



Item 12

Report to: Police and Crime Panel

Date: 10th June 2022

Subject: Road Safety

Report of: Alison Lowe, Deputy Mayor for Policing and Crime

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1. PURPOSE OF THE REPORT

- 1.1. The Road Safety paper is designed to give an overview of the current position in the county and the progress over the last period with an understanding of the key challenges that have emerged.
- 1.2. This links to the strategic priority of Safer Places and Thriving Communities. This priority focuses on the harmful and unacceptable behaviour that targets the different communities of West Yorkshire, through an ongoing commitment to Neighbourhood Policing and partnership working in localities. It will tackle the place-based crime that damages People's everyday lives, including serious violence, anti-social behaviour, and dangerous driving and speeding
- 1.3. Under this priority Road safety was one of the most frequently selected areas of focus. The main objective will see us working towards eliminating all traffic fatalities and severe injuries while increasing safe, healthy and equitable



transport for all partly through the leadership of the new Vision Zero Strategic board and by delivering an effective Vision Zero approach across all the districts.

1.4. The performance measures linked to this topic are as follows:

Measures	2019	2020	2021	Difference to 2019	Trend over time
Reduce numbers of KSI on roads in West Yorkshire	KSI 622 All 3,547	KSI 501 All 2654	KSI 809 All 3567	+187 +20	

In 2020 a new method for recording accidents called CRASH was adopted in West Yorkshire. This has also brought a new mechanism for how accidents are reported, which has led to a net increase on reported injury accidents making comparisons to previous years difficult without applying an adjustment.

In an attempt to make comparison with previous years, the below table adjusts the previous figures to match the CRASH method and gives the following (also included are the child casualty figures)

Adjusted Measures	2019/20	2020/21	2021/22	Difference	Trend over time
Reduce numbers of KSI on roads in West Yorkshire	KSI 854 All 3,547	KSI 501 All 2654	KSI 809 All 3567	-45 +20	
Child Casualties	KSI 101 All 438	KSI 68 All 310	KSI 110 All 463	+9 +25	

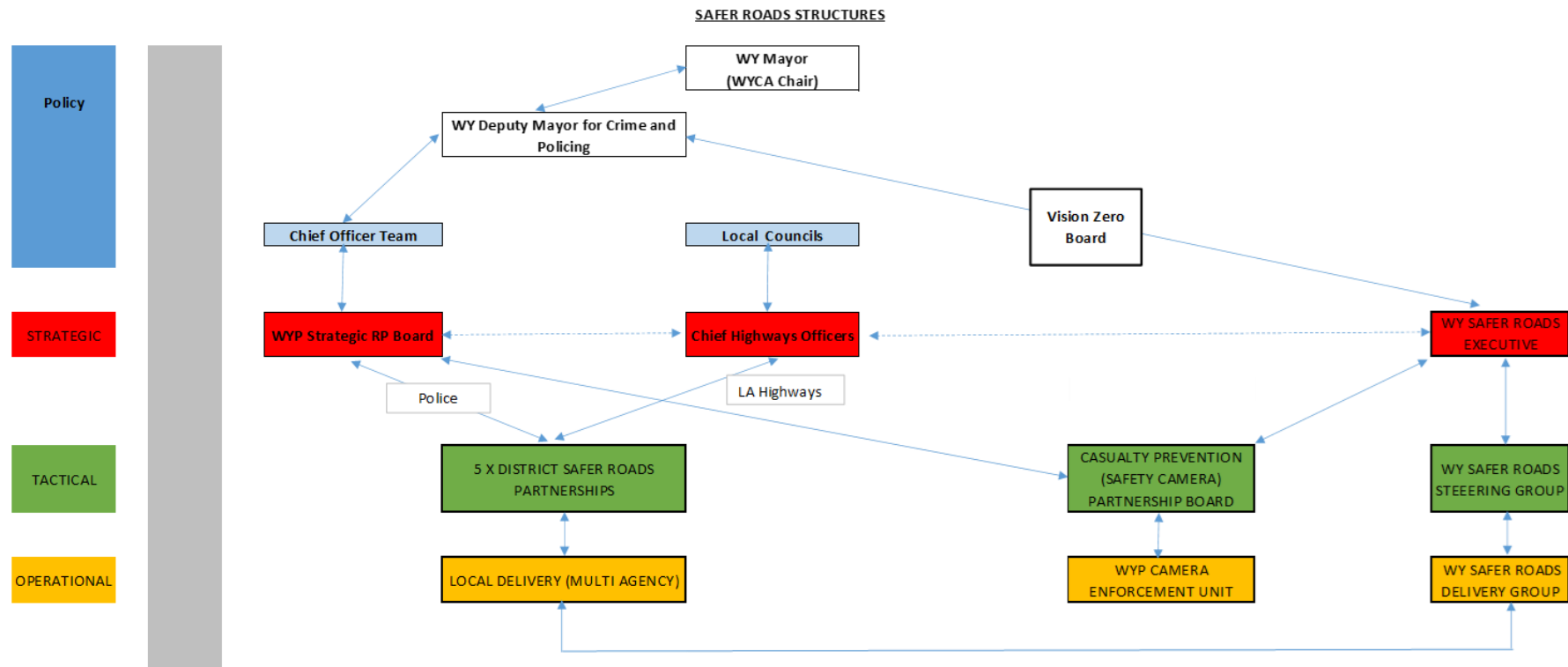
Although a better indication of current position, this is based on supposition and the true picture will develop as more current information becomes available.

2. INFORMATION

2.1. Since the commitment made to the Vision Zero approach to the Road Policing Convention in April 2019, it has become evident that there is a need for arrangements to be put in place to ensure that there is appropriate pan-West Yorkshire leadership for the development of Vision Zero. It is widely recognised that it is essential to set out the vision and strategy to achieve greater momentum and pace

2.2. The current picture for Road Safety Governance is shown in the below diagram

2.3.



2.4 The first meeting of the Vision Zero board took place in December 2021 and the concept of Vision Zero was described as follows

'We accept that 50 – 100 people will die on our roads in WY. What we need in WY is to look for a new chapter in our area where nobody needs to die. VZ originally set up in Scandinavia and they recorded last year zero fatalities

2.5 In West Yorkshire Police, ACC Hankinson is the Chief Officer Team lead for Roads Policing, with Superintendent Arrowsuch holding the role of Superintendent Partnerships

2.6 The West Yorkshire Roads Policy Strategy 2019-2022 continues in West Yorkshire, with a continued ambition to deliver 'Vision Zero' with the Strategic Roads Executive Partnership (as per the diagram above)

2.7 Collisions

2.7.1 2020 saw a large reduction in casualties of road traffic collisions compared to previous years. This was partly due to the reduction in traffic volumes caused by restrictions introduced to tackle the COVID19 pandemic. As traffic volumes have normalised, 2021 and 2022 have seen an increase in road traffic collisions in comparison to 2020.

2.7.2 The below table shows the number of all injury and fatal RTC's in West Yorkshire 2019/20, 2020/21 and 2021/22.

Month	2019-20	2020-21	2021-22	Vol Change (2019-20 to 2021-22)	% Change (2019-20 to 2021-22)
Apr	384	129	361	-23	-6.0%
May	421	219	410	-11	-2.6%
Jun	413	282	422	9	2.2%
Jul	455	342	441	-14	-3.1%
Aug	448	348	384	-64	-14.3%
Sep	431	370	431	0	0.0%
Oct	439	345	407	-32	-7.3%
Nov	500	302	461	-39	-7.8%
Dec	420	330	404	-16	-3.8%
Jan	458	234	403	-55	-12.0%
Feb	368	216	372	4	1.1%
Mar	297	299	377	80	26.9%
Total	5034	3416	4873	-161	-3.2%

2.7.3 A total of 25 people have been killed as a result of a Road Traffic Collision in 2022 (to 25th May 2022). This is higher than the figures seen to this date in 2021 (15 fatalities) and 2020 (11 fatalities). We have seen since the start of 2022 a significant increase in road traffic flow as it returns to pre-pandemic levels. When 2022 figures are compared to 2019, they are comparable with 27 fatalities for this period in 2019.

2.7.4 The number of people shown to have serious injuries is expected to increase. This is due to the recording system that West Yorkshire Police are using for collision data having now been in place for over 12 months. CRASH automatically assigns a severity classification to each casualty according to the injuries recorded by the reporting Police Officer; the previous system allowed officers to specify the severity directly. When comparing CRASH to pre-April 2021 figures the proportion of reported casualties which are classified as serious will be increased in the range of 13 -30% uplift. In short, the reporting threshold for “serious injury” is lower than previously by virtue of the CRASH reporting system.

2.7.5 The below table shows 6-year (January – June) data for Killed and Seriously Injured as well as All Casualty data across West Yorkshire. CRASH was implemented in April 2021. When compared to 2019 (due to COVID19 discrepancies in 2020) a 15.7% increase is seen in 2021 on KSI’s but an 8.4% decrease in all casualties. When comparing vulnerable road users between 2019 and 2021 there are again significant reductions in both KSI and all casualties. We are awaiting the data for July – December 2021 which has not yet been published.

West Yorkshire		West Yorkshire All Casualties (January-June)									
		Casualties	2016	2017	2018	2019	2020	2021	2021 vs last year	2021 vs avg last three years	
All	KSI	410	406	447	396	301	458	52.2% ↑	381.3	20.1% ↑	
	All Cas.	3,363	2,749	2,775	2,278	1659	2,086	25.7% ↑	2237.3	-6.8% ↓	
Child	KSI	53	60	59	43	34	63	85.3% ↑	45.3	39.0% ↑	
	All Cas.	381	326	321	285	171	195	14.0% ↑	259.0	-24.7% ↓	
Pedestrian	KSI	112	118	133	114	87	102	17.2% ↑	111.3	-8.4% ↓	
	All Cas.	541	415	456	382	276	350	26.8% ↑	371.3	-5.7% ↓	
Cyclist	KSI	56	53	63	58	58	49	-15.5% ↓	59.7	-17.9% ↓	
	All Cas.	306	254	251	216	219	179	-18.3% ↓	228.7	-21.7% ↓	
PTW	KSI	92	87	80	79	47	58	23.4% ↑	68.7	-15.5% ↓	
	All Cas.	257	215	203	186	112	131	17.0% ↑	167.0	-21.6% ↓	
Car Occupant	KSI	132	134	146	127	96	207	115.6% ↑	123.0	68.3% ↑	
	All Cas.	2,073	1,707	1,658	1,373	981	1,262	28.6% ↑	1337.3	-5.6% ↓	
Vulnerable Road Users (VRU) **	KSI	260	258	276	251	192	209	8.9% ↑	239.7	-12.8% ↓	
	All Cas.	1,104	884	910	784	607	660	8.7% ↑	767.0	-14.0% ↓	

* Total required in the second semester to better last year's results

** VRU = Cyclist, PTW, Pedestrian

2.8 Vision Zero

- 2.8.1 West Yorkshire Police has reflected its commitment to achieving safe roads through a systems-based approach by redrafting the Safer Roads Strategic plan to mirror the five safe system 'pillars' central to Vision Zero.
- 2.8.2 This strategic plan states that WYP will:
- Work in partnership to tackle joint problems in a more integrated way, making our communities and roads safer.
 - Reduce road-related crime and Anti-Social Behaviour and people's perceptions of Anti-Social Behaviour.
 - Encourage and unify all partners of the Safer Roads Executive to adopt the principles of Vision Zero to deliver a safe system of travel within West Yorkshire.
- 2.8.3 The premise of the 'Safe System' is that every road death or serious injury is preventable. This approach centres on human beings and accepts the following assumptions:
- People make mistakes and will make mistakes when on the road.
 - People risk being killed or seriously injured if they are involved in a collision.
- 2.8.4 The 'Safe System' comprises several elements:
- Safe Speeds: Street design to encourage lower speeds, improving compliance with speed limits, optimising the use of speed cameras.
 - Safe Roads: Safer junctions, optimising conditions for walking, cycling and public transport use.
 - Safe Vehicles: Reducing the dominance of motor vehicles on our street – reducing use and reducing the danger they pose (e.g., LGV's, buses, taxis, and private hire).
 - Safe Road Users: Tackling high risk behaviour – inappropriate speed, risky maneuvers, distractions, drink/drug driving.
 - Post collision response: Learning, preparing, and adapting for a changing future.
- 2.8.5 The Safe System is a design-based approach. It seeks to draw all the elements of the road system together in such a way that:
- People make fewer mistakes on the road and so there is less chance of collisions happening in the first place.
 - If collisions do occur, they will be more survivable, and people will not be killed or seriously injured as a result.

In a Safe System:

- The system's safety is the responsibility of policy makers, planners, engineers, vehicle manufacturers, fleet managers, enforcement officers, road safety educators, health agencies and the media.
- Road users are accountable for complying with the system's rules.

2.8.6 The degree of progress toward the adoption of Vision Zero across the 5 district local authorities varies significantly. Operational Support and District Road Policing leads have worked closely through the local District Safer Roads Partnership arrangement to support and encourage the development of Vision Zero based delivery plans.

2.8.7 Leeds District has achieved significant progress in this regard and the Leeds Vision Zero plan has just completed formal consultation in the district. It is anticipated that the collaborative work undertaken in Leeds will support the development of similar workstreams in other districts. WYP Operational Support Department has worked with Leeds District to support development of Vision Zero.

2.8.8 At a West Yorkshire level, the police have continued to work across all stakeholders to support the formation of the Vision Zero Board. This Board was inaugurated in December 2021 and has now convened on two occasions. This Board is chaired by the Deputy Mayor for Policing and Crime and provides political oversight and accountability for the WY Safer Roads Executive (WYSRE) for its responsibility to deliver Vision Zero across the county. The Board has already considered and agreed a range of initial milestones to support our Vision Zero ambitions. Progress against these initial milestones is summarised as follows:

- **Establish Governance structures with Vision Zero Board providing oversight of the West Yorkshire Safer Roads Executive**
 - The Safer Roads Executive has agreed a revised terms of reference reflecting Vision Zero and the inception of the Vision Zero Board
- **WYSRE to provide project co-ordination and operational accountability for Vision Zero delivery**
 - Discussion is ongoing with the Combined Authority regarding the funding and hosting arrangements for a project coordinator and administrative support role dedicated to the development and co-ordination of Vision Zero plans across the county. WYP has identified a proposed funding source for these roles from within

the Safety Camera Partnership.

- **WYSRE to finalise TOR**
 - Completed.
- **WYSRE to undertake baseline review of district Safer Roads activity/structures**
 - Structural audit is now complete. WYP has completed a baseline assessment of its operational activity across all five policing districts and Operational Support Department, identifying strengths, challenges, opportunities and threats. This assessment template is now being used by all five districts in conjunction with other local stakeholders, to establish an understanding as to the current position against the five 'safe system' Vision Zero pillars.
- **WYSRE draft and agree a WY strategic Vision Zero Action Plan for West Yorkshire with short, medium and long term aims aligned to WY transport strategy**
 - This work will commence upon completion of the currently ongoing baseline audit incorporating any learning and best practice.

2.8.9 Upon completion of these early milestones the following actions will be developed:

- Districts to deliver and sustain internal stakeholder engagement strategies – 'win Hearts and Minds' promote a 'systems approach' at a district level by hosting Vision Zero workshops
- Districts to identify and engage relevant external stakeholders – promote collaboration
- Districts to develop a local operational strategy and SMART delivery plan around Vision Zero pillars

2.9 This links to the Safer roads work in West Yorkshire Combined Authority

2.10 **West Yorkshire Combined Authority Safer roads work**

2.10.1 Our Transport Strategy prioritises work through our Safer Roads Partnership to reduce casualty numbers on our roads. We have a decade of good progress, but every serious injury or fatality is a cause of concern and regret. During the COVID-19 pandemic we have seen increased take-up of cycling and walking. This mode shift is welcomed and has been sustained by interventions supported by Active Travel funding, but injuries to pedestrians and cyclists have increased and a business-as-usual approach with existing levels of funding will not be adequate. We will embed road safety into our

design and interventions (alongside education, training and publicity programmes) and strengthen relationships with key stakeholders such as West Yorkshire Police. Vision Zero, a holistic, multi-disciplinary approach to safety, will become the focus for delivery of interventions.

2.11 The following looks at other initiatives looking at safety on roads

2.12 **Safety of Women and Girls: Bus Safety Feedback Tool campaign– June 2022**

2.12.1 In November 2021, the Combined Authority was successful in a bid to the Home Office for the Safety of Women at Night Fund. This is funding a project to support women and girls' safety on the West Yorkshire transport system, with a particular focus on the night-time economy.

2.12.2 The first project is a web-based safety feedback tool on the MCard Mobile App, to allow customers to feedback their bus journey experiences and for us to use this insight to inform future investments and interventions.

2.12.4 We will also launch a new mini site for passengers to access sources of information such as bus tracking and other travel tools to help reduce the need for unnecessary waiting at West Yorkshire bus stops, which is a known concern for people travelling alone in the evening

This is currently under testing and should be ready for launch in June.

2.13 **Safer Street 4 – Application for Home Office funding**

2.13.1 The Policing and Crime team alongside partners in West Yorkshire has just put together a bid to look at the problem of off-road motorbikes in West Yorkshire.

2.13.2 This bid seeks to address the issue of ASB resulting from nuisance off road motorcycles and quad bikes disrupting neighbourhoods, impacting quality of life, causing damage to public land, being a visual and noise nuisance and a general danger to residents.

2.13.3 This crime type is growing across West Yorkshire (WY), going up by an alarming 32.4% across the county, with the biggest increase in Calderdale, an 102% increase when comparing pre and post COVID statistics. In WY top 13 hotspot areas there have been 2,556 ASB crimes including Nuisance Motorcycle/Quad Bike in the last 12 months to March 2022 and 648 in the last three months to March 2022. For the month of April 2022 alone, there have been 881 crimes recorded, highlighting that warmer weather and school

holidays play a part in the increase of this crime type.

- 2.13.4 Bradford is only District with a whole District Public Space Protection Order (PSPO) for anti-social use of motor vehicles. The PSPO is currently up for review and part of this review included public consultation with over 1400 residents. 95% of respondents support the extension of the PSPO to stop motor vehicles being used anti-socially.
- 2.13.5 Our planned interventions have been robustly assessed against our local needs and requirements and we believe that our interventions will address these needs and our hypothesis.
- 2.13.6 Our 2 smaller local authority areas are planning to undertake targeted days of action through improved partnership working and the 3 largest local authority areas will all see a stranded approach including:
- Targeted Days of Action and Partnership working
 - Community intervention and Diversionary activities
 - Open space upgrades

2.14 **Operation SNAP – Dashcam portal**

- 2.14.1 Operation SNAP is West Yorkshire Police's portal for submission of footage of driving offences that members of the public have witnessed. 4600 digital media submissions were received from the public via the Operation SNAP web portal between 1/4/2021- 31/3/2022. The rate of submissions continues to grow and is typically 15-25 per day. Between 1/4/2022 and 3/5/2022 a further 538 submissions have been received and processed.
- 2.14.2 The following represents the breakdown of all 2021/22 submissions. Of all footage received 68% have resulted in further action being taken following the initial assessment of the available evidence. Vehicle drivers and cyclists aged between 25 and 54 are responsible for the majority of submissions. Leeds and Kirklees districts provide the most submissions by district (over 30% each) with submissions from Bradford being significantly lower than anticipated at 15% of all submissions. Focused engagement using social media, radio and local (cable) TV advertising is being employed to promote the benefits of this facility across communities.
- 2.14.3 Of note is the high level of uptake amongst cyclists with 26% of all submissions originating from this group. WY cycling clubs have promoted Operation SNAP across their memberships to good effect.

DISPOSALS		
NFA	1456	32%
DSIT INVESTIGATION	96	2%
RPU INVESTIGATION	14	0%
PENTIP Educational Course	2321	50%
PENTIP Conditional Offer	600	13%
PENTIP Court	113	2%
SEC59	0	0%

Abbreviation	Meaning
NFA	No further action
DSIT	District Investigation Team
RPU	Roads Policing Unit
Pentip	Penalty Notice
Sec59	Section 59 of Road Traffic Act

SUBMISSIONS BY DISTRICT		
Calderdale	467	10%
Bradford	701	15%
Kirklees	1419	31%
Leeds	1488	32%
Wakefield	428	9%
Unknown	97	2%

AGE OF SUBMITTERS		
UNDER 18	31	1%
18-24	355	8%
25-34	833	18%
35-44	928	20%
45-54	1219	27%
55-64	932	20%
65-74	278	6%
75-84	22	0%
over 85	2	0%

SUBMITTERS TRANSPORT TYPE		
Vehicle Driver	2569	56%
Vehicle Passenger	149	3%
Motorcyclist	18	0%
Cyclist	1210	26%
Horse Rider	64	1%
Pedestrian	346	8%
Unknown	244	5%

2.15 Central Prosecutions Investigations

2.15.1 The Central Prosecutions Investigation Unit focusses on the disruption and

prosecution of those who seek to evade prosecution for traffic offences through fraud and false representation. Such attempts to pervert the course of justice in respect of traffic offence prosecutions have been linked to organised criminality and the Unit robustly investigate those who seek to avoid prosecution or pay others the pervert the course of justice.

2.15.2 During 2020/21 this small team secured criminal convictions resulting in prison sentences totaling 26 weeks, more than £50K in fines and 539 license penalty points. A further 42 cases are currently pending court hearings.

2.16 **Automatic Number Plate Recognition (ANPR)**

2.16.1 The ANPR Operations unit continues to provide a service to all districts within West Yorkshire and specialist functions alike. For the calendar year to date, 436 arrests are directly attributable to ANPR and over 550 vehicles have also been recovered/seized. Since the development of the additional research function focusing on Roads Policing related intelligence, there has been a greater focus on aspects such as disqualified drivers, drivers over the prescribed limit (OPL) and serial speeders. This focus has seen a larger number of positive outcomes recorded based on the intel picture present – over 80% of recent stops have provided a positive result

2.16.2 The delivery of the National ANPR Service continues to slide in terms of timeframe, with many of the initially promised tools on the system not having been developed. Delays have been for a number of reasons including overrunning commercial negotiations, defects and performance issues. As previously identified, the delays have led to increased costs as the existing National ANPR Data Centre (NADC) was extended into 2023. The company providing the infrastructure to the national project has recently gone into administration causing concern over the data and which requires further commercial negotiations to identify a different provider.

2.16.3 From the West Yorkshire Police perspective, the system still does not meet our current capability and as such the decision has been taken to continue using our current software alongside the National ANPR Service (NAS). Whilst the live NAS system has some functionality currently, users have not yet migrated to using the system due to concerns over defects and data integrity. There is no operational effect due to WYP's current systems being well in excess of the NAS capability, but we will be forced to migrate to NAS in this financial year. WYP intends to maintain the Cleartone system which is used to manage ANPR so that we still have capability in excess of NAS, but this will be for limited users due to licensing costs. The NADC has been extended but this is purely a data centre and the capability to use the data

comes from our existing systems.

- 2.16.4 There has been a dramatic increase in the costs associated with the NADC and NAS. The projected costs continue to rise with costs currently being in the region of £520k. This figure can be broken down as approximately £120k for the NADC and £400k for NAS. From the costing perspective, the current figures are not set in stone and are highly likely to rise further
- 2.16.5 The daily maintenance of West Yorkshire Police ANPR cameras is currently managed in-house by the ANPR Technical Manager.

2.17 **Safety Camera Enforcement**

- 2.17.1 Tackling excessive and inappropriate speed on the roads remains a priority. WYP enforce speed and red-light offences across the county on behalf of the West Yorkshire Safety Camera Partnership (formerly the WY Casualty Prevention Partnership) using both static and mobile safety cameras. In 2021, a total of 198,947 offences were detected and processed across the urban road network with eligible drivers undertaking retraining courses, receiving points and a fine or appearing in Court. A further 21,590 offences were detected and processed on the motorway network
- 2.17.2 The Partnership has committed resources to further increase the mobile enforcement capability over the next 3 years increasing enforcement vehicles and staff. The Partnership is actively exploring opportunities to employ additional enforcement tactics including average speed systems and expanding the use of safety camera at locations where there is clear evidence of emerging speed related risk. Safety camera enforcement remains one of a range of operational tactics that may be used to address speed related risk in appropriate settings. Its effectiveness is dependent upon establishment of a clear problem profile, and consideration of enforcement alongside engineering, education and other means of positively influencing travel behaviour.
- 2.17.3 The below table is a breakdown of speed related offences in 2021 detected by mobile and static safety cameras by District.

	Bradford	Calderdale	Kirklees	Leeds	Wakefield	Grand Total
January	3,873	839	2,417	5,966	1,457	14,552
February	4,026	927	2,156	12,503	1,604	21,216
March	4,167	808	2,293	9,587	1,662	18,517
April	3,991	1,119	2,587	9,690	1,603	18,990
May	4,208	1,008	2,280	6,610	1,473	15,579
June	3,842	969	2,207	7,507	1,491	16,016
July	4,988	884	2,347	9,418	1,611	19,248
August	4,856	969	2,312	7,592	1,969	17,698
September	4,509	759	1,926	7,085	2,054	16,333
October	4,323	934	2,442	6,109	1,556	15,364
November	3,855	698	1,661	5,619	1,605	13,438
December	3,447	439	1,469	5,634	1,007	11,996
Grand Total	50,085	10,353	26,097	93,320	19,092	198,947

2.18 Other developments of note

2.18.1 Prohibition Officers

Training and development of Roads Policing Officers continues with revenue generated by prohibitions from the previous prohibition trained officers being used to fund a course to train a further 12 officers in this effective measure to tackle un-roadworthy vehicles. This training continues.

2.18.2 Operation Steerside

Bradford District continue to progress Operation Steerside which provides a proactive policing response by District officers alongside specialist resources and partner agencies to tackle District specific Roads Policing issues. This works in conjunction with similar operations within other District areas (for example Op Sparc for Leeds and Op Hawmill for Calderdale)

Between April 21 and March 22, the results are shown below:

Persons arrested	61
Fixed penalty ticket/ traffic offence report/ VDRS	1565
Vehicle Seized	245
Report for summons	308
Section 59 Warning	98

No vehicle excise tax	47
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In addition, the Public Space Protection Order for antisocial driving across the District has been reviewed and extended for a further 3 years. This follows a period of Public Consultation which over 1500 people responded to and 95% supported the extension. In the last 12 months there have been 32 individuals reported for breach of the PSPO.

To date the partnership has worked with the business community delivering a multi-agency event at Valley Parade in 2019 & 2021 to over 100 Young Apprentices as part of Bradford Manufacturing Weeks, highlighting the issues and risk associated with use of motor vehicles specifically with this vulnerable age group.

Since 2019 collectively the partnership has funded a theatre input at 10 high schools pre-COVID with more to come as schools' welcome external visitors in the coming months, a series of bespoke Young Driver Programme sessions delivered by TTC (who deliver the various NDORS courses for minor driving offences) to key stage 5 school students, as well as delivered over 450 road safety inputs in schools to more than 63,000 primary school pupils across the district.

In December, a community event in City Park was held led by Op Steerside involving all emergency services partners, focusing on the Drink Driving campaign in the run up to Christmas.

2.18.2 **Operation Hawmill**

Calderdale District continue to progress and develop Operation Hawmill which provides a proactive policing response by District Officers alongside specialist resources and partner agencies to tackle District specific Roads Policing issues.

The Road Safety Group deploy Operation Hawmill based on risk considering the following factors:

- Community concerns from Ward Forum and Safer Cleaner Greener partnership meetings
- Killed and seriously injured key performance data
- Where SID and community speed watch indicates the need
- In response to crime, disorder and organised criminality

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Overall, Operation Hawmill saw a total spend of £20,000 which equated to 80 additional road safety deployments on the roads of Calderdale.

Between 20th May 2021 to 31st March 2022 the results from this operation are shown below:

Fatal 4

Persons arrested	27
Fixed penalty ticket/ traffic offence report/ VDRS	334
Vehicle Seized	62
Report for summons	31
No vehicle excise tax	8
Words of advice	40

Non-fatal 4

Persons arrested	7
Fixed penalty ticket/ traffic offence report/ VDRS	47
Sec 59 Warning	7
Report for summons	27
Other – no MOT, RTC, Parking	94

In addition to the Police enforcement, the partnership road safety group have also been proactive and the results for their deployments are shown below:

Partnership

SID Deployment	54
School parking deployment	83
Community Speed Watch	3
Other – speed surveys/ Pro laser etc	35

NPT Deployment

Persons arrested	2
Fixed penalty ticket/ traffic offence report/ VDRS	74
Words of advice	191
Report for summons	19

2.18.3 Drug Driving

Arrests for drink and drug driving have shown a significant decrease in the numbers arrested for drug driving in the year-to-date February 2022. West Yorkshire Police have one of the highest budgets for purchasing DrugsWipes in England and Wales. There have, however, been significant supply chain issues over the last 12 months whereby we have struggled to source DrugsWipes for use by officers due to Brexit and COVID-19. These procurement issues have now been overcome and West Yorkshire Police remain committed to investing in the purchase of DrugWipes and training of Officers in their use. Due to the procurement issues Field Impairment Testing has been put to good use in tackling one of the Fatal 4 offence groups and emerging culture around drug driving. The reduction in the number of arrests for drink driving is not as significant and can be attributable to the closures of licensed premises during the early part of 2021 due to the COVID-19 pandemic. Additional work is ongoing to look at a longer-term problem-solving approach to identify opportunities to make a pre-emptive interaction, engaging with those likely to drug drive.

Drug Driving Prosecutions

The national risk around the examination of drug driving blood samples which was reported in the previous paper has stabilised and forensic partners are confident they are able to return these within the statute time limit of 6 months. West Yorkshire Police continue to work closely with Regional Scientific Support to ensure that our samples are monitored and returned within 5 months of the offence date to ensure that prosecutions can be processed within the STL. This will continue to be overseen by Roads Policing Support across the organisation with a process map being followed to minimise any impact on investigation

3. EQUALITY, DIVERSITY AND INCLUSION BENEFITS AND IMPLICATIONS

- 3.1. The document sets out the implications from the new Police and Crime plan and the work to make Women and Girls feel safer on the streets of West Yorkshire.

4. IMPLICATIONS FOR YOUNG PEOPLE IN WEST YORKSHIRE

- 4.1 Where possible the paper looks at the implications for young people and the data split into age groups where appropriate.

- 4.2 The data for children involved in collisions is clearly set out as a separate data set and will be included going forward

5. FINANCIAL IMPLICATIONS

- 5.1 The case for the new Vision Zero board has been set out and any monies required for initiatives going forward will be part of the scrutiny arrangements for the board.

6. LEGAL IMPLICATIONS

- 6.1 none

7. EXTERNAL CONSULTATION

- 7.1 Where external consultation has taken place, this has been included in the paper and where possible the priorities of the public have driven much of the ongoing work

8. RECOMMENDATIONS

- 8.1 That the panel note this report

BACKGROUND PAPERS AND APPENDICES

None

CONTACT INFORMATION

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