



WEST YORKSHIRE POLICE AND CRIME PANEL

19 MARCH 2021

Priority Update – Road Safety

Introduction

This report aims to provide an overview of activity against delivery of the Police and Crime Plan. Each Police and Crime Panel meeting will focus on one priority from the Plan, looking at the five areas identified below. Additional briefing papers will be provided where applicable however this summary will pull together key information from the briefing papers under the relevant sections.

Background/Context

Road Safety has been a priority within the Police and Crime Plan since 2014.

The PCC has representation on the West Yorkshire Safer Roads Executive which is a partnership of all 5 districts working together to tackle road safety. This is an area that requires more than just the police, and we will continue to work with all partners including local highways authorities, the West Yorkshire Combined Authority (WYCA), Highways England, and charities such as Brake to improve safety on our roads.

Below is the narrative from the PCC's refreshed (2021) Police and Crime Plan 2016-2021:

Road safety is a significant issue for our communities and is frequently raised as a concern by members of the public. Road safety covers a spectrum of issues from inconsiderate parking to dangerous driving, but the number of people killed or seriously injured on our roads is a major concern. Nationally, almost 900 people lost their lives on our roads in 2019, with many thousands more seriously injured. I will work to improve the level of support provided to victims of road traffic collisions, and continue to work with local partners in the Road Safety Executive and Safer Roads Partnership to achieve a Vision Zero approach through education, enforcement and prevention.

Progress Highlights and Key Challenges

2014 – 'It'll All End In Tears' - Road Safety DVD produced in February 2014 by West Yorkshire Police, Supported by the PCC with Falcon Films. The film featured young people from both Minsthorpe Community College and Hemsworth Arts and Community Academy. This resource was intended to be used with young people aged 11-18 taking students through a scenario that is intended to provide open-ended discussion and reflection about issues identified in the film, in particular regard to the concepts of risk and personal safety.

2016 – In November 2016 the PCC held a Road Safety Conference to bring together a wide range of partners as well as members of the public to discuss and understand the issue of Road Safety around the county. A copy of the conference report is available here:

https://www.westyorkshire-pcc.gov.uk/sites/default/files/road_safety_conference_report.pdf

2017 –

Operation Safe Pass pilot in Leeds launched, aimed at ensuring safe overtaking of cyclists. This initiative was rebranded in 2018 to 'Close Pass' in-line with other Police forces and made available to Neighbourhood Policing Teams in all five districts.

2018 –

National awareness campaigns during the Summer and December were supported under the banner of 'WYP The Cost', highlighting the consequences for being caught driving under the influence of alcohol or drugs with regards license, car, job and life.

During the summer campaign: 54 people failed a breath test at the roadside while 59 people were arrested for driving whilst under the influence of drugs.

During the December campaign: 284 arrests for drink driving and 92 arrests for drug driving.

2019 –

The PCC attended and spoke at the Roads Policing Convention organised by West Yorkshire Police in April 2019. This event launched the West Yorkshire Police Roads Policing Strategy. It was attended by stakeholders at West Yorkshire level and from all five districts, including Community Safety Partnerships. The Convention received a presentation from Ian Greenwood, a victim of a road traffic collision which killed his daughter Alice. Mr Greenwood advocated the adoption of the Vision Zero approach which has been adopted in London. Since the Convention, the West Yorkshire Safer Roads Executive has agreed that is the right approach for West Yorkshire to take.

National awareness campaigns during the Summer and December were supported. Whilst roads policing officers take action all year round with a breathalyser kit in every police vehicle in West Yorkshire and officers routinely use drug testing kits, the national coordinated drink and drug driving summer enforcement campaign ran from Monday, 24 June, to Sunday, 7 July and the annual December campaign ran 1 December 2019 – 1 January 2020.

During the December enforcement campaign: 276 arrests for drink driving, 164 arrests for drug driving and 29 for failing to provide.

The PCC and WYP also launched a specific campaign aimed at reinforcing the law about using a mobile phone while driving during November, following 1578 offences recorded during 2018, approximately 4 people per day.

2020 -

Mark had a further meeting with Mr Greenwood in January 2020, which provided an opportunity to review progress in the adoption of Vision Zero. Subsequently the Police and Chief Constable wrote a joint letter to the Chair of the West Yorkshire Combined Authority Cllr Susan Hinchcliffe, arguing that greater momentum was needed at local authority level to push the Vision Zero approach forward. As a result the Vision Zero approach has been adopted by Leeds, the largest highways authority in West Yorkshire, and is supported by WYCA.

In respect of support for victims, the PCC launched (Feb 2020) the West Yorkshire Victims and Witnesses strategy 2019-2021 "Supporting People Harmed by Crime". It has seven key objectives. It is available on the PCC's website. www.westyorkshire-pcc.gov.uk/west-yorkshires-victims-and-witnesses-strategy. The PCC's commissioned services to support victims are available to all victims of road collisions where a crime may have been committed, including those who do not report to the police. This includes the core referral and local support service and the restorative justice service. www.westyorkshire-pcc.gov.uk/how-we-work/supporting-victims

Supported the national annual summer speeding enforcement campaign and the Christmas Drink/Drug Drive campaign NPCC with the key message being that even though the pubs may be closed, drinking at home can still leave you over the limit. Throughout December, WYP carried out increased enforcement activity including roadside patrols and taking every opportunity to remind people of the potentially fatal consequences for yourself and others of driving while under the influence of drink or drugs.

Statistics: Details of the latest available statistics are attached as Appendix A.

Working with WYP and Partners

The Community Outcome Meetings (COM) between the Chief Constable and the Police and Crime Commissioner focus on important policing and community safety issues which are of a high public interest. The aim is to offer greater transparency to communities on how the PCC holds the Chief Constable to account on these important issues.

A report Road Safety is received twice yearly at COM, with the latest being discussed on 15 December 2020.

At this meeting discussion and questions from the PCC focused on the below areas:

- Submission of dash cam footage and how the public can assist further.
- Delays to the national ANPR system and how the West Yorkshire provision could be utilised more given the investment.
- Possible opportunities due to Devolution for the Vision Zero approach and enforcement
- Road safety as an ongoing priority for the public

The reports and minutes are published on the PCC's website.

ACC Joyce has commenced his role as the Chief Officer Team lead for Roads Policing, with Supt Ed Chesters remaining in his role as Superintendent Partnerships.

The West Yorkshire Roads Policy Strategy 2019-2022 continues to be the bedrock of activity within West Yorkshire, with a continued ambition to deliver 'Vision Zero' in West Yorkshire with the Strategic Roads Executive Partnership.

To build on the latest COM report considered by the PCC in December 2020, an update from WYP is attached to this report as Appendix B.

Aims and Future Delivery

The Priority Plan for Road Safety is attached as Appendix C. These plans will be refreshed, renewed and are work in progress but we will report on our delivery against these Priority Plans in public facing Community Outcomes Meetings and as part of discussion at Delivery Quarterly meetings between the PCC and Chief Officer Team at WYP.

The OPCC Plans for the future are to:

- continue to press for the adoption of a Vision Zero approach in West Yorkshire, by the West Yorkshire Combined Authority and all five highways authorities.
- support and contribute to work of the West Yorkshire Safer Roads Executive co-ordinated by Bradford Council

- take opportunities to strengthen West Yorkshire wide collaboration, under the leadership of the new Mayor and Deputy to be elected / appointed in May 2021 and the Mayoral Combine Authority which will support them.
- ensure that West Yorkshire Police continue to give due priority and attention to roads policing, taking account of the HMICFRS report on roads policing
- support and initiate awareness raising campaigns through our communications team and alongside partners such as the Police and Brake
- lobby the Ministry of Transport through the APCC to improve the support services available to those bereaved and/or seriously injured as a result of RTCs, to put it more on a par with the nationally funded Homicide Service
- support the work of the National Road Victims Service provided by Brake, including a financial contribution to its costs

Resources and Funding

Overall the Safer Communities fund has funded 29 projects with over £127,205 granted to groups addressing road safety. The Safer Communities fund had a specific grant round in late 2019 during which groups could only apply if they addressed one of 4 priorities, road safety being one of those priorities.

The Community Safety Fund monies, provided to each local CSP, has been used locally towards specific road safety initiatives such as Operation Steerside (Bradford) and Operation Hawmill (Calderdale).

The road safety charity Brake provides a specialist national service to victims of road traffic collisions resulting in death or serious injury. The PCC and CC have continued to provide funding to road safety charity BRAKE via the Police Property Act. Brake receives central government funding through the Dept for Transport, this transferred this year from the MoJ to the DfT, a welcome move which benefits victims and resulted in an increased grant. The DfT grant is not subject to the previous MoJ requirement that a crime has taken place. There is however a continued need to strengthen support services, to provide support comparable to the Homicide Service, and it is hoped that the DfT will accept responsibility for taking this forward.

The PCC has provided support and authorised investment in West Yorkshire and regional ANPR (Automatic Number Plate Recognition) capabilities to help detect, deter and disrupt criminality at a local, regional and national level, including tackling traveling criminals, organised crime groups and terrorists. The PCC receives regular updates on the progress and expansion of ANPR and speaks about its impact on a regular basis locally and at national conferences.

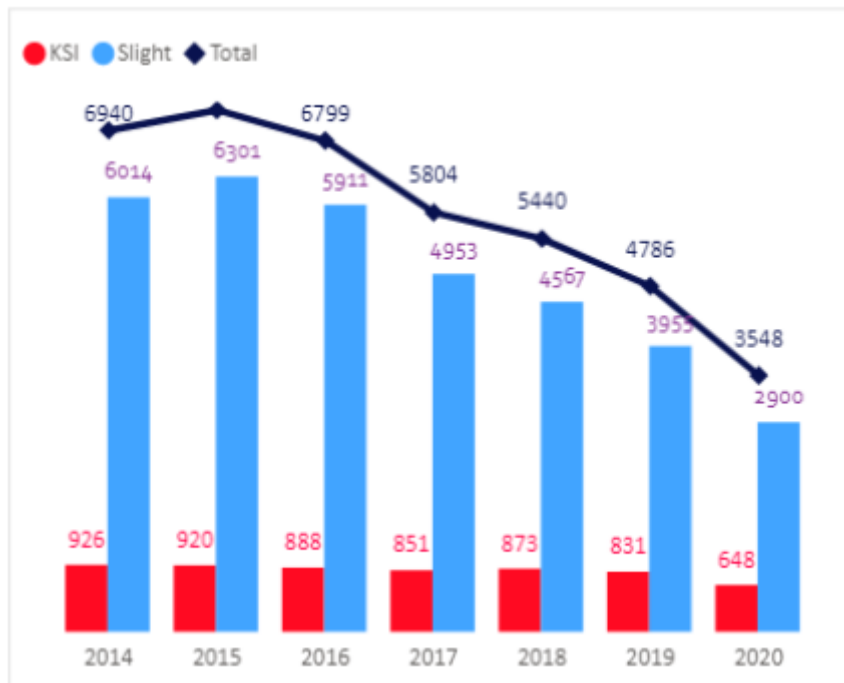
Appendix A - Statistics

Collisions

Provisional 2020 RTC casualty figures have been published and show that in 2020 fewer casualties were recorded on West Yorkshire’s roads compared to the previous year and show a distinct change during periods of Lockdown or tougher COVID Tier restrictions when recorded traffic volumes dropped:

Month	2019	2020
January	380	407
February	352	361
March	420	271
April	355	136
May	380	207
June	391	281
July	428	305
August	412	367
September	429	348
October	385	310
November	477	284
December	377	271
YTD	4786	3548

A total 42 people were killed as a result of a Road Traffic Collision in 2020 with a further 602 persons being classed as having serious injuries.



Whilst the Killed and Seriously Injured (KSI) numbers have fallen in 2020 it is not at the same rate as slight / overall injuries.

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KSI figures for vulnerable road users, regarded as pedestrians (27%), cyclists (17%) and motorbike riders (15%), show the greatest combined share of high severity KSI casualties at 59% (reduced from 64% in 2019). 15 Pedestrians, 5 Cyclists and 5 riders of Power Two Wheelers were fatally injured during Road Traffic Collisions in 2020.

A further update of the District RTC casualty data will be provided when they are officially published (the totals provided in this update are provisional figures that may be subject to a very slight change).

Drug and Drink Drive Campaign December 2020

During the West Yorkshire Police Drink Drive Campaign Christmas 2020 the below chart records the number of arrests that were effected and the reason for arrest:

Year	2020	2019	Change
Alcohol	164	276	-112
Drugs	156	164	-8
Fail To Provide	21	29	-8

Numbers are indeed lower overall (128 fewer arrests) – however the drop for drugs is only small compared with drink. Whilst reported traffic volumes have remained lower than usual for the majority of 2020, the most obvious contributory factor for the fall in alcohol related offences is that West Yorkshire remained in either Tier 3 or Tier 4 (lockdown) throughout the campaign and thus pubs were not open unlike 2019 and the previous years. A report from the NPCC campaign reveals similar reductions have been experienced nationally, although there is some variance due to the Tier system differences during the start of December.

We are now capturing additional data for when Officers are conducting DrugWipes in order to gain a greater understanding of the reasons why we are encountering the individuals and decided to DrugWipe then. The intention is for this data to provide a greater insight into where we conduct proactive work in terms of both education and enforcement to reduce this emerging issue. Initial data analysis indicates that the majority of drivers' subject to DrugWipe tests and then arrested for Drug Driving tend to be younger males

Further information relating to the arrests of offenders for drink and drug driving offences are shown below

District where arrested:

District	BD	CD	KD	LD	WD	OTHER
Drink	34	6	26	65	28	5
Drugs	31	28	10	49	36	2
Fail to Provide	8	3	0	7	1	2
Total	73	37	36	121	65	9

Gender Breakdown:

Gender	Male	Female
Drink	132	32
Drugs	145	11
Fail to Provide	13	8
Total	290	51

*NB – other is where no District has been entered or identified on Corvus arrest record.

Age Breakdown (in the same ranges as KSI analysis & recognising the youngest age of arrest being 16 and oldest 81):

Age Range	16 – 19	20 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 +
Drink	0	46	64	32	19	3	0	0
Drugs	11	73	47	18	7	0	0	0
FTP	0	6	5	5	5	0	0	0
Total	11	125	116	55	31	3	0	0

Ethnicity Breakdown:

Self-Defined	A1	A2	A3	A9	B1	B2	B9	M1	M2	M3	M9	W1	W2	W9	O9	NS
Drink	2	17	4	1	4	5	1	1	0	1	1	100	1	18	1	6
Drugs	3	43	0	4	0	5	1	1	1	0	1	90	0	5	0	2
FTP	0	4	0	0	0	0	1	0	0	0	0	9	0	2	0	6
Total	5	64	4	5	4	10	3	2	1	1	2	199	1	25	1	14
Total for Ethnic Group																
	78				17			6				225			1	14

A1 – Asian Indian
 A2 – Asian Pakistani
 A3 – Asian Bangladeshi
 A9 – Any other Asian Background

B1 – Black Caribbean
 B2 – Black African
 B9 – Any other Black Background

M1 – Mixed White & Black Caribbean
 M2 – Mixed White & Black African
 M3 – Mixed White & Asian
 M9 – Any other Mixed Background

W1 – White British
 W2 – White Irish
 W9 – Any other White Background
 O9 – Any other Ethnic Group
 NS – Not Stated

Appendix B



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**Police & Crime
Commissioner**
West Yorkshire



Vision Zero

The Safer Roads Executive (SRE) last met virtually on 7/12/2020 due to the pandemic restrictions. Following discussions at that meeting, the Board reaffirmed its commitment to delivering against the principles of Vision Zero following campaigning of the importance of the issue to West Yorkshire Police and West Yorkshire Safer Roads Partnership by the PCC.

A Bradford Senior Highways Engineer now progressing development of the Vision Zero Action plan through the Safer Roads Steering Group.

It is regrettable that the impact of the Coronavirus pandemic has adversely affected progress in this regard at a countywide level.

However, at a local level significant progress has been made in the Leeds district toward the introduction of Vision Zero. The composition and operational focus of the Leeds Safer Roads Partnership has been refreshed over the course of summer 2020. The Leeds Safer Roads Partnership has embraced the opportunities afforded by Vision Zero to prevent road casualties, and has developed a new Terms of Reference and Action Plan summary that encompass the 'safe systems' approach which is central to the successful delivery of Vision Zero. Leeds District Police are heavily involved in the development and delivery of roads policing enforcement strategies at a local level that is supported through the involvement of other specialist's roads policing officers from Operational Support.

West Yorkshire Police has continued to focus upon enforcement of the 'fatal four' offences and the continued development of its Roads Policing Strategy in its response to the changing risk factors on the roads presented by the pandemic 'lockdown'.

Victim Support

Work is ongoing to consider additional local victim support (provided by BRAKE) has raised by the Victims and Witness Advisor at the OPCC. This has been discussed with MCET/ FLOs to ensure no demarcation issues existed as well as with BRAKE representation to clarify funding proposals. Additional support would be beneficial as it would increase the support to victims of serious injury and not just to families experiencing bereavement. A WYP view has been provided.

Dash-Cam and citizen reporting

The Safer Roads Digital Submissions Portal was launched on 1/7/2020. This facility provides the public with the means to send digital footage (typically dash-cam or head-cam) of driving offences to the police. Following submission, a team of experienced roads policing specialists review the footage and, where there is sufficient evidence take action to identify the driver

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and, dependent upon the nature of the offence, deal with it by way of a driver retraining course offer, a conditional offer (3 points and a fine) or a Court appearance.

To date (3/2/2021) there have been 1310 submissions with the following outcomes:

DISPOSALS		
NFA	538	41%
DSIT INVESTIGATION	6	0%
RPU INVESTIGATION	16	1%
PENTIP Educational Course	526	40%
PENTIP Conditional Offer	159	12%
PENTIP Court	61	5%
SEC59	4	0%

SUBMISSIONS BY DISTRICT		
CD	134	10%
BD	191	15%
KD	399	30%
LD	409	31%
WD	142	11%
Unknown	35	3%

SUBMITTERS TRANSPORT TYPE		
Vehicle Driver	663	51%
Vehicle Passenger	44	3%
Motorcyclist	16	1%
Cyclist	379	29%
Horse Rider	11	1%
Pedestrian	52	4%
Unknown	145	11%

A media strategy has been developed to promote this facility to the wider public and specialist interest groups which includes social media and radio advertising with an emphasis on encouraging submissions from under-represented groups and areas. There has been good uptake from the cycling community, which is positive news given that cyclists feature disproportionately in casualty statistics.

It is encouraging that proportion of reported offences in WY that result in further action is approximately four percent higher than the experience of other forces nationally.

Proactive investigations

The Central Prosecutions Investigation Unit set up in 2019 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 to pervert the course of justice.

The Unit has already secured convictions resulting in custodial sentences totalling 145 weeks and fines in excess of £35,000. Driver disqualifications have been secured totalling 186 months. A further 43 individuals are currently pending Court.

Automatic Number Plate Recognition (ANPR)

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, 868 arrests are directly attributable to ANPR and over 1250 vehicles have also been recovered/seized. Since the development of the new research function focusing on Roads Policing related intelligence,

there has been a greater focus on aspects such as Disqualified Drivers, OPL Drivers and Serial speeders.

The end of the exemption in relation to Reg109 (moving images on display within moving vehicles) has required an update to the software used within all ANPR fitted vehicles in fleet. This updated software reduces the capability of operational teams using the ANPR equipment, but is a necessity to ensure compliance.

The delivery of the National ANPR Service continues to slide in terms of timeframe, with R1.0 (the minimum viable product) now being delayed into 2021. This has been for a number of reasons including overrunning commercial negotiations, defects and performance issues. This delay has led to increased costs as the existing NADC requires extending into 2021/22.

From the West Yorkshire Police perspective, the R1.0 will still not meet our current capability and as such the decision has been taken to continue using our current software alongside the 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 current systems being well in excess of the NAS capability, but we will be forced to migrate to NAS in the next financial year. WYP intends to maintain Cleartone so that we still have capability in excess of NAS but this will be for limited users due to licensing costs. The NADC will be extended but this is purely a data centre and the capability to use the data comes from our existing systems.

There has been a dramatic increase in the costs associated with the NADC and NAS. The projected costs for the 2020/21 financial year are approximately double those seen in the current financial year, with the combined cost 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. This month, there have been discussions around the new governance structure for ANPR, with the Capability Leadership and Capability Operational Groups' inaugural meetings.

The daily maintenance of West Yorkshire Police ANPR cameras is currently managed in-house by the ANPR Technical Manager.

WYP are currently scoping an opportunity to licence new cameras from Leeds City Council.

National Crime Agency (NCA) partnership working

We have not and do not currently work in partnership with the NCA. There has been previous work with HMRC which produced some excellent operational results but discord over proposed percentage splits of recovered commodities has meant no further partnership work at this time.

COVID-19 and Local Authority Partners

The main changes brought about through social distancing requirements to help tackle the spread of COVID-19 are the move to online platforms to conduct partnership meetings. This approach using technology has encountered a number of issues due to various LA firewalls and authorities to access certain applications (not all able to use Zoom or Teams etc.), however more recently improvements have been made and the majority of partners are able to attend the "e-meetings".

Consultations regarding new schemes or changes to existing schemes has been performed via email for some time and this continues to be an effective means of working in partnership.

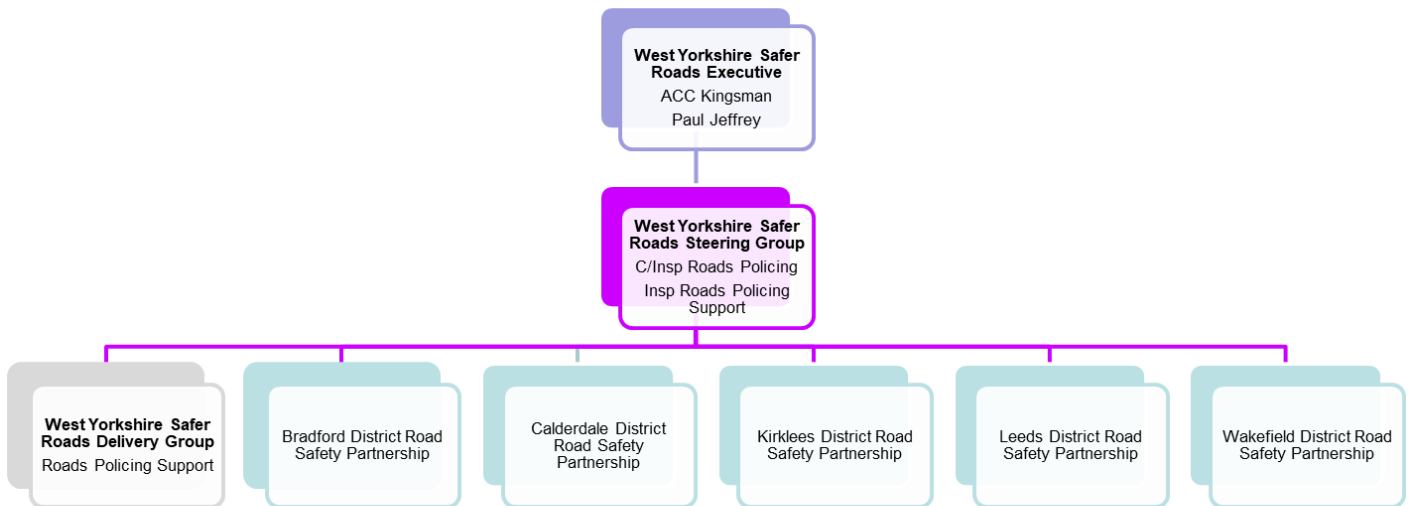
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Most recently a desire by Leeds City Council to be part of the DfT e-scooter trial was subject to such email and telephone consultation and allowed a thorough brainstorming of potential issues that would likely arise. This has allowed all parties to take a step back and ensure a considered approach is taken and prevents any potential embarrassment as seen in Coventry during the summer. NB no e-scooter trials are currently in place in any part of West Yorkshire.

Road Safety partnership – the Police perspective

The Road Safety partnership has 3 prominent tiers:

Executive Level / Middle Management Level / Practitioner Level:



In addition, each Local Authority has a District level partnership with policing representatives from the District and Roads Policing Support. The District & Practitioner level meetings have continued and have provided additional road safety functions such as:

- Theatre in education (road safety input into schools funded through partnership aimed at children transitioning from year 6 to year 7).
- Leeds TV exposure (in-car safety, young adult drivers and drink & drug driving).
- Radio advertising (Heart) consistent with Fatal 4 themes “brought to you by West Yorkshire Safer Roads”.

Due to difficulties caused by the COVID-19 pandemic the Safer Roads Steering Group and Safer Roads Executive have been unable to meet as regularly as prior to the pandemic and the chairs of each group are looking at ways in which to improve this as the pandemic continues.

Camera Partnership

COVID-19 has negatively affected the ability of Local Authorities to physically collaborate with the police over the past 12 months. However, recognising the ongoing risks on the roads of West Yorkshire throughout the course of the pandemic, the WYP Camera Enforcement Unit has continued to enforce speed limits on the roads of West Yorkshire on behalf of the West Yorkshire Casualty Prevention Partnership.

Reduced traffic volumes during the initial phase of the national lockdown resulted in a proportion of drivers seizing the opportunity to exceed the speed limit and thereby increase

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the risk of collision with other roads users. The Camera Enforcement Unit have continued to enforce speed limits and, wherever possible, seek to educate drivers through the use of out of court disposals in the form of driver retraining courses as opposed to more punitive methods. Where the Camera Enforcement Unit detect speed limit violations eligible offenders may be offered driver retraining, a conditional offer (fixed penalty and points endorsement) or a Court hearing, in line with national guidelines.

Year to date offences captures by static and mobile speed camera in West Yorkshire have only decreased by an average of 1% YTD despite an estimated reduction in the volume of vehicle traffic of up to 75% for the first 3 months of the pandemic.

New Camera Offences on Pentip

	April	May	June	July	August
2019/2020	14890	16137	15447	15517	18355
2020/2021	11405	12839	15078	17230	17146
% Deviation	-23%	-20%	-2%	11%	-7%

	September	October	November	December	Cumulative Total
2019/2020	17653	14369	14617	11385	138370
2020/2021	15664	15721	14399	17469	136951
% Deviation	-11%	9%	-1%	53%	-1%

The partnership has just completed the commissioning of the first phase of 25 new digital cameras introduced to replace obsolete wet film equipment. One additional speed mobile speed enforcement van is currently being commissioned for service. Further investment in camera technology is anticipated over the course of the next 2 years.

The police partnership lead also co-ordinates the deployment of camera enforcement vehicles with local district initiative to maximise the preventative impact of joint operations such as Operation Steerside (Bradford district), Operation SPARC (Leeds district) and Operation Hawmill (Calderdale district).

Other developments of note

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 in March 2021.

Operation Safeway

Operation Safeway has been created to draw on the benefits of Operation such as Steerside, Hawmill and provides a monthly day of action involving Roads Policing and PIT Officers working alongside District Officers and partner agencies to tackle District specific Roads Policing issues.

The Op Safeway days of action are spread throughout the calendar year and ensure that each District is involved. Since July 2020 there have been 5 deployments on Op Safeway, the results are shown below:

Persons arrested	8
Person Stop Search	12
Vehicle Stop Search	10
Intelligence Report	10
Vehicle Seized	15
Traffic Offence Report	19
Pursuit	5
Drink/drugs Test	3

COVID-19 Ultra Speeders

An unwelcome phenomenon occurred nationwide during the COVID-19 lockdown involving drivers travelling at extreme excessive speeds as a result of the quieter roads. WYP responded to this with targeted patrols and a tailored communications policy resulting in the below detections where the drivers will all appear at Court:

Top speed on a 70 mph road – 157mph – this was on a motorway.

Top speed on a 60 mph road – 107mph (non-motorway).

Top speed on a 50mph road – 110mph (non-motorway).

Top speed on a 40mph road 106mph (non-motorway).

Top speed on a 30mph road 103mph (non-motorway).

Drug Driving

In June 2020, WYP reached a significant milestone in that more drug drivers were arrested than drink drivers – whilst drink drive arrests maintained their average levels. This is evidence of the investment in the purchase of DrugWipes and training of Officers in their use and also in the use of Field Impairment Testing being put to very good use in tackling one of the Fatal 4 offence groups and emerging culture around drug driving. Additional work is ongoing to look at a longer-term problem solving approach to identify opportunities to make a pre-emptive engaging with those likely to drug drive.

Drug Driving Prosecutions

There is currently a national risk around the examination of drug driving blood samples and the capability of forensic partners being able to return these within the statute time limit of 6 months. West Yorkshire Police are working 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 be overseen by Roads Policing Support across the organisation with a process map being created to minimise any impact on investigations.

Appendix C**Partner Priority Plan****Road Safety****Our priority**

Road safety is clearly a significant issue for people and is frequently raised as a concern by members of the public across West Yorkshire, with approximately 40% of respondents naming it as a key priority in the Police and Crime Plan consultation. It covers a range of issues from inconsiderate parking to dangerous driving, all of which can have a major impact on people's lives. This is another area that requires more than just the police, and we will continue to work with all partners including councils, Highways England, and charities to improve safety on our roads.

How we are going to deliver

Our main objective is to improve the safety of roads for all road users including pedestrians. We will work with our partners to ensure all opportunities are taken to educate and where appropriate enforce traffic offences to make West Yorkshire roads safer, with a focus on safeguarding road users who are most vulnerable.

- Engage with more local community groups (particularly those representing vulnerable road users such as young and old people, and those with disabilities), to identify concerns relating to road safety in West Yorkshire. *Listening to people.*
- Utilise and share information available from different statutory partners, voluntary and third sector groups to establish a problem profile for road safety across West Yorkshire. This should inform strategies that best meet the needs of communities and those areas affected by poor driving and road safety concerns. *Understanding our communities.*
- Establish closer working relationships across partners including through the five District Road Safety Groups, and ensure that all strategic plans across local authorities, West Yorkshire Police and the OPCC are aligned. *Working together.*
- Find ways to raise awareness of road safety and promoting improved driver and road user behaviour. Examine the options of designing road safety schemes into existing and future infrastructure developments. Encourage partners to deliver road safety partnership initiatives particularly with young people. *Preventing and intervening earlier.*
- Monitor and evaluate the services that have been commissioned, responding to issues that arise. Look to improve the availability and use of technology such as Automatic Number Plate Recognition (ANPR). *Improving our services.*
- Encourage both police and partners to promote local initiatives and allocate appropriate resources to road safety. This should include education, prevention and enforcement options linked to the fatal four and other community concerns. *Providing resources.*

How we will know whether we've delivered

We will measure our progress against this priority through our Community Outcome Meetings. In depth reports into road safety services will enable us to assess the progress of the OPCC, West Yorkshire Police, NHS England and other relevant partners against the objectives above. It will draw on a range of information available including HMIC inspection reports, national guidance, and statistical indicators including those listed below. In addition to this, we will monitor performance through our Delivery Quarterly process, and by measures such as:

- Monitor number of people killed or seriously injured (KSIs) in West Yorkshire
- Monitor the number of Vulnerable Road Users involved in road traffic collisions
- Reduce the number of people who feel that bad driving/parking is a problem in West Yorkshire.