



**Report of the Transport Development Services Manager**

**Report to the Chief Officer (Highways & Transportation)**

**Date: 19 May 2020**

**Subject: Supporting Police Action to Reduce Road Casualties (Operation SPARC)**

Are specific electoral wards affected? If yes, name(s) of ward(s):	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Has consultation been carried out?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Are there implications for equality and diversity and cohesion and integration?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Will the decision be open 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**

**1. Main issues**

- In 2019, the number of collisions in Leeds causing injuries to road users fell 6% from 1,548 in 2018 to 1,458 and the casualty total of 1907 is the lowest ever recorded for the district. In 2016, the district recorded its lowest ever total for deaths arising from road traffic collisions (9). These figures are a result of an evidence led and targeted programme of road safety and casualty reduction measures including the three E's of engineering, education and enforcement along with publicity campaigns and partnership work between the council and other key stakeholders such as the Police and Fire & Rescue.
- Despite the record low for the overall number of casualties, the number of people being killed and seriously injured on the roads has increased in recent years. To seek to address this, Leeds City Council, in conjunction with West Yorkshire Police propose to build on the already good levels of enforcement across the district by piloting a 6 month project to fund additional police deployments.
- £66,200 is available for the project. This will allow a 6 month trial\* comprising of approximately 2 additional deployments per week. A deployment consists of two police officers and a police vehicle for a 6 hour shift. The trial will start in July 2020 and will be monitored and evaluated.

- \*The exact length of the pilot will depend upon levels of additional police activity undertaken each month. This may vary in line with other arising emergencies and national issues, for example how the police are required to maintain or enforce public order during the covid-19 pandemic\*

## 2. Best Council Plan Implications (click [here](#) for the latest version of the Best Council Plan)

The proposal outlined in this report contributes towards:

- Keeping people safe from harm and promoting community respect and resilience. The proposal seeks to increase levels of police enforcement by using council funding. It is anticipated that increased enforcement will reduce KSIs and levels of anti-social driving.
- Reducing health inequalities and supporting active lifestyles. Casualty data broken down by ward shows that casualties are not evenly distributed (Appendix 3). Areas of deprivation regularly show higher than average numbers of road casualties resulting in health inequalities across the district. This proposal, if approved, will enable additional police enforcement to be targeted in areas where casualties are higher, therefore playing a part in addressing health inequalities. Moreover, evidence suggests that a lack of safety, whether real or perceived, prevents the uptake of more active modes of travel. Measures to improve safety, through additional police enforcement, should help to remove such barriers and support council ambitions for a step change in travel behaviour, away from car use towards more active modes.
- Making Leeds the best city for children and young people to grow up in and the best city for people to grow old in. For Leeds to be the best city, pro-active work is required to reduce casualties, particularly those of the highest severity which disproportionately affect our most vulnerable road users and less affluent areas of the city. Enabling safe and independent journeys was top of the 12 wishes expressed by children on how to make Leeds a Child Friendly city. Safer roads and programmes to tackle poor driver behaviour will contribute to both Child Friendly City aspirations as well as contributing to making Leeds the best City to grow old in.

## 3. Resource Implications

- Funding of £66,200, from highway balances, is available to allow a targeted trial for 6 months. The pilot will be monitored throughout and fully evaluated.
- Council officer staff time will be required to undertake detailed planning for the project, to prepare and deliver a supporting communications plan and for the ongoing monitoring and evaluation throughout the life of the project. Funding for the communications and engagement element of this project will be met from the Influencing Travel Behaviour Budget.
- Governance of this trial would take place through the Leeds Safer Roads Steering Group partnership. Meetings of this group will resume from July 2020 and will be chaired by LCC's Transport Development Services Manager. Meetings will take place every 6 weeks and will include a review and reporting mechanisms for all three strands of the safer roads action plan; engineering, education and enforcement. It is recognised that improving road safety and preventing road

casualties requires a combination of education, engineering and enforcement as well as publicity campaigns to effect behaviour change.

## Recommendations

- a) The Chief Officer (Highways and Transportation) is requested to:
- i) Approve the trial of this initiative for a period of 6 months
  - ii) Give authority to incur expenditure of £66,200 of highway balances to support the trial.

## 1. Purpose of this report

- 1.1 This report seeks approval to undertake 6 month trial project funding additional, targeted police deployments at specific areas of road safety concern where engineering and education programmes have limited effect. It sets out the reasons for recommending that the Chief Officer approves the trial and grants authority to spend £66,200 from highway balances to support the trial.

## 2. Background information

- 2.1 The overall number of road casualties recorded in Leeds in 2019 was the lowest ever recorded. Figure 1 below shows that casualties are strongly down across all the major road user groups when compared with the 2014-18 average.

**Figure 1** Casualties By Road User Group – data provided by Accident Studies

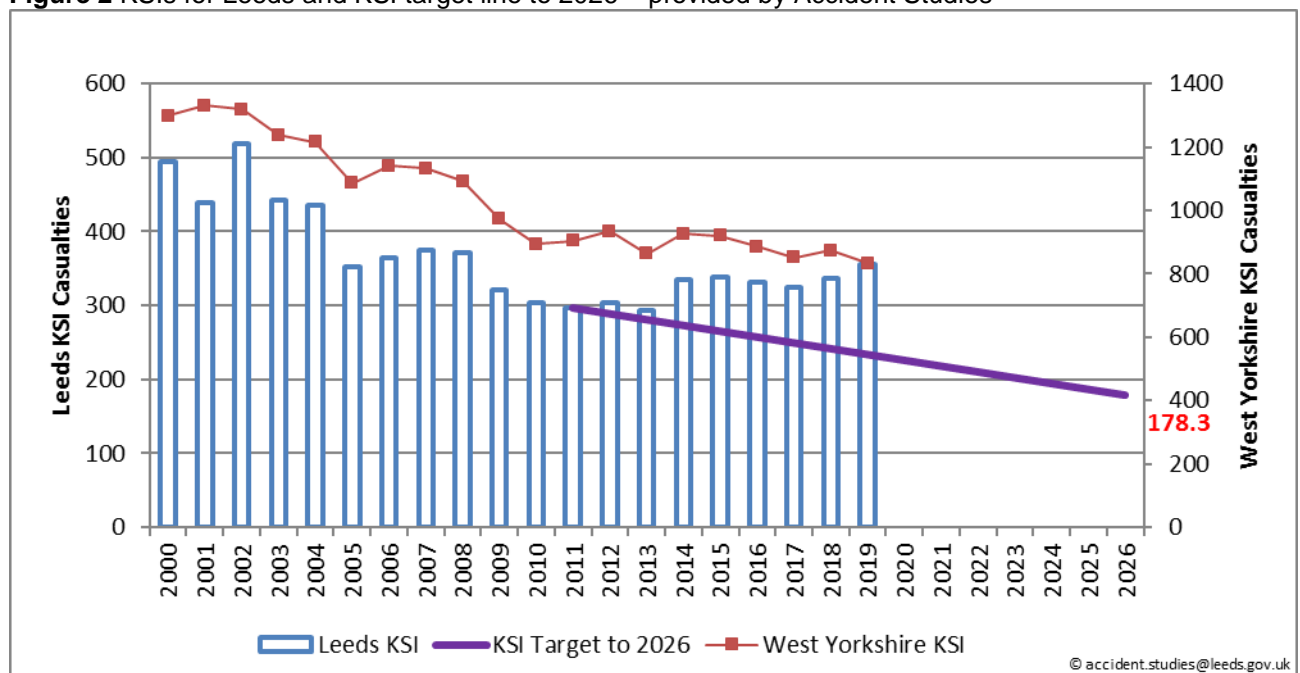
	2014	2015	2016	2017	2018	5yr average	2019	%age change (2019 vs 5 yr Average)
Pedestrian	406	385	389	321	315	363	327	10% ↓
Pedal Cyclist	340	321	347	281	286	315	236	25% ↓
PTW rider & pillion	192	192	181	170	144	176	137	22% ↓
Car driver	852	1,016	936	801	731	867	728	16% ↓
Car passenger	538	510	519	452	341	472	361	24% ↓
Goods occupant	66	77	78	53	66	68	64	6% ↓
Bus occupant	124	147	94	115	111	118	47	60% ↓
Other	14	16	7	10	1	10	7	30% ↓
Total	2532	2664	2551	2203	1995	2389	1907	20% ↓

- 2.2 The reduction in casualties is the result of a combined package of measures including the three E's of engineering, education and enforcement along with publicity campaigns to effect behaviour change and partnership work between the

council and other key stakeholders such as the Police and Fire & Rescue. For 2020/21 the council are delivering a programme of targeted highway engineering measures valued at £761,000 which will improve road safety where specific patterns of collisions have been identified. A review of road safety education in Leeds is currently underway, including data analysis to identify gaps in provision, modernise, review 'Priority Areas' and ensure lessons offered are tailored accordingly. Resources are also available on the Leeds for Learning platform for schools to access. An 'Education Partners' group has been established to better coordinate the provision of education by stakeholders including Fire & Police and Rescue. Targeted Communication and publicity campaigns are delivered via the West Yorkshire Safer Roads Delivery Group and locally by Connecting Leeds and the Influencing Travel Behaviour Team. Police enforcement has increased in recent years (enforcement of offences relating to speed, impairment, mobile phone use and not wearing a seatbelt has already increased by 54%) along with pro-active 'Operation Amberland' road safety deployments by Neighbourhood Policing Teams.

2.3 Whilst these results are promising and the existing approach of measures to achieve reductions must continue, the good reduction in all casualties masks some disparities. The number of pedestrians, cyclists and motorcyclists injured has not changed significantly in recent years and there is not enough progress being made in relation to fatalities or high severity casualties. The total of 9 deaths from road traffic collisions in 2016 was the lowest ever recorded for the district and the yearly average for 2012-2017 was around 15. However, the total of 26 fatalities on the roads in 2018 was a figure not seen since 2011 and despite a slight improvement for 2019, with 23 fatalities, further progress in relation to deaths arising from road traffic collisions is now required. The number of people killed and seriously injured (KSI) on the roads in Leeds rose 6% in 2019, from 337 in 2018 to 357. The number of KSIs in Leeds is now 7% above the 2014-18 average and 24% above the 2027 transport strategy trajectory.

**Figure 2** KSIs for Leeds and KSI target line to 2026 – provided by Accident Studies



2.4 Recent analysis found that 33% of fatal collisions in Leeds were as a result of speed, aggression, drink or involved a stolen vehicle.

- 2.5 Reports of nuisance, dangerous and reckless driving (anti-social driving), made to the council, to the police and to elected members; also appear to be increasing. Where these types of driving behaviour occur, there is a negative impact on the local community. Additionally, because this type of driving behaviour makes the roads feel unsafe to other road users, it hinders council ambitions to grow rates of active travel across the district.
- 2.6 Although engineering and education programmes do have some impact in addressing these type of driving behaviours and police enforcement already occurs, additional and targeted police deployments are likely to be the most effective measure.
- 2.7 A step change in travel behaviour, away from car use towards more active modes is key to addressing issues around congestion and air quality and broader ambitions set out by the Climate Change Commission for Leeds to become a carbon neutral city. Evidence suggests that lack of safety, whether real (based on actual casualty data) or perceived (by individual road users or categories of road user) prevents the uptake of more active modes of travel.
- 2.8 The global covid-19 pandemic and the lockdown restrictions imposed upon the British public have seen huge drops in road traffic coupled with increases in levels of walking and cycling as people take part in daily exercise in their local neighbourhoods. As lockdown restrictions are eased and life gradually returns to some kind of normal, there is a strong desire to support people to continue to travel actively and to prevent increasing traffic levels now that the use of public transport is not recommended. This project aims to tackle the type of driving behaviour that makes people feel that the roads are unsafe and that acts as a deterrent or barrier to active travel. Tackling dangerous and anti-social driving is an important tool when promoting active travel.

### **3. Main issues**

- 3.1 Existing Casualty reduction work has achieved very positive results with the casualty figures for 2019 being the lowest ever recorded and the reductions were reflected across all major road user categories. Nine fatalities in 2016 was the lowest ever recorded for the district. Existing evidence led and targeted programmes of engineering, education, enforcement and campaigns will continue, but further innovative and pro-active work is needed to try and prevent fatalities and high severity collisions as well as levels of anti-social driving. In light of the Climate Emergency and to reduce levels of transport related emissions, a step change is needed around travel behaviour, shifting people away from private motor vehicle and towards more active modes. A lack of safety, perceived or real, deters people from choosing more active modes.
- 3.2 As the lockdown restrictions placed upon the British public to tackle the covid-19 pandemic are gradually eased, there is a strong desire to continue to support active travel modes which have increased during the lockdown as people walk and cycle around their neighbourhoods as part of their daily exercise.
- 3.3 Leeds City Council, in conjunction with West Yorkshire Police would like to use £66,200 from highway balances to fund additional police enforcement to reduce high severity collisions in conjunction with ongoing programmes of engineering and education. The pilot will comprise of approximately 2 additional deployments per week using officers working on rest days. Deployments will be 6 hours in duration.

The trial will start in July 2020.

- 3.4 It is proposed that this additional police enforcement will be targeted in two ways. Firstly to allow for additional enforcement by Traffic Officers from the Roads Policing Unit (RPU) and secondly to uplift community based interventions and activities undertaken by the Neighbourhood Policing Teams (NPTs).

This project is to support additional police enforcement, with a specific focus on attempting to prevent or reduce collisions that result in high severity casualties. It represents an extra strand of collaboration between Leeds City Council and West Yorkshire Police and provides additionality to wider city policing priorities already provided through NPTs and the RPU. The amount of funding available from Leeds City Council (£66,200) provides for an initial 6 month trial so the scope of the project is necessarily tight and focused on key areas as this will enable effective monitoring, review and evaluation. Baseline data from the police will be used to measure the additionality provided by this project and to inform any further decisions.

#### Targeting RPU Enforcement

- 3.5 Enforcement by the RPU will be intensively focused on the six Leeds postal areas which feature in the top 20 West Yorkshire postal districts for uninsured drivers. These areas are LS11, LS12, LS9, LS8, LS7 & LS10. The postal areas of BD3 and BD4 also feature in the top 20 list. BD3 includes a small part of Leeds which is part of the Calverley & Farsley Ward and BD4 includes a small area which forms part of the Pudsey Ward. These areas will be included in this project. Appendix 1 provides more detail on the areas covered by each postal area that will be included as part of this pilot project. Although there are many variables which determine when and where a collision takes place, data analysis for Leeds confirms that there is a close correlation between areas with high levels of uninsured drivers and collisions (casualties byward area 2015-2019 are shown in appendix 2). Nationally, evidence suggests that 1 in 9 fatal collisions involves an uninsured driver.
- 3.6 As well as targeting uninsured drivers, the dedicated RPU enforcement will also focus on the four driving offences most likely to contribute to serious and fatal road traffic collisions - namely speeding, impairment (drink/ drug driving), mobile phone use and driving without a seatbelt.

#### Targeting Community Based activities

- 3.7 Leeds is divided into 6 Neighbourhood Policing Team (NPT) areas each with its' own NPT Inspector and team of PCs and PCSOs (see Appendix 3).
- 3.8 NPTs will deliver interventions aimed at reducing anti-social driving within communities. A priority list for NPT activities will be drawn up collaboratively by the council and the police through the Leeds Safer Roads Steering Group partnership. Areas and themes for focus will be based on ward level casualty data & knowledge of local road safety / anti-social driving issues gleaned from reports from the general public or attendance at Community Committees and Police and Community Together (PACT) meetings. Allowing police activity to be delivered in this way may also help to address issues around 'near misses' and non-injury collisions which are not currently visible to the council. Whilst these kind of incidents do not result in casualties, using the principle of pro- active prevention rather than retrospective remedial action will be of benefit in the bid to prevent future road casualties. It will

also play a part in removing barriers to active travel by addressing issues around Perceived lack of safety. Supporting active travel may be particularly important in a world dealing the impact of covid-19 and where pressure on the road network may be increased now that use of public transport is not recommended.

#### Monitoring and Evaluating the impact of the pilot project

- 3.9 The project will be monitored throughout with a final evaluation report produced at the end of the pilot. This will be shared with service managers and the executive member for climate change, transport and sustainable development. This pilot project will run alongside and complement existing casualty reduction programmes and partnership working. The previous three years' worth of police enforcement / NPT data will be used as the baseline data against which monitoring of police activity will be measured. KSI data will be used to monitor the impact of the project. Qualitative data will also be used to evaluate the impact and effectiveness of the project. This will include reports made to the council about anti-social driving feedback from the public on the Police Neighbourhood Alert system and at monthly PACTs (Police and Community Together) meetings as well as feedback from elected members.

#### Publicity and Promotion

- 3.10 Publicity, promotion, communication and engagement will be a key part of this project. It will be important for the public to see positive stories about how lawless and dangerous driving is being tackled in Leeds and to know how the additional work undertaken is evidence led and targeted. Anti-social driving needs to be seen as culturally and socially unacceptable and something that is not tolerated on the roads in Leeds. This pilot project aims to contribute towards this ambition. A 'communications and engagement' plan is being drawn up to support this project and will run alongside the police activities. Funding for communication and engagement linked to this project will be met from the Influencing Travel Behaviour Budget. Ward members will be included in the communications plan and play a key role in disseminating messages.
- 3.11 Data on activities and enforcement that has taken place as part of this pilot initiative will be submitted by the police, in an agreed format, on the first Monday of each month.

### **4. Corporate considerations**

#### **4.1 Consultation and engagement**

- 4.1.1 Three initial scoping meetings have been held with the police with the proposal for the project being viewed favourably. The police are keen to review and develop the Leeds Safer Roads Action plan and to reconvene meetings of the Leeds Safer Roads Steering Group. The group will resume in July 2020 and be chaired by Leeds City Council's Transport Development Services Manager. Meetings will take place every 6 weeks and will include a review of the three strands of the safer roads action plan; engineering, education and enforcement. Governance, direction, monitoring and evaluation of this project will take place via that group.
- 4.1.2 Publicity, promotion, communication and engagement will be a fundamental part of this project. A communications and engagement plan is currently being drawn up. Ward members will be encouraged to become actively involved in the publicity and

promotion element of the project by helping to raise awareness of the overall project, by attending media events and also by sharing positive news stories via their communication channels i.e. meetings, cllr surgeries and social media channels.

- 4.1.3 Ward members may wish to provide additional intelligence relating to anti-social and lawless driving and suggest areas where community based policing activities would be of benefit either during the pilot project or in the future. If submitted, the council and police would jointly review the information, via the Leeds Safer Roads Steering Group partnership, and establish whether additional activity in these areas would be warranted. The public will be able to raise road safety related issues either through their ward member, by contacting their local NPT team or by attending local PACTs meetings. Throughout the project, the Leeds Safer Roads Steering Group, will retain ultimate responsibility for identifying areas to target or suitable activities to be carried out by NPTs

## **4.2 Equality and diversity / cohesion and integration**

- 4.2.1 An Equality, Diversity, Cohesion and Integration screening has been completed and is appended to this report.
- 4.2.2 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.
- 4.2.3 Casualty data broken down by ward shows that casualties are not evenly distributed (Appendix 2). Areas of deprivation regularly show higher than average numbers of road casualties. There are 6 postal areas in Leeds which feature in the top 20 West Yorkshire postal districts for uninsured drivers - LS11,LS12, LS9, LS8, LS7 & LS10 and two small areas which have a Bradford postcode (BD3 &BD4) but are part of wards in Leeds (Appendix 1). It is estimated that 1 in 9 fatal collisions involve an uninsured vehicle. This intervention enables additional police enforcement to be targeted in areas where casualties are higher, where there are high levels of uninsured drivers and where anti-social driving is a recurrent and persistent issue.

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

- 4.3.1 The Best City ambition is to improve life for the people of Leeds and make our city a better place. This intervention would contribute directly to this ambition by keeping people safe from harm and promoting community respect and resilience; by reducing health inequalities and supporting active lifestyles and by making Leeds the best city for children and young people to grow up in and the best city for people to grow old in. It will also contribute to improving the quality of life for those residents and communities blighted by persistent anti-social, dangerous and lawless driving by a persistent minority.
- 4.3.2 This intervention also contributes to the West Yorkshire Local Transport Plan target of a 50% reduction in KSIs by 2026 compared with the 2005-09 average and aspirations towards Vision Zero.



## Climate Emergency

- 4.3.3 In March 2019, Full Council passed a resolution declaring a Climate Emergency and Leeds Climate Change Commission has developed a roadmap for Leeds to close the gap to become a carbon neutral city. A step change is needed with regards to changing travel behaviour away from the private motor vehicle and towards more active modes. A lack of safety, perceived or real, currently deters people from choosing more active modes. This intervention, if approved would not only support existing casualty prevention programmes, but also help to remove existing barriers to active travel by improving safety and perceived safety. As such, this pilot would support ambitions for Leeds to become a carbon neutral city.
- 4.3.4 This project will assist in the promotion of active forms of travel by improving road safety, and the perception of road safety, alongside programmes of engineering interventions and road safety training, education and promotion.

### **4.4 Resources, procurement and value for money**

- 4.4.1 Funding of £66,200, from highway balances, will be required to support this pilot. This would allow a 6 month trial. The pilot will be monitored throughout and fully evaluated.\*The exact length of the pilot will depend upon levels of additional police activity undertaken each month and this may vary in line with other arising emergencies and wider issues such as how the police are required to maintain or enforce public order during the covid-19 health emergency\*
- 4.4.2 Enforcement of Road Traffic law in Leeds can only be delivered by West Yorkshire Police. There is no capacity to deliver this service in house or procure it from other service providers.
- 4.4.3 The previous three years' worth of police enforcement data for Leeds will be used as a baseline against which monitoring can take place. Reports on police activity funded as part of this initiative will be submitted by the police, in an agreed format, by the 10<sup>th</sup> of each month.
- 4.4.4 KSI data will be used to measure impact and effectiveness of the project with a full evaluation report produced at the end of the project. Qualitative data relating to complaints around anti-social driving behaviour will also be used to measure impact and effectiveness, particularly for the community based element of this project.

### **4.5 Legal implications, access to information, and call-in**

- 4.5.1 The implementation of this trial is an acceptable use of historical traffic management revenue balance and has the potential to make a significant improvement in driver behaviour in Leeds leading to a potential reduction in casualty figures.
- 4.5.2 The Chief Officer (Highways and Transportation) has been delegated the authority to approve the recommendations contained within this report as identified in the Constitution.
- 4.5.3 This report is not eligible for call in.

## **4.6 Risk management**

- 4.6.1 It is proposed to use £66,200 from highway balances to pilot this intervention. If approval is given to proceed further meetings will be held with the police, via the Leeds Safer Roads Steering Group, to formalise the details of the project and governance arrangements.
- 4.6.2 The previous three years' worth of police enforcement data for Leeds will be used as a benchmark against which monitoring of police activity will be measured. Reports on police activity funded as part of this initiative will be submitted by the police, in an agreed format, on the first Monday of each month.
- 4.6.3 KSI data will be used to monitor impact and effectiveness of the project with a full evaluation report produced at the end. Qualitative data relating to complaints around anti-social driving behaviour will also be used to measure impact and effectiveness.
- 4.6.4 At the end of the pilot the project will be evaluated and reviewed and an evaluation report prepared.

## **5. Conclusions**

- 5.1 Casualty levels in 2019 reached an all-time low for the district and this is reflected across all major road user group categories. However, pro-active work is required to address KSI levels in Leeds. A step change is also needed around travel behaviour away from private motor vehicle and towards more active modes. A lack of safety, perceived or real, deters people from choosing more active modes.
- 5.2 The objective of the proposed trial is to undertake targeted pro-active police enforcement and activities, funded by Leeds City Council and in addition to existing city wide police priorities, with a view to reducing KSIs and anti-social driving in the Leeds.

## **6. Recommendations**

- 6.1 The Chief Officer (Highways and Transportation) is requested to:
  - i) Approve the trial of this initiative for a period of 6 months
  - ii) Give authority to incur expenditure of £66,200 of highway balances to support the trial.

### **iii) Background documents<sup>1</sup>**

- a. None

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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.

## Appendix 1 –Top 20 MIB offending motorist’s postal districts – defendants compared to population

### - List of places within each postal district

Top 20 - Previous 3 Years			
Postal district	District	Sum of Population	Defendant index >2,500 population
BD 3	Bradford	33,336	4.28
BD 7	Bradford	35,214	4.12
WF13	Kirklees	27,521	3.76
BD 8	Bradford	31,893	3.70
BD 5	Bradford	32,021	3.30
BD 9	Bradford	28,532	3.19
LS11	Leeds	34,737	3.12
LS12	Leeds	40,736	2.84
LS 9	Leeds	37,383	2.70
LS 8	Leeds	47,805	2.63
BD 4	Bradford	31,147	2.61
BD21	Bradford	26,636	2.59
BD 2	Bradford	29,799	2.48
LS 7	Leeds	29,437	2.34
HX 1	Calderdale	24,249	2.23
BD12	Bradford	16,821	2.19
LS10	Leeds	35,616	2.07
BD 6	Bradford	29,771	2.07
BD15	Bradford	15,713	2.04
BD 1	Bradford	3,790	1.95
<b>Total</b>		<b>592,157</b>	<b>2.90</b>

Postal District	Ranking	Areas of Leeds covered by postcode (Main areas only listed)
<b>LS11</b>	7 <sup>th</sup>	Beeston, Beeston Hill, Holbeck, Hunslet Moor, Mill Shaw, New Wortley, Pottery Fields
<b>LS12</b>	8 <sup>th</sup>	Armley, New Wortley, Upper Armley, Wortley
<b>LS9</b>	9 <sup>th</sup>	Burmantofts, Cross Green, Gipton, Gipton Wood, Halton, Halton Moor, Harehills, Killingbeck, Knowsthorpe, Osmondthorpe, Richmond Hill,
<b>LS8</b>	10 <sup>th</sup>	Fearnville, Gipton, Gipton Wood, Gledhow, Hollin Park, Lady Wood, Lidgett Park, Oakwood, ParkVillas, Roundhay, Harehills
<b>LS7</b>	14 <sup>th</sup>	Chapel Allerton, Gledhow, Miles Hill, Potternewton, Shepscar
<b>LS10</b>	17 <sup>th</sup>	Belle Isle, Hunslet, Hunslet Carr, Stourton, Middleton
<b>BD3</b> *Bradford postcode but covers small area of Leeds.	1 <sup>st</sup>	Thornbury (Calverley Farsley Ward)
<b>BD4</b> *Bradford postcode but covers small area of Leeds	11 <sup>th</sup>	Tyresal (Pudsey Ward)

Maps showing Leeds City Council ward boundaries can be found here

<https://www.leeds.gov.uk/your-council/councillors-and-democracy/electoral-areas-and-statistics>

## Appendix 2

### All casualty data by ward (2014-2019) ranked highest to lowest by total.

Data provided by Accident Studies

WARDS	2015	2016	2017	2018	2019	TOTAL
Little London & Woodhouse	280	290	234	173	47	1024
Beeston & Holbeck	151	137	123	140	101	652
Hunslet & Riverside	161	151	154	130	33	629
Ardley & Robin Hood	121	109	113	104	129	576
Gipton & Harehills	148	150	107	112	43	560
Cross Gates & Whinmoor	26	49	41	43	306	465
Armley	96	111	77	76	67	427
Burmantofts & Richmond Hill	95	88	93	84	61	421
Chapel Allerton	90	85	94	49	72	390
Headingley & Hyde Park	78	80	57	52	98	365
Harewood	98	90	64	84	24	360
Morley North	63	68	61	68	68	328
Middleton Park	68	64	59	76	59	326
Kirkstall	94	68	76	41	35	314
Morley South	78	68	55	59	49	309
Farnley & Wortley	60	68	70	63	28	289
Killingbeck & Seacroft	84	67	41	45	52	289
Otley & Yeadon	66	65	52	53	44	280
Rothwell	80	67	52	38	35	272
Guiseley & Rawdon	35	51	48	42	85	261
Garforth & Swillington	53	58	43	39	58	251
Calverley & Farsley	67	60	38	34	37	236
Kippax & Methley	64	39	43	26	59	231
Roundhay	66	47	57	32	29	231
Bramley & Stanningley	49	48	45	40	36	218
Temple Newsam	49	49	55	38	25	216
Wetherby	42	44	30	43	53	212
Moortown	47	45	50	32	36	210
Weetwood	50	54	47	28	31	210
Horsforth	51	32	43	46	37	209
Adel & Wharfedale	37	41	34	58	31	201
Pudsey	59	54	28	22	25	188
Alwoodley	57	54	19	24	14	168
<b>Grand Total</b>	<b>2663</b>	<b>2551</b>	<b>2203</b>	<b>1994</b>	<b>1907</b>	<b>11318</b>

### Appendix 3: NPT Areas & Associated Wards

NPT AREA		WARD AREA		Elected Members
North East		Alwoodley	Alwoodley	Clr N Buckley, Clr D Cohen, Clr P Harrand
		Chapel Allerton	Chapel Allerton	Clr J Dowson, Clr M Rafique, Clr E Taylor
		Harewood	Harewood	Clr S Firth, Clr M Robinson, Clr R Stephenson
		Moortown	Moortown	Clr R Charlwood, Clr S Hamilton, Clr M Shazad
		Roundhay	Roundhay	Clr J Goddard, Clr E Tunnicliffe, Clr A Wenham
		Wetherby	Wetherby	Clr N Harrington, Clr A Lamb
East	Inner East	Burmantofts & Richmond Hill	Burmantofts & Richmond Hill	Clr R Grahame, Clr A Khan, Clr D Ragan
		Gipton & Harehills	Gipton & Harehills	Clr S Arif, Clr A Hussain, Clr K Maqsood
		Killingbeck & Seacroft	Killingbeck & Seacroft	Clr P Drinkwater, Clr K Dye, Clr D Jenkins
	Outer East	Crossgates, Whinmoor & Swarcliffe	Crossgates & Whinmoor	Clr P Grahame, Clr P Gruen, Clr J Lennox
		Garforth, Kippax, Swillington & Methley	Garforth & Swillington	Clr M Dobson, Clr S Field, Clr S McCormack
		Temple Newsam & Halton	Kippax & Methley Temple Newsam	Clr M Harrand, Clr J Lewis, Clr M Midgley Clr D Coupar, Clr H Hayden, Clr N Sharpe
South	Inner South	Beeston Holbeck	Beeston & Holbeck	Clr G Almass, Clr A Gabriel, Clr A Scopes
		Middleton	Middleton Park	Clr J Blake, Clr K Groves, Clr P Truswell
		Hunslet	Hunslet & Riverside	Clr M Iqbal, Clr E Nash, Clr P Wray
	Outer South	Morley	Morley North Morley South	Clr R Finnigan, Clr B Gettings, Clr A Hutchinson Clr N Dawson, Clr J Elliott, Clr K Wydger
		Rothwell	Rothwell	Clr D Chapman, Clr S Golton, Clr C Hall
		East Ardsley/ Robin Hood	Ardsley & Robin Hood	Clr B Garner, Clr L Mulherin, Clr K Renshaw
West	Inner West	Armley	Armley	Clr L Cunningham, Clr J McKenna, Clr A Smart
		Bramley / Stanningley	Bramley & Stanningley	Clr C Gruen, Clr J Heselwood, Clr K Ritchie
		Kirkstall / Burley	Kirkstall	Clr H Bithel, Clr J Illingworth, Clr F Venner
	Outer West	Farnley / Wortley	Farnley & Wortley	Clr A Blackburn, Clr D Blackburn, Clr A Forsaith
		Pudsey	Pudsey	Clr M Harrison, Clr S Seary, Clr T Smith
		Farsley / Calverley	Calverley & Farsley	Clr P Carlill, Clr A Carter, Clr A Carter
North West	Inner North West	Weetwood	Weetwood	Clr J Bentley, Clr C Howley, Clr C Knight
		Headingley / Hyde Park	Headingley & Hyde Park	Clr A Garthwaite, Clr J Pryor, Clr N Walshaw
		Little London / Woodhouse	Little London & Woodhouse	Clr J Akhtar, Clr K Brooks, Clr A Marshall Katung
	Outer North West	Adel & Wharfedale	Adel & Wharfedale	Clr B Anderson, Clr C Anderson, Clr B Flynn
		Horsforth	Horsforth	Clr D Collins, Clr J Shemlit, Clr J Taylor
		Yeadon & Rawdon	Guiseley & Rawdon	Clr G Latty, Clr P Latty, Clr P Wadsworth
		Guiseley		
		Otley	Otley & Yeadon	Clr C Campbell, Clr R Downes, Clr S Lay
City		City Centre & Surrounding Area		

## Equality, Diversity, Cohesion and Integration Screening



As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality, diversity, cohesion and integration.

A **screening** process can help judge relevance and provides a record of both the **process** and **decision**. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions. Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality, diversity, cohesion and integration.
- whether or not equality, diversity, cohesion and integration is being/has already been considered, and
- whether or not it is necessary to carry out an impact assessment.

<b>Directorate: City Development</b>	<b>Service area: Highways &amp; Transportation</b>
<b>Lead person: Becky James</b>	<b>Contact number: 37 87437</b>

### 1. Title: funding additional Police deployments to try and combat high severity casualties

Is this a:

Strategy / Policy

Service / Function

Other

**If other, please specify**

### 2. Please provide a brief description of what you are screening

In 2019, casualties in Leeds fell to their lowest ever level. This is a result of a combined package of programmes including the 3 E's – education, engineering and enforcement as well as campaigns to effect behaviour change and good partnership working between key stakeholders including the West Yorkshire Police and Fire & Rescue. However, the positive casualty figures mask the fact that the number of KSIs in Leeds is now 7% above the 2014-18 average and 24% above the 2027 transport strategy trajectory. In an attempt to proactively address this issue it is proposed that £66,200 from historical traffic management revenue balance is used to fund additional police enforcement at a level of approximately 2 deployments per week targeted in areas with high levels of uninsured drivers focusing on offences of speed, drink / drug driving, mobile phone use and driving without a seatbelt.

These four offences are often collectively referred to as the fatal four and are the offences most likely to result in high severity collisions. There will also be an uplift in community based interventions and activities undertaken by the Neighbourhood Policing Teams (NPTs) in order to combat anti-social driving.

The Chief Officer (Highways & Transportation) has been requested to approve the trial of this initiative for a period of 6 months and grant authority to spend £66,200 of highway balances to support the trial.

### 3. Relevance to equality, diversity, cohesion and integration

All the council's strategies/policies, services/functions affect service users, employees or the wider community – city wide or more local. These will also have a greater/lesser relevance to equality, diversity, cohesion and integration.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation. Also those areas that impact on or relate to equality: tackling poverty and improving health and well-being.

Questions	Yes	No
Is there an existing or likely differential impact for the different equality characteristics?	X	
Have there been or likely to be any public concerns about the policy or proposal?		x
Could the proposal affect how our services, commissioning or procurement activities are organised, provided, located and by whom?		X
Could the proposal affect our workforce or employment practices?		X
Does the proposal involve or will it have an impact on <ul style="list-style-type: none"> <li>• Eliminating unlawful discrimination, victimisation and harassment</li> <li>• Advancing equality of opportunity</li> <li>• Fostering good relations</li> </ul>	X	

If you have answered **no** to the questions above please complete **sections 6 and 7**

If you have answered **yes** to any of the above and;

- Believe you have already considered the impact on equality, diversity, cohesion and integration within your proposal please go to **section 4**.
- Are not already considering the impact on equality, diversity, cohesion and integration within your proposal please go to **section 5**.

### 4. Considering the impact on equality, diversity, cohesion and integration

If you can demonstrate you have considered how your proposals impact on equality, diversity, cohesion and integration you have carried out an impact assessment.

Please provide specific details for all three areas below (use the prompts for guidance).

• **How have you considered equality, diversity, cohesion and integration?**  
(**think about** the scope of the proposal, who is likely to be affected, equality related information, gaps in information and plans to address, consultation and engagement activities (taken place or planned) with those likely to be affected)

The project offers opportunities to make significant improvements to road safety by tackling lawless and dangerous driving. The additional police deployments will be targeted using data provided by the Motor Insurance Bureau. A priority list for NPT activities (which will tackle anti-social driving) will be drawn up collaboratively by the council and the police through the Leeds Safer Roads Steering Group partnership. Areas and themes for focus will be based on ward level casualty data & knowledge of local road safety / anti-social driving issues gleaned from reports from the general public or attendance at Community Committees and Police and Community Together (PACT) meetings.

The project contributes to a number of corporate policies and targets aiming to improve equality and diversity, by aiming to improve safety on the roads.

• **Key findings**  
(**think about** any potential positive and negative impact on different equality characteristics, potential to promote strong and positive relationships between groups, potential to bring groups/communities into increased contact with each other, perception that the proposal could benefit one group at the expense of another)

The project will have positive impacts for communities blighted by nuisance and anti-social driving.

Lawless, dangerous and anti-social driving is a key barrier to active travel. Addressing this type of driver behaviour will bring positive benefits for those wanting to use more active modes.

• **Actions**  
(**think about** how you will promote positive impact and remove/ reduce negative impact)

A communications plan will be drawn up to support this project. Publicity, promotion, communication and engagement will be a key. It will be important for the public to see positive stories about how lawless and dangerous driving is being tackled in Leeds and to know how the additional work undertaken is evidence led and targeted. Anti-social driving needs to be seen as culturally and socially unacceptable and something that is not tolerated on the roads in Leeds. This pilot project aims to contribute towards this ambition. Ward members will be included in the communications plan and play a key role in disseminating messages.

**5. If you are not already considering the impact on equality, diversity, cohesion and integration you will need to carry out an impact assessment.**

Date to scope and plan your impact assessment:

Date to complete your impact assessment



Lead person for your impact assessment (Include name and job title)	

<b>6. Governance, ownership and approval</b>		
Please state here who has approved the actions and outcomes of the screening		
<b>Name</b>	<b>Job title</b>	<b>Date</b>
Gillian Macleod	Transport Development Services Manager	11/05/2020
<b>Date screening completed</b>		07/05/2020

<b>7. Publishing</b>	
<p>Though <b>all</b> key decisions are required to give due regard to equality the council <b>only</b> publishes those related to <b>Executive Board, Full Council, Key Delegated Decisions</b> or a <b>Significant Operational Decision</b>.</p> <p>A copy of this equality screening should be attached as an appendix to the decision making report:</p> <ul style="list-style-type: none"> <li>• Governance Services will publish those relating to Executive Board and Full Council.</li> <li>• The appropriate directorate will publish those relating to Delegated Decisions and Significant Operational Decisions.</li> <li>• A copy of all other equality screenings that are not to be published should be sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a> for record.</li> </ul> <p>Complete the appropriate section below with the date the report and attached screening was sent:</p>	
For Executive Board or Full Council – sent to <b>Governance Services</b>	Date sent:
For Delegated Decisions or Significant Operational Decisions – sent to appropriate <b>Directorate</b>	Date sent:
All other decisions – sent to <a href="mailto:equalityteam@leeds.gov.uk">equalityteam@leeds.gov.uk</a>	Date sent: