



Outer East Community Committee

Crossgates & Whinmoor, Garforth & Swillington,
Kippax & Methley, Temple Newsam

**Meeting to be held in Temple Moor High School, Field End Grove,
Selby Road, LS15 0PT**

Tuesday, 7th March, 2023 at 4.30 pm

Councillors:

J Gibson - Cross Gates and Whinmoor;
P Grahame - Cross Gates and Whinmoor;
J Lennox - Cross Gates and Whinmoor;

M Dobson - Garforth and Swillington;
S Field - Garforth and Swillington;
S McCormack - Garforth and Swillington;

M Harland - Kippax and Methley;
J Lewis - Kippax and Methley;
M Midgley - Kippax and Methley;

D Coupar - Temple Newsam;
H Hayden - Temple Newsam;
N Sharpe - Temple Newsam;

Please do not attend the meeting in person if you have symptoms of Covid 19 and please follow current public health advice to avoid passing the virus onto other people.





Co-optees

Agenda compiled by: Andy Booth 0113 37 88665
Governance Services Unit, Civic Hall, LEEDS LS1 1UR
Head of Locality Partnerships: Liz Jarmin 0113 37 89035

*Images on cover from left to right:
Crossgates & Whinmoor - Crossgates Shopping Centre; Crossgates roundabout
Garforth & Swillington - Garforth Library and One Stop Centre, Thorpe Park
Kippax & Methley - Fairburn Ings
Temple Newsam - Temple Newsam House*

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 15.2 of the Access to Information Procedure Rules (in the event of an Appeal the press and public will be excluded).</p> <p>(*In accordance with Procedure Rule 15.2, written notice of an appeal must be received by the Head of Governance Services at least 24 hours before the meeting).</p>	7 - 8
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>	

Item No	Ward/Equal Opportunities	Item Not Open		Page No
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			<p>DECLARATION OF INTERESTS</p> <p>To disclose or draw attention to any interests in accordance with Leeds City Council's 'Councillor Code of Conduct'.</p>	
5			<p>APOLOGIES FOR ABSENCE</p> <p>To receive any apologies for absence.</p>	
6			<p>MINUTES - 6 DECEMBER 2022</p> <p>To confirm as a correct record, the minutes of the meeting held on 6 December 2022</p>	9 - 14
7			<p>OPEN FORUM</p> <p>In accordance with Paragraphs 4.16 and 4.17 of the Community Committee Procedure Rules, at the discretion of the Chair a period of up to 10 minutes may be allocated at each ordinary meeting for members of the public to make representations or to ask questions on matters within the terms of reference of the Community Committee. This period of time may be extended at the discretion of the Chair. No member of the public shall speak for more than three minutes in the Open Forum, except by permission of the Chair.</p>	
8			<p>WASTE STRATEGY UPDATE AND LOCAL REFUSE PERFORMANCE REPORT</p> <p>To receive and consider the attached report of the Chief Officer, Environmental Services</p>	15 - 24

Item No	Ward/Equal Opportunities	Item Not Open		Page No
9			<p data-bbox="675 181 1398 248">TRANSPORT STRATEGY INVESTMENT PLANS LOCAL UPDATE REPORT</p> <p data-bbox="675 293 1390 360">To receive and consider the attached report of the Chief Officer, Highways and Transportation</p>	25 - 34
10			<p data-bbox="675 432 1302 499">LEEDS SAFE ROADS VISION ZERO 2040 STRATEGY REPORT</p> <p data-bbox="675 544 1390 611">To receive and consider the attached report of the Team Leader, Safe and Sustainable Travel</p>	35 - 96
11			<p data-bbox="675 685 1321 752">LEEDS 2023 YEAR OF CULTURE UPDATE REPORT</p> <p data-bbox="675 797 1390 864">To receive and consider the attached report of the Chief Officer, Culture and Economy</p>	97 - 104
12			<p data-bbox="675 934 1294 1001">OUTER EAST COMMUNITY COMMITTEE FINANCE REPORT</p> <p data-bbox="675 1046 1390 1113">To receive and consider the attached report of the Head of Locality Partnerships</p>	105 - 124
13			<p data-bbox="675 1187 1294 1254">OUTER EAST COMMUNITY COMMITTEE UPDATE REPORT</p> <p data-bbox="675 1299 1390 1366">To receive and consider the attached report of the Head of Locality Partnerships</p>	125 - 158
14			<p data-bbox="675 1435 1382 1503">DATES, TIMES AND VENUES OF COMMUNITY COMMITTEE MEETINGS 2023/2024</p> <p data-bbox="675 1547 1390 1615">To receive and consider the attached report of the City Solicitor</p>	159 - 162

Item No	Ward/Equal Opportunities	Item Not Open		Page No
			<p><u>Third Party Recording</u></p> <p>Recording of this meeting is allowed to enable those not present to see or hear the proceedings either as they take place (or later) and to enable the reporting of those proceedings. A copy of the recording protocol is available from the contacts named on the front of this agenda.</p> <p>Use of Recordings by Third Parties – code of practice</p> <ul style="list-style-type: none"> a) Any published recording should be accompanied by a statement of when and where the recording was made, the context of the discussion that took place, and a clear identification of the main speakers and their role or title. b) Those making recordings must not edit the recording in a way that could lead to misinterpretation or misrepresentation of the proceedings or comments made by attendees. In particular there should be no internal editing of published extracts; recordings may start at any point and end at any point but the material between those points must be complete. 	

APPENDIX I

EVACUATION PROCEDURES FOR LETTINGS

TEMPLE MOOR HIGH SCHOOL AND SCIENCE COLLEGE

Welcome to the school.

We want your time on site to be both enjoyable and safe so please read this advisory note carefully. When you are happy that you understand the instructions provided (do not hesitate to ask staff any questions you feel are necessary), please sign below. The signed form will then be retained in our Fire Safety File and a copy will be handed to the named hirer/lead organiser of your group.

FIRE PROCEDURES

The named hirer/lead organiser is personally responsible for ensuring that all members of their group comply with all letting conditions and the following fire procedures. All hirers must familiarise themselves with all notices and equipment related to health, safety, and fire precautions relevant to the facilities used. For the safety of occupants, you must not exceed the maximum capacity of the facilities used, i.e. too many people in one area who may not be able to evacuate quickly enough in an emergency. Please ensure you have asked the school for this information where appropriate.

The named hirer/lead organiser must take responsibility for noting how many persons are attending a session, their names and maintain full supervision of all persons in the group. It is strongly recommended that some form of registration/sign in procedure is adopted. In the event of an emergency, it is important that these details can be quickly provided to ensure that all persons have safely evacuated and that anyone who may be missing can be reported either to the Site Staff, or to the emergency services on arrival.

The fire alarm is a high pitched two tone siren, on hearing the alarm -

Evacuate by the nearest fire exit – exits are identified by the green running man signs. Make your way to the designated Fire Assembly Point where you will be met by a member of Site Staff.

DO NOT stop to collect personal belongings

DO NOT try to fight a fire.

DO NOT return to the building for any reason unless authorised to do so.

DO NOT use the lift.

Assembly point (Sports Lettings)

Car park in front of main reception

Assembly point (Main buildings)

Car park in front of main reception

Hydrotherapy Pool

Swim Groups should Evacuate the Pool and Congregate by the Pool Hall Fire Exit and wait for instructions from the member of Site Staff once they have assessed the situation.

If you encounter a fire - Please raise the alarm by using the red call points/break glass units located at all exit points and then follow the instructions above.

SMOKING

Smoking is not permitted on this site, this includes the car park, main grounds and all buildings. If you wish to smoke you must leave the site by the front gates. Please ensure that you dispose of cigarette ends responsibly, there are suitable bins located at the front of the site for this purpose.

Thank you in advance for your co-operation in maintaining the safety of all site occupants. We hope you enjoy your time on site.

I declare that I have read and understood the above safety information and agree to abide by the instructions provided when occupying the premises.

Name Signature

Organisation

Position in Organisation

Witnessed by (on behalf of school) Signature

Emergency Evacuation

Emergency Evacuation Procedure (after school hours, evenings + weekends) for Contractors, Visitors and Lettings.

The action to be taken in the event of discovering a fire is as follows: -

1. Sound the alarm by activating a call point.
2. Only tackle a small fire if your exit is blocked or you have been trained in the use of fire fighting equipment.
3. Leave the building or activity area using the nearest exit route.
4. Close all doors behind you and DO NOT use the lifts.
5. All staff report to the Fire Assembly Point on top car park and account for anyone within your area of responsibility or group.
 - Visitors: Staff Car Park (Near Reception)
 - Contractors Staff Car Park (Near Reception)
 - Lettings Staff Car Park (Near Reception)
 - Lettings (after 3.00pm + Weekends) Staff Car Park (Near Reception)
6. Do not re-enter the building until the Site Staff give the all clear.

On hearing the fire alarm: (a high pitched two tone siren supplemented by flashing lights in some work areas):-

1. Leave the building by the nearest exit route.
2. For people with disabilities the following refuge points are available;

<u>Science</u>		<u>3 Story Block</u>	
Science Stairwell	Call points: 3&5	Maths Stairwell	Call points: 7, 8 &12
Science Fire Escape	Call points: 4&6	English Stairwell	Call points: 9, 10 & 11
<u>Admin Block</u>			
6 th Form/Language Stairwell	Call points: 1&2		

3. Leave personal belongings behind.
4. Close all doors behind you and DO NOT use the lifts
5. Report to the Fire Assembly Point
 - Visitors: Staff Car Park (Outside Reception)
 - Contractors Staff Car Park (Outside Reception)
 - Lettings Staff Car Park (Outside Reception)
 - Lettings (after 3.00pm + Weekends) Staff Car Park (Outside Reception)
6. Do not re-enter the building until the Site Staff give the all clear.

Site Staff

(Evenings and weekends only)

- Account for visitors, contractors and lettings.
- Any people with disabilities not accounted for may be at a refuge area. You must look to locate using disabled refuge call points and evacuate from building in a safe manner. These are located at;

<u>Science</u>		<u>3 Story Block</u>	
Science Stairwell	Call points: 3&5	Maths Stairwell	Call points: 7, 8 &12
Science Fire Escape	Call points: 4&6	English Stairwell	Call points: 9, 10 & 11
<u>Admin Block</u>			
6 th Form/Language Stairwell	Call points 1&2		

- You will act as fire warden for the whole school, (this by definition will be the parts of the school accessible to the public), therefore locked off areas do not need inspecting.
- Ensure any new visitors to the school do not enter the premises.
- Meet Fire Officer at main entrance and inform him of fire location (if known) or else direct to fire alarm panel in Main Reception Office.
- Inform Premises Manager or Business Manager or Principal.

Wayne Aylesbury
Premises Manager

OUTER EAST COMMUNITY COMMITTEE

TUESDAY, 6TH DECEMBER, 2022

PRESENT: Councillor P Grahame in the Chair

Councillors D Coupar, M Dobson, S Field,
J Gibson, M Harland, H Hayden, J Lennox,
J Lewis, S McCormack, M Midgley and
N Sharpe

28 Appeals against refusal of inspection of documents

There were no appeals

29 Exempt Information - Possible Exclusion of the Press and Public

There was no exempt information on the agenda.

30 Late Items

There were no late items. Supplementary information for Agenda Item 9, Outer East Community Committee Finance Report was distributed prior to the meeting.

31 Declaration of Interests

There were no declarations.

32 Minutes - 27 September 2022

RESOLVED – That the minutes of the meeting held on 27 September 2022 be confirmed as a correct record.

33 Open Forum

A question was asked with regards to the reporting of and recording anti-social behaviour. Attention was brought to the Community Committee Update Report which provided the most recent anti-social behaviour statistics for Outer East Leeds. The process for reporting anti-social behaviour was explained and the triage response to any reports. Reports would be dealt with by the most appropriate department or in some cases by a multi-agency approach.

A request was made for the provision of lighting in Manston Park. It was reported that residents would be surveyed.

34 Age Friendly Leeds Strategy & Action Plan, 2022/ 2025

Draft minutes to be approved at the meeting
to be held on Tuesday, 7th March, 2023

The report of the Director of Public Health presented to the Inner West Community Committee the refresh of the draft Age Friendly Strategy and Action Plan 2022-2025 to gain feedback. The report also requested support and promotion of the work of Age Friendly within the city.

Robina Ahmed, Advanced Health Improvement Specialist, Jo Volpe, Older People's Forum and Councillor David Jenkins, Chair of the Age Friendly Board were in attendance for this item

The Community Committee were provided with the following points:

- Around 1 in 3 people are aged 50 and over. The number of Leeds residents aged 80 and over will increase by about 50% in the next 20 years.
- Age Friendly Leeds is one of the eight priorities in the Best Council Plan 2020-2025. The vision for Leeds is that it is a place where people age well, older people are valued, respected, appreciated and seen as assets.
- The draft Age Friendly Leeds Strategy 2022-25 has been reviewed and refreshed. The process has been overseen by the Age Friendly Board whose role was to provide strategic leadership and set the strategic direction for the Age Friendly Leeds work programme and ensure that the objectives are being met.
- Leeds is a member of the World Health Organisation Age Friendly Cities programme and has used and adapted the framework to identify and address barriers to the well-being and participation of older people.
- The strategy sets out six key priority areas: housing; public and civic spaces; travel and road safety; active, included and respected; healthy and independent ageing and employment and learning. Each of the priorities was headed by a domain lead. Domain leads have been identified and are working to implement the actions set out in the plan. The domain leads will feedback on a quarterly basis.
- The Leeds Older Peoples Forum (LOPF) gave practical ways for the local community to become involved to strengthen the age friendly approach and Councillors were invited to support and encourage people and businesses to get involved in:
 - The Age Friendly Ambassador Programme
 - Becoming a Dementia Friend
 - Age and Dementia Friendly Businesses
 - The Come in and Rest Scheme
 - Leeds Older People's Age Friendly Steering Group
- Public Health were working with partners to support older people in Leeds to be as resilient as possible this winter. It was recognised that the cost-of-living crisis together with the impact that the cold weather could have on older people would require an approach to ensure proactive and preventative support was provided to those most at risk this winter. It was noted there are a range of services to support older people during cold weather including:
 - Information and Advice Service run through Age UK Leeds who can offer information and advice on a range of issues such as:

- Money Matters
- State Benefits
- Housing Rights
- Consumer issues
- Home Plus Leeds – whose aim is to enable and maintain independent living through improving health at home.
- Lunch Clubs – Public Health fund the annual Lunch Club Grants offering a financial contribution to support voluntary groups to provide hot nutritious meals and social activities for older people.
- Sign up to receive Cold Weather Alerts
- ‘Stay Well this Winter’ Grants
- Become a winter friend
- Cost of living and fuel crisis including priority register for energy companies and a pilot scheme looking at the use of slow cookers.
- Support with the cost of living crisis.
- Tackling loneliness.
- Opportunities to enhance the lives of Older People through the Local Plan.

Members’ discussions included:

- Information on financial inclusion was distributed. This provided information on services available to Leeds residents.
- The role of Neighbourhood Networks and the need to identify older people who needed support.
- Addressing the diversity of the outer areas where there were older people who had capital assets but may be struggling with day to day spending.
- Concern regarding the reduction in bus services and the impact on isolation as well as access to services.
- Members welcomed the update on the strategy and the work involved in bringing services together.
- The role of volunteers and voluntary organisations.
- Provision of warm places and places to rest.
- Encouraging digital inclusion for older people and access to digital facilities.

RESOLVED –

1. That the report and the refresh of the Age Friendly Strategy be noted.
2. That the work currently underway to support age friendly, winter planning and the cost of living crisis in local areas and how these could be built on together be noted.
3. That the needs of the local ageing population and how these needs can be addressed through local age friendly work be noted.

35 Outer East Community Committee Finance Report

The report of the Head of Locality Partnerships provided the Community Committee with an update on the budget position for the Wellbeing Fund, Youth Activity Fund, Capital Budget, as well as the Community Infrastructure Levy Budget for 2022/23.

Charlotte Fletcher, Localities Officer presented the report.

The following was discussed:

- There was £54,456.17 remaining in the Wellbeing Revenue budget. A ward by ward breakdown was given.
- Wellbeing projects for consideration. Members were supportive of the following applications:
 - Youth Intervention Programmes – West Yorkshire Fire and Rescue Service. £4,842.50 proposed (£2,421.25 from Cross Gates & Whinmoor and £2,421.25 from Temple Newsam)
 - Community Fridge – Connecting Crossgates. £1,916.50 proposed (£1,725.00 from Cross Gates & Whinmoor, £135.00 from Temple Newsam and £56.50 from Kippax & Methley). It was reported that the cost breakdown was calculated by where users registered for the service lived.
- Youth Activity Fund projects for consideration. Member were supportive of the following applications:
 - Kippax Kicks – Leeds Youth Service - £3,762.00 proposed.
 - Garforth Kicks – Leeds Youth Service - £11,715.00 proposed
- Monitoring information of applications funded by the Committee
- Delegated Decisions taken since the last meeting.
- Remaining balances in the Youth Activities Fund; Small Grants, Skips, Tasking, Capital, and Community Infrastructure Levy budgets.

RESOLVED –

- (1) That details of the Wellbeing Budget position be noted.
- (2) That the following Wellbeing proposals be approved:
 - Youth Intervention Programmes – West Yorkshire Fire and Rescue Service. £4,842.50 (£2,421.25 from Cross Gates & Whinmoor and £2,421.25 from Temple Newsam)
 - Community Fridge – Connecting Crossgates. £1,916.50 (£1,725.00 from Cross Gates & Whinmoor, £135.00 from Temple Newsam and £56.50 from Kippax & Methley)
- (3) That the following Youth Activity Fund proposals be approved:
 - Kippax Kicks - £3,762.00
 - Garforth Kicks - £11,715
- (4) That details of the projects approved via Delegated Decision be noted.
- (5) That details of the Youth Activities Fund be noted.
- (6) That details of the Small Grants budget be noted.
- (7) That details of the Skips Budget be noted.
- (8) That details of the Tasking Budget be noted.
- (9) That details of the Capital Budget be noted.

Draft minutes to be approved at the meeting
to be held on Tuesday, 7th March, 2023

(10) That details of the Community Infrastructure Levy Budget be noted.

36 Outer East Community Committee Update Report

The report of the Head of Locality Partnerships brought Member's attention to work which the Communities Team was involved in based on priorities identified by the Community Committee. It also provided opportunities for questioning or to request a more detailed report on a particular issue.

Charlotte Fletcher, Localities Officer presented the report.

The following was discussed:

- Children & Families – The Outer East Youth Summit had been held on 25 October. The day had been very successful with various activities taking place including a democracy workshop and consultation with young people to inform future Youth Activity Fund spending.
- Community Safety – Sub-Group meetings had been arranged for January and April. The Committee received an update from the Anti-Social Behaviour Team and statistics for Outer East were detailed in the report. Diversionary work had proved to be significantly helpful during the bonfire period and it was requested whether comparisons of figures from previous years could be included in future reports.
- Cleaner Neighbourhoods – The Committee received an update from the Cleaner Neighbourhoods Team on work across the area. This had included leaf clearance and removal of graffiti. The service was working closely with the police and anti-social behaviour team with regards to graffiti. Members expressed their thanks to the team, particularly for the quick responses to cleaning following Christmas light switch on events.
- Health and Wellbeing – The winter vaccination programme and Covid 19 update were reported.
- Housing – Issues highlighted included income collection, annual tenancy checks and the work of the Environmental Action Teams. There were recognised issues with the cost of living crisis. An update on Housing Advisory Panel projects was also included in the report.
- Youth Service – Members received an update of Youth Service provision in the area. This included the Youth Summit, bonfire night work and October half-term activities. It was reported that interviews had been held for a trainee youth worker post. A space at Temple Learning Academy had been secured for youth activities and detached street work would continue.
- Further issues highlighted in the report included Community Engagement Forum updates and a Social Media update.

RESOLVED – That the report be noted.

37 Date and Time of Next Meeting

Draft minutes to be approved at the meeting
to be held on Tuesday, 7th March, 2023

Tuesday, 7 March 2023 at 4.00 p.m.



Report of: Chief Officer, Environmental Services

Report to: Outer East Community Committee

**Report author: John Woolmer (email john.woolmer@leeds.gov.uk)
Chief Officer (Environmental Services), Communities, Housing &
Environment Directorate**

Date: 7th March 2023

To note

Title: Waste Strategy Update and Local Refuse Performance Report

Purpose of report

1. To provide the Outer East Community Committee with an update on the development of the revised Leeds Waste Strategy and Recycling Plan including:
 - a. implication of requirements set out in the Environment Act (2021);
 - b. update on DEFRA's proposals for a national Extended Producer Responsibility (EPR) scheme for packaging (including glass) and Deposit Return Scheme (DRS);
 - c. baseline work undertaken in Leeds to understand the current household waste composition, in particular recycling material and glass that is being put in the black bin;
 - d. development of a Leeds carbon impact model covering waste collection, disposal and recycling services provided by Leeds City Council;
 - e. what that means for kerbside collection in Leeds in the short, medium and long term
2. To provide an update on current local refuse performance and an opportunity for Members to feedback on the existing issues/challenges faced in how kerbside collections are delivered and enable a discussion on local solutions.

Main issues

3. Implication of the requirements set out in the Environment Act (2021);

In 2018 DEFRA launched consultation on its draft Resource and Waste Strategy for England that focussed on 3 main stated objectives to:

- preserve our stock of material resources by minimising waste, promoting resource efficiency and moving towards a circular economy
- minimise the damage caused to our natural environment by reducing and managing waste safely and carefully
- deal with waste crime

In terms of refuse/household waste, the focus of the strategy was the introduction of a greater “consistency of household collections” and therefore the roles and responsibilities of both “producers” and “collectors” of the materials presented as waste.

An initial, outline response to consultation was published by DEFRA and the government went ahead with the introduction of the Environment Act which received Royal Assent in 2021.

The more detailed Government response to the consultation, including the important detail on a number of key issues relating to how new requirements on councils will be implemented and supported, was delayed due to Covid and is now expected in early 2023. DEFRA have recently indicated that they expect to be communicating a “commencement date” for the new requirements of around April 2025 (i.e. for 2025/26).

What the Environment Act does set out is that Councils will be legally required to collect separately at the kerbside these main waste materials:

- a) glass;
- b) metal;
- c) plastic;
- d) paper and card;
- e) food waste;
- f) garden waste.

Currently (and until the commencement date for the relevant sections of the Environment Act 2021) neither food or glass have a legal requirement to be collected separately from households – they are in effect classified as general household waste and can therefore be collected in the residual/black bin. There is currently no requirement to offer a free collection of garden waste (indeed the majority of councils charge for this service where it is offered).

In Leeds we currently collect glass through an extensive network of several hundred bottle/bring banks – achieving the collection for recycling of around 13-15,000 tonnes a year of glass. The vast majority of which (approx. 90%) gets directly recycled into new bottles and jars at the facility operated by URM in Knottingley.

In terms of food, we do not currently collect this separately at the kerbside; instead we allow this to be put in the black bins and the contents are taken to the Recycling and Energy Recovery (RERF) facility where they are incinerated and the resultant energy either converted into electricity or piped through a district heating network to homes and businesses. No food from households goes to landfill in Leeds.

It is worth reiterating that 99.5% of all household waste collected across Leeds in the black, green and brown bins and at the 8 household waste sites is already either recycled, composted, or sent to energy recovery facilities where even the ash is

“recycled” in road/constructions aggregates. Only 0.5% of all household waste in Leeds goes to landfill.

Leeds is the largest collector of garden waste from households in the UK. Over 215,000 households receive this discretionary fortnightly service, about 2/3rds of the city. The majority of councils charge for this additional service; Leeds does not.

The reasons the results of the consultation are so critical to how councils will decide/plan how to meet these new requirements include; the need for clarity about how DEFRA will allow councils to vary their collection models according to local needs and infrastructure, how any new burdens/requirements will be funded (which remains a key commitment from Government) and what the timescales will be for each requirement.

For example, the 2021 Act allows for councils to agree variations to how they collect these waste streams according to a revised “technically or economically practical” test. For example this may allow recyclable household waste in two or more recyclable waste streams to be collected together. This will be crucial to Leeds in all three of the main new requirements:

- **Glass** – will DEFRA consider the way Leeds collects through a bring back system sufficient and actually a better way than requiring all households to be offered a new bin?
- **Food** – what restrictions and funding arrangements will DEFRA apply to options to co-mingle food collection with garden waste, and what exceptions will be allowed for streets/buildings where presenting food waste separately at the kerbside and with the requirement of another bin will cause other issues?
- **Garden** – garden waste collection becomes mandatory and so will DEFRA remove the ability for Councils to charge for these collections, and if so will councils instead be funded to deliver this service?

4. Update on DEFRA’s proposals for a national Extended Producer Responsibility (EPR) scheme for packaging (including glass) and a Deposit Return Scheme (DRS);

(a) Extended Producer Responsibility Scheme (EPR)

The national Extended Producer Responsibility (EPR) scheme will require producers to pay the full net costs of managing and recycling the packaging waste they produce. The overall aim is to improve circular economy by reducing unnecessary and difficult to recycle packaging and increasing recycling. The headline objectives/features are:

- producers pay the full net costs of collecting and processing/sorting the packaging waste they produce;
- incentivises the reduction of "excessive" packaging;
- packaging recyclability increased and therefore more packaging gets recycled;
- increased quality of material for recycling (and when considered alongside “consistency of collections” requirements);
- less packaging is littered.

DEFRA consultation indicated that EPR regulations will apply to all UK organisations that handle and supply packaging to consumers and to businesses. The suggestion is

this will apply to any individual business, subsidiary or group with an annual turnover of £1 million or more which carries out any “packaging activities” and is responsible for more 25 tonnes of packaging in a calendar year.

The indications from DEFRA are they remain keen to introduce the EPR scheme as soon as they are able to.

To do this they will first need to have a transparent and workable process in place with the companies that produce the packaging to monitor what they produce and what income that would generate through modulated fees. They then need a process in place by which they pay councils for the collection and processing of that waste, for recycling as much as is possible. The original proposals covered both household waste and waste collected in litter/street bins, though recent indications are that EPR will focus on household waste only to start with.

Consultation on the implementation of EPR with producers and councils/collectors is ongoing. Implementation was originally planned for 2023 and that was pushed back to 2024 last year.

Leeds City Council is working closely with DEFRA to offer help and advice on how waste and financial data is currently gathered to assist with the development of a national model and approach.

(b) Deposit Return Scheme (DRS)

In January, DEFRA described the proposed Deposit Return Scheme for “recycling plastic bottles and drink cans” as:

“Through small cash deposits placed on single-use drinks containers, people will likely be incentivised to recycle their drinks bottles and cans, reducing litter and plastic pollution. The scheme would include special machines, known as reverse vending machines, and designated sites where people can return their bottles and receive their cash back. In most cases it would be the retailers who sell drinks covered by the scheme who would host a return point. The new scheme, covering England, Wales and Northern Ireland, is set to be introduced in 2025, following extensive work with industry to prepare for the necessary changes – including setting up infrastructure and amending labelling. It aims to ensure 85% fewer drinks containers are discarded as litter after three years of its launch.”

In England the scheme will be limited to plastic bottles and drink cans of probably between 50ml and 3 litres (to be confirmed), with a likely initial deposit value of around 20p (to be confirmed); but has moved away from including glass (which will be included in the scheme for Scotland and Wales). In England the requirement in the Environment Act (2021) for the separate collection of glass at the kerbside through the Consistent Collections/EPR scheme will be the main way the glass waste stream will be managed.

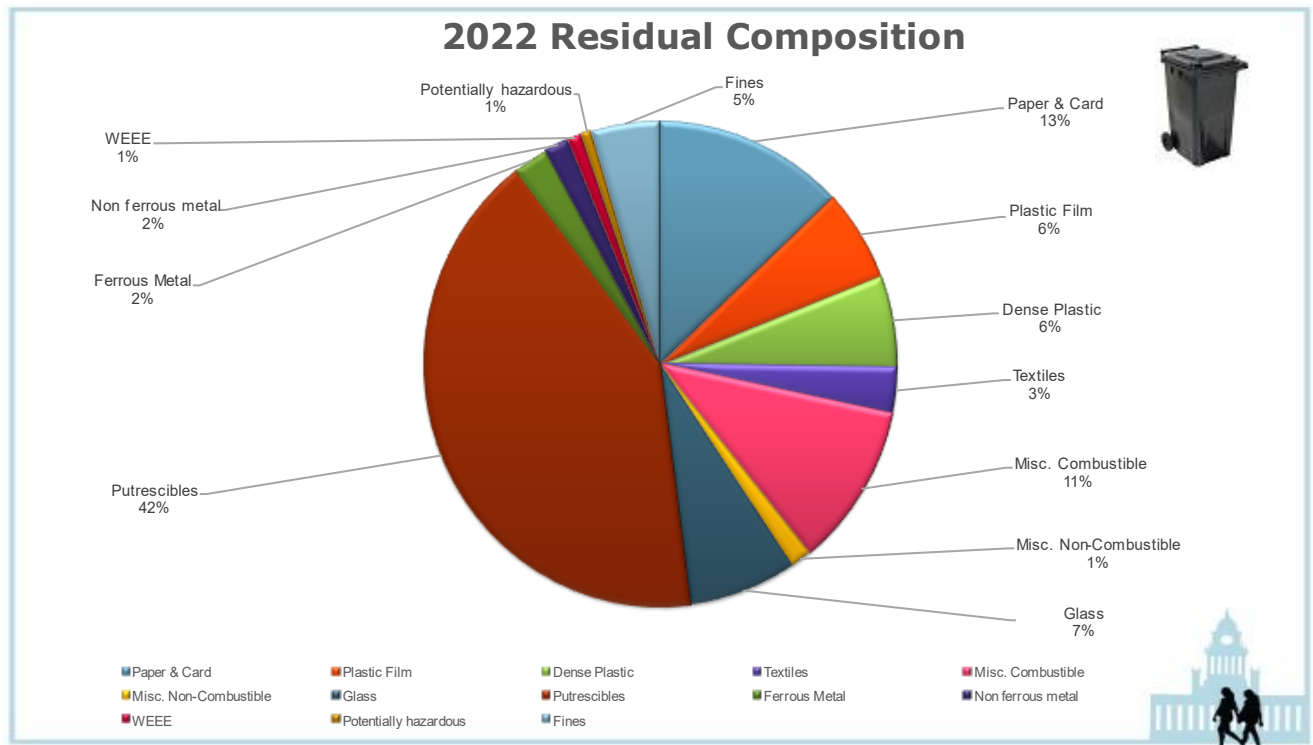
DEFRA is currently consulting on the implementation plans for the scheme, with the intention of launching it in 2025.

5. Baseline work undertaken in Leeds to understand the current household waste composition, in particular recycling material and glass that is being put in the black bin;

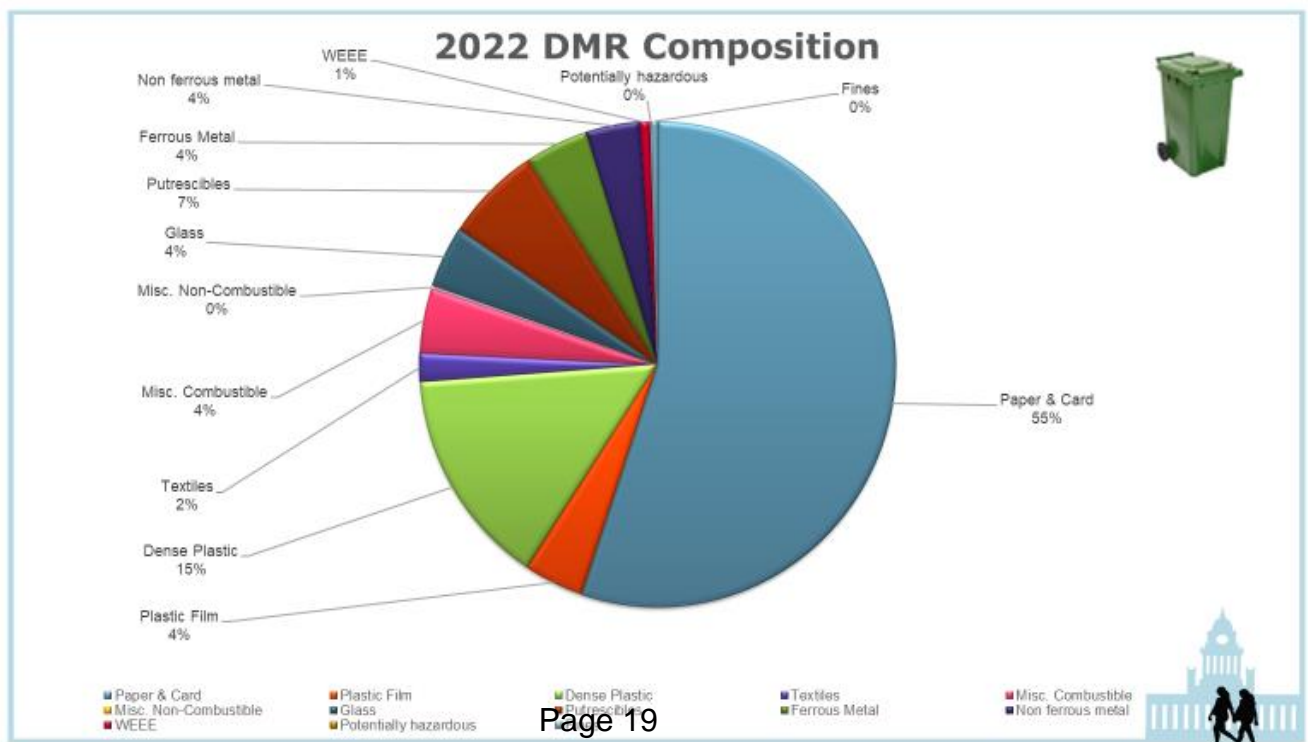
Whatever the final details are of how and when new collection requirements set out in the Environment Act (2021) and the proposed Deposit Return Scheme are to commence, we need to understand what household waste Leeds residents currently produce and which bin they put it in. Irrespective of future requirements to do with glass and food, if nothing else we need to get more stuff in the green bin that people are still wrongly putting in the black bin.

In 2022, we commissioned an independent consultant to do a statistically sound analysis of waste being presented in Leeds black and green bins. The results were (based on an analysis by weight, not volume):

BLACK BIN ANALYSIS



GREEN BIN ANALYSIS



The analysis shows that about 14% of what currently goes in the black bin could be instead put in the green bin and recycled in Leeds. This is equivalent to about a 9% increase in the city's overall recycling rate.

Other notable headlines are: 67k tonnes of food is put in Leeds black bins each year and 14k tonnes of glass is put in the (mainly) black and green bins (which is about the same as put in the bottle banks).

A further breakdown and explanation of the various waste categories shown in the pie charts can be provided on request (please email john.woolmer@leeds.gov.uk).

Although most of the detail is still awaited from DEFRA, we now know enough to make some assumptions about how future requirements to collect waste differently will affect various waste streams and therefore existing and future collection models and contracts. Leeds City Council is therefore currently in the process of producing a detailed waste flow model through an independent, expert consultant. This will help inform future household kerbside collection options and procurement.

When most of the food and glass is taken out of the residual waste stream (the black bin), together with getting more existing stuff out the black bin into the green bin, added to the implementation of the national Deposit Return Scheme (which will remove most of the plastic bottles and drink cans from household bins), there will be significantly less waste in black bins in the future. The waste flow model will allow us to predict what future frequencies of collections will be required.

This bin composition analysis will be repeated annually in Leeds; to help inform campaigns to recycle more in the green bin, to understand the effect from changes to how each waste stream is managed (including DRS) and what the implications are for maintaining an efficient and effective refuse service across Leeds.

6. Development of a Leeds carbon impact model covering waste collection, disposal and recycling services provided by Leeds City Council;

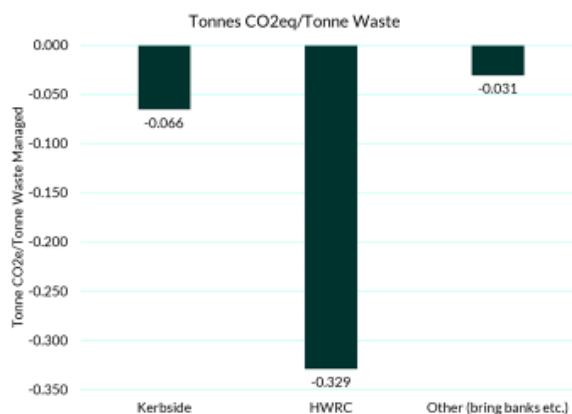
We commissioned Eunomia, a national environmental consultant used by Government and other councils, to develop a Leeds model for our Environmental Services; allowing us to assess the carbon impact of all our operations and the effect that changes to how/what we collect and recycle waste would have. We want to use this to help inform decisions in the future, rather than just to focus on weight-based recycling rates. It is important to also make the point here that any future changes to service provision in Leeds needs to consider the practicalities in streets/locations already struggling to cope with the number of bins and of course affordability.

What it told us for the current position is that across the whole service we have a net reduction (benefit) in CO₂ to contribute towards the city's zero carbon ambitions of about 31,000 tonnes a year. Broken down as follows:

Draft Baseline by Service (2019/20)

Carbon Baseline by Service Line for Residual Waste Treatment and Recycling Carbon Benefits, Tonnes CO₂e per Tonne of Waste Managed

	Kerbside	HWRC	Other (bring banks, street cleansing etc.)	Total
Tonnes CO ₂ e	-15,717	-14,560	-980	-31,258
Tonnes of waste managed	239,246	44,296	31,815	315,358
Tonnes CO ₂ e/tonne waste managed	-0.07	-0.33	-0.03	-0.099



*Subject to minor adjustments due to an improvements of the accuracy of the model as work progresses



It should be noted that the carbon benefit figure attributed to HWRCs does not take into account travel to the sites (usually by cars). We are working with Eunomia on having something in the model that calculates that (which brings with it many complexities relating to issues such as would that car journey have been made anyway to do something else too and what assumptions are made about EVs), but their advice is that the effect will be relatively small anyway.

It is also worth noting the net carbon benefit calculated for kerbside collections includes the energy recovery at the RERF based on current offsetting rates for proportion of fossil fuels that feed the national grid – as this proportion reduces over time, so will the carbon benefit calculation for the RERF.

7. What that means for kerbside collection in Leeds in the short, medium and long term.

- along with all councils we eagerly await further info from DEFRA, particularly around funding – detail is important, not just to councils but to the producers and the contractors providing much of the infrastructure nationally to process and recycle;
- perhaps a focus on glass first in Leeds, with a trial area(s) – to better understand the pros and cons of offering a household collection service; in particular how much extra glass gets collected above the 50% already being achieved through bottle banks and any effect on contamination rates of the glass taken for recycling;
- publish a revised Leeds Waste Strategy and consult on options to improve reuse and recycling for households, with greater consideration to the carbon impact and what the longer term waste flow modelling is predicting for residual waste (black bins);
- likely some form of separate food collection will be required – the challenge in Leeds is the different housing stock (eg terraced housing, high rise), communities and

practicalities presented by additional bins. Some councils already collect food with their garden waste – should we do the same given 215,000 households already have a brown bin (more than any city in the UK), but what is the environmental benefit as opposed to anaerobic digestion of food and we are advised that DEFRA will insist we collect it weekly as per the Environment Act so routes would need redesigning. We may look at a co-mingled trial to understand the pros and cons better and to get customer feedback.

- we can collect more recycling with our existing green bins and bottle banks regardless of future requirements; what more can be done to encourage more use?;
- what role does the Community Committee want to play in improving recycling and re-use locally using the infrastructure already in place – and what data would help?

8. To provide an update on current local service performance and an opportunity for Members to feedback on the existing issues/challenges faced in how kerbside collections are delivered and enable a discussion on local solutions.

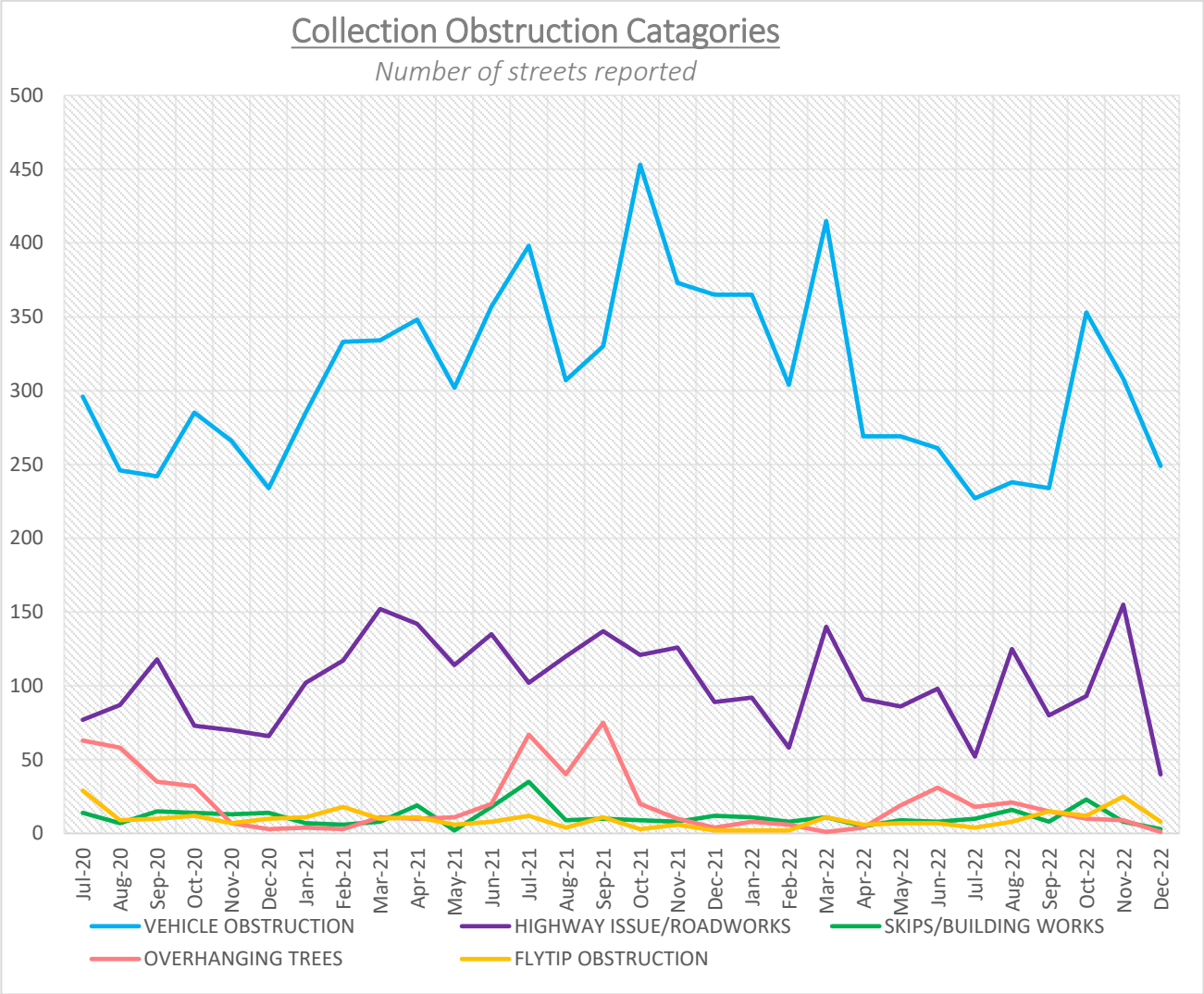
The table below provides the recorded missed collection rates for all 33 wards across the city for the calendar years 2021 and 2022. The table is presented with the ward with the largest missed collection rate at the top.

The four Outer East wards are identified. There are about 2.75 million bins emptied each year across the 4 wards in the Outer East area (equivalent to 53,000 bins emptied every week across Outer East). The figures show a 99.94% successful collection rate for the Outer East area in 2022.

Customer Service Requests for Missed Bins during calendar years 2021 and 2022					
Ward	Estimated no. of scheduled collections (full year)*	2021 Total Missed	2022 Total Missed	2021 as a % of estimated total no. of scheduled collections	2022 as a % of estimated total no. of scheduled collections
1	722,774	1,449	1,656	0.20%	0.23%
2	696,774	998	1,376	0.14%	0.20%
3	729,729	2,221	1,355	0.31%	0.19%
4	826,651	1,111	1,523	0.13%	0.18%
5	686,660	1,382	1,186	0.20%	0.17%
6	739,096	1,298	1,265	0.18%	0.17%
7	650,748	1,160	1,092	0.18%	0.17%
8	717,581	1,193	1,163	0.17%	0.16%
9	767,579	2,142	1,243	0.28%	0.16%
10	794,040	1,364	1,268	0.17%	0.16%
11	818,942	1,457	1,302	0.18%	0.16%
12	688,064	1,069	1,056	0.16%	0.16%
13	655,272	819	975	0.13%	0.15%
14	686,628	978	982	0.14%	0.14%
15	748,976	1,006	998	0.14%	0.13%
16	556,940	1,112	736	0.20%	0.13%
17	832,234	1,051	981	0.13%	0.12%
18	678,529	830	667	0.12%	0.10%
19	860,399	1,666	840	0.20%	0.10%
20	696,085	504	656	0.07%	0.10%
21	850,974	1,170	789	0.14%	0.09%
22	695,682	540	639	0.08%	0.09%
23	673,667	931	595	0.14%	0.09%
24 Kippax and Methley	684,827	998	599	0.15%	0.09%
25	710,320	655	578	0.09%	0.08%
26 Temple Newsam	682,052	1,273	523	0.19%	0.08%
27 Cross Gates and Whinmoor	752,603	1,204	544	0.16%	0.07%
28	627,211	710	431	0.11%	0.07%
29	986,128	727	585	0.07%	0.06%
30 Garforth and Swillington	629,051	493	333	0.08%	0.05%
31	935,643	667	457	0.07%	0.05%
32	1,319,175	570	521	0.04%	0.04%
33	948,181	371	342	0.04%	0.04%
Total	25,049,206	35,119	29,256	0.14%	0.12%
* Estimate as at Dec 2021					

The main reasons for bins not being emptied on their scheduled day of collection relate to difficulties in safely accessing streets due to obstructions either on the street itself or at the entry/exit junctions to a street. As the chart below shows, the majority of this is due to parked vehicles blocking safe access.

The chart also shows how the number of missed collections due to obstructions rose during the Covid-19 pandemic as we saw more people working from home, but has started to reduce in 2022.

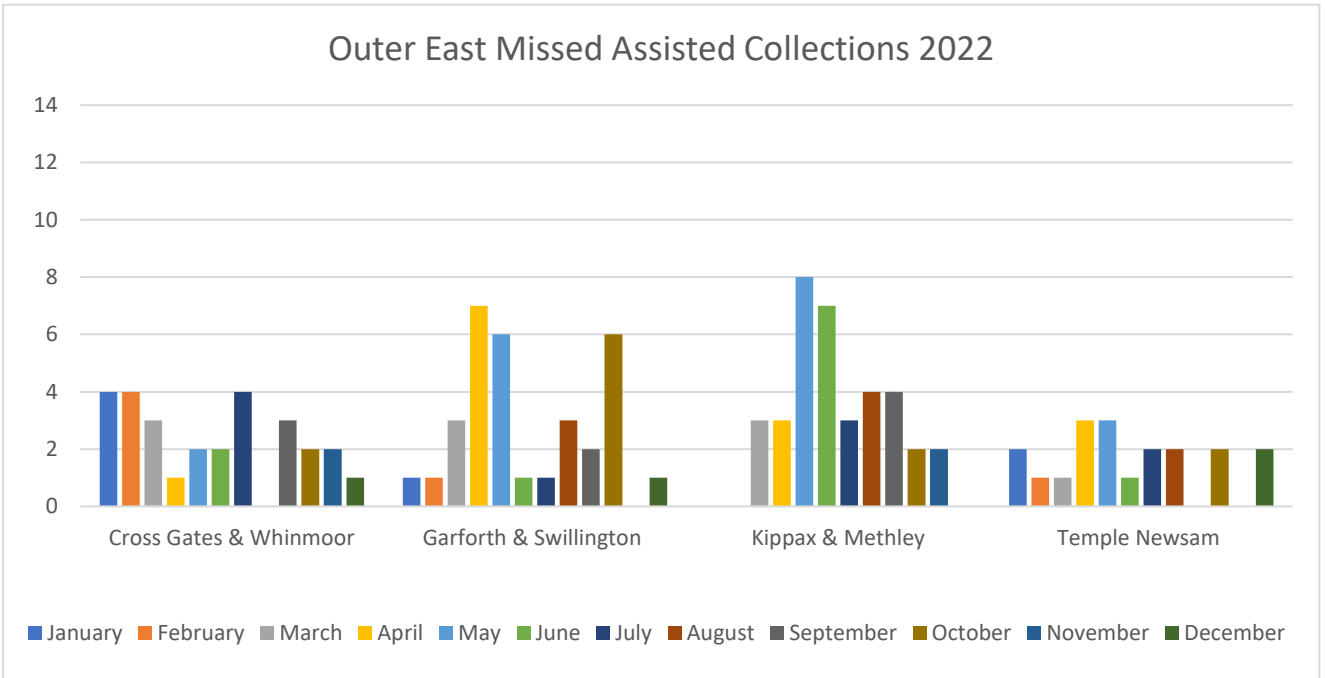
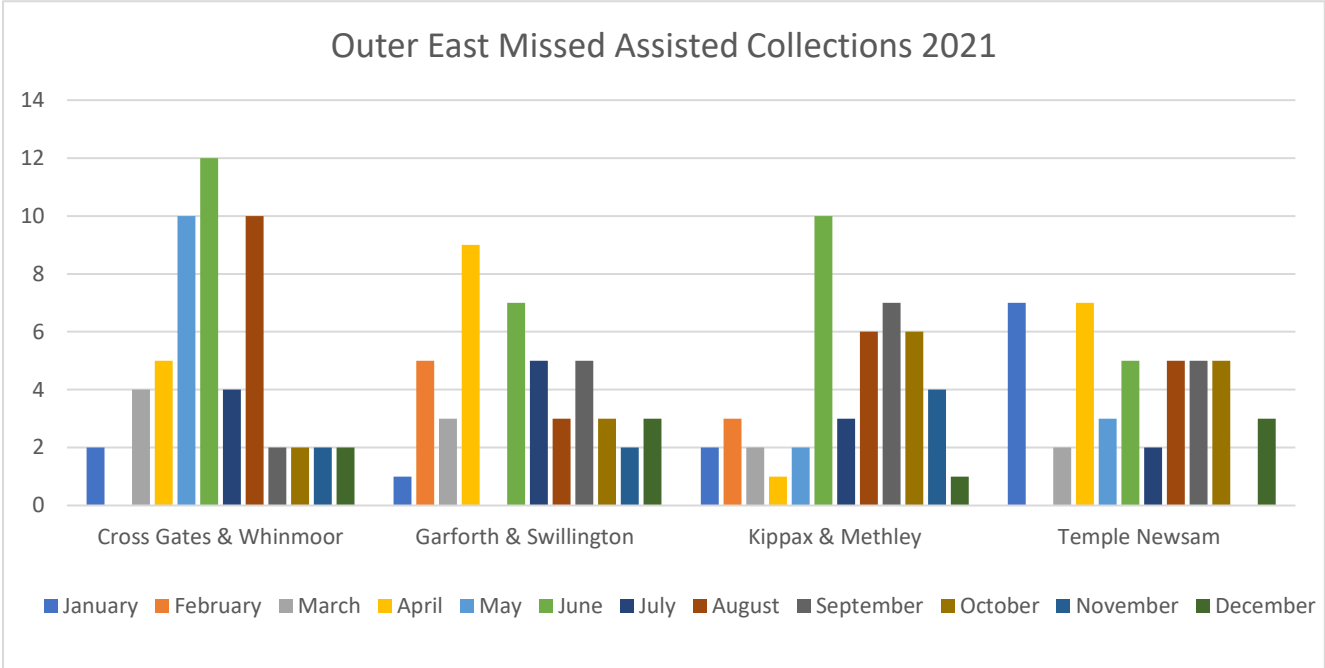


The council offers a free assisted bin collection service for households where there is no-one in that household physically able to take out and bring back in the bins. Across the city there are over 5,800 households who receive this service each week, equating to about 320,000 assisted collections a year for black, green and brown bins.

In the Outer East area this is split by ward as follows:

- Cross Gates & Whinmoor 273 households/14,152 assisted collections per year
- Garforth & Swillington 230 households/11,382 assisted collections per year
- Kippax & Methley 202 households/10,402 assisted collections per year
- Temple Newsam 174 households/7,892 assisted collections per year

The following two tables provide a monthly analysis by Outer East wards of the number of reported missed assisted collections during the 2021 and 2022 calendar years. The figures show that in 2022 there was a 99.74% successful collection rate.



Recommendations

- 9. The Outer East Community Committee is asked to note the contents of the report and to offer feedback from a local perspective on the likely implications from the Environment Act (2021); including the main issues created by how household waste is currently managed/collected and what role the Committee could play to encourage residents to recycle and reuse more through the existing infrastructure provided.



Report of: Chief Officer, Highways and Transportation

Report to: Outer East Community Committee

Report author: Andrew Hall - Project Lead, 0113 3783600

Date: 7 March 2023

For decision and to note

TRANSPORT STRATEGY INVESTMENT PLANS LOCAL UPDATE

Purpose of report

1. To present a proposal for the development of community committee area focused action plans that draw together key funding proposals for new local area transport investment.
2. An introduction to a new Leeds Healthier Streets, Spaces and Communities project for local sustainable mobility and the plans for a roll out to community committee areas.

Main issues

3. This report and presentation complements briefings on other aspects of the highways and transportation service by providing an update on funding and changes to the project pipeline for transport strategy focused schemes at the local level.
4. Resources for the delivery of the Connecting Leeds Transport Strategy are received from multiple funding streams for new transport capital investment which complement resources it provides and receives highways for maintenance and traffic management. The main sources of funding for sustainable local area transport are received through the West Yorkshire Combined Authority through the government's City Regions Sustainable Transport Settlement (CRSTS) and Active Travel England.
5. The key resources of relevance to local input and the decision-making process are as follows: -
 - a. CRSTS programmes 2022/2027: -
 - i. Better Places: Leeds Healthier Streets, Spaces and Communities. This is a new project for improving sustainability, mobility, and access to local services.

- ii. Safer Roads: Provides resource for the Vision Zero strategy deliver for road casualty reduction and safer movement and mobility.
 - iii. Other programmes including Asset Management, Network Management and Transformational Projects will complement more locally specific schemes.
 - b. Active Travel Fund – the national resource to support sustainable travel networks through implementation of Local Cycling and Walking Investment Plans (LCWIP).
 - c. Other funding from the Council, developers, and national resources such as Levelling Up and Towns Funds could also provide discrete locally specific schemes.
6. As Members know, all the highways capital funding the Council provides or receives is detailed annually in the capital programme. Subsequently, as work progresses Members are consulted on schemes affecting their wards, such as highway maintenance, traffic management and larger strategic schemes. The transport strategy covers this investment strategically, but there is no local funding plan as it applies specifically to local community areas and wards. This is becoming more relevant for new projects such as the CRSTS funded Better Places programme.
7. In the light of the changing funding and strategy landscape, options for identifying a better approach for sharing programmes and enabling greater engagement in targeting the transport strategy and funding with a focus on local issues and priorities. Accordingly, a proposal (described in the presentation) is being considered for the development of individual Local Area Transport Plans for each community committee area, with the purpose of: -
- a. Providing one plan at the local level that sets out local aims and proposals.
 - b. Encouraging more purposeful engagement and dialogue.
 - c. Enabling transparency and alignment to Connecting Leeds strategy and resources.
8. The proposed Local Area Transport Plans will be simple “informal” documents that set out key ambitions for mobility and transport investment for the wards in the community committee area. The documents will reflect the city ambitions aligned with the Big Moves priorities in the Connecting Leeds Transport Strategy prepared with due regard to the Council’s obligations to the Combined Authority, the Department for Transport, and other key partners.
9. The plans will be prepared in consultation with committee members by Highways and Transportation officers in conjunction with the locality teams. In addition, it would be the intention to use the Connecting Leeds web-based Common Place suite for public and stakeholder consultation, as used for previous strategy consultations and on an ongoing basis for new major projects.
10. It is envisaged that once completed the plans will be updated and reviewed periodically as local, city or city region resources and plans change. In order to match staff resources to plan development it is proposed to bring forward to area committees in groups of three

or four thereby allowing reporting to be spread over three quarters to potentially complete the first round by December 2023 with completion of subsequent rounds of sign-offs for Local Area Transport Plans during 2024.

11. In the meantime, while the plans are prepared, established projects and programmes will continue to progress as discussions on the local area transport plans take shape. It is appreciated, however, that some of the CRSTS funded projects are new and without consultation precedent, one of which is Better Places: *Leeds Healthier Streets, Spaces and Communities*.
12. Leeds Healthier Streets, Spaces and Communities aims to strengthen neighbourhood connectivity opportunities for making shorter journeys more sustainably and healthily. The aim is to embed the *twenty-minute neighbourhood* concept in city planning to help people to meet their day-to-day needs within twenty minutes journey from home by access to better places for walking, wheeling, and cycling; and linking into public transport.
13. The early development and scoping of the project has commenced to identify potential sites and priorities using the settlements listing in the Local Development Framework, with an initial focus on the larger towns and centres. Funding will run to March 2027 and, to expedite progress and learning, it is proposed to select two or three “pilot” locations which build on existing transport investments with a good fit to the project. It is also intended that these early schemes will be exemplars to build a strong case for Combined Authority funding to continue rolling out twenty-minute neighborhood transport schemes citywide.
14. As regards Community Committees, therefore, the timetable for reporting will be aligned to the areas likely to have the best fit for hosting a successful “pilot” scheme. This approach will prepare for the evolution of the project to more locations as local area plans are developed and area committees are fully briefed.
15. In terms of the Outer East Leeds area the completion of the East Leeds Orbital Road and planned national investment in the East Leeds railway provide good examples of complementary match funding. Cross Gates is set to benefit from funding to rethink the former A6120 route and will also ultimately benefit from the rail investment, as will Garforth, which makes both locations potential candidates for “pilot” scheme short listing. Kippax may be less suited as a pilot scheme but remains a location of interest.

Recommendations

16. Members are requested to:
 - a. Note and comment on the content of this report and the presentation.
 - b. Endorse the proposals for the development of Area Local Transport Plans.
 - c. Note and comment on potential priorities for local schemes in the *Leeds Healthier Streets, Spaces and Communities* project.

Background information

- Appendix 1 - Briefing note, Better Places: Leeds Healthier Streets, Spaces and Communities

Briefing

LEEDS CREATING HEALTHIER STREETS, SPACES AND COMMUNITIES PROJECT

1. The Council has secured in-principle funding from the West Yorkshire Combined Authority's City Region Sustainable Transport Settlement budget for a new Creating Healthier Streets, Spaces and Communities project in Leeds.
2. The project's purpose is to release a new resource for investment in neighbourhood mobility and realise fresh opportunities for making shorter journeys more sustainably with lower carbon emissions and dependence on, or need for, a car. It aims to embed the *twenty-minute neighbourhood* concept in city planning, whereby living in a **compact and better connected** place allows residents to meet their day-to-day needs within 20 minutes journey from home by access to safer walking and cycling routes, or public transport.
3. A capital fund of circa £6.2 million is available. This is expected to fund at least one scheme for each Community Committee area, although this will be shaped by the kind of proposals that come forward. For example, there may be various opportunities for mixing the number of larger schemes and combine them with more smaller schemes and/or thematic packages which can be spread widely across neighbourhoods.
4. It is hoped that the budget will also help to leverage match funding, where sensible, so that schemes might align with planning policies, development plans and transport schemes. Similarly, learning from the schemes can provide a catalyst for more schemes as further new funding sources emerge to meet any unmet needs arising from the project.
5. Scheme proposals will be assessed and prioritised against the sustainable transport benefits they provide for the community and the "Big Move" priorities established in the Council's Connecting Leeds Transport Strategy and the Combined Authority's own policies, and for complementing active travel and bus improvement strategies and accessibility plans.
6. The kind of measures that could be combined into individual local scheme packages for improved connectivity and accessibility might include:-
 - New pedestrian crossings and allied improvements
 - Footway improvements and connections
 - "Modal filters" to manage through traffic
 - Cycle connections and allied improvements to junctions
 - Optimisation of traffic signals for walking, cycling and buses
 - Improve legibility for example routes to bus stops and new cycle parking
 - Small scale access and connectivity measures that don't fit in other programmes
 - Complementary environmental improvements

7. Scheme packages could offer a wide range of benefits, ranging from a new safer route to school or college to a broader offering of wider benefits to the community such as for travel into the local shops or district centre amenities and their bus or rail transport hubs.
 8. The project will be innovative and take new approaches to combining physical elements into demonstration schemes. Outcomes should have measurable benefits that will demonstrate positive choices for sustainable, low carbon local travel.
 9. As the project moves forward the next steps will be to begin examining where the opportunities for schemes are and to take an early look at the possibilities (Appendix 1 and 2). Alongside this a process of dialogue with Ward Members will begin to understand their aspirations for local sustainable connectivity schemes in their areas. This will also help to frame further with their communities as the scheme identification and prioritisation begins and development is progressed.
10. Priorities are expected to be established along the following lines so that they:-
- Show support from Ward Members and their communities.
 - Demonstrate a strong contribution to low carbon connectivity at the local level.
 - Have technical merit and are capable of delivery within project timescales.
 - Link well with other transport, community development and wellbeing projects.
 - Are capable of being monitored and evaluated to demonstrate their worth.
 - Are affordable within the proposed project package and approved budget funding.
 - Have a financial and business case as a scheme and for the project as a whole.
11. Once priorities for local scheme packages are established, using the initial development funding now being agreed with the Combined Authority, the project will be returned to them for final approval and release of full funding for construction. It is envisaged that the project will progress in three phases running from 2024 to the end of 2026. This will allow for a rolling programme of development, design and learning and provide for an earlier start on schemes as they become ready.
12. In terms of immediate next steps is the timing of communication with Ward Members. The intent of which would be to encourage their early participation and to invite to feedback with their first thoughts and suggestions.
13. Considerable work is needed to turn this project into deliverable scheme packages that meet the objectives for local centre micro-connectivity in line with transport and spatial planning ambitions for functional TMN's in the city. Questions for discussion:-
- i) What approach offers the best option for engagement with Area Committees and Ward Members in the light of the pan-city geography of this project.
 - ii) Is there any preference towards the types of scheme package used to build the programme i.e. a blanket approach with common measures across a large area of the city or discrete local packages more in keeping with TMN principles.

- iii) Should a strong steer be given in the engagement advice in terms of the scheme packages most likely to succeed.

Appendix 1: Hierarchy of Centres – Designated Towns, Local Centres and Smaller Settlements (Leeds LDF)

Map 4 Hierarchy of Centres



Key

- City Centre
- Town Centres

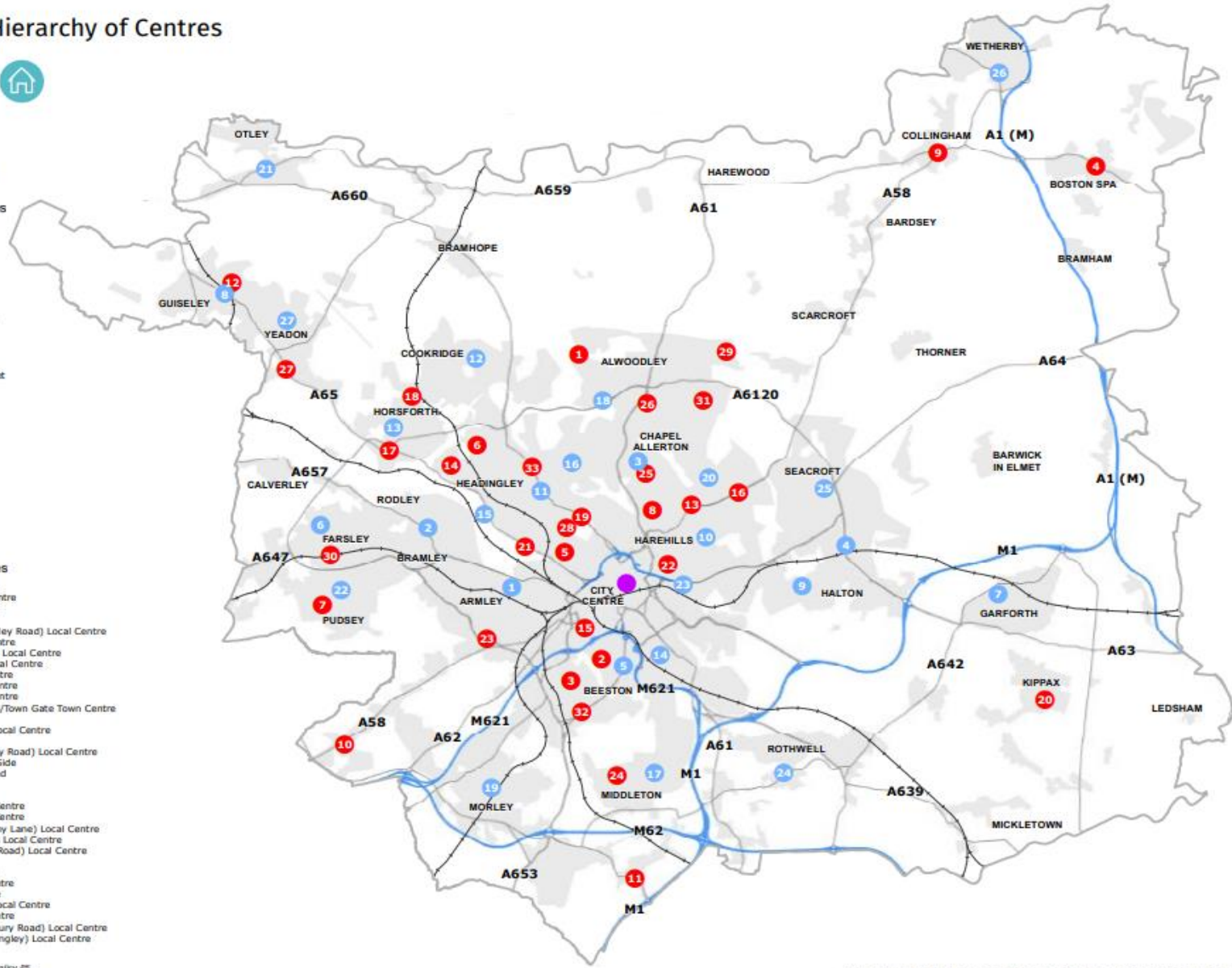
- 1 Armlley
- 2 Bramley
- 3 Chapel Allerton
- 4 Cross Gates
- 5 Dewsbury Road
- 6 Farsley
- 7 Garforth
- 8 Guiseley, Otley Road
- 9 Halton
- 10 Harehills Lane
- 11 Headingley
- 12 Holt Park
- 13 Horsforth, Town Street
- 14 Hunslet
- 15 Kirkstall
- 16 Meanwood
- 17 Middleton Ring Road
- 18 Moor Allerton
- 19 Morley
- 20 Oakwood
- 21 Otley
- 22 Pudsey
- 23 Richmond Hill*
- 24 Rothwell
- 25 Seacroft
- 26 Wetherby
- 27 Yeadon

● Local Centres

- 1 Alwoodley King Lane
- 2 Beeston Hill Local Centre
- 3 Beeston Local Centre
- 4 Boston Spa
- 5 Burley Lodge (Woodsey Road) Local Centre
- 6 Butcher Hill Local Centre
- 7 Chapeltown (Pudsey) Local Centre
- 8 Chapeltown Road Local Centre
- 9 Collingham Local Centre
- 10 Drighlington Local Centre
- 11 East Ardsley Local Centre
- 12 Guiseley Oxford Road/Town Gate Town Centre
- 13 Harehills Corner
- 14 Hawkesworth Estate Local Centre
- 15 Holbeck Local Centre
- 16 Hollins Park (Easterley Road) Local Centre
- 17 Horsforth New Road Side
- 18 Horsforth Station Road
- 19 Hyde Park Corner
- 20 Kippax
- 21 Kirkstall Road Local Centre
- 22 Lincoln Green Local Centre
- 23 Lower Wortley (Granny Lane) Local Centre
- 24 Middleton Park Circus Local Centre
- 25 Montreal (Harrogate Road) Local Centre
- 26 Moortown Corner
- 27 Rawdon, Leeds Road
- 28 Royal Parks Local Centre
- 29 Sland Hill Local Centre
- 30 Stanningley Botton Local Centre
- 31 Street Lane Local Centre
- 32 Tommy Wass (Dewsbury Road) Local Centre
- 33 Weetwood (Far Headingley) Local Centre

Smaller Settlements

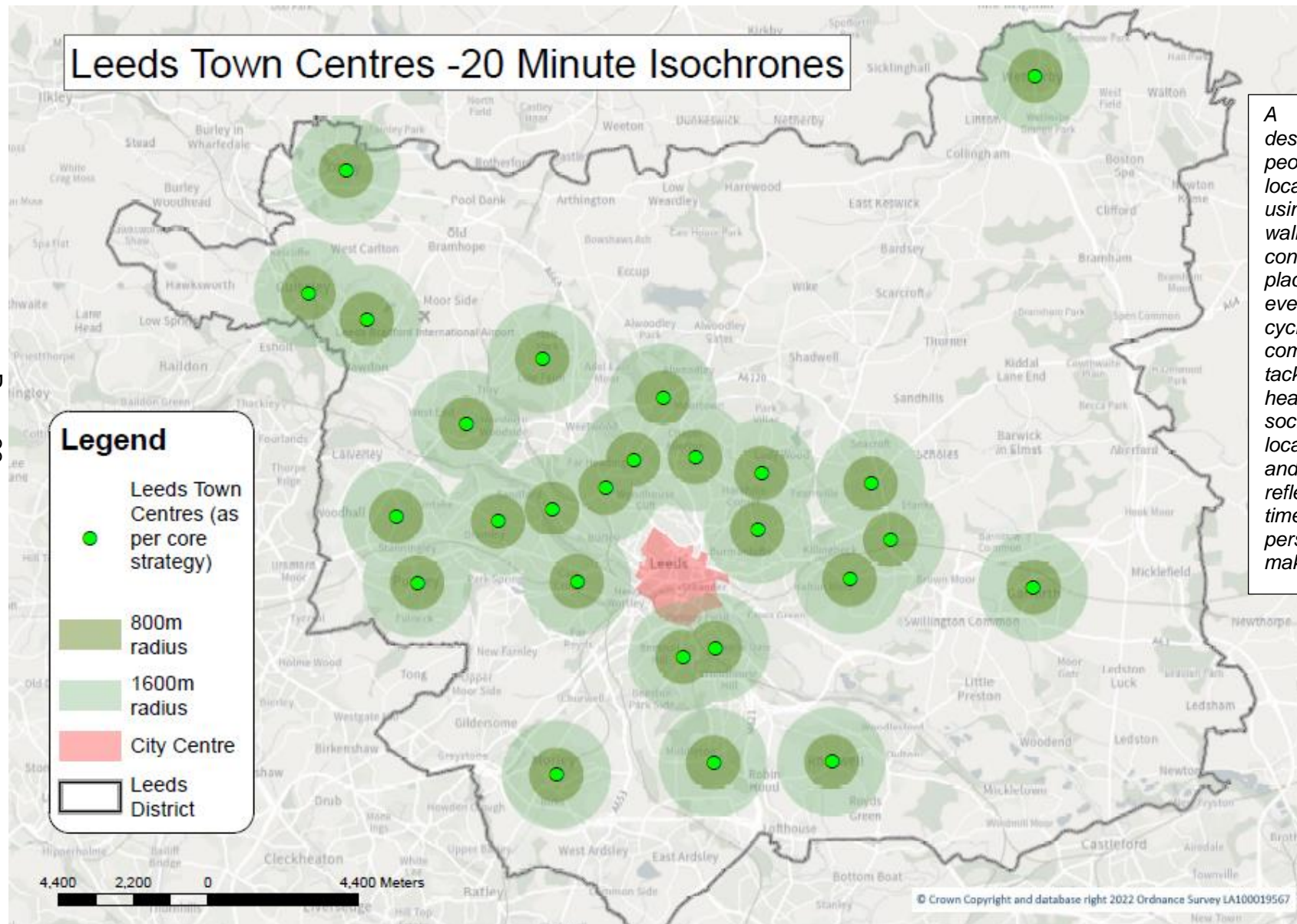
- Allerton Bywater
- Bardsey
- Barwick-in-Elmet
- Boston Spa
- Bramham
- Bramhope
- Calverley
- Collingham
- Drighlington
- East Ardsley
- Gildersome
- Kippax
- Lofthouse/Robin Hood
- Micklefield
- Mickleton Methley
- Pool-in-Wharfedale
- Scholes
- Swillington
- Tingley/West Ardsley



*Indicative location refer to Policy P5

Appendix 2

Hierarchy of Centres showing 20 minute travel isochrones for Designated Town Centres



A “20 minute neighbourhood” describes a liveable place where people want to spend more time locally, working at home if possible, using public green space, cycling and walking instead of using cars and connecting with neighbours. It is a place where people can meet their everyday needs within a short walk, cycle or bus ride with multiple community benefits including tackling climate change, improved health and wellbeing, increased social connections and a stronger local economy. (Rather than hard and fast the choice of 20 minutes reflects a convenient distance and time which will vary according to the person and their capacity for journey making.)

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Report of: Rosie Revell, Team Leader, Safe and Sustainable Travel

Report to: Outer East Community Committee

Cross Gates & Whinmoor, Garforth & Swillington,

Kippax & Methley, Temple Newsam

Report author: Rosie Revell

Tel: 0113 3784105

Date: Tuesday 07 March 2023

To Note

Highways- Leeds Safe Roads Vision Zero

Purpose of report

1. To provide the Outer East Community Committee with an understanding of the recently adopted Vision Zero Strategy and its action plan and to gather input from elected members and residents.

Main issues

2. The presentation is intended to provide the Outer East Committee with an understanding of the current road safety situation in their area. Until 2013 deaths and serious injuries from road crashes had been steadily falling. That decline has now plateaued and the steady rise in numbers since has led to a rethink and refresh to the Local Authority's approach to road safety. We know we must do something differently.
3. The presentation will highlight this need for a new approach to road safety and enter a dialogue as to what the road safety team can do for each area, building on what we have offered in the past. It will invite a discussion as to what the Committee feel they can do to help in achieving Vision Zero in their area.
4. The agenda item will then widen to allow those attending to have an opportunity to provide feedback to how we can work in partnership with them to achieve the aims of the strategy and action plan.

Recommendations

5. Elected members are asked to note the contents of the report, presentation, and Appendix 1 - Vision Zero Strategy and Appendix 2 – Vision Zero Action plan

Leeds Safe Roads Vision Zero 2040



Strategy and Action Plan
Adopted September 2022

Contents

	Foreword	i
1	Our journey to Vision Zero	10
	1.1 Guiding principles	10
	1.2 Vision Zero pillars	13
	1.3 Core elements	14
	1.4 'Best City' priorities	15
	1.5 Funding	18
	1.6 Governance	19
2	Partnerships and responsibilities	20
	2.1 Local partnerships	21
	2.2 Road safety partnership in West Yorkshire	23
	2.3 Community partnerships	25
	2.4 National partnerships	27
3	Leeds collision and casualty data	28
	3.1 Data we currently use	29
	3.2 How we use data	30
	3.3 Analysis of collisions on roads in Leeds	31
	3.4 Who and what is causing harm to others	36
	3.5 Developing our datasets	37
	3.6 Developing ways to share data	37
4	Safe Behaviours and People	38
	4.1 Focusing on the 'fatal five'	39
	4.2 Working with specific driver groups and on specific issues	44
	4.3 Promote a hierarchy of responsibility among road-users	48
5	Safe Speeds	64
	5.1 Investigate a maximum 50mph speed limit for faster roads	65
	5.2 Prevent and discourage illegal and inappropriate speeding	66
	5.3 Collaborate with communities and businesses	72



6	Safe Roads	74
	6.1 Responsibility for roads in Leeds	75
	6.2 Where collisions occur on roads in Leeds	76
	6.3 Create safe spaces to walk, wheel, scoot and cycle	79
	6.4 Develop a network of safe routes to connect people and places	80
	6.5 Create safe road environments that cut crash frequency	84
7	Safe Vehicles	86
	7.1 Raising awareness about responsibility for roadworthy vehicles	87
	7.2 Enforcing vehicle safety and illegal vehicles offences	87
	7.3 Using technology to prevent collisions	88
8	Post-collision Learning and Care	90
	8.1 A partnership response	91
	8.2 Learning from collision investigation	92
	8.3 Raising awareness of support services for victims	95
	8.4 Advocating for justice for victims of road collisions	98
	About this version of Leeds Safer Roads Vision Zero 2040	100
	Acknowledgements	101
	Acronyms	102



Our ambition is that by 2040 no one will be killed or suffer serious injuries on roads in Leeds

We call this Vision Zero

Remembering the people who have lost their lives on roads in Leeds

Foreword from Leeds City Council



Councillor Helen Hayden
Executive Member for Infrastructure and Climate

Road crashes kill people, devastate families and ruin health. They destroy lives, hopes, futures. The toll on victims and their loved ones is inconceivable.

In the five years to 2021, in spite of our collective efforts, road crashes in Leeds killed 93 people and seriously injured another 1,561 (1,654 in total), an annual average of 331 people are brutally killed or seriously injured while using our roads. Most of them (62%) were on foot, on a bike, or riding a motorbike, and many of those were children or young people.

It has got to stop.

Around the world, cities are pioneering a 'Vision Zero' approach to road danger. This is the ethical position that that no one should die or suffer serious injury from using roads. Leeds is the first in West Yorkshire to adopt this, and the Leeds Safe Roads Vision Zero 2040 is our own ambition to eliminate fatal and serious road injuries from our city within the next 18 years.

To achieve Vision Zero, we must take a different approach. This stresses that responsibility for safety lies not just with road-users, but also with those who plan,

design, decide, invest, legislate, prioritise, build, maintain, enforce, educate or otherwise shape the wider traffic environment; those who may not be at the scene of a crash, but who help to set it.

Road crashes that result in death or serious injury typically involve motor vehicles. As well as preventing violent deaths and serious injuries, Vision Zero aims to create a road environment and traffic culture where people feel that it's safe to cycle, safe to let their children walk to school, safe to travel in cleaner, greener, healthier ways on roads that are (and feel) free from danger, roads that cherish human life.

Vision Zero will underpin a virtuous circle of more people choosing not to drive in the first place. It will support our Transport Strategy's aim to be a 'city where you don't need a car' and support our efforts to cut harmful carbon emissions as part of our response to the climate emergency.

If we work together as professionals, the public, partners and politicians, we can eliminate the scourge of road tragedies from the streets of Leeds.

Foreword from West Yorkshire Police



Chief Superintendent Damien Miller
(Leeds District Commander)

Despite significant improvement over recent years, people are still dying or suffering serious injury on roads in Leeds. West Yorkshire Police are committed to working with our partners to deliver our collective ambition of eliminating road deaths and serious injury across the county. We welcome the adoption of a Vision Zero strategy in Leeds, and we will work better locally to understand the issues that undermine the safety of roads, and we will help to develop solutions.

Vision Zero is an opportunity to examine the whole traffic system that keeps road-users mobile, ranging from roads, vehicles and speeds to our attitudes and behaviours. System-based solutions minimise the risk of collisions happening, while acknowledging that people make mistakes, and improve survivability when a collision does occur. This is the essence of the Vision Zero strategy, in contrast with more traditional approaches, which relied on interventions in the aftermath of a collision.

Safer roads are a Policing and Crime Plan priority. West Yorkshire Police deploys specialist roads policing officers across districts, as well as local officers in communities. They tackle the known risk factors often associated with collisions and anti-social driver behaviour: excessive and inappropriate speed, drink and drug driving, distraction (such as mobile phone use) and seatbelt offences.

Sharing information sources across agencies increases understanding of the times, locations, vehicles and, in some cases, the individuals that present the greatest risk to other road users. This information will continue to influence police deployment decisions.

Working with the public across Leeds, we have embedded Operation SNAP (Safer Roads Media



Chief Superintendent Ed Chesters
(Operational Support Roads Policing)

Submission Portal), taking positive action against more than 1,500 offending drivers captured on dashcams. Using this and other enforcement activity, we will continue to improve driver behaviour with driver retraining courses where appropriate as an alternative to court proceedings, with recourse to prosecution for more serious or repeat offending. West Yorkshire Police will continue to work closely with the local authorities through the West Yorkshire Safety Camera Partnership to develop the use of safety cameras to prevent speed related collisions.

Road collisions should not be a consequence of increased mobility. Safety fears undermine confidence and dissuade people from walking, cycling and using other forms of active, healthy or more sustainable travel. Where collisions do occur, there is a significant and enduring consequence, particularly where lives are lost or changed for ever and families destroyed.

The adoption of Vision Zero and a Safe System approach to road safety in Leeds provides an opportunity to safeguard all road users and promote safe mobility across our communities. By working proactively to identify and remove dangers on the roads, we can mitigate the risks associated with the transport system and those who use it. A greater understanding of road danger and the development of co-ordinated interventions across all stakeholders will help us to cut the risk of collisions, increase community confidence and promote safer, more active and sustainable travel.

Vision Zero represents a real opportunity to bring about significant changes to the way that we work together to make the roads safer for everyone.

1. Our journey to Vision Zero

Until 2013, deaths and serious injuries from road crashes in Leeds had been steadily falling. That decline has, though, now plateaued, and around 331 people continue to be killed or seriously injured every year (average of the five years to 2021). We know that we must do something different.

In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. This signalled a step change in our approach to travel. It included the following bold ambition:

By 2040 no one will be killed or suffer serious injuries on roads in Leeds.
We call this Vision Zero.

The Leeds Safe Roads Partnership then developed this Vision Zero 2040 strategy. This strategy outlines the existing and emerging issues facing the city and explains how we will attain our stated ambition by taking an entirely new approach. While 'zero' road deaths or serious injuries can't come soon enough, it will take time for Leeds to develop, fund and deliver this new approach, and the partnership agreed to aim for 2040.

Guiding principles

The following guiding principles, core elements and the five 'pillars' (themes) will scaffold our work.

Vision Zero

Vision Zero is an ethical position that starts from the premise that no one should ever come to serious harm while using the roads. It rejects traditional year-on-year 'casualty reduction' targets; the only acceptable number is 'zero'. Vision Zero has been trialled by several cities around the world, and Leeds is the first city in West Yorkshire to adopt it. Achieving Vision Zero will help Leeds to achieve its 'Best City' priorities around climate change, health and wellbeing and inclusive growth.

Safe System approach

Traditional approaches to road safety assume that people can be taught, persuaded or compelled to behave safely. A Safe System approach is different. It accepts that while road-users should behave safely and legally, people do sometimes make mistakes, and that some mistakes lead to crashes. This premise helps us to see more clearly what needs to be done:

- a) prevent mistakes happening in the first place
- b) ensure that any mistakes that do happen don't end in fatal or serious injury.

Our journey to Vision Zero



Responsibility for road safety thus extends to anyone who plays a part in shaping the wider traffic environment, as well as the road-users themselves. Those who plan, design, decide, invest, legislate, prioritise, build, maintain, enforce, educate and so on are responsible for ensuring that roads are safe for everyone to use. Acting together, they can reduce traffic risk and create a safe, holistic mobility system that is forgiving of human error and eliminates serious harm.

The language of road danger

The way we talk about road danger affects how we understand the issues. That, in turn, influences what we decide to do. For example, we don't refer to 'vulnerable road-users', because that suggests that there is something inherently problematic about some individuals and prevents us from seeing the wider picture.

An older pedestrian isn't more at risk because they walk slowly: they are at risk because the traffic lights change too quickly. We will use plain English and follow best practice guidelines from the World Health Organisation and the University of Westminster's Active Travel Academy. This will help us all to identify problems, choose effective solutions and increase wider support for Vision Zero. We will develop plain language guidelines to share with partners.

RoadPeace calls on the media and authorities to stop using the word 'accident' #crashnotaccident.



Vision Zero pillars

Our Safe System is split into five 'pillars'. Each pillar has a strategic set of objectives from which the action and delivery plan follow. These pillars all work together as a safety net so that, if someone makes a mistake, that mistake doesn't result in a death or life-changing injury. If one part of the system fails – if, for example some traffic lights are not working, a car breaks down, a child dashes out or someone stumbles – the other parts should, in a functioning Safe System, unite to avert tragedy.

Safe Behaviours and People

We will encourage road-users to behave in a way that keeps everyone safe. The focus is on the 'fatal five': speeding (which has its own pillar), seatbelt offences, drink and drug driving, distraction and careless driving. This pillar reflects the Highway Code Hierarchy of Road Users, namely that those who have the potential to do the greatest harm bear the greatest responsibility to reduce the threat they may pose to others.

Safe Speeds

Speeding is when drivers choose to exceed the speed limit or to drive too fast for the conditions. With partners, we will address illegal, dangerous and inappropriate speeds. This will include targeted enforcement, improving speed compliance through design and innovation and

encouraging safe traffic culture. We will consider reducing speed limits on faster roads to 50mph.

Safe Roads

We will design streets that put the needs of people and communities above those of vehicles. That means creating streets that are safer for active travel through design, implementing a network of safer routes to create environments that make people safe and measures to reduce the dominance of motor vehicles. This will make it easier for people to travel in greener, healthier ways.

Safe Vehicles

We will encourage the use of safer vehicles to reduce the likelihood of collisions and severity of outcome. Work will include raising awareness about responsibility for roadworthy vehicles, enforcing offences and considering how technology and design features can help to prevent crashes.

Post-collision Learning and Care

The response following a collision can make a significant difference to outcome severity. Early intervention, care and support can help victims and families. We will learn from the devastating harm crashes cause, raise awareness of support services for victims and others impacted and advocate for justice for victims of road collisions where there is crime or other culpability.



Core elements

Data-led	We will take an evidence-based approach to achieve our Vision Zero ambition. Our current data comes from various sources, including the Department for Transport (DfT), Leeds City Council's own data and partners. We will identify and seek other appropriate sources of information.
Enforcement	Enforcement is a key element of each of the safe system pillars. We will work with partners across the city to continue existing enforcement and develop evidence-led interventions to help achieve our goal.
Mode shift	In line with the Leeds Transport Strategy, a key element of this strategy is modal shift. Reducing traffic volumes will help to make the roads safer, easier to use and more welcoming to everyone. This, in turn, will encourage more people to walk, cycle and use public transport.
Governance	Leeds Vision Zero 2040 work will be overseen by an agreed governance structure and a panel of experts and stakeholders.
Fair and inclusive	Traffic danger is a greater threat to some people than to others. Making roads safe, particularly for those road users to whom traffic poses the greatest threat, is a main priority. Vision Zero will help Leeds to address this inequity so that all road-users have the same opportunities to travel safely.
Consultation and communication	The partnership acknowledges the need to learn from and involve residents, communities and others in order to develop greater understanding of the issues and potential solutions. It also acknowledges the need to communicate clearly and effectively.
Partnership	Vision Zero is possible only if everyone works together: professionals, politicians, partners and the public. The work will be led by the Leeds Safe Roads Partnership and supported by a wider network of local, regional and national partners.
Funding	Funding for Vision Zero will be met by a range of statutory, grant and other revenue-generation streams.

'Best City' priorities

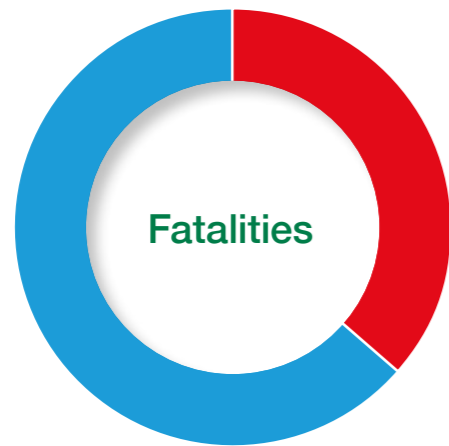
The strategy supports many of the council's wider aims around climate change, health and wellbeing and inclusive growth.

Inclusive growth	In March 2019 the council declared a 'climate emergency', and Leeds committed to net zero harmful carbon emissions by 2030. The biggest source of carbon emissions in Leeds is transport, especially cars and other private vehicles. The more people feel that the roads are safe and free from congestion, the more they will be able to walk, scoot, and/or cycle rather than drive, especially for short journeys, removing cars and cutting carbon emissions.
Health and wellbeing	Safe streets are healthy streets. As well as eliminating acute bodily trauma, Vision Zero also reduces chronic harm from dirty air and inactivity. This aligns with our Air Quality Strategy 2021-2030 and the forthcoming Health and Wellbeing Strategy. Healthy streets deliver many benefits for people and communities, improving quality of life locally and safe access to the wider city. Children who walk to school are more alert, relaxed and focus better.
Climate emergency	The council's Inclusive Growth Strategy acknowledges the contribution that safe transport makes to inclusive growth in the city. Improved, safer infrastructure makes it easier for more people to choose more affordable, greener ways to travel, by foot, bike or public transport. Safe streets give everyone better access to education, services and employment and create an environment where businesses can thrive.

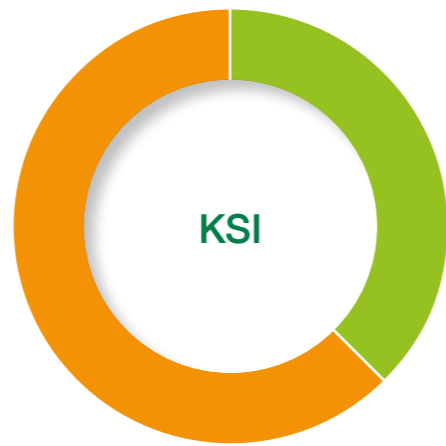
Fairness and inclusion

Someone's chances of achieving a safe journey depend on factors such as their age, ability and mode of travel.

Road crashes typically involve motor vehicles, but most (62%) victims are on foot, on a bike, or riding a powered two-wheeler (such as a motorbike, scooter or moped).



63.4% Outside vehicle
36.6% Inside vehicle

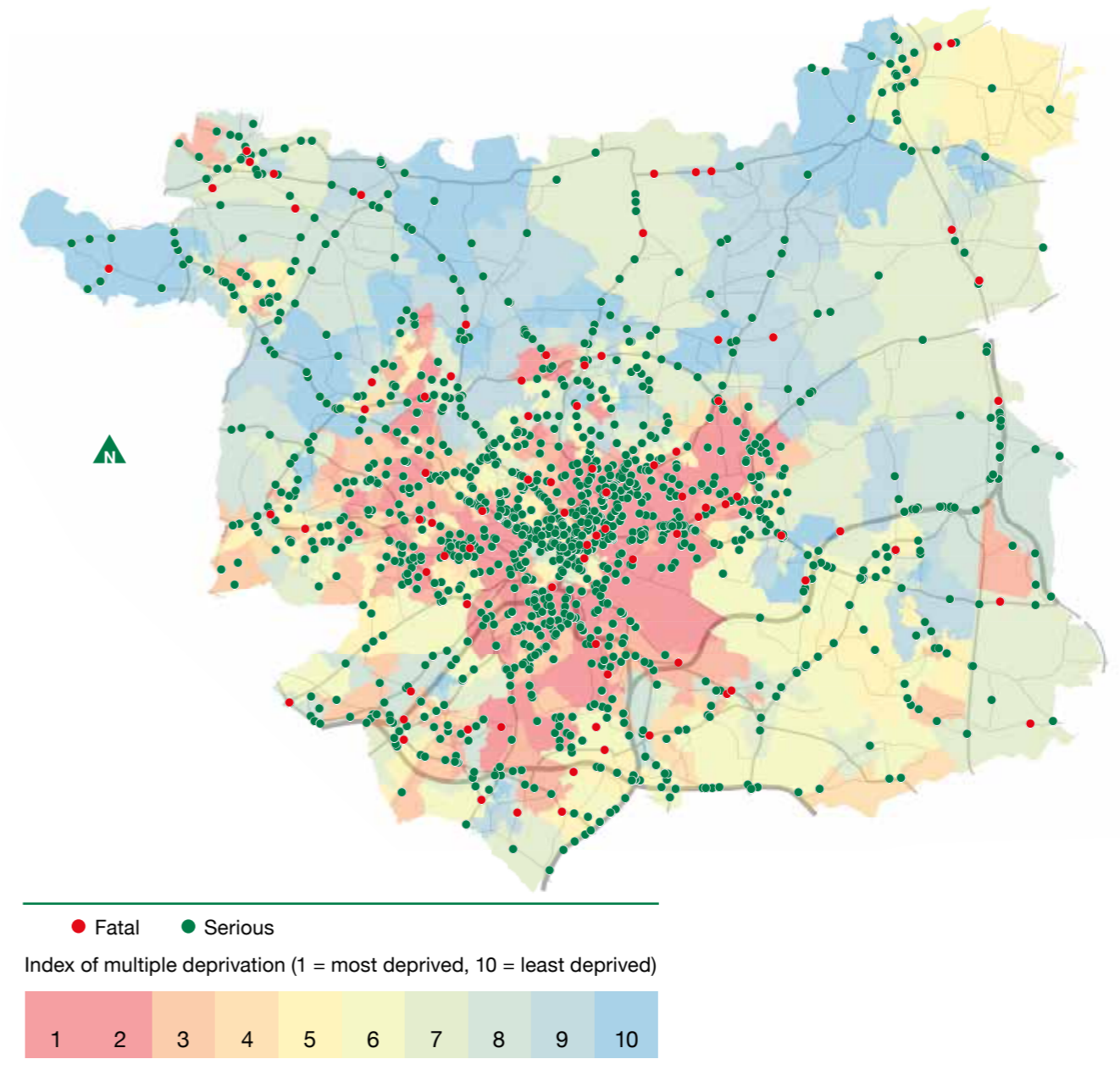


62.4% Outside vehicle
37.6% Inside vehicle

Pedestrians in some wards are at greater risk than those in others – many things may influence this correlation, including population density, traffic volumes and how people mostly travel (whether they tend to walk or drive), and people may be harmed on the roads where they live, in the city centre, or some miles away. This reflects recent research¹, and we will monitor any further insights into this. Vision Zero will help to address the city's inequity in relation to exposure to road danger and the disparity in opportunities for safe journeys.

¹ Agilysis and Living Streets 2021 Road traffic and injury risk in ethnic minority populations

Locations of pedestrians killed or seriously injured in Leeds, 2017-2021 according to index of multiple deprivation.



Funding

Funding for Vision Zero will be met by a range of statutory, grant and other revenue-generation streams.

Capital funding

Local authority funding for road safety initiatives is included as part of the City Region Sustainable Transport Settlement (CRSTS) funding settlement. This covers funding for schemes to address past road traffic collisions and unmet demand for pedestrian crossing provision. Ongoing work on the CRSTS with West Yorkshire Combined Authority (WYCA) has identified a funding stream for safer roads of approximately £1.7m pa over the next 5 years.

Revenue funding

Funding for behaviour change programmes often relies on grants and bids, and Leeds City Council officers will identify relevant funding opportunities.

The council allocates revenue funding for staff to work on education / training such as pedestrian skills and to deliver events and programmes. To achieve Vision Zero, we will need to go far beyond those areas covered as 'business as usual'. This will include the work of the Highways and Transportation Service as well as many other teams and services across the council. It is expected that significant investment by partners, businesses, local and central government will be required, certainly beyond the levels provided to date. A council-wide review of spending will therefore be required.

Regional funding

The West Yorkshire Safety Camera Partnership manages costs recovered from driver retraining courses (drivers may be offered the chance to attend these as an alternative to prosecution). It uses these to sustain and develop the scope of safety camera operations and other additional initiatives to prevent road danger. West Yorkshire Police acknowledge that, while stakeholders will identify opportunities for additional funding, existing funding needs to be realigned with an increasingly collaborative approach to problem-solving in our communities.

Financial cost of fatal and serious injuries

Crashes disrupt the road network and incur significant economic costs. Emergency services, medical treatment, long-term care, impact on employment and productivity are just some of the financial burdens of road danger on society. The Department for Transport (DfT) reported that, in 2020, every fatality prevented could have saved just under £2 million and every serious injury that is averted saves around £215,000.

Governance

Measuring success

While 'zero' is the explicit goal, the Best Council Plan KPI 'Number of people killed or seriously injured in road traffic collisions' will help us to monitor the impact of the Safe System approach as we develop and implement it. We will also track changes such as attitudes, awareness, understanding and intention in relation to Vision Zero, to help us to understand wider cultural and social trends.

Reporting

Provisional reporting commitments include:

- an annual public report
- report as required to the council's Infrastructure, Investment and Inclusive Growth Scrutiny Board
- publish the annual casualty data report for Leeds

- update the Leeds Vision Zero 2040 Action Plan every three years

- publish a new Leeds Vision Zero strategy around 2030.

Expert Panel

We have set up a panel of external experts to help to inform the partnership's work. The panel comprises a broad range of stakeholders with personal, academic and/or professional expertise and interest in road danger. As well as being 'critical friends', they will be able to contribute directly to the work we do.

Kitemark for Vision Zero

To recognise best practice in road safety, we will recommend the development of a Vision Zero kitemark or similar scheme to the West Yorkshire Safe Roads Partnership. This could, for example, highlight safe street design, celebrate businesses that introduce safe driver practices or share innovative behaviour change initiatives.



2. Partnerships and Responsibilities



While there is already a wide range of work taking place, everyone must work together to create and deliver a truly Safe System for Leeds. As well as the police and highway authority, every road-user, partner and other stakeholder must also do everything in their power to contribute to the goal of eliminating fatal and serious injuries.

At Scrutiny Board in October 2021, we recognised that responsibilities for road safety in Leeds are not clear to the public.

Local partnerships

Leeds Safe Roads Partnership

Vision Zero will be led by the Leeds Safe Roads Partnership (LSRP), which coordinates the teams, departments and agencies associated with road safety activities in Leeds, working collaboratively and innovatively. It includes representatives from:

- West Yorkshire Police (WYP)
- West Yorkshire Fire and Rescue Service (WYFRS)
- Yorkshire Ambulance Service (YAS)
- National Highways (formerly Highways England)
- Teams across Leeds City Council, including Influencing Travel Behaviour, Traffic Management, Parking Enforcement, Public Health, Anti-Social Behaviour, Taxi and Private Hire Licensing and Fleet Services.

LSRP sub-groups will discuss and deliver specific projects and activities (education, for example). The partnership will liaise with the

West Yorkshire Combined Authority, West Yorkshire Safe Roads Partnership groups, and with a broad range of stakeholders, including the Expert Panel.

Businesses and organisations

We need to secure the support and trust of everyone in Leeds if we are to achieve our ambition. As a partnership, we already work closely with many businesses. We recognise however that it is important to find new ways to identify and engage with local and regional groups and organisations. This is so that we can ensure that our efforts are fair and inclusive. We need to ensure that our work effectively reduces road danger for everyone, particularly those who are most at risk.

Universities and colleges

We will identify opportunities for students to do work placements around Vision Zero and for researchers interested in following/supporting our ambition.



West Yorkshire Combined Authority

The Combined Authority is leading the development of a Vision Zero Strategy for West Yorkshire. This will be an overarching document for the region; districts will develop their own strategies to address the specific issues they face. The first draft is expected by mid-2023.

West Yorkshire Combined Authority (WYCA) Vision Zero Board

WYCA's newly established Vision Zero Board (December 2021) is chaired by the Deputy Mayor for Policing and Crime. The board will help to advocate and foster commitment for Leeds Vision Zero 2040, providing democratic overview and a shared road safety ambition at a regional level. Board representatives from Leeds include the Chief Officer, Highways and Transportation and the Executive Member for Infrastructure and Climate.

West Yorkshire Safe Roads Partnership Groups

- West Yorkshire Safe Roads Executive: this includes chief officers from the five West Yorkshire councils along with partners from National Highways, West Yorkshire Police and Brake (road safety charity). It will agree a West Yorkshire Vision Zero action plan (developed by WYCA), with short and long term aims for the region and provide a governance function to the steering group and the West Yorkshire Safety Camera Partnership.

- West Yorkshire Safe Roads Steering Group and West Yorkshire Safe Roads Delivery Group: These groups steer and deliver the work programme, which is funded by the Safety Camera Partnership (see below). The groups ensure that resources are used effectively and efficiently to reduce road danger, and we will continue to work closely as part of these partnership groups.
- West Yorkshire Safety Camera Partnership: provides safety cameras and speed enforcement services for West Yorkshire local authorities and National Highways. It also oversees fixed and mobile speed cameras in high-risk locations across West Yorkshire. All the revenue that this generates goes into funding road safety initiatives (see above).

WYCA is committed to working with district partners to deliver a partnership Vision Zero strategy for West Yorkshire.

Road safety partnership in West Yorkshire





Community partnerships

Local people are among those who are best placed to alert us to road safety issues in their neighbourhoods, though different people have different ideas about to resolve these. There is a frustration about the disconnect between what people witness or experience on their streets and conventional methods of defining and assessing traffic risk. These methods are traditionally based on casualty figures. These statistics help engineers to see where work could reduce casualty numbers, but they do not account for the fact that pedestrians and cyclists avoid dangerous roads altogether – low casualty figures do not necessarily mean a road is safe for people to walk or cycle. Local knowledge can help to build a more holistic picture.

People have told us that it is difficult to find information about road safety and where responsibility for different issues lies. We will launch a Leeds Safe Roads Partnership website to outline responsibilities, share data and contact details, and provide a way to suggest ways to improve road safety.

We will find better ways to communicate, so that communities are reassured that their concerns are being considered, while being well informed about how work is prioritised. We will strive to hear from groups of people whose views are under-represented: victims, young people, those from minority backgrounds, women and others who may be less likely to share their concerns.



Our Leeds Vision Zero partners

Victims & families	Those who have been involved in road crashes and their loved ones.
Collision inquiry professionals	Professionals involved in collision investigation such as the Coroner for Leeds and the Major Collision Enquiry team
Support organisations	Charities and other organisations that support victims and their families such as Brake, SCARD (Support and Care After Road Death and Injury) and RoadPeace
Accessibility, equality and inclusion groups	Accessibility groups such as the Access User Ability Group (AUAG), which includes representatives from organisations such as the local branch of National Federation of the Blind of the UK and the Access Committee for Leeds
Groups representing road-users at greater risk from traffic	Groups representing people who are more vulnerable to road traffic injury, such as the Motorcycle Action Group (MAG), the British Horse Society and the Leeds Cycling Consultation Forum
Professional bodies	Professional bodies including Road Safety GB and The Parliamentary Advisory Council for Transport Safety (PACTS), Royal Society for the Prevention of Accidents (RoSPA)
Educational institutions	Leeds Children and Families Directorate and educational settings from nurseries to universities such as Leeds Institute of Transport Studies (ITS)
Transport operators and education	Transport and fleet operators, driving schools
Transport organisation	Organisations with a remit to promote active and sustainable travel, such as the West Yorkshire Combined Authority, Leeds Cycling Forum, Bikeability Trust, Living Streets, Modeshift and Sustrans
Employers	Employers through the Travel Plan Network and the Chamber of Commerce
Media	Local and regional newspapers, radio stations, television broadcasters, social media influencers

National partnerships

We will also work with national bodies to ensure best practice in our Vision Zero journey. These include:

Road Safety Great Britain

Road Safety Great Britain (RSBG) is a national membership organisation that aims to reduce the number and severity of road collisions, and reduce loss of life and personal injury, by raising awareness of road safety and safer road-user behaviour. The Leeds Safe Roads Partnership regularly makes use of RSBG's training, conferences, advice, information, research and publicity resources.

Think!

Think! is the UK government's designated road safety campaign, providing resources and materials that we can use to challenge dangerous behaviours on the roads. It also creates and provides educational resources for schools and communities.

Modeshift

Modeshift helps business, education and community settings switch to safe, active and sustainable travel. Leeds City Council uses Modeshift STARS with schools in Leeds to encourage healthy, safe and sustainable travel choices.

Parliamentary Advisory Council for Transport Safety

The Parliamentary Advisory Council for Transport Safety (PACTS) is a registered charity that supports the All-Party Parliamentary Group for Transport Safety. Its charitable objective is "To protect human life through the promotion of transport safety for the public benefit". PACTS brings together safety professionals and legislators to identify research-based solutions to transport safety problems, and we can use these to inform our work. Its functions also include lobbying for and providing wider publicity on transport safety issues.



3. Leeds collision and casualty data

We will develop interventions that are data-led:

- o analyse data to understand who is causing the harm and the factors contributing to fatal and serious collisions
- o work with partners to develop data-sharing opportunities
- o develop ways to share headline data with the public



Page 50

Data is information. It can be:

- o 'quantitative': facts and figures, maps, and charts. We decide what data to collect, and then analyse these to look for problems and topics of concern.
- o 'qualitative' such as personal accounts and observations. We can look at these for useful patterns and meaning and to understand people's feelings and behaviours.

We will need to consider what information we chose to gather (or has been available), and why, what it means, and what we can do within the constraints of the law and national guidance. We will also identify what further data will help us to achieve Vision Zero.

Definitions

There are three broad categories of injury severity: slight, serious and fatal. Fatal and serious injuries are often referred to together as 'killed or seriously injured' (KSI).

'Collisions' or 'crashes' refer to the number of incidents.

'Casualties' is the number of people hurt or killed.

A stretch of road could incur a high number of collisions, but no serious or fatal injuries. On the other hand, a car full of passengers who are badly hurt or killed could result in a stretch of road incurring a single collision but a high number of casualties.

Data we currently use

Stats 19 and CRaSH

When a collision happens, the police who attend record information using a 'Stats-19' form and pass this to Leeds City Council. We compile and validate this and submit it to the Department for Transport (DfT).

Though injuries have always been pre-defined as 'slight' or 'serious', reporting police officers were, until April 2021, responsible for recording this accurately. A broken finger, for example, has always been 'serious', but officers may have mistakenly recorded it as 'slight'. To ensure consistency in reporting, police now use the Collision Reporting and Sharing System (CRaSH). They choose from a list of the most common traffic-related injuries, and the system automatically categorises the injury according to severity. CRaSH improves accuracy and ensures wider consistency of data-collection across the force. In practice, this means that many less catastrophic (but nonetheless serious) injuries are now correctly documented as 'serious'.

The DfT is publishing adjusted data that estimates how many pre-2021 injuries might, had CRaSH been in use at the time, have been recorded as serious rather than slight. The Leeds Safe Roads Partnership has agreed to refer to the unadjusted data for the time being, because this is what has informed our casualty maps, analysis and actions to date. We will soon have access to the full set of adjusted data, and we will switch to this as soon as possible.

In summary:

- o This strategy refers to pre-CRaSH data for the five years from 2017 to 2021 (unadjusted).

- The full set of adjusted data (for the same five years to 2021) will reveal a larger number of serious injuries than the figures used here.
- Future versions of the Vision Zero strategy will use CRaSH data, recorded from April 2021, as it becomes available, alongside adjusted pre-April 2021 data.

Roads Police operations

The police collect other data that they share with us. For example:

- Operation SPARC has generated data about the most common dangerous driving habit

– speeding – and alerted us to high rates of people not wearing seatbelts.

- Operation SNAP uses digital media footage submitted by the public. West Yorkshire Police have provided datasets for Leeds from 2021.

Automatic traffic counters

Leeds City Council has a network of automatic traffic counters that provide speed and vehicle classification data. This can, for example, show how many people are driving over the speed limit on local roads.

How we use data

We use the data available to us to help understand as much as we can about who is at risk, where, and what / whom from.

Monitor progress	The council gets quarterly updates of casualty and collision data from the police. Our analysts review these to identify short and longer-term patterns and trends.
Inform Leeds Casualty Reduction Programme	Our 'Casualty Reduction Programme' identifies sites, lengths and clusters of concern. A cluster, for example, could be where more than three children were hurt within a 50m radius, or three cycle collisions within a 30m radius.
Select priority areas	We use data to prioritise which schools are offered education and training and to prioritise Bikeability training, and which campaigns to support with schools. We then encourage schools to take part in training.
Develop police operations	The police use data to focus on current and emerging threats, risks and harm on the roads network. Some of the data comes from their own intelligence (for example, automatic number plate recognition, offending, System for Tasking and Operational Resource Management (STORM), CRaSH, speed compliance and criminal intelligence data).
Behaviour change campaigns	We need to make better use of opportunities to liaise with colleagues who work in areas such as public health, and who share information about relevant work (such as health messaging around alcohol and drug use), as well as liaise with external professionals (research around issues that affect older people, for example).

Analysis of collisions on roads in Leeds

Deaths and injuries have devastating and lasting impacts on victims, their families, friends and wider communities. No traffic-related injuries are acceptable. For Vision Zero, we will focus initially on creating a Safe System that eliminates fatal and serious injuries. These actions will also help to prevent 'slight' injuries, and these will still be considered, for example during investigations and infrastructure programmes.

All collisions on roads in Leeds, 2017-2021

Year	Slight	Serious	Fatal	Total
2017	1,409	291	11	1,711
2018	1,239	285	23	1,547
2019	1,129	299	21	1,449
2020	783	202	10	995
2021	1,034	325	19	1,404
Total	5,594	1,428	84	7,106

Between 2017 and 2021, there were 1,512 collisions on roads in Leeds. These resulted in 93 fatalities and 1,561 serious injuries to drivers, passengers, pedestrians and riders.

Fatal and serious injury casualties on roads in Leeds, 2017-2021

The Covid-19 pandemic has had a significant impact on both traffic volumes and crash rates. KSI figures for the first 11 weeks of 2020 were well below those for the equivalent period in 2019 and remained lower than the 2019 figures for the remainder of the year despite increases in traffic volumes as restrictions eased. The KSI total in 2020 (231) is the lowest recorded in Leeds since at least 1979.

Year	Serious	Fatal	Total KSI
2017	309	15	324
2018	311	26	337
2019	334	22	356
2020	220	11	231
2021	387	19	406
Total	1,561	93	1,654

Fatal and serious injury casualties by road user, 2017-2021

Most of those who are killed or seriously injured (66%) are outside a vehicle. Car occupants are protected to a degree by the vehicle's body and safety design features. The exposed human body offers no such protection, and crashes kill or seriously harm more people who are walking, cycling or riding powered two-wheelers than car occupants.

Road user	Year												KSI
	2017		2018		2019		2020		2021		Total		
	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	Serious	Fatal	
Car occupant	81	6	92	8	105	6	74	7	152	7	504	34	538
Pedestrian	90	7	75	15	96	8	54	1	100	9	415	40	455
Powered two-wheeler/passenger	66	2	67	2	56	6	34	2	60	3	283	15	298
Pedal cyclist/passenger	55	0	61	1	61	2	48	1	49	0	274	4	278
Goods vehicle occupant	7	0	8	0	10	0	5	0	15	0	46	0	46
Bus occupant	9	0	6	0	3	0	1	0	9	0	28	0	28
Taxi occupant*	1	0	2	0	2	0	3	0	2	0	10	0	10
Horse rider	0	0	0	0	1	0	0	0	0	0	1	0	1
Total	309	15	311	26	334	22	220	11	387	19	1561	93	1,654

*Includes taxi and private hire licensing

Fatal and serious injury casualties by road user and age, 2017-2021

The roads present different kinds of risks – and different levels of risk – to people of different ages. The roads are particularly dangerous for children, young adults and older people. Children, young people and older people are disproportionately represented in victim data, and there is an alarming spike in the number of crashes that kill or seriously injure children and young teens as they start to walk independently.

Road user	0-4	5-15	16-19	20-29	30-39	40-49	50-59	60-69	70-79	80-89	90+	Unknown	Total
Motor vehicle occupant	4	18	55	138	86	56	64	45	37	27	5	3	622
Pedestrian	8	101	35	51	68	53	40	39	23	34	3	0	455
Powered two-wheeler/passenger	0	10	55	104	27	37	49	5	6	0	0	5	298
Pedal cyclist/passenger	1	30	14	41	66	62	46	10	6	2	0	0	278
Horse rider	0	0	0	0	0	0	0	1	0	0	0	0	1
Total	14	163	163	346	259	219	210	106	80	67	10	17	1,654



Contributory factors of collisions in Leeds

When a crash occurs, the reporting police officer records up to six 'contributory factors' within the current Stats-19 form from a list of 78. These fall into nine categories. The officer also indicates whether they think each factor is 'very likely' or 'possible'.

It is important to note that these reflect the reporting police officer's judgement at the time. In-depth investigations into fatal crashes may, at a much later date, reveal a different story (detectives can get evidence from a driver's phone, for example.) We do not have sight of this and rely on the police officer's interpretation.

The table refers to the pre-2020 options available to officers. The DfT has recently reviewed these. In future reports, we will be able to use updated terminology, which focuses on what can be done to improve road safety, reflecting our own commitment to 'Safe System' thinking.

Frequency of 'very likely' contributory factors recorded for fatal and serious crashes in Leeds, 2017-2021*

STATS19 category	Example contributory factors	Serious	Fatal	KSI
Driver/rider error or reaction	Failed to look properly, judge other person's path or speed, loss of control, swerved	37.8%	35.7%	37.7%
Pedestrian	Failed to look properly or judge speed, impaired by drugs/alcohol, dangerous action in carriageway, wearing dark clothing at night	14.6%	9.5%	14.3%
Driver/rider behaviour or inexperience	Aggressive driving, inexperienced or learner driver/rider, careless/reckless/in a hurry	13%	25%	13.7%
Driver/rider injudicious action	Exceeding speed limit, travelling too fast for conditions, disobeying signal/sign	11.4%	17.9%	11.8%
Driver/rider impairment or distraction	Impaired by drugs/alcohol, fatigue, distraction in/outside vehicle, mobile phone	8.3%	10.7%	8.5%
Other	Stolen vehicle, vehicle in course of crime	6.7%	4.8%	6.6%
Driver/rider vision affected	Dazzling sun, vehicle blind spot, vegetation	4.5%	1.2%	4.3%
Road environment	Poor or defective road surface, traffic signals	2.7%	0.0%	0.9%
Vehicle defect	Defective brakes, poorly loaded	0.9%	0.0%	0.9%
No factors recorded as 'very likely'	n/a	27.4%	34.5%	27.8%

*note that each collision can have multiple contributory factors recorded.

Fatal and serious injury collisions in West Yorkshire

Regionally, crashes killed or seriously injured slightly fewer people in Leeds (per billion vehicles travelled) than the average for West Yorkshire.

Casualty rate per billion vehicle miles, West Yorkshire, 2016 – 2020^{2*}

Local Authority	2016	2017	2018	2019	2020	% change from 2010
Leeds	73	70	72	73	60	-24.6
Bradford	101	106	98	88	104	-23.8
Calderdale	75	60	63	69	59	-32.0
Kirklees	81	79	71	66	62	-26.4
Wakefield	74	61	76	48	65	-33.3

*Unadjusted data

Who and what is causing harm to others

When police attend a crash where someone is injured, they fill in a form. This prompts them to record details such as the victim's age, time, date, location, and brief circumstances (as understood by the officer at the time). The reports do not tell us anything about those behind the wheel, unless they were injured and therefore a 'casualty'.

While this helps identify those people who are most at risk, it prompts road safety practitioners and partners to focus their efforts on victims, because that's the data that is available.

We want to see the bigger picture get a clearer understanding of what has happened. To do that, it may also be useful to know more about the 'other' road-users. Are there any patterns? Which drivers are most likely to be involved in crashes with cyclists? With children? With power-two-wheeler riders? With other drivers? Repeat offenders? New drivers? This information may reveal more effective areas to focus on and help build a Safe System that protects all road-users.



Developing our datasets

We are aware that there may be important gaps in our understanding. As a partnership, we will seek opportunities to improve our use of data and find other sources of information that could help us to better understand how to effectively deliver Vision Zero. Examples of information that may be useful include:

- data from insurance companies, including areas with high proportions of uninsured drivers
- WYFRS data about road traffic collisions they attend
- correlations between risk from road danger and factors such as deprivation, health, age etc
- patterns in relation to post-collision outcomes such as health and social care, employment, education, family and community impactw

- coroners' reports
- impact of crashes on pregnant women and unborn babies
- individual / community narratives (such as 'near-miss' accounts).

We will continue to compile this list of potential sources.

Developing ways to share data

The way we upload and share reports and share raw data with those wishing to run their own analyses will be reviewed and updated as part of plans for a new Vision Zero website. Existing raw data about collisions (including location, vehicles involved, weather conditions and the injury severity of any casualties) is available from Data Mill North, and this will be updated annually. Summary data to 2018 is also published on Leeds City Council website, which will remain live until the new Vision Zero website is launched.

² RAS30040: Casualty rate per billion vehicle miles and kilometres by local authority: England

4. Safe Behaviours and People

We will encourage behaviours that help to keep all road-users safe:

- o focus on the ‘fatal five’ most dangerous driver behaviours
- o work with specific driver groups and on specific issues
- o promote the Highway Code hierarchy of road-users



Road-users should all behave in a way that is safe, legal and considerate. Those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others, as stated in the Highway Code. While all road-users do things that increase the risk to themselves, the actions of pedestrians, cyclists and children rarely cause serious or fatal injuries to others. This Vision Zero pillar therefore prioritises driving behaviour, from the extreme ‘fatal five’ behaviours (speeding, drink and drug driving, distraction, seatbelt offences and careless driving) to all other interactions between different types of driver, the roads and other road-users.

Focusing on the ‘fatal five’

Driver behaviour is the most frequent critical reason for fatal and serious crashes in Leeds. Historically, we have focussed on what are referred to as the ‘fatal four’. These behavioural choices cause collisions that have the worst outcomes: speeding, not wearing seatbelts, drink and drug driving and driver distraction. In Leeds, we will now also include a fifth area: careless driving. The Leeds Safe Roads Partnership will recommend that this be adopted through West Yorkshire.

Speeding

Drivers and riders should drive at a speed that is legal, safe and appropriate. We need to make

sure that people understand that choosing to speed is a deliberate, active decision that could kill someone, even at lower speeds. Our data confirms, though, that speeding, or speeding related behaviour is the most common form of dangerous driving in Leeds.

Eligible drivers who exceed the speed limit may be offered a National Driver Offender Retraining Scheme (NDORS) course as an alternative to prosecution. More serious or persistent offenders are more likely to get a fine and penalty points or a court appearance.

We cover how we will address speeding in greater detail within the ‘Safe Speeds’ chapter.





Drink and drug driving

Alcohol and drugs affect driver reaction times, vision and ability to concentrate, which makes it more difficult to control the car. They also increase risk-taking behaviour. There are strict legal alcohol limits for drivers, but alcohol affects drivers differently depending on weight, sex, age, metabolism, type of alcohol, rate of consumption and what they've eaten. People who drive the morning after an evening of drinking may well still be over the limit and a danger to themselves and others.

It is illegal for someone to drive if they are unfit to do so, either because they have taken legal (over-the-counter) or prescribed drugs, or if they have illegal drugs in their blood.

The rates of drink or drug driving in Leeds are hard to ascertain and likely to be underreported..

What we do know is that, between 2017 and 2021, crashes where the driver or rider was recorded to be impaired by alcohol or illegal drugs killed four people in Leeds and seriously injured a further 67.

- Most victims of drink or drug driving were car occupants (74%); 9% were pedestrians, 6% pedal cyclists and 12% were power-two-wheeler riders.
- Most of those arrested by police for drink or drug driving in 2021 were white males aged 22 to 40.

Police can stop a driver and do roadside tests for drugs and arrest them if they think the driver is unfit to drive. If convicted, penalties are a minimum of a one-year driving ban, an unlimited fine, up to six months in prison and a criminal record. In March 2015, the drug driving laws changed, and it is now easier for police to detect people who are under the influence of drugs. Drug driving arrests in Leeds have increased since then, bringing drug driving arrest rates close to those for drink driving. We will advocate for even better drug-testing and stricter drink driving laws.

We will draw on many colleagues and partners (Public Health / drug and alcohol addiction services, educational, clinical and forensic psychologists, probation officers, community, youth and social workers) who may have valuable professional insights that could help us better to understand the often-complex issues that may be associated with driving behaviour choices. By identifying and leveraging this existing expertise, we will ensure that our own work to reduce road danger is appropriate, effective and based on evidence and best practice. We will also explore fresh ways to reach those most at risk of drink and drug driving, working for example with restaurants, nightclubs and bars to promote transport alternatives such as taxis, rideshare services, designated drivers, and public transport.

Seatbelt offences

During the first year of Operation SPARC (July 2020-August 2021), the most common offence that police dealt with was not wearing a seatbelt: they issued seatbelt-related tickets to 26% of the drivers they dealt with.

Wearing a seatbelt does not prevent a collision, but it can greatly affect the outcome. In a crash, someone is twice as likely to die if they are not wearing a seatbelt.³ Seatbelts save hundreds of

³ Think! (DfT campaign)

⁴ PACTS (March 2020)



lives each year; in 2018, though, 31 per cent of people who died in vehicles were not wearing a seatbelt.⁴

Some people are less likely to choose to wear seatbelts than others. They include under-35s and people who live in areas of deprivation⁵. These groups are also more likely to drive older cars with fewer safety features. A failure to wear seatbelts is also associated with other high-risk driving behaviours, such as drink-driving.

We need to understand why Operation SPARC found such high rates of seatbelt offences, how widespread this is and why people decide not to wear seatbelts. This will help us to refine our communications to help eliminate fatal and serious injuries and how best to deploy enforcement.

Distraction

Distracted driving happens whenever a driver does something that takes their attention away from driving, however briefly.

⁵ PACTS (March 2020)

- Physical distractions include texting/making a phone call, setting a satnav, eating or drinking.
- Mental distractions include conversations in the car or on a phone, allowing the mind to wander on familiar roads, mental states such as anxiety, anger, excitement and stress.
- Visual and audio distractions are those such as loud music, looking at things happening outside.

One of the main sources of distraction is use of handheld mobile phones. The law on their use changed in 2022, and it is now illegal to use of a hand-held mobile device for any reason, including taking photos and videos, scrolling through playlists and playing games, as well as making calls, messaging and using social media.



We will continue to work closely with West Yorkshire Police to ensure changes to mobile phone legislation are widely communicated and support their commitment to enforcing this.

The range of potential distractions is huge, as the list above indicates, and different

drivers develop different habits and may be distracted by different things. Behaviour-change communications need to be carefully targeted and framed so that those who engage in specific, distraction-related behaviours recognise themselves, understand the risk they pose and are highly motivated to change.

National Highways and West Yorkshire Police are targeting dangerous driving on the strategic road network in Leeds as part of 'Operation Tramline'. Police travelling in elevated HGV cabs can film unsafe behaviour such as driving without wearing a seatbelt or using a mobile phone. The operation is a response to the National Highways road safety target of a decrease of at least 40% in the number of people killed or seriously injured on the strategic road network.

Many drivers suffer from an over-confidence in their own abilities. This means that drivers often feel therefore that road safety messages are not relevant to them, which presents a particular challenge for anyone working in road safety. Recently, Leeds City Council developed a 'spot the difference' tool using funding from the Police and Crime Commissioner. Researchers found that that, after interacting with this kind of game, drivers were more likely to accept that they should pay more attention on the road.



We will continue to deliver, develop and promote targeted enforcement activities, education and communications to address dangerous driving behaviour, anti-social vehicle behaviour and stolen vehicle offences.

Careless driving

The results of our consultation show strong support for extending the 'fatal four' to cover a fifth area: careless driving. When driven without due care and attention, a vehicle has the potential to cause great danger to others. While the safe system approach should provide a safety net if human errors occur, those in control of motor vehicles must do everything within their control to keep others, and themselves, safe.

Careless driving encompasses behaviours relating to the existing fatal four, such as driving at an inappropriate speed or eating / drinking

behind the wheel. However, it can also cover a wider range of behaviours, such as:

- driving too close to the vehicle in front
- failing to stop at a signalised or 'give way' junction
- unsafe over- or under-taking
- failing to signal
- making an inappropriate turn
- driving while tired.

Data from 2017 – 2021 in Leeds shows 'failure to look' by a driver or rider is the most frequently recorded contributing factor in KSI crashes. Other frequently occurring factors recorded include poor turn or manoeuvre, reckless and aggressive driving and loss of control.

The council will encourage the West Yorkshire Safe Roads partnership to adopt and launch an awareness-raising campaign outlining the new fatal five.

Working with specific driver groups and on specific issues

The 'fatal five' are the most common dangerous driving behaviours associated with crashes resulting in catastrophic injury. There are, though, many other driving habits and behaviours that increase the risk of road danger. Some of these (moving traffic offences such as driving in bike lanes for example) apply widely to all drivers. Others are issues that are relevant to specific driver profiles linked, for example, to age and experience, vehicle type or occupation. We will consider how to understand and address those that are most relevant to Vision Zero.

While recognising that all safe driving behaviour is a matter for all drivers, partners will work in the first instance with the following clusters of behaviours and specific driver groups.

Young drivers

Young drivers and riders (defined as those aged 17-24) are, per mile travelled, more likely to crash than older drivers. Young male drivers present a particular risk to themselves and others.

Between 2017 and 2021:

- Crashes involving vehicles driven by people aged 24 or under accounted for 27% of all fatalities on roads in Leeds.
- 26 young people died and 500 were seriously injured on roads in Leeds.



Newly qualified drivers travelling with passengers of similar age are four times more likely to be in a fatal crash, compared with when driving alone. When carrying older passengers, young people are less likely to crash.

The risk to (and from) young drivers results from a combination of many factors.

- Drivers of this age may use their cars as a social space, so they are more likely to be multi-occupancy.
- Peer pressure can influence driving behaviour negatively (and positively).
- A lack of experience means that young people need to concentrate more on unfamiliar practical tasks such as steering, changing gears, and so pay less attention to hazard detection.
- Impulse control is less developed, and so some younger drivers may be more likely to take risks.
- They tend to have poorer attention, visual awareness and are less able to judge appropriate speed for conditions.

Some tools already exist to reduce danger for young drivers. Black box technology, which records data about driving behaviour and limits driving times or numbers of passengers, is commonly used by drivers of this age, providing incentives for safer driving behaviour.

Education interventions for this age group have included theatre in education performance funded by the West Yorkshire Safe Roads Partnership. Sessions have also been delivered online or in person by partners, covering themes such as 'attention blindness' and bystander intervention strategies to help peers step in to prevent a situation from becoming dangerous.

The partnership recognises however that there is a gap in good quality, coordinated education, communication and training for this age group and we will try to address this. Different partners offer various services and interventions, and we need to consider how to resource and deliver effective behaviour change programmes to this age group as a priority.

Older drivers

Older drivers often benefit from having more experience and driving helps many people to maintain independence, connections and mobility. With age, though, cognitive and physical abilities deteriorate, affecting people's ability to drive safely. As with all the data, sample size exerts an influence.

Between 2017 and 2021:

- Crashes involving vehicles driven by people aged 60 or over accounted for 16% of all fatalities on roads in Leeds.
- 25 people aged over 60 were killed and 249 seriously injured on roads in Leeds.

We will identify ways to engage with older drivers with agencies such as the William Merritt Centre and Leeds Older People's Forum to promote services for older drivers.

Hit-and-run incidents

It is an offence to fail to stop at the scene of a crash in the UK. Tracing a driver following a 'hit-and-run' crash can be difficult however in-vehicle technology can help investigators identify if a vehicle has been involved in a collision.

Operation SNAP and dashcams can also play an important role, and police regularly call for footage to help them find the drivers involved and understand what happened.

West Yorkshire Police will lead on this work in this area, with support from the other partners.

Stolen vehicles

In 2017-2021, crashes involving people driving stolen vehicles resulted in 31 collisions with six deaths and 35 serious injuries. Drivers in these situations have often committed multiple other offences. West Yorkshire Police will continue to address this issue through coordinated efforts, with the support where appropriate of other partners.

Taxi and private hire drivers, passengers and vehicles

There are almost 6,000 registered taxi and private hire drivers in Leeds, providing a valuable service for many people and also playing a vital role in supporting sustainable transport and reducing the need to own a private car. In Leeds, the Taxi and Private Hire Licensing (TPHL) department regulates this service to ensure safety for drivers, passengers, and other road users. All drivers must pass a driving standards assessment from an approved supplier and will have criminal record and driving conviction checks carried out before getting their licence.

Between 2017 and 2021, 54 people were killed or seriously injured in collisions involving taxis or private hire vehicles on roads in Leeds.



The aim of our work with taxi and private hire drivers is to keep them, their passengers and other road-users such as pedestrians and cyclists safe. Taxi and private hire drivers tell us that many collisions involve elements of risky passenger behaviour and some injuries related to pedestrian behaviour, particularly when injuries occurred late at night / early morning.

We will explore new ways to work with taxi and private hire drivers to promote key campaign messages to passengers, pedestrians and drivers, encourage regular vehicle maintenance checks and explore introducing a Vision Zero 'kitemark' to recognise best practice in the industry.

An ongoing consultation relating to minor convictions proposes to reduce the number of points taxi and private hire drivers can accrue before they need to retrain or have their licence revoked, and to reduce the number of points a new applicant can have before they can obtain a licence.

Road traffic offences

Many road traffic offences can be minor in nature, for some road-users this will be their only

experience of the police or the criminal justice system. The prosecution and enforcement of road traffic offences is vital to road safety in order to protect the public such as speeding, wearing seat belts, driving without due care and attention or dangerous driving.

There is also specific legislation covering the construction and use of vehicles on the roads to ensure they are safe to be used, for example having a valid MOT, correct tyres, brakes, compliance with weight limits and safe/correctly fitted parts. In all cases of a road traffic offence being committed the police have tactical options including formal court proceedings or out of court disposals such as a Fixed Penalty Notice, driver improvement schemes or verbal advice.

In the 12 months to September 2021, police in Leeds dealt with 4,774 road traffic offences, 1,795 of which related to 'fatal four' offences. Roads policing officers dealt with a further 10,459 of these offences, 4,016 of which related to the fatal four.

Moving traffic offences

The DfT has recently begun to give councils in England civil enforcement powers to cover moving traffic offences under Part 6 of the Traffic Management Act 2004. Previously, only the police were able to issue penalty charge notices for these types of offence. This change means that Leeds City Council will be able to enforce driving contraventions that cause problems for

other road-users such as driving in entering pedestrian zones, driving in cycle lanes cycle lanes and failing to give priority to oncoming traffic.

In 2022/23, Leeds City Council will be applying to DfT for the powers for them to assist with the enforcement of moving traffic offences.

Vehicle nuisance and anti-social behaviour

West Yorkshire Police and the Safer Leeds team at Leeds City Council receive reports of anti-social use of vehicles on public roads. Ride-outs, street racing, cruising and riding unlicensed powered vehicles can put all road-users and the public in danger.

Street racing is the illegal racing of any vehicle on a public road.

Street cruising is when drivers congregate to drive around a street or neighbourhood, often at night.

In 2020, 3,347 nuisance motorcycle/quad bike incidents were recorded by police in Leeds. Vehicles often do not have a registration plate or lights, and riders are frequently reported not wearing protective headgear. Some incidents described very young children being carried on or riding vehicles.

Leeds City Council is seeking powers to tackle anti-social behaviour driving behaviour and vehicle use throughout Leeds using a citywide Public Spaces Protection Order (PSPO) for Nuisance Vehicles.

A public consultation to introduce an Order took place in summer 2022. Some of the key issues that this will address are:

- speeding or racing;
- revving engines, sounding horns or playing loud music so as to cause a nuisance;
- posing a danger to other road-users (including pedestrians);
- performing stunts (such as ‘doughnuts’, skidding, handbrake turns, wheel spinning).

A person found to be in breach of this order is liable to be issued with a Fixed Penalty Notice of £100 or a summary conviction to a maximum penalty of a Level 3 fine.

West Yorkshire Police and Leeds anti-social behaviour team regularly work together to enforce and deter this type of activity.

MOT, insurance and driving licences

Operation SPARC suggests that a considerable number of drivers in Leeds still choose to drive illegally without the appropriate licence, or to drive a vehicle that is not insured or does not have an MOT. This puts other road-users at risk and can greatly affect the post-collision experiences.

We will consider how best to reduce occurrences of these offences and signpost those who have lost their licence to alternative modes.

Driver health conditions

Alcohol and drugs affect someone’s health and driving skills. Many other conditions also affect a driver’s physical fitness to drive. These include, poor eyesight, poor hearing, feeling ill, chronic pain, acute pain, lack of sleep, frame of mind (such as stress, anxiety, anger), mental health, side-effects of medication or treatment, medical issues and episodes and so on. While other road-users may also be affected by these conditions and increase the road danger risk to themselves, they are far less likely to do something that results in someone else suffering serious harm.

We will work in partnership with our public health colleagues to:

- promote alternative transport options (taxis, active travel, public transport, lifts etc);
- raise awareness among drivers of how to recognise and respond to all of these issues;
- develop tools to help drivers make good decisions about when it is, or is not, safe to drive.

Promote a hierarchy of responsibility among road-users

Certain groups are much more vulnerable to traffic injuries. They include children and young people, older people, pedestrians, cyclists, motorbike riders, horse-riders and people with health or mobility issues.

On 29 January 2022, updates to the Highway Code came into force. They aim to make roads safer for the most exposed road-users such as pedestrians, cyclists and motorcyclists. The changes include a new Hierarchy of Road-users, which states that those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others. These are other significant updates and clarifications (pedestrian and cycle priority over motorists at crossings, for example), that will affect all road-users. The government launched an awareness-raising campaign, which we have supported.

We will explore and implement new ways to promote key campaign messages, particularly those that will help to reduce the danger for road-users who are more vulnerable to traffic injury.



Pedestrians

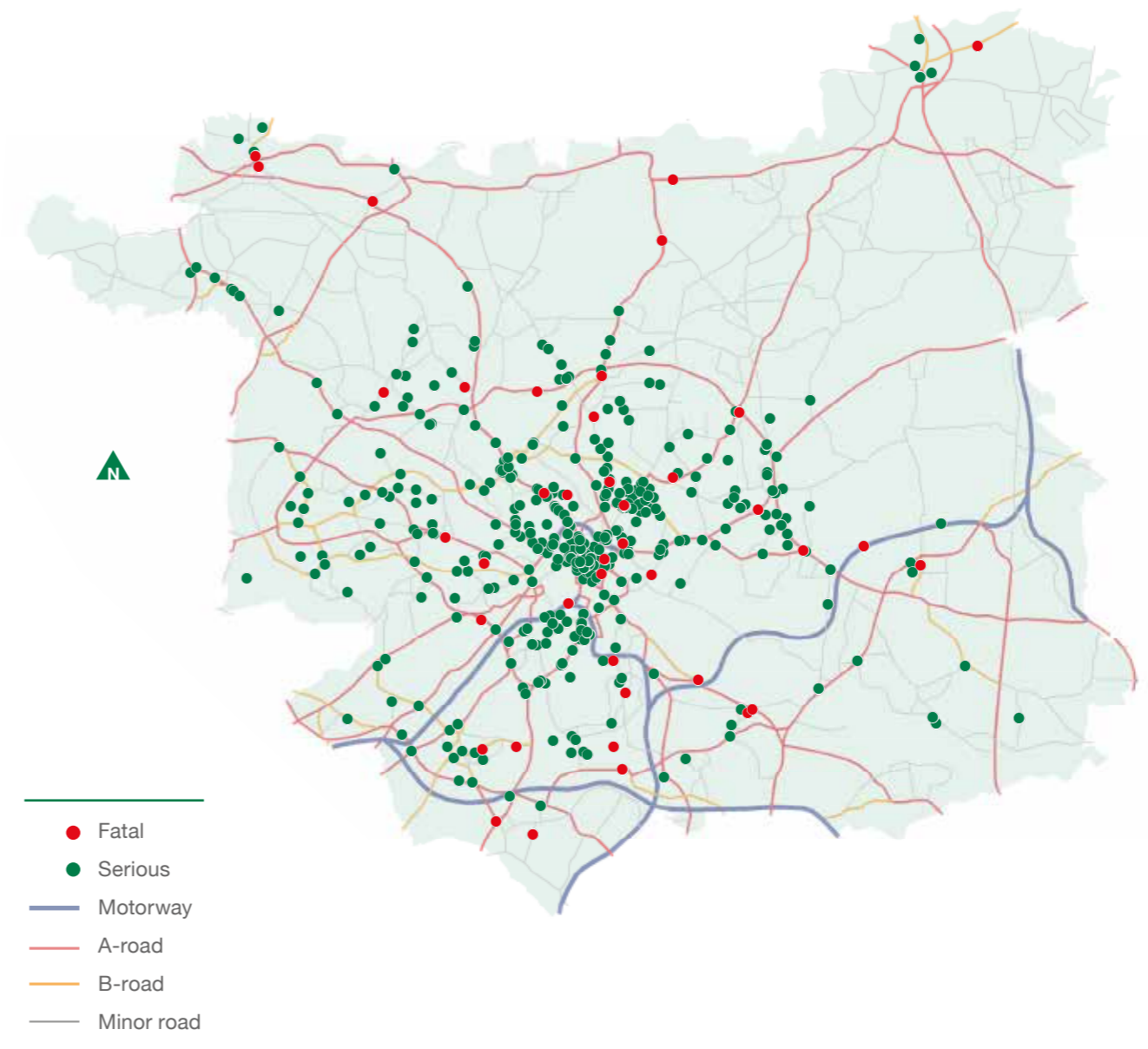
Many people rely on walking, either to a destination or to and from public transport or taxis, to move around. A Safe System approach means considering how the environment and traffic system can make travel safer for all of them. Some people need mobility scooters or walking frames to help them get around, many need places to rest (such as benches). They may need more time to cross the road and may also have issues such as hearing or sight loss: a quiet electric car can be harder to hear, dazzling headlights may temporarily affect vision.

Wheelchair users find themselves forced into traffic by pavement parking, and cyclists may cause anxiety to visually impaired people in shared spaces.

We will work with various user-groups to identify ways to stay safe, including radio and digital advertising campaigns and through groups such as the Older People's Forum. Our work must extend to educating drivers and riders about the many issues, seen and unseen, that pedestrians may face, and how the Hierarchy of Road-users requires them to behave.



KSI collisions with pedestrian casualties in Leeds 2017-2021





Journey to school

School gate parking and congestion make roads near schools feel dangerous, reduce air quality and make it harder for families to walk or cycle. Traffic presents a specific threat to children who are starting to travel independently, particularly those walking to secondary school.

Between 2017 and 2021:

- o **Crashes killed or seriously injured 13 children on their way to/from school.**
- o **A further 16 people over 18 were killed or seriously injured on journeys to/from school.**
- o **58% of 5 to 15-year-olds hurt by crashes were on foot.**

It's little surprise then that demand from schools for pedestrian training continues to be high. As well as working on a Safe System approach, with its remit to reduce traffic threat, we must continue to teach children in Leeds to protect themselves from traffic. The correlation between pedestrian risk in general and deprivation is covered on page 17. For 2021-2022, we used road casualty data to identify the following priority wards for education initiatives with

children most at risk of being harmed by vehicles:

- o Gipton & Harehills
- o Hunslet & Riverside
- o Burmantofts & Richmond Hill
- o Beeston & Holbeck, Killingbeck & Seacroft
- o Middleton Park and Armley.

Each year more than 10,000 children and young people in Leeds receive 'Bikeability' training. While there is high demand for Level 1 & 2 training in primary schools, Level 3 is more challenging to deliver, because of timetable restrictions in secondary schools and the additional resource needed. We will explore different ways to deliver training to these older groups and ensure cycle training is accessible to all. Data around child cycling casualties showed that priority schools for Bikeability are in Killingbeck and Seacroft, and Armley.

To achieve Vision Zero, we must continue to educate drivers and carry out enforcement activities where their driving behaviour puts children and young people in danger. Activities will relate to issues such as dangerous parking, speeding outside schools and air quality (idling). For information about School Streets and Safer Routes to School, please see Safe Roads section.

Cyclists

Cycling in Leeds has become more popular in recent years, and the Covid19 pandemic encouraged even more people to start riding bikes, including e-bikes and adapted bikes, and for a variety of journeys – commuting, leisure, utility and club riding. To support this growth, segregated cycling infrastructure is being introduced across Leeds. The council has a programme to identify key schemes to reduce danger for cyclists (see Safe Roads). This infrastructure should help to increase the number of people who feel safe to cycle. Routes need to be accessible to all users, including those on adapted bikes or with 'tag-alongs' for children. We will push for further development of infrastructure to reduce danger and encourage more people to cycle, and we will continue to support people to develop the skills, confidence and knowledge to cycle safely, legally and courteously. We will also promote schemes such as 'Bike Friendly Businesses' and work with partners at the West Yorkshire Combined Authority to advise on the provision of facilities such as storage and changing facilities.

Between 2017 and 2021, crashes killed four cyclists and seriously injured 274.

Most of the crashes that harmed cyclists happened at give-way junctions or at junctions with automatic traffic signals. Most involved a motor vehicle. Serious and fatal crashes typically happen when a driver fails to give way, pulls out into the path of cyclist, turns across the path of cyclist ('left/right hook'), runs into the back of bike or knocks a cyclist off while overtaking.

The partnership will support new Highway Code guidelines and follow the Hierarchy of Road-users, which states that those who can do the greatest harm have the greatest responsibility to reduce the danger or threat they may pose to others.

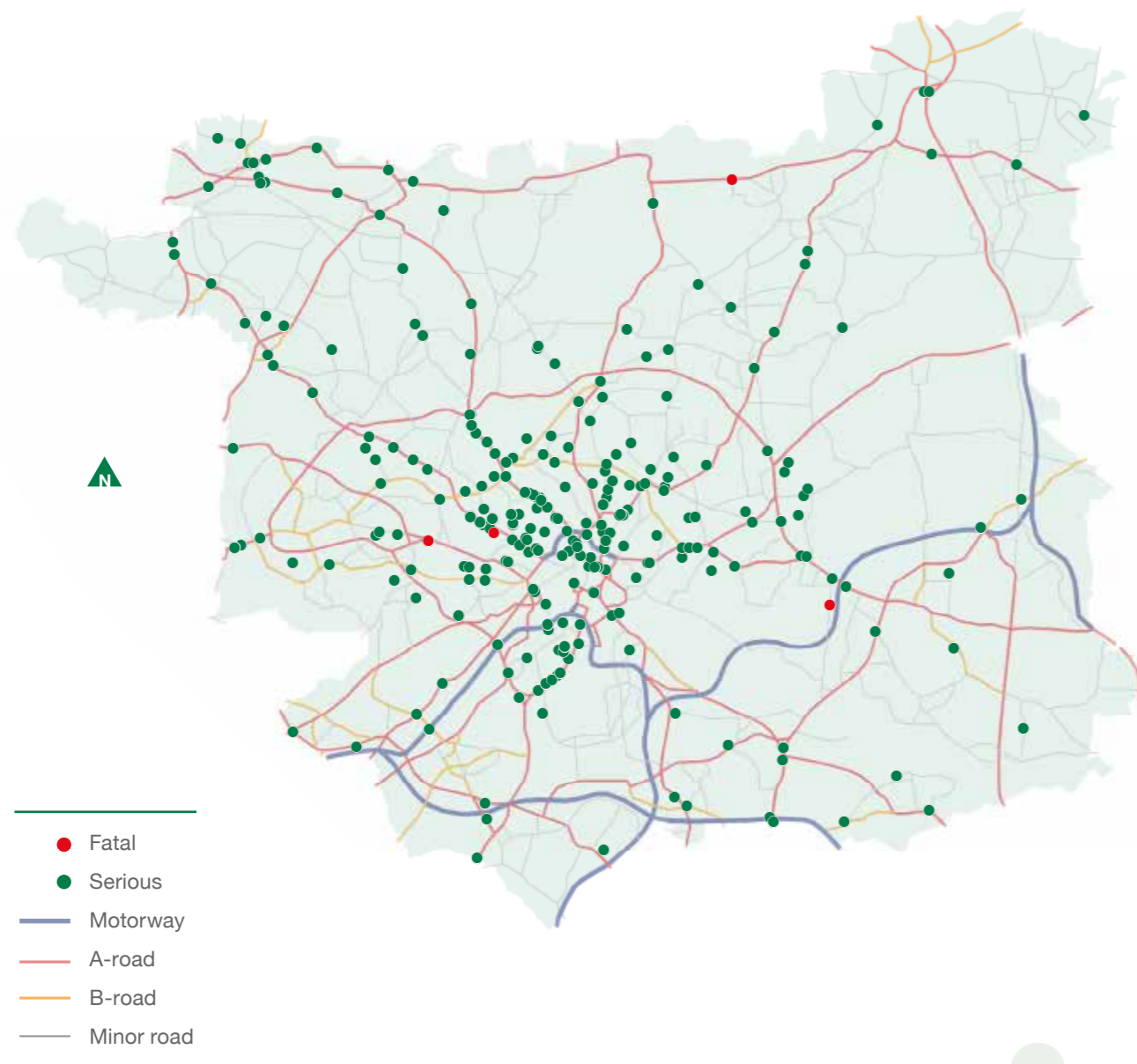
⁷ cycling casualties in Leeds from 2012 to 2019

⁸ narrative / confidential reports

⁹ From police narratives



KSI collisions with pedal-bike casualties in Leeds 2016-2020



‘Close Pass’ initiative

Launched in 2017 in West Yorkshire, the ‘close pass’ initiative raises awareness among drivers of how to drive safely around cyclists (this can also be used for horse riding). The initiative involves plain-clothes police officers on bikes equipped with cameras. If a driver overtakes dangerously close, the officer radios ahead to alert uniformed colleagues. They pull the driver in and offer to explain why it is important to overtake bikes safely. Should a driver refuse, they would receive a fixed penalty notice.

We need to do more to alert drivers about how to drive safely around cyclists. We will continue to deliver ‘close pass’ operations and plan other targeted events and campaigns to tackle issues identified by more detailed data analysis.

Reducing rider-pedestrian conflict

We receive some complaints from members of the public about people riding bikes on pavements, in ‘pedestrian areas’, and about disregard on shared use paths and tracks. Riders coming from behind can cause alarm and distress for people, particularly white-cane users and those with other visual, hearing or mobility issues. The increase in delivery riders on bikes, e-bikes and other electrically assisted pedal cycles has resulted in an increase in these complaints.

Most people on bikes will ride considerably around others, but we need to develop new ways to engage with those who don’t. The Highway Code’s ‘Hierarchy of Road-users’ requires cyclists to take greater responsibility for the safety of those who are on foot. We will work with user groups to develop education and communications to address this emerging issue, raise awareness of the rule changes and continue to promote any adult cycle training that is available.



Horse riders

Reports of incidents involving horses and vehicles on roads in Leeds are low, but some have resulted in riders being injured and animals being euthanised. It is crucial to work towards preventing future near misses or crashes and make drivers aware of what to do when they encounter horses on the road.

We have begun discussions with the British Horse Society about how to keep horse riders safer in Leeds and are keen to develop this relationship. Some horse riders have submitted helmet footage of dangerous driving to the police through Operation SNAP and drivers have been prosecuted as a result. We will work with the BHS to promote Operation SNAP and also to deliver ‘close pass’ operations. The BHS are keen to expand delivery of driver education programmes and we will help promote this to schools and businesses.

Powered two-wheeler riders

Powered two-wheelers (PTWs) refers to scooters, mopeds and motorcycles. Young people aged over 16 can learn to ride, and this offers independence to many that do not have access to other transport. Some may go on to get a full bike licence, which allows them to ride a bike of any size by the age of 21. PTWs take up much less space on roads, reducing congestion.

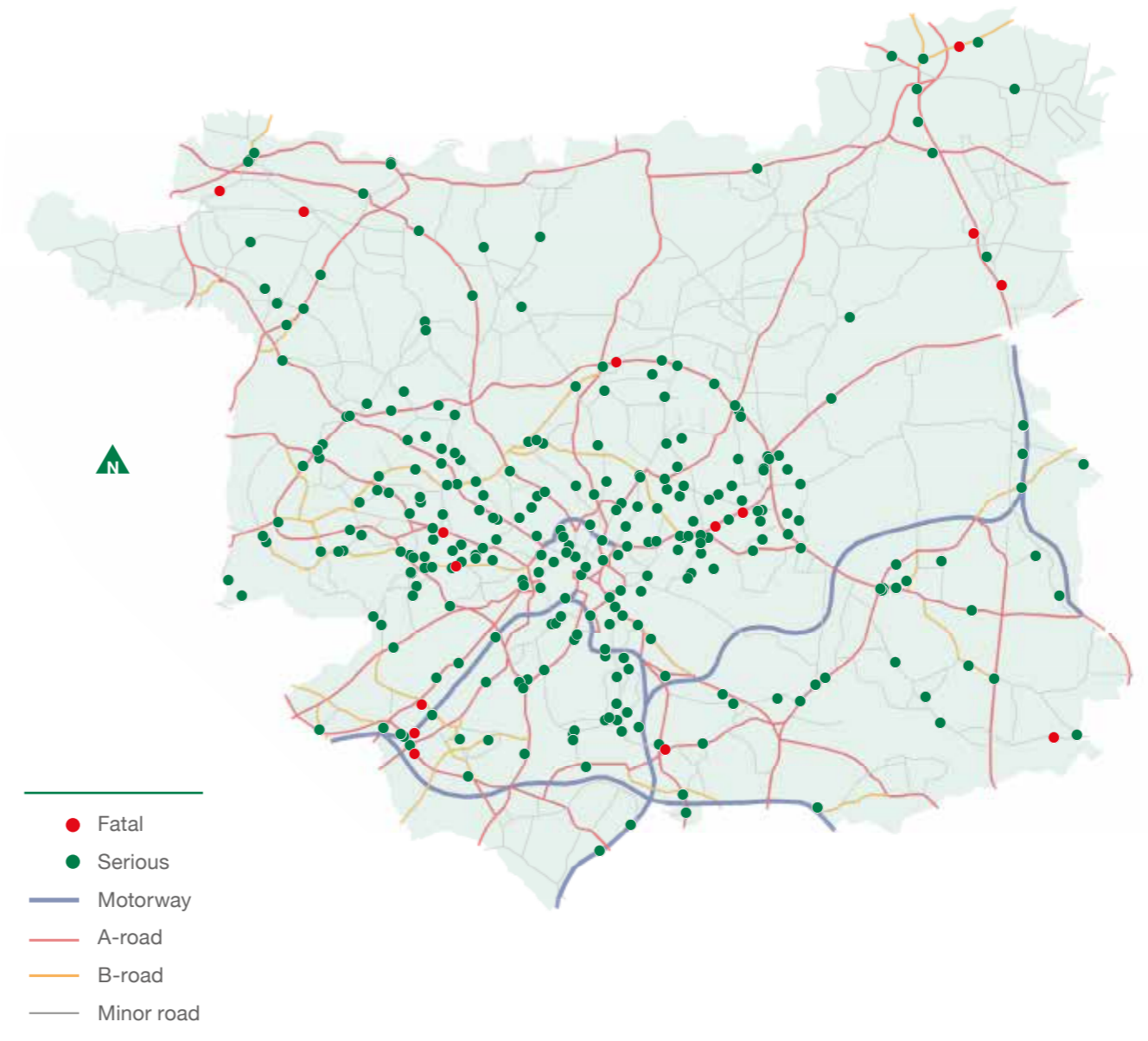
PTWs are a unique road-user group with distinct needs when it comes to staying safe on the road and they ride vehicles that range vastly in size, weight, power and potential speed and so require specialist handling skills. Most motorcycles are very manoeuvrable, but their distinctive grip and balance requirements mean that riders are at a higher risk of being involved in a crash; riders and their passengers are particularly vulnerable to the risk of injury in general and are disproportionately represented in the casualty statistics for deaths and serious injuries.

Between 2017 and 2021, crashes killed 15 PTW riders and left a further 283 with serious injuries.

We will continue to identify how to reduce risks and hazards for PTW riders. We will also seek better opportunities to implement education and awareness-raising activities that focus on protecting riders from road danger, such as the young rider 'BUMPY' project delivered by West Yorkshire Police. Several campaigns have run over the last 20 years including Think Bike/ Think Biker, Someone's Son and Biker Down. A trial allowing PTWs to use bus lanes in the city launched in August 2022.



KSI collisions in Leeds involving powered two-wheelers 2017-2021



E-scooters

At the time of writing, it is illegal to ride an electric scooter (e-scooter) on a pavement or road in Leeds, apart from on private land. Some people are however either unaware of the law, or ignore it, and we are beginning to see a small number conflicts with other road-users, including pedestrians, cyclists and drivers. We are also starting to receive reports of crashes, injuries and fatalities involving e-scooter riders.

We are increasing awareness about the law through communication and engagement activities, as well as considering other measures, such as how to work with retailers to advise people at the point of sale and how to improve safety for those riding e-scooters within the law i.e. on private land. We will continue to monitor this and consider how best to mitigate risk.

As part of the Leeds Transport Strategy, we will continue to work with the DfT to introduce an e-scooter trial or work with shared transport operators to manage safe use of rental scooters if these are legalised for rental use, and we will work with operators to bring a safe operating model to Leeds.

In May 2022, the introduction of the Transport Bill was announced, which includes the legalisation of private e-scooters on public roads to be put before parliament in the 2022/23 session. We will await further details regarding legislation and regulation, and implement further actions as required.

Use of restraints

Babies, toddlers and children must, by law, have the correct child restraint for their age and size to support their developing bodies and reduce the risk of serious harm if there is a crash. The information available though, can be overwhelming and confusing. In addition, child car seats can be expensive, space is a problem for some families, and parents and carers may be unaware of the risks.

We will work with partners in health, schools, nurseries and children's centres to educate staff and communities about child car seat legislation (including car-seat fitting sessions).

Bus-users

Many residents of Leeds rely on buses to travel into and around the city and the Leeds Transport strategy aims to increase bus use by 130% by 2030. Incidences of the most serious injuries on buses in Leeds are low. However, feedback from older bus-users and those with mobility issues has highlighted issues relating to buses setting off before passengers are seated or accessible seats being used by other users. We need to work in partnership with bus operators and users to eliminate all injuries and to make bus use easier for all residents and visitors to Leeds.

Self-harm

Sadly, deaths from suicide do, sometimes, occur on roads. These, along with serious injuries relating to incidents of self-harm, are included in the overall data.

We will consider how best to work with health professionals and partners such as National Highways to see how we could help to prevent the very small numbers of deaths and injuries that occur as a result of self-harm.



Operation SNAP

In July 2020 West Yorkshire Police launched 'Operation SNAP', an online facility that allows members of the public to submit video footage of potential driving offences. This includes dangerous driving around other road users such as horse riders and cyclists, anti-social driver behaviour and using a mobile phone at the wheel. The system accepts footage from any source, including dashcams in vehicles, cameras attached to helmets or handlebars or from mobile phones. Roads policing specialists review all the footage sent in. If they establish that an offence has been committed, and if they are able to identify the

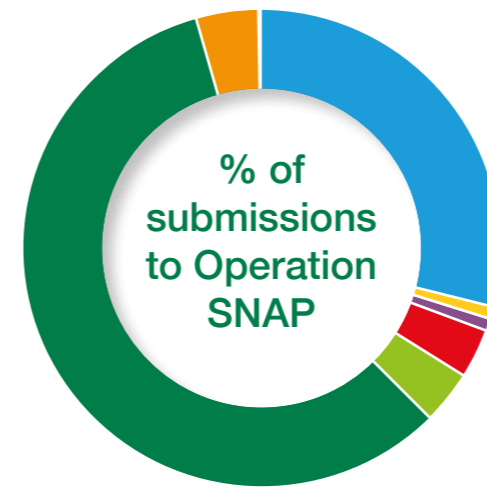
driver, the police then take action. Depending on the circumstances, the driver may be offered:

- a driver education course
- a conditional offer - three points on their licence and a fixed penalty notice
- a summons to attend court.

People who upload footage receive e-mail feedback about the outcome. If they are required to give evidence in court as witnesses, they receive additional support and guidance.

Submissions to date

In 2021 Operation SNAP received more than 1,200 submissions from people in Leeds. Police have so far been able to take around 65% of the submissions further.



- 29% Cyclist
- 0.8% Horse rider
- 0.9% Motorcyclist
- 3.5% Pedestrian
- 3.4% Unknown
- 58.1% Driver
- 4.4% Passenger

- 48.5% Educational course
- 11.5% Conditional offer
- 4.5% Court
- 0.6% Further investigation
- 34.9% No further action



NEAR MISS CAUGHT ON CAMERA?

Help us make roads safer

Upload your footage on:

Op Snap

www.westyorkshire.police.uk/OpSnap

Op Snap | Connecting Leeds | Leeds



Our commitment to Operation Snap

We will work together to raise awareness of Operation Snap among all road users and increase the number of submissions to Operation SNAP to report dangerous driving by 5% each year.

Operation SPARC

Operation SPARC (Supporting Partnership Action to Reduce Road Casualties) was developed in partnership with West Yorkshire Police (Leeds District) in response to an increase in anti-social driving complaints from residents.

Launched in July 2020, the operation focuses on targeting anti-social driving and the driving offences most associated with victims being killed or seriously injured.

Specialist roads policing officers target motorists who are speeding, using a

handheld mobile phone, not wearing a seatbelt, or driving under the influence of alcohol or drugs. People who drive aggressively, with vehicle defects or without third party insurance or tax will also face enforcement. The off-road motorbike team of specially trained police officers target areas with high levels of anti-social driving and the illegal use of quad bikes and motorbikes.

In its first two years since launching in July 2020, police officers dealt with almost 4,500 drivers, some for more than one offence.



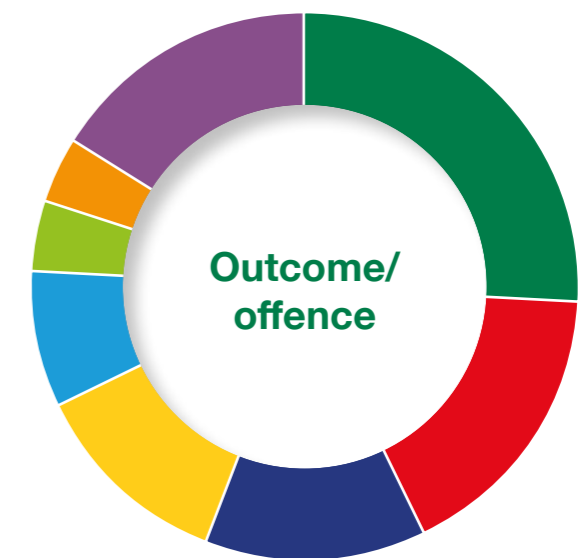
“Our partnership with West Yorkshire Police is improving road safety across Leeds. The project makes our roads safer for local communities, including children and vulnerable people, by targeting dangerous and anti-social driving.”

Councillor Helen Hayden

“The SPARC initiative has brought some significant results by using an evidence-based approach to pinpoint the areas where the issues are greatest to target proactive operations in those areas. We will be building on that success to further co-ordinate our work to make our roads and communities safer for everyone.”

Chief Inspector Andy Loftus,
West Yorkshire Police

In August 2021, funding for Operation SPARC was extended for a further 12 months. The operation was nominated for an outstanding contribution to roads policing award in the West Yorkshire Police Awards 2021.



- 26% Driving without a seatbelt
- 17% Speeding
- 13% Vehicle defects
- 12% Other offences
- 8% Vehicle seizure
- 4% Using a mobile phone
- 4% Dangerous driving
- 16% No formal action taken

Our commitment to Operation SPARC

We will continue to work in partnership to fund and deliver Operation SPARC, review target areas and develop communications and campaigns to address the main offences identified. We will also explore additional funding streams for future extensions to the project.

5. Safe Speeds

We will reduce speeds to make roads in Leeds safe for everyone:

- o investigate a maximum 50mph speed limit for faster roads
- o prevent and discourage illegal and inappropriate speeding
- o carry out evidence-based enforcement
- o collaborate with others to promote safe and considerate speeds



Speeding is when a driver chooses to exceed the speed limit or to drive too fast for the conditions. Speeding can be when people routinely break the speed limit (going at 25mph in a 20mph zone, for example), or decide to drive at excessive speeds. As well as being dangerous to the driver and everyone else on the roads and pavements, speeding can also be intimidating: we know it prevents people from walking or cycling in the first place.

The risk of crashing, and of that crash resulting in death or serious injury, increases significantly with speed, even at lower speeds. Other driver behaviours associated with speeding may also contribute to a crash. These speed-related factors include loss of control, aggressive driving, being in a hurry or failing to judge another person's speed or path. Of the behaviours most likely to result in death or serious injury, the Leeds Safe Roads Partnership considers speeding to pose such a high risk to road-users that it needs its own Safe System pillar.

Between 2017 and 2021, speed was identified as a possible contributory factor in the deaths or serious injuries of 188 people in Leeds. Most victims were car drivers and passengers.

To achieve Vision Zero, we need to rid the streets of Leeds of speeding. Some of the ways to achieve this include road designs that constrain drivers and stop them from speeding, speed limits, behaviour and other related initiatives, supported by enforcement (through speed cameras for example). We will also consider how to improve traditional approaches to measuring traffic risk to gain more insight, identify gaps and come up with proactive (rather than reactive) solutions.

Investigate a maximum 50mph speed limit for faster roads

The risk of fatal or serious injury in the event of a crash increases exponentially with speed. We will now extend our existing work on reducing speeds to include faster (but non-motorway) roads, for example those signposted with the national speed limit where more 'all-severity' crashes happen and consider reducing speed limits here to a maximum of 50mph.

We want to test whether this would:

- o reduce the frequency of all-severity crashes
- o identify supporting measures that would increase effectiveness of changing the speed limit
- o remove legacy inconsistencies and confusion about speed limits
- o share learning with other local authorities and partners.

Reviewing other speed limits

The Department for Transport (DfT) makes most of the decisions about speed limits. There are some areas, though, where local councils can set the speed limits and consider bringing in more 20mph limits and zones in urban areas and built-up village streets.

A review of speed limits in Leeds, commissioned by Leeds City Council several years ago, recommended reducing some speed limits, but concluded that most speed limits are currently appropriate. We will review speed limits on local roads and introduce interventions to support a reduced limit where this is warranted.

People can contact the council to ask for a speed limit to be reviewed. Officers from the Highways and Transportation team handle these requests in line with DfT guidance and using speed data. We will make it easier for people to make requests and report where speeding occurs.

Leeds has declared a climate emergency, recognising that transport contributes around a third of the city's carbon emissions. Driving fast consumes a lot more expensive, carbon-hungry fuel. The most fuel-efficient speed is 45-50mph. As well as making these roads safer, a city-wide 50mph maximum speed limit for faster roads could help Leeds achieve its goal of net-zero carbon emissions by 2030 and help drivers to save money.

Prevent and discourage illegal and inappropriate speeding

Low traffic speeds help to make streets feel pleasant, welcoming and safe enough for people to walk or cycle. Speed limits, zones, street design, safe traffic culture, education and enforcement all support a Safe System approach to achieving traffic speeds that are safe, legal and appealing for active travel.

We need to use existing tools effectively and identify new and innovative ways to achieve safe and appropriate speeds on the roads in Leeds. Road design, speed limits, monitoring, enforcement, education and social norms are some of the main factors that help lower overall traffic speeds and change the habits of habitual offenders – whether those who drive at excessive speeds, or those otherwise law-abiding drivers who routinely drive over the speed limit.

Speed and design limits

The speed limit is the maximum legal speed at which a driver should ever drive. Current traffic culture means that many drivers treat the speed limit as if it were the recommended (rather than the maximum) speed, and some habitually exceed this.

The design limit is the speed at which people drive when physically constrained by environmental factors such as road width and shape, bollards and junction design. We can include or retrofit design elements to reduce speeds, such as narrowing roads, reallocating street space and disrupting stretches of straight road. Effective design speeds can increase compliance with legal speed limits, reduce the need for enforcement, improve community cohesion, reduce or remove traffic intimidation

and make roads safe for people to walk or cycle.

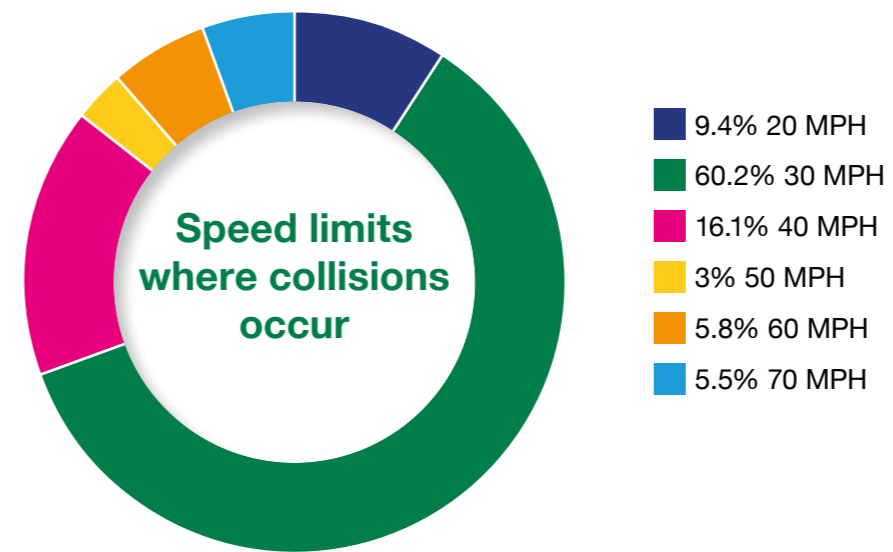
To help eliminate traffic death and injury, streets in new developments need to meet the council's Street Design Guide and align with the Leeds Transport Strategy. To reflect our commitment to 'Safe System' thinking, they should also:

- integrate the reality of human fallibility (people make mistakes)
- be 'forgiving' (mistakes should not result in death or serious injury).

KSI collisions in Leeds by posted limit, 2017-2021

More than 60% of KSI collisions occur on roads signposted as 30mph zones. Analysis of the collision reports indicates that most of these involved drivers doing more than 30mph. We will work with the police to target speeding in these zones using appropriate methods

Speed limit of road where KSI collisions occur in Leeds, 2017-2021





Safety camera criteria

The West Yorkshire Police (WYP) Camera Enforcement Unit uses mobile and fixed cameras ('speed cameras') to enforce speed limits. It does this on behalf of the West Yorkshire Safety Camera Partnership, which works on speeding and red-light offences. The unit installs speed cameras as a last resort in high-risk locations.

For a site to qualify, it must meet certain objective criteria, such as traffic flow and collision data. These are based on national guidance from the DfT¹⁰ and adopted by the partnership. That guidance has recently been updated, which should now allow the unit greater flexibility and the ability to respond more quickly and proactively to new and emerging risks while retaining an objective, evidence-based threshold.

The partnership does not receive any grant funding to install or maintain cameras, or to help with the costs of dealing with offenders. The speed cameras are self-funding through a cost-recovery process, with an element of the National Driver Offender Retraining Scheme (NDORS) course fee that drivers pay. Officers from Leeds City Council Highways and Transportation team help the partnership to identify and assess requests for new speed-enforcement sites.

Between 2017 and 2021, almost 287,000 drivers in Leeds were caught speeding by mobile or static safety cameras.

We will continue to carry out analysis of or data to identify sites where safety cameras could have an impact on driver behaviour. We will signpost people to the criteria for safety cameras and make the process clearer to make requests.

Data-driven police enforcement operations

Every day, West Yorkshire Police Roads Policing Unit (RPU) and local neighbourhood policing teams (NPTs) enforce speed limits on roads in Leeds using in-car and handheld speed detection technology. Intelligence-led operations ensure that they deploy their resources into the right areas/at the right groups and help to target specific high-risk behaviours.

The operation 'Supporting Partnership Action to Reduce Road Casualties' (Operation SPARC) started in July 2020. Developed with West Yorkshire Police and funded by Leeds City Council, this offers additional police deployments, including the off-road bike team, neighbourhood policing teams and officers from the roads policing unit, working closely with the Leeds anti-social behaviour team. Specialist

roads policing units target drivers who are speeding, using a mobile phone, not wearing a seatbelt, driving under the influence of alcohol or drugs or otherwise driving dangerously.

Operation Amberland is a Leeds District neighbourhood policing team (NPT) road danger initiative. It includes pro-lasers for speeding, 'close pass' initiatives aimed at drivers overtaking cyclists too closely and removing vehicles that are blocking the road.

Static speed cameras	There are 121 static sites in Leeds. Between 2017 and 2021, 288,000 drivers were caught and prosecuted for speeding.
Mobile speed cameras	The partnership has four mobile enforcement vehicles. These have a manually operated speed camera inside high-visibility enforcement vans at 19 high-risk sites across Leeds.
Pro-laser speed detection devices	Roads policing officers and some NPTs use handheld speed detection devices at any location, either overtly or covertly.
Average speed cameras	Average speed cameras work by recording speed at different points over a length of road. This prevents people slowing down just before they see a camera then speeding up again ('camera surfing'). They help to keep the traffic flowing steadily instead of stopping and starting. Longer lengths of road can be covered by this technology, which can be much more effective at reducing mean speeds. Currently, there are no average speed cameras in Leeds.
Traffic light cameras*	There are 11 traffic light cameras in Leeds. These enforce red-light violations at junctions that meet current DfT thresholds. The minimum penalty is £100 and 3 penalty points.

*Although not a speed management tool, traffic light cameras are an effective way to enforce dangerous driver behaviour.

¹⁰ DfT Circular 1/2007 (see Appendix 2)

Our existing traffic count data can also help us to monitor our performance against two of the safe system indicators suggested by the Parliamentary Advisory Council for Transport Safety (PACTS):

- traffic complying with speed limits on local roads
- traffic complying with speed limits on national roads in Leeds (in partnership with National Highways)

We would like to carry out additional research and analysis of data to find out more about where speeding occurs on the network and who is most likely to speed in Leeds to help target our resources, communications, operations and campaigns.

20mph zones

Leeds has already rolled out 20mph zones in many residential areas, adopting an 'install and review' approach in order to monitor impact without adding a lot of traffic calming. Since 2019, we have added 90 more 20mph areas. In

most of these, the new signs alone have led to a drop in traffic speeds. In a few areas, though, we need to add extra traffic calming such as road humps. We're looking into this now.

Speed limit repeater signs

Speed limit repeater signs are slightly smaller than normal entry speed limit signs. They can be on either side of the road and are usually attached to lampposts, other road signposts or on freestanding posts, at distances stipulated by the Department for Transport. Local authorities may not use 30mph signs in built-up areas, and drivers know from the Highway Code that roads with streetlights are default as 30mph speed limits unless signs say otherwise. Gateways (a combination of traffic calming and visual measures to slow vehicles or discourage through traffic), painted markings and warning signs also reinforce speed limits and changes in these, in line with DfT guidance.

Speed indicator devices: fixed and mobile

Speed indicator devices, or SIDs, use radar-activated technology with a digital screen that alerts drivers to their speed, sometimes displaying a smiley or a sad face depending on whether the driver is within the speed limit. The aim is to educate drivers and encourage compliance with the speed limit.

Fixed SIDs are temporary sign installations (usually attached to lampposts). While Leeds City Council does not have the financial resources to provide SIDs, Highways & Transportation (via the traffic engineering team) may be able to help local communities to buy and install SIDs if certain criteria are met.

Mobile SIDs are pop-up versions that schools, Police Community Support Officers (PCSOs), councillors and community groups can borrow.

This is part of a community speed awareness scheme to help local people target specific problem areas. The partnership has nine mobile SIDs, including five held by NPTs.

National, regional and local speed awareness campaigns

We support national and regional speed awareness campaigns, including those from the government's own THINK! campaign department, and those planned by the National Police Chiefs Council (NPCC), such as the 'Slow Down, Save Lives' campaign and BRAKE's 'Safe, not 60' campaign for safe rural roads.

Targeted communications

Speeding covers a wide range of behaviours, from 'racing' and alcohol-influenced speeding to 'running late' or 'everyone else is doing it' excuses that result in a culture that tolerates speeding. We keep up to date with behaviour change research to ensure that our own work is guided by best practice. A common assumption is that 'shock' tactics will persuade people not to speed. Research, though, shows that this approach doesn't always work as expected and may indeed result in unintended consequences (by normalising dangerous driving, for example). Current approaches favour 'pro-social' messages that frame safe speeds as socially desirable (normalising a culture of safety). The archive of THINK! campaigns illustrates the changes in road safety messaging over time. We will consider how to ensure that our communications about speeding are tailored to specific audiences, drawing on published research into effective behaviour change communication to ensure that the right messages get to the right drivers in the right way.

The West Yorkshire Safe Roads Partnership oversees speed-related communications at a



regional level (including local radio, social media and local tv). It also makes use of media content produced by the DfT, which ties in with the National Police Chiefs Campaign calendar.

We will see how we could make better use of existing campaign resources and develop new materials to target specific groups and speeding behaviours and culture effectively. We will consider, for example, whether longer campaigns may be more effective than short bursts of communications.

Education resources

Resources such as the SID machines, virtual reality goggles, a reaction timer showing stopping distances at different speeds and a 'Spot the Difference' game are used in education settings (schools, colleges and youth intervention groups), and with community groups where speeding is an issue, as well as at public events. When possible, neighbourhood police support this work. Moving forward, these need to be used more consistently and with a more co-ordinated approach for using these and other resources, and to identify further resources that could help eliminate dangerous speeds.

Explore solutions to achieve safe speeds

We will look for new ways to stop people from speeding and promote those where there is evidence that they will help us to achieve Vision Zero. We may be able to:

- partner with experts to carry out research
- investigate cost-effective treatments including road markings, signs and layouts to slow traffic
- support changes to the law to use emerging enforcement technology

- use new technology such as radar and timer sensors near traffic lights to identify potential risk sites
- participate in trials for treatments or new technology
- work with insurance companies to incentivise safe driving.

The partnership will continue to monitor the outcomes of speed enforcement, use automatic counters to identify where speeding is a problem and work out where other work (such as speed cameras, changes to speed limits and engineering) is needed.

Collaborate with communities and businesses

Community partnership

Drivers who speed, including at lower speed limits such as 20mph, create an environment that is threatening, frightening and intimidating. Their behaviour is not only dangerous, but also fits the definition of anti-social behaviour ('likely to cause harassment, alarm or distress'). Speed is regularly identified as a significant road danger concern at a local level. Families tell us that fast traffic is why they will not allow their children to walk or cycle to school alone.

Residents, local members and neighbourhood police teams are a valuable source of local insight. This can help us to understand where and when speeding is a problem, who is most affected by it and the wider impact on communities. They can suggest locations for measures such as safety cameras, fixed speed indicator devices, speed limit changes, road signs and markings, and may offer ideas about how to change the road designs to discourage

or physically constrain speeding and other dangerous driver behaviours. These suggestions can be helpful when funds become available for new or planned schemes, at which point road safety improvements will need to be considered and prioritised, as stated in the Streetscape Space Allocation Policy.

We are more likely to achieve city-wide compliance with speed limits if we have the support of the public. We will develop a 'Community Speed Action Pack' to include information including how to report speed-related concerns and how to request measures such as cameras, SID machines and changes to the speed limit. Partnership with businesses and other organisations.

Our work around speeding need to reach as many drivers as possible. We will consider how to make greater use of our networks to reach business leaders and to develop bespoke speed-related initiatives to support their staff. Employers in Leeds who have their own fleet may be willing to review internal protocols to reduce staff speeding and influence traffic safety culture. This would also offer an opportunity to promote alternative forms of work-related transport, such as e-cargo bikes, if appropriate, as well as other car-free travel modes.

We will seek opportunities to work with groups including insurance companies and driving instructors to identify ways they can help us with data, information regarding attitudes and behaviour-change campaigns. Examples could include using data from black box technology or communicating Vision Zero and Safe System approaches to new drivers, and work with partners to carry out evidence-based enforcement.

Leading by example

With around 33,000 employees, the council is one of the largest employers in West Yorkshire, and it has a fleet of more than 1,300 vehicles. Collectively, as a partnership, there are many non-emergency vehicles that could be retrofitted with in-vehicle technology to limit vehicle speed. We could also consider whether new vehicle contracts might include this technology as standard in future.



6. Safe Roads

We will reduce the dominance of motor vehicles on our local streets and create roads that are safe for all users:

- o create space that is safe to walk, wheel, scoot and cycle
- o develop a network of safe routes to connect people and places
- o create safe road environments that cut crash frequency



Roads that are designed to serve traffic ahead of humans ‘tell’ all road-users that cars are more important than people. Wider, straighter roads imply that it’s OK to go faster and that the priority is to move cars quickly and conveniently. Changes to the Highway Code, signs, speed limits and so on cannot offset car-centric road design that, by prioritising people in motor vehicles, increases risks for those who are not.

Responsibility for roads in Leeds

Leeds City Council, as the local highway authority, has a legal duty under section 41 of the Highways Act 1980 to maintain, manage and improve its section of the road network. That means all A-roads (major through-routes), the minor roads that link to the road framework (B-roads and C-roads) and unclassified roads (local roads for local traffic in rural and urban settings, and rural lanes). Motorways and trunk roads (known collectively as the ‘strategic road network’) are maintained by National Highways.

The Department for Transport (DfT) is responsible for the legal framework for this. It sets criteria for speed limits and provides some of the funding (via the West Yorkshire Combined Authority) for improving and maintaining local roads, for example. Other funding for this comes from Leeds City Council revenue.

The 1988 Road Traffic Act puts a statutory duty on Leeds City Council to study road traffic collisions and to take steps to reduce and prevent these. This Vision Zero strategy shows how we will do that.

Maintaining safe routes

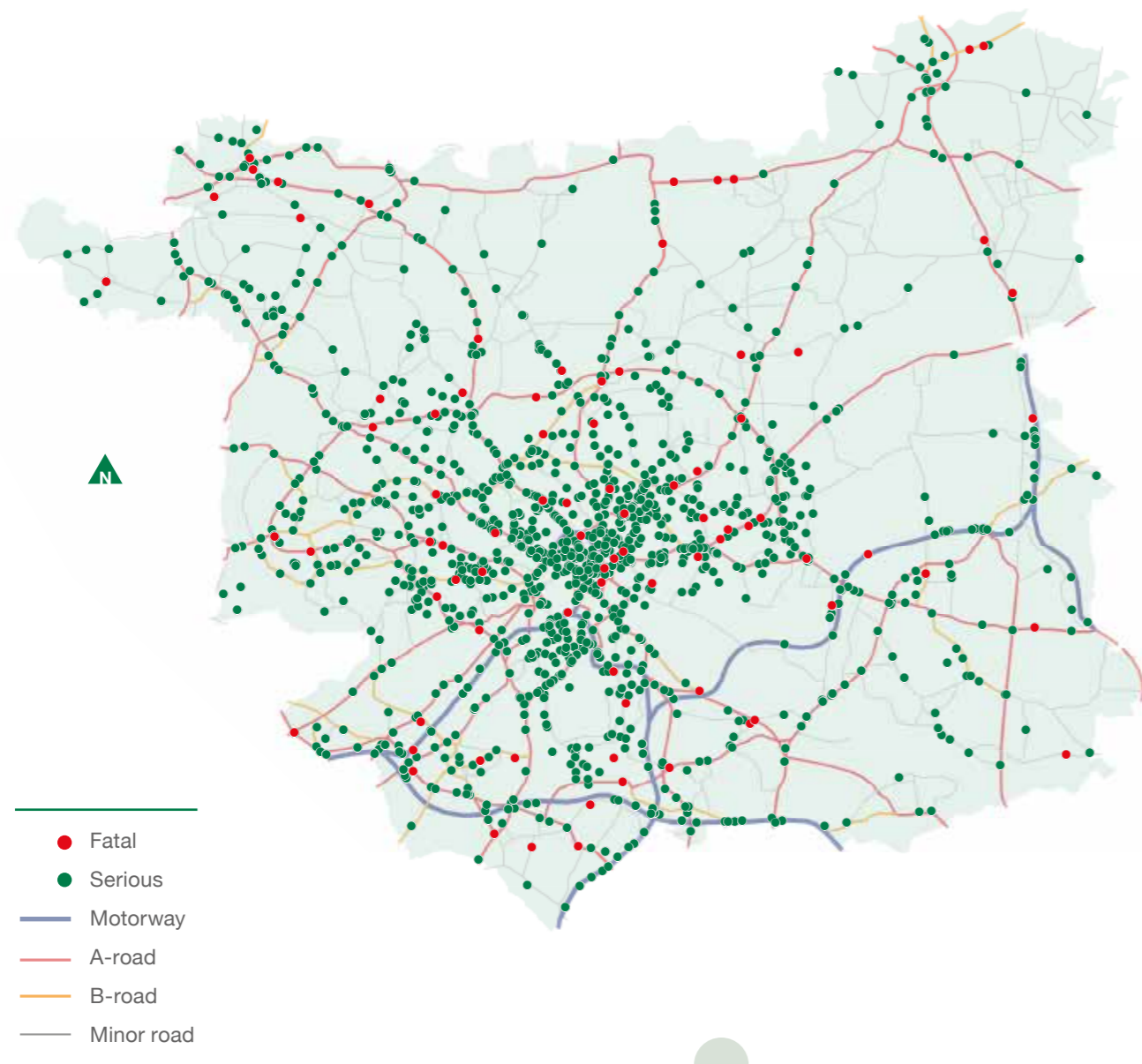
Road conditions contribute to only a very few high-severity collisions. Our current maintenance programmes include:

- o winter maintenance
- o line-marking
- o road resurfacing
- o measuring the skidding risk of wet roads.

As part of the move to Vision Zero, our maintenance teams will review resources and identify improvements to prevent collisions directly caused by road conditions. We will also make it easier for the public to report maintenance issues on footpaths, cycle routes and roads.



Where collisions occur on roads in Leeds

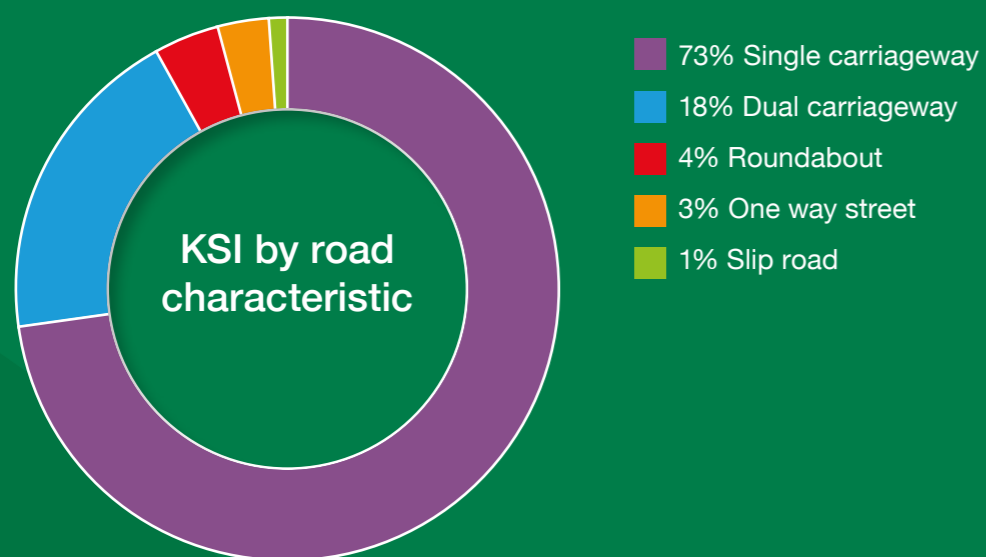


KSI collisions in Leeds by road type, 2017-2021

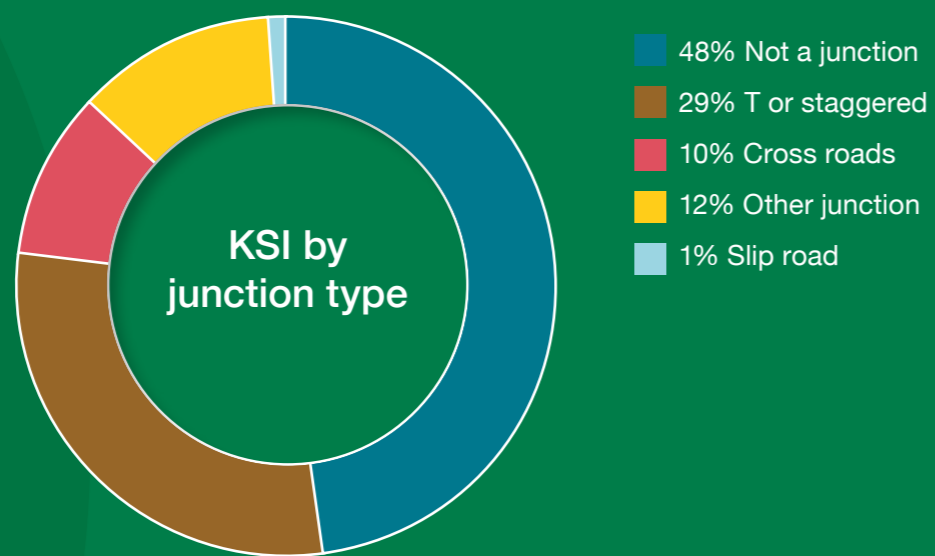
Road Class	2017	2018	2019	2020	2021	Total KSI	Percentage KSI
A	96	81	100	73	117	467	30.9
B	17	19	8	8	21	73	4.8
C	4	1	0	1	0	6	0.4
Unclassified	164	189	193	123	204	873	57.7
Motorway/A(M)	20	19	19	6	29	93	6.2
Total	301	309	320	211	371	1512	100%



KSI collisions in Leeds by road characteristic, 2017-2021



KSI collisions in Leeds by junction type, 2017-2021



Between 2017 and 2021 73% of fatal and serious crashes happened on single carriageways, 58% on unclassified roads.

From this data, most crashes that result in death or serious injury appear to happen on stretches of single carriageway local roads; we need to analyse this data further to find out more about what is going on, and why, so that we can eliminate this risk.

Create safe spaces to walk, wheel, scoot and cycle

Leeds City Council's Transport Strategy sets out our ambition to 'be a city where you don't need a car.' We want more people to use sustainable transport such as buses and trains and 'active travel' such as walking, scooting and cycling – greener, cleaner, healthier ways of getting about. The more people who feel that it is safe to walk and cycle, the fewer cars there will be on the road, and that should reduce road danger.

Here are examples of what we can do to reduce the dominance of vehicles and create streets for active travel:

Re-allocate street space

Fear of traffic and the dominance of cars is one of the main reasons people do not want to cycle or walk (especially when it comes to allowing children to travel to school alone.)

The new Leeds Streetscape Space Allocation policy (one of the commitments in the above Transport Strategy) sets out an updated approach to thinking about road design in Leeds and is an important mechanism to achieve Vision



Zero. It heralds a change in emphasis about how highways projects should apportion street space (including roads and pavements) away from prioritising travel by car. The policy incorporates Vision Zero principles and recognises that appropriate designs and physical constraints on speed can eliminate the potential for serious road death and injury. It incorporates the March 2022 changes to the Highway Code, which prioritise the safety of those who walk, scoot, cycle or use wheelchairs and mobility scooters.

The policy includes a set of points and opportunities that planners and design engineers need to consider when they make decisions about how to allocate street space. It acknowledges that space is a finite resource and that there may be a need for compromise, but emphasises that, in those circumstances, "the aspirations set out in the Transport Strategy and Leeds Vision Zero 2040 should be paramount". The Leeds Safe Roads Partnership will work with Leeds City Council transport strategy leaders to support the implementation of this policy across the city, so that the elimination of risk of fatal and serious injury is central to all future highways works.



As well as internal policies like this one, we also need to take into account national guidance such as the DfT's new national Manual for Streets (to be published in late 2022), LTN 1/20 and Inclusive Mobility guidelines.

Liveable neighbourhoods

In 2020, Leeds City Council introduced three 'liveable neighbourhoods'. These enclosed clusters of residential streets near main roads discourage drivers from rat-running through residential streets, reducing traffic volumes and speeds to make the local streets safer for everyone. Planters and signs change the layouts of roads and re-allocate space. This means that children can play safely near their homes and other residents can use the space without being exposed to road danger, promoting walking and cycling and helping to make the air cleaner. Residents, businesses, deliveries and emergency vehicles can still get in. We will work with communities to consider new locations for similar initiatives.

Pedestrian-only streets

In the city centre, we have removed vehicular traffic from Greek Street, Cookridge Street and around the Corn Exchange so that people can feel safe walking and cycling there. We are doing the same around City Square, which will also be closed to traffic. This concept will be expanded over time into other streets in Leeds, supporting the Leeds Transport Strategy ambition to remove traffic from the city centre. This will reduce the potential for road-user conflict that can lead to serious or fatal crashes, making the city centre safer for everyone and helping to achieve Leeds Vision Zero 2040.

School Streets

In 2020, we launched School Streets at 14 sites across Leeds as part of a trial. The aim was to see whether restricting traffic directly outside schools for a short time at the start and end of the day could encourage more families to walk, scoot or cycle to school.

We will learn from the School Streets trial and evaluation to develop a future programme to identify new sites that may be appropriate to be School Streets (not all are suitable – schools on bus routes, for example). We have funding for the financial year 2023-24 to do this and will also seek new ways to fund this work in the future.

Develop a network of safe routes to connect people and places

As well as the targeted intervention measures listed above, we also need to create safe walking and cycling routes that stretch across the city and between settlements. Networks that connect wider areas while avoiding conflict with traffic will encourage more people to travel on foot or on a bike. This in turn will cut traffic levels and reduce the number of crashes.

Safe walking and cycling routes

Leeds City Council was chosen to develop and trial a Local Cycling and Walking Infrastructure Plan (LCWIP). We used this to identify the need for cycling and walking infrastructure and to work out where to prioritise investment, to accelerate the building of segregated cycle lanes and wider pavements for example.

The canal has long offered some off-road cycling and walking, but it was the introduction of the Cycle Superhighway between Bradford and East Leeds that signalled a move towards a network of fully segregated cycle routes. Government grants funded that initial route, which has since been supplemented by the Combined Authority's City Connect Programme. We recently added 'wand orcas', a 'light-touch' way of creating a lane for bicycles, on parts of Kirkstall Road, Roseville Road and the A660. This involved work on some of our existing cycle network. We will work with communities to consider new locations for this treatment.

Government commitments to promoting cycling result in more funding, which is tied to requirements for these routes to be segregated, connected and safe. The cycle network in Leeds is being expanded through the Levelling Up Fund, the Active Travel Fund and the West

Yorkshire Mayor's City Region Sustainable Transport Fund. The aspiration for a connected and fully segregated cycle network is taking shape on the ground and will continue to evolve to help transform the way people travel in Leeds.

Advanced stop lines (ASLs) provide a safe space for cyclists at traffic signals and allow them to set off ahead of the flow of motorised vehicles. There is potential for further ASLs to be added during signal refurbishment, maintenance and other works.

Improving crossings

Leeds City Council has introduced technology at a number of pedestrian crossings to make the lights change automatically when pedestrians and cyclists approach. As well as cutting waiting times, this also makes it easier for people with mobility challenges to use crossings as there is no need to press a button. Sensor technology





in some locations now also extends the 'green man' signal so that there's more time to cross, assisting those with impaired mobility, parents with young children or pushchairs, and those crossings with occasional higher volumes of pedestrians (e.g. near schools) where it can take longer for pedestrians to start crossing. Cycle clearance times are being increased at some existing crossings.

We want to install more of this technology at existing crossings in Leeds so that more people find it safer and less stressful to cross roads. There is also a programme to put signal (pedestrian) phases into junctions where necessary, and we will make it easier for people to request these.

New pedestrian crossings

Each year, we look into all requests from the public or elected members for new pedestrian crossings, and we then work out where to prioritise and install new crossings. The review of requests is conducted in line with the Crossing Assessment Framework and considers the difficulty of crossing and existing pedestrian demand, overall benefits and disbenefits of the potential provision for pedestrians and residents and businesses, as well as impact on road safety. The process has recently been amended and involves a site assessment, highway assessment, road safety history analysis and traffic / pedestrian analysis. Then we decide whether to recommend a crossing and, if so, which type.

This work has been funded from the Local Transport Plan (LTP) Transport Policy Capital Programme (now the City Region Sustainable Transport Settlements, CRSTS). Other crossing proposals (such as those funded by developers) are considered as part of the planning process. We will continue this work and ensure that people know they can easily ask us to consider new pedestrian crossings.

Safe crossings for horse-riders

Street design should consider the crossing facility requirements for all road-users, including those on horseback. 'Pegasus' signal-controlled crossings make it easier and safer for horse-riders to cross roads. We have begun to develop

links with specialist organisations such as the British Horse Society and will continue to build these relationships to ensure their needs are considered at new and existing crossing points on our networks.

Other crossing / traffic signal technology

There has been a recent introduction of cameras to identify banned turns at some traffic signals. These are important at sites where the movements have been banned to help active travel. The partnership supports further use of these cameras, as well as trialling sensor technology to detect near misses and red-light running. We will also be following guidance from the Department for Transport to use powers to enforce moving traffic restrictions, using camera technology.

Variable message signs (VMS) and other displays

The electronic signs displayed on roads (used by the Urban Traffic Management and Control team (UTMC) for driver updates) can also display messages about road safety. Larger private advertisement displays may offer another option for communication.

School crossing patrols

Many schools in Leeds offer the service of a school crossing patrol (lollipop man/lady) to help children cross roads outside schools. Leeds City Council checks whether applications for school crossing patrols are in line with national policy to determine where to allocate resources. Following a recent review, we know that we need to ensure that schools are aware of this process. The Safe Roads Partnership will also work closely with the school crossing patrol service to offer alternative interventions to schools whose applications are unsuccessful.

Public transport infrastructure

Better, more connected bus infrastructure means faster, more reliable buses that make it easier for people to get around without a car, thus reducing the number of vehicles on the road and helping to remove traffic danger from roads in Leeds.

West Yorkshire Combined Authority is responsible for regional public transport work, including mass transit.

Major programmes, including those resulting from the Leeds Public Transport Infrastructure Plan (LPTIP), will dramatically improve public transport across the region. Fully segregated bus routes along the main routes into the city and within the city centre have already been built. The remaining 'gaps' will be filled through works that will happen as and when funds become available (for example via the Transforming Cities Fund and via Active Travel England). The result will eventually be a fully connected network across the city.

Decisions about which schemes to prioritise already consider road danger imperative. The high casualty rate at Lawnswood roundabout, for example, was a key factor in the decision to implement work on bus lanes to improve public transport times.

Illegal and inconsiderate parking

Illegal and inconsiderate (including pavement) parking is often reported as a road safety issue and presents a challenge for pedestrians, including people with disabilities and parents / carers with young children, prams or pushchairs. Obstructions on the pavement can force pedestrians onto the road, putting them at risk. For others, obstructions on the pavement can result in them feeling unsafe to travel

independently, resulting in social isolation and preventing a more active lifestyle.

Parking in cycle lanes also causes danger and difficulty for people on bikes. Mechanisms are in place for members of the public to report nuisance or obstructive parking (via West Yorkshire Police) and parking infringements, such as parking on double yellow lines (via Leeds City Council's Parking Enforcement team). We will use our various communication channels to make sure people are aware of how to report these issues. We know that people who do report illegal and inconsiderate parking sometimes feel frustrated because they feel that nothing happens, or that nothing changes. We need to make sure that people know how reports are handled, how actions in relation to these are prioritised and what they can expect to happen.

We will also implement recommendations arising from the government's Pavement Parking consultation (November 2020).

Create safe road environments that cut crash frequency

There are a number of ways to support safe speeds and prevent crashes through this pillar. Here are some of existing initiatives. Other actions in this strategy, the Leeds Transport Strategy and our design guides further support this area of work. The detailed analysis that we would like to do will also feed into and develop these programmes. We need to learn about new and innovative ways to make our roads safer, try new approaches, participate in trials and learn about interventions that have been successful from other parts of the UK and overseas.

Casualty Prevention Programme

The Casualty Prevention Programme identifies the most dangerous areas (previously called 'sites and lengths of concern'), to prioritise remedial measures to make these safe. We recently changed the criteria to a new, lower threshold. This means we can take a more holistic approach and include 'lower-order' clusters. We will be able to build a better picture of the underlying causes across a wider area and work out where best to implement small and medium scale interventions that will help to prevent more serious collisions.

Design Review Panel

We will propose that Leeds City Council adopts a Vision Zero approach to all future scheme decisions from the very earliest stages. We will request that representatives of the Leeds Safe Roads Partnership or the Leeds Vision Zero expert panel be actively involved both at the preliminary stages and at every key design gateway as a scheme evolves, potentially as part of a new Design Review Panel. This will help ensure compliance with Vision Zero objectives throughout the design and implementation process of any cycling, walking or public transport schemes.

Road safety audits

The road safety audit process is an independent review of the road safety implications of highways schemes. An audit seeks to identify any elements of a scheme that could lead to a collision and suggests modifications to mitigate any issues. Leeds Highways and Transportation will carry out a road safety audit at four stages of a highway scheme, from preliminary design to 12 months after completion.



Sustrans promotes the introduction of traffic-free routes, 'quiet lanes' and 'greenways' by using different ways to develop traffic-free routes, including acquiring land, creating a Public Right of Way, or entering legal arrangements with the highway or other authority.

Motorbikes in bus lanes trial

A trial to allow motorcycles (including scooters and mopeds) to use the A65 bus lanes between Kirkstall and Leeds city centre was introduced in July 2022. The trial will run for a year, to promote motorcycling as an alternative to car travel and improve safety for motorcyclists.

The impact of this trial on the safety of motorcyclists and other road-users will be monitored to inform a decision on whether to make this change permanent and potentially introducing this elsewhere.

Work in partnership for safer motorways around Leeds

Between 2017 and 2021, crashes on the strategic road network around Leeds killed or seriously injured 93 people, accounting for 6.2% of all the total number of KSIs. National Highways, who are responsible for this 'strategic road network' (SRN), regularly analyse collision data to identify areas of concern. Their actions to address this are set out in the National Highways Regional Road-user Safety Plan for Yorkshire and the North East. We will continue to work with National Highways to achieve Vision Zero.

7. Safe Vehicles

We will encourage the use of safe vehicles to reduce the likelihood of crashes and severity of outcome:

- o raise awareness about responsibility for roadworthy vehicles
- o enforce vehicle safety and illegal vehicle offences
- o use and promote technology and design features that increase safety
- o lobby for and support improvements to vehicle standards



The Leeds Transport Strategy's ambition for Leeds to be a city where you don't need a car will help to remove some of the danger posed by motor vehicles. All vehicles that do use our transport networks must be as safe as possible, in order to keep the inherent risk that they pose to all road-users, including occupants, to a minimum.

Vehicle safety can help us to achieve Vision Zero in many ways, particularly in relation to safety features, maintenance, technology and design. This pillar therefore covers matters such as roadworthiness (tyre tread, lights, wipers, brake systems), behaviour (safe loading, maintenance, checks) technology (alerts for seatbelts, lane discipline, steering wheel handling) and design (height, line of sight). Safe vehicles, like the other pillars, cannot achieve Vision Zero in isolation. This pillar comprises just one part of a Safe System, since vehicles are only as safe as other elements such as the design and condition of the road they are on and the actions of the driver at the wheel. We recognise that much of the responsibility for this area lies with national government, regulatory bodies and manufacturers. However, there are actions that the partnership can carry out to contribute to improvements in vehicle standards and safety.

Raising awareness about responsibility for roadworthy vehicles

Drivers may postpone simple checks such as tyre tread and pressure, which will affect a vehicle's performance and safety (emergency stopping distance in bad weather, for example). It's not just about the few collisions where it's clear to police that vehicle defects contributed to the outcomes. Even routine habits such as keeping windows and lights clean, checking winter readiness or storing luggage in the boot can make a difference. National Highways, who conduct checks at vehicle breakdowns on motorways and other strategic network roads, are particularly concerned about poorly loaded vehicles largely in relation to commercial

vehicles. Drivers who keep within the load limit and who tether loads safely help to keep others safe, too.

In Leeds, the main vehicle defects recorded as contributory factors in fatal or serious-injury collisions were:

- o defective tyres, brakes, lights/indicators, steering or suspension;
- o overloaded or poorly loaded vehicles.

Whether it's a truck, car, bike or motorbike or other vehicle, it's the user's responsibility to carry out checks and ensure their vehicle is safe. Seatbelts and child seats also play a significant role here (see 4.1).

Every year, national campaigns raise awareness about the importance of vehicle safety. Key events include Tyre Safety Month and the National Police Chief's Council (NPCC) campaigns such as Commercial Vehicles Week. National Highways also deliver campaigns and lead operations on the strategic network relating to vehicle roadworthiness. We will use our comms channels to promote key national and regional messages, alongside local, evidence-led vehicle safety campaigns.

Enforcing vehicle safety and illegal vehicles offences

An MOT is the annual test of vehicle safety, and it is illegal to drive a vehicle without one. It is also illegal to drive a vehicle with defects such as broken lights, faulty indicators etc. Some vehicles (HGVs, for example) require drivers to have specialist driving licences.

Between July 2020 and August 2021, as part of Operation SPARC, West Yorkshire police dealt with 359 drivers for offences relating to vehicle defects, no MOT, dangerous parts and dangerous loading. They also seized 214 vehicles where the driver either did not have any insurance, a licence or the right type of licence for the vehicle.

Police or officers from the Driver and Vehicle Standards Agency (DVSA) can stop and carry out spot-checks on commercial drivers (lorries, buses and coaches). If necessary, they will issue prohibitions that will prevent the driver from working until any problems have been sorted out. They can also issue fixed or graduated penalties for offences. We will consider whether there are further opportunities to collaborate usefully with DVSA in future or lobby for those changes.

Using technology to prevent collisions

Safety features, technology and overall design can mitigate risk to some extent. They can

protect drivers and passengers inside the vehicle, reduce injury severity for other road-users and promote safe driving behaviours.

An abundance of safety features such as good tyre treads, effective brakes, anti-lock braking systems, working lights and windscreen wipers help drivers to anticipate, avoid and respond safely to hazards. In-vehicle technology such as reversing technology, lane assist, black boxes, blind-spot and temperature warning and collision warnings all help, too. If a crash does happen, features such as airbags, seatbelts, safely secured loads and correctly fitted child seats will help to reduce injury severity.

Overall design can make the roads safer, too. A driver who can clearly see the road in front of the bonnet is less of a threat than a driver of a large, high vehicle whose view is restricted or obscured and therefore poses a threat to others, especially to small children. We will consider how further to use inputs such as blind-spot awareness, 'exchanging places' initiatives (where, for example, HGV drivers swap places with a cyclist) and so on. In-vehicle technology can reduce

Examples of technology to prevent collisions and reduce their severity

Safer in-car behaviour	Reducing impact severity	Protecting other road-users
Limiting speed using intelligent speed assistance (ISA)	Seatbelts/child restraints	Geometric design for vulnerable road users
Dash cameras and camera monitor systems	Advanced emergency braking (AEB)	Occupant friendly interiors
Black box technology		Visual / acoustic warnings
		Information, warning and intervention systems



insurance costs and support safe driving. Dashcams (see Operation SNAP - page 60), for example, can help to establish if an offence has been committed and help to bring justice.

Leading by example

The Leeds Safe Roads Partnership will lead by example and ensure that our own vehicles (e.g. minibuses, fleet and so on) have the highest standards of safety features. Leeds City Council, for example, increasingly uses tools such as telematics for its own vehicles. We may be able to support research and development in this area. Leeds aims to take a lead in the use of new technology in vehicles and we will put ourselves forward to participate in vehicle safety pilot projects.

The public must be safe and comfortable when travelling in a licensed vehicle, and so we will license only those vehicles that meet our conditions and MOT standards. West Yorkshire Police neighbourhood policing teams (NPTs) work closely with the taxi and private hire licensing team to improve the safety of those vehicles. We will also work with the team to promote vehicle safety standards (such as Euro NCAP) and to continue their rigorous programme of vehicle safety checks.

Encouraging businesses and fleet operators to use safe vehicles

We will draw the attention of partners and other organisations to the many benefits of improving the safety of their fleets, including protecting staff from injury while driving for work and reducing

insurance costs. We will encourage them to consider national vehicle safety schemes and to buy, hire and use vehicles with high safety specs (such as technology) to help their staff to drive more safely, and to reduce the risk and severity of collisions. In-vehicle technology such as dashcams can provide evidence should there be a crash, and capture video evidence of dangerous driving by others to submit to the police. We will encourage them to share key messages with their own stakeholders, using their own channels. Potential partners include the Travel Plan Network, Chamber of Commerce and fleet operators across the city, as well as other contracts such as car clubs.

Black boxes

There is an opportunity for us to link with driving instructors and insurance companies to help spread the word among about technology such as 'black boxes', which collect data about driving behaviour and adjust the cost of insurance accordingly, especially for younger drivers (17-24) who are, per mile driven, more likely to crash than more experienced drivers.

Supporting changes to vehicle standards to reduce crash likelihood and severity

Vehicle standards and technology have changed rapidly over the last 20 years and continue to do so. The partnership will continue to promote the benefits of new vehicle safety technology to partners, fleet operators and the public in general.

8. Post-collision Learning and Care

We will raise awareness of and learn from the devastating harm crashes cause to victims, their loved ones and the community:

- o learn from crash investigation and share and act upon findings
- o raise awareness of support services for victims and others impacted
- o advocate for justice for victims of road collisions where there is crime or other culpability



FORENSIC
INVESTIGATION

The response following a collision can mean the difference between a slight injury and a serious one, between life and death. Early intervention care and support, delivered sensitively, professionally and appropriately, can help victims, families, friends and all those directly and indirectly affected by a crash. We need to consider all the possible ways in which we can support this stage of Vision Zero to save lives and eliminate serious injuries.

If the Safe System works, there will be no need for this pillar, but it is needed while we work to achieve our vision.

A partnership response

The sooner a victim gets medical attention, the better. Every second counts. When a 999 call is made, a decision will be made about whether it is a Category 1 or 2 situation.

- o CAT 1 call: If the casualty is unconscious or not breathing, the aim is to get there in 7 mins.
- o CAT 2 call: For injuries that are serious but not life-threatening, the aim to get there in 18 mins.

Emergency response times also depend on other factors, including the number of calls received for the same incident, traffic congestion and other demands on the service.

The emergency services are subject to response standards and quality indicators. They work continually to identify ways to improve the response time to road collisions and minimise the time between the crash happening and providing medical care.

West Yorkshire Police (WYP), Yorkshire Ambulance Service (YAS) and West Yorkshire Fire and Rescue Service (WYFRS) work together to preserve life when a road traffic collision occurs.

The Yorkshire Ambulance Service may send:

- o paramedic resource to assess, treat and transport casualties
- o critical care paramedics for advanced

assessment and treatment of more serious injuries

- o an operational commander for scene-management if there are multiple casualties
- o the Yorkshire Air ambulance
- o British Association for Immediate Care (BASICS) doctors to help
- o specially trained paramedics from the Hazardous Area Response Team (HART), that have extended training and equipment to allow assessment and treatment in hazardous areas.

WYP may send district officers and dedicated roads policing specialists. These officers are trained and equipped to:

- o take control of, preserve and manage a collision scene
- o deliver and co-ordinate emergency first-aid
- o work with other emergency services
- o take appropriate investigative action including witness and scene management and breathalyser/drug testing procedures
- o administer specialist emergency tactical medical (tac-med) intervention techniques including defibrillation.

The WYP's Major Collision Enquiry Team (MCET) will attend the scene if the incident is reported as a fatal or potentially fatal collision.

The West Yorkshire Fire and Rescue Service protect people from serious harm in road traffic collisions. All appliances are equipped to deal with road collisions and officers provide:

- scene safety including fire, fuel and chemical spills
- vehicle and casualty stabilisation
- hydraulic cutting equipment and extrication
- first-aid.

It is important that people responding to road traffic collisions receive training and support to ensure they can deal with the situations that they might have to face.

Some respondents to our consultation raised concern that changes to infrastructure, road space re-allocation or measures to reduce speed have a negative impact on response times for emergency vehicles. Leeds City Council works closely with emergency services before and during the implementation of these schemes to achieve the common goals of improved infrastructure, increased active travel, lowered speeds and response time targets.

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Learning from collision investigation

Post-collision learning takes place after a crash has occurred. While it may be too late for the victims, every crash offers a unique opportunity to identify factors that, in some way, large or small, may have contributed towards the final moment of impact – and how they amplified each other. By investigating what happened in a collision, we can learn what we could do to stop the same thing happening again and work out whether someone has broken the law.

Fatal crashes trigger investigations by different bodies such as the police, the coroner and the council. These overlap to a degree, which may seem confusing. Their purposes, though, differ:

- The police, Crown Prosecution Service and criminal courts identify and punish wrongdoing and deter others from committing traffic offences.
- Coroners help families to understand what happened and highlight lessons to be learned from a crash.
- Safeguarding professionals consider how the crash affects other people (siblings, for example).
- Learning from collisions includes finding out about how the interface between roads and human behaviour; we will work with colleagues and partners to look at how behaviour change work can help drivers interact more safely with the road network.

West Yorkshire Police and Major Collision Enquiry Team (MCET)

In Leeds, WYP are responsible for investigating collisions. The UK has investigation branches for rail, aviation and maritime casualties. There is, however, no equivalent for roads, even though

they account for many more injuries and deaths. Brake, a road safety charity, calls for a Road Collision Investigation Branch to be established to:

- recommend effective measures to stop deaths and injuries;
- support the police to pursue excellence in their crash investigations;
- develop standards and expertise in collision investigation, data recording and analysis.

For potential fatal and fatal road traffic collisions, the West Yorkshire Police Major Collision Enquiry Team (MCET) will conduct the investigation. These officers prepare the evidence needed for any criminal investigation. These specially trained officers and staff will investigate the cause of the collision, gather evidence and present the case to the CPS (Crown Prosecution Service), which ultimately decides on any prosecution through the criminal court process. The offence of ‘causing death by dangerous driving’ is a crime equivalent in law to manslaughter.

Leeds City Council

Leeds City Council works with the MCET team to identify and rectify any defects on the highway that may have contributed to major collisions. We will review our approach to this area of post-collision investigation and work with the police to identify behaviours and other factors that may have contributed to the crash and use this insight to recommend other actions that could help to prevent future tragedies.

The Coroner for Leeds

Coroners have a statutory duty to investigate all violent or unnatural deaths and will therefore conduct inquests into all road traffic fatalities (which are both violent and unnatural). A coroner

relies on evidence from the police and other emergency services, and so it is usual for them to open and adjourn an inquest while they wait for the outcome of any criminal prosecution. The purpose of a coroner’s inquest is to establish ‘how the deceased came by his/her death’ (it is not about blame or compensation). The inquest will establish these issues on the ‘balance of probability’ (not by the more stringent standards of criminal courts.) Significantly, the bereaved family is at the centre of an inquest. Members of the family have a legal right to see documents and question witnesses, either themselves or through legal representatives.

A subsidiary role for the inquest is to extract lessons. If a coroner is concerned that another death may occur in similar circumstances, a ‘Prevention of Future Deaths Report’ (PFD, also known as a ‘Regulation 28 report’) can be made to any organisation or individual that has the power to take remedial action. The coroner cannot compel anyone to act, but rather draws attention to a situation that causes concern. PFD reports may relate to matters such as road design, lighting or signage, or features relating to the vehicles involved. Consultation with the Coroner for Leeds has identified potential ways for Leeds City Council to help reduce delays in the investigation (such as sharing collision data).

Child Death Overview Panel

If a crash kills a child under 18, the Sudden Unexpected Death in Childhood (SUDIC) team responds to identify any immediate learning and support for the family. A police liaison officer and SUDIC paediatricians will often visit parents at home together to answer questions and give information about further support. Schools across Leeds can also help siblings and request further specialist support if needed.



Leeds Civic Hall lit in purple to mark National Road Victim Month in August.

The outcome of this meeting is then presented to the Child Death Overview Panel (CDOP). This is a panel of key professionals from the local authority and other organisations. It includes the Leeds Clinical Commissioning Group, West Yorkshire Police, Leeds Teaching Hospitals Trust, Social Care, Leeds Community Health Care Trust and Public Health. Council officers from Highways and Transportation will be invited to help the panel develop any recommendations for the city.

The panel will use all the other information available, along with any other relevant information it has requested, to:

- establish what happened in the lead up to the fatality
- identify any local patterns
- work out what can be learned to prevent further deaths
- identify appropriate actions, interventions or recommendations
- ensure that families are appropriately supported.

The CDOP produces an annual report of all child deaths it has reviewed. This is available online.

Listening to victims and bereaved people

At Scrutiny Board in October 2021, three parents whose children were killed by road crashes shared powerful testimony. We will explore how to best to work alongside bereaved families to achieve change, guided by them as well as by bereavement and trauma specialists where appropriate.

Road Safety Investigation Branch

In June 2022, the government announced plans for the creation of a Road Safety Investigation Branch (RSIB). The independent, safety-focused branch will carry out investigations to identify themes of road collisions and other incidents of concern and make recommendations to prevent future incidents. The branch will also provide vital insights into safety trends related to new and evolving technologies. Measures to enable the creation of the branch will be included in the forthcoming Transport Bill. We will explore how to best to work alongside the RSIB.

Raising awareness of support services for victims

For the most serious and fatal collisions, the impact on victims, the bereaved and many others is devastating. For those who survive as well as for those who love and care for them, life may never be the same again.

The impact of a life-changing or fatal road traffic collision is profound and extensive, generating a raft of practical, procedural and emotional challenges for those affected. Raising awareness of appropriate services to provide support is critical to address immediate, short term and long-term challenges. The ripple effects of a life-changing or fatal collision may be felt by:

- | | |
|---|---|
| ○ the victim/s | ○ all the other people involved in the collision, those who saw what happened, witnessed the aftermath or tried to help |
| ○ parents and carers, siblings, other relatives – grandparents, aunts and uncles, cousins etc | ○ people who work for the emergency services – police officers, fire and rescue officers, paramedics |
| ○ close friends and wider friendship/ social groups of all those affected | ○ the medical and health care professionals involved, at every stage and level, providing physical, mental and emotional care and support |
| ○ neighbours and local residents | ○ the professionals involved providing other kinds of support – financial, charities, legal services, investigative teams, local authority officers |
| ○ faith communities, clubs, sports etc with connections | ○ and more. |
| ○ nursery / school / college / university community – children, students, teachers, other staff | |
| ○ work / professional community – colleagues, teams, workplace friends | |

Family liaison officers

In the event of a sudden, unexpected death, the family or next of kin are likely to receive the initial notification from a uniformed police officer, who will then arrange for early contact with a WYP family liaison officer. These specially trained officers volunteer for this hugely important role. Their involvement with a family may last for months or even years, and the contribution they can make to post-collision care cannot be overstated. Officers can refer people to the National Road Victims Service for additional support.

National Road Victims Service

BRAKE, a national road safety charity, produces bereavement and serious injury guides for families. These are distributed by family liaison officers or professionals (such as those in Major Trauma Centres), who have first contact with road victims. Brake's accredited, trauma-informed National Road Victim Service (NRVS), funded in part by central government, is free and confidential. Upon referral (people can also self-refer), trained professionals conduct a triage to address any immediate safeguarding needs, working with other organisations as necessary to help victims get appropriate help at this worst possible time. A caseworker then provides support, advocate on behalf of the victim and their family and coordinate care for as long as is needed.

In North Yorkshire, a local National Road Victims Service support worker offers face-to-face support to victims, including help navigating the justice system (see below). Since implementation, demand for this service has grown by more than 500%, and so the service is reaching and supporting more people.



Support and Care After Road Death (SCARD)

Support and Care After Road Death and Injury (SCARD), based in West Yorkshire, is a national charity offering a huge variety of services to those bereaved or affected by a road death or serious injury. It is funded solely by donations and fund-raising activities. Trained volunteers run a free helpline and offer free professional counselling either in-person or online. The charity can also provide access to appropriate professional legal advice and offer support with statements and at inquests. There is a support pack with information covering issues such as counselling support, inquests and police and legal procedures. All staff and volunteers have experience of dealing with the trauma of a road death. The charity offers presentations to schools and businesses about the impact of road death. Every year, it holds an annual Oakleaf Service of Remembrance at Leeds Minster in November for anyone affected by road death or serious injury. In 2021 SCARD was awarded the Queen's Award for Voluntary Service.

RoadPeace

RoadPeace is a national charity for road crash victims, offering support to those affected by road crashes through their helpline, befriending service, trauma support programme, local group network and remembrance activities. It has an extensive range of post-crash legal guides that can help families navigate the criminal justice system, and its legal panel provides advice on civil compensation and offers pro bono inquest support. RoadPeace also campaign to improve victims' rights and the response of the criminal justice system to road danger, and for greater priority to be given to reducing the number of future victims. The North Yorkshire Police and Crime Commissioner recently funded RoadPeace to deliver local support services for victims. These include support groups for bereaved and injured victims, which meet every two months, and a 10-week trauma support programme for bereaved families.

Coroner Support Services

Volunteers from the Coroner Support Service support bereaved families and witnesses attending an inquest. They guide people through the coronial process, explain the role and remit of the coroner and signpost callers to local support agencies. As well as specific services for victims of road collisions, there are also other services. These include:

- Victim Support¹¹
- Restorative Justice¹²

¹¹ Home - Victim Support

¹² Restorative Justice Council | Promoting quality restorative practice for everyone

Advocating for justice for victims of road collisions

No one expects their lives, or the lives of those they love, to be devastated by sudden, violent bodily harm sustained on a road in Leeds. When this does happen, victims and their families must receive timely professional support and advice covering a bewildering number of needs: medical, psychological, social, financial, legal and more.

Navigating the justice system

Those who suffer that fate or receive the news must often navigate the justice system quickly. This can be confusing and traumatic. (Bereaved families may, for example, struggle to understand why a fatal crash may not necessarily be a recordable crime.)

Voluntary support organisations fill this gap and help victims by providing information on the justice system, such as:

- post-collision procedures with police and the coroner
- victims' rights (as set out in the Victims' Code, 11.4.5)
- help with victim impact statements
- Coroners Court or Criminal Court attendances
- help seeking compensation for post-traumatic stress, loss of income and hardship.

To ensure this support is available to victims, a financial commitment to post-collision services for victims and all those affected in West Yorkshire is crucial.

'Victims' code'

Victims and close relatives are entitled to a number of protections and rights under the 'Victims' Code'.¹³ This is the right to be provided with information and support services, and applies, for example, to the NHS and the police. This code is about to become a Victims' Law putting the rights of victims into primary legislation. Services for victims of road crashes are, however, seriously underfunded compared to other victim support services.

There is a Victims' Commissioner for England and Wales covering all victims. We need to consider whether it would be appropriate to campaign for a West Yorkshire Victims' Commissioner with a specific focus on roads victims, as in London and West Midlands, with the remit to identify gaps in funding and support.

Using technology for justice

The Safe Vehicles and Safe Behaviours / People pillars advocate for the introduction of in-vehicle technology such as 'black box' devices that record and monitor driving behaviour to reduce the risk and severity of collisions. Operation SNAP also uses video and photographic evidence submitted by members of the public to report driving offences, so that the police establish if an offence has been committed. For victims, this footage or data can be used to assist with determining if a road crime has been committed. The MCET team can obtain this data as part of their investigation and help bring justice.

¹³ The Code of Practice for Victims of Crime in England and Wales and supporting public information materials - GOV.UK (www.gov.uk)



About this version of Leeds Safe Roads Vision Zero 2040

Acknowledgements

This version of the Leeds Safe Roads Vision Zero 2040 strategy was adopted in September 2022.

This document was developed in collaboration and sets out our initial proposals, based on our collective experience and understanding.

How to get in touch

There are a number of ways for you to contact us and find out more about the work we do.

Email us:

visionzero@leeds.gov.uk

Write to us:

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Our thanks go to the following for their expertise, hard work and ongoing commitment to Leeds Vision Zero.

The Leeds Safe Roads Partnership

Leeds Vision Zero Expert Panel

Councillor Helen Hayden, Executive Member Infrastructure and Climate

All others who have supported.

Acronyms

ANPR	Automatic Number Plate Recognition	GDPR	General Data Protection Regulation	MAG	Motorcycle Action Group	SCP	School crossing patrol
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Contact: visionzero@leeds.gov.uk
Visit us at: Leeds.gov.uk/visionzero

September 2022 V1



Vision
Zero
Action
Plan
2022-25





About this version of the Leeds Safe Roads Vision Zero 2040 Action Plan 2022-25

This Action Plan accompanies the Leeds Safe Roads Vision Zero 2040 strategy that was adopted in September 2022. This document was developed in collaboration with the Leeds Safe Roads Partnership. It is based on our collective experience and understanding, and it sets out our actions until 2025.

We will update the Vision Zero Action Plan every three years to make sure our work is relevant. We will publish a new strategy around 2030.

How Vision Zero supports the Leeds Transport Strategy

The Leeds Transport Strategy's aim is for Leeds to be a city where you don't need a car. Eliminating fatal and serious injuries will help to achieve this. Safe Roads Vision Zero 2040 Strategy thus supports the Leeds Transport Strategy. Both action plans will be implemented in parallel. Actions around objectives such as mode shift, infrastructure for active travel, 'School Streets' and Streetspace reallocation are covered by the Transport Strategy Action Plan. This Vision Zero Action Plan focuses on objectives that directly support the goal of eliminating deaths and serious injuries.

How to get in touch

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Action Plan 2022 - 2025

Action	Deliverable	Status	Funding	Timeframe	Partners
VZ1	Publish an annual report to record progress against the strategy aims and actions.	New	Staff cost	2023 then ongoing	LSRP WYSR
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.	New	Staff cost	2022	LSRP
VZ3	Respond to policy and other consultations locally, regionally and nationally to incorporate Vision Zero principles.	New approach	Staff cost	Ongoing	LCC
FUND1	Develop a revised approach to ranking road safety infrastructure interventions eligible for CRSTS funding to ensure those with greatest benefit are prioritised.	New approach	Staff cost	FY 2023/24	LCC
FUND2	In partnership, explore funding opportunities to identify gaps in post-collision care/support services for victims and their families and emergency services staff in Leeds and West Yorkshire.	New	West Yorkshire Mayor's Safer Community Fund Road Safety Trust Other external grant funding	FY 2023/24 then ongoing	LCC WYSR WYCA
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.	New approach	WYSR	Ongoing	LCC WYSR

Action	Deliverable	Status	Funding	Timeframe	Partners
CON1	Officer(s) from council's Influencing Travel Behaviour road safety team to attend all Community Committees at least once every 12 months.	New	Staff cost	2023 then ongoing	LCC Community Councils
CON2	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.	New approach	Staff cost	2022 quarterly, 6-monthly or annually	LSRP
DAT1	Publish collision data annually on the council's website and on Data Mill North; provide links to other datasets monthly/quarterly.	New approach	Staff cost	Ongoing	WYP LCC
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 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 micromobility modes correlations between injury risk and socio-economic demographics such as access to or ownership of cars 	New	Staff cost External grant funding	2022 - 2025	LSRP Leeds Universities WYSR
COMM1	Set up a Leeds Safe Roads Partnership Communications working group in 2023 to coordinate communications about: <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 consultations national, regional and local road safety events and campaigns 	New	Staff cost	2023 then ongoing	LSRP
COMM2	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.	New	LCC revenue	FY 2023-24	LCC

Action	Deliverable	Status	Funding	Timeframe	Partners
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 	New approach	Staff cost	Ongoing	LCC
COMM4	Prepare a community guide about how to deal with local speed problems.	New approach	Staff cost	2023	LCC WYP
COMM5	Increase followers/subscribers of the Connecting Leeds blog, Commuter newsletter and social media platform by 5% each year to widen our reach.	New	Staff cost	Ongoing	LSRP
COMM6	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' 	New approach	Staff cost LCC revenue	FY 2023/24 then ongoing	LSRP
COMM7	Develop Vision Zero kitemark or programme in partnership with WYSR to encourage and recognise best practice in safe road behaviours and design.	New	Staff cost	2024	LCC WYSR
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. 	New approach	Staff cost	2022 then ongoing	LSRP BHS WYCA WYSR

Action	Deliverable	Status	Funding	Timeframe	Partners
EDU2	Increase delivery of cycle lessons to adults and children.	New	Revenue cost	2022/23	LCC
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.	New approach	Staff cost Revenue cost	Ongoing	LSRP DVSA LCC Other
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.	New approach	Staff costs	2023/24	LSRP Victims
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.	New approach	Staff cost	2023	LSRP WYSR
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.	New approach	LCC Revenue funding WYP	Ongoing	LSRP
ENF2	Trial data-led enforcement on identified: <ul style="list-style-type: none"> • rural roads • 20mph zones 	New approach	Operational cost	2023	WYP LCC
ENF3	Increase the number of submissions to Operation SNAP to report dangerous driving by 5% each year.	New	Staff costs	Ongoing	LCC WYP
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. 	New approach	Staff cost	Ongoing annual programme in Spring/summer	WYP BHS LCC
BEH1	With WYP and WYSR, incorporate careless driving to create a 'Fatal Five' road traffic offences, communicate this change and adapt operations accordingly.	New	Operational cost	Commence 2023	WYP WYSR
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	Staff cost	Ongoing	WYP LSRP

Action	Deliverable	Status	Funding	Timeframe	Partners
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.	New	Staff cost External revenue grant funding	2024/25	Public Health LSRP
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.	New	Staff cost External revenue grant funding	2023/24	Public Health LSRP
BEH5	Install technology to detect pedestrians and deploy support to prevent self-harm on the strategic road network.	New	NH cost	2022 then ongoing	National Highways
SPD1	Review sections of non-motorway roads currently signposted with the national speed limit and consider reducing this to a maximum of 50mph.	New	CRSTS	2023-24 then ongoing	LCC WYSCP
SPD2	Review speed limits on local roads and introduce interventions to support a reduced limit where appropriate.	New approach	CRSTS	2023-24 then ongoing	LCC
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 	Current	CRSTS	Ongoing	LCC WYSCP
SPD4	Identify, assess and submit applications for approval by the West Yorkshire Casualty Prevention Partnership for: <ul style="list-style-type: none"> sites for new safety cameras new locations for mobile speed cameras average speed camera sites 	Current	CRSTS	Ongoing	LCC WYSCP
SPD5	Complete the installation of 20mph speed limits on all residential streets in Leeds.	Current	CRSTS	2023	LCC
SPD6	Install speed reduction measures to reduce mean speeds at 20mph sites.	Current	CRSTS	Ongoing	LCC
SPD7	Investigate participating in the National Community Speedwatch programme and deliver through local Neighbourhood Police Teams if supported.	New	CRSTS	2023	WYP LCC

Action	Deliverable	Status	Funding	Timeframe	Partners
SPD8	Identify, consider and implement new solutions to increase speed compliance and build partnerships with experts in this field.	Ongoing	Grant funding CRSTS	Ongoing	LSRP
RDS1	Maximise crossing times for pedestrians, horse riders and cyclists at all new and refurbished signals and at 5% of existing crossings each year.	New approach	CRSTS	Ongoing	LCC
RDS2	Implement advanced stop lines where practical during all refurbishment, maintenance and other works.	New approach	Maintenance CRSTS	Ongoing	LCC
RDS3	Research the effectiveness of VMS messaging in partnership with Leeds Universities and investigate use of other roadside advertising for road safety messages.	New	Revenue	FY2023/24	LCC
RDS4	Apply for and use powers under Part 6 of the Traffic Management Act 2004.	New	CRSTS	Expected 2023	LCC DfT
RDS5	Identify sites for sensor technology to detect near misses and red-light running.	New	CRSTS WYSRP	2023 then ongoing	LCC WYSRP
RDS6	Implement the recommendations arising from the government's Pavement Parking consultation (November 2020) when available.	New	CRSTS	Expected 2023 then ongoing	LCC
RDS7	Evaluate the 'motorcycles in bus lanes' trial and expand if appropriate.	Trial	CRSTS	2023 then ongoing	LCC
VEH1	Deliver and report on the vehicle safety enforcement programme and compliance checks on the strategic road network.	New approach	Staff cost	Ongoing	NH WYP
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.	New	Staff cost Revenue/grant funding	Ongoing	LCC WYP
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.	New	Staff cost	2023	LCC WYCA

Action	Deliverable	Status	Funding	Timeframe	Partners
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. 	New	Revenue cost	FY 2024/25	LCC
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.	New	Staff cost	2023/24 then ongoing	LCC
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.	New	Staff cost	2025	LCC WYP
PCR3	Work with the Coroner for Leeds to identify ways to share data quickly to reduce delays in the investigation.	New	Staff cost	As required	LSRP Leeds Coroner



Acronyms

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September 2022 V1





Report of: Chief Officer Culture and Economy

Report to: Outer East Community Committee

**Cross Gates & Whinmoor, Garforth & Swillington,
Kippax & Methley, Temple Newsam**

Report author: Karen Murgatroyd - 3788531

Date: Tuesday 07 March 2023

To note

Update on LEEDS 2023 Year of Culture

Purpose of report

1. The purpose of this report is to provide an update to the Outer East Community Committee on progress made with the LEEDS 2023 Year of Culture since the presentation in summer 2022.

Main issues

2. Programme

The LEEDS 2023 year of Culture was launched at “The Awakening” event held at Headingley Stadium on 7 January, attracting national and worldwide media attention. The programme for the first season of the year has been announced here <https://leeds2023.co.uk/whats-on> with seasons 2 and 3 to be announced later in the year.

Across season one, LEEDS 2023 are encouraging communities and schools to take part in **Waking the Artist**, a city-wide exhibition of art by people of Leeds. Community groups are invited to take part by making art and creating a display in their local library, community space or window. Communities can lead their own art-making workshops or are able to book a free facilitator or resource pack to support their engagement. Display

labels and more information is available at: <https://leeds2023.co.uk/take-part/waking-the-artist>

Events will be taking place throughout the city and in every ward, thanks to the My LEEDS 2023 project and the extensive schools and creative learning programmes which are detailed later in this report.

3. My LEEDS 2023

The signature event My LEEDS 2023, funded by the Paul Hamlyn Foundation, involves the appointment of a Neighbourhood host for each ward. The Neighbourhood Hosts are participating in a paid training scheme during which they will:

- Develop their skills in community engagement, event management and producing
- Design and deliver a community grants scheme
- Collaborate with their community and co-create activity in each ward across the summer
- Acts as a community ambassador, creating opportunities for people in their ward to engage with LEEDS 2023.

Neighbourhood Hosts are currently working for six hours a week, which includes their time spent in training and this reduces to three hours from September. The Neighbourhood Host scheme has been designed to increase the capacity for hyper-local community engagement in each of the wards, and to create opportunities for people across the city to participate in activity as part of the Year of Culture. Each host is supported by an Anchor Organisation, an organisation based in their ward / a nearby ward, providing mentoring and guidance along the way. They also receive support from the My LEEDS 2023 team to help them to carry out their role. Elected Members are invited to support the Neighbourhood Hosts and their community by:

- Sharing with the Neighbourhood Host their knowledge of the ward and experience engaging with communities
- Sharing possible opportunities for engagement with ward members
- Making introductions, where appropriate, to members of the community who could further support activity.

The Neighbourhood Hosts and anchor organisations for the wards in this Community Committee area are:

- Crossgates and Whinmoor – Anna Marie Deane supported by Crossgates Good Neighbours
- Garforth and Swillington – Caroline Ann Newsome supported by NET Garforth
- Kippax and Methley – Michaella Biscomb-Tempest supported by NET Garforth
- Temple Newsam – Michelle Wood supported by HOPE

The community grants scheme was launched in early February and detail of the scheme can be found here <https://leeds2023.co.uk/take-part/community-grants>. Designed collaboratively by the Neighbourhood Hosts, the community grants scheme will support participation in one of the 33 My Leeds activities being produced across the summer. Residents are invited to apply for a community grant via the LEEDS 2023 website. All grant proposals will be considered by a panel of Neighbourhood Hosts and funds allocated accordingly. The grants are open to anyone over 18 with a UK bank account, and LEEDS 2023 are hoping to receive a high number of applications from a diverse range of people and organisations. Elected Members' support in sharing the opportunity across their wards would be greatly appreciated.

4. Creative Learning programme

Every child and young person of school age in Leeds is getting the chance to take part in the Year of Culture. LEEDS 2023's creative learning programme features free activities for learners in all key stages, including classroom resources, facilitated workshops, participatory activities, and opportunities for learning outside the classroom. With links to the curriculum, the programme supports teaching across a variety of subject areas and helps learners develop their creativity. Learning resources for schools can be found on the LEEDS 2023 website <https://leeds2023.co.uk/creative-learning>

Over 1500 learners and 20 schools engaged through the ballot for The Awakening, including participation in Leeds Artists Show. Spring term will see over 2300 pupils across 40 schools take part in facilitated workshops, including an interschool slam poetry competition, Common Wealth theatre, and Leeds Young Film. The following schools have either participated in an activity or are already booked onto an activity in the Spring term:

- John Smeaton Academy, Leeds Young Film
- Manston Primary, Leeds Cultural Heritage
- Temple Learning Academy, Off the Curriculum
- Temple Moor High School, Authors Abroad

LEEDS 2023 are encouraging and enabling schools to take part in The Wild Escape in partnership with Leeds Museums & Galleries, which will see children across the city engage with museum collections, learn about conservation and create their own art.

In addition, a series of four free workshops on digital and creative skills (video editing / creative livestreaming etc) will be taking place at Garforth Community Hub and Library throughout the year in conjunction with 100% Digital Leeds.

5. Volunteer programme

LEEDS 2023 have created a new volunteer programme to allow local people to get involved in all aspects of the year, from stewarding at events to supporting artists behind the scenes, helping with events in local communities and helping out at the head office.

The programme is proving to be very popular, with 1638 people signing up, 1014 applications made, 361 volunteers confirmed and 139 worked on The Awakening event. The LEEDS 2023 team are currently recruiting more volunteers to join the team to support them in the Year of Culture. This is a completely flexible volunteer role, where once trained, volunteers have the opportunity to book whichever shifts they like the look of, with no minimum or maximum commitment. Ward members are asked to promote this opportunity and to encourage residents to visit the volunteer page and fill in some personal details. Applications are open until 15th March and can be made on the website here: <https://leeds2023.co.uk/volunteer-with-leeds-2023>

6. Evaluation and impact

An open and collaborative partnership has been established between LEEDS 2023 and its evaluation partners The Audience Agency and the Centre for Cultural Value, its data partner Open Innovations and Leeds City Council. Data sharing agreements are being worked up to allow data to be shared openly between organisations to ensure that every best effort is made to measure the impact of the year.

Open Innovations have commenced their work on **data collection, analysis and visualisation**, breaking down participant data from the summer roadshow, volunteer applications, ballot entries for The Awakening event and responses to callouts to get involved in upcoming opportunities. Open Innovations have used this participant data to build a picture of participation at ward level. This information is publicly available on the LEEDS 2023 data microsite <https://data.leeds2023.co.uk/> and is being used by the LEEDS 2023 team to identify the parts of the city where additional intervention could be targeted to ensure city-wide participation in the Year of Culture.

The work which Open Innovations is undertaking also includes plans for an impact dashboard aligned with some of the KPIs set in the council's grant agreement, so that performance information is up to date, easy to access and readily available. This will provide a useful insight not just for LCC but for the cultural sector and other partners across the city

7. Economic impact forecast

The LEEDS 2023 economic impact study undertaken by Leeds Culture Trust in January 2021 states that indicative impacts of the Year of Culture include:

- 1,310 new jobs in the visitor economy, rising to 1,620 by 2030;
- 10% growth in the Leeds visitor economy in 2023 and 4% growth thereafter;
- £114m extra direct and indirect revenue to the Leeds visitor economy;
- 1,000 freelance opportunities; 2,000 trained volunteers;
- 150 internships/work placements for students and young people;
- 100 apprenticeships/accredited training opportunities;
- 50 entry-level opportunities for young people via education programmes and partnerships; and,
- 6 to 1 return on investment for Leeds (as well as 8 to 1 investment for West Yorkshire and a £49m annual boost to the regional visitor economy too).

8. Legacy

LCC has created a new LEEDS 2023 Legacy Planning Group which will lead on the oversight and coordination of activities to ensure the long-term legacy of the Year of Culture. Bringing together senior council officers and members of the Executive team from Leeds Culture Trust, the group will inform the wider framework for engagement on and delivery of legacy.

A refreshed grant agreement for LEEDS 2023 is being prepared for March 2023 and is expected to include information sharing requirements to enable effective legacy planning. Examples of data to be collected include:

- Ticketing data for use by Arts, Events & Venues team in the ongoing promotion of LCC events / programmes
- Volunteer data – so that volunteers might be signed up to support LCC events
- Grants data – to scope alignment with the Council's cultural grants programmes and ongoing sector support
- Communities – to facilitate the continuation of our cultural and working relationships across the city's 33 wards
- Schools' data – to assess and potentially further develop cultural engagement with Leeds' schools
- International – key contacts to be shared with LCC for ongoing relationship building by International Relations and Culture Programmes teams

Corporate considerations

Consultation and engagement

9. A presentation on LEEDS 2023 was made at the June-July 2022 cycle of **Community Committees**, whereby committees were clear about the need to strengthen engagement with elected members and to ensure that they are aware of what to expect in LEEDS 2023. A number of steps have been taken as a result of this feedback in order to strengthen the engagement of elected members with LEEDS 2023.

- A city wide roadshow to all 33 wards throughout summer 2022, which was attended by a total of 43 councillors alongside 758 other participants which included parish councillors, local businesses, artists, youth group leaders, faith and community leaders and members of the public.
- All elected members received a **briefing pack** in mid-September 2022 outlining the history of LEEDS 2023, its funding arrangements, a brief programme overview, examples of activities which have already taken place throughout the city and details about how local residents can get involved. Updates and reminders on LEEDS 2023

activities have been included in the regular member updates issued by the Chief Executive's office.

- All elected members were invited to the LEEDS 2023 “**100 days to go**” events on 23 September 2022 and 18 councillors in total attended.
- On 1 November all elected members were invited to attend a briefing combined with an **introduction to the Neighbourhood Hosts** and this was attended by 17 councillors.
- All councillors received an invitation to apply for tickets to attend “The Awakening”
- At the request of Scrutiny Board, a further **briefing for councillors** was held in the Civic Hall on Wed 19th January, timed to fall on Full Council day and a total of 17 councillors attended.
- Ward councillors are being briefed about proposed events taking place in their wards and community consultations will be held as appropriate throughout the year.

Equality and diversity / cohesion and integration

Equality, inclusion, and diversity sit at the core of the LEEDS 2023 approach to culture and this is reflected in the company's approach to recruitment and programming as well as in its policies, practices and procedures. In order to ensure that the benefits of the year are felt not just in the city centre or in the wards which already have high levels of cultural engagement, LEEDS 2023 are looking to break down barriers that individuals and communities face when trying to access culture, including:

- Providing free or low-cost ticketing to ensure participation by people from all socio-economic groups.
- Ensuring that localised activity is planned in all 33 wards of Leeds and beyond the city centre.
- Creating digital immersion tools to remove geography and physical participation as a barrier to accessing the Year of Culture.
- Engaging with schools across the city and creating classroom resources for learners in Key Stages 1-5, including SEND learners.

Council policies and city priorities

The Council recognises that growing the economy has positive benefits to the city and that our work developing the city's culture strategy and the successful delivery of LEEDS 2023 are crucial components of achieving our **Inclusive Growth Strategy** ambitions. The Year of Culture will support the city's economic recovery from COVID-19 and building longer term economic resilience. The year will also contribute to the following Big Ideas:

- Maximising the economic benefits of culture
- Promoting Leeds and Yorkshire
- Leeds as a digital city
- Working together to create better jobs, tackling low pay and boosting productivity

- Putting children at the heart of the growth strategy

Sustainability is at the heart of LEEDS 2023's approach to its Year of Culture and its Sustainable Action Plan aligns with Leeds' **Net Zero Strategy**. LEEDS 2023 has been working with SAIL (Sustainable Arts in Leeds) to deliver carbon literacy training for all members of the team and to develop a sustainable road map across the entirety of its programme. As a result, there will be a carbon impact assessment carried out for each of the 12 signature projects and the year will include best practice projects which champion sustainable practices and are industry leaders in their approach, whilst helping to educate audiences about the importance of combating climate change.

The LEEDS 2023 programme aligns with the **Health and Wellbeing** strategy by supporting healthy, physically active lifestyles, as well as improving social, emotional and mental health and wellbeing. The impacts of arts and culture are well documented, with doctors now using social prescribing as a means to combat depression and loneliness.

Resources and value for money

In July 2019 LCC entered into a grant agreement with the Leeds Culture Trust, lasting up until March 2024. The original core budget commitment was for £12,700,000 and this was reduced to £10,665,000 in 2021.

The contribution to LEEDS 2023 from the core council budget has been further reduced by making substitutions from the Business Rates Pool and WYCA's Gainshare allocation. Overall, substitutions reduce the Council's total net commitment from £10,665,000 to £5,731,893.

LEEDS 2023 has an ambitious budget target of £21m and aims to invest 50% in programme delivery. In spite of a growing number of challenges and against a difficult economic backdrop which make this an increasingly difficult climate for fundraising, Leeds Culture Trust continues to make good progress towards its ambitious targets for LEEDS 2023. LCC's contribution has leveraged further funding from a variety of sources including business sponsorship, trusts and foundations and education partners which brings **total fundraising to date to over £19m**. A further £621k of additional funding is pending and bids worth another £6.1m are currently in the pipeline.

Value for money is ensured through regular reports to the council's Strategy and Resources Scrutiny Board.

Risk management

The council has established a City Readiness Board which brings together LCC directors with executive staff from Leeds Culture Trust. The City Readiness Board and its sub-groups (which cover Planning and Feasibility, Young People and Skills and Strategic Marketing) offers a governance structure which allows risks to be identified and issues to be escalated to LCC directors. In addition, the Executive Manager LEEDS 2023 Partnership has been in post since April 2022, providing additional oversight of key risks.

Conclusion

Since the presentation to Community Committee in summer 2022 The Year of Culture programme was launched with the very successful “Awakening” event, which has raised the profile of the city locally, nationally and internationally. Good progress has been made in fundraising, creating a volunteer programme, collecting ward-level data and in developing a creative learning programme which aims to give every school child in the city the opportunity to be part of LEEDS 2023. In response to feedback from Community Committee, elected members have been given the opportunity to attend various LEEDS 2023 briefings and events as well as receiving an information pack specifically created for Councillors.

Recommendations

1. Members of the Community Committee are asked to note the contents of this report.
2. That members of the Community Committee use their own social media accounts to promote opportunities presented by LEEDS 2023, as well as details of LEEDS 2023 events taking place locally.
3. That the Outer East Community Committee Facebook page be used in the promotion of opportunities and local events.

Background information

- None



Report of: Head of Locality Partnerships

Report to: Outer East Community Committee

**Cross Gates & Whinmoor, Garforth & Swillington,
Kippax & Methley, Temple Newsam**

Report author: Charlotte Fletcher, Localities Officer

Tel: 07712 217 260

Date: Tuesday 07 March 2023

For Decision

Outer East Community Committee - Finance Report

Purpose of report

1. The report provides the Community Committee with an update on the budget position for the Wellbeing Fund, Youth Activity Fund, Capital Budget, as well as the Community Infrastructure Levy Budget for 2022/23. It also provides the committee with an update on organisations funded by the Community Committee and how their project delivery will be affected by the Coronavirus pandemic.

Main issues

2. Each Community Committee has been allocated a wellbeing budget (revenue and capital) and Youth Activities Fund which it is responsible for administering. The aim of these budgets is to support the social, economic, and environmental wellbeing of the area and provide a range of activities for children and young people, by using the funding to support projects that contribute towards the delivery of local priorities.
3. A group applying to the Wellbeing Fund must fulfil various eligibility criteria, including evidencing appropriate management arrangements and financial controls are in place; have relevant policies to comply with legislation and best practice e.g., safeguarding, and equal opportunities and be unable to cover the costs of the project from other funds.
4. Wellbeing funding cannot be paid retrospectively. An application form must be submitted and approved by the Community Committee before activities or items being purchased through wellbeing funding are completed or purchased.

5. The amount of wellbeing funding provided to each committee is calculated using a formula agreed by Council, taking into consideration both population and deprivation of an area.
6. Capital (CRIS) injections are provided as a result of council assets being sold. 5% of the sale price (up to a maximum of £100k) of a council asset is pooled city-wide and redistributed to the Community Committee areas on the basis of deprivation. The Community Committee will receive a new capital injection every 6 months.
7. Each Community Committee has also been allocated a Community Infrastructure Levy budget. For each CIL contribution, Leeds City Council retains up to 70-80% centrally, 5% is needed for administration and 15-25% goes to be spent locally. The money will be vested with the local Town or Parish Council if applicable, or with the local Community Committee and spend decided upon by that body. This local money is known as the 'Neighbourhood Fund' and should be spent on similar projects to the Wellbeing Fund (capital).
8. In the Outer East Community Committee, the CIL money for Allerton Bywater Parish Council, Great and Little Preston Council, Kippax Parish Council, Ledsham Parish Council, Ledston Parish Council, Micklefield Parish Council and Swillington Parish Council will be administered by each individual Parish Council, whereas monies for Cross Gates & Whinmoor, Garforth, Methley and Temple Newsam will be administered by the Outer East Community Committee.
9. It was agreed at Outer East Community Committee on the 02 October 2018 that CIL monies for Cross Gates & Whinmoor, Garforth, Methley and Temple Newsam would be spent in the ward it was generated in
10. Projects eligible for funding by the Community Committee could be community events; environmental improvements; crime prevention initiatives, or opportunities for sport and healthy activities for all ages. In line with the Equality Act 2010, projects funded at public expense should provide services to citizens irrespective of their age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation: the fund cannot be used to support an organisation's regular business running costs; it cannot fund projects promoting political or religious viewpoints to the exclusion of others; projects must represent good value for money and follow Leeds City Council Financial Regulations and the Council's Spending Money Wisely policy; applications should provide, where possible, three quotes for any works planned and demonstrate how the cost of the project is relative to the scale of beneficiaries; the fund cannot support projects which directly result in the business interests of any members of the organisation making a profit.
11. Any request for funding would involve discussions with appropriate ward members. Where projects do not have support from the Community Committee and are not approved, applicants are offered further discussions and feedback if this is requested.
12. In order to provide further assurance and transparency of all decisions made by the Community Committee, any projects that are not approved will be reported to a subsequent Community Committee meeting. Sometimes urgent decisions may need to be made in between formal Community Committee meetings regarding the administration of wellbeing and youth activity budgets and also regarding the use of the Community Infrastructure Levy (CIL) Neighbourhood Fund which has been allocated to the Community Committee. Alongside the Committee, designated officers have delegated authority from the Director of Communities and Environment to take such decisions.

13. The Community Committee has previously approved the following 'minimum conditions' in order to reassure Members that all delegated decisions would be taken within an appropriate governance framework, with appropriate Member consultation and only when such conditions have been satisfied:
- a) consultation must be undertaken with all committee/relevant ward members prior to a delegated decision being taken.
 - b) a delegated decision must have support from a majority of the community committee elected members represented on the committee (or in the case of funds delegated by a community committee to individual wards, a majority of the ward councillors); and
 - c) details of any decisions taken under such delegated authority will be reported to the next available community committee meeting for members' information.
14. Members are reminded that the necessary scrutiny of applications to satisfy our own processes, financial regulations and audit requires the deadline for receipt of completed applications to be at least five weeks prior to any Community Committee. Some applications will be approved via Delegated Decision Notice (DDN) following consultation with Members outside of the Community Committee meeting cycle.

Wellbeing Budget Position 2022/23

15. The total revenue budget approved by Executive Board for 2022/23 was £93,440.00 for the Outer East Community Committee. Table 1 shows a carry forward figure of £99,897.40 which includes underspends from projects completed in 2021/22. Allocated wellbeing projects in 2021/22 is £26,805.76 and not yet completed. The total revenue funding available to the Community Committee for 2022/23 is therefore £166,531.64. A full breakdown of the projects approved or ring-fenced is available on request.
16. It is possible that some of the projects may not use their allocated spend. This could be for several reasons, including the project no longer going ahead, the project not taking place within the dates specified in the funding agreement, or failure to submit monitoring reports. Due to this the final revenue balance may be greater than the amount specified in Table 1.
17. The Community Committee is asked to note that so far, a total of **£119,363.38** has been allocated to projects, as listed in Table 1.
- a) The Community Committee is also asked to note that there is a remaining balance of **£48,442.00** in the Wellbeing Revenue Fund.

18. A full breakdown of the projects is listed in Table 1 and is available on request.

TABLE 1: Wellbeing Revenue 2022/23

INCOME: 2022/23	£93,440.00				
Balance brought forward from previous year	£99,897.40				
Less projects brought forward from previous year 2021/22	£26,805.76				
TOTAL AVAILABLE: 2022/23	£166,531.64				
Area wide ring-fenced projects	OE (£)				
Small Grants	£4,000.00				
Community Public Engagement	£1,500.00				
Tasking Team Initiatives	£5,000.00				
Skips for Community Clean Ups	£3,000.00				
Youth Summit	£2,000.00				
Total area wide ring-fenced for projects	£15,500.00				
Remaining balance split equally across the wards	£151,031.64	£37,757.91	£37,757.91	£37,757.91	£37,757.91
Ward Projects	OE (£)	Ward Split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
CCTV monitoring costs (£1k per camera) -TBC	£12,000.00	£3,000.00	£4,000.00	£2,000.00	£3,000.00
Christmas Lights Switch on Events, Motifs & Trees - TBC	£33,510.00	£13,800.00	£12,000.00	£7,210.00	£500.00
PHAB	£695.40	£99.34	£198.69	£ -	£397.37
Money Buddies	£24,380.00	£11,192.00	£ -	£4,396.00	£8,792.00
Queens Jubilee Benches	£3,089.00	£1,281.00	£1,808.00	£ -	£ -
OE Pedal Cycle Security	£5,840.00	£1,460.00	£1,460.00	£1,460.00	£1,460.00
Swarcliffe GN Monthly Trips	£2,000.00	£2,000.00	£ -	£ -	£ -
Community Composting	£2,500.00	£ -	£2,500.00		
Grit Bins	£2,600.00	£400.00	£400.00	£1,200.00	£600.00
Allerton Bywater PC Keep Village Clean	£1,380.00	£ -	£ -	£1,380.00	£ -
Kippax PC Community Pantry	£2,500.00	£ -	£ -	£2,500.00	£ -
Halton Moor Community Football Sessions	£6,609.98	£ -	£ -	£ -	£6,609.98
WYFRS Youth Interventions Programmes	£4,842.50	£2,421.25	£ -	£ -	£2,421.25
Connecting Crossgates Community Fridge	£1,916.50	£1,725.00	£ -	£56.50	£135.00
Total Spend (Ward Projects):	£103,863.38	£37,378.59	£22,366.69	£20,202.50	£23,915.60
Total spend (Area Wide & Ward Projects):	£119,363.38	£ -	£ -	£ -	£ -
Balance Remaining (Area Wide & Per Ward):	£48,442.00	£660.14	£15,513.46	£18,013.60	£14,254.80

Projects for consideration and approval

Wellbeing Budget

The following projects* are presented for Members' consideration and approval:

**Some projects will be approved subject to confirmation of 2023/24 budget funding.*

19. Project Title: Youth Intervention Programmes

Organisation: West Yorkshire Fire & Rescue Service

Total Project Cost: £5,135.00

Amount Proposed £2,080.00

Wards covered: Cross Gates & Whinmoor (£1,040.00) and Temple Newsam (£1,040.00)

Project Summary: In December 2022, the Outer East Community Committee approved £4,842.50 for the delivery of the Youth Interventions Programme (project reference: OE.22.21.LG) which aims to reduce anti-social behaviour, fire setting and dangerous driving among young people to decrease the impact on the fire service and make communities safer. Since December, WYFRS have reached out to schools (Primary, Secondary and Alternative provisions), as well as community youth provisions and charity organisations who work to support young people and because of this engagement 60 young people have booked to attend the planned programmes and intervention sessions which will be delivered between April and July 2023. A further 40 young people have requested to book onto the sessions which are now full. To prevent turning young people away and keep them engaged in this vital learning additional funding is requested to facilitate additional targeted intervention days to be scheduled as part of the programme.

Community Committee Plan Priorities/ Objectives

- Best City for Communities.
- Best City for Children & Young People

20. Project Title: Halton Moor Community Centre, RIBA Stage 1

Organisation: Safer Stronger Communities Team, Leeds City Council

Total Project Cost: £24,867.40

Amount Proposed: £24,867.40

Wards covered: Temple Newsam

Project Summary: Funding is requested to cover the services for the Halton Moor Community Centre Feasibility work. A description of the services include:

Site Development Team, Leeds City Council: Stage 1 Checks (Completed)

- Two site checks.
- Topographical survey.
- Total cost for services: £13,390

NPS Leeds: RIBA Stage 0/1, Strategic Definition, Options Appraisal Part 1 (Completed)

- Commission desktop surveys.
- Outline key site constraints.
- Draft initial layout for community centre building to agree approx. footprint (any drafts in advance of this submission are to be sent through to Mark Mills & Edward Staveley, LCC Asset Management, for review).
- Undertake sketch layouts for each option for issue to Cllr Debra Coupar.
- Total cost for services: £2,608.50

NPS Leeds: RIBA Stage 1, Preparation & Briefing, Feasibility Part 2 (Awaiting Instruction)

- Identify, scope and commission remaining surveys.
- Undertake client and end user consultation as required to develop initial design brief.
- Develop preferred option to suitable presentation standard.
- Undertake engineering technical review.
- Provide initial budget costs for the preferred option.
- Summarise in a RIBA 1 Report together with outline programme, key risks, and procurement advice.
- Total cost for services: £8,868.90

Community Committee Plan Priorities/ Objectives

- Best City for Communities.

21. Project Title: Barley Hill Public Space CCTV Camera

Organisation: LeedsWatch, Leeds City Council

Total Project Cost: £16,577.89

Amount Proposed: £16,577.89* (Wellbeing & Capital)

Wards covered: Garforth & Swillington

**Funding approved is subject to completion and approval of CCTV Data Protection Impact Assessment (DPIA).*

Project Summary: Funding will be used for the installation for public space CCTV at Barley Hill. The cost includes purchase camera, Fibre, and installation. Once the CCTV is in situ there will be an annual service charge of £1,000.

Community Committee Plan Priorities/ Objectives

- Best City for Communities.

22. Project Title: Cross Gates & Whinmoor Community Hub

Organisation: Cross Gates & District Good Neighbours' Scheme CIO (CDGNS)

Total Project Cost: £92,116.00

Amount Proposed: £38,615.00

Wards covered: Cross Gates & Whinmoor (£28,462.00), Temple Newsam (£1,877.00), Garforth & Swillington (£626.00) and Kippax & Methley (£313.00)

Project Summary: Funding will be used to secure the future of our new Cross Gates & Whinmoor Community Hub. The organisation recently changed their Charitable Objectives to enable them to offer support to the whole community, not just older people. Funding is required to enable the extension of activities; support and train staff and volunteers; and secure the future of this important community asset. The hub supports many people who access their service to seek advice and support.

As of December 2022, 10,336 residents have been supporting by the hub, with 8,406 from the Outer East area:

- Cross Gates & Whinmoor: 7,662
- Temple Newsam: 549
- Garforth & Swillington: 158
- Kippax & Methley: 37

Community Committee Plan Priorities/ Objectives

- Best City for Business.
- Best City for Communities.
- Best City for Children & Young People.
- Best City for Health & Wellbeing.

23. Project Title: Outer East Defibrillators

Organisation: Safer Stronger Communities Team, Leeds City Council

Total Project Cost: £5,400.00

Amount Proposed: £5,400.00 (Capital)

Wards covered: Cross Gates & Whinmoor (£1,800.00), Temple Newsam (£1,800.00) and Kippax & Methley (£1,800.00)

Project Summary: Funding will be used to fund 3 community defibrillators which are accessible 24hrs by any person that needs to use them. The project will enable to purchase of defibrillators, cabinets, and equipment installation at the below sites:

- Corpus Christi Catholic Club, Halton Moor Avenue, Leeds, LS9 OHB
- Barnbow, Austhorpe Road, Cross Gates, Leeds, LS15 8EH
- Mount Pleasant Community Centre, Mount Pleasant Gardens, Kippax, Leeds, LS25 7AR

Appointed community guardians will be responsible for the equipment maintenance including weekly checks to ensure the equipment is in working order using a specified weekly checklist which they are required to register on 'the Circuit' website which reports activity and any equipment issues identified by the guardian to the Yorkshire Ambulance Service. Guardians are also responsible for arranging replacements for the Pads every 2 years and batteries every 4-5 years, or as required. For awareness, local ward budgets may be required to fund replacement equipment costs if and when required.

Community Committee Plan Priorities/ Objectives

- Best City for Health & Wellbeing.
- Best City for Communities.

24. Project Title: Garforth Barley Hill Park

Organisation: Parks and Countryside, Leeds City Council

Total Project Cost: £81,157.00

Amount Proposed: £9,150.00 (CIL)

Wards covered: Garforth & Swillington

Project Summary: In September 2022, the Outer East Community Committee approved £30,000.00 (project reference: OE.22.03.CIL) to facilitate a new recreational area within Barley Hill Park. Following the securing of the initial funding for the project and work commencing on site additional items and work has been added into the scheme that were not initially part of the proposal and further funding is sought to cover:

- Additional work to the paths to make them more interesting.
- Additional design beneath the throne and the bench.
- A new edible hedge.
- A sun dial.

- A magical throne.
- A wandering path.

Community Committee Plan Priorities/ Objectives

- Best City for Health & Wellbeing.
- Best City for Communities.
- Best City for Children & Young People.

Monitoring Information

- 25.** As part of the funding agreements, all projects which have had funding approved by the Community Committee are required to provide update reports on the progress of their project. These reports are so that the Community Committee can measure the impact the project has had on the community and the value for money achieved.

There following projects were delivered in the Outer East:

- a) West Yorkshire Police (WYP), Operation Dieselcrest:

Wards Covered: Cross Gates & Whinmoor, Garforth & Swillington, Kippax & Methley and Temple Newsam.

Project Monitoring Summary: Three dedicated officers were deployed, including one Officer dedicated to CCTV to maximise the intelligence led deployment. Other units deployed included Roads Policing unit's vehicle and motorbikes, the off-road bike team and NPT officers, inclusive of a crime prevention event, an officer placed in Leedswatch, and officers strategically placed across the ward to monitor motorcycle movements and gather intelligence. During the operation there were three fail to stops one of which was located and seized, in addition a stolen vehicle was recovered, and one motorbike seized for driving offences. A traffic offence report was issued for a driving offence and there was a strong visible presence across the wards. There were no nuisance motorcycle reports from the public during the operation, showing the presence of the officers circulating quickly across the communities.

To date as part of Op Dieselcrest there has been several arrests, numerous motorcycles seized, disruption visits conducted, intelligence gathered and further work and plans in place, to obtain and execute warrants and hold further days of action. Due to the inclement weather, the smart water could not be deployed (rain reduces its effectiveness) however it has been issued to local off-road bike officers to continue to deploy in furtherance of Dieselcrest and vision zero. As part of Operation Dieselcrest to date East Leeds NPT Officers have:

- Seized 26 Motorcycles.
- Seized 4 Quad Bikes.
- Arrested 6 individuals.
- Recovered/ Seized 3 vehicles.
- Issued 4 Traffic Offence Reports for no insurance and/or licence.
- Issued 3 Section 59 Warnings.
- Conducted multiple disruption visits at known offenders' addresses.

- Delivered crime prevention leaflets.
- Held a crime prevention roadshow.

In addition to the above, officers have conducted stop searches, seized an offensive weapon, and located £10k worth of stolen scaffolding whilst conducting the targeted patrols and worked alongside the Off-Road Bike Team, Motorcycle Unit, and other operational support departments. West Yorkshire Police continue to actively gather intelligence and act across the communities we serve, to provide safer communities and roads for all.

b) West Yorkshire Police (WYP), Pedal Cycle Security Project:

Wards Covered: Cross Gates & Whinmoor, Garforth & Swillington, Kippax & Methley and Temple Newsam.

Project Monitoring Summary: Events were held at St Aidens nature reserve, Garforth Police station, Temple Newsam, Sainsburys, Garforth Red Row housing estate, housing estate by the Springs. Many of the tags have been applied to pedal cycles and the PCSO team plan to continue these events to tag further bikes, events will be held at the above venues, and all the local schools will be contacted by a PCSO to offer an event to utilise more tags. PCSOs utilised gazebos and engagement vehicle, advertised the events over social media using posters. The events were positively received, people were appreciative of the Officers time and advice and funding provided by the Outer East Community Committee. Some residents noticed the event and went home to bring their family bikes. On occasions, WYP took home addresses and visited properties to fit the tag, where members of the public could not bring their bike to event. People were extremely interested to know more about the scheme once they were aware it was a national database. Many attendees were adults or families, WYP are keen to progress further through schools going forward to ensure more young people register their bikes. Other attendees included groups who regularly cycled, used cycle locks but were very eager to have their bikes marked so they were registered and returned if stolen. WYP used the engagement opportunity to offer more general crime reduction advice and were able to offer a small number of burglary prevention items to vulnerable people.

c) Leeds Youth Service, Kippax Kicks (2021):

Wards Covered: Kippax & Methley

Project Monitoring Summary: The session was open to all young people living in the ward and averaged 25 young people per session. After the success of the England Lionesses in the Euro's Leeds Youth Service had a rise in the number of female young people attending and this continued throughout the year. Leeds Youth Service engaged with forty-three individual young people aged 10 to 18 years with an average of twenty-five young people from the forty-three on the register attending each weekly session. Two young people who turned 18 years old have now become official volunteers with the Leeds Youth Service.

Activities delivered as part of this project included:

- Five a side / seven a side football matches.
- Drills and improving skills.
- Team building games – dodgeball, basketball, and bulldog.
- Cross bar challenge.

d) Leeds Youth Service, School Holiday Programme GS/KM:

Wards Covered: Garforth & Swillington and Kippax & Methley.

Project Monitoring Summary: All trips were open to young people living in both wards. The joint ward funding bid worked well and enabled all young people to access the trips regardless of which ward they lived in or which school they attended. The total number of young people that engaged with the project was 753, of which 674 were individual young people. Activities delivered as part of this project included:

- Easter 2022, Total Young People: 119
Flamingo Land: 52 young people
Cineworld Xscape Sonic the Hedgehog: 15 young people
Blackpool Pleasure Beach: 52 young people
- Summer 2022, Total Young People: 485
Flamingo Land theme park: 52 young people
Blackpool Pleasure Beach: 52 young people
York Maze: 30 young people
Ninja Warrior: 15 young people
Sheffield Aqua Park: 30 young people
Swillington Activity Day: 161
Methley Activity Day: 145
- October Half Term 2022, Total Young People: 104
Ninja Warrior: 22 young people
York Maze "Hallowtween event": 30 young people
Blackpool Pleasure Beach & illuminations: 52 young people
- February half term 2023, Projected Total Young People: 45
Lazerzone Leeds: 15 young people
Ice skating Planet Ice: 15 young people
Bowling & burger: 15 young people

e) Breeze Team, Mini Breeze Events:

Wards Covered: Cross Gates & Whinmoor, Garforth & Swillington, Kippax & Methley and Temple Newsam.

Project Monitoring Summary: Following the success of the 2021 delivery model, Breeze in the Park 2022 continued delivery in the Outer East as follows:

- 03 August 2022, Kippax Common Playing Fields, Off Rosewood Ave, LS25 7DL
- 11 August 2022, Manston Park, Cross Gates, LS15 8HA
- 19 August 2022, Primrose Valley, Halton Dean, LS15 7JA
- 26 August 2022, Glebelands Recreation Ground, Garforth, LS25 1NT

Breeze in the Park events included six zones with activities available for all age ranges and included:

- *Inflatable Zone:* Giant Inflatable Obstacle Course, Large Superdome Bouncy Castle, Jungle Slide Inflatable, Demo Ball Inflatable, Bounce & Slide Inflatable, Interactive Play Zone (target throw/ reaction game), Pillow Wars.
- *Play Zone:* Swing Ball, Volleyball, Giant Connect 4, Giant Jenga, Skip Ropes, Lawn Darks, Diablo building blocks, Mud and Sand play pits. This year the offer was increased to be more creative with new activities such as Mud and Sand play pits, giant building blocks but also increasing the number of activities available.
- *Arts Workshops:* Arts & Crafts including eco crafts, Imagination Gaming delivering math based fun puzzles, Claymation workshops for young people to learn how to make digital animations. Messy Play/ Creative Crafts delivering a make it and take it activity. Beauty workshops including nail art, hand and head massages, Lego Master workshop with Lego experts Brik Box.
- *Breeze Presents Performance Arena:* New to 2022, Breeze introduced a performance element to the event. For 30/ 45 minutes at each event performers delivered a fun, interactive show for all the family. Performances varied for events and included one of the following performers:
 - Professor Pumpernickel – Science show with bags, explosions
 - Gacko - Ukulele Workshops
 - Hippie Poppins – Pirate Poppins / Mary Poppins sing a long
 - Jeddy Bear Picnic – Children’s Entertainers
 - Suitcase Pete – Circus Skills Workshop
 - Boom Chika Boom – Dance, sing, rave workshops
- *Sports Zone:* A small section of the event for children to play sports including mini football and Cricket Skills providing an open free play area for all the family to get involved.
- *Info Zone:* Opportunities were made available for voluntary and private sector organisations to come along to each event to promote their service/offer.

f) Leeds Rhinos Foundation, Multi-Sports Camps:

Wards Covered: Cross Gates & Whinmoor, Garforth & Swillington, Kippax & Methley and Temple Newsam.

Project Monitoring Summary: As part of the project the following four venues engaged with a total of 376 young people:

- Allerton Bywater: 105
- Temple Moor: 85
- Swillington: 86
- Whinmoor St Pauls: 100

The appetite for these camps has been huge with over fifty email enquiries from parents leading into the camp. Netball provision increased for the camp this year to celebrate the launch of Leeds Rhinos Netball. From those that attended camps, 11% (40) attended were from the bottom 10% percentile most deprived parts of the city in accordance with the stats of deprivation.

The activities varied across the camp from invasion games such as football, netball, and rugby to hitting and striking games like cricket and rounders. The camp also included elements of dance and other games that focused on teamwork and co-operation. Each camp concluded with a whole group Summer Olympic Sports Day delivered on the last day. The camps naturally promote healthy and active lifestyles and with the groups working in bubbles, children met new people that then directly impacts on confidence and self-esteem. The below targets were set out and achieved:

- Increased confidence and self-esteem.
- Promote and active and healthy lifestyle.
- Community cohesion, bringing several local cluster schools together in a specific area.
- Increased physical activity.
- 25% target female participation (overachieved).

g) The Tribe Youth Group, Cooking Club:

Wards Covered: Cross Gates & Whinmoor

Project Monitoring Summary: The cooking club was offered to all members of the Tribe Youth Group at Pendas Community Centre and to date has been extremely successful with 50 young people taking part. As well as the weekly sessions, cooking activities were offered over the Christmas break and will be offered over other school holidays. The sessions taught young people how to use the tools, safety, planning meals, budgeting, and cooking skills. Due to the success of the cooking sessions the Youth Group are looking to offer a once-a-month cooking club for members of the community who are unable to attend the weekly sessions to extend the reach of the club.

With the cost of living increasing and food becoming expensive the Tribe Youth Group is stepping up and teaching young people the importance of budgeting and cooking on a budget. Cooking supports young people to learn and practice basic math concepts and build language skills. By creating meals on budget, they built their self-confidence and laid the foundation for healthy eating habits

DDN

26. Since the last Community Committee on 06 December 2022, there have been no projects approved by DDN.

Declined Projects

27. Since the Community Committee on 06 December 2022, there have been no projects declined.

Youth Activities Fund Position 2022/23

- 28.** The total revenue budget approved by Executive Board for 2022/23 was £50,760.00 for the Outer East Community Committee. Table 1 shows a carry forward figure of £50,354.73 which includes underspends from projects completed in 2021/22. Allocated wellbeing projects in 2021/22 is £2,904.00 and not yet completed. The total revenue funding available to the Community Committee for 2022/23 is therefore £98,210.73. A full breakdown of the projects approved or ring-fenced is available on request.
- 29.** The Community Committee is also asked to note that there is a remaining balance of **£12,656.73** in the Youth Activity Fund.
- 30.** A full breakdown of the projects is listed on table 2 and available on request.

TABLE 2: Youth Activities Fund 2022/23

INCOME: 2022/23	£50,760.00				
Balance brought forward from previous year	£50,354.73				
Less projects brought forward from previous year 2021/22	£2,904.00				
TOTAL AVAILABLE: 2022/23	£98,210.73				
Ward Projects	OE (£)	Ward Split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
Total available budget for 2022/23	£98,210.73	£20,403.69	£26,903.69	£23,999.68	£26,903.67
School Holiday Programme	£19,540.00	£9,770.00	£ -	£ -	£9,770.00
School Holiday Programme	£17,191.00	£ -	£8,595.50	£8,595.50	£ -
Mini Breeze	£14,598.00	£3,649.50	£3,649.50	£3,649.50	£3,649.50
Leeds Rhinos	£8,000.00	£2,000.00	£2,000.00	£2,000.00	£2,000.00
TNCP	£10,000.00	£ -	£ -	£ -	£10,000.00
Tribe Cooking Club	£750.00	£750.00	£ -	£ -	£ -
Kippax Kicks	£3,762.00	£ -	£ -	£3,762.00	£ -
Garforth Kicks	£11,715.00	£ -	£11,715.00	£ -	£ -
Totals	£85,554.00	£16,169.50	£25,960.00	£18,005.00	£25,419.50
Balance remaining (Total/ Per ward)	£12,656.73	£4,234.19	£943.69	£5,994.68	£1,484.17

Projects for consideration and approval

Youth Activity Fund (YAF) Budget

The following projects* are presented for Members' consideration and approval:

**Some projects will be approved subject to confirmation of 2023/24 budget funding.*

31. Project Title: Multi Sports Camps

Organisation: Leeds Rhinos Foundation

Total Project Cost: £16,340.00

Amount Proposed: £8,000.00

Wards covered: Cross Gates & Whinmoor (£2,000.00), Garforth & Swillington (£2,000.00), Kippax & Methley (£2,000.00) and Temple Newsam (£2,000.00).

Project Summary: The funding will be used to offer the extremely popular annual multi sports camp summer holiday provision. Leeds Rhinos Foundation will revamp and design, implement and deliver a multi skills camps for young people focusing on key fundamental movement skills, and physical activity whilst focusing keeping fun and enjoyment at the heart of the programme. The sessions will include a variety of games including dodgeball, football, netball, tag rugby and much more that many young people may not have experienced before. Children will take part in activities in a safe and secure environment encouraging social cohesion and an opportunity to make new friends.

Community Committee Plan Priorities/ Objectives:

- Best City for Children & Young People.
- Best City for Communities.
- Best City for Health & Wellbeing.

32. Project Title: School Holiday Activity Programme 2023

Organisation: Red Kite Learning Trust: Temple Newsam Community Partnership, Cluster Team

Total Project Cost: £18,500.00

Amount Proposed: £15,000.00

Wards covered: Temple Newsam

Project Summary: Funding will be used to deliver a programme of positive, diversionary activities, events and trips for children aged between 8 and 17 years. The programme will run over Easter and Summer 2023, providing activities over 6 weeks in total. Consultations undertaken with children and young people has been used to inform the types of activities delivered ensuring the programme is child led. The organisation anticipates 80 to 100 activity places being held per week with 480 to 600 activities delivered in total. Management and co-ordination of the programme will be offered as an in-kind contribution from the Temple Newsam Community Partnership Cluster Team.

Community Committee Plan Priorities/ Objectives:

- Best City for Communities.
- Best City for Children and Young People.
- Best City for Health & Wellbeing.

33. Project Title: Breeze in the Park 2023

Organisation: Breeze Team, Leeds City Council

Total Project Cost: £22,600.00

Amount Proposed: £15,200.00

Wards covered: Cross Gates & Whinmoor (£3,800.00), Garforth & Swillington (£3,800.00), Kippax & Methley (£3,800.00) and Temple Newsam (£3,800.00).

Project Summary: Funding will be used to deliver Breeze in the Park events during the summer holidays. The suitable locations identified for the Outer East events are:

- Glebelands Recreation Ground, Ninelands Lane, Garforth, Leeds, LS25 1NT.
- Kippax Welfare Sports and Social Club.
- Halton Dean Primrose Valley.
- Manston Park, Cross Gates.

The events will take place during the summer holiday period and form part of the Breeze summer programme to create a safe environment of fun, free activities for young people, based in parks/ open spaces that are easily accessible to communities living locally. Breeze will encourage other local organisations to attend the event so young people and their parents can find out about other activities and services available in their area all year round. Breeze in the Park will provide a wide range of activities aimed to excite and enthuse audiences in a range of interest areas, including a selection of the Breeze Inflatables to cater for all ages, arts and crafts, sports, messy play, garden games and a range of performances, walkabout acts and workshops.

Community Committee Plan Priorities/ Objectives:

- Best City for Children & Young People.
- Best City for Communities.

34. Project Title: School Holiday Programme (GS/ KM)

Organisation: Leeds Youth Service, Leeds City Council

Total Project Cost: £24,092.30

Amount Proposed: £17,658.00

Wards covered: Garforth & Swillington (£8,829.00) and Kippax & Methley (£8,829.00)

Project Summary: Funding will be used to deliver a school holiday programme to young people aged 11 to 18 years over Easter 2023, Summer 2023, October half-term 2023, Christmas 2023, February half-term 2024 with an aim to engage with 500+ young people over the summer holiday period. Trips will be delivered in addition to the existing evening provision that will be delivered during the school holidays by Leeds Youth Services. The types of activities delivered by the programme include Go Ape high ropes course, roller disco, water skiing courses, paintballing, Bake Off event, theme park trips, and masquerade ball. As Leeds is in the Year of culture a stage show/ musical will be offered in December 2023. Above activities and trips will provide a fun, interesting, affordable, and sometimes new experience that otherwise some young people would not participate in.

Community Committee Plan Priorities/ Objectives:

- Best City for Communities.
- Best City for Children & Young People.
- Best City for Health & Wellbeing.

- 35. Project Title:** School Holiday Programme (GW/ TN)
Organisation: Leeds Youth Service, Leeds City Council
Total Project Cost: £29,375.28
Amount Proposed: £7,735.28
Wards covered: Cross Gates & Whinmoor (£3,867.64) and Temple Newsam (£3,867.64).

Project Summary: The funding will be used to deliver a programme of activities to young people during the 2023/ 24 school holiday periods. The programme will offer a range of positive activities which address anti-social behaviour, promote physical & mental health, support young people’s attainment, and assist during the cost-of-living crisis. The project will enable young people to engage in educational, challenging & affordable programmes whilst some are experiencing financial challenges within their lives. The project will engage a variety of young people in activities they cannot afford through regular access. The aim is to engage young people in new and exciting activities which enable positive interactions resulting in developing life & social skills whilst having fun. The programme will work with partners to reach out & engage young people in a programme of fun, educational & physical activities with the aim to engage young people in positive activities which promote a healthy lifestyle, develop confidence, promote physical activities, and reduce anti-social behaviour in the local community.

Community Committee Plan Priorities/ Objectives:

- Best City for Children & Young People.
- Best City for Health & Wellbeing.
- Best City for Communities.

Small Grants Budget 22/23

- 36.** At the June 2022 Community Committee meeting ward members approved a small grants budget of £4,000. There is currently a remaining balance of **£4,000** detailed in Table 3.

TABLE 3: Small Grants 2022/23

Ward Projects	OE (£)	Ward Split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
Total Budget Available for 2022/23:	£4,000.00	£ -	£ -	£ -	£ -

Skips Budget 2022/23

37. At the June 2022 Community Committee meeting ward members approved a small skips budget of £3,000. There is currently a remaining balance of **£2,124.16** detailed in Table 4.

TABLE 4: Skips 2022/23

Ward Projects	OE (£)	Ward Split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
Total Budget Available for 2022/23:	£3,000.00	£ -	£ -	£ -	£ -
Great & Little Preston In Bloom, Community Clean Up	£161.90	£ -	£161.90	£ -	£ -
Garforth Lions & District CIO, Community Bonfire	£161.90	£ -	£161.90	£ -	£ -
Halton In Bloom, Community Clean Up	£195.23	£ -	£ -	£ -	£195.23
Garforth in Bloom, Community Clean Up	£161.90	£ -	£161.90	£ -	£ -
Allerton Bywater Parish Council (2021)	£254.82	£ -	£ -	£254.82	£ -
Total Spend:	£935.75	£ -	£485.70	£254.82	£195.23
Total Budget Remaining for 2022/23:	£2,124.16	£ -	£ -	£ -	£ -

Tasking Budget 2022/23

38. At the June 2022 Community Committee ward members approved a tasking budget of £5,000. There is currently a remaining balance of **£3,517.96** detailed in Table 5.

TABLE 5: Tasking 2022/23

Ward Projects	OE (£)	Ward Split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
Total Budget Available for 2022/23:	£5,000.00	£1,250.00	£1,250.00	£1,250.00	£1,250.00
Operation Dieselcrest, WYP	£1,482.04	£615.76	£135.07	£256.06	£475.15
Balance Remaining:	£3,517.96	£634.24	£1,114.93	£993.94	£774.85

Capital Budget 2022/23

39. The Outer East Community Committee has a capital budget of **£94,506.00** available to spend, following capital injections. Members are asked to note the capital allocation broken down by ward and summarised in Table 6.

TABLE 6: Capital 2022/23

Details	OE (£)	Ward split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
Remaining Balance March 2019	£73,383.11	£16,780.28	£13,968.28	£23,567.28	£19,067.27
Injection March 2019	£12,245.89	£3,061.47	£3,061.48	£3,061.47	£3,061.47
Starting Position 2019/20	£85,629.00	£19,841.75	£17,029.76	£26,628.75	£22,128.74
Injection November 2019	£3,200.00	£800.00	£800.00	£800.00	£800.00
Underspend from 2018/19	£300.00	£300.00	£ -	£ -	£ -
Total with November Injection 2019/20:	£89,129.00	£20,941.75	£17,829.76	£27,428.75	£22,928.74
Ninelands	£2,090.00	£ -	£2,090.00	£ -	£ -
Chippies Quarry	£300.00	£300.00	£ -	£ -	£ -
Cross Gates & Whinmoor Litter Bins	£2,100.00	£2,100.00	£ -	£ -	£ -
Kippax Baths Fencing	£6,065.00	£ -	£ -	£6,065.00	£ -
Injection March 2020	£9,600.00	£2,400.00	£2,400.00	£2,400.00	£2,400.00
Injection September	£1,100.00	£275.00	£275.00	£275.00	£275.00
Remaining Balance 2020/21:	£89,274.00	£21,216.75	£18,414.76	£24,038.75	£25,603.74
Injection March 2021	£11,400.00	£2,850.00	£2,850.00	£2,850.00	£2,850.00
Starting Position 2021/22:	£100,674.00	£24,066.75	£21,264.76	£26,888.75	£28,453.74
Garforth Litter Bins	£2,268.00	£ -	£2,268.00	£ -	£ -
Garforth SIDS	£14,000.00	£ -	£14,000.00	£ -	£ -
Remaining Balance 2021/22:	£84,406.00	£24,066.75	£4,996.76	£26,888.75	£28,453.74
Injection October 2021	£3,100.00	£775.00	£775.00	£775.00	£775.00
Injection June 2022	£5,800.00	£1,450.00	£1,450.00	£1,450.00	£1,450.00
Injection November 2022	£1,200.00	£300.00	£300.00	£300.00	£300.00
Remaining Balance 2022/23:	£94,506.00	£26,591.75	£7,521.76	£29,413.75	£30,978.74

Community Infrastructure Levy (CIL) Budget 2022/23

40. The Community Committee is asked to note that there is now **£144,048.58** total available to the Outer East Community Committee. Members are asked to note the CIL allocation broken down by ward and summarised in Table 7.

TABLE 7: Community Infrastructure Levy (CIL) 2022/23

Details	OE (£)	Ward Split			
		Cross Gates & Whinmoor	Garforth & Swillington	Kippax & Methley	Temple Newsam
Budget as of March 2021	£205,697.35	£51,167.69	£135,174.88	£696.56	£18,658.22
Injection 2022	£7,619.09	£1,619.91	£4,675.68	£ -	£1,323.50
Total Spend 2021/ 22:	£213,316.44	£52,787.60	£139,850.56	£696.56	£19,981.72
Garforth Barley Hill	£4,267.86	£ -	£4,267.86	£ -	£ -
Total Spend 2021/ 22:	£4,267.86	£ -	£4,267.86	£ -	£ -
Manston Park	£ -	£30,000.00	£ -	£ -	£ -
Manston Park (Revenue)	£ -	£5,000.00	£ -	£ -	£ -
Garforth Barley Hill Park	£ -	£ -	£30,000.00	£ -	£ -
Total Spend 2022/ 23:	£ -	£35,000.00	£30,000.00	£ -	£ -
Total Available 2022/ 23:	£144,048.58	£17,787.60	£105,582.70	£696.56	£19,981.72

Corporate Considerations

Consultation and Engagement

41. The Community Committee has previously been consulted on the projects detailed within the report.

Equality and Diversity/Cohesion and Integration

42. All wellbeing funded projects are assessed in relation to Equality, Diversity, Cohesion, and Integration. In addition, the Communities Team ensures that the wellbeing process complies with all relevant policies and legislation.

Council Polices and City Priorities

43. Projects submitted to the Community Committee for wellbeing funding are assessed to ensure that they are in line with Council and City priorities as set out in the following documents:

1. Vision for Leeds 2011 – 30
2. Best City Plan
3. Health and Wellbeing City Priorities Plan
4. Children and Young People’s Plan
5. Safer and Stronger Communities Plan
6. Leeds Inclusive Growth Strategy

Resources and Value for Money

44. Aligning the distribution of community wellbeing funding to local priorities will help to ensure that the maximum benefit can be provided.

Legal Implications, Access to Information and Call In

45. There are no legal implications or access to information issues. This report is not subject to call in.

Risk Management

46. Risk implications and mitigation are considered on all wellbeing applications. Projects are assessed to ensure that applicants are able to deliver the intended benefits.

Recommendations

- 47.** Members are asked to consider/approve
- a. Details of the Wellbeing Budget position, Table 1 (paragraph 18)
 - b. Wellbeing proposals for consideration and approval (paragraphs 19 to 24)
 - c. Monitoring Information (paragraph 25)
 - d. Details of the projects approved via Delegated Decision (paragraph 26)
 - e. Details of the Youth Activities Fund (YAF) position, Table 2 (paragraph 30)
 - f. Youth Activity Fund (YAF) proposals for consideration and approval (paragraphs 31 to 35)
 - g. Details of Small Grants, Table 3 (paragraph 36)
 - h. Details of Skips, Table 4 (paragraph 37)
 - i. Details of Tasking Budget, Table 5 (paragraph 38)
 - j. Details of the Capital Budget, Table 6 (paragraph 39)
 - k. Details of the Community Infrastructure Levy Budget, Table 7 (paragraph 40)



Report of: Head of Locality Partnerships

Report to: Outer East Community Committee

**Cross Gates & Whinmoor, Garforth & Swillington,
Kippax & Methley, Temple Newsam**

Report author: Charlotte Fletcher, Localities Officer

Tel: 07712 217 260

Date: Tuesday 07 March 2023

For Information

Outer East Community Committee - Update Report

Purpose of report

1. To bring to members' attention an update of the work which the Safer Stronger Communities Team is engaged in, based on priorities identified by the Community Committee. It also provides opportunities for further questioning, or to request a more detailed report on a particular issue.
2. This report provides regular updates on some of the key activities between Community Committee meetings and functions delegated to Community Committees, Community Champions roles, community engagement, partnership and locality working.

Main issues

3. Children and Families: Champion Cllr Nicole Sharpe

The Youth Activity online consultation survey was launched on 04 August 2022 and will remain open until the 31 March 2023. Following conclusion of the survey, responses submitted by young people will be collated and fed into a Youth Activity Fund Consultation Report for the Outer East Community Committee, which will, in principle, inform the Youth Activity Fund budget spend for 2023/ 24.

4. Community Safety: Champion Cllr Mary Harland

At the June 2022 Outer East Community Committee meeting it was agreed to separate the Environment and Community Safety sub group into two separate champion roles. A meeting

has been held with the Community Safety Champion, Cllr Mary Harland, and sub group meetings will be scheduled as soon as practically possible and are delayed as a result of staffing capacity challenges.

5. Leeds Anti-Social Behaviour Team (LASBT)

The current active case load for the Leeds Anti-Social Behaviour Team (LASBT) in the Outer East area is 30 and broken down by ward as follows:

- Cross Gates & Whinmoor: 7
- Garforth & Swillington: 1
- Kippax & Methley: 5
- Temple Newsam: 17

Cross Gates & Whinmoor and Temple Newsam

Across both Temple Newsam and Cross Gates & Whinmoor wards there is clear evidence that there has been a reduction in anti-social behaviour. There are still challenges with anti-social behaviour in these wards and LASBT are aware that West Yorkshire Police colleagues continue to receive calls for service across the wards, however direct complaints from residents and referrals to LASBT have decreased. There is an annual seasonal factor which forms part of this decrease, but the robust proactive work undertaken by LASBT to tackle specific issues in each ward at the end of 2022 and in early 2023 has impacted positively in the wards.

Garforth & Swillington

Partnership working has been undertaken in the ward, walkabouts have been carried out by the LASBT Case Officer to promote awareness and increase community engagement. Partnership working with West Yorkshire Police, the local Housing Office and Social Services resulted in a vulnerable tenant being identified and action taken to protect the individual with the matter now been resolved.

Kippax & Methley

The LASBT Case Officer is working with West Yorkshire Police to monitor referrals that come in the service and reacting to any need for service accordingly. Proactive work is taking place with LASBT partners to identify any areas of work that would benefit the community.

6. Leedswatch

An update was given for Leedswatch at the Community Committee meeting held on 06 December 2022. These updates are now provided every six months; therefore, the next update will be provided to the June 2023 Community Committee meeting.

7. West Yorkshire Police

Partners and Public can access Leeds East local priority updates, team contacts and news releases at: <https://www.westyorkshire.police.uk/my-neighbourhood/leeds/leeds-east>

Community and Policing Priorities are reviewed frequently and will be amended in line with community concerns, raised issues at Police and Community Together (PACT) meetings, identified risks and information obtained from local policing analysis.

West Yorkshire Police frequently share news updates on Social Media channels, Community Alert and on their website, please find these links below:

- Twitter: @WYP_LeedsEast
- Facebook: www.facebook.com/WYPLeedsEast
- Community Alert: <https://www.wypcommunityalert.co.uk/>
- Website: <https://www.westyorkshire.police.uk/>

Leeds East Neighbourhood Policing Team (NPT) hold several Partners And Communities Together (PACT) meetings, contact points and events across the Outer East areas. PACT meetings and contact points are an opportunity for the public to attend and speak with their local Neighbourhood Policing Teams about any concerns or issues within the local community. To keep up to date with West Yorkshire Police events and meetings visit the NPT website which is updated frequently with new or upcoming events, meetings or contact points: <https://www.westyorkshire.police.uk/my-neighbourhood/leeds/leeds-east/events>

Following requests from Members for annual data comparisons, the figures below now compare the previous year's figures against the current year for the same period to reflect demand changes annually. This information can revert back to monthly data formats at Members request.

Serious and Acquisitive Crime Demand Data

Outer East	Jan - Feb 22	Jan - Feb 23	Change
Burglary - Business and Community	5	5	0
Burglary - Residential	56	34	22
Robbery	5	8	3
Theft from Motor Vehicle	14	7	7
Theft from the Person	5	3	2
Theft of Motor Vehicle	18	16	2
Grand Total	103	73	30

Cross Gates & Whinmoor	Jan - Feb 22	Jan - Feb 23	Change
Burglary - Business and Community	1	1	0
Burglary - Residential	28	17	11
Robbery	3	2	1
Theft from Motor Vehicle	1	2	1
Theft from the Person	3	0	3
Theft of Motor Vehicle	7	3	4
Grand Total	43	25	18

Garforth & Swillington	Jan - Feb 22	Jan - Feb 23	Change
Burglary - Business and Community	1	2	1
Burglary - Residential	7	2	5
Robbery	1	2	1
Theft from Motor Vehicle	5	0	5
Theft from the Person	0	1	1
Theft of Motor Vehicle	5	3	2
Grand Total	19	10	9

Kippax & Methley	Jan - Feb 22	Jan - Feb 23	Change
Burglary - Business and Community	2	2	0
Burglary - Residential	5	7	2
Robbery	1	2	1
Theft from Motor Vehicle	4	1	3
Theft from the Person	1	0	1
Theft of Motor Vehicle	1	5	4
Grand Total	14	17	3

Temple Newsam	Jan - Feb 22	Jan - Feb 23	Change
Burglary - Business and Community	1	0	1
Burglary - Residential	16	8	8
Robbery	0	2	2
Theft from Motor Vehicle	4	4	0
Theft from the Person	1	2	1
Theft of Motor Vehicle	5	5	0
Grand Total	27	21	6

Anti-Social Behaviour Incident Demand Data

Outer East	Jan - Feb 22	Jan - Feb 23	Change
Adult Nuisance Non - Alcohol Related	7	3	4
Alcohol	4	0	4
Fireworks/ Snowballing	2	2	0
Littering/ Drugs Paraphernalia	1	0	1
Neighbour Related	5	1	4
Nuisance Car/ Van	11	8	3
Nuisance Motorcycle/ Quad Bike	45	17	28
Youth Related	32	15	17
Grand Total	107	46	61

Cross Gates & Whinmoor	Jan - Feb 22	Jan - Feb 23	Change
Adult Nuisance Non - Alcohol Related	0	1	1
Alcohol	1	0	1
Fireworks/ Snowballing	1	0	1
Littering/ Drugs Paraphernalia	0	0	0
Neighbour Related	1	0	1
Nuisance Car/ Van	0	0	0
Nuisance Motorcycle/ Quad Bike	21	6	15
Youth Related	14	5	9
Grand Total	38	12	26

Garforth & Swillington	Jan - Feb 22	Jan - Feb 23	Change
Adult Nuisance Non - Alcohol Related	2	0	2
Alcohol	1	0	1
Fireworks/ Snowballing	0	0	0
Littering/ Drugs Paraphernalia	0	0	0
Neighbour Related	1	0	1
Nuisance Car/ Van	0	2	2
Nuisance Motorcycle/ Quad Bike	6	1	5
Youth Related	8	1	7
Grand Total	18	4	14

Kippax & Methley	Jan - Feb 22	Jan - Feb 23	Change
Adult Nuisance Non - Alcohol Related	2	1	1
Alcohol	0	0	0
Fireworks/ Snowballing	0	0	0
Littering/ Drugs Paraphernalia	0	0	0
Neighbour Related	2	0	2
Nuisance Car/ Van	2	4	2
Nuisance Motorcycle/ Quad Bike	5	7	2
Youth Related	3	4	1
Grand Total	14	16	2

Temple Newsam	Jan - Feb 22	Jan - Feb 23	Change
Adult Nuisance Non - Alcohol Related	3	1	2
Alcohol	2	0	2
Fireworks/ Snowballing	1	2	1
Littering/ Drugs Paraphernalia	1	0	1
Neighbour Related	1	1	0
Nuisance Car/ Van	9	2	7
Nuisance Motorcycle/ Quad Bike	13	3	10
Youth Related	7	5	2
Grand Total	37	14	23

Operation Dieselcrest: Local Priority Update

Operation Dieselcrest was implemented to address anti-social motorcycles, vehicular nuisance, and associated criminality across the Leeds East ward areas. As part of Operation Dieselcrest West Yorkshire Police proactively gather intelligence and identify those involved in the anti-social use of motorcycles, vehicles, and associated criminality. West Yorkshire Police monitor and respond to incident demands, collate evidence, conduct disruption visits on known offenders, hold targeted days of action and arrest suspects identified. In addition, West Yorkshire Police collaboratively work alongside partner agencies to utilise all enforcement methods available, against those repeatedly involved in such behaviour.

You said:

- You want to see positive action taken against offenders, involved in the illegal use of motorcycles, vehicles, and associated crimes.

We have:

- Executed Misuse of Drugs warrants which resulted in the seizure of drugs and 6 motorcycles.
- Seized a further 31 Motorcycles and 8 Quad Bikes.
- Arrested 14 individuals.
- Seized 3 vehicles and recovered 4 stolen vehicles.
- Issued 15 Traffic Offence reports for speeding and other motoring offences.
- Issued 3 Section 59 Warnings.
- Conducted targeted days of action and an Operation, funded by the Outer East Community Committee in partnership with the Inner East Community Committee.
- Held crime prevention and engagement events, to raise awareness of motorcycle theft and security mechanisms.

West Yorkshire Police continue to conduct targeted enforcement patrols and are working alongside partner agencies and Operation Leodis, to take further enforcement actions.

Neighbourhood Policing Week of Action: 23 to 29 January 2023

During the 'Neighbourhood Policing Week of Action' West Yorkshire Police highlighted work that neighbourhood officers and police community support officers do to protect the public and keep people safe. Throughout the week West Yorkshire Police held two PACT meetings one of which took place in the **Kippax and Methley** ward.

A crime prevention session was held at Connecting **Crossgates** 'Morethan' Community Café. The NPT and Crime Prevention Officers delivered a crime prevention information and advice session to local residents, in relation to Rogue Traders and Cold Callers following recent reported incidents across the ward. Following reports of a Fraud Device fitted to a cash machine in the Leeds East area, officers conducted proactive patrols to check machines for fitted devices, raised awareness of what to check for across key community groups, detailing how to report incidents and key information and advice was posted on social media.

Crime Prevention patrols were conducted across **Allerton Bywater**, inclusive of crime prevention visits, providing advice and 'Faraday' cans to keyless vehicle owners. Crime prevention patrols were conducted at the **Springs Retail Park**, with PCSO's deploying in the

locality with BACIL radio to monitor any active reports and incidents. West Yorkshire Police conducted targeted patrols in line with local priorities, problem-solving locations and repeat demand locations. Several arrests were made across the East, during the week of action.

West Yorkshire Police delivered school inputs at **Colton and Manston Primary Schools** and conducted school parking patrols across the **Garforth & Swillington** and **Kippax & Methley** wards. West Yorkshire Police conducted partnership patrols with the Cleaner Neighbourhoods Team in **Halton Moor**, following environmental visual audits. Three burnt out motor vehicles were recovered from the locality, along with street cleansing. West Yorkshire Police conducted an estate walkabout with Chief Superintendent Dodds and met with partners and HOPE, in the **Temple Newsam** ward.

The above is a selection of the work conducted by the Outer East Neighbourhood Policing Teams (NPT) during the week of action highlighting work that is completed daily and/ or on a regular basis across the communities West Yorkshire Police serve.

Cross Gates & Whinmoor

West Yorkshire Police are working to address reports of unsightly and widespread graffiti, across the ward. Address anti-social behaviour and associated criminality, with a view to signposting and diverting young people into local provisions available.

You said:

- You would like to see action taken to address the increase in graffiti, across the community which portrays the area in a negative light.
- You would like to see a reduction in youth related anti-social behaviour and associated criminality such as large groups gathering, stone throwing and criminal damage.

We have:

- Investigated reports of criminal damage and stone throwing, identifying, and interviewing six young people for offences with positive out of court disposals achieved.
- Referred a number of young people into relevant support provisions and worked closely with the Leeds Anti-Social Behaviour Team, resulting in several young people receiving anti-social behaviour injunction warnings and prohibition notices, for repeatedly being involved in such behaviour.
- Continued to work closely with Leeds Youth Services to engage and divert young people into local provisions available.
- Identified and interviewed two suspects in relation to graffiti offences across the local area and bordering wards. The investigations remain on-going at this time and updates will be provided upon completion of the current investigations.

Temple Newsam

West Yorkshire Police are working to target and address reports of anti-social behaviour in Halton Moor. Target and address reports of anti-social behaviour and fires on Grove Road Park. Addressing road safety concerns and road related offences, across the Temple Newsam ward.

You said:

- You would like to see an increased visible presence in the Halton Moor area, to tackle and address repeat incidents of anti-social behaviour.
- You said there was an issue with young people gathering on Grove Road Park, littering, lighting fires and causing damage.
- You said you would like to see road safety deployments and actions in relation to speeding and parking obstructions outside of schools.

We have:

- Conducted targeted patrols in line with reported demands of anti-social behaviour across the Halton Moor area, addressing anti-social behaviour issues reported on Coronation Parade.
- Engaged with young people on Grove Park Road, regarding what provisions they would like to see in the locality and attended the Outer East Youth Summit.
- Delivered educational inputs in Primary Schools regarding anti-social behaviour, keeping safe and have liaised with West Yorkshire Fire Service who have delivered Fire Safety sessions in identified schools.
- Conducted joint patrols with Safer Schools officers and visits with Youth Services, to address reports of anti-social behaviour and divert young people into local provisions available.
- Seen a reduction in reported incidents of anti-social behaviour, across the ward.
- Liaised with parking services, to request patrols at affected school locations and conducted school parking patrols.
- Conducted multiple road safety patrols resulting in a vehicle stopped and searched for drugs and a passenger being dealt with for possession of cannabis.
- Seized a vehicle for no insurance and issued four traffic offence reports, three for not wearing a seat belt and one for using a mobile hand-held device whilst driving.
- Conducted a multi-agency operation on Pontefract Lane with the Roads Policing Team, Leeds City Council Serious Environmental Crime Team and DVSA. Traffic offence reports were issued for failing to wear a seatbelt and using a hand-held mobile device whilst driving, multiple other enforcements were issued by partner agencies in attendance.

Garforth & Swillington and Kippax & Methley

West Yorkshire Police are working to target and address multiple road safety concerns including speeding and parking offences across the ward areas. Addressing public concerns of youth anti-social behaviour, drugs misuse and alcohol misuse across public park areas with a particular focus on:

- Barley Hill Park, Garforth
- Glebelands Park, Garforth
- Rocket Park, Millennium Village, Allerton Bywater

You said:

- You want to see a reduction in youth related anti-social behaviour and associated criminality such as Public Order, Criminal Damage, drugs, and alcohol use.
- You want to see positive action taken against road related offences, with a particular focus on speeding offences and parking offences.

We have:

- Conducted multiple targeted patrols and engagements, across the identified public park areas to address reports of anti-social behaviour, public order, and criminal damage.
- Liaised with partners and elected members, who have worked to increase the youth provision offers across the locality following public and young people's feedback.
- Identified three suspects for criminal damage resulting in two young people being referred to the Youth Offending Team, for early intervention and action and one received a conditional caution.
- Worked alongside Licensing departments, to conduct licensing visits and a test purchasing operation for sales of nicotine and alcohol on Main Street, Garforth. One retail premise failed the test purchase, which was dealt with by the Licensing team.
- Delivered road safety lessons in schools and multiple school parking patrols conducted, with advice given to parents regarding safe parking.
- Continued to liaise in partnership with the local councillors and highways regarding speed enforcements, road safety deployments and fixed speed cameras.
- Stopped and breathalysed nine motorists during the Christmas Drink Drive campaign period, in Garforth. West Yorkshire Police were pleased to report, no motorists were found to be over the prescribed limit.
- Conducted several road safety deployments issuing tickets for speeding and road related offences. Most recently between January and February 2023, six traffic offence reports were issued to motorists on Astley Lane for speeding offences, with speeds noted over 40mph in a 30mph zone.

Community Alert

Community Alert, which launched in 2019, has been updated to include a new range of benefits. The system allows the Police to provide updates to the community on incidents, crime prevention and topics that matter to the local community. For more information and to sign up visit: <https://www.wypcommunityalert.co.uk/>

Contact Information

In an effort to address concerns regarding under reporting following feedback from local businesses, members of the public and elected members, a list of contact methods has been compiled for West Yorkshire Police:

- **Contact Us:** In an emergency dial 999 and non-emergency dial 101.

#ClickB4UCall: Did you know that there are a variety of online methods now available to contact West Yorkshire Police?

- **Local Crime Tracker:** The Local Crime Tracker allows people to find out the status of an ongoing investigation or contact details of the officer in the case, using their crime reference number: <https://www.westyorkshire.police.uk/crimetracker>
- **101 Live Chat:** Members of the public can have a two-way conversation with a member of the Customer Contact Centre using the Live Chat System. The benefit of this system is that a Contact Centre Agent can provide assistance to a number of people at the same time, rather than being engaged on one phone line, and for quick queries, it is an ideal way to beat the queue: <https://www.westyorkshire.police.uk/101LiveChat>
- **Online crime reporting:** You can call 101 to report non-emergency crimes, but there are also ways to report certain crimes on the West Yorkshire Police website. There are

dedicated forms for reporting anti-social behaviour, nuisance bikes and hate crime. Report Online at: <https://www.westyorkshire.police.uk/report-it>

- **Ask the Police:** West Yorkshire Police has recently signed up to 'askthepolice.uk' which offers answers to frequently asked questions to the police. Residents are urged wherever possible to check the website or mobile app first to see if they can get an answer to their question without needing to contact the police: <https://www.westyorkshire.police.uk/ask-the-police>

8. Environment: Champion Cllr Pauleen Grahame

At the June 2022 Outer East Community Committee meeting it was agreed to separate the Environment and Community Safety sub group into two separate champion roles. A meeting has been held with the Community Safety Champion, Councillor Pauleen Grahame, sub group meetings will be scheduled as soon as practically possible and are delayed as a result of staffing capacity challenges.

9. Cleaner Neighbourhoods Team (CNT)

Cross Gates & Whinmoor, Temple Newsam

Diane Otley is the newly appointed Team Leader for Cross Gates and Whinmoor, Carol Collins remains the Team Leader for Temple Newsam and Ange Wright will continue in the Enforcement Officer role for both wards. Recruitment has taken place to fill two vacant posts with staff in place from January 2023. A service review is currently underway to explore the work carried out by Enforcement Officers.

The de-leaving programme has now ceased with the Sweeping Schedule initiated week commencing the 13 February 2023. Where unwanted items are not suitable for donation and residents are unable to get to a recycling centre, they are able book a free unwanted items collection. Residents living within the Leeds council tax area can:

- Request up to 5 items per collection.
- Have a maximum of 4 collections per year.

The Environmental Crime Team (SECT) continue to focus on the large-scale Fly tipping and other environmental issue such as Waste Carriers. They have recently worked closely with Councillors and Contractors on the new East Leeds Orbital Route (ELOR). Environmental Action Officers continue to provide updates on specific cases where Ward Members are involved, where this is not the case, please contact Diane Otley: diane.otley@leeds.gov.uk

Garforth & Swillington, Kippax & Methley

The top five service areas of complaint for these wards are as follows:

- Bulky Collections: 412, this is up by 121 from the last quarter.
- Fly tipping (streets): 42, this is up by 24 from the last quarter.
- Overgrown Vegetation: 4, this is down 11 from last quarter.
- Fly tipping (Enforcement): 9, this is up by 29 from the last quarter.
- Litter (streets): 6, this is down 2 from the last quarter.

There has been a large uptake for free bulky collections but unfortunately the team have seen an increase in both the proactive fly tipping reports (reported by CNT as they are

cleared away) and those reported by the public, this is despite bulky collections being made free of charge to all households.

CNT have seen a decrease in the reports of litter on the street and overgrown vegetation, which is affecting the Public Highway, this is in part due to a lot of proactive work from the teams who are dealing with such issues as they are seen, this in turn prevents residents from noticing such issues which they feel need to be reported to us.

10. Employment, Skills & Welfare: Champion Cllr Jessica Lennox

Universal Credit

The number of people who are claiming Universal Credit (UC) due to unemployment, as of October 2022, in the Outer East Community Committee area is 3,619. Whilst the largest increase in claimants of UC was in June 2020 (94%), the number of claimants remains high and continues to increase. There is an increase of 80 claimants in October 2022 on the previous month. The table below shows the number of people claiming Universal Credit (Not in Employment) in the Outer East Community Committee area and by ward.

	Universal Credit Claimants (Not in Employment) 16-64yrs							
	March 2020		June 2020		September 2022		October 2022	
	Number	Rate*	Number	Rate*	Number	Rate*	Number	Rate*
Leeds	23,631	4.5%	42,636	8.2%	42,762	8.4%	43,819	8.2%
Outer East	1,882	3.7%	3,643	7.1%	3,539	6.9%	3,619	7.1%
Cross Gates & Whinmoor	645	4.7%	1,188	8.7%	1,149	8.4%	1,189	8.7%
Garforth & Swillington	234	2.0%	529	4.5%	565	4.8%	567	4.8%
Kippax & Methley	354	2.7%	755	5.8%	710	5.5%	734	5.7%
Temple Newsam	649	5.0%	1,171	9.1%	1,115	8.7%	1,129	8.8%

*Rate shows the number of claimants not in employment as a percentage of the working age population

Employment and Skills Services

The table below shows the number of people supported by the Service from the Outer East Community Committee area and by ward.

	Accessing Services		Into Work		Improved Skills	
	2021/22 (April – Sept)	2022/23 (April – Sept)	2021/22 (April – Sept)	2022/23 (April – Sept)	2021/22 (April – Sept)	2022/23 (April – Sept)
Outer East	403	453	102	86	74	130
Cross Gates & Whinmoor	165	149	32	35	26	52
Garforth & Swillington	47	122	17	12	11	26
Kippax & Methley	55	32	22	4	10	8
Temple Newsam	136	150	31	35	27	44

During April to September 2022:

- 8,359 people accessed the Service, 453 of whom were residents from the Outer East.
- Supported 1,462 people into work, 86 of whom were residents from the Outer East. Customers were supported into work across all sectors with the largest numbers in, arts, entertainment and recreation, construction, health and care, ICT, digital and comms.
- Supported 2,149 people to improve their skills, 130 of whom were from the Outer East.

Leeds Employment Hub is a single point of contact for all funded programmes and Jobshops which provides tailored and comprehensive support into employment or education to all Leeds residents. Employment Hub Advisors deliver the programme by providing one to one support, tailored preventative and remedial support to Leeds residents who are disadvantaged in the labour market. The Employment Hub Advisors are co-located within the Jobcentre Plus centres across the city. All Jobshops are open, 5 days a week for face-to-face appointments which includes Seacroft and City Centre Community Hubs. The Community Hub Mobile bus runs Monday to Friday, a scheduled stop includes:

- Windmill Health Centre, Whinmoor Way, Leeds, LS14 5BD, Fridays, 09:30 to 12:00.

The Service has several communication channels and social media accounts that promotes events, jobfairs, job vacancies, Apprenticeships, and courses, accounts include:

- Facebook: <https://www.facebook.com/eandsleeds>
- Twitter: <https://twitter.com/eandsleeds>
- Instagram: <https://www.instagram.com/eandsleeds>

Opportunities in Leeds is a weekly email service and features live jobs, Apprenticeships, and courses. To subscribe please visit: <https://bit.ly/opportunitiesinleeds>

For further information on Employment and Skills services and the support available please visit: <https://employmentskillsleeds.co.uk>

The Adult Learning programme continues to deliver an effective, broad, and inclusive curriculum to support the continuation of learning in collaboration with subcontracted partners. Courses were delivered through a range of models which include face to face, online and through distance learning, opening new opportunities for adults to learn and develop their confidence. Between September and December 2022, in the Outer East, 3 courses were delivered at 1 venue. 109 residents have started a course. In addition, there were 17 courses delivered on-line. For the Academic Year 2022/23 in the Outer East, 36 courses are also planned for online delivery, city-wide. In the Outer East, 9 courses, including ESOL and Childcare, are planned at 3 different venues. 36 courses are also planned for online delivery.

A Celebration of Learning Festival is planned for 16 February 2023 at the Carriageworks, for adult learners (and their children), to recognise everything they have been through during the last 2 years including personal achievements and home-schooling. Developing Your Health and Wellbeing, a pre-employability, work readiness, health and wellbeing programme which aims to help people to become happier, healthier and move closer towards employment. For further information on courses available both online and face to face at community venues, please visit: <https://leedsadultlearning.co.uk>

Connecting Communities to Health and Care Careers focuses on narrowing inequalities taking the strengths and limitations of the Lincoln Green Employability Project, expanded to a one system approach across the sector adapting recruitment methods and building on the good practice models in the system. The programme aims to engage with, recruit and develop a diverse workforce from disadvantaged or underrepresented communities in Leeds to improve access to long term career opportunities, work experience, volunteering, education, and training in the sector. Since September 2022, 169 people have attended the assessment sessions. 41 have achieved a qualification, and 35 people have been supported into work. 38 people are being supported to improve functional skills to achieve the required level to move into employment within the sector. For further information please visit: <https://leedshccareer.eventbrite.co.uk/>

Between April and December 2022 Employment and Skills supported:

- 287 new businesses including recruiting new staff, providing support for staff facing redundancy, developing initiatives to address staff shortages, and filling a high number of vacancies within key sectors.
- Attended careers events and parent's evenings and delivered Apprenticeship awareness sessions, engaging with 7,674 young people, 367 parents and carers and 282 teachers.

Delivered Events

Employment and Skills are delivered the following events:

- *Financial Inclusion Event* took place on 07 September 2022 on the Mobile Community Bus at Wykebeck Valley Primary School and at Lidl in Gipton. The event aimed to help local residents maximise their income and assist in managing their debts and utilities. Housing Leeds, Yorkshire Water, Credit Union, Employment and Skills and Jobshop staff were present and supported residents accessing the event.
- *Leeds Digital Careers Festival 2022 (LDCF22)* took place between 12 and 16 September 2022, with support from Leeds based employers. Workshop sessions were delivered within the Priority Neighbourhoods at Community Hubs and Leeds City College, which connected people with live digital opportunities, information, and guidance, approx. 100 people attended. Presentations were also held at 12 schools across the city, to 1,269 young people from years 10, 11 and post 16. A careers event was held at Leeds First Direct Arena on Thursday 15 September 2022 with 51 digital employers and training providers participating, approximately 1,700 people attended.
- *Leeds Creative Skills Festival (LCSF)* a weeklong festival of activities took place between 14 and 18 November 2022 with a Creative Skills Showcase event held at the Leeds First Direct Arena on Thursday 17 November 2022. The event, sponsored by Channel 4, 4Skills and Leeds City College, aimed to inspire young people to consider a career in creative skills and provided a platform for industry experts to deliver presentations and take part in topical panel discussions. A total of 63 employers, training providers and SEND support participated at the event, 2,200 people attended. Artforms Leeds, Leeds 2023, Grand Futures Leeds and Leeds Cultural Education Partnership attended the event as Friends of the Festival.

Planned Events

Employment and Skills scheduled events include:

- *Leeds Apprenticeship Recruitment Fair (LARF)* will take place on Monday 06 February 2023 to mark the start of National Apprenticeship Week, 97 employers and training providers have booked to exhibit. Publicity for the fair commenced in January 2023 and includes a mailing to parents of Leeds young people in years 10 - 13 and the NEET cohort. A series of sessions have been offered to secondary schools and colleges to help prepare students to get the most from the event. For further information and to book please visit: <https://www.firstdirectarena.com/events/detail/leeds-apprentices-recruitment-fair>
- *Jobsfairs* are planned to recruit for a range of posts within Leeds City Council at the following Community Hubs:
 - City Centre, Merrion House, Woodhouse Lane, Leeds LS2 8LX on Wednesday 25 January 2023.

- Armley, 2 Stocks Hill, Armley, Leeds LS12 1UQ on Friday 03 February 2023.
- Dewsbury Road, 190 Dewsbury Road, Leeds LS11 6PF on Thursday 09 February 2023.
- Compton Centre, Harehills Lane, Harehills, Leeds LS9 7BG on Thursday 16 February 2023.
- **Reducing Re-Offending** event in partnership with West Yorkshire Combined Authority is planned for Spring 2023 to support the children of current serving prisoners at HMP Wealstun and aims to raise employment and education aspiration levels of the children attending. A Construction event (w/c 23 January 2023) will be held at HMP Leeds aiming to encourage employers to engage in recruiting prison leavers and to increase the number of prison leavers offered employment in the construction industry.
- **Community Engagement:** Employment and Skills and Leeds City College have partnered to create a questionnaire which will help to shape activities and information sessions to benefit the local communities, focusing on employment and skills. For further information visit: <https://surveys.leeds.gov.uk/s/CommunityActivitySurvey2023/>
- **SEND Next Choices**, getting ready for adult life event will take place on Thursday 29 June 2023 at Leeds First Direct Arena. Young people who have special educational needs and disabilities will be able to attend with their teachers, parents and carers and find out about jobs, training, apprenticeships, college courses, voluntary work, leisure activities, finances, support agencies and benefits available in Leeds. For further information and to book visit: <https://www.firstdirectarena.com/events/detail/send-next-choices-2023>

11. Health and Wellbeing & Adult Social Care: Champion Cllr James Gibson

National HIV Testing Week 2023

National HIV Testing Week starts Monday 06 February 2023 and there's no better time to get tested and know your status. HIV testing is free, quick, and easy, you can even test at home. Remember, anyone diagnosed with HIV in the UK can access free treatment and support.

- For information on where to get tested or to order a FREE HIV test kit please visit: www.startswithme.org.uk
- To access the Social Media pack please visit: <https://trello.com/b/twPxS230/national-hiv-testing-week-2023>
- To access the Campaign briefing visit: https://www.hivpreventionengland.org.uk/wp-content/uploads/2023/01/NHTW-2023_campaign_briefing_EPP_V5.pdf

Winter Pressures

A leading doctor in West Yorkshire is calling on people who haven't yet had their flu and Covid vaccinations to come forward as soon as possible. There are significant pressures locally and nationally across the system, with recent figures showing one in every eight hospital beds being used are by someone with either Covid or flu. Almost two thirds of those eligible for a Covid booster in West Yorkshire have had the jab since the rollout started last autumn. However, that means there are still over 400,000 people at increased risk from the virus who have yet to get protected.

- Appointments can be booked online at: <https://www.nhs.uk/conditions/coronavirus-covid-19/coronavirus-vaccination/coronavirus-vaccine/> or by calling 119.
- Find your nearest walk-in clinic at: <https://www.nhs.uk/conditions/coronavirus-covid-19/coronavirus-vaccination/find-a-walk-in-coronavirus-covid-19-vaccination-site/>

- Read the full article at: <https://www.wypartnership.co.uk/news-and-blog/news/get-jabbed-plea-top-doctor>

Further support available for winter pressures include:

- A winter wellbeing communications toolkit with resources for bulletins and social media is available online as part of the Weather and Health Campaign 2022, please visit: <https://drive.google.com/drive/folders/1Telo0yUILBkwVa2AYQ1gFF2fELnqUvli>
- The winter wellbeing webpage provides information about staying safe and well, visit: <https://www.leeds.gov.uk/campaign/winter-wellbeing>
- The cost-of-living webpage has information about the support that is available, visit: <https://www.leeds.gov.uk/campaign/cost-of-living>
- There are a variety of warm spaces to visit this winter, access the online map at: <https://experience.arcgis.com/experience/d6adbf692a7b4cfb8250b36bf8501a90/>

Flu and Covid

Key messages continue to focus on safe behaviours:

- Get boosted with Covid and flu vaccines.
- Stay at home and avoid close contact with others if you're not feeling well.
- Wash your hands regularly.
- Let fresh air in if you're meeting indoors.

General information for the flu vaccine is also available online:

- For flu vaccine eligibility visit: <https://www.nhs.uk/conditions/vaccinations/flu-influenza-vaccine/>
- To access a list of pharmacies offering the flu vaccination visit: <https://www.nhs.uk/nhs-services/prescriptions-and-pharmacies/pharmacy-nhs-flu-vaccine-service/>

Covid information is also available online:

- To access Covid-19 vaccine information please visit: <https://www.healthandcareleeds.org/health/coronavirus/covid-19-vaccine/>
- To access information on the autumn booster programme please visit: <https://www.healthandcareleeds.org/health/coronavirus/covid-19-vaccine/booster-programme/>
- To access the autumn booster FAQ information please visit: <https://www.westyorkshire.icb.nhs.uk/nhs-covid-19-vaccination-programme>
- Access the list of Walk-in vaccination clinics across Leeds at: <https://www.leedsccg.nhs.uk/health/coronavirus/covid-19-vaccine/walk-in-clinics/>
- Appointments are available from the National Booking Service by visiting: <https://www.nhs.uk/conditions/coronavirus-covid-19/coronavirus-vaccination/book-coronavirus-vaccination/>

Finding Joy in January

A great way to find joy in January, and throughout the year, is to get your body moving. There are so many ways to enjoy the feel-good hormones that come with being active. If you're looking for inspiration, view the film links below, produced by Leeds TV in partnership with Leeds City Council Public Health:

- Playing in the park: <https://youtu.be/sPB8svEtHjw>
- Dancing with your friends: <https://youtu.be/kbbo21E4tx0>

- Wellbeing through mindful movement: <https://youtu.be/EiTLgu7AZN0>

Dying Matters Community Grants

Dying Matters Leeds aims to help people talk more openly about dying, death and bereavement, and to make plans for the end of life. Organisations are invited to apply for a Dying Matters Leeds Community Grant to deliver an event or activity in their local community during Dying Matters Week which takes place between 01 to 07 May 2023. For further information on the Dying Matters campaign please visit: <https://www.hospiceuk.org/our-campaigns/dying-matters/dying-matters-awareness-week>

The deadline for applications is 24 February 2023, 17:00. Applicants will be notified of the decision by 17 March 2023. To find out more please visit: <http://lbforum.org.uk/news-and-events/dying-matters-leeds-community-grant-now-open/>

Cost of Living Grants

Household Support Fund Leeds, Cost of Living Grants: Forum Central launches grants to support individuals in hardship over winter. Grants of up to £1,000 and £5,000 are being administered by Forum Central and distributed to organisations who support Communities of Interest including cultural diversity, people with mental health difficulties (including Young People), learning disabilities, physical and sensory impairment, and older people. There is no deadline, applications will be assessed weekly until all funds are allocated. All grants must be spent by March 2023.

The Household Support Fund (HSF) is a Central Government fund, provided to Local Authorities to support individual households with access to food and fuel over the winter period. A priority of this fund is to support people with food and fuel costs. For example, fuel meter top-up cards and payments or the provision of energy efficient equipment. Alongside Leeds Community Anchor Network and Leeds Food Aid Network, Forum Central will be distributing a proportion of this funding to third sector partners to enable this support to reach those most vulnerable. In order to work quickly, a rolling grant programme will be available. Further information about the fund can be found by visiting: <https://forumcentral.org.uk/wp-content/uploads/2022/12/Grant-information-to-potential-applicants-.pdf> and applications can be submitted online at: <https://form.iotform.com/223462585543359>

The Cash for Kids Cost-of-Living Grant Fund

£1 million is being distributed across the UK with a portion allocated to support 1,000 children across West Yorkshire, the Yorkshire Dales, Harrogate, and York. In response to the crisis hitting so many families this new grant fund aims to provide emergency essentials that support the physical and mental wellbeing of children who are struggling. This includes food, clothing, and household energy costs, but will also consider applications for anything that helps meet children's most basic needs. Grants of £50 per child are available with an aim to get the funds to families as soon as possible. To review the eligibility criteria, FAQs and to submit an application visit: <https://planetradio.co.uk/pulse1/charity/info/cost-of-living-grants-north-west-yorkshire/>

Cost of Living Research

Mentally Healthy Leeds is looking to talk to people about how the cost-of-living crisis is affecting them, in particular people on low incomes. This research is designed to capture the real impact this crisis is having on vulnerable people and inform future service provision. As a small thank you participants can enter a prize draw for a £50 shopping voucher. To participate in the survey please visit: <https://www.surveymonkey.co.uk/r/CR2HRPZ>

The organisation is also keen to come along to groups and events to talk about this research with people in person. If you have any questions or would like to suggest a group or event to reach out to, please email: quenbyh@touchstonesupport.org.uk

Training and Development

Want to know more about...The impact of Covid-19 on mental health

21 February 2023, 10.30 to 12.00

The impacts of the Covid pandemic have been felt by all of us in different ways and to differing degrees, with many people still being affected now. The effects of lockdowns, fear and anxiety, isolation, and the removal of traditional networks of support, along with other factors, has had long term detrimental effects on the mental health of people in Leeds, with the most vulnerable in our society often being the most greatly impacted. The long-term effects on mental health are continuing to be felt, with an expectation that some of the impacts may take several years to be realised. The webinar will cover:

- the impact of Covid on the mental health of different groups in Leeds.
- insight into Covid data around mental health as a result of the pandemic and the impact in Leeds as a city.
- what we are doing now.
- useful resources to support mental health in Leeds.

To find out more and to book onto this event, please visit: <https://www.eventbrite.co.uk/e/want-to-know-more-about-the-impact-of-covid-19-on-mental-health-tickets-478196176637>

12. Housing

Halton Moor and Swarcliffe

Voids Levels (empty properties): Demand for properties remains high across the areas, especially for houses. Whilst Swarcliffe has always been high demand, previous issues in Halton Moor have now been overcome, with all properties now being re-let in a timely manner. This is mainly due to demand increasing as incorrect perceptions on the risk of crime and ASB lessening as a result of the partnership work between Housing and other services, including Leeds Anti-Social Behaviour Team, West Yorkshire Police, and the Cleaner Neighbourhoods Team.

Referrals continue to be made for issues and waste/ fly tipping, which are removed in a timely manner to ensure properties enjoy an appealing kerb-side appeal. The current number of Ready to Lets are as follows:

- Swarcliffe/ Whinmoor: 3
- Halton Moor/ Osmondthorpe: 7
- Total: 10

Income Collection: Rent collection has fallen across both teams compared to last year, which reflects the trend across the city. Housing have created an action plan to increase rent

collection and are confident this will have a positive impact on the team's performance. Housing is working closely with tenants to maximise their income and any support by referring cases through to Benefit Advisors, assisting with Discretionary Housing Payments in acute cases and involving third party support agencies.

Housing continues to make referrals to Leeds Credit Union for tenants who would benefit from budgeting accounts and who are experiencing the effects of the cost-of-living crisis. The Housing Officer (Income) is working with more complex cases, linking in with support agencies, to ensure tenants receive advice on how they can maximise their incomes. Housing Leeds is presently facing challenges in terms of the ongoing increase to cost of living.

Annual Tenancy Check In (ATCI): Housing are currently carrying out Annual Tenancy Check-in's for customers who are deemed as a priority, such as customers with support needs or previous tenancy issues. There are currently 4 patches above the target of 44%, which was set this financial year. There have been several factors impacting performance on other patches, such as vacancies, however, the service has recently recruited two new Housing Officers who are working hard to increase performance figures.

Environmental Actions Team: Quarter 1 Estate Walkabouts and Quarter 3 Walkabouts have been carried out. The main issue identified during these walkabouts was fly tipping. Housing Officers are ensuring they are reporting any fly tipping on the estate whilst carrying out their day-to-day duties. Teams have access to the Skill Mill scheme, where referrals can be made for ad-hoc estate improvement work. Recently, Skill Mill assisted on clearing land located near Red Hall Drive, Whinmoor. The work included the removal of fly tipping and cutting back hedges/ shrubs. The Cleaner Neighbourhood Team assisted with the removal of the waste.

Garforth & Swillington, Kippax & Methley

Voids Levels (empty properties): Demand for council housing remains high across both wards for general needs housing stock but turnover is low in comparison especially family accommodation. There are 18 ready to let properties in these wards.

Income Collection: There has been an increase in arrears and reduction in rent collection in comparison to this point last year. Short term trend is improving and showing good increases in collection with all patches in the ward collecting more rent since the start of the financial year. Tenants are advising they're struggling with the increasing costs of living and the team are focusing on supporting those in need. Working closely with our Money and Budgeting Officer at Leeds Cred-it Union, the Garforth Team made the most referrals for support citywide in October 2022. Housing is also utilising the team benefits specialist to ensure tenants are maximising their income and assisting with complex benefit issues. The British Gas Voucher scheme is in place where tenants who are on a pre-payment meter can apply for up to 3 vouchers of £49 each. Funding of £100k has been put in place by the British Gas Energy Trust and available to housing offices citywide.

Anti-Social Behaviour: Housing is focusing on directing customers to the Triage Team for ASB to risk assess each complaint, set out expectations in terms of reporting and ensure that the cases are passed to the correct team (e.g., Housing, LASBT or no further action). West Yorkshire Police are working within the team to share information. There are 11 ASB cases across the Garforth & Kippax areas which are managed by the Housing Officers and reviewed monthly by the Team Leader. There are 6 weekly partnership working meetings taking place with the Leeds Anti-Social Behaviour Team to share information and discuss ongoing cases.

Environmental Actions Team: Quarter 1 and Quarter 3 walkabouts have now been completed and regular estate inspections are carried out by staff. Any members or tenants are welcome to join colleagues on their estate inspections by getting in touch with the Housing Officer.

13. Housing Advisory Panel (HAP)

Work is taking place to develop several projects and work programmes and a number have been delivered over recent months, updates include:

Completed:

- Cross Gates Good Neighbours digital inclusion sessions at Cross Gates & Whinmoor HUB.
- Leeds United Foundation Premiere League KICKS still ongoing with youths in the area
- Your Voice Leeds (YVL) survey aimed at younger residents
- Victoria Street: Removal of overgrowth and shrubs
- Mount Pleasant Gardens, Kippax: Marking of car park, resident only parking signs and notice boards to be fitted to each block
- White Laithe Court: CD player

Approved and In Progress:

- White Laithe Court, Whinmoor: puzzles and games for communal area
- Montague Crescent, Garforth: Staggered barrier
- White Laithe Court, Whinmoor: Landscaping communal garden
- Springwell Avenue, Swillington: Cut back overgrowth along ginnel
- Naburn Court, Whinmoor: TV and installation of TV in communal room

In progress:

- Swillington Memorable Bench: hardstanding for memorial bench
- Brooksbank Drive, Halton: Review of waste collection.
- Cross Hills Court, Kippax: Garden furniture and decking varnishing.
- The Crescent: Raised beds
- Red Kite Row, Swarcliffe: Landscaping
- Springwell Avenue, Swillington: Cut back overgrowth along ginnel
- Naburn Approach, Whinmoor: Review of waste collection
- Hollins Grove: fencing and gate
- Hollins Grove: external notice board
- Naburn Court: garden furniture /improvements
- Micklefield: hardstanding for mini library (old telephone box)
- Rathmell Road: large rocks on unused land to assist issues with vehicles accessing it and flytipping

Cancelled/ Rejected:

- White Laithe Garth, Whinmoor: Fencing and gates
- Field End, Halton: Fencing and gate
- United Federation Sporting Academy: Football sessions
- Swarcliffe Drive: path improvements
- Micklefield Garden Village: landscaping/wild garden
- Hollins Grove: Christmas event

Two new Tenant and Residents groups have been established at Hollins Grove, Allerton Bywater and Sherburn Court, Cross Gates and are now fully up and running. The groups put

on recent activities including Christmas parties. There is also a potential new group at White Laithe Court, the Tenant Engagement Officer is undertaking a public meeting on Thursday 02 March 2023 to progress this group and leaflets have been completed to issue to residents to gauge interest in establishing the group.

14. Youth Services

Leeds Youth Service delivered a total of **150** sessions over quarter 3 (October to December) with **544** hours dedicated to their core offer. The level of Core Youth Work sessions delivered during this quarter is aligned to the reduction of staffing due to Vacancy levels, sickness absence (including medical procedures) and Christmas close-down period (two-weeks). A higher level of detached work had to be undertaken which is more complex in obtaining young people's details and engaging young people in positive activities.

Session Attendance by LSOA: Attendance at Core Youth Work provisions continue to engage a higher number of young people from the Most Deprived Lower Super Output areas (**550** young people). The engagement of young people from Least Deprived Lower Super Output Areas in Core delivery reflects on the focussed work in Outer East area including sexual health, LGBTQ and Anti-Social Behaviour work requested by partner agencies (**241** young people). This also includes offering young people Youth Work sessions in Outer East areas.

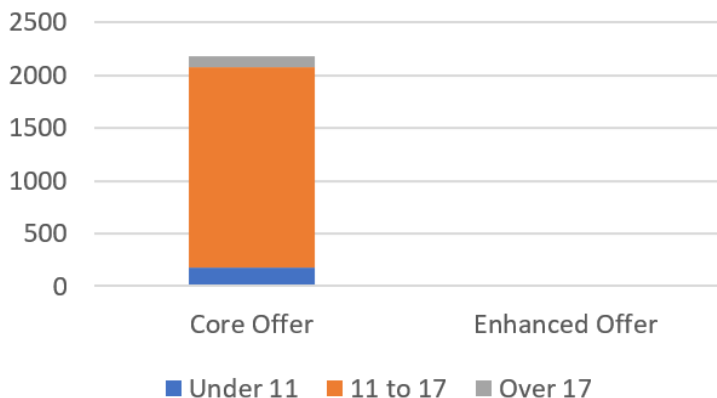


Total Number of young people attending youth work provision by ward: The Outer East Mobile units have seen long repair periods during the October to December period and this has contributed to lower engagement levels in Temple Newsam Ward as detached sessions had to be undertaken as mobile unit were not available. Temple Newsam Ward engagement levels reduced during the period which Youth Workers believe this is due to continued addressing of issues with a core group being focussed on by the Police. The Core Youth Work Team engaged a further **948** unknown young people in sessions, activities and detached work delivered in the wedge. Due to the team not obtaining details they cannot be aligned to specific ward engagement. Total Number of different young people attending core offer youth work provision per ward:

- Cross Gates & Whinmoor: 398
- Garforth & Swillington: 145
- Kippax & Methley: 196
- Temple Newsam: 52

Young People Attending by Age: The engagement level by the SSE Core Youth Work team during October to December period was **791** known young people. The primary attendance age being 11 to 17 engaged **478** different young people in the Core Youth Work sessions. Partnership work with Leeds United Foundation, local volunteers and British Red Cross enabled a further **179** young people aged under 11 to engage with Core Youth Work

opportunities. Combining the known young people (791) and the unknown young people (948) a total of **1739** different young people engaged with Youth Workers from the Core Youth Work Team. Core Youth Work team members have been instructed to reduce the number of unknown young people during the next quarter.



Young People Attending by ethnicity: Core offer sessions provides an open-door policy to include all young people within sessions delivered, however in some areas the ethnicity levels vary at local level as indicated in ward profiles. The engagement level this quarter cannot be broken down to ward's specifically to identify which areas need development work undertaken. Core Youth Work sessions delivered in supporting the Resettlement programmes are not included in the details of ethnicity attendance due to restrictions imposed by the Home Office. At present a weekly session engaging 30+ young people is delivered and not included.

Wedge Area %



Young People worked with this quarter %



- | | |
|-------------------------------|--------------------------------|
| ■ White British | ■ White Irish |
| ■ Traveller of Irish Heritage | ■ Any other White background |
| ■ Gypsy/Roma | ■ White and Black Caribbean |
| ■ White and Black African | ■ White and Asian |
| ■ Any other Mixed background | ■ Indian |
| ■ Pakistani | ■ Bangladeshi |
| ■ Any other Asian background | ■ Caribbean |
| ■ African | ■ Any other Black background |
| ■ Chinese | ■ Any other ethnic group |
| ■ Refused | ■ Information not yet obtained |

Young People Attending by Gender: Engagement in Core Youth Work sessions was reasonably balanced between male & female participants during this quarter. The development of LGBTQ sessions across the SSE area has resulted in some young people not disclosing their gender and this has been raised as a concern for recording purposes during the Core + working groups.



Male 400

Female 391

Withheld

Unknown 948

*We recognise how young people choose to identify may not be reflected above. These categories are the options available in Core+ and for DFE data purposes on statutory reporting for Local Authorities. We are actively looking at improving the way in which we record gender and identity.

Young People who have shared they have a disability, accessing provision: The Core Youth Work Team continues to strive inclusion in all sessions delivered and promotes an open-door policy, one challenge being staffing levels to offer support to young people with differing abilities. Several young people attend Core Youth Work provisions who have ADHD, dyspraxia and autism and are not included in the figures detailed. It must be recognised not all disabilities are visible and potentially missed in the engagement levels. Youth Workers are making reasonable adjustments for young people to engage and put in place support mechanisms such as time out areas where it is a safe space to calm down. During the Kippax Kicks session, 2 of the group members with dyspraxia are encouraged to take penalties or be team captains to give them confidence in their abilities. Other young people are very encouraging and don't discriminate due to disability. The Core + system does not allow Youth Workers to change a young person's ability level and record them on the Core + system, this is planned to be addressed as the working group meetings.



C&YP with disability: 2 / C&YP with no disability: 789 / Not known: 0

Young People who have shared they have Caring responsibilities: Youth Workers have been requested to identify carers engaged in sessions who identify as carers and ensure this is monitored on Core +. Youth Worker must be able to include details of carers on Core + when information is shared. This is being developed within the Core + Working group.



Carer 1



No Carer 790



Unknown

Sessions by Priorities: The key priority for delivery of sessions during October to December was the reduction of anti-social behaviour, overall, 150 centre based, mobile and detached sessions addressed this issue with young people.

- Reduce crime & anti-social Behaviour: Core Youth Workers have delivered sessions focussing on reducing ASB in the SSE area with a focus on the run up to Halloween, mischievous night and Bonfire night. Weekly sessions have been delivered on firework safety, bonfire safety and the consequences on breaking the law – buying fireworks underage and throwing fireworks.
- Ensure the most vulnerable are protected: Water safety work was delivered in terms of going on frozen over ponds and lakes. This was in response to the recent cold weather in December and the children losing their lives falling through the ice. Core Youth Workers engaged with young people at hotspots identified via tasking & Neighbourhood Improvement Partnership Meetings. The engagement focussed on actions, responsibility, consequences, and impact on local community.
- Increase the number of children & young people participating & engaging in learning: Youth Workers from the Core Team have engaged new young people over the school holiday periods by offering several positive opportunities during the October programme. The programme enabled young people to experience new activities, develop new skills while making new friends. Many young people then engaged in regular weekly sessions because of engaging in the holiday programme.
- Help young people into adulthood, to develop life skills and be ready for work: Core Youth Workers have been supporting young people with CV writing and how to apply for employment opportunities. Young people engaged in confidence building activities including interview skills. Young people were directed to the Youth Service SSE Facebook page where several employment opportunities were promoted.
- Ensure the most vulnerable are protected: Pegasus youth group engages young people from the LGBTQ community in a safe place where they are not judged, explore issues and be themselves without fear of judgement or discrimination. The Session activities include confidence building, communication skills and conflict management techniques.
- Support families to give children the best start in life: Core Youth Workers have been supporting local parents who have approached them with concerns and requesting support. Youth Workers have assisted with making professional relationships within the community meaning they have a better understanding of young people's home life. Youth Workers have offered parents support around applying for birth certificates helping with housing forms. Assisting finding home appliances that the parents were struggling to obtain.

👍 Help children & parents to live in safe, supportive & loving families	37
👍 Ensure the most vulnerable are protected	85
👍 Support families to give children the best start in life	47
👍 Increase the number of children & young people participating & engaging in learning	75
👍 Improve achievement & attainment for all	20
👍 Improve at a faster rate educational progress for children & young people vulnerable to poor learning outcomes	11
👍 Improve achievement and close achievement gaps	5
👍 Improve Outcomes for children and young people with SEN and/ or disability	1
👍 Improve social, emotional, and mental health & wellbeing	18
👍 Encourage physical activity and healthy eating	20
👍 Support young people to make good choices and minimise risk-taking behaviours	65
👍 Promote Sexual Health	18
👍 Minimise the misuse of drugs, alcohol, and tobacco	24
👍 Reduce crime and anti-social behaviour	65
👍 Help young people into adulthood, to develop life skills and be ready for work	5
👍 Improve access to affordable, safe, and reliable connected transport for young people	0







Safeguarding / Early Help:

- Early Help Meetings: Core Youth Workers have been attending & engaging in the early help meetings in schools, the partnership approach has ensured the most vulnerable are supported and correct agency offering guidance and assisting with families finding solutions to situations.
- One to One Work Support: Youth Workers from the SSE Core Team have been supporting young people on a one-to-one basis, the reduced service has picked up local cases aligned to Mental Health, school attendance and isolation.
- Safeguarding: Core Youth Workers from the SSE Team have been engaging with vulnerable young people and monitoring Safeguarding concerns. Youth Workers have been providing support, encouragement and assisting the young people overcome difficult situations. 1 case of safeguarding in the area. Youth Workers were alerted to the issue by young people. On-going monitoring and meeting with parent arranged.

- Cost of Living Crisis: Youth Workers for the SSE Core Team have responded to the cost-of-living crisis by ensuring all centre-based sessions are offering young people access to hot food / drinks when attending provisions. The focus being on offering access to free food whilst also developing skills around budgeting, cooking home cooked food, and developing hygiene skills.

Evidence of young people's involvement:

- Outer East Youth Summit: Young people from Garforth, Swillington, Kippax, Temple Newsam & Swarcliffe engaged with local councillors at the Outer East Youth Summit in October. Group member engaged in activities, exercises and discussions with councillors regards Youth Activity Funding.
- Consultations Undertaken: Young people engaging in Core Youth Work sessions have been participating in consultations on NHS Mental Health / St Aiden's Site improvements / Children & Young People Plan and Leeds Youth Voice – Your Health Matters. Some of the consultations was in session activities, some online during sessions and other young people were encouraged to complete online at home.
- October Scare-Fest & House of Madness: SSE Core Youth Work Team created a Halloween event and planned & delivered them with young people from Swarcliffe Youth Clubs, a scare-maze was created with young people being part of the scare elements in the maze. The three events engaged over 100 young people in the night they will not forget quickly, even visiting councillors enjoyed the experience. Some were even scared!
- Youth Worker in Training Interviews: Young people from Swarcliffe Youth Matters were engaged in the YWiT interviews in December. The group members asked questions of potential new staff and scored the answers provided. This combined with adult scoring helped identify preferred candidates.

Leeds Youth Work Vision:		
 Youth work will be valued and understood.	 Participation and Empowerment.	 Collaboration.
 Inclusiveness, equality, and diversity.	 Respect and positivity.	 Quality, safety, and well-being.

What has gone well and why? Contributing factors?

Participation and Empowerment:

- October School Holiday Programme: The Youth Service SSE Core Team delivered a programme of diversionary activities during the October school holidays, after consultation with local Youth Matters groups a programme was designed and delivered. The programme included full and half day trips to Escapologist Castleford / York Maze / Blackpool / Yorkshire Scare Ground / Barnsley Metro dome / Ninja Warrior / Flamingo Land. The participation levels were extremely high with safe & quality locations being accessed.
- Positive Experiences: Youth Workers from the Core SSE Team have assisted young people in participating in new experiences during the October to December period, young people experiences included attending a football match at Elland Road, watching a performance at Leeds Playhouse and an arts & crafts themed event at Stockeld Park. The opportunities enabled young people to experience new opportunities they would have struggled financially to access.

- YAF consultation: Young people attending the Youth Service Core sessions have been encouraged to engage in the Youth Activity Fund consultation, the opportunity enables young people to influence how the YAF funding allocated to each community committee will be allocated to specific activities which young people request in each of the local areas. Over 500 young people have so far engaged in the consultation exercise.
- National Youth Work Week: In November Core Youth Work sessions engaged young people in discussions around “what is youth work”. This year’s theme was a “Festival of Youth Work”. Young people made various promises to celebrate the future, these ranged from committing to turning up to the session each week, to supporting friends with their mental health.

Inclusiveness, equality, and diversity:

- Pegasus LGBTQ: Group members enjoyed choosing and purchasing a rainbow-coloured Christmas tree. The group made decorations for the tree with positive messages written on such as “all love is accepted” and “free to decide”. The group also had weekly discussions on LGBTQ issues such as conversion therapy and the gender recognition reform act 2022.
- Resettlement Work: Core Youth Workers have been providing a weekly session to young people fleeing Afghanistan as part of the resettlement programme, the weekly session supports young people focus on the transition from one country to another, develop awareness of British life, communication skills and explores opportunities to become integrated into the local community. Work is currently underway to expand this work to a second venue.
- White Ribbon Campaign: During the 16 days of the White Ribbon Campaign against domestic violence towards women, Core Youth Workers engaged young people in the activism – Young people from Methley Youth Club were encouraged to research facts and figures regarding violence and abuse against women and children. Groups discussed how they can feel marginalised being female, the males in the group could understand these thoughts but didn’t always agree with everything said. Young people talked about the different levels of abuse and how some abuse is just accepted without question. Young people used their phones to research organisations that help women and children who have suffered abuse. All young people were given the opportunity to discuss any issues or concerns in a more private environment as Youth Workers were aware that some young people in the group don’t like giving their views Infront of everyone. Some young people completed posters and made a pledge promising to support the end violence to women campaign.

Collaboration:

- Bonfire Night ASB: Youth Workers worked in partnership with the Outer East NPT and Garforth Lions to provide a presence at the local Lions Bonfire at Glebelands field. The team offered activities such as games, art & craft, and discussions on the mobile provision (parked at Garforth leisure centre). During the firework display, the team locked the mobile and were on foot at the bonfire talking to young people about staying safe, consequences of throwing fireworks and encouraging young people to leave the area after the event. Work was delivered to all youth groups in the run up to Halloween, mischievous night and Bonfire night around safety and consequences. In Rothwell

Windmill Youth Club young people looked a special effect to show young people how injuries from fireworks could look.

- Leeds United Foundation: Youth Service SSE Core Team has been working with Local Councillors & Leeds United Foundation to provide regular sessions that promote physical activities, skill development and contribute to the reduction of anti-social behaviour in local areas. Partnerships are delivered in Swarcliffe, Halton Moor and Kippax. A new partnership is currently being planned for Garforth Ward. Youth Service Core staff are working with Garforth & Swillington ward Councillors and the Leeds Utd Foundation to open a Garforth Kicks. Aims of this project include improving fitness of local young people, providing somewhere safe and fun for young people to go and hopefully to reduce ongoing ASB in Garforth. Funding applications and venues are currently being explored.
- Outer East Youth Summit: Young people from the local area engaged in the Outer East Youth Summit & Activity Day at Temple Learning Academy on Tuesday 25th October 2022 with young people signing up online and via consent forms to attend. Introductions by Councillor Nicole Sharpe, Children's Champion who welcomed the young people attending the Summit. Young People took part in a Youth Activity Consultation session to inform young people on outcomes from 2022/23 and for young people to inform the Council on activities for the period of 2023/24 and after there was a Q & A with Councillor Sharpe. There were various workshops to engage young people in including: Youth Service Zorb Balls/Leeds Utd KICKS Foundation/Leeds Rhinos/Photobooth/Getaway Girls/Temple Learning Partnership and other agencies offering activities. Young people were provided with lunch and the opportunity to speak to other partners including the Fire Service/Police along with Councillor Debra Coupar and Councillor James Lewis and Councillor Hayden. Around 70 young people attended the summit from the Outer East Area and feedback that they had a great day and looked forward to the next one.
- Resettlement Work: Youth Workers have been delivering engagement sessions to the young people at Garforth Holiday Inn during the October to December period, each Saturday from 12 to 3pm. Activities range from Arts & crafts/Learning English/Music and Dance/Different Themes to acclimatise young people to English life, Youth Workers are joined each Saturday with up to 30 children and young people and often, Mothers also join the sessions. Although the sessions are positive, they can occasionally be challenging, boundaries are reinforced around sharing resources with each other. Youth Workers throughout the week collect donations including toys/books/clothes/shoes/bags/make up and these are distributed to the children and mothers. Almost all the children and young people are now attending schools and thriving. The young people's knowledge of the English language is progressing fantastically, and Youth Workers encourage them to speak English during sessions to further enhance their skills. Youth Workers have said goodbye to many families along the way who are now housed, and we have wished them happiness in their new homes.
- Swarcliffe Youth Club: Youth Workers have been providing regular opportunities for young people to engage in sessions which enable young people to develop life skills, the sessions over three nights (Wednesday, Thursday & Friday) engage a positive number of young people and assist young people to escape the temptations of becoming involved in Anti-Social Behaviour. The area has seen an increase in ASB aligned to throwing stones at buses and taxis. Youth Workers have engaged with partners to identify the young people responsible, and the regular session information shared. This has enabled Youth Workers to explore the actions of the individuals, focus

on consequences and link the young people into positive activities. The partnership has seen the ASB reduce in the area.

What has not gone well and why? Contributing factors?

Core Youth Work staffing levels have continued to cause challenges in the delivery of sessions, this combined with staff sickness and annual leave has seen a lower number of sessions delivered. Compared to the same period last year (October to December) this year 80 less sessions were able to be delivered.

The period to undertake services / repairs on two of the three mobile units has reduced availability and required staff to attend some planned sessions on detached. This was not received well, and cold weather also put young people off attending detached sessions.

Plans and priorities for the next quarter

Between January 2023 and March 2023, plans and priorities for Leeds Youth Service are:

- Temple Newsam engagement levels to be increased.
- To reduce the number of unknown young people engaging in Core Youth Work sessions.
- Mobile Units disruption to be minimised where possible to ensure vehicles are available for delivery of Core Youth Work Sessions.
- To focus on resettlement participation levels being recorded on Core + to reflect ethnicity engagement levels during future delivery.
- To focus on LGBTQ session participants being recorded on Core + aligned to their identity preference to ensure the rights of young people are respected.
- To ensure preferred candidates are progressed to Youth Workers in Training within the SSE Core Team and engaging in supporting the delivery of Youth Work Sessions.
- To develop Garforth Kicks in partnership with the Leeds Utd Foundation at the request of ward Councillors.
- To continue increasing attendance at all sessions, in particular the Pegasus LGBTQ group and the voice and influence group, ypmg.

15. Community Engagement: Forums

Forum meetings for Cross Gates & Whinmoor with representatives from West Yorkshire Police and key services have been scheduled for 2023:

- Whinmoor Forum, chaired by Cllr Jessica Lennox:
 - 23 March, Wellington Hill Residents Association (6pm)
 - 10 May, Fieldhead Carr Community Centre (6pm)
 - 20 September, Fieldhead Carr Community Centre (6pm)
 - 06 December, Fieldhead Carr Community Centre (6pm)
- Manston & Swarcliffe Forum, chaired by Cllr Pauleen Grahame:
 - 16 March, Barnbow Pub (6pm)
 - 23 May, Swarcliffe Community Centre (6pm)
 - 12 September, Barnbow Pub (6pm)
 - 05 December, Swarcliffe Community Centre (6pm)

16. Community Engagement: Social Media

Appendix 1 Social Media Report provides the Committee with information on posts, and details recent social media activity for the Outer East Community Committee Facebook page. The report highlights key themes promoted through social media posts, as well as topics addressed relevant to the period. The report covers December 2022 to February 2023. The four-ward based Coronavirus Facebook help pages remain suspended.

Corporate Considerations

17. Consultation and Engagement

The Community Committee has, where applicable, been consulted on information detailed within the report.

18. Equality and Diversity/ Cohesion and Integration

All work that the Communities Team are involved in is assessed in relation to Equality, Diversity, Cohesion, and Integration. In addition, the Communities Team ensures that the wellbeing process for funding of projects complies with all relevant policies and legislation.

19. Council Polices and City Priorities

Projects that the Communities Team are involved in are assessed to ensure that they are in line with Council and City priorities as set out in the following documents:

- Vision for Leeds 2011 – 30
- Best City Plan
- Health and Wellbeing City Priorities Plan
- Children and Young People's Plan
- Safer and Stronger Communities Plan
- Leeds Inclusive Growth Strategy

20. Resources and Value for Money

Aligning the distribution of community wellbeing funding to local priorities will help to ensure that the maximum benefit can be provided.

21. Legal Implications, Access to Information and Call In

There are no legal implications or access to information issues. This report is not subject to call in.

22. Risk Management

Risk implications and mitigation are considered on all projects and wellbeing applications. Projects are assessed to ensure that applicants are able to deliver the intended benefits.

Conclusions

- 23.** The report provides up to date information on key areas of work for the Community Committee.

Recommendations

- 24.** The Community Committee is asked to note the content of the report and comment as appropriate.

Background documents¹

- 25.** None.

¹ The background documents listed in this section are available for inspection on request for a period of four years following the date of the relevant meeting Accordingly this list does not include documents containing exempt or confidential information, or any published works Requests to inspect any background documents should be submitted to the report author.



Outer East Community Committee

FACEBOOK highlights

December 2022 – February 2023

Appendix 1

Outer East Community Committee

Since November 2022 the Outer East Community Committee Facebook page has gained: **29 new page 'likes'** (and currently has) **3,238 followers**.

This means that this is the **first** most popular Community Committee page.

There are two things to note in general:

- 'reach' is the number of people the post was delivered to.
- 'engagement' is the number of reactions, comments, or shares.



Engagement tends to be a better way of gauging if people are interested and have read the posts because they wouldn't have interacted with it otherwise. For example, a post might reach 1,000 people but if they all scroll past and don't read it, the engagement is 0 and it hasn't been an effective way for the Community Committee to communicate.

Having said that, all posts can be read without any further interaction!!

The most popular post since November 2022 is the LCC Outer East Community Committee post regarding Winter Coat Appeal.

- Which has been shared 51 times.
- Reached a total of 7,575 people.

The following are screenshots of the most popular three posts since the November 2022.

Alongside are the figures for how many people were 'reached' and how many people 'engaged' with the post.

1st Place – LCC Outer East Community Committee Post:

Winter Coat Appeal, 17 January 2023

7,575 people had this post delivered to them.

There were 128 reactions, comments and shares including:

69 Reactions, 8 Comments and 51 shares.



Leeds City Council Outer East Community Committee

Published by Charlotte Fletcher · 17 January · 🌐

❄️ Temperatures are due to drop again this week ❄️

👉 If you or anyone you know would benefit from a FREE winter coat, fleece or hoodie, please find below a list of all the community hubs that have rails of good quality, second hand child and adult sized coats.

[#leedswintercoatappeal](#)

[#leeds](#)

[#CostOfLivingSupport](#)

ZERO WASTE LEEDS
LEEDS WINTER COAT APPEAL

NEED A COAT?

GET A FREE ONE FROM THESE COMMUNITY HUBS

Merrion House, Merrion Way, LS2 8BB
St Stephen's Church Hall, Norman Street, LS5 3JN
Woodhouse Medical Practice, Cambridge Road, LS6 2SF
Reginald Centre Community Hub, 263 Chapeltown Road, LS7 3EX
Compton Centre Hub, 322 Harehills Lane, Harehills, LS9 7BG
BITMO, BITMOs GATE, Aberfield Gate, Belle Isle, LS10 3QH
Cottingley Children's Centre, Cottingley Drive, LS11 0JP
New Wortley Community Association, 40 Tong Road, LS12 1LZ
Armley Community Hub, 2 Stocks Hill, Armley, LS12 1UQ
Bramley Community Hub, Hough Lane, Bramley, LS13 3ND
Seacroft Community Hub, 1 Seacroft Avenue, LS14 6JD
Halton Library, 273 Selby Road, LS15 7JR
Welcome In Community Centre, 55 Bedford Drive, LS16 6DJ
Yeadon Community Hub, Town Hall Square, Yeadon, LS19 7PP
Garforth Library and One Stop Centre, Lidgett Lane, Garforth, LS25 1EH
Kippax Community Hub and Library, Westfield Lane, Kippax, LS25 7LY
Kippax Community Pantry, Kippax North Primary School, Brexdale Avenue, Kippax, LS25 7EJ (Saturday mornings only)
Morley Community Hub and Library, Commercial Street, Morley, LS27 8FZ
Pudsey Community Project, Fartown, Pudsey, LS28 8LT

2nd Place – LCC Outer East Community Committee Post:

Warm Spaces, 17 January 2023

2,427 people had this post delivered to them.

There were 45 reactions, comments and shares including:

30 Reactions, 1 Comment and 14 shares.



Leeds City Council Outer East Community Committee

Published by Charlotte Fletcher · 17 January ·

Warm Spaces

Warm Spaces across Leeds offer a welcoming and safe warm place for anyone to use for free, particularly if you're struggling with the cost of heating your home during cold weather. Opening hours have now returned to normal after the festive period. To find your nearest Warm Spaces visit: <https://www.leeds.gov.uk/campaign/warm-spaces>

A reminder that community hubs and [Leeds Libraries](#) offer warm spaces and a warm welcome. You can also access additional services including help with job applications, claiming benefits you could be eligible for and money saving tips and budgeting. You can find your local community hub at: <https://www.leeds.gov.uk/community-hubs>

Free, confidential advice is also available from the Money Information Centres, [Leeds MIC](#), please visit the website for further information: <https://www.leeds.gov.uk/leedsmic>



Leeds

CITY COUNCIL

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Warm Spaces

Warm Spaces are places where people can gather for free in a warm, safe, welcoming place an...




3rd Place – LCC Outer East Community Committee Post:

Manston & Swarcliffe Forum, 17 February 2023.

2,049 people had this post delivered to them.

There were 22 reactions, comments and shares including:
9 Reactions, 2 Comments and 11 shares.



 **Leeds City Council Outer East Community Committee**
Published by Charlotte Fletcher · 17 February at 17:00 · 🌐

📍 The Manston & Swarcliffe Forum will take place on Thursday 16 March 2023, 6pm at [Barnbow Pub](#), Austhorpe Road, Cross Gates, Leeds, LS15 8EH 📍

🗣️ The forum allows residents to raise any concerns about the local area and will provide information and updates about what is happening within the ward 🗣️

👥 The start of the meeting will concentrate on community safety issues with representatives from [West Yorkshire Police - Leeds East](#) to answer any concerns. Your local ward councillors, [Cross Gates and Whinmoor Labour Councillors](#), will be in attendance and there will be representatives from various [Leeds City Council](#) departments to answer your questions 🗣️

🗣️ This is an excellent opportunity to have your say on local issues and we hope that you will be able to join us 🗣️

Forum Meetings for 2023 are scheduled to take place on the following dates:

- ✅ Tuesday 23 May, [Swarcliffe Community Centre](#) (6pm)
- ✅ Tuesday 12 September, [Barnbow Pub Crossgates Leeds](#) (6pm)
- ✅ Tuesday 05 December, [Swarcliffe Community Centre](#) (6pm)

📧 For further information or to confirm your attendance please contact us by email at: communitycommittee@leeds.gov.uk

👤 We hope to see you at the Forums 👤

[#leeds](#) [#localcommunity](#) [#HaveYourSay](#) [#LocalUpdate](#) [#LocalInformation](#) [#residentforum](#)
[#localresidents](#) [#localopportunity](#) [#localmeetings](#) [#communitymatters](#) [#localcouncillors](#)
[#LocalDemocracy](#) [#manston](#) [#Swarcliffe](#) [#raiseyourconcerns](#)



Have your say and get involved!

The Forum

Forum is a meeting open to the community who live or work within the area. It is a consultation tool where local residents and businesses can discuss issues and decisions are developed.

The Forum also has a community safety update via the **PACT (Partners And Communities Together)** meeting which is an opportunity to speak to your Neighbourhood Policing Team about local issues.

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Your ward councillors invite you to the Manston & Swarcliffe Forum

Manston & Swarcliffe Forum

Thursday 16 March 2023 (6pm)
Refreshments from 5.50pm
Barnbow, Austhorpe Road, LS15 8EH

Manston & Swarcliffe Forum Meetings 2023

- 16 March, Barnbow Pub (6pm)
- 13 May, Swarcliffe Community Centre (6pm)
- 12 September, Barnbow Pub (6pm)
- 5 December, Swarcliffe Community Centre (6pm)

Keep up to date with the Outer East Community Committee

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Report of the City Solicitor

Report to: Outer East Community Committee (Cross Gates & Whinmoor. Garforth & Swillington, Kippax & Methley, Temple Newsam).

Report author: Andy Booth, Governance Officer, 0113 37 88665

Date: 7 March 2023

For decision

Dates, Times and Venues of Community Committee Meetings 2023/2024

Purpose of report

1. The purpose of this report is to request Members to give consideration to agreeing the proposed Community Committee meeting schedule for the 2023/2024 municipal year.

Main issues

Meeting Schedule

2. The Procedure Rules state that there shall be at least four ordinary or 'business' meetings of each Community Committee in each municipal year and that a schedule of meetings will be approved by each Community Committee.
3. This report seeks to schedule 4 Community Committee business meetings for 2023/24, in line with previous practice. The proposed schedule has been compiled with a view to ensuring an even spread of Committee meetings throughout the forthcoming municipal year.
4. The following provisional dates have been agreed in consultation with the Localities team. As referenced earlier, this report seeks to schedule 4 Community Committee business meetings for 2023/24, in line with previous practice.

5. The proposed meeting schedule for 2023/24 is as follows:

- Tuesday, 27 June 2023 at 4.00 p.m.
- Tuesday, 26 September 2023 at 4.00 p.m.
- Tuesday, 12 December 2023 at 4.00 p.m.
- Tuesday, 5 March 2024 at 4.00 p.m.

Meeting Days, Times and Venues

6. Currently, the Committee meets on a Tuesday at 4.00 p.m - and the proposed dates (above) reflect this pattern.
7. Meeting on set days and times has the advantage of certainty and regularity, which assists people to plan their schedules. The downside might be that it could serve to exclude certain people i.e. members of the public, for instance, who have other regular commitments on that particular day or who might prefer either a morning or afternoon meeting or a meeting immediately after normal working hours. Therefore, the Committee may wish to give consideration to meeting start times which would maximise the accessibility of the meetings for the community.

Options

8. Members are asked to consider whether they are agreeable with the proposed meeting schedule (above).

Corporate considerations

10a. Consultation and engagement

The submission of this report to the Community Committee forms part of the consultation process as it seeks the views of Elected Members with respect to the Community Committee meeting schedule.

In compiling the proposed schedule of meeting dates and times, the current Community Committee Chair and colleagues within the Localities team have been consulted.

10b. Equality and diversity / cohesion and integration

In considering the matters detailed, Members may wish to give consideration to ensuring that the Community Committee meeting arrangements are accessible to all groups within the community.

10c. Legal implications, access to information and call in

In line with Executive and Decision Making Procedure Rules, the power to Call In decisions does not extend to decisions taken by Community Committees.

Conclusion

11. The Procedure Rules require that each Community Committee will agree its schedule of meetings and that there shall be at least 4 business meetings per municipal year. With this, Members are asked to agree the arrangements for 2023/24.

Recommendations

12. Members are requested to consider the options detailed within the report and to consider and agree the Committee's meeting schedule for the 2023/24 municipal year (as detailed above).

Background information

- Not applicable

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