

**Report of: Director of City Development and Director of Communities and Environment**

**Report to: Scrutiny Board (Environment, Housing and Communities & Infrastructure, Investment and Inclusive Growth)**

**Date: 25 February 2019**

**Subject: ROAD CASUALTY REDUCTION AND INTIATIVES**

Are specific electoral Wards affected? If relevant, name(s) of Ward(s):	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Is the decision eligible for Call-In?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
Does the report contain confidential or exempt information? If relevant, Access to Information Procedure Rule number: Appendix number:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No

**Summary of main issues**

1. The Best City ambition for Leeds is to improve life for the people of Leeds and make our city a better place to live. Improving road safety and the reduction of road collisions and injuries has an important role to play in supporting safe, sustainable and healthy travel and movement and in contributing to the Best City for Community, Best City to Grow Old In and Child Friendly City objectives.
2. This report provides the latest update on road casualty figures and trends for the year 2018 and the programmes interventions and being followed to improve conditions as outlined in the original report submitted to the Infrastructure, Investment and Inclusive Growth Scrutiny Board in September 2015 and the subsequent update reports presented in October 2016 and January 2018. This Board last considered Killed and Seriously Injured data as part of the City Development performance review in January 2019, where members expressed their interest in continued focus on Road Safety. Members of the Scrutiny Board (Infrastructure, Investment and Inclusive Growth) were further advised of the opportunity to work jointly with the Scrutiny Board (Environment, Housing and Communities) to consider traffic anti-social behaviour and road safety issues as scheduled into the work programme, and are invited to today's meeting. The provisional road casualty results for the year 2018 have indicated that the slight improvements in 2016 (-4%) and in 2017 (-14%), have improved again in 2018 (-9%) for all casualties. Whereas the number of people killed or seriously injured from road traffic collisions in the district has remained static between 2014 and 2017, before increasing by 4% in 2018.

3. This report also provides specific information in relation to police action being taken to address anti-social driving behaviour as requested by the most recent Environment, Housing and Communities Scrutiny Board.
4. The report then emphasises that a partnership approach between the Council and key partner agencies is a key requirement to ensure a continual cohesive programme involving; physical changes to the road layout, appropriate speed reduction and a wide range of education, training, promotion and enforcement activities.
5. The Leeds Safer Roads Action Plan 2018-19 is a published document on the LCC website and an overview of the road safety related communications, events and engagement calendar for the coming year is attached as Appendix 1.

### **Recommendations**

6. Scrutiny Board members are requested to note and comment on this report.

# 1 Purpose of this report

- 1.1 This report concerns the progress made on the Leeds Killed or Seriously Injured (KSI) road casualty reduction programmes with the emphasis on reducing casualties for vulnerable road users. The report provides an update on road safety initiatives, including road safety engineering schemes, education, training and promotional campaigns delivered since the previous scrutiny board reports of September 2015, October 2016 and January 2018.
- 1.2 The report also provides an update on police related activities to address anti-social driving behaviour across the district as requested by the Housing, Environment and Communities Scrutiny Board.

# 2 Background information

- 2.1 The Directorate receives regular updates on Leeds Killed or Seriously Injured (KSI) road casualties, which are in turn reported to the Scrutiny Board (Infrastructure, Investment and Inclusive Growth). In September 2015, a comprehensive report was presented to the Board on current casualties and longer term trends, focusing on the district of Leeds but referencing county-wide and national trends.
- 2.2 This update report provides the provisional 2018 KSI total for the district and provides details of the various interventions that have been delivered throughout the year.

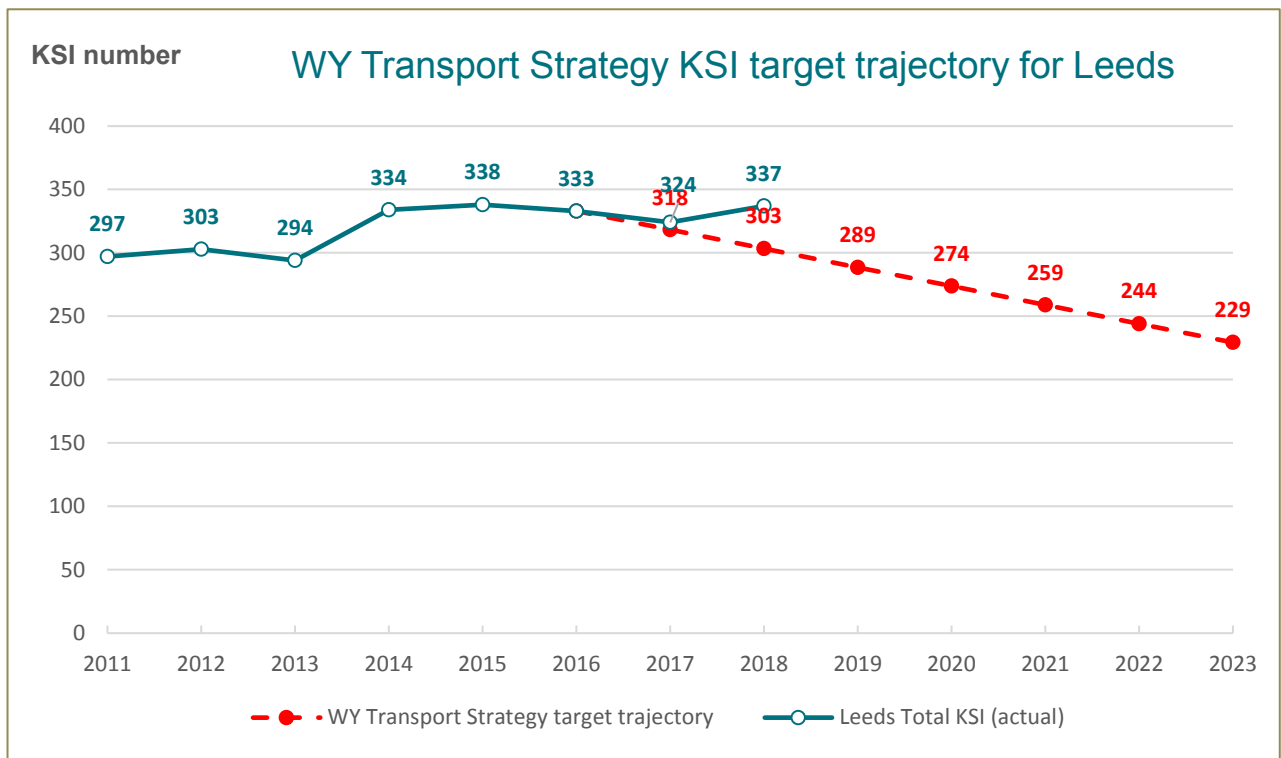


Figure 1 – Killed and Seriously Injured casualties in Leeds District 2011-2018.

- 2.3 The number of people Killed or Seriously Injured (KSI) in Leeds had increased in 2014 (334) and 2015 (338) and it was pleasing to see the small descending trend with (-2%) reductions in 2016 (332) and continued (-2%) into 2017 (324), mainly due to fewer serious injuries amongst vulnerable road users (pedestrian, cyclists, motorbike riders and children) and car occupants. The increase seen in 2018 (+4%)

is essentially down to the unusually high number of road deaths in the district this year which had jumped from 15 (2017) to 26 in 2018.

- 2.4 Provisionally for 2018, road deaths have totalled 26, including a late night incident which caused deaths to four car passengers, all aged between 18 and 21 years. Amongst the road users killed in 2018 were 15 pedestrians (2 children), eight car occupants (three drivers and five passengers), two motorcycle riders and one child cyclist. The number of road death in Leeds fell from 26 (in 2011) to the lowest ever total (9 in 2016), before increasing to 15 (2017) and rising again in 2018 (26).
- 2.5 The total number of all casualties continues to fall in the district; in 2016 there were 2,550 casualties on roads in Leeds, a 4% reduction on the previous year (2,664). That reduction had continued in 2017 with a total of 2,203 casualties, (-4%) and again in 2018 to 2,000 casualties (-9%) recorded in the district. As in previous years, the reduction in 2018 is essentially down to the large reduction for slight injuries.
- 2.6 The reducing KSI numbers seen across Leeds in 2016 and 2017 was also reflected in the overall national figures, which had also shown a slight reduction against the previous year. The KSI increase in Leeds for 2018 is however reflected in West Yorkshire as a whole with KSI's in the county having gone up by 2% to 870. This increase is the result of more KSI casualties recorded in Calderdale (+6%), Leeds (+4%) and Wakefield (+25%). However, the 2018 provisional KSI total for West Yorkshire (870) which shows a 2% increase over the previous year (851), still compares favourably against the 2005-09 baseline figure of 1,084 and against the average of the previous three years 2015-17 (-2%).

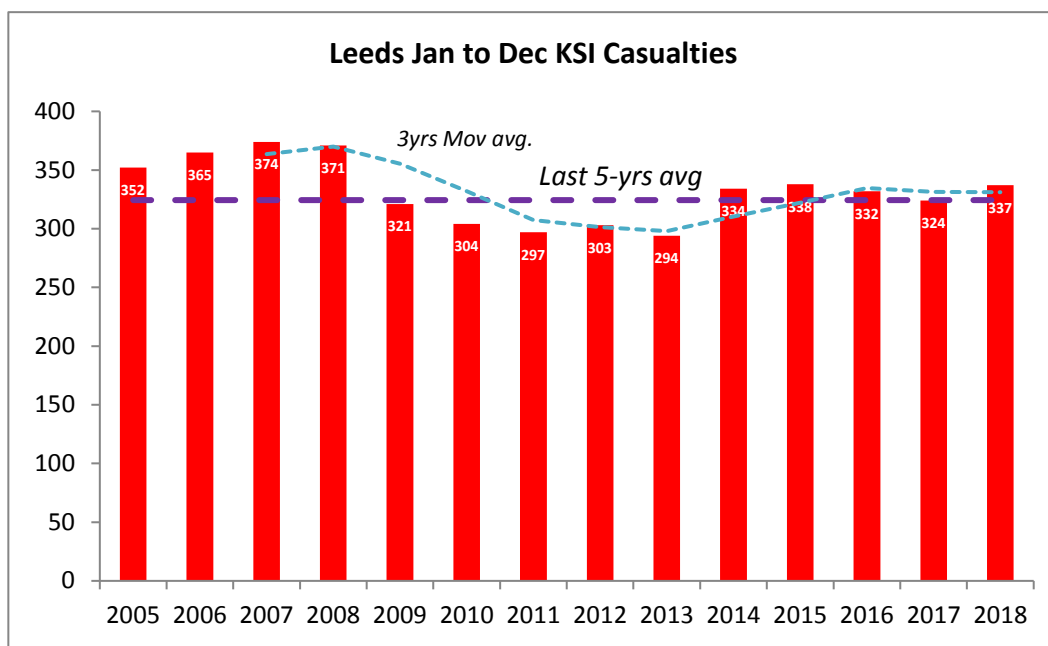


Figure 2 – Killed and Seriously Injured casualties in Leeds District 2005-2018.

### 3 Main issues

- 3.1 As reported previously, in order to achieve casualty reductions, road casualty data is analysed to identify the most vulnerable road user groups (for example child and elderly pedestrians, cyclists, motorcyclists) and / or key areas of the district (areas of deprivation) where road traffic collisions are higher or specific locations and types of collisions are happening. The causation factors attributed to each collision are

also analysed and a variety of measures are then considered for implementation to reduce those that are most prominent. These measures range from physical changes to the road layout and enforcement activity, to education, training and publicity campaigns, in line with national policy, with resources targeted at those areas.

- 3.2 To assist in the delivery of targeted road safety improvements in Leeds a new Safer Roads Action Plan was adopted in 2017 which set out the rationale and implementation plan for delivery of casualty reduction initiatives has been updated for 2018-19.

#### **4 Infrastructure Improvements**

- 4.1 The methodology used to identify interventions, adopts the approach developed by the West Yorkshire authorities for Implementation Plan 2. This looks to concentrate resources on the following type of road collision occurrence :-

- Head-on collisions
- Collisions with road side objects (run off)
- Collisions at Junctions
- Collisions involving Vulnerable Road Users

- 4.2 The package of measures developed or completed since the previous Scrutiny Board report in January 2018 are as follows.

#### **5 District Centre Issues**

- 5.1 Spatial analysis of pedestrian KSI casualties in Leeds has identified that 25% occur in Town and District Centres. Typically, these may involve a local high street which may be part of a distributor road but which at the same time performs a broader function and is a local destination in its own right. Studies show an increased risk of collisions in areas with high pedestrian footfall, in particular on A class roads with slower moving traffic, or in areas of high vehicular flows on B class roads; these tend to be typical conditions for the Town and District Centres.

- 5.2 Recent interventions to address these include the provision of a 20mph area into a district centre, combined with zebra crossings, and the rationalisation of parking, coupled with reducing conflicts at junctions (point's closure, traffic calming, central reservation). Successful schemes included Garforth Town Centre and Harehills Lane. The early indications point to the success of the Harehills Lane scheme, which, at the time of writing, has had just one collision since the scheme was introduced in 2015. A similar comprehensive scheme, which provides segregated cycle facilities and parking betterment, has recently been completed. A further scheme has commenced on Harehills Road, which is the No 1 'Length for Concern' within the City, to provide a central reservation to aid pedestrian movement and formalise driver behaviour. This scheme is currently under review and work has now commenced to develop a further scheme on Chapeltown Road.

#### **6 20mph Schemes**

- 6.1 Since 2012, Leeds has made a step change in the provision of 20 mph speed limits. The programme of provision of 20 mph speed limits associated with schools will be completed by 2020 and has now been expanded to cover more of the densely

populated residential areas across the city. In the past, schemes delivered in high casualty areas, which involved traffic calming, produced up to 50% casualty savings (greatest among pedestrians and children), which are then sustained in the following years. The 20 mph programme implemented in 2013-14 has now been evaluated over a 3 –year period) and are delivering an average injury reduction of 10 per year. It is expected that the current approach to traffic calming in 20 mph schemes will continue to produce speed reductions where required, and thus produce real improvements in road safety, however schemes now being progressed have fewer casualties in them so the overall impact on figures will be proportionately less than hitherto, although they do have beneficial effects on cycling and walking.

- 6.2 This year the City Council looks to complete the rollout of 20 mph speed schemes to the remaining residential areas where there is no school, which again will be prioritised on the basis of casualty prevention as well as geographical coherence. A 20 mph speed is also in development and approved for the City Centre, where casualties among vulnerable users continue to be a concern. This will be delivered in early 2019.

## **7 Cycling Issues**

- 7.1 Last year's report noted that, against a slight decrease in the number of all casualties, cyclist casualties continued to increase. That pattern has been repeated again this year.
- 7.2 A total of 286 cyclist casualties have been recorded in 2018, up 2% from the 281 recorded last year. The increase is also reflected in the number of KSI which rose by 13% to 62 (from 55 the previous year).
- 7.3 The Core Cycle Network and the City Connect cycle superhighway are examples of new infrastructure which seeks to overcome some of the severance and risks posed by busy road corridors and provide comprehensive safe routes. These schemes are being closely monitored.
- 7.4 The changes to physical infrastructure are supported by information and promotional campaigns, social media messages and led rides. Cycle events have been targeted with specific road safety education; road safety equipment and promotional messages have been distributed to the general public including, bike bells, high visibility rucksack covers, cycle lights and cycle route maps. 'Give cyclists room' car stickers have also been developed to distribute at events to help raise awareness of safe passing distances.
- 7.5 The previous scrutiny report (January 2018) contained a range of proposals for road safety improvements for 2018 and beyond, which were subsequently actioned. The following summarises the progress made in delivering these and our plans going forward.
- 7.6 This year sees the further evolution of the assessment and identification to road casualties looking beyond the traditional 'lengths' and 'sites' for concern documents. Leeds City Council has this year taken the a more initiative holistic review of 'lower order' sites and lengths using a lower intervention criteria and a thorough cluster analysis to identify and address underlying causes of road casualties through small to medium scale intervention.

- 7.7 In order to make the process as efficient as possible, the council has adopted a two year programme where future schemes identified in this programme, will have feasibility, initial design and consultation undertaken in year one, with a target that these are ready for issue in April 2020 and are delivered in early in year two.
- 7.8 This year a full and comprehensive injury collision analysis was conducted for the following criteria:-
- Sites for Concern (between 10 and 14 recorded injury collisions within a 5 year period).
  - Length for Concern (between 10 to 14 recorded injury collisions within a 5 year period).
- 7.9 In addition to the conventional length and site assessments, cluster analysis was also conducted this year which included the following:-
- KSI cluster site (3 or more KSI collisions within a 100m radius).
  - KSI cluster site (3 or more pedestrian collisions within a 30m radius).
  - KSI cluster site (3 or more pedal cycle collision within a 30m radius)
  - KSI cluster site (3 or more collisions within 100m of a bend)
  - KSI cluster site (3 or more child collisions within 50m)
  - KSI cluster site (4 or more collisions in the dark within 30m)
  - KSI cluster site (3 or more KSI involving vulnerable road users within 30m radius)
- 7.10 Each identified location has been assessed for their deliverability and for their general value for money in terms of being able to deliver realistic casualty reduction improvement. The schemes were also compared against the general aims of the overarching LTP transport themes in order to enable comparison to be made of the range of benefits of each scheme. (These themes are Road Safety, Economic Growth, Sustainable Travel Choices, Congestion Issues and Equality of Accessibility).
- 7.11 The outcome of this comprehensive review is a justifiable and evidenced based approach to the identification and listing of a casualty reduction programme that is aimed at reducing recorded injury collisions into the future within Leeds.
- 7.12 This year's Local Transport Programme – casualty reduction programme will aim to address 16 sites within this financial year where 335 injury road collisions have been recorded (including 167 classified as KSI's). The 22 other locations and lengths where in-depth injury collision analysis and feasibility is proposed will aim to address 346 injury road collisions (including 143 classified as KSI casualties).

- 7.13 Delivery of minor site specific measures are ongoing, such as changes to signing and lining, traffic calming, surface treatment etc. to improve safety of sites identified as part of the Mass Action Programme which are not monitored but have a high proportion of accidents occurring under similar circumstances.
- 7.14 The Leeds Public Transport Investment Programme (LPTIP) – to be delivered by 2021 – continues being an opportunity to significantly change the environment along several key corridors and to improve the provision for pedestrians and cyclists, which hopefully will have a positive impact on casualty figures in the future.

## **8 Accident Analysis and Traffic Engineering Initiatives**

- 8.1 As reported previously, the success of the interventions delivered at locations previously identified as Sites and Lengths for Concern means that these documents, whilst still invaluable, provide less in the way of potential engineering interventions and a more diverse approach is now being used for identifying and targeting sites.
- 8.2 The wider approach continues to give greater attention to:
- Lower Order Sites; with collision totals between 10 and 14 during a 5 year period
  - A review of the monitored lengths of road to assist maintenance programmes to gain positive results through these budget areas
  - Significance testing on all monitored sites and lengths of road to check any significant in year statistical rises in accidents and drive appropriate review
  - Cluster Site Analysis to identify any non-monitored sites (low accident totals) that have a high proportion of accidents with similar circumstances and determine appropriate remedial measures.
- 8.3 Cluster site Analysis will also be used to identify interventions to reduce the number of KSI accidents to meet the requirements of IP2.

## **9 Education Training and Publicity (ET&P) Initiatives**

- 9.1 The Influencing Travel Behaviour (ITB) team within the Highways and Transportation service continues to prepare and delivers a programme of road safety education, training and publicity initiatives to communities and road users. The team works together with partners in West Yorkshire Combined Authority (e.g. City Connect) and other stakeholders such as West Yorkshire Police and West Yorkshire, Fire & Rescue. Work streams are informed by the analysis and interpretation of the casualty data to identify and target key road user groups, recent examples being adult commuter cyclists, child cyclists and pedestrians.
- 9.2 Each year the team prepares a communications / events / engagement calendar that sets out the main themes and focuses for the forthcoming year. This calendar underpins the wider work of the team and an overview of the calendar can be found in Appendix 1.
- 9.3 As reported previously, the team continues to utilise both digital communication (via web posts, blogs and social media) and traditional print and audio media alongside



face to face engagement depending upon the message and target audience. This approach means that we are able to reach our target audiences in the most effective manner whilst ensuring that we spend money wisely.

9.4 A dedicated twitter account @SaferRoadsLeeds was launched in December 2017, which now has 526 followers with over five and a half thousand profile visits, more than a thousand tweets and nearly three thousand retweets. Similarly a road safety blog, which has a more conversational style than our formal web pages, was launched in January 2018 and has had nearly two thousand visitors. Blog posts cover a wide range of topics.

9.5 As part of the Community Speed Awareness Scheme, we continue to loan Speed Indication Devices (SIDs) to community groups to help local residents address anti-social driving behaviours and inappropriate speed on residential streets.

In 2018 SID training has been provided to:

- Bramhope & Carlton Parish Council
- Cllr Wadsworth (Guiseley & Rawdon Ward)
- Community Groups in LS14

Other groups who continue to make use of the equipment include:

- Otley Town Council
- Otley & Yeadon Ward Councillors
- Leeds Metropolitan University
- LCC Fleet Services

9.6 Additionally, the Influencing Travel Behaviour team are now working much more closely with Neighbourhood Policing Teams (NPT's) across the district to provide a consistent approach to how we deal with residents' complaints about inappropriate speed on local and residential roads and to deploy available resource proportionately. NPTs make regular use of our Speed Indicating Devices (some teams have their own SID equipment) and, in cases where drivers are observed exceeding the speed limit, a letter from the Neighbourhoods Policing Inspector can now be issued to the registered keeper of the vehicle. In addition, in some areas funding has been provided to train NPT officers in the use of evidential Pro-Laser speed detection equipment.

9.7 A dedicated NPT inspector also attends the Leeds Safer Roads Steering Group along with a Roads Policing and Safer Leeds representative. Going forward the aim is to expand the Community Speed Awareness Scheme and provide additional resources for use by residents and local road safety champions.

9.8 In 2018, an ArcGIS web application database was created which is updated regularly and visually presents road traffic collisions on a map. This application has been shared with Neighbourhood Policing Teams who are now able to use it when dealing with queries from members of the public and councillors.

9.9 Work around the promotion of 20mph limits across many local and residential streets in Leeds is also intended to address inappropriate speed as an element of anti-social driving behaviour. This is done by challenging existing ideas about appropriate driving behaviour and encouraging a culture where 20mph is the new normal for local and residential streets, walking, scootering and cycling are

encouraged as normal modes of transport for utility journeys and motorists begin to expect to share the road with other road users. This will not be an easy transition and will not occur over night as for many road users, this concept will challenge their own existing norms and perceptions about how roads should be used and the hierarchy of road user rights.

- 9.10 Congestion, obstructive and inappropriate parking continues to be an issue outside many schools, particularly at pick up and drop off time. Mode of travel data is collected annually via the school census and is then analysed to identify overall mode of travel patterns and schools with the highest car use. Through the travel planning process The ITB team then works closely with schools to help them implement initiatives aimed at encouraging parents to leave their car at home and promoting active and sustainable travel to school. Every Primary School also has an allocated PCSO to support with School Gate Operations and educational input.
- 9.11 In addition to working directly with schools, School Gate Parking resource packs containing further ideas to address inappropriate parking and encouraging more sustainable modes are available for schools along with the provision of regular content which schools can put on their website or include in newsletters and / or letters parents.
- 9.12 In many schools, the majority of parents and carers are making a real effort to choose more sustainable modes or park further away from school, but often there remains a residual core of drivers who continue to park inappropriately. In these circumstances we work closely with colleagues in parking services and the police in order to deploy enforcement officers where they are most needed.

## **10 Education and Training**

- 10.1 The programme of education & training continues in a similar vein to previous years. Target schools or cohorts are identified through analysis of casualty data. Information about numbers of pupils receiving training and number of schools engaged with can be viewed in Appendix 1.
- 10.2 In addition to our standard programme of education and training, in 2018 a bespoke educational package was offered and delivered to schools where 20mph limits had recently been or were due to be installed.
- 10.3 The West Yorkshire Safer Roads Delivery Group also funded the provision of a transition magazine resource for every pupil in Y6 and Theatre in Education performances for Y7 pupils in 10 of our secondary schools.
- 10.4 In July 2017, we were awarded £5000 of funding from the Police and Crime Commissioner's 'Safer Communities Fund'. This funding was to run a RoSCARS (Road Safety Oscars) Project with secondary schools, where pupils would develop a short film about road safety and sustainable travel to be shown to new pupils starting at their school. A number of schools initially expressed interest and committed to taking part, but throughout the course of the project a number dropped out, citing internal school pressures meaning they were unable to commit the time required. Two schools completed the project, but the high dropout rate lead us to re think our approach and in autumn 2018 we launched a revised project. Four schools & 1 community based arts project are now taking place in the project, which will complete by March 2019.

- 10.5 West Yorkshire Police continue to deliver the One Life Lost Presentation to pupils in Years 12&13 where it is requested by the school. Lack of dedicated staffing resource means that they are unable to promote the service more widely or in the same way they did previously. As such, and in light of more recent learning around behaviour change, and effective engagement techniques for that age group, we are currently rethinking our approach in terms of delivery. We continue to look for other stakeholders to support the dissemination of effective road safety messages within secondary school environs.

## **11 Moving Forward**

- 11.1 The focus for 2019 will be to monitor the casualty profile to establish any emerging trends. Data will continue to be interrogate to inform the development of interventions and messages aimed at improving safety for vulnerable road users (VRUs). These interventions may focus around messaging for the VRUs themselves, or may be aimed at other motorists and road users who have been identified as most likely to be involved in collisions with VRUs.
- 11.2 There will be continued use of the digital communications strategy and 'on the ground' community engagement work. This will continue to mean working closely with colleagues in Traffic to embed effective communications to members of the public as an integral part of all road safety engineering schemes.
- 11.3 Continued encouragement of other stakeholders and partners to promote messaging around safe road user behaviour and to deliver interventions where capacity allows.
- 11.4 Building better links and partnerships with NPTs to ensure complaints around inappropriate speed and anti-social driving are addressed in a consistent and fair manner and in line with available resources.
- 11.5 Embed behaviour change techniques and robust evaluation into work streams to ensure effectiveness over the longer term

## **12 Motor Vehicle – Anti-Social Behaviour**

- 12.6 Anti-Social use of a vehicle, such as street racing, street cruising or off-road vehicle nuisance can have long-term effect on a neighbourhood. Common types of vehicle nuisance include but are not restricted to the following.

### **13 Street Racing**

- 13.1 Street racing is the illegal racing of any kind of vehicle on a public road.
- Street racing is extremely dangerous as it can involve high speeds, weaving through traffic and ignoring traffic signals like red lights. This obviously puts other road users and members of the public in an extremely dangerous position.
- 13.2 The only time street racing is permitted is when the organiser has obtained prior permission from the police as part of an organised event.

### **14 Street Cruising**

- 14.1 Street cruising is when a group of vehicle owners form a convoy drive up and down a street or around a neighbourhood – usually to show off their cars or bikes.

They'll often drive slowly and may even take up both sides of the road. This can hold up traffic behind and make things really difficult for other road users.

## **15 Riding unlicensed powered vehicles**

- 15.1 It's against the law in the UK to ride hover boards, minibikes (or 'mini motos'), motorised scooters such as GoPeds and hover boards on both public roads and pavements. The same applies to 'trail' bikes, three-wheeled bikes and quads unless they are displaying valid number plates. These kind of vehicles may only be used on private roads or land with the road or land-owner's permission.

## **16 Misusing vehicles off-road**

- 16.1 While quad bikes, three-wheeled bikes, trail bikes and some other two-wheeled vehicles are built for off-road use, it is against the law to ride them in public parks or on publicly-owned land without permission from the local authority.
- 16.2 As with unlicensed powered vehicles, these can only be used on private roads or land with the road or land-owner's permission.

## **17 Performing stunts and tricks**

- 17.1 Performing stunts and tricks such as doughnuts and wheelies, whether on public roads or in car parks, can be dangerous to both the driver or rider and bystanders. It can also cause noise nuisance, especially if taking place at night in residential areas.
- 17.2 For this reason, this kind of behaviour is not permitted unless as part of an organised event with prior permission from the local authority.

## **18 What is the impact?**

- 18.1 Some people regard this kind of vehicle use as harmless fun. However, regular antisocial vehicle use can have a wider impact on a neighbourhood or community than simply nuisance noise.
- 18.2 The effect of dangerous or reckless use of a vehicle can lead to criminal damage of roads, other vehicles and surrounding property.
- 18.3 Drivers and riders also risk injuring themselves, other road users, cyclists and pedestrians as they do not have full control of their vehicle and their full attention on their surroundings.
- 18.4 Driving or riding in this way can also be used as a form of intimidation, either to other road users or the community. Loud noise from engines and music, and deliberately creating large amounts of exhaust or tyre smoke can also be seen as an aggressive act.
- 18.5 Finally the use of motorbikes and mopeds to rob (or 'snatch') mobile phones and valuables from pedestrians on pavements is a key concern to the police. So anyone acting recklessly on this kind of vehicle is likely to draw police attention.

## **19 Police action on anti-social use of motor vehicles**

- 19.1 The police have wide ranging powers to deal with people who use their vehicles in an anti-social manner. Apart from prosecuting offenders for motoring offences that could lead to being disqualified from driving, the police can also rely on a power to seize motor vehicles using Sec 59 of the Police Reform Act 2002.
- 19.2 The keeper of the vehicle will be liable to recovery/storage costs when they eventually get the vehicle back. This law applies to vehicles driven carelessly or without reasonable consideration on roads - and that includes car parks and other public areas - in a manner likely to cause alarm, distress or annoyance to members of the public. Sec 59 also covers any such use of a motor vehicle off-road, such as common land, moorland, bridlepaths, footpaths, tracks and fields.
- 19.3 An official complaint does not even have to be received by the police for them to enforce the law.

## **20 Leeds Picture**

- 20.1 There is an issue, in some parts of Leeds, related to nuisance motorcycles and more specifically young people driving motorcycles in a dangerous and sometimes illegal manner.
- 20.2 Nuisance motorcycles are a concern in terms of both driver / rider safety, and the impact upon those living nearby.
- 20.3 The Police and Crime Commissioner survey tells us that 71% of people in Leeds (3,390 people responding between October 2017 and September 2018) were concerned about bad driving in their local area.
- 20.4 Over 2,335 incidents reported to West Yorkshire Police in the Leeds District were classed as nuisance motorcycle /quad bike in 12 months (1st Jan 2018 to 31st December 2018) these reports frequently involved young people.
- 20.5 The use of nuisance motorcycles impacts upon service demand and delivery within West Yorkshire Police, Leeds City Council, and West Yorkshire Fire and Rescue Service.
- 20.6 There have been localised reductions in calls for service within high volume wards, and this is a reflection of a commitment to respond to concerns.
- 20.7 Analysis has identified emerging issues within further Leeds communities, and work is ongoing to respond effectively.

## **21 ASB Injunction**

- 21.1 Leeds was successful in obtaining an injunction in 2016 for a period of 5 years. The wording of the injunction is clear in that it prohibits only anti-social driving; in a different way to the road traffic legislation.
- 21.2 During the last year Police Officers working within the Leeds Anti-Social Behaviour Team (LASBT) framework have participated in a number of investigations with their Neighbourhood Police Team colleagues in tackling motorbike related ASB, crime and road safety. This includes supporting West Yorkshire Police in bespoke operations such as Operation Dice and Operation Badgellan.

- 21.3 Example: In the summer of 2018 a number of motorbikes drove through Leeds City Centre and returned home to the Middleton area of Leeds. Following joint working between Leeds Watch, ASB team and NPT they were identified, tracked across the City and consequently a number of search warrants were executed and ultimately a number of offenders charged with conspiracy to cause public nuisance, combined with a number of stolen motor vehicles recovered as well as a significant amount of class A drugs.
- 21.4 Example: ASB officers worked with the Strategic Road Network team (Traffic Police Officers) in investigating matters of ASB where a serious road traffic collision (RTC) occurred. Noticeably, intelligence suggested that the motorbike rider was carrying class A drugs during the RTC. This joint working extended to involving the LASBT offender manager in taking tenancy and civil action to support the Local Authority stance on tackling drug use /dealing and to sustain community confidence in the joint working between West Yorkshire Police and Leeds City Council.
- 21.5 Initial work has begun working with Councillors who have brought to our attention ASB and consequent offending and road safety issues in their wards. In order to shape improvements that could benefit Leeds as a whole. This work involves both refining community intelligence work flows accompanied by pro-actively acquiring sites for motorbike enthusiasts – thus providing opportunities for tackling offending behaviour but equally as important, diverting inappropriate use of motorbikes onto regulated sites and thereby increasing the safety of the areas' roads.

## **22 West Yorkshire Police and the Leeds Safer Roads Action Plan**

22.1 A Safer Roads Action plan has been developed with key partners. Eight key areas of work have been identified and the action plan is in place.

### **22.2 Key Areas**

Reduce the number of Killed or Seriously Injured by enforcement of the Fatal 5 offences:-

- Excess Speed
- Drink Driving
- Drug Driving
- Use of Mobile Phones
- No Seatbelt

Respond to speeding complaints, deploy SID and Pro-laser when possible, with additional focus around schools. Continued enforcement and use of Breath and FIT tests.

### **22.3 Use District Information and Intelligence to focus on**

- Collision Hotspots
- Vulnerable Road Users
- Anti-Social Behaviour
- Vehicle Pursuits

Use available data in partnership and tasking reports to allow for the effective deployment of resources to tackle these issues.

## 22.4 Identify Vulnerable Road Users

- Pedestrians (especially children)
- Cyclists
- Motorcyclists (PTW)

Engage and raise awareness with Vulnerable groups Use technology wisely to identify and deal with complaints i.e. headcam footage. Actively engage with campaigns. Problem solving with partners. Media campaigns – hard hitting messages.

## 22.5 Road Safety and ASB

- Tackle ASB hot spots
- Motorcycles
- Obstructions and illegal parking
- Noise Nuisance
- Cruise events

Engage with educational establishments to educate. Continue school patrols to relieve parking issues. Make greater use of S.59 powers. Work with partnership organisations (LCC & Schools) to ensure problem solving approach.

## 22.6 No Insurance & Construction and Use Offences

- To tackle uninsured vehicles on the roads and remove them
- NPT Days of action

Using a Multi-Agency approach working with partners (VOSA) to remove uninsured / unsafe vehicles.

## 22.7 Use of Media / Social Media

- Education and awareness
- Promotion of campaigns and local priorities

Delivery of local & national campaigns to the public, maximising social media where possible.

## 22.8 Use of technology e.g. ANPR

- Use of ANPR to embed in daily policing and investigation

Use suitable ANPR technology to identify uninsured or stolen vehicles, or vehicles linked to criminal activity.

## 22.9 Road Traffic Collision

- Investigation of low level collisions
- Analysis of Collision data to identify high risk areas/hotspots

Use of Mobile data devices and Body Worn Video for better recording of scenes and evidence gathering.

## 22.10 Anti-Social Behaviour Silver Board

The ASB Silver Board will drive the work of the Motor Vehicle ASB plan through the strategic partnership to ensure effective delivery of the plan. As outlined in the Safer Leeds, Community Safety Strategy 2018-2021, Safer Leeds will work with, and support other partnership boards and delivery groups to ensure there are clear links between this and the West Yorkshire Safer Roads Executive Group.

## **23 Corporate Considerations**

### **23.1 Consultation and Engagement**

- 23.1.1 Road traffic collisions and road safety continues to be a major concern for local communities as the greatest impact of a collision is its human costs, which are borne directly by the members of the community.
- 23.1.2 Leeds City Council continues to welcome and facilitates positive community engagement on road safety issues as reported previously.
- 23.1.3 The opportunities and initiatives outlined in this report will further strengthen links between internal and external partners and communities.

### **23.2 Equality and Diversity / Cohesion and Integration**

- 23.2.1 Road safety interventions continue to be developed and implemented by taking account of the road casualty data analysis to ensure that they provide best value, not just in monetary terms but in casualty reduction terms all round.
- 23.2.2 Areas of deprivation regularly show higher than average numbers of road casualties and children from disadvantaged backgrounds tend to be more exposed to road safety risks resulting in much of the education and training continuing to be targeted in those 'priority areas'.
- 23.2.3 The Equality, Diversity Cohesion and Integration Impact Assessment for 20 mph speed reduction schemes around schools and residential areas was reported upon previously.

### **23.3 Council policies and the Best Council Plan**

- 23.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. All road safety initiatives, including 20mph schemes, contribute to this ambition by improving the safety and quality of life of Leeds residents by enabling safe pedestrian and cycling journeys in local communities and reducing traffic collisions to make a specific contribution to the Best City for Communities and Child Friendly City ambitions.
- 23.3.2 Enabling safe and independent journeys was the top one of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Slower speeds and improvements in road safety will also help make Leeds the Best City to grow old in.

### **23.4 Resources and value for money**

- 23.4.1 The delivery of data led road safety initiatives continues to show high value for money both for the direct benefits to road casualty reduction and their indirect benefits for encouraging active travel and improving health.



## **23.5 Legal Implications, Access to Information and Call In**

23.5.1 There are no legal implications. The report is not eligible for Call-In.

## **23.6 Risk Management**

23.6.1 The approach and the type of schemes outlined in this report are intended to deliver long term road safety and casualty reduction benefits. The effectiveness of the schemes in terms of casualty reduction will be monitored, as will the approach to scheme prioritisation and development, in response to emerging road casualty figures and trends.

23.6.2 Availability of resources, both LCC and of partner organisations, will be a significant factor in continuing to deliver casualty reductions.

## **24 Conclusions**

24.1 Increasingly, delivering improvements in road safety and casualty reduction is the matter of an integrated approach by Leeds City Council and its partners, particularly West Yorkshire Police. Provision data for 2018 shows a slight increase (+4%) in the number of Killed and Seriously Injured on Leeds roads compared to the previous year and this is of concern. The significant increase in the number of fatalities in 2018 compared to most recent years is also of concern but this may be a statistical anomaly due to the very small numbers involved and close attention is being paid to the trends going forward.

24.2 The Leeds Safer Roads Action Plan 2018-19 has been approved for publication and is available on the LCC website.

24.3 The work in progress on further developing and implementing schemes highlighted by innovative accident assessment and analysis techniques, with particular emphasis on KSI clusters and VRUs, should pay dividends moving forward.

24.4 Work continues being progressed locally through the partnership work of the Leeds Safer Roads Steering Group and across West Yorkshire through the West Yorkshire Safer Roads Executive Group to improve the co-ordination of resources.

## **25 Recommendations**

25.1 Scrutiny Board members are requested to note and comment on this report.

## **26 Background documents<sup>1</sup>**

26.1 There are no specific background document relating to this report.

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<sup>1</sup> The background documents listed in this section are available to download from the Council's website, unless they contain confidential or exempt information. The list of background documents does not include published works.