



**Chief Officer Team  
Paper for COM**

**Title: Road Safety**  
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**COT Sponsor: ACC Hankinson**  
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## **Summary**

This report will cover emerging issues and challenges throughout 2021 and beyond.

It will cover the points specifically requested by the WYCA liaison:

- Update on vision zero
- Update on Op Snap – digital footage submission scheme
- Update on ANPR – develop national ANPR
- Impact on WYP of LA partners working due to COVID-19
- Impact of ANPR in West Yorkshire
- Impact on road safety partnership from the police perspective

ACC Hankinson has commenced her role as the Chief Officer Team lead for Roads Policing, with Superintendent Arrowsuch being recently posted into the role of Superintendent Partnerships.

The West Yorkshire Roads Policing 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.

## Collisions

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

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

Month	2019-20	2020-21
Oct	439	345
Nov	500	302
Dec	420	330
Jan	458	234
Feb	368	216
Mar	297	299
Apr	129	361
May	219	410
Jun	282	422
Jul	342	441
Aug	348	384
Sep	370	431
Total	4172	4175

Despite reductions in overall numbers during the pandemic, a total of 30 people have been killed as a result of a Road Traffic Collision in 2021 (to 31<sup>st</sup> October 2021) which is consistent with figures from 2020, where there were 33 fatalities as of 31<sup>st</sup> October 2020.

The number of people that are shown to have serious injuries is expected to show an increase, over the next 12-month period due to a change in the recording system that West Yorkshire Police are using for collision data. CRASH automatically assigns a severity classification to each casualty according to the injuries recorded by the reporting Police Officer, whereas the previous system allowed officers to specify the severity directly. Where CRASH has been used elsewhere in the country there has generally been an increase in the proportion of reported casualties which are classified as serious in the range of 13 -30% uplift. This seems to be replicated across West Yorkshire (*source Accident Studies WYCA*).

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The below table shows the 6 years (January – June) data for Killed and Seriously Injured as well as All Casualty data across West Yorkshire. CRASH was implemented in April 2021 and so when compared to 2019 (due to COVID19 discrepancies in 2020) a 17.3% 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.

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		
<b>All</b>	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%	↓
<b>Child</b>	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%	↓
<b>Pedestrian</b>	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%	↓
<b>Cyclist</b>	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%	↓
<b>PTW</b>	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%	↓
<b>Car Occupant</b>	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%	↓
<b>Vulnerable Road Users (VRU) **</b>	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

## Vision Zero

West Yorkshire Police (WYP) have made a clear commitment to Vision Zero and continues to develop a 'safe systems' approach to its primary function of enforcement.

The 2020-21 West Yorkshire Police Safer Roads Strategic Plan states that WYP Police 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.

Delivering against the objectives of Vision Zero is dependent upon the co-ordinated and consistent delivery of a safe systems approach across all stakeholders involved in safer roads activity.

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Operational Support Department are currently working with WYCA and the Office of the Deputy Mayor for Crime and Policing on proposals to introduce improved governance structures to support the collective delivery of Vision Zero ambitions across all stakeholders. Operational Support have identified opportunities to support the Safer Roads Executive in both project management and support functions for Vision Zero.

The key 'threats' identified in the Force safer roads strategy include:

- Vulnerable road users (pedestrians; cyclists; 2-wheelers)
- Drug/ drink driving
- Failure to wear seatbelts
- Illegal or inappropriate speeding
- Illegal use of mobile phones or other devices that cause distraction

Maximising the benefits of Roads Policing tasking and co-ordination is dependent upon the consolidation and assimilation of all relevant intelligence sources. This priority action intended to ensure that roads policing activity is timely and accurately focussed on current and emerging threat, risk, and harm on the roads network utilising a comprehensive data set from a broad range of relevant sources.

Through the assimilation of various police intelligence sources (i.e. Automatic Number Plate Recognition (ANPR), criminal intelligence, incident data (STORM), CRASH, and speed compliance) and then ultimately overlaying these data sets against local Partnership and Highways information, there is potential to more accurately identify risk with reference to location, offending vehicles and recidivist or risk-taking drivers. This improved capability will support the tasking and co-ordination of Roads Policing Unit and district resources to proactively address and detect 'high risk' locations and driver behaviour.

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.

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)

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- **Safe Road Users:** Tackling high risk behaviour—inappropriate speed, risky manoeuvres, distractions, drink/drug driving.
- **Post collision response:** Learning, preparing, and adapting for a changing future.

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.

The degree of progress toward the adoption of Vision Zero across the five 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.

Leeds District has achieved significant progress in this regard and the intention is to present the draft Vision Zero strategy to the Leeds Executive Board in early 2022. It is anticipated that the work undertaken in Leeds will support the development of similar workstreams in other districts.

Current proposals under considerations include governance and accountability for Vision Zero being delivered through the Safer Roads Executive which in turn will report directly to a proposed new West Yorkshire Vision Zero Board.

## Operation SNAP – Dashcam portal

In July 2020 West Yorkshire Police introduced the Safer Roads Digital Submissions Portal ‘Operation SNAP’. Members of the public can upload video footage of driving offences for the police to review.

Road users are encouraged to upload digital footage (primarily from dashcam and headcams) to the portal to report dangerous, inconsiderate, or anti-social driver behaviour. The footage can come from any device, including:

- Dashcams in vehicles
- Bike and motorcycle helmet cams
- Phones
- Any other device

Following the submission of footage, a team of experienced roads policing specialists review the recordings and, where there is sufficient evidence they take action to identify the driver and dependent upon the nature of the offence it is dealt with by way of a driver retraining course offer, a conditional offer (3 points and a fine) or a Court appearance.

All submitters receive e-mail feedback as to the outcome of their submissions and any witness required to give evidence personally in court proceedings receives additional support and guidance.

Since its April 2021 launch, Operation SNAP has received 2587 submissions from the West Yorkshire region. Police were able to act on 69% of the submissions.

- 48% resulted in the driver being sent on an educational course
- 14% in the driver getting a conditional offer (3 points and a fine)
- 3% ended up in Court.
- 4% are subject of ongoing investigation
- 31% were finalised with no further action (e.g. insufficient evidence, unable to identify the driver)

The data tables below demonstrate that a variety of road users make submissions to Operation SNAP.

SUBMISSIONS BY DISTRICT		
CD	263	10%
BD	884	34%
KD	405	16%
LD	742	29%
WD	237	9%
Unknown	56	2%

SUBMITTERS TRANSPORT TYPE		
Vehicle Driver	1477	57%
Vehicle Passenger	83	3%
Motorcyclist	10	0%
Cyclist	529	20%
Horse Rider	11	0%
Pedestrian	293	11%
Unknown	184	7%

### Central Prosecutions Investigations

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 to pervert the course of justice.

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

### 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, 710 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) 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 (stated as the minimum viable product) now having been delivered. Delays have been for a number of reasons including overrunning commercial negotiations, defects and performance issues. The delays have led to increased costs as the existing NADC has been further extended into 2023.

From the West Yorkshire Police perspective, the R1.0 still doesn't 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 around capability and data integrity. There is no

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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 significant rise in the costs associated with NAOC and NAS. The projected costs continue to rise, are not set in stone and are likely to rise further. The majority of the cost is set against the ongoing development of NAS.

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

## 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”*.

Following issues in meeting in the early stages of the COVID-19 pandemic the Safer Roads Steering Group and the Safer Roads Executive have been able to meet more regularly with the chairs ensuring the virtual meetings continue to the benefit of the attendees and the partnerships.

## Safety Camera Enforcement

West Yorkshire Police Camera Enforcement Unit enforces speed limits on behalf of the Casualty Prevention Partnership in West Yorkshire using both fixed and mobile automated speed detection equipment.

Current safety camera assets across West Yorkshire are as follows:

	Mobile enforcement sites	Static Enforcement housings	Digital Cameras	Wet Film Cameras
<b>BD</b>	28	90	21	29
<b>LD</b>	18	121	26	33
<b>WD</b>	8	50	17	11
<b>KD</b>	17	107	22	20
<b>CD</b>	14	27	6	0
<b>WY</b>	85	395	92	93

NB: Some cameras are moved periodically between housings at different locations.

The Partnership has introduced new digital technology to replace former wet film cameras and a procurement of a further 25 digital cameras is currently being prepared.

Local highways teams identify sites that meet camera deployment criteria as outlined in the current Department for Transport (DfT) Circular 1/2007 with reference to traffic flow and collision data. Speed cameras are deployed only to predetermined 'high risk' locations, as per the site selection criteria.

All enforcement sites comply with signage and requirements contained within the circular. Costs recovered through National Driver Offender Retraining Scheme (NDORS) course referrals are accounted for separately within the Partnership budget, and reinvestment of any operating surplus into casualty prevention activities is overseen by the West Yorkshire Safer Roads Executive.

Following the recommendations contained in the 2020 HMICFRS Inspection report 'Roads Policing - Not Optional' the DfT are currently reviewing and refreshing Circular 1/2007. It is anticipated that the refreshed guidance will provide greater flexibility to deploy safety cameras to locations of emerging risk which fall below the current 'high risk' criteria. The Casualty Prevention Partnership lead has directly contributed to the DfT review. Publication of a revised draft is now anticipated in December 2021.

WYP and the Casualty Prevention Partnership are compliant with all relevant recommendations contained within the HMICFRS report concerning the deployment of safety cameras.

## Static and Mobile Safety Camera Enforcement Activity 2021 (Offences excluding Motorway)

	Bradford	Calderdale	Kirklees	Leeds	Wakefield	Grand Total
January	3,873	839	2,417	5,981	1,455	14,565
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	4,982	884	2,347	9,424	1,611	19,248
August	4,856	969	2,312	7,592	1,969	17,698
September	4,487	752	1,926	7,085	1,942	16,192
October						0
<b>Grand Total</b>	<b>38,432</b>	<b>8,275</b>	<b>20,525</b>	<b>75,979</b>	<b>14,810</b>	<b>158,021</b>

## Other developments of note

### 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.

### 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 Jan – Oct 2021 the results are shown below:

Persons arrested	76
Fixed penalty ticket/ traffic offence report/ VDRS	1679
Vehicle Seized	309
Report for summons	400
Section 59 Warning	132
No vehicle excise tax	69

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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.

Collectively the partnership has funded a theatre input at 10 high schools pre-COVID with more to come as schools welcome eternal 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 is being led by Op Steerside involving all emergency services partners, focusing on the usual Drink Driving campaign in the run up to Christmas.

The partnership working is mirrored across the West Yorkshire combined area.

### **Drug Driving**

Arrests for drink and drug driving have shown an increase in the numbers arrested for drug driving in the year-to-date March 2021. 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. There has been a reduction in the number of arrests for drink driving which is attributable to the closures of licensed premises during 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 engaging with those likely to drug drive. There were some issues following Brexit with supply of DrugWipes kits, but this seems to have been resolved.

### **Drug Driving Prosecutions**

The national risk around the examination of drug driving blood samples which was reported in the previous paper has stabilised and the capacity of forensic partners being able to return these within the statute time limit of six months has improved. West Yorkshire Police continue to work closely with Regional Scientific Support to ensure that our samples are monitored and returned within five 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 investigations.