



West  
Yorkshire  
Policing  
& Crime

Tracy  
Brabin  
Mayor of  
West Yorkshire



Alison Lowe  
Deputy Mayor for  
Policing & Crime

Item 5

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**Report to:** Police and Crime Panel

**Date:** 12 April 2024

**Subject:** Road Safety and Vision Zero Update

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

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## 1. PURPOSE OF THE REPORT

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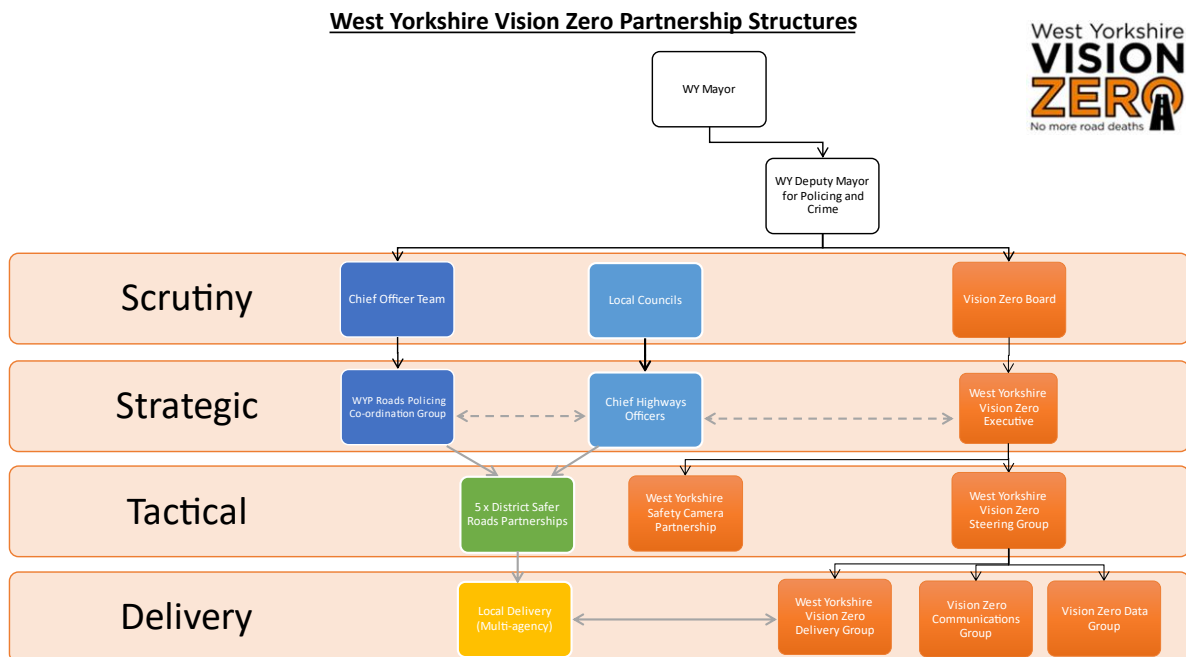
- 1.1. This paper is designed to give an overview of the current position in the county, the progress over the last period, and an understanding of the key challenges that have emerged regarding road safety.
- 1.2. The details of the report relate to the strategic priority of Safer Places and Thriving Communities within the 2021-2024 Police and Crime Plan. This priority focuses on the harmful and unacceptable behaviour affecting the different communities of West Yorkshire, through an ongoing commitment to neighbourhood policing and partnership working in localities. Work under this priority will tackle the place-based crime that damages people's everyday lives, including serious violence, anti-social behaviour (ASB), and dangerous driving and speeding.
- 1.3. Road safety was one of the most frequently selected areas of focus during consultation under this priority, leading to the inclusion of the objective to develop an effective Vision Zero approach across the districts of West Yorkshire. This sees us working towards eliminating all traffic deaths and serious injuries, while increasing safe, healthy, and equitable transport for all – partly through the leadership and scrutiny of the Vision Zero Board.
- 1.4. Vision Zero is a systems-based approach that maintains that no death or serious injury is acceptable on our roads. It accepts that road users are human and will make mistakes, so crashes may sometimes take place; to prevent those mistakes from resulting in fatal or serious injury, changes to the road environment are required to prevent people being exposed to forces beyond human tolerance levels. West Yorkshire has committed to achieving Vision Zero by 2040, with a 50% reduction in people killed and seriously injured by

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2030, in line with UN road safety targets.

### 2. INFORMATION

- 2.1. Since the initial commitment to a Vision Zero approach at the Roads Policing Convention in 2019, arrangements have been put in place to provide pan-West Yorkshire leadership for road safety, including the establishment of the Vision Zero Board. Chaired by the Deputy Mayor for Policing and Crime, this board provides political scrutiny and oversight of the work of the West Yorkshire Vision Zero Partnership (previously known as the Safe Roads Partnership) to ensure greater momentum and coordination. The first meeting of the Board took place in December 2021.
- 2.2. While West Yorkshire Police (WYP) are a key partner in this work, the Vision Zero ambition requires a holistic safe system approach, looking at all aspects of the road environment, including the roads, road user behaviour, speeds travelled, vehicles, and the post-collision response if a crash does occur. This means that the work spans more areas than policing alone, including, but not limited to highways and infrastructure, active travel, education, and public health. WYP continue to actively inform this work through data sharing and collaboration, however.
- 2.3. In WYP, T/ACC White is the Chief Officer Team lead for Roads Policing, with Superintendent Humpage holding the role of Superintendent Partnerships and Chief Inspector Farrar holding the role of Head of Roads Policing.
- 2.4. WYP have an appropriate representative at each level of the Vision Zero Partnership and are closely engaged with local road safety work. The interlinkages between the groups and their accountability structure are outlined below:



- 2.5. The WYP Roads Policing Co-ordination Group, which is attended by senior leads from each district, has recently been refreshed to bring new focus to its

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work and provide opportunities to share best practice. Discussions at a recent meeting have considered ways to improve partnership data around those involved in collisions, opportunities for additional roadside drug testing, and the re-development of the West Yorkshire Roads Policing Strategy. This strategy reflects WYP's continued ambition to deliver Vision Zero in collaboration with the Vision Zero Partnership and is structured around the safe system principles. This aligns with the approach that will be taken in the upcoming Vision Zero Strategy for West Yorkshire.

2.6. The contents of the strategy have been influenced by collision data, our public consultation, 'Safety on the Roads of West Yorkshire', and engagement on partner organisations' key priorities. WYP have actively supported this development, presenting at a stakeholder consultation event in October on the role of policing in achieving Vision Zero objectives.

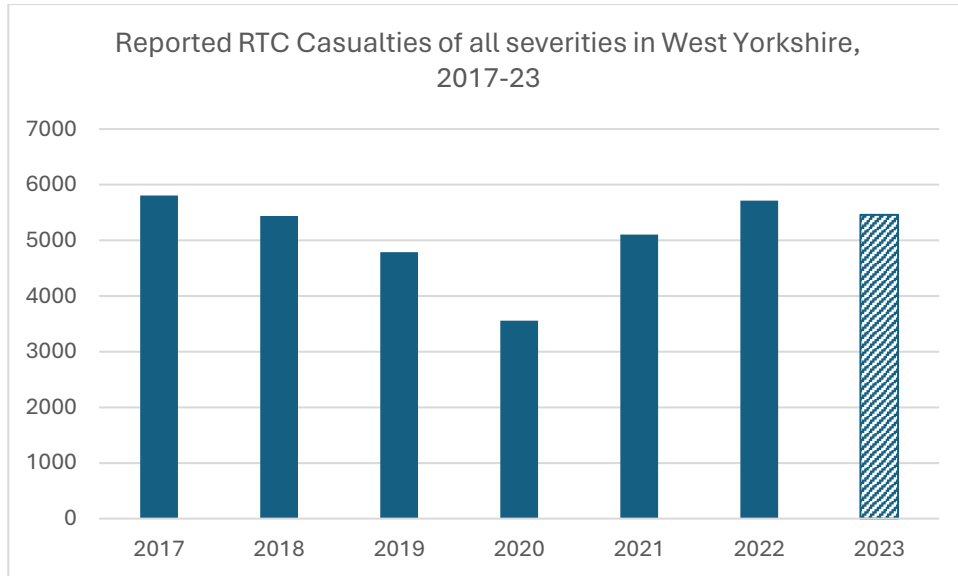
### 2.7. **Casualties of Road Traffic Collisions in West Yorkshire**

2.7.1. The main performance measure for road safety is the number of people killed or seriously injured (KSI) in road traffic collisions (RTCs) in West Yorkshire, which is included in the Police and Crime Plan performance measures. However, the West Yorkshire Vision Zero Partnership also considers the total number of casualties (including slight injury) as an indicator giving further context, as well as the number of deaths.

2.7.2. Of note, the figures for 2020 and 2021 for all categories of injury were impacted by the COVID-19 pandemic, during which time lockdown periods reduced traffic volumes across the country. Furthermore, in 2021 a new collision recording system (CRASH) was adopted in West Yorkshire, which has increased the accuracy of casualty severity recording. Officers are now able to select an injury type from a list and the severity is assigned automatically. This has led to a net increase in reported injuries, alongside an increase in the proportion of injuries correctly recorded as serious, making comparisons to previous years difficult. Adjustments have been made to the below figures using the Department for Transport (DfT) algorithm to allow as close a comparison as possible.

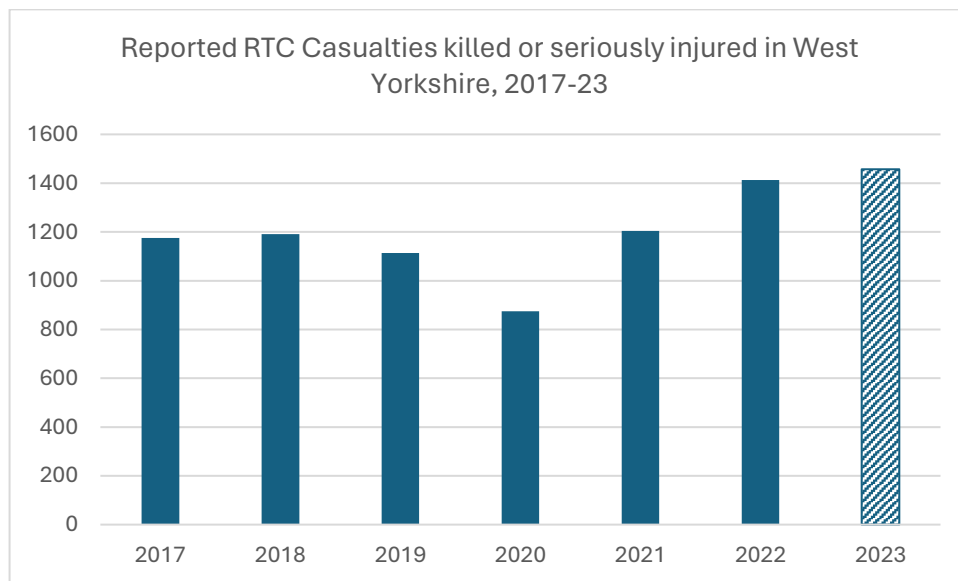
2.7.3. Please note that for all three charts below that 2023 data is provisional, pending verification by the DfT.

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2.7.4.

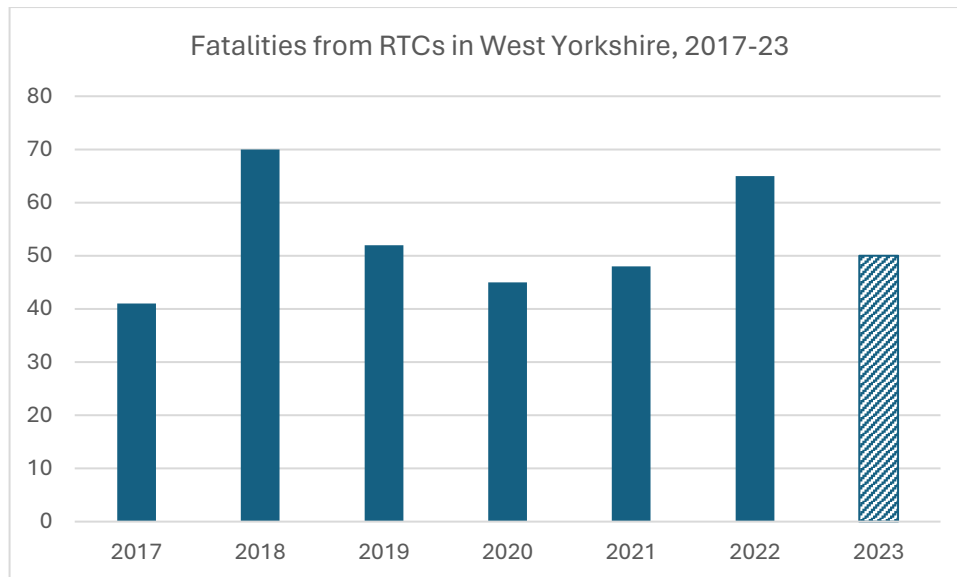
2.7.5. The overall trend for casualties of all severities shows an increase from pre-pandemic levels, with the number of people injured 14.2% higher in 2023 than 2019. However, there was a small decrease of 4.4% between 2022 and 2023.



2.7.6.

2.7.7. The number of people killed or seriously injured in road traffic collisions has increased since the pandemic. There were 3.1% more people killed or seriously injured in road traffic collisions in West Yorkshire in 2023 compared to 2022. This number has increased 30.8% since 2019.

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2.7.8.

2.7.9. The number of people killed in 2023 was 24.6% lower than those killed in 2022, and 5.8% lower than the number killed in 2019. It should be noted that as these figures are much smaller, there can be large fluctuations year on year.

2.7.10. Previous papers to the Police and Crime Panel have detailed the number of KSI collisions in West Yorkshire as a key measure. However, this does not accurately affect our ambition to eradicate road deaths and serious injuries, as a single collision could result in multiple victims. It is recognized that all of the above figures represent people whose lives and families' lives have been impacted by preventable death and serious injury. Alongside partners, WYP are engaged with work across the five safe system pillars to tackle danger on the road network and support victims in the aftermath of collisions.

### 2.8. Safe Roads

2.8.1. Work under the Safe Roads pillar generally relates to changes to the road environment such as road layouts, improvements to junctions, maintenance work, and providing better infrastructure for walking, wheeling, and cycling. Much of this work is the responsibility of the relevant highways authority; however, WYP are a key stakeholder informing this work. The Vision Zero Partnership introduced a Data Group meeting in April 2023 to help improve data sharing across organisations. As part of their work, an analyst at WYP has developed an automated monthly report of damage-only collision data to help inform highways teams of locations where no injuries have been reported, but where there may be risk. WYP have also met with West Yorkshire Fire and Rescue and local council analysts to identify areas where joint use of data can inform future infrastructure interventions.

2.8.2. The use of data to inform practice is a key object for all partnership working and WYP are pursuing new aspects to provide the Data Group with. They have recently put forward a successful case for their analysts to have direct access to CRASH and will be reviewing their tasking processes to maximise their effectiveness.

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- 2.8.3. One of the current objectives for the five districts in the Vision Zero Partnership is to deliver school streets across the county. This involves the closure of key streets around schools during their opening and closing times to provide a low-traffic environment for students, which has created some local resourcing challenges for districts and their partners.
- 2.8.4. WYP has outlined the support available for school streets with neighbourhood police teams (NPTs) and facilitated better communication at the local level about where schools should report different offences (including for those that do not have a school street but see wider driving issues). While direct officer attendance is not a long-term solution to their management, this engagement does support the delivery of school streets while civil enforcement opportunities are developed.

### 2.9. Safe Speeds

- 2.9.1. Speed forms one of the ‘fatal five’ factors which frequently contribute to deaths from RTCs, as it directly impacts the force experienced in collisions. Activity to tackle inappropriate speed overlaps with the Safe Roads and Safe Road Users pillars, and WYP play a significant role both through the work of local officers and, particularly, work with the West Yorkshire Safety Camera Partnership (WYSCP).
- 2.9.2. West Yorkshire Police Camera Enforcement Unit enforces speed limits and red-light violations using fixed and mobile safety cameras on behalf of the WYSCP.
- 2.9.3. In 2023, a total of 222,968 offences were detected and processed with eligible drivers undertaking retraining courses, receiving points and a fine, or appearing in court. This is a significant increase on the previous year, reflecting continued investment in the WYSCP digitisation programme, the embracing of new technologies to drive growth in the central ticket office, increased flexibility, and use of community feedback.
- 2.9.4. In February 2023, the WYSCP adopted a new deployment strategy with the intention of promoting safe speeds across the entire road network and not just in the vicinity of enforcement cameras. It is now possible for enforcement to take place at locations where there is evidence of speeding but, crucially, no one has yet been killed or seriously injured. Under the new approach no additional signage warning of enforcement activity is required, provided all other legal requirements for signage are met.
- 2.9.5. The Partnership is continuing to deploy cameras to ‘high risk’ core sites where there is a history of low levels of speed limit compliance and collisions resulting in injury.
- 2.9.6. Following the introduction of the new guidance the Camera Enforcement Unit have deployed mobile enforcement to 41 sites of community concern where evidence on noncompliance was found. Over 32,200 offences have been captured at the new sites since the new guidelines were in place, suggesting that incorporating community feedback is producing significant results. WYP have reported that deployment of mobile enforcement vans in these locations has typically resulted in a reduced number of offences captured over time, suggesting the action taken has positively affected speed compliance.

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2.9.7. The WYSCP has successfully installed West Yorkshire’s first average speed routes in 2023 in Leeds. These monitor speeds travelled along the whole route, rather than capturing driver behaviour at a fixed location. Where comparison data is held, offence captures have seen significant reductions compared to the period the previous year, suggesting these routes are successfully improving speed compliance. The West Yorkshire Vision Zero Partnership continues to consider average speed as a method of securing safer speeds across the county; of note, there are some ongoing challenges which partners are working to address, such as vandalism at new and existing camera sites.

### 2.10. Safe Road Users

2.10.1. Vision Zero maintains that there is a joint responsibility for all those involved in the road environment, including its users. This pillar aims to encourage safe behaviours of all road users through education, communication, and enforcement, where appropriate. WYP is currently involved in several local operations tackling high risk behaviour across the five districts, as well as supporting national campaigns coordinated by the NPCC.

2.10.2. Details of some local operations tackling dangerous road behaviours are included below. While this reflects a range of positive activity, it is worth noting that road safety also forms part of officers’ routine work which is not included below. WYP colleagues have recently reported increases in the number of offences captured by district officers in support of Vision Zero, for example. This increase in road safety activity has been matched by increased capacity and efficiency in the central ticket office.

- Operation Amberland has seen NPTs in Leeds delivering proactive activity around issues such as obstructive parking around schools, untaxed vehicles, and speeding, alongside multi-agency operations including partners such as Driver and Vehicle Licensing Agency (DVLA) and Driver Vehicle Standards Agency (DVSA).
- Operation Ashfield ran from October 2022 to October 2023, as a joint operation with the Leeds District Off Road Bike Team and the Roads Policing Unit (RPU), aiming to disrupt anti-social use of motorcycles and quad bikes and tackle motorcycle theft. The results are as follows:

Arrests	21
Vehicle seizures	75
Action taken for traffic offences	73
Stop searches	9
Community resolutions issues	3

- Operation Hawmill resources are deployed in Calderdale approximately twice a week and briefed on local priorities, based on data identifying KSI risk and/or community concerns. During 37 deployments between August and December 2023 (inclusive), the following were delivered:

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Drink/drug driving arrests/interventions	24
Mobile phone TORs	19
Seatbelt enforcements	105
Speeding enforcement actions taken	55
Vehicle seizures	38
‘Other’ enforcement actions – including window tints, tax, MOT, etc.	62

- Operation Mindstoke supports proactive activity related to the fatal five in Wakefield, supported by NPT resourcing. They have delivered activity such as speeding operations, taxi licensing operations, and days of action, some of which have resulted in arrests for drugs supply, theft, and driving offences alongside vehicle seizures. They have also responded to local concerns around school street violations.
- Operation Scribestoke provides opportunities for policing anti-social motorbike nuisance, including the use of bikes and quads, in Eccleshill, Keighley West, Royds, Tong and Windhill & Wrose ward areas. As well as 92 operations between October 2022 and September 2023, the team have been undertaking engagement in the ward areas, school visits delivering on anti-social vehicle use, a diversionary programme with OnTrak, and environmental visual audits to provide advice on target hardening opportunities for landowners.
- Operation SPARC funding from Leeds City Council is used to task Roads Policing in areas highlighted by police intelligence and data from the Motor Insurers Bureau (MIB) to tackle the fatal five and vehicular ASB such as car cruising meets. Since 2020, over 5,500 drivers have been dealt with for a variety of offences.
- Operation Steerside tackles the anti-social use of motor vehicles in Bradford District, and in January celebrated the fifth anniversary since its launch. Between December 2022 and November 2023 Bradford District delivered the following in combination with the Steerside team:

Persons arrested	104
Fixed penalty ticket/ traffic offence report/ VDRS	2,512
Vehicle Seized	296
Report for summons	427
Section 59 Warning	92



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No vehicle excise tax	63
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- Operation Taskabbey is an off-road bike operation in Kirklees. Safer Streets funding is being used to support overtime working.
- Operation Torrbank targets speeding in the Batley and Spen ward, working to areas highlighted by ward councillors. NPT officers support the speed operation with high visibility patrols, engagement, and education.
- Operation Twinetre also uses councillor feedback on community issues to target the fatal five offences in the Dewsbury area. The councillor-funded activity delivered the following results over a three-month period:

Speed enforcement	17
Seatbelt enforcement	42
OPL Arrest	0
Phone enforcement	2
Intels submitted	16
S.59 seizures	0
S.59 warnings	0
Other TOR's & 192	40
Other seizures	10
Stop & Searches	0

2.10.3. WYP have also delivered regional and national campaigns, including those detailed below. They are also represented at the Vision Zero Communications Group, who will aim to amplify the campaign outcomes and messaging to educate and deter potential offenders, with the support of an incoming Communications Officer post (to be held in the West Yorkshire Combined Authority).

- Operation Close Pass looks to improve driver awareness of the Highway Code guidance on overtaking cyclists and horse riders safely to protect road users who are more at risk of injury. As an example, one operation in August, in partnership with Leeds City Council and the British Horse Society, saw over 30 drivers spoken to in three hours. The West Yorkshire Vision Zero Delivery Group are looking to invest in new Close Pass equipment to deliver more operations this summer, supported by officers in each district.

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- Operation Limit II is the NPCC drink/drug driving campaign targeting the December holiday period. A media campaign focusing on the excuses drivers give when caught for drink/drug driving ran throughout December, and target hardening communications were circulated to those highlighted as at risk of offending. Operations resulting in a total of 336 arrests (229 for drink driving, and 107 for drug driving). It is notable that for the first time WYP included signposting to substance support services for the public in support of reducing reoffending.
- Operation Tramline/Pennine is a multi-agency operation working with National Highways, using an unmarked HGV cab to detect dangerous driving offences along the M62. WYP and other forces in the north-west have provided enforcement across multiple weeks of action which also saw engagement work such as tyre safety checks at services along the route. During a week of action in June 2023 RPU officers from WYP dealt with a total of 87 offences including those relating to mobile phones, seatbelts, driving standards, vehicles conditions, speed, and document offences. The October 2023 operation stopped 435 vehicles and recorded 375 offences between the five forces involved.

- 2.10.4. The NPCC have refreshed their national calendar of roads policing operations for 2024/25, and WYP will be supporting. WYP are also involved in discussions at the national level encouraging the adoption of the fatal five, which would see careless and reckless driving recognised as a key risk alongside speeding, seatbelt noncompliance, mobile phone use, and drink/drug driving (the fatal four). In West Yorkshire careless and reckless driving factors are recorded in over half of KSI collisions; it will be positive to see this prioritised nationally, as a number of other forces are also beginning to work to this.
- 2.10.5. A key action which was raised within the Vision Zero Partnership was the promotion of Operation SNAP, which allows members of the public to submit footage of dangerous driving to be processed by WYP. In response to recent public feedback, WYP have begun to improve communications of Operation SNAP outcomes online, with 68% of submissions currently resulting in further action being taken.
- 2.10.6. There were 6,258 digital media submissions to Operation SNAP April-December 2023 compared to 5,270 in this period in 2022, which continue to be successfully driving outcomes. Details of the outcomes and origins of the submissions are below. Noting the high proportion of submissions coming from the Leeds district, further materials promoting the operation are being developed and shared to support public awareness of the tool.

DISPOSALS		
NFA	1,988	32%
DSIT INVESTIGATION	0	0%
RPU INVESTIGATION	4	0%

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PENTIP Educational Course	3,515	56%
PENTIP Conditional Offer	700	11%
PENTIP Court	51	1%
SEC59	0	0%

SUBMISSIONS BY DISTRICT		
CD	479	8%
BD	1,230	20%
KD	947	15%
LD	2,591	41%
WD	842	13%
Unknown	170	3%

SUBMITTERS TRANSPORT TYPE		
Vehicle Driver	2,937	47%
Vehicle Passenger	227	4%
Motorcyclist	13	0%
Cyclist	2,294	37%
Horse Rider	149	2%
Pedestrian	581	9%
Unknown	58	1%

AGE OF SUBMITTERS		
UNDER 18	80	1%
18-24	156	2%
25-34	859	14%

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35-44	1,047	17%
45-54	1,722	28%
55-64	1,792	29%
65-74	548	9%
75-84	29	0%
over 85	2	0%

- 2.10.7. The importance of education and engagement as a preventative measure is recognised by all members of the Vision Zero Partnership. As part of their engagement with district road safety groups, WYP have supported educational delivery to students, such as multi-agency events during Road Safety Week in November 2023.
- 2.10.8. At a recent Vision Zero Board meeting, opportunities were highlighted to further support local authority road safety education using Pol-Ed. The programme currently includes road safety lessons for both KS2 and post-16 settings, and WYP education colleagues will be attending a partnership meeting in May to discuss how Pol-Ed works and allow local authority road safety teams to access the content with a view to ensuring consistency.
- 2.10.9. WYP have reviewed attendance at the Partnership Delivery Group to ensure that they are best placed to support the ongoing education work.
- 2.11. **Safe Vehicles**
- 2.11.1. Work under the Safe Vehicles pillar aims to ensure that the vehicles on West Yorkshire's roads are well-maintained and compliant with legal safety requirements. WYP play a role in educating the public about these standards as well as enforcing where appropriate, alongside partners such as the DVSA.
- 2.11.2. WYP recognise that there are often links between those using the roads dangerously and further criminality, which is outlined in the Strategic Policing Requirement (SPR). Roads policing has been included as a cross-cutting capability in the SPR as a result, requiring forces to ensure they have relevant technology, such as Automatic Number Plate Recognition (ANPR), the relevant skills and knowledge, and collaboration with agencies such as National Highways, the DVLA, and DVSA.
- 2.11.3. As mentioned above, a number of partnership operations have taken place which both address road safety issues and target criminals who use the roads to operate. Many activities incorporate intelligence from the ANPR unit to disrupt known criminals who use the road network.
- 2.11.4. One such example is Operation Drive Insured, which is an NPCC-led campaign planned by the proactive Intercept team and supported by ANPR, Operations Support, and District resources. The activity delivered in November 2023 resulted in the seizure of 127 vehicles for no insurance.

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- 2.11.5. A recent day of action coordinated between Protective Services Crime, Operations, and Immigration looking at commercial vehicle issues also reflects opportunities to tackle crimes committed through use of the road network, such as human trafficking. Operation Liberate saw 18 HGVs stopped with vehicles checked for road safety issues, and several drivers received advice on minor defects.
- 2.11.6. WYP have recently secured support to match fund Operation Scalis, which will deliver additional activity to tackle uninsured vehicles using £50,000 provided by the Motor Insurers Bureau (MIB). The MIB will provide data to identify areas for deployment across the five districts, to be combined with police intelligence.
- 2.11.7. WYP continue to respond to new threats using new technology and have recently been approached by Greater Manchester Police to discuss good practice. They are also involved in the national boards working on improving the National ANPR system which, as previously reported, does not meet WYP's current specialist capability. WYP continue to use some of their current software alongside the national system and have also delivered a mobile ANPR application which has been recognised nationally for delivering additional dynamic capabilities at low cost. Following initial pilot work, WYP now deliver a daily report on dangerous and unfit vehicles on the roads, allowing work through DVSA and Operation Tutelage to tackle crime effectively.

### **2.12. Post-collision Response**

- 2.12.1. While the Vision Zero Partnership's long-term ambition is that no one will be killed or seriously injured on West Yorkshire roads, the current position sees an unacceptable number of victims, families, and witnesses who will require support in the aftermath of crashes. This is especially the case in the context of significant wait times for criminal cases to go to court. Support is vital to help victims and families stay engaged with the criminal justice process and bring offenders to justice.
- 2.12.2. WYP currently provides support through Family Liaison Officers who have also referred bereaved families to Brake, the road safety charity. Brake operates the National Road Victim Service providing practical support and advocacy for victims, and last year received £20,000 from West Yorkshire Combined Authority to support the work. Between April and September 2023 (inclusive), Brake supported 39 victims following crashes.
- 2.12.3. Following discussions of post-collision support at the regional level, WYP have moved to an opt-out referral mechanism which has been seen to increase the proportion of victims receiving specialist support in other areas of the country. Family Liaison Officers and the Major Collision Enquiry Team (MCET) have been made aware of this, alongside RPU officers who also attend a large number of serious injury collisions.
- 2.12.4. WYP have also been supportive of a recent successful bid for further funding allowing Brake to recruit an Independent Road Victim Advocate (IRVA) who will provide face-to-face support for victims in West Yorkshire. This funding supports a higher tier of victim support than has previously been delivered. Brake will also manage cross-referrals to other support services available in

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West Yorkshire, such as SCARD (Support and Care After Road Death and injury).

- 2.12.5. SCARD received £7,850 during grant round four of the Mayor's Safer Communities Fund to provide emotional support, counselling, and access to free initial legal help and advice. The Vision Zero Policy Manager has also been engaged with further victim support organisations, such as the Naomi Cheri Gough Foundation, to explore opportunities for further provision for victims, and work to create links between services is ongoing.
- 2.12.6. Alongside providing victim support, developing learning and communication following a collision is a key part of work under this pillar. WYP provide this through the investigative work of MCET and the Forensic Collision Investigation Unit (FCIU) in the aftermath of a collision. MCET have recently attended a Vision Zero Steering Group meeting to explain their role in the process, challenges related to the judicial process, and potential opportunities for closer working. Since this time WYP have been reviewing their method of engaging with the districts following fatal collisions to improve efficiency.
- 2.12.7. Staffing resource to meet demands has previously posed a challenge for delivering post-collision outcomes, with a national shortage of forensic collision investigators, and the move for the FCIU hosted by WYP to cover the whole Yorkshire and the Humber Region. To meet these demands, as well as the requirements for accredited forensic collision investigative capabilities outlined in the SPR, the Yorkshire and the Humber FCIU has created their own accredited course to address the workforce issues. Once they have trained enough officers for the region, they will look to roll this out nationally. This should also reduce the waiting time for reports after a collision, though notably this is only one part of the process victims must wait for.
- 2.12.8. The data and learning from collisions that do take place will be used to support the other four pillars of the safe system described above. WYP continue to advocate for more flexible and responsive use of data, including by challenging the constraints of DfT timescales for data validation.

### **3. EQUALITY, DIVERSITY AND INCLUSION BENEFITS AND IMPLICATIONS**

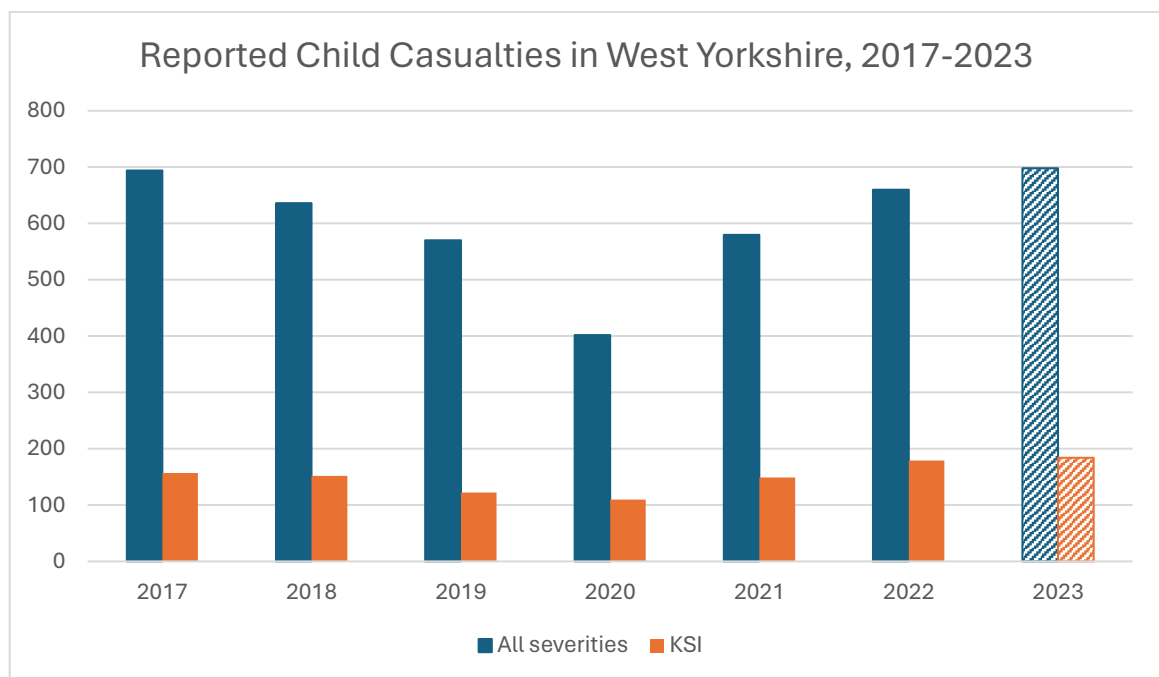
- 3.1. Vision Zero aims to create a safe road environment so that everyone in West Yorkshire has access to better mobility, regardless of how they choose to travel. This should bring health benefits for all residents in West Yorkshire as they are less exposed to harm, with additional benefits of access to work and education opportunities, and reduced transport-related social exclusion. Elements of the work, such as people-friendly transport planning and urban design, look to design infrastructure that addresses lack of provision for groups such as elderly, disabled, or child road users.
- 3.2. There is evidence to suggest that people living in more deprived areas are more likely to be injured in road traffic collisions. Groups from a lower socioeconomic background also have lower levels of car ownership, suggesting they may be less likely to cause harm to others while experiencing higher risk of injury. The Vision Zero Partnership is working to

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better understand and tackle these disparities, and WYP are reviewing opportunities to share more data.

### 4. IMPLICATIONS FOR YOUNG PEOPLE IN WEST YORKSHIRE

- 4.1. Child casualties from road traffic collisions are considered as part of ongoing data analysis work for the West Yorkshire Vision Zero Partnership, finding an increasing trend since the COVID-19 pandemic. Please note that the data for 2023 is provisional, pending verification from the DfT (expected Autumn 2024). The number of children killed or seriously injured in road traffic collisions increased 2.8% in 2023 compared to 2022. The majority of children are injured either while walking or travelling by car.



- 4.2.
- 4.3. Action taken under all five pillars of the safe system approach aims to make the roads safer for children and young people, including in district road safety teams who deliver and commission education and training initiatives in West Yorkshire. This includes targeted sessions outside of educational settings for those at risk of vehicle-related offences, giving more practical inputs to meet different audience needs. The Mayor's Safer Communities Fund also supports projects which divert young people away from dangerous behaviour, such as Bumpy (Birstall Urban Motor-Cycle Project for Youth) in Kirklees which provides on and off-road motorcyclist training while also raising awareness of the consequences of vehicular ASB and other dangers.
- 4.4. Young drivers are also a priority group at risk of involvement in road traffic collisions. The increased likelihood to young and inexperienced drivers (particularly male drivers) is seen nationally as well as at the West Yorkshire level. Rates of involvement in KSI collisions by age group are shown below:

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Age	Male	Female	Total
0-15	8	1	4
16-19	170	32	103
20-29	218	74	146
30-39	200	60	127
40-49	132	57	94
50-59	128	56	92
60-69	82	26	54
70+	71	18	43
Total	58	20	43

**Figure 29. Drivers/riders involved in KSI collisions, West Yorkshire 2022, by age and gender, per 100,000 residents (excludes parked vehicles and vehicles not coming into contact with another vehicle/casualty). Population data taken from ONS (2022)<sup>12</sup>.**

- 4.5. As part of work to tackle this, the Vision Zero Delivery Group have commissioned a young driver training project which begun in 2023. Pending evaluation at the end of delivery this academic year, they have secured funds to continue this work alongside further targeted measures, such as intervention days and inputs delivered by West Yorkshire Fire and Rescue Service and WYP.
- 4.6. The Partnership continues to support national communications campaigns aimed at young drivers and is considering opportunities to engage with national government about how to reduce risk for young people.

## 5. FINANCIAL IMPLICATIONS

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- 5.1. None.

## 6. LEGAL IMPLICATIONS

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- 6.1. None.

## 7. EXTERNAL CONSULTATION

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

## 8. RECOMMENDATIONS

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- 8.1. That the panel note this report.

## BACKGROUND PAPERS AND APPENDICES

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None.



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### **CONTACT INFORMATION**

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