

Leeds Roads Vision Zero 2040 – Annual Progress Report 2022-23

Date: 27/09/23

Report of: Chief Officer Highways and Transportation

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

Will the decision be open for call in?

Yes No x

Yes No x

Brief Summary

Following the approval of the Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan, in September 2022 the 2021/22 the Scrutiny Board's inquiry into the prevention of deaths and serious injuries on Leeds' roads, the Scrutiny Board committed to receive an annual update on progress to be scheduled in the latter part of the 2022/2023 municipal year.

The Leeds Safe Roads Vision Zero 2040 Strategy (the "Strategy") sets out the ambition that by 2040 no one is killed or seriously injured on the roads in Leeds.

The report also included updated on the measures as requested by the Scrutiny Board in April 2022.

The report evaluates the progress and success of all the key measures using the five pillars of a functioning "safe system"; safe behaviours and people, safe speeds, safe roads, safe vehicles and post collision learning and care, as set out in the action plan.

Recommendations

Members are requested:

- a) To note the content of the Leeds Safe Roads Vision Zero 2040 annual progress report, together with the associated Action Plan 2022-2025 including updates on the Scrutiny actions from April 2022.

What is this report about?

Background

- 1 In 2020, the Infrastructure, Investment and Inclusive Growth Scrutiny Board first set out its ambition to carry out an inquiry to look in more detail at KSI (killed or seriously injured) figures in Leeds and local road safety initiatives, particularly in relation to initiatives that aim to reduce

speeding. In light of the challenges associated with the Covid-19 pandemic this was deferred until 2022. Through this inquiry members were keen to explore how partners can together:

- Improve the safety of road environments in local communities, particularly for vulnerable road users and young people.
- Make best use of technology and policy development to manage behaviours such as speeding.
- Identify further opportunities to influence behaviour change through effective and/or targeted education/information campaigns.

In the period January - December 2020 Leeds recorded its lowest ever annual KSI figure (231). Members welcomed a 47% reduction in KSI figures for April and May 2020, as compared to the same period in 2019. However, the Board recognised that during this period in 2020 the country was experiencing its first full pandemic-related 'lockdown' involving wide-ranging restrictions on travel.

The evidence from that year suggests a direct correlation between reduced traffic volumes and the number of those killed or seriously injured in road traffic collisions. Consequently, members of the Infrastructure, Investment and Inclusive Growth Scrutiny Board felt it was timely to explore how partners can together ensure Leeds achieves a continued downward trend in KSI figures, despite the anticipated increase in traffic volumes as pandemic-restrictions continued to ease.

- 2 In October 2021, Leeds City Council adopted the Connecting Leeds Transport Strategy. It set out its clear aim that Leeds would become a city where you would not need a car. It also signalled a step change in our approach to travel and road danger and set the bold ambition that **by 2040 no one will be killed or suffer serious injuries on roads in Leeds**.
- 3 This change was needed because the number of people killed and injured on our roads had, after falling steadily in the years to 2013, remained roughly the same since then.
- 4 Between 2017 and 2021, road crashes in Leeds killed 93 people and seriously injured another 1,562 (1,655 in total). Behind each statistic, there is a personal tragedy, someone whose health has been impacted or life cut short, families and loved ones traumatised and bereaved and other impacts on those who have witnessed and/or been involved in dealing with the incident on site, particularly amongst the emergency services.
- 5 Recognising that if we continued the same trajectory, the target of achieving Vision Zero would have taken many years to achieve and if we wished to achieve our stated ambition, an entirely new and different approach was needed. We needed to change how we understood and talked about risk and responsibility, to help us to see clearly what we should do to address road danger.

Leeds Safe Roads Partnership

- 6 Leeds Safe Roads Partnership (LSRP) developed the Leeds Safe Roads Vision Zero 2040 Strategy [Leeds Safe Roads Vision Zero 2040 Strategy and Action Plan](#) outlining this new approach. The Partnership works with teams, departments and agencies associated with road casualty prevention and safe roads activities in Leeds and includes representatives from West Yorkshire Police (WYP), West Yorkshire Fire and Rescue Service (WYFRS), Yorkshire Ambulance Service, National Highways and teams across Leeds City Council, including Influencing Travel Behaviour, Traffic Management, Parking Enforcement, Public Health, Anti-Social Behaviour, Taxi and Private Hire Licensing and Fleet Services.

- 7 We have renewed and reinvigorated the governance of LSRP so that it can focus more closely on the delivery of the action plan. Subgroups have been established according to safe systems pillars and they work collaboratively to achieve the aims of the action plan, reporting into a quarterly Leeds Vision Zero partnership board. This process has been recently established and these subgroups will report back to the West Yorkshire Steering Group and Executive via highlight report.

WYCA Vision Zero Board

- 8 West Yorkshire Combined Authority's (WYCA) have established a Vision Zero board which is chaired by the Deputy Mayor for Policing and Crime Alison Lowe. The board helps advocate and foster commitment for Leeds Vision Zero 2040 by providing democratic overview and a shared road safety ambition at a regional level. Board representatives include the Chief Officer, Highways and Transportation and the Executive member for Infrastructure and Climate.
- 9 New Vision Zero Policy Manager and Assistant roles funded by the Safety Camera Partnership started in February 2023 to assist with the West Yorkshire Safe Roads governance and to work on the West Yorkshire Vision Zero Strategy. WYCA recently went out to public consultation to establish areas of concern.

West Yorkshire Safe Roads Partnership Groups

- 10 The West Yorkshire Safe Roads Executive includes officers from the five West Yorkshire councils along with partners from National Highways, West Yorkshire Police and Brake (a road safety charity). It will agree the Vision Zero action plan that will be developed by WYCA and provide a governance function top the steering group and West Yorkshire Safety Camera Partnership.
- 11 West Yorkshire Safe Roads Steering Group and West Yorkshire Safe Roads Delivery Group steer and deliver the work programmes which is funded by the Safety Camera Partnership. These groups ensure resources are used effectively and efficiently to reduce road danger.
- 12 A new West Yorkshire Communications Groups has been set up to coordinate strategic road safety messages and to create a platform for sharing partner communications.
- 13 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 generated goes into road safety initiatives.

Scrutiny Board's Recommendations

- 14 The Scrutiny Board fully endorsed the adoption of the Vision Zero approach to road safety in Leeds, with the ambition at its heart that nobody should be killed or seriously injured on our roads.
- 15 This report details the progress made during the first year of the Leeds Safe Roads Vision Zero 2040 Strategy and action plan and specifically provides a follow up response to the recommendations of the 2021/22 Scrutiny Board Inquiry, specifically those measures incorporated into the strategy and action plan.
- 16 In April 2022 Officers provided an initial response to the recommendations made by the Scrutiny Board. These centred upon providing recommendations to national legislators as well

as strengthening local practice. These responses have been included to assist the Board to measure the progress made (Part 2).

What impact will this proposal have?

17 By preventing road death and serious injury and promoting increased active travel this will positively impact on access to jobs and services and inclusive growth. Active travel is an achievable way of increasing levels of activity which promotes health and wellbeing; and reductions in traffic levels and increases in active travel will reduce carbon emissions from transport.

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

Health and Wellbeing Inclusive Growth Zero Carbon

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

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

Health and Wellbeing

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

Inclusive Growth

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

Climate emergency

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

What consultation and engagement has taken place?

Wards affected:

Have ward members been consulted? Yes No

22 No further consultation has taken place since the adoption of the Vision Zero Strategy.

23 We do, however, continue to approach and actively engage with partners, stakeholders and community groups as we deliver the Action Plan. We have also attended all of the Community Committees across Leeds to share information and promote road safety awareness.

Delivery of Vision Zero Action Plan

How has success been measured?

24 We have planned our programmes of work and monitored and evaluated our progress against the Vision Zero Strategy and Action Plan (Appendix 1) and the actions contained within. This ensures the success of the strategy and helps us identify if we need to change our approach accordingly.

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

26 Success will be reported against the Strategy’s objectives and measures. The Action Plan sets out a series of measures which will be used to monitor progress against our objectives and targets. An annual progress report will be provided to the Chief Officer Highways and Transportation and KPI’s reported on an annual basis to Executive Board.

KSI Data

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

28 At the time of writing this report 2022 data has yet to be released by the DfT but is included within this report for illustration purposes for the last 12 months but is still subject to change.

29 In 2022 a figure has been recorded of 556 KSI (529 serious and 27 fatalities) in Leeds. This figure is high but is reflected across national figures for the same period.

30 Initial analysis has also identified the most commonly recorded contributory factors are ‘Failed to look properly’ and ‘Failed to judge other person’s path/speed’

Data Sources

31 We are aware that there may be gaps in our data and as a partnership we are actively seeking out opportunities to improve our use of data and find other sources of information that will help us better understand how to deliver Vision Zero. The Leeds and West Yorkshire Safe Roads Vision Zero Data Groups are entering into discussions as to what this data is and where it will come from such as; insurance data (uninsured drivers), West Yorkshire Fire and Rescue, the NHS, and Coroner’s reports.

Road Safety Education and Training

- 32 The Influencing Travel Behaviour (ITB) Team continues to offer road safety education, training and engagement to those road users who are at most risk of harm.
- 33 Road Safety training is provided to primary schools across Leeds prioritising those areas with the highest number of collisions. Children from Nursery to Year 6 can take part in these sessions. The team offer a programme of practical pedestrian, transition and scooter training as well as class-based road safety education.
- 34 In academic year 2022-23 14,428 children have had road safety input from the team, of this figure 4,500 have undertaken pedestrian training, 2500 scooter training and 487 transition training (Year 6 to Year 7).
- 35 In September 2023 three new School Streets will be launched at Blenheim, Bramhope, and Birchfield Primary Schools in Leeds. School Street schemes offer a proactive solution for school communities to tackle air pollution, poor health and road danger reduction. A School Street scheme encourages a healthier lifestyle and active travel to school for families and lead to a better environment for everyone.

Bikeability

- 26 ITB continue to administer the Bikeability contract with our provider, Cycle North. A new tendering process was undertaken in Spring 2023 with Cycle North being successful again. The new contract commenced in September 2023.
- 27 The Stage 1 funding for 2023-2024 has been confirmed at the same level as 2022-23. When Stage 2 funding is confirmed that will give an opportunity for offering additional places for delivery.
- 28 In August 2023 Leeds was recognised by the Bikeability Trust as being in its top 10 of grant recipients delivering Level 1 and 2 training to over 70% of Year 6 pupils. Leeds is fourth in terms of total percentage trained (79%) and second in terms of total numbers trained, outside London.

Adult cycle training is provided by City Connect and in the last year they exceeded their target.

Operation Close Pass- Horses

- 29 Close Pass initiatives have been delivered with West Yorkshire Police and the British Horse Society to raise awareness of the January 2022 Highway Code changes and to the British Horse Society "Dead Slow" campaign. From January 2021-January 2022 the British Horse Society reported that 68 horses have died and 139 people have been injured on roads in the UK.
- 30 In Leeds 35 drivers were educated in a 3-hour period in the south of the city. A further operation is planned for autumn.

Operation Close Pass- Cyclists

- 31 Two Close Pass operations for cyclists have been delivered with West Yorkshire Police focusing on the south and outer northwest areas with a further two planned before the end of 2023.

Car Seat Checking Events

- 32 The ITB team is developing a programme of work to educate local champions in communities, schools, nurseries and children's centres about legislation relating to child car seats. The team does not have the training or expertise to deliver car seat fitting and checking sessions for members of the public and have procured this from an external provider.

Child casualty data for Leeds shows that from 2017 – 2021, 59 children aged 0 to 4 and 170 children aged 5 to 15 were injured while travelling as car passengers. Of these, 17 were seriously injured. In 11 cases, use of seatbelt (or appropriate car-seat / restraint) was recorded as 'not worn' or 'unknown'. The remaining cases were 'worn but not independently confirmed'.

- 33 Work is clearly required to raise awareness of the legislation and importance of children using the appropriate seat when travelling by car. This will be addressed through ongoing comms and education work with professionals, communities and schools / parents.
- 34 For those who do purchase and use a car seat, it is imperative that these are fitted correctly in order to provide adequate protection in the event of a collision. Feedback from the proposed car seat fitting and checking event provider states that since re-starting car seat checks after covid lockdowns, the number of major errors identified during checks in other areas has doubled.
- 35 The intention is to run six car seat checking events starting in Autumn 2023, with one session being held in each Neighbourhood Policing Team area of the city. Locations will be selected based on high numbers of visits by families with children, such as shopping centres, supermarkets and out-of-town retail parks.
- 36 ITB is also developing parent resource packs to reinforce this and other vital road safety messages that will be sent home to parents after the road safety trainers have been in their particular school.

Adults with Learning Difficulties

- 37 The ITB team have met with representatives from Adult Social Care and are in the process of developing a training package to support and train staff who work with adults with learning difficulties who attend day centres to develop pedestrian training that best meets their service user's needs.

Older Drivers (60+)

- 38 ITB and Leeds Older People's Forum have collaborated on a bid and were successful in obtaining funding from the Road Safety Trust to explore the road safety issues older drivers encounter. Between 2018-2022 the numbers of drivers/riders involved in road traffic collisions in Leeds, by age, shows those aged 60+ comprise 10% of the collisions yet 12% of those where there has been a serious injury or fatality; suggesting the collisions are more serious. In this time period, Leeds had 8 driver fatalities and 4 passenger fatalities where the driver of the vehicle is 60+.

39 The “Driving Change Together” project will work closely with older people in Leeds who are over the age of 60 to understand what will work by designing road safety messages for Leeds to encourage older drivers to assess their driving ability as they age and consider alternative modes of transport.

Younger Drivers (16-24)

40 Between 2017-2021, 64 young people were killed or seriously injured in Leeds. The overwhelming majority of this figure is made up of males.

41 Leeds has led on a project at West Yorkshire level to investigate different approaches for young people about to embark upon learning to drive and has procured a workshop with TTC who provide the national speed awareness courses which will be delivered across West Yorkshire from late 2023 in secondary schools and colleges of further education.

42 These workshops will promote awareness and educate on “fatal 5” offences, brain development, in-car distractions, fatigue vs tiredness and passenger strategies to empower and educate young people to make smarter choices when learning to drive and beyond.

Powered Two Wheelers (PTWs)

43 PTWs refers to scooters, mopeds and motorcycles. This is a unique road user group with quite specific needs when it comes to staying safe on the road. They ride vehicles that range vastly in size, weight, power, and potential speed and so require specialist handling skills.

44 Most PTWs are very manoeuvrable but they have distinctive grip and balance requirements meaning that their riders are at a higher risk of being involved in a crash; riders and passengers are particularly vulnerable to injury in general.

45 Motorcyclists make up approximately 3% of the traffic on our roads but are represented in 18% of our KSI.

A65 Trial

46 A trial in Leeds to allow motorcyclists in a bus lane was held on the A65 corridor from Kirkstall to the city centre commencing in 2022. As well as the convenience this offered motorcyclists, by using bus lanes as opposed to busy and congested general traffic lanes, this has the potential to support the safe use of motorcycles in the city. The A65 was chosen as a trial site due to having the most favourable characteristics such as the lanes being wide (generally 4.5m) and infrequent side roads.

47 Other bus lanes in the city have different characteristics. They are both significantly narrower and are in areas with collision records related to turning movements at these side roads. Therefore, we can be less certain that we can apply the findings from the A65 trial to all bus lanes in Leeds.

48 We committed to evaluating the trial against five main criteria:

- Collisions
- Speeds before and during the trial
- Delays to buses
- Impacts on other vulnerable road users e.g. cyclists

- Usage of permitted access by motorcyclists

Across these five criteria, although a small increase in speed of motorcyclists has been seen, across the other 4 criteria the findings are positive to date.

The mean speed, the 85th percentile speed, and the proportion travelling over the ACPO speed limit guidelines, were analysed for the 5 discrete sections of the A65 Bus Lanes.

The overall finding was a trend of a slight increase in the speed of motorcyclists after the implementation of the scheme. The mean speed across all sites went from 21.6 mph to 23.5 mph, the 85th percentile speed went from 32.2 to 33.1 mph, and the Proportions over the ACPO guidelines went from 6.0% to 7.1%.

The ACPO guidelines represent the level of excess speed at which West Yorkshire police would consider undertaking enforcement. The section of the A65 where the proportion of motorcyclists breaching this limit was highest, was the westbound section of Kirkstall Road (between the IRR and Viaduct Road). Here in 2022 the level was 10.2% and increased to 15.2% in 2023. To put this figure into more context, the levels for car drivers at this site were 22.9% in 2022 and 19.4% in 2023. The nature of this section, where the Kirkstall Road presents to drivers or riders joining, as a 6-lane dual carriageway after exiting the Inner Ring Road, is likely to be the primary factor for the lack of speed compliance.

Nevertheless, the levels of excess speed found here by both motorcyclists and car drivers is a concern and shows that the safe speeds pillar of the Vision Zero strategy will require ongoing action to achieve safer roads.

We have seen a sizeable increase in the numbers of motorcyclists travelling on the A65 corridor. Collision monitoring and analysis shows that during the duration of the trial no collisions involving motorcyclists have been recorded. However, as collision trends are normally evaluated over 5-year periods, the strength of conclusions that can be drawn has limitations, until a longer time has elapsed.

As we develop our implementation of Vision Zero we will need to consider when investigating further sites does allowing motorcycles access to bus lanes at specific sites help create the 'safe systems' that are integral to the success of Vision Zero.

49 ITB have begun working with Motorcycle Action Group (MAG) to develop engagement with motorcyclists and will host a northern stakeholder engagement event where the aim is to further promote motorcyclist safety and encourage submissions from this road user group to Operation SNAP.

50 ITB promote initiatives involving PTWs on their social media channels regularly. West Yorkshire Police have been running 'Bike Safe' training courses over the summer and ROSPA have recently created a New Rider Hub.

Communications

51 A full time Senior Communications Officer was appointed to the team in February 2023. One of their main focuses has been on raising awareness of road safety issues in Leeds via social media output on Connecting Leeds' twitter (now X) and facebook pages. The content is in line with the National Police Chief Commissioners' communications calendar (Appendix 3).

52 The Strategy identified a need for there to be a dedicated Leeds Safe Roads Partnership website to communicate and outline responsibilities for addressing road danger in Leeds, publish data and provide an improved facility for people to suggest road safety improvements.

53 The Leeds.gov.uk website is a trusted platform for all those who live and work in Leeds and it has therefore been decided to refresh and relaunch the appropriate pages of Leeds City Council's website. The ITB team are working to update the content of the road safety pages to reflect the Vision Zero focus. This will include links to partners websites such as West Yorkshire Police and West Yorkshire Fire and Rescue.

Enforcement

53 All road users should behave in a way that is safe, legal, and considerate. The Highway Code makes it very clear that those that can do the most harm bear the greatest responsibility to reduce the danger or threat they may pose to others.

54 Whilst all road users can certainly do things that increase the risk to themselves, pedestrians, cyclists and children rarely cause serious or fatal injuries to others.

55 This Vision Zero pillar 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 drivers, the roads and other road users.

56 Driver behaviour is the most frequent, critical reason for fatal and serious crashes in Leeds. Road users who commit one of the Fatal Five offences are far more likely to be involved in a fatal collision than those who do not. Historically the focus was on the 'fatal four' but since the adoption of the Strategy in Leeds we now refer to the 'fatal five' and have added a fifth area: careless driving. This change has been adopted in Leeds and across West Yorkshire and West Yorkshire Police have adapted this in their operations.

Operation SPARC (Supporting Partnership Action to Reduce Road Casualties)

57 In April 2023, Highways Board approved a further round of funding for Operation SPARC which funds police overtime specifically to target fatal five enforcement. The first deployments happened in June 2023 and will continue until the end of the financial year.

58 In the first month of deployment 142 drivers were spoken to over an 81-hour period. In total WYP have given 162 tickets, the most common of which were not using seatbelts, section 59 warnings, and no insurance.

Operation SNAP

59 Operation SNAP was launched in July 2020 by West Yorkshire Police, an online facility that allows members of the public to submit video footage (dash cams, mobile phones or helmet/body cams) of potential driving offences. This includes dangerous driving around other road users such as horse riders, cyclists, anti-social driver behaviour and using a mobile phone at the wheel. Roads policing specialists review the footage and if they identify the offence and the driver the police may then take action (Appendix 4).

60 Depending on the circumstances the driver may be offered a driver education course, a conditional offer (e.g points on their licence or a fixed penalty) or a summons to attend court.

- 61 ITB promotes Operation SNAP among all road users at all events it attends and has increased its commitment to promote the initiative with key groups such as horse riders, motorcyclists and retailers.
- 62 The action plan set a target of a 5% increase in submissions each year by all partners. Appendix 4 details submissions to date and their outcomes.

E-Bikes

- 63 Liaison between Leeds City Council and West Yorkshire Police about the use of illegal and anti-social e-bike use in Leeds continues. It is for the Police to enforce against dangerous cycling and illegally modified cycles. To this end, West Yorkshire Police carried out an operation on Thursday 7th September 2023, seizing a number of bikes which were illegally modified. This was the 2nd operation of this nature this summer.
- 64 From a Leeds City Council perspective, our on-street teams are tasked with asking riders to slow down where we see them riding too quickly, and we regularly liaise with companies such as Deliveroo and Uber Eats. The Deliveroo liaison has resulted in notices being sent out by Deliveroo to their riders, asking them to ride more carefully in pedestrianised areas. In addition, multi-agency 'Rider Engagement Events' have been held in Leeds, where Leeds City Council, the Police and Deliveroo attend and have the opportunity to talk and listen to riders and information and training on safe riding as part of the Leeds Safe Roads Vision Zero Strategy 2040 is promoted.

Community Speedwatch

- 65 Following the refresh and update of the road safety online pages (expected autumn 2023) a new community guide to deal with local speed problems will be published.
- 66 Speed Indication Devices (SIDS), as used by Neighbourhood Policing Teams and Local Community Committees are old and no longer eligible for service and repair. They are no longer fit for purpose. The data they record cannot be downloaded.
- 67 The ITB team have researched a potential replacement that will be loaned to the team in late August 2023 for a trial month. If this is successful it is proposed to use CRSTS funding to replace all these SIDS, eight will be replaced in total along with a dedicated laptop to download the data from the SID which will add a new useful dataset.
- 68 ITB have renewed the community risk assessment and will commit to provide training for all community groups wanting to use the new SIDS as required.

Speed

- 69 A review of the speed limits on Leeds' A and B roads was completed 8 years ago. This resulted in several increases and decreases of speed limits which have all now been implemented. A program of selective review of speed limits has been included in the CRSTS programme to further expand 20mph speed limits into areas of high pedestrian demand, e.g town centres. A further programme of review of rural roads speed limits is also included. Future cases will be considered on a case-by-case basis as the public can still request speed limit changes to the Traffic team directly.

- 70 The Traffic team are working with Leeds City Council IT to improve the speeding concerns reporting process and this will be linked into the improvements being sought to the road safety pages of Leeds City Council's website.
- 71 Ten locations have been identified for a pilot to investigate reducing from the national speed limit to 50mph, using collision data (2017-21), expected casualty saving and rate of return as part of a reactive CRSTS programme. This has been refined to six locations for implementation. These six sites were the ones with the highest number of collisions, met the national guidance and will require police support.
- 72 Following a period of consultation, implementation will likely start in September on this pilot programme.
- 73 This is the first time we are doing a programme of this type which will be closely monitored. If successful consideration will be made to a full roll out.
- 74 The installation of 20 mph speed limits on all residential streets in Leeds is due for completion by the end of 2023 (Appendix 2). Harewood will be the last ward to be completed.
- 75 Following the installation of the 20 mph limits the sites are reviewed for the installation of speed reduction measures. Any sites identified will be funded through CRSTS. Work on existing sites will be completed after Christmas, before the end of the 2023/24 financial year.
- 76 West Yorkshire Safety Camera Partnership, independently, and ahead of Central Government guidance has completed a safety camera review in West Yorkshire which was implemented in February 2023 ([West Yorkshire Safety Camera Criteria](#)) .
- 77 Five community concern sites for mobile speed cameras have been approved in Leeds since the new criteria was implemented (20/02/23 to 07/07/2023) with 3765 offences captured over 200 hours.
- 78 Three new average speed camera sites have been agreed ; Dawson's Corner to Bramley, Dawson's Corner to Thornbury and Rein road to the Kirklees border and will be installed by the end of the year.

Recommendations from Scrutiny Board August 2023 update

- 79 In April 2022 the Scrutiny Board's report fully endorsed the forthcoming adoption of Vision Zero but stressed that Vision Zero really was "everyone's business" and that it needed recognition as its own public health challenge. The board recognised that there was an absolute need for physical interventions, technical advancements and enforcement activities but that this must be supported by a programme of community engagement, communication and education that would encourage a significant change in attitudes to road safety.
- 80 The Board felt that by strengthening existing partnerships this would maximise every £ spent on road safety.

Recommendations to National Legislators

Scrutiny Inquiry Report Ref	Recommendations to National Legislators	
5.10	Road Safety criteria requirement for infrastructure investment	To recommend to Government that explicit road safety requirements form standard criteria in all transport infrastructure investment to promote scheme design in line with a Vision Zero approach.
	June 2022 Officer Response: Supported – this should be done at a West Yorkshire level from the Vision Zero Board / WY Safe Roads Executive and can also be sent from the Leeds Safe Roads Partnership (LSRP).	
	August 2023 Officer Update: In 2022 Leeds City Council joined PACTS – the Parliamentary Advisory Council for Transport Safety, which is a charity set up to raise the profile of road safety and lobby government to influence policy on matters requiring change. The specific action relating to criteria promoting Vision Zero in transport infrastructure investment is still a work in progress but locally discussions relating to this being a requirement through the WYCA Assurance Framework and Highways Board are being progressed.	
5.11	National status of roads policing	To support the inclusion of roads policing within the strategic policing requirement to increase the visibility and status of this work.
	June 2022 Officer Response: Supported – this should be delivered by the Vision Zero Board at West Yorkshire level.	
	August 2023 Officer Update: West Yorkshire Police contributed to the Roads Policing Strategic Threat and Risk Assessment (RoPSTRA) 2022/23 and the threat and risk associated with roads policing was reflected in the strategic policing requirement published on 20/2/2023, where Roads Policing was included, for the first time, as a cross cutting capability alongside three other capabilities: armed policing, digital forensics and Joint Emergency Interoperability Principles (JESIP) trained police response staff.	
5.27	Safety Camera Criteria	<p>To advocate that the Department for Transport allows greater flexibility within a revised circular 1/2007 so as to enable the installation of safety cameras in response to emerging risk in addition to the existing ‘high risk’ criteria.</p> <p>To lobby Government to ensure the views of local elected representatives inform the consultation on a revised Department for Transport circular 1/2007.</p>
	June 2022 Officer Response: This request has already been put to the DfT from the LSRP. Members of the LSRP are party to the consultation and continue to promote the requested flexibility. As no date has yet been fixed for publication of the new national criteria the West Yorkshire Safety Camera Partnership is proposing to implement amended local criteria in the interim.	

August 2023 Officer Update: Unfortunately, the Department for Transport (DfT) still haven't published their new guidance in respect of safety camera criteria and are still reviewing comments provided from their 3rd draft consultation report. Leeds City Council, West Yorkshire Police (WYP) and the West Yorkshire Safety Camera Partnership (WYSCP) continue to engage with the DfT to support changes to enable a more flexible approach to safety camera deployment in this anticipated updated circular.

Leeds in its commitment to Vision Zero and its casualty reduction ambitions have in parallel to the above, continued to work in collaboration with WYP and the WYSCP to produce a new more preventative and proactive strategic approach for the camera partnership, including a revised camera deployment criteria. This new strategic approach was launched on the 22nd February 2023 and has resulted in significant improvement in the ability to deploy safety cameras within Leeds and the wider district area.

Following the public launch of the revised safety camera strategy the WYSCP has continued to develop enforcement activity adopting the new data led approach to evidence current and emerging risks. In addition to existing enforcement sites, the Leeds traffic analyst has undertaken 34 assessments against the new 'core' high risk site criteria on behalf districts, 20 within Leeds. 13 sites meet the core site criteria and 14 are pending completion. 7 sites do not meet the core site criteria and have been reassessed against community concern criteria or referred bac for considerations of other forms of intervention.

A further 68 assessments have been undertaken in response to concern site referrals against the new criteria, 30 in Leeds. 19 sites meet the criteria and 41 are pending finalisation. 8 sites do not meet the criteria for camera enforcement and other tactical interventions will be considered.

Since the launch of the new strategy 2564 offences have been detected at community concern sites (to 1/8/2023).

The 'full' core camera assessment undertaken (for fixed, mobile, and average speed enforcement) are summarised in the following table:

Authority	Requests	Meets criteria	Does not meet criteria	Being assessed/waiting for further information
Leeds	20	7	3	10
Bradford	4	2	1	1
Wakefield	3	1	2	0
Calderdale	1	0	1	0
Kirklees	6	3	0	3

Community concern site assessments are summarised below:

Authority	Requests	Meets criteria	Does not meet criteria	Being assessed/waiting for further information
Leeds	30	9	7	14
Bradford	9	4	0	5
Wakefield	0			
Calderdale	29	6	1	22
Kirklees	0			

Average speed cameras

Commissioned by Leeds City Council, contractors have now completed the installation of the planned average speed safety camera system on Bradford Road, Pudsey and on the Leeds Outer Ring Road (Horsforth/ Rodley) and on Stanningley bypass. Calibration of these new camera sites are ongoing and it is envisaged these will be operation by early October 2023. These will be the first average speed schemes on the urban road network in West Yorkshire following the successful use of this technology on the motorway network.

A further collaborative average speed project on the A653 between Leeds and Kirklees has been designed and is presently at the order/procurement stage.

New 'red-light' enforcement cameras.

Leeds has identified 3 new red-light enforcement locations and funding has been secured for these sites to be commissioned in the current financial year.

These cameras will be operated by West Yorkshire Police on behalf of the WY Safety Camera Partnership at the following locations:

- Tingley R/about.
- Fforde Green junction
- A61/ M621 on-slip.

Legislation regarding the use of handheld devices

To lobby Government to deliver legislative changes that that would enable the police to take direct enforcement action in any circumstances where drivers use handheld devices while at the wheel.

5.40

June 2022 Officer Response: Legislative Changes occurred on 25/3/22 making enforcement much more straightforward. Monitor changes in police enforcement via Operation Snap / RPU enforcement data.

August 2023 Officer Update: The legislative changes in respect of mobile phone use provided further clarity on what may constitute 'use'. However, the burden of proof remains on the prosecution to prove that a mobile phone is in fact being 'used' within the meaning of the Act, and it is not sufficient for the police to simply show that an alleged offender has a device in their hand. Establishing evidence to demonstrate, beyond reasonable doubt, that the device was being used continues to present challenges for the police. There is no explicit power for the police to seize or examine a mobile phone in-order to gather evidence relating to its alleged use. In the 12 months to June

	2023 WYP prosecuted 2469 drivers in connection with the unlawful use of mobile devices. This is compared to 1924 offences for the previous 12-month period.	
5.43	Requirements for new vehicle set up	To lobby Government to require manufacturers and re-sellers to demonstrate to consumers how in car technology can be used to restrict smartphone use to incoming hands-free calls while driving.
	June 2022 Officer Response: To be reviewed as part of VZ action plan.	
	August 2023 Officer Update: In 2022 Leeds City Council joined PACTS – the Parliamentary Advisory Council for Transport Safety, which is a charity set up to raise the profile of road safety and lobby government to influence policy on matters requiring change. This action has not yet been raised with PACTS and will be picked up in a future year of VZ delivery.	
5.71	Graduated Driver Licence	To lobby government to reconsider the introduction of a graduated driver licence in the UK.
	June 2022 Officer Response: To be reviewed as part of VZ action plan.	
	August 2023 Officer Update: This action has not yet been raised with PACTS and will be picked up in a future year of VZ delivery	

Strengthening Local Operational Practice

Ref	Recommendations Regarding Local Practice	
5.7	Political leadership regionally	Ensure that there is clear, cross-party political leadership at a regional level with politicians represented on a Vision Zero Board.
	June 2022 Officer Response: West Yorkshire VZ Board established December 2021 with political representation from Leeds from Cllr Hayden – lead member for Infrastructure and Climate.	
	August 2023 Officer Update: Complete	
5.7	Direct representation on Vision Zero Board	Co-opt representatives of victims of road death on to the proposed regional Vision Zero Board to ensure ‘critical friend’ challenge and placing them at the centre of policy making.
	June 2022 Officer Response: VZ Board includes – local road safety campaigner Ian Greenwood and rep from BRAKE the road safety charity.	

	August 2023 update: Still a work in progress for full membership, Ian Greenwood is invited to and attends.	
5.9	Partnership working	Identify potential opportunities for closer partnership working, including more collaboration at a targeted local level to maximise the impact of existing resources.
	June 2022 Officer Response: To be reviewed as part of VZ action plan but LSRP seeks to ensure partnership working at the local level.	
	August 2023 update: LSRP has updated its governance procedure and refreshed its membership to ensure local level partnership working. Subgroups have been established across all pillars reporting into LSRP.	
5.49	Partnership working between highways and planning officers	Ensure that opportunities to secure funding for road safety interventions through the planning system are maximised, and that the detail of schemes is informed by community knowledge of locations of risk and/or dangerous behaviour.
	June 2022 Officer Response: Supported – local ward members to liaise with Highways Development Officers during pre-application / planning application process – contact: gillian.macleod@leeds.gov.uk	
	August 2023 Officer Update: Highways Development Officers have received training on the Vision Zero safe system approach and incorporated this into their comments in relation to standard issues to be considered in assessing safety of proposed developments and off-site highways works.	
5.51	Community structures to tackle dangerous driver behaviour	Consider ways in which multiple agencies can work more closely with communities to identify concerns about road safety – with a view to improving local intelligence, providing evidence of emerging risks and delivering targeted interventions that address dangerous behaviours – potentially using a model similar to that used to address Anti-Social Behaviour.
	June 2022 Officer Response: To be reviewed as part of VZ action plan – officers to arrange discussion with ASB team to review model.	
	August 2023 Officer Update: Still a work in progress. Leeds is now subject to a city-wide PSPO (Public Space Protection Order). In Leeds, PSPOs have been used to combat several issues, including consuming alcohol on street, nuisance use of motor vehicles, ingesting psychoactive substances in public places, group related ASB and street parties.	
5.52	Language	Ensure that the language used to frame debate and communicate policy reflects cause of collisions and

		the centrality of the impact of road death and injury on victims.
	June 2022 Officer Response: Identified as part of VZ Strategy.	
	August 2023 Officer Update: Further emphasis on ensuring that all publications, press communications and social media content uses language appropriately, no longer using the word “accident” which further stresses the human cost of a collision “victims” also emphasising that vehicles do not cause crashes but their drivers do.	
5.62	Pedestrian Crossing Technology	The results of a review of accident statistics at pedestrian crossings to be provided to the Scrutiny Board to understand the impact of changing technology.
	June 2022 Officer Response: To be monitored during 2022/23 for report back in 2023.	
	August 2023 Officer Update: To be provided	
5.63	School Crossing Patrols	The Passenger Transport Team * and the Influencing Travel Behaviour Team to assess options to provide additional support to schools where an application for a school crossing patrol is unsuccessful.
	June 2022 Officer Response: School crossing patrol process to be reviewed as part of the VZ Strategy.	
	<i>*The team now responsible for SCP sits within Facilities Management in Civic Enterprise Directorate.</i>	
	August 2023 Officer Update: ITB have met with CEL team, process still in draft form. Work in progress.	
5.64	School Crossing Patrols	To increase the visibility of information on the Council’s website about the process to apply for a school crossing patrol and the details of how to pay for that service if the application is unsuccessful.
	June 2022 Officer Response: School crossing patrol process to be reviewed as part of the VZ Strategy.	
	August 2023 Officer Update: Once finalised this will be included in the LCC website update.	
5.69	Amplifying the voice of victims in education	Explore education materials that amplify the consequences of road death through the experiences of victims and their representatives
	June 2022 Officer Response: To be reviewed as part of VZ action plan.	
	August 2023 Officer Update: ITB have reviewed the lesson plans currently offered to include VZ messages for academic year 2023-2024. Further development is planned to include education materials	

	that amplify the consequences of road death through lived experience in a future year of action plan delivery.	
	Extend education programmes to include further education institutions	Identify ways to engage with more young people who may have recently become new drivers, specifically including further education institutions.
	June 2022 Officer Response: To be reviewed as part of VZ action plan – also being considered at West Yorkshire level.	
	August 2023 Officer Update: ITB led on a West Yorkshire level project to look at other ways to engage with and include this cohort of young people. A series of purpose written workshops will commence from late 2023, provided by TTC.	
5.71	Communication	Explore opportunities to promote more road safety messages on digital signage (Variable Messaging Signs) across the Leeds' road network.
	June 2022 Officer Response: New UTMC system upgrade to allow scrolling messages to include road safety messaging to be programmed.	
	<p>August 2023 Officer Update: In January 2023 Highways Board approved the purchase of four new VMS signs for road safety messaging. These signs will be installed late Autumn 2023 in Belle Isle, Kirkstall, Harehills and Killingbeck.</p> <p>The ITB team, using the Police Calendar send through specific road safety messages each month to UTMC for programming on the existing VMS (Appendix 3)</p>	
5.73	Provision of KSI information on Data Mill North	Ensure accurate and updated information about KSI figures is published on Data Mill North and provide clear signposting to this data.
	June 2022 Officer Response: To be reviewed as part of VZ action plan.	
	<p>August 2023 Officer Update: KSI data is published on the LCC website here, going up to 2021 (the 2022 data isn't yet finalised). The LCC webpage linked above has a link to Data Mill North, but this page doesn't present KSI statistics, it's just a repository for the raw data. The purpose of Data Mill North is predominantly to host raw data for individuals to analyse, rather than summarising data in a user-friendly format. The Data Mill North page also provides a contact email address for anyone wanting to get hold of our annual report. It also provides a link to the DfT's interactive dashboard. Going forward we will provide KSI data on LCC RTC page.</p>	

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

81 The Strategy sets out our approach until 2025 and provides short-, medium- and long-term measures along with regular review to monitor progress to achieve the vision of eliminating collisions where people are killed or seriously injured.

Conclusion

82 The strategy sets out our approach to 2040 and the team will continue implementation of it. By the end of 2025 (the end of the action plan) we will be able to look forward and project the areas that will need future focus on and will form our next 3-year action plan.

Appendices

- Appendix 1- Leeds Safe Roads Vision Zero 2040 Action Plan Tracker
- Appendix 2 -Map of 20 mph zones in Leeds
- Appendix 3 - National Police Commissioners Calendar and programme of road safety VMS messages
- Appendix 4 -Operation SNAP card
- Appendix 5- West Yorkshire Police/West Yorkshire Safety Camera Partnership Update
- Appendix 6 – Traffic Engineering Master Programme

Background papers

None

Appendix 1 Vision Zero Action Plan Tracker

Subgroups Targets

VZ = Generic FUND = Funding ENF = Enforcement	DAT= Data group	SPD= Safe Speeds	VEH= Safe Vehicles	RDS = Safe Roads	Comms, , BEH = Safe Behaviours and People (inc. and Comms subgroup)	EDU = Education	PCR= Post Collision learning
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	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
Generic	VZ1	Publish an annual report to record progress against the strategy aims and actions.	Start 2023 then ongoing		Ongoing
Generic	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	2022	Next meeting 28 th September 2023	Complete
Generic	VZ3	Respond to policy and other consultations locally, regionally and nationally to incorporate Vision Zero principles.	ongoing	As required - In 2022 Leeds City Council joined PACTS –which is a charity set up to raise the profile of road safety and lobby government to influence policy on matters requiring change. The specific action relating to criteria promoting Vision Zero in transport infrastructure investment is still a work in progress but locally discussions relating to this being a requirement through the WYCA Assurance Framework	Ongoing

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
				and Highways Board are being progressed	
Generic	FUND1	Develop a revised approach to ranking road safety infrastructure interventions eligible for CRSTS funding to ensure those with greatest benefit are prioritised.	2023 - 34	Ongoing	25%
Generic	FUND2	In partnership, explore funding opportunities to identify gaps in post-collision care/support services or victims and their families and emergency services staff in Leeds and West Yorkshire.	2023/4	To be picked up at West Yorkshire Executive Vision Zero Board	Not started
Data group	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.		A West Yorkshire data group has been established.	Complete
	CONS1	Officer(s) from the council's Influencing Travel Behaviour road safety team to attend all Community Committees at least once every 12 months.	2023		Complete
	CONS2	Engage with organisations that represent road-users who are more likely to be harmed by traffic and organisations that help victims affected by road injury and death, ensuring diversity and equality in our approach, to identify and reduce risks and hazards, deliver education and awareness-raising activities.		Ongoing Organisations engaged with MAG, BHS, Leeds Older People's Forum, Equalities Hub Older People, Child Friendly Leeds, Adult Social Care	50%
Data Group	DAT1	Publish collision data annually on the council's website and on Data Mill North; provide links to other datasets monthly/quarterly.	ongoing	Data will be published once 2022 figures have been released by Dft	10%
Data Group	DAT2	Within 3 years, carry out in-depth analysis to understand:	2022 - 25	Ongoing at a Leeds and West Yorkshire level	

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
		<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 micro-mobility modes • correlations between injury risk and socio-economic demographics such as access 			
Safe Behaviours Comms subgroup	COMMS1	<p>Set up a Leeds Safe Roads Partnership Communications working group in 2023 to coordinate communications about:</p> <ul style="list-style-type: none"> • the outcomes of police operations to raise awareness and deter dangerous driving behaviours • changes to legislation and the Highway Code, relevant consultations • national, regional and local road safety events and campaigns 	2023 then ongoing	Moved to West Yorkshire Comms Group.	20%
Safe Behaviours Comms subgroup	COMMS2	<p>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.</p>	2023 - 24	Ongoing	10%
Safe Behaviours Comms subgroup	COMMS3	<p>Review the process then publicise and signpost people about how to make requests for/report:</p> <ul style="list-style-type: none"> • where speeding occurs • new pedestrian crossings • speed limit reviews • safety cameras • speed limit signs 	ongoing	Ongoing	25%

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
		<ul style="list-style-type: none"> • school crossing patrols • maintenance • light-touch infrastructure – wand orcas etc • enforcement • nuisance / obstructive parking • dangerous junctions and other sites 			
Safe Behaviours Comms subgroup	COMMS4	Prepare a community guide about how to deal with local speed problems.	2023	In the process of sourcing a new user friendly SID, with downloadable data. Once this is complete guide can be updated.	5%
Safe Behaviours Comms subgroup	COMM5	Increase followers/subscribers of the Connecting Leeds blog, Commuter newsletter and social media platform by 5% each year to widen our reach.	ongoing	This is the first year – establishing a baseline	10%
Safe Behaviours Comms subgroup	COMMS6	<p>Within the next 2 years develop communications campaigns to raise awareness of and grow reach of:</p> <ul style="list-style-type: none"> • support services available to victims and their families and emergency services staff. • safe vehicle messages to professional drivers and fleet operators. • preventative technology such as ‘black boxes’ 	2023 - 24	Ongoing	5%
Safe Behaviours Comms subgroup	COMMS7	Develop Vision Zero kitemark or programme in partnership with WYSR to encourage and recognise best practice in safe road behaviours and design.	2024	West Yorkshire target	Not started
Safe Behaviours Comms subgroup	EDU1	Set up quarterly meetings of the Leeds Safe Roads Partnership Education Delivery Group to:	2022	Meetings have been established quarterly. The full training offer by all partners will be	40%

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
		<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. 		compiled and published on Leeds for Learning	
Safe Behaviours Comms subgroup	EDU2	Increase delivery of cycle lessons to adults and children.	2022 - 23	Bikeability contract for 2023/24 re-tendered. Places for delivery in 2023/24 confirmed as same level as 22/23 with initial funding. Awaiting details of Stage 2 funding which should offer additional places for delivery. Target schools being reviewed for September 2023 when contract with provider will begin.	40%
Safe Behaviours Comms subgroup	EDU3	Increase the number of, and expand the reach of, local, regional and national road safety events and campaigns by working in partnership with stakeholders.	ongoing	Ongoing work. ITB publish road safety campaigns regularly through Connecting Leeds e.g. Operation Close Pass and Travel like you Know Them and will contribute regular articles to West Yorkshire platform.	30
Safe Behaviours Comms subgroup	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.	2023 - 24	Ongoing- ITB Comms investigating a talking heads video aimed at young drivers. Plan to use model to target other groups	Not started

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
Safe Behaviours Comms subgroup	EDU5	Develop a programme with partners in health and WYP to educate local champions in communities, schools, nurseries and children's centres about child car seat legislation (including car-seat fitting sessions) and deliver at least 4 sessions per year from 2023.	2023	Launch as part of Leeds Baby Week 2023 date 14-20 Nov 2023 Prepare car seat content by end October ready to launch for Road Safety Week 2023. Car seat check package purchased from accredited provider. Sessions planned for autumn 2023. Promote Good Egg pack (on line). Arrange sessions for health visitors & childrens centres	40
Data Group	ENF1	Identify who is causing harm, develop and deliver data-led police enforcement operations to tackle dangerous and anti-social behaviours, including the 'fatal five', and stolen vehicle offences.	Ongoing	Op SPARC relaunched June 2023. City-wide PSPO (Public Space Protection order)	20
Data Group/Safe Speeds	ENF2	Trial data-led enforcement on identified: <ul style="list-style-type: none"> • rural roads • 20mph zones 	2023	WYP owned action	Not started
Safe Roads	ENF3	Increase the number of submissions to Operation SNAP to report dangerous driving by 5% each year.		COMPLETE and ongoing	100
Safe Roads	ENF4	Each year, deliver at least 4 'Close Pass' initiatives with WYP targeting: <ul style="list-style-type: none"> • drivers passing horse-riders • drivers passing cyclists. 	Ongoing annual Programme in Spring/summer	Two cyclist operations and one horse operation August 2023 One more horse Autumn 2023.	75

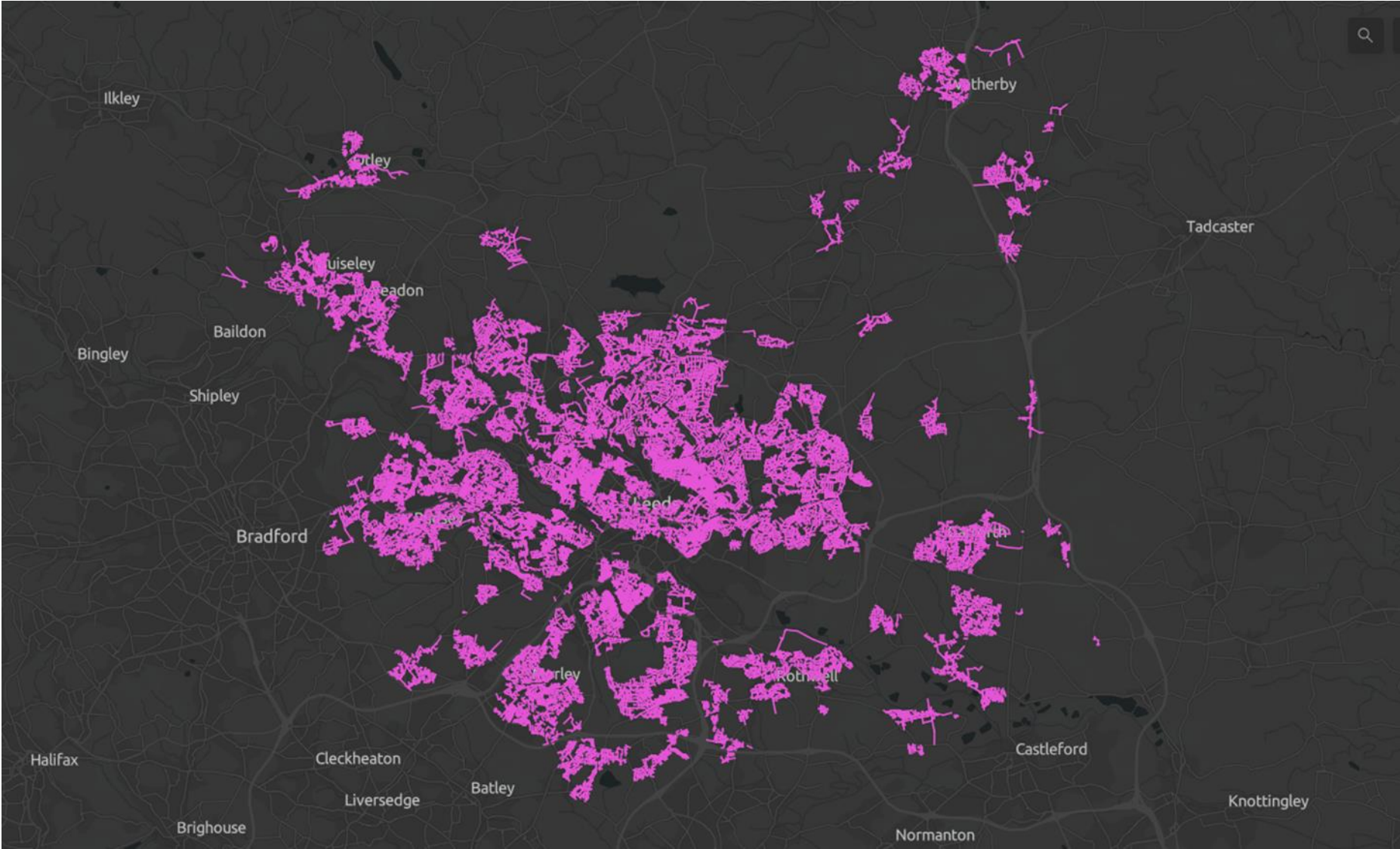
	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
Safe Behaviours Comms subgroup	BEH1	With WYP and WYSR, incorporate careless driving to create a 'Fatal Five' road traffic offences, communicate this change and adapt operations accordingly.	2023	Complete – incorporated at a regional level	100
Safe Vehicles/Behaviours	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	WYP led	Not started
Safe Vehicles/Behaviours	BEH3	Work with partners including Public Health to develop a bespoke programme to support groups most at risk from dangerous driving offences, for example drug and alcohol addiction services.	2024 - 25	Initial meetings to establish links with Public health Sept 2023	5
Post Collision/ Behaviours	BEH4	Work with health professionals and support organisations to identify appropriate measures to prevent deaths and injuries on our roads from self-harm and apply for grant funding to deliver interventions.	2023 -24	Ongoing work	10
Safe Roads	BEH5	Install technology to detect pedestrians and deploy support to prevent self-harm on the strategic road network.	2022 - ongoing	Ongoing	10
Safe Speed	SPD1	Review sections of non-motorway roads currently signposted with the national speed limit and consider reducing this to a maximum of 50mph.	2023- 24 Then ongoing	Ongoing work to trial stretches	50
Safe Speed	SPD2	Review speed limits on local roads and introduce interventions to support to reduced limit where appropriate	2023-24 Then ongoing	Ongoing	
Safe Speed	SPD3	Investigate, record and respond to requests for: <ul style="list-style-type: none"> • reviews of speed limits • sites for new safety cameras • enforcement of local speeding issues 	Ongoing	Work ongoing with IT	20

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
Safe Speed	SPD4	Identify, assess and submit applications for approval by the West Yorkshire Casualty Prevention Safe Camera Partnership for: <ul style="list-style-type: none"> • sites for new safety cameras • new locations for mobile speed cameras • average speed camera sites 	ongoing	Ongoing	50
Safe Speed	SPD5	Complete the installation of 20mph speed limits on all residential streets in Leeds.	2023	Harewood ward is last to be implemented	90
Safe Speed	SPD6	Install speed reduction measures to reduce mean speeds at 20mph sites.	Ongoing	Ongoing	50
Safe Speed	SPD7	Investigate participating in the National Community Speedwatch programme and deliver through local Neighbourhood Police Teams if supported.	2023	Ongoing – investigating new SIDS with WYP for implementation.	5
Safe Speed	SPD8	Identify, consider and implement new solutions to increase speed compliance and build partnerships with experts in this field.	Ongoing	Ongoing	Ongoing
Safe Roads	RDS1	Maximise crossing times for pedestrians, horse riders and cyclists at all new and refurbished signals and at 5% of existing crossings each year.	Ongoing	Ongoing	Ongoing
Safe Roads	RDS2	Implement advanced stop lines where practical during all refurbishment, maintenance and other works. Implement advanced stop lines where practical during all refurbishment, maintenance and other works.	Ongoing	Ongoing	Ongoing
Safe Roads	RDS3	Research the effectiveness of VMS messaging in partnership with Leeds Universities and investigate use of other roadside advertising for road safety messages.	2023 - 24	Discussion to be taken to Expert panel in September 2023	10
Safe Roads	RDS4	Apply for and use powers under Part 6 of the Traffic Management Act 2004.	2023	Ongoing	25

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
Safe Roads	RDS5	Identify sites for sensor technology to detect near misses and red-light running.	2023 - ongoing		Not started
Safe Roads	RDS6	Implement the recommendations arising from the government's Pavement Parking consultation (November 2020) when available.	2023 - ongoing		Not started
Safe Roads	RDS7	Evaluate the 'motorcycles in bus lanes' trial and expand if appropriate.	2023 - ongoing	Evaluation complete	25
Safe Vehicles	VEH1	Deliver and report on the vehicle safety enforcement programme and compliance checks on the strategic road network.	Ongoing	Included on LSRP safe Vehicles agendas	Pending
Safe Vehicles	VEH2	Participate in available trials of new technology that promotes safe driving, protects occupants inside the vehicle and reduces the severity of impact on road-users outside the vehicle.	Ongoing	Ongoing	5
Safe Vehicles	VEH3	Work with WYCA to consider the introduction of a bus safety standard to ensure that the safest buses are driven throughout the district and to reduce casualties on PSVs.	2023	West Yorkshire Level	Not started
Safe vehicles	VEH4	Identify current levels of speed compliance in council and contractor vehicles and <ul style="list-style-type: none"> • investigate costs of introducing telematics and dashcams and implement as appropriate. • trial technology to ensure compliance with speed limits. 	2024 – 25	Initial meetings with LCC fleet representatives. LSRP Safe Vehicles agenda	10
Post Collision/Data	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.	2023 – 24		Not started
Post Collision/Data	PCR2	In partnership with the Vision Zero Expert Panel, carry out a review of our approach to collision investigation to	2025	Target for future year	10

	Code	Deliverable	timeframe	Interventions/Actions	Progress / RAG rating
		incorporate best practice learning by 2025.			
Post collision learning	PCR3	Work with the Coroner for Leeds to identify ways to share data quickly to reduce delays in the investigation.	As required		10


Appendix 2 – Map of 20 mph sites in Leeds



Appendix 3- National Police Chief Commissioner's Calendar and Programme of Road Safety Messages for VMS

April	May	June	July	August	September	October	November	December	January	February	March
National Campaigns											
Walk to Work Day 1st April National Motorcycle Safety Week 3-9 April	National Walking Month 1-31 May Walk to School Week 15-19 May	National Bike Week (100th anniversary) 5th-15th June Child Safety Week 5th -11th June Brake Kids Walk 14 June		National Road Victims Month 1-31 Aug Cycle To Work Day 4th Aug	World Car Free Day 22 Sept	International Day of Older Persons 1st Oct Tyre Safety Month 1- 31 Oct Clocks Change 29th October Vision Zero Strategy	Brake Road Safety Week (theme - Let's talk about speed) 19th -25th Nov World Day of Remembrance for Road Traffic Victims 19 Nov	International Day of Persons with Disabilities 3 Dec			International Womens Day 8th March The Big Pedal Clocks Change 31 March
NPCC Calendar											
National 2 Wheels Op 10-23 April - Comms 17th-23 April - Enforc't	Global RS Week 15-21 May Project Edward 15 -19 May	National Seat Belt Op 5-25 June Comms 12-25 June Enforc't	Commercial Vehicle Week 10 -23 July comms 17-23 July Enforc't	Drink & Drug Driving Week 14-27 Aug - Comms 22nd -28th Aug - Enforc't	Vulnerable Road Users 11-24th Sept - Comms 18-24th Sept -	Tyre Safety Month 1-29 Oct National Speed Op	Op Drive Insured Dates TBC	National Alcohol & Drugs Op 1st Dec-1st Jan - Comms		Mobile Phones Op 19 Feb-10 March Comms 26 Feb -10 March	
VMS messaging 4 lines of 15 characters											
2 Wheels Op DRIVERS - LOOK OUT FOR PEOPLE TRAVELLING ON TWO WHEELS DRIVERS: YOU MUST LOOK OUT FOR MOTORBIKES HIGHWAY CODE	Walking Month GOOD DRIVERS LOOK OUT FOR PEDESTRIANS ROAD HIERARCHY HIGHWAY CODE: DRIVERS GIVE WAY TO PEDESTRIANS AT T-JUNCTIONS Walk to School Week (lead up - and week 8-19 May) DRIVE WITH SAFETY OF CHILDREN IN MIND DRIVE SLOWLY NEAR SCHOOLS CHILDREN MAY BE CROSSING Coronation (week before and weekend 1-8) DON'T BE A	Clean Air Day 5-14 June CLEAN AIR DAY IS ON 15 JUNE WHY NOT LEAVE CAR AT HOME LESS CARS MEANS CLEANER AIR GO CAR FREE ON 15 JUNE Bike Week 5-11 June GOOD DRIVERS ALWAYS LOOK TWICE FOR CYCLISTS GIVE CYCLISTS AT LEAST 15M WHEN OVERTAKING AT T-JUNCTIONS DRIVERS MUST GIVE WAY TO CYCLISTS	Vision Zero 1-31 July VISION ZERO: NO ROAD DEATH OR SERIOUS INJURY BY 2040 FATAL AND SEVERE CRASHES ARE PREVENTABLE #VISION ZERO FOOTAGE OF A NEAR MISS? UPLOAD @ OP SNAP #WYPOLICE	NRV Month HIGHWAY CODE: DRIVERS MUST TAKE GREATEST RESPONSIBILITY VISION ZERO AIM: NO ROAD DEATH OR SERIOUS INJURY BY 2040 HIGHWAY CODE: THOSE WHO POSE MOST RISK MUST TAKE MOST CARE	World Car Free Day -18 - 22nd Sept 22 SEPT IS CAR FREE DAY TRY TO WALK OR BIKE BUS OR TRAIN LEEDS AIMS TO BE A CITY WHERE YOU DON'T NEED A CAR #CARFREEDAY2023 SEPT 22ND TIME TO WALK BIKE BUS TRAIN	Tyre Safety Month October ARE YOUR TYRES SAFE? GET THEM CHECKED! OCT IS TYRE SAFETY MONTH: CHECK YOUR AIR, CONDITION, TREAD Older Persons Day 1st Oct DRIVERS: GIVE OLDER PEDESTRIANS TIME AND SPACE REGULARLY CHECK IF YOUR EYESIGHT HEARING HEALTH AFFECT DRIVING GOOD DRIVERS: LEAVE SPACE	Road Safety Week 19-25 Nov (THEME - LET'S TALK ABOUT SPEED) DRIVE IN A WAY THAT PROTECTS ALL ROAD USERS DRIVING FASTER THAN THE LIMIT INCREASES RISK OF A CRASH FASTER DRIVING MEANS LONGER STOPPING DISTANCE SPEEDING COSTS LIVES! SLOW DOWN! WATCH YOUR SPEED	HIGHWAY CODE: DRIVERS: MUST LOOK OUT FOR MOST VULNERABLE DRIVERS: YOU MUST LOOK OUT FOR PEDESTRIANS HIGHWAY CODE HIGHWAY CODE: GIVE WAY TO PEDESTRIANS AT T-JUNCTIONS DRIVE WITH SAFETY OF MOST VULNERABLE IN MIND VISION ZERO: END SEVERE AND FATAL CRASHES BY	DRIVERS HAVE GREATEST DUTY TO KEEP OTHERS SAFE SLOW DOWN WEAR SEATBELT DRIVE WITH CARE SAVE LIVES DRIVERS IT'S UP TO YOU TO CUT THE RISK YOUR CAR POSES CHECK VEHICLE SEAT BELT ON PHONE AWAY DON'T SPEED FATAL AND SEVERE CRASHES ARE PREVENTABLE #VISION ZERO	Mobile phone DON'T USE YOUR MOBILE PHONE WHILE DRIVING *ON A MOBILE? = 6 POINTS & £200 FINE DEVICES DISTRACT DON'T DIAL AND DRIVE DRIVERS: WHEN MOBILE DO NOT USE YOUR PHONE SWITCH OFF MOBILE PHONE SWITCH ON TO SAFE DRIVING GOOD DRIVERS: PUT PHONE	
		Child Safety Week 5-11 June CHILDREN LOVE TO CYCLE LEAVE SPACE TAKE EXTRA CARE IS YOUR CHILD IN THE RIGHT CAR SEAT OR SEAT BELT?	15 -31st July (start of school holidays) GOING ON A LONG JOURNEY? CHECK WATER, OIL AND TYRES AVOID DISTRACTION WHEN DRIVING OR RIDING PUT PHONE AWAY	1 - 20 Aug Pride/Women's World Cup PRIDE IN LEEDS LIONESS PRIDE PRIDE IN YOU DRIVE SOBER CHEER YOUR TEAM @WOMEN'S WORLD CUP, BUT DON'T DRINK & DRIVE	Sept - schools return/School Streets Launch DRIVE SLOWLY NEAR SCHOOLS CHILDREN MAY BE CROSSING SCHOOL'S BACK WHY NOT WALK SCOOT BIKE OR BUS	October - clocks go back DARKER NIGHTS USE LIGHTS BE BRIGHT BE SEEN! ON 29 OCTOBER CLOCKS CHANGE WALKERS MAY BE HARDER TO SEE					

Appendix 4- Operation SNAP Card



**NEAR MISS
CAUGHT ON
CAMERA?**



**Help us make
roads safe**


Upload your footage to:


Op Snap

www.westyorkshire.police.uk/OpSnap

**FOOTAGE OF DANGEROUS DRIVING
CAN BE RECORDED ON...**

 **MOBILE PHONE**  **DASHCAM**

 **HELMET CAMERA**





 **Bike Register**[®]
The National Cycle Database


It's easy to protect your bike from theft
Bring your bike to a free local event
www.bikeregister.com/events

OR

Register your bike
online with the
National Cycle Database



 bikeregister@leeds.gov.uk



Appendix 5-West Yorkshire Police/ Safety Camera Partnership update



Scrutiny Board Update – September 2023

Organization/District: West Yorkshire Police / WY Safety Camera Partnership

Completed by: Paul Jeffrey WYP

Safe Roads	
	<p>Average speed cameras</p> <p>Commissioned by Leeds City Council, contractors have now commenced installation of the planned average speed safety camera system on Bradford Road, Pudsey. The second the scheme, on the Leeds Outer Ring Road/ Stanningley bypass is scheduled to commence installation in August/September. These will be the first average speed schemes on the urban road network in West Yorkshire following the successful use of this technology on the motorway network.</p> <p>A further average speed programme on the A653 between Leeds and Kirklees has been designed and is presently at the commissioning stage.</p> <p>New ‘red-light’ enforcement cameras.</p> <p>Leeds Highways have identified 3 new red-light enforcement locations and funding has been secured for these sites to be commissioned in the current financial year.</p> <p>These cameras will be operated by West Yorkshire Police on behalf of the WY Safety Camera Partnership at the following locations:</p> <ul style="list-style-type: none">• Tingley R/about.• Fforde Grene junction• A61/ M621 on-slip. <p>Digital Upgrades to existing red-light enforcement.</p> <p>Upgrades to cameras have been completed at 2 Leeds sites:</p> <ul style="list-style-type: none">• Leeds Road, Bradford• Claypit lane, Leeds

Safe Speeds	
	<p>Safety camera speed enforcement activity</p> <p>West Yorkshire Police enforces speed limits on behalf of the WY Safety Camera Partnership in accordance with its published deployment strategy using fixed, mobile, and average speed cameras. Enforcement is data led and is both reactive in relation to identified high risk sites and also proactive in response to emerging risk factors and community concerns.</p> <p>Between January and July 2023 the enforcement operation across WY has detected over 117,000 offences and is summarised in the below table:</p>

	Mobile Cameras	Fixed Cameras	Motorway HADECS	Motorway Average Speed
Bradford	6382	13373		
Calderdale	1967	2742		
Kirklees	1743	12020		
Leeds	9117	20270		
Wakefield	2155	5012		
Total Offences Jan to July 2023	21364	53417	26786	15927
			Grand Total	117494

Following the public launch of the revised safety camera strategy the Safety Cameras Enforcement Unit has continued to develop enforcement activity using a data led approach to evidenced current and emerging risks. In addition to existing enforcement sites the Leeds highways analyst has undertaken 34 assessments against 'core' high risk site criteria on behalf districts. 13 sites meet the core site criteria and 14 are pending completion. 7 sites do not meet the core site criteria and have been reassessed against community concern criteria or referred back for consideration of other forms of intervention.

A further 68 assessments have been undertaken in response to concern site referrals against the new criteria. 19 sites meet the criteria and 41 are pending finalisation. 8 sites do not meet the criteria for camera enforcement and other tactical interventions will be considered. Since the launch of the new strategy 2564 offences have been detected at community concern sites (to 1/8/2023).

The '**full**' core camera assessment undertaken (for fixed, mobile, and average speed enforcement) are summarised in the following table:

Authority	Requests	Meets criteria	Does not meet criteria	Being assessed/waiting for further information
Leeds	20	7	3	10
Bradford	4	2	1	1
Wakefield	3	1	2	0
Calderdale	1	0	1	0
Kirklees	6	3	0	3

Community concern site assessments are summarised below:

Authority	Requests	Meets criteria	Does not meet criteria	Being assessed/waiting for further information
Leeds	30	9	7	14
Bradford	9	4	0	5
Wakefield	0			
Calderdale	29	6	1	22
Kirklees	0			

Safe Road Users

Police Officer Enforcement

In the 12-month period to end July 2023 Leeds District Officers dealt with 3363 driving offences.

This included:

- 1384 Fatal four offences
- 132 speed offences
- 259 mobile phone/distracted driver offences
- 261 seatbelt offences
- 732 drink/drug drive offences

Accredited driver retraining courses.

NDORS Driver Retraining courses provide an out of court disposal option for eligible drivers and have been shown to reduce the risk of participating drivers being involved in a speed related collision.

Speed awareness (SAC) and motorway awareness courses (NMAC) are the two courses that specifically result from safety camera detections.

For Q1 2023/24 **19,522** offenders participated in a NMAC or SAC compared to 20,290 for the same period the previous year. However, course completions for July are predicted to be in the region of 16,000 reflecting increased offence detection in May and June.

Bikesafe

WYP launched Bikesafe in partnership with TTC Ltd - providers of NDORS courses to the Yorkshire region - in July 2022. This programme is aimed at improving rider behaviour and reducing the risks of collisions faced by this road user group. The sessions so far delivered to 60 motorcycle riders also seeks to promote engagement with other advanced riding organisations and programmes including the 'Biker Down' scheme run by WYFRS. Bikesafe also promotes Operation SNAP to motorcycle riders who are currently an under-represented group in terms of digital submissions.

Operation SNAP

Digital submission (dashcam, helmet-cam and mobile phone footage) received from the public has increased by 17% for the period April-August 2023 compared to the same period the previous year.

Of the 3885 submissions received by the police during this period 41% originate from the Leeds district.

Cyclist submitted the highest number of submissions (706 followed by vehicle drivers (527) this reflects the significant and sustained uptake of this service by cyclists across WY.

Over 72% of Leeds submissions reached the evidential threshold to justify further action (course offer, fixed penalty or court).

Submissions from horse riders has also increased significantly following publicity and awareness raising of Op SNAP through work with the British Horse Society.

Submissions by pedestrians has also increased significantly but this is due in the main to the participation of one prolific submitter of footage.

	<p>An overview of submission to Op SNAP from the Leeds district is shown at Appendix 1 below.</p>
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Safe Vehicles	
<p>Activity for Jun-Aug 2023</p>	<p>A64 Selby fork 'Car Meets' - Cross Border deployments</p> <p>In response to an emerging threat to road safety relating to so-called 'car meets' on public roads in and around the A63 Selby fork area of Leeds district WYP have co-ordinated joint deployments of RPU and mobile safety cameras with counterparts in North Yorkshire police, to deter disrupt and detect offending. The deployments have been intelligence led and focussed on the times and days these events are publicised on social media and have been successful in mitigating the risks posed by these unauthorised, unsafe events.</p> <p>A collaborative approach to provide a new clearway and verge parking order has also been commissioned by both LCC and NYCC to help discourage future car meets and to assist with the Police dispersal and enforcement capability.</p> <p>Operational response to 'Ghost Plates'</p> <p>Ghost plates have the potential to undermine infra-red enabled ANPR and enforcement camera operations. This includes civil enforcement cameras operated by LA's. WYP Camera Enforcement Unit have piloted the use of a handheld camera which can highlight ghost plates on vehicles and has led to the detection, disruption and prosecution of users and distributors. £11K funding has now been secured via the WY Safe Roads Steering Group and WYSCP to equip all Amed Response and Roads policing Vehicles with this capability. Cameras are now being sourced and a training programme is under development prior to the roll-out across WY.</p> <p>Operation Tramline (19th – 23rd June)</p> <p>Working in Partnership with National Highways on the strategic roads network, RPU officers stopped 83 vehicles were stopped including commercial and privately owned vehicles. A total of 87 offences were dealt with ranging from mobile phones, no seatbelt, driving standards, document offences, vehicle condition and speed.</p>

Post Collision Response	
<p>Activity for Jun-Aug 2023</p>	<p>Both RPU and MCET (Major Collision Enquiry Team) continue to provide post collision support through a team of specially trained family liaison officer with direct links to charities such as SCARD and BRAKE. Provision of FLO's is available 24/7 and is focussed upon collision's involving fatal or life changing injuries.</p>

Appendix 1

OP SNAP COMPARISON DATA				
	APR-AUG 2022	APR-AUG 2023		% DIFFERENCE
SUBMISSIONS BY DISTRICT				
CD	293	284	↓	-3%
BD	772	716	↓	-7%
KD	375	639	↑	70%
LD	1376	1608	↑	17%
WD	353	546	↑	55%
Unknown	68	92	↑	35%
TOTAL SUBMISSIONS - WY	3237	3885	↑	20%
DISPOSALS - LD DISTRICT				
NFA	413	445	↑	8%
DSIT INVESTIGATION	1	0	↓	-100%
RPU INVESTIGATION	1	0	↓	-100%
PENTIP Educational Course	797	967	↑	21%
PENTIP Conditional Offer	147	188	↑	28%
PENTIP Court	17	8	↓	-53%
SUBMITTERS TRANSPORT TYPE - LD DISTRICT				
Vehicle Driver	532	527	↓	-1%
Vehicle Passenger	21	39	↑	86%
Motorcyclist	3	3	→	0%
Cyclist	714	706	↓	-1%
Horse Rider	15	53	↑	253%
Pedestrian	80	277	↑	246%
Unknown	11	3	↓	-73%
AGE OF SUBMITTERS - LD DISTRICT				
UNDER 18	13	12	↓	-8%
18-24	24	25	↑	4%
25-34	244	163	↓	-33%
35-44	310	349	↑	13%
45-54	504	515	↑	2%
55-64	208	457	↑	120%
65-74	68	85	↑	25%
75-84	5	2	↓	-60%
over 85	0	0	→	0%
OFFENCE TIMES - LD DISTRICT				
00:00-04:00	10	2	↓	-80%
04:01-08:00	96	98	↑	2%
08:01-12:00	336	496	↑	48%
12:01-16:00	387	368	↓	-5%
16:01-20:00	502	602	↑	20%
20:01-23:59	45	42	↓	-7%

Appendix 6 – Traffic Engineering Master Programme

Traffic Engineering Master Programme			Apr-23	Type of works			
2023/24 SRSTS				Easting	Northing		
CRSTS Road Safety	Chapeltown Road	Active travel	Civils	430830	435450		
	Regent Street	Civils	Civils	430830	434130		
	Harehills Road Snag	Civils	Civils	431870	435260		
	Harehills Road signals	Civils	Civils	431860	435340		
	Meanwood Centre	Civils	Civils	428600	436960		
	Safety Camera Installations				Easting	Northing	
	Average speed cameras						
	Horsforth to Dawsons	SSEC & signing	Camera Partnership	421080	435300		
	Stanningley By Pass	SSEC & signing	Camera Partnership	422180	433970		
	Bradford Road	SSEC & signing	Camera Partnership	420315	434250		
	Dewsbury Road	SSEC & signing	Camera Partnership	427300	425350		
	Red light cameras						
	Roundhay Road/Harehills Lane	UTMC, SSEC & Signing	Camera Partnership	431950	435830		
	Tingley roundabout	UTMC, SSEC & Signing	Camera Partnership	428011	426400		
	Static Speed Camera						
Stanningley Road	SSEC & signing	Camera Partnership	425960	434130			
A63 Selby Road	SSEC & signing	Camera Partnership	434330	433790			
A58 Scarcroft	SSEC & signing	Camera Partnership	436360	441580			

Mobile hardstanding

A63 Selby Road	Civils, TRO and lining	Civils	435300	433570
ELOR	Civils, TRO and lining	Civils	436800	437400
Harewood Rd	Civils, TRO and lining	Civils	434630	445100

Movement Violation Cameras

A65 Abbey Rd/ commercial Rd/ Kirkstall Lane/ Bridge Rd	SSEC and signing		426250	435600
Chapelton Road/ Harehills Avenue junction	SSEC and signing		430950	435800
A647 Stanningley Rd/ Armley Ridge Road	SSEC and signing		426230	434050
Wellington Street/ Queen Street	SSEC and signing		429426	433480
St Peters Street/ Duke Street/ New York Street	SSEC and signing		430760	433490

2024/25 Potential schemes

Sheepscar/North st	Feasibility	Design only
Top Moor Side/Cemetery Road	Signal feasibility	Design only
Burley Road	Feasibility	Design only
Nippet Lane	Feasibility	Design only
Cardigan Road	Feasibility	Design only
Tong Road	Feasibility	Design only
Leeds & Bradford Road	Feasibility	Design only
	Feasibility & Operation	
Easterly Road	SNAP	Design only
Street Lane/Harrogate Road	Junction feasibility	Design only
Roundhay Road/Bayswater Road	Design then civils	Design then civils

Cluster site schemes - Chris Procter

			Easting	Northing
Galloway Lane	Guardrail provison	Depot	420400	434130
Albion Street/Wormald Row	Junction narrowing	Civils	430060	433830
Beeston Road/Malvern Road	Consider plateau	Civils	429530	431585

Carr Lane/Wetherby Road	One way plug	Civils	435400	439800
Kirkstall Road/Woodside View	Red surfacing on cycle track	Lining	427100	434800
M621/Hunslet Distributor	Possible red light camera	Camera Partnership	430470	431700
District Centre 20mph limits			Easting	Northing
City Centre 20mph	Development and delivery	Signing & Lining	429760	432730
Kippax district 20	Feasibility		441777	430230
Pudsey district 20	Feasibility		422300	433450
Morley district 20	Feasibility		426500	427500
Rothwell district 20	Feasibility		434630	428150
Wetherby district 20	Feasibility		440500	448430
Enhanced 20z ALL	Traffic calming	Civils		
Cross Green Lane - Halton	Traffic calming	Civils	435700	433900
King George Avenue - Morley	Traffic calming	Civils	426800	427840
Red Route Project				
City Centre Red Routes	TRO			
Rural 50mph Speed limits, signing and lining schemes			Easting	Northing
<i>A659 Harewood Avenue - The Avenue to Crabtree Lane.</i>	Speed limit		434630	445100
<i>A61 Harrogate Road (Harewood Village to Eccup reservoir access road)</i>	Speed limit		432500	443350
<i>Wakefield Rd (A63 Selby Rd to quarry site access)</i>	Speed limit		438900	431530

	<i>Otley Rd /Arthington Ln (Ingfield Farm to Harrogate Rd)</i>	Speed limit		427800	444750
	<i>A63 Selby Road (Garforth Garden Centre to A63 Great North Rd)</i>	Speed limit		442100	431780
	<i>Ridge Road (M1 J47 to A63 Selby Rd)</i>	Speed limit		443050	433230
	Pedestrian Crossing Programme			Easting	Northing
Pedestrian Crossing Programme	Town Street, Rawdon	Humped Zebra	Civils	421921	439320
	Station Road, Scholes	Pedestrian Refuge		437580	437064
	Old Park Road, Roundhay	Humped Zebra		432470	437960
	Church Lane, Manston	Pedestrian Refuges		436480	435140
	Gledhow Valley Road	Humped Zebra		430840	437600
	Brownberrie Lane, Horsforth	Humped Zebra		423730	439276
	A658 Green Lane, Yeadon	Humped Zebra		421019	440400
	Spen Lane/ Vesper Road	Hump Ex Pedestrian Crossings		426020	436600
	Kirkstall Lane, Headingley	Humped Zebra		427290	435800
	A660 Headingley Lane	Pedestrian Crossing		428228	435780
	Uppermoor/Victoria Road	Hump Ex Pedestrian Crossings		421350	433170
	Greenside/ Fartown	Pedestrian Island		421750	432750