

# Connecting Leeds Vision Zero 2040

## Annual Update Report 2023-24

### Introduction

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

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

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

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

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

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

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

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

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

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

# Section 1 – Vision Zero data context and governance arrangements

## Collision and injury data

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

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

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

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

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

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

### Who is causing harm on roads in Leeds?

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

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

### Where do KSI collisions occur in Leeds?

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

### 2023 Casualties in Leeds, by road user groups

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

## **Data headlines**

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

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

## **Vision Zero governance arrangements**

### **Leeds Vision Zero Partnership**

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

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

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

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

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

## **Expert Panel**

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

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

## **West Yorkshire Vision Zero**

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

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

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

### **Emerging national policy context**

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

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

## Section 2 – Update of 2023/24 workstreams

### a) Data Led Comms/Campaigns and Engagement

#### **Raising Vision Zero Awareness**

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

#### **Communications**

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

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

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



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

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

### **The Vision Zero Pledge**

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

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

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

### **In-Car Safety**

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

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

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

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

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

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

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

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

### **Community Engagement**

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

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

### **Amplifying partner campaigns**

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

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

## **b) Education and Training**

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

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

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

## **Primary Schools**

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

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

## **Secondary Schools and Colleges**

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

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

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

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

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

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

### **Independent Travel Training**

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

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

### **School Streets**

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

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

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

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

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

## **Bikeability**

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

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

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

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

### **Younger Drivers (16-24)**

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

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

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

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

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

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

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

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

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

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

### **c) Engineering**

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



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

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

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

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

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

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

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

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

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

### **CRSTS ITB Behaviour Change activity**

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

### **d) Enforcement**

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

### **West Yorkshire Police – Roads Policing Unit**

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

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

### NPCC Roads Policing Campaigns

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

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

### Op Scalp

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

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

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

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

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

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

### Commercial Vehicles – Partnership Operations

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

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

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

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

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

Further operations are scheduled throughout the year.

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

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

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

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

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

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

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

### **Operation SNAP – online dashcam / video portal**

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

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

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

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

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

### **Operation SPARC (Supporting Partnership Action to Reduce Road Casualties)**

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

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

### **Taxi & Private Hire Licensing (TPHL) Vehicle Checks**

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

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

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

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

### **E-Bikes**

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

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

## **Nuisance Vehicles**

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

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

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

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

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



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

### **Community Speed Awareness scheme**

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

### **e) Emergency Response and Post Collision**

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

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

### **NPCC RoadPeace Challenge – 13th to 19th May 2024**

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

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

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

## Section 3 - Conclusion

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

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

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

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

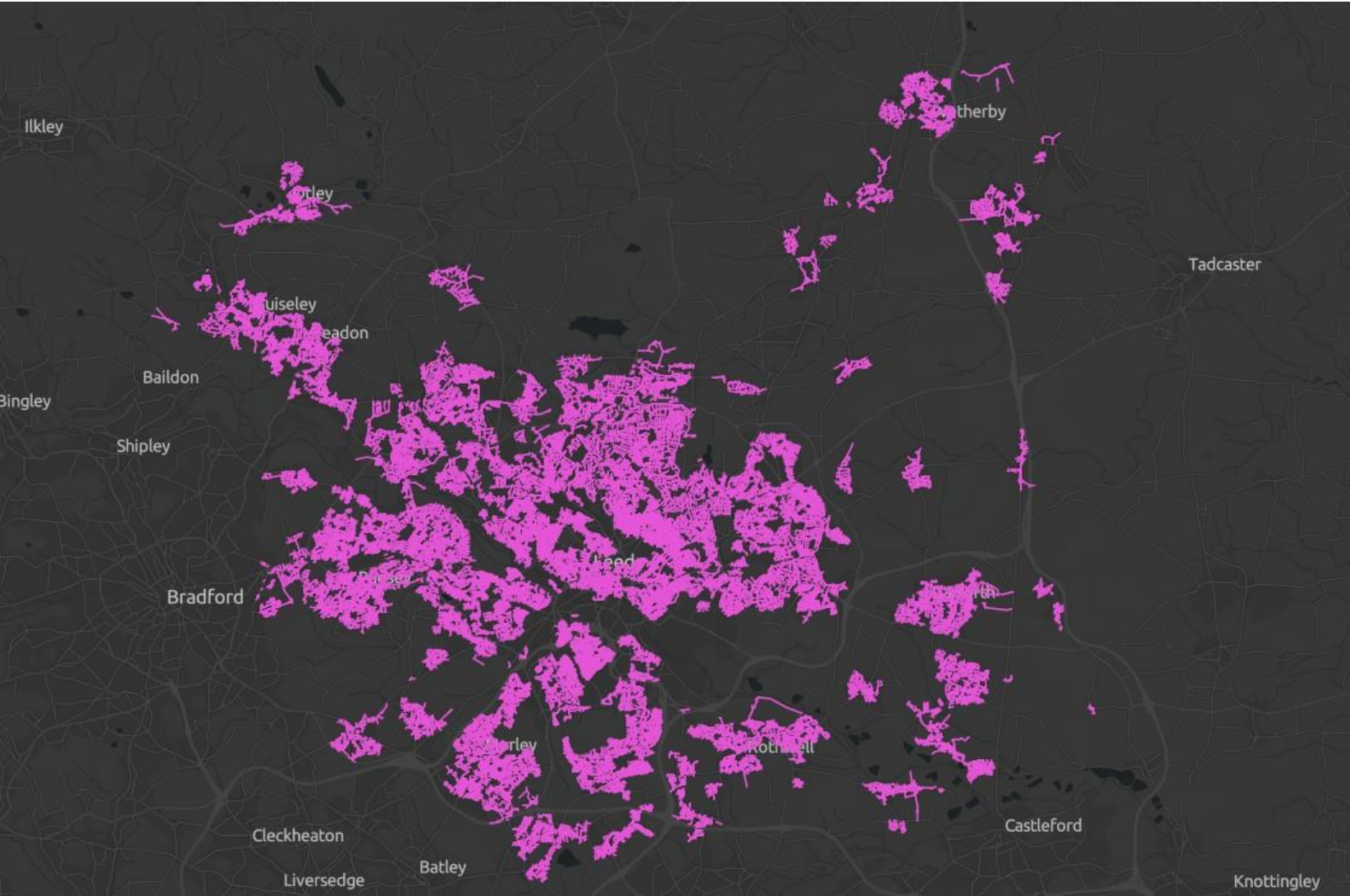
Ongoing and further support, collaboration and funding is needed at a local, regional and national level. Whilst capital infrastructure is provided through CRSTS safe road funding there is limited funding available for other required delivery. Ongoing revenue funding is required to enable Vision Zero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

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

# Appendices

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

**Appendix 1 - Map of 20 mph roads in Leeds**



## Appendix 2 - Vision Zero Action Plan Tracker

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

### Subgroups Targets

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

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

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



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

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

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

## Appendix 3 – Revised Vision Zero Targets

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

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

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

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

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



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

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

# Appendix 5– Car Seat Height Checker

**Growing up Staying safe!**

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

**Connecting Leads**  
TRANSFORMING TRAVEL

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

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

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

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

Fasten your seat belts, even on short trips.

Ensure bottom edge meets the floor

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

## Appendix 6 – Older Driver Poster



# Mature drivers

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

This informal review of your driving skills is delivered:

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

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



Book your mature driver review here

<https://bit.ly/WilliamMerritt>

or by calling

**0113 350 8989**



Connecting Leeds  
TRANSFORMING TRAVEL

## Appendix 7- 2023/24 CRSTS Programme

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

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

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

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

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



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

## Appendix 8 – West Yorkshire Police Enforcement activity

### Roads Policing Unit activity

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

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

### Project SCALIS

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

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

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

### Force Level Aims

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

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

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

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

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

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

### **Operation SNAP – Dashcam portal**

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

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

**ALL DISTRICTS - 8879 SUBMISSIONS**

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

**SUBMISSIONS BY DISTRICT**

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

**SUBMITTERS TRANSPORT TYPE**

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

**LD DISTRICT - 3324 SUBMISSIONS**

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

**SUBMISSIONS BY DISTRICT**

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

**SUBMITTERS TRANSPORT TYPE**

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

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

## Commercial Vehicles – Partnership Operations

### Operation Brigantia

The purpose of the operation was to:-

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

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

The following were stopped:

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

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

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

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