leeds'

The Director of Public Health submitted an Annual Report for 2023 entitled, '*Ageing Well: Our Lives in Leeds*' which fulfilled the requirement of the Director to publish a report on an annual basis which described the health of the population in Leeds and which made recommendations regarding the improvement of health in the city. It was noted that this 2023 Annual Report brought together lived experiences of ageing well amongst Leeds' citizens having listened to the voices and stories of local people as well as professionals who work in this field. The report also reviewed relevant data and evidence in relation to ageing well.

In presenting the report, the Executive Member provided an overview and highlighted a number of key elements including the disparities around life expectancy and how people aged across different parts of the city. The Director's recommendations arising from the report were also highlighted. It was noted that the report had recently been considered by the Health and Wellbeing Board.

The Director of Public Health highlighted that whilst Leeds was a relatively young city demographically, there would be an increase in the older population in the coming years, hence the ongoing work being undertaken in response to that evolving demographic change.

Also, it was noted that Leeds was in a strong position given its approach as an age friendly city, but still further action needed to be taken in this area. It was highlighted that a different approach towards the ageing well agenda was needed, in order to ensure that public services remained sustainable moving forward. It was noted that whilst the Director's report included recommendations to the Council, it also contained recommendations to a range of partners.

Responding to a Member's enquiries covering a range of issues, the Board received further details on the actions being taken to improve health outcomes and life expectancy generally. It was noted that whilst this report was entitled '*Ageing Well*', focus was placed on an individual's health from birth onwards and that there was continued investment into prevention work and Public Health programmes. It was also noted that these actions were

being taken alongside the support provided to NHS partners in the delivery of their services. Further to this, it was highlighted that there was more targeted work in place for those parts of the city with the poorest health outcomes.

Particular reference was made to the age friendly approach taken in Leeds and how this covered areas such as transport provision and road safety for older people. Regarding public transport, details were provided on the collaborative work being undertaken with WYCA in this area, however, it was acknowledged that whilst improvements were being made, further consideration needed to be given to the provision of cross-Authority transport services and those affecting the communities in the outer areas of the city. Information was also provided on matters such as the actions being taken to increase uptake of cancer screening services and also how there was close collaborative working with Neighbourhood Networks across the city.

It was highlighted that poverty remained the issue with the most significant impact on an individual's life expectancy, with further information being provided on the practical work undertaken in this area.

RESOLVED – That in order to increase the number of years spent in good health in Leeds:-

- (i) The findings and recommendations of the 2023 Director of Public Health Annual Report, as presented within the submitted report and appendices, be noted; and
- (ii) The recommendations identified for Leeds City Council within the Director of Public Health's submitted Annual Report for 2023, be noted and supported.

DATE OF PUBLICATION: FRIDAY, 26TH JULY 2024

LAST DATE FOR CALL IN OF ELIGIBLE DECISIONS: 5.00PM, FRIDAY, 2ND AUGUST 2024

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