

---

**Report of the Director of City Development**

***Scrutiny Board (City Development)***

**Date: 8 December 2009**

**Subject: ROAD CASUALTY TRENDS**

---

**Electoral Wards Affected:**

ALL

**Specific Implications For:**

Ethnic minorities

Women

Disabled people

Narrowing the Gap

---

**Executive Summary**

This report provides an analysis of the most recent road casualty data and provides comparisons with other West Yorkshire districts. It highlights current overall downward trend and the comparative road injury rate for Leeds which is below that of other districts.

This report provides an update on future proposals for the introduction of 20 mph zones in Leeds as part of the Local Transport Plan 2006-11 and their use as a measure for improving safety on the journey to school in the context of evidence which shows that over 90% of injuries to children on the school journey occur elsewhere than immediately outside school sites.

An overview of wider road safety education and enforcement activity is also provided in the report.

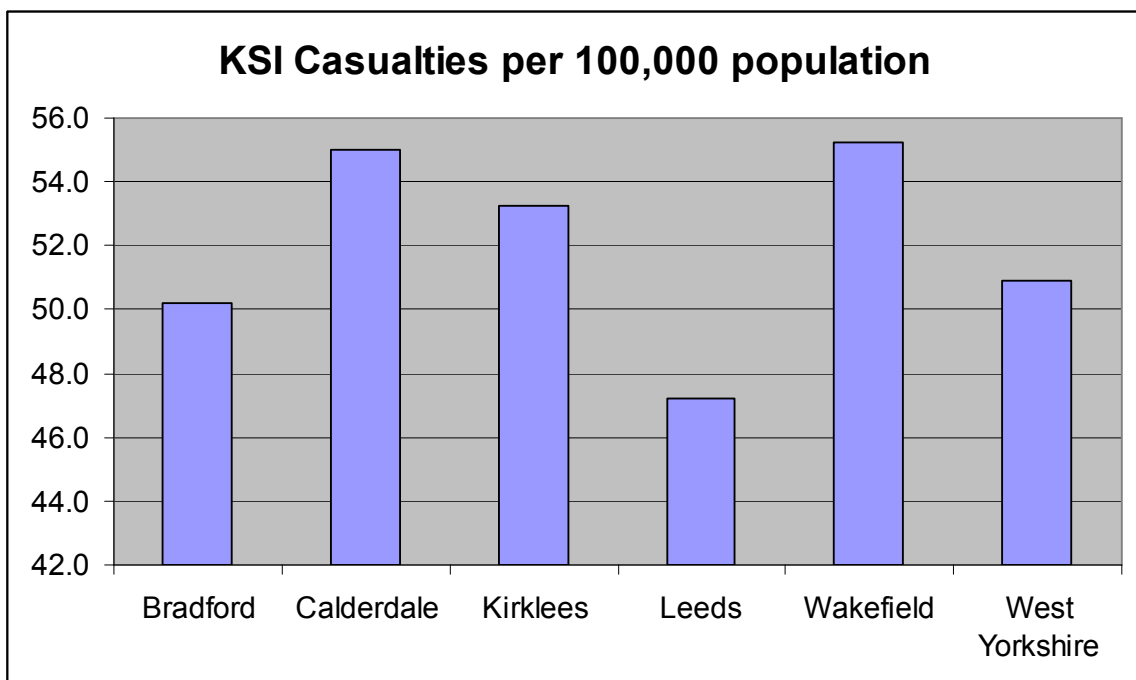
**1.0 Purpose Of This Report**

1.1 This report provides summary data and comparative analysis of road casualty data and trends to aid the Scrutiny Board's further consideration of this matter.

**2.0 Background Information**

2.1 This report is presented following a request from the Scrutiny Board for further information concerning the current situation of road casualties in the district and the role of 20 mph zones in the vicinity of schools to inform their further consideration of a request for further inquiry into these matters.

- 2.2 Road casualties are monitored on a continuing basis by City Development using road injury data provided by the police service. This data informs the Council's actions to improve road safety and contributes to the wider work of the pan West Yorkshire partnerships for road safety. It should be noted that the request for further scrutiny inquiry makes mention of the financial values used by the Department for Transport to quantify the costs of road casualties. The primary purpose of these figures is to allow for the appraisal of potential measures and therefore the valuation figures do not relate to the actual finance made available either at the local or the national level for the implementation of mitigation measures.
- 2.3 Figure 1 below illustrates the respective road casualty rate per head of population for all the West Yorkshire district council areas. This shows that Leeds district has the lowest rate in the area measured as an averaged over the three years 2005 to 2007 on which the road casualty indicator NI 47 is based (Appendix 2). Further details and analysis follow within the main body of this report.

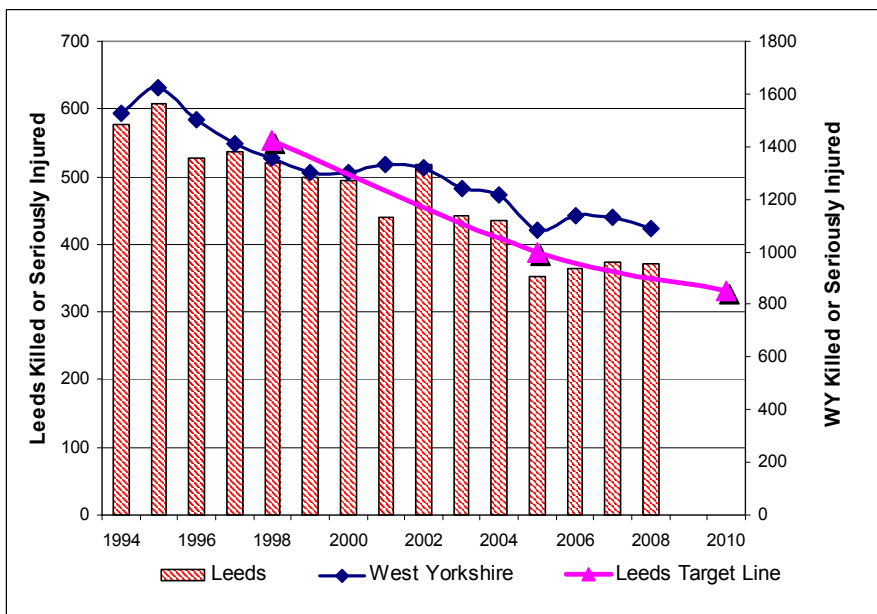


**Figure 1: West Yorkshire Killed or Seriously Injured Casualties per 100,000 Population (Average 2005 to 2007 for National Indicator 47 base)**

### 3.0 Main Issues

#### Overview of road casualty figures

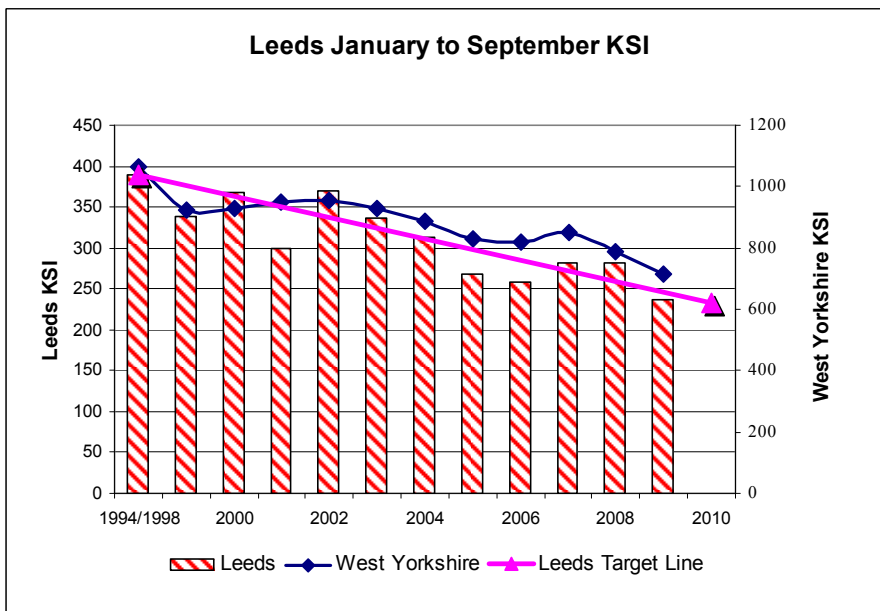
- 3.1 Figure 2 below provides the annual perspective for KSI injuries recorded on Leeds roads. From this it can be seen that the long term trend in high severity casualties in Leeds continues in line with a downward trend, although the total has not changed a great deal over the last four years. However, the trend since 2005/6 is relatively flat and the totals for the last two years lie above the desired target line and the report will return to this point .



**Figure 2: Leeds KSI casualty trend 1994 to 2008**

3.2

Figure 3 below illustrates a current perspective for Leeds KSI casualties for the first three quarters of 2009. The total of 236 casualties, so far killed or seriously injured in 2009, is the lowest figure recorded for any January to September period. The long term downward trend had tended to flatten out during the previous four years and so the reduction for this year is very welcome. At this point of the year Leeds is on track to meet the 2010 target. It should be noted that the graph shows a “Target Line” projected to 2010. There is no implied Government target for the January to September period but this information is a guide as to how the District is performing at this stage in the year.



**Figure 3: Leeds KSI casualty trend third quarter comparison**

3.6 Appendix 1 provides further comparative data relating to Leeds's position and those of the other districts of West Yorkshire and illustrate purely the short term trend rather than the long term trends described above. However, the data's value lies particularly in illustrating the wide fluctuations which take place in numbers from year to year. This is most apparent in the smaller districts of Calderdale and Wakefield where a small number of single incidents can have a disproportionate affect. An overall comparison with wider regional performance for 2008 is provided in Appendix 3 which show that at the time Leeds sat firmly within the top quartile albeit at the time slightly below the target trajectory.

#### Road safety engineering and 20 mph zones

3.7 A range of road safety engineering schemes are developed and implemented each year. These programmes are identified on the following basis:

- Annual Road Injuries Report
- Sites for Concern Report
- Lengths for Concern Report
- Areas for Concern Report
- Detailed in-depth studies of particular sites

3.8 The actions arising from these analyses result in a range of engineering interventions to address the specific road injury problems identified, the main ones being:

- Local safety schemes to target small scale improvements, such as road signs, markings and surface treatments.
- Traffic engineering measures such as junction improvements, traffic signals and pedestrian crossings.
- Speed management measures including the use road safety and traffic light cameras where appropriate.
- Area based treatments including 20 mph zones.

3.9 Whilst the approaches used to identify sites and lengths for concern typically accounts for around 30% of the casualties that occur in the Leeds district annually, the remaining 70% of casualties generally take place across the wider network in a dispersed and unpredictable pattern that cannot be readily targeted with site specific schemes. Twenty mph zones therefore target those areas with raised road injury rates where the distribution and disparate nature of the accidents indicates that a lower speed limit supported by traffic calming measures is an effective approach to casualty reduction.

- 3.10 Research over several years has shown that over 90% of injuries to children on the school journey occur beyond the immediate vicinity of the school. Analysis of the casualty data indicates, using the current five year average, that around 25% of all child casualties (approx 93 annually) occur during the times of a school journey. It is further estimated that 15 casualties annually (4% of the total) occur within 100 metres of a school, of which 5 casualties annually (5% of all school journeys) are estimated to occur near to a school on a school journey.
- 3.11 The 20 mph zone programme is designed to address the range of issues described in the previous section, including road safety on the school journey, in a comprehensive way. In line with the evidence described above, rather than following a blanket approach to providing 20 mph zones outside school entrances road safety in the wider local community is targeted since this has been shown to be more effective in addressing the overall patterns of child injuries, including those involving school students.
- 3.12 At present there are 29 20 mph zones in the Leeds District. These zones include 40 school locations either adjacent or within them. A further thirteen zones are being progressed for implementation during the period to March 2011. This will extend the coverage by a further 14 schools.

#### Road safety education and publicity

- 3.13 The Road Safety Promotions Unit provides a wide range of interventions aimed at reducing the overall number of casualties from road traffic collisions. These interventions are developed and delivered to target the various road user groups identified as being most at risk after careful analysis of the road accident data. Examples of interventions being delivered include:
- Education – All pupils in ‘Priority Area’ primary schools, Year 7 pupils and Year 11/12/13 pupils in secondary schools.
  - Training - Child pedestrian training, Cycle training and Powered Two Wheeler (PTW) Emergency Aid courses.
  - Publicity – “Seatbelt On?” campaign, PTW ‘Hot Route’ signs, PTW ‘Quality Yorkshire Riders’ website.
- 3.14 The child pedestrian casualty statistics are reviewed annually and this results in a dedicated team of road safety trainers delivering a comprehensive education and training programme to all primary pupils in the ‘Priority Areas’ where child pedestrians are identified as being at greatest risk. In addition to the education and training being provided in schools, the wider local community is also targeted with road safety information in the form of leaflets, posters and media reports etc. ‘Priority Areas’ previously identified and targeted include: Beeston, Holbeck, Harehills, Armley and Wortley. The most recently identified ‘Priority Area’ is Burmantofts and Richmond Hill.

## **4 Legal And Resource Implications**

- 4.1 This report raises no specific legal and resource implications.

## **5 Conclusions**

5.1 In order to assist Members consider the request for further enquiry into the road injury situation in Leeds, this report has provided summary information concerning the most up-to-date road injury trends and an overview of the Engineering, Education and Enforcement measures being taken to improve road safety. The report also provides the context for the use of 20 mph zones as part of these programmes and explains the role such measures play in contributing to the safety of children during their journey to school.

## **6 Recommendations**

6.1 Members are requested to note and comment on the contents of this report.

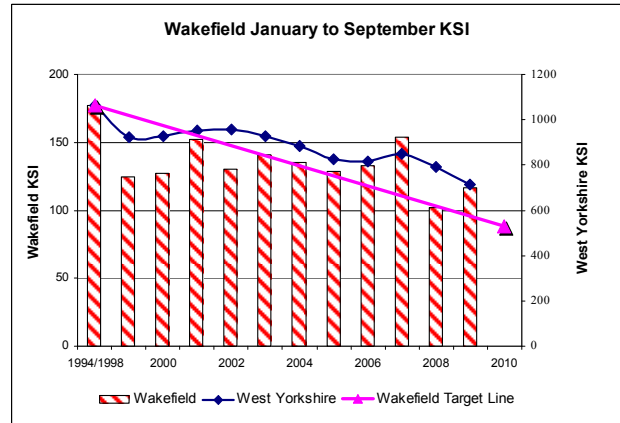
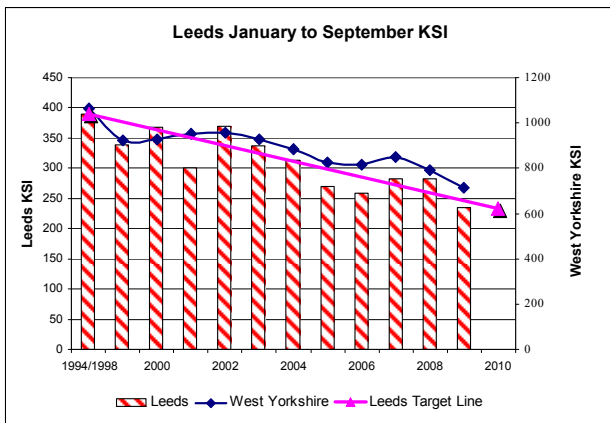
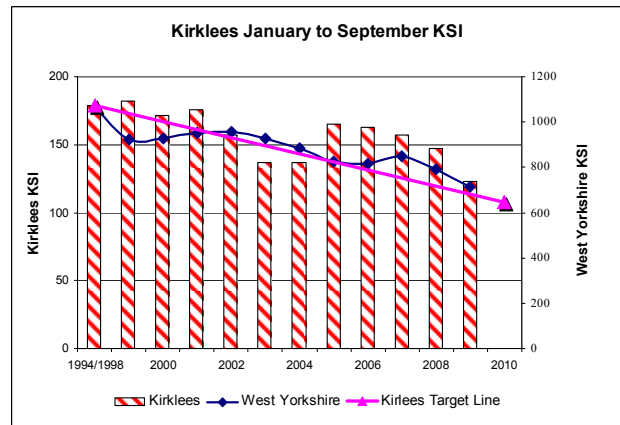
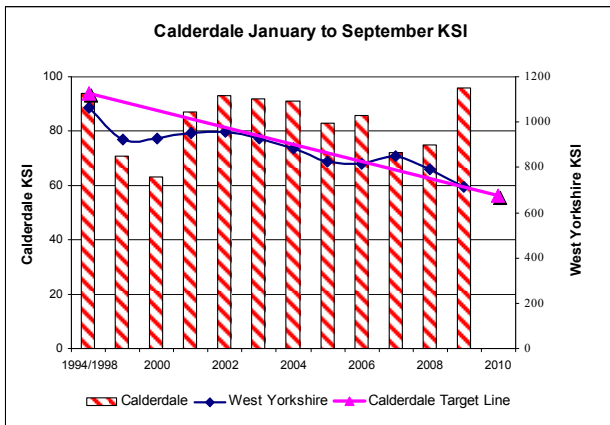
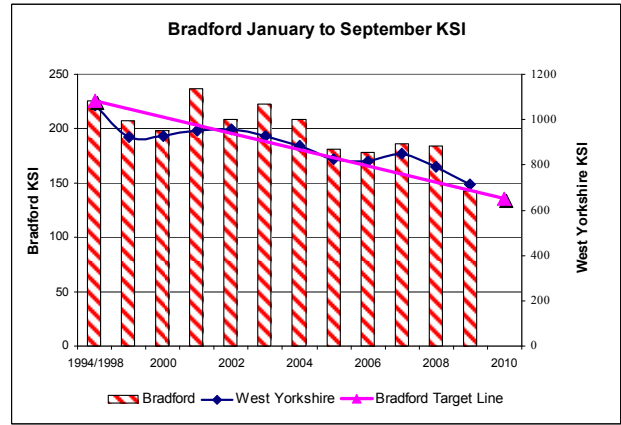
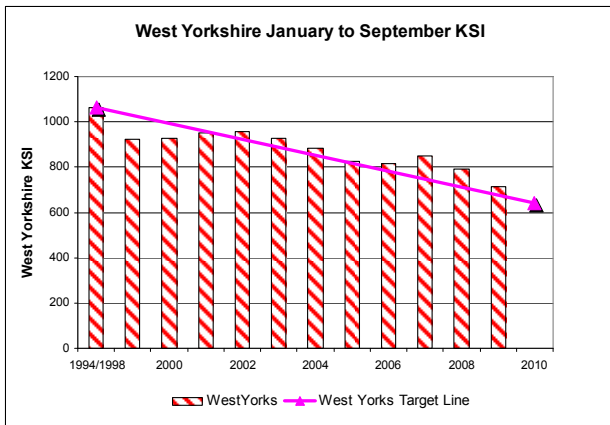
## **7 Background information**

7.1 Background documents relating to this report is as follows:

- i) Leeds Road Injury Report 2008, Leeds City Council 2009
- ii) Leeds Site for Concern 2008, Leeds City Council 2009
- iii) Leeds Lengths for Concern 2008, Leeds City Council 2009

# APPENDIX 1

## West Yorkshire and District Comparisons January to September 2009, Killed or Seriously Injured



## APPENDIX 2

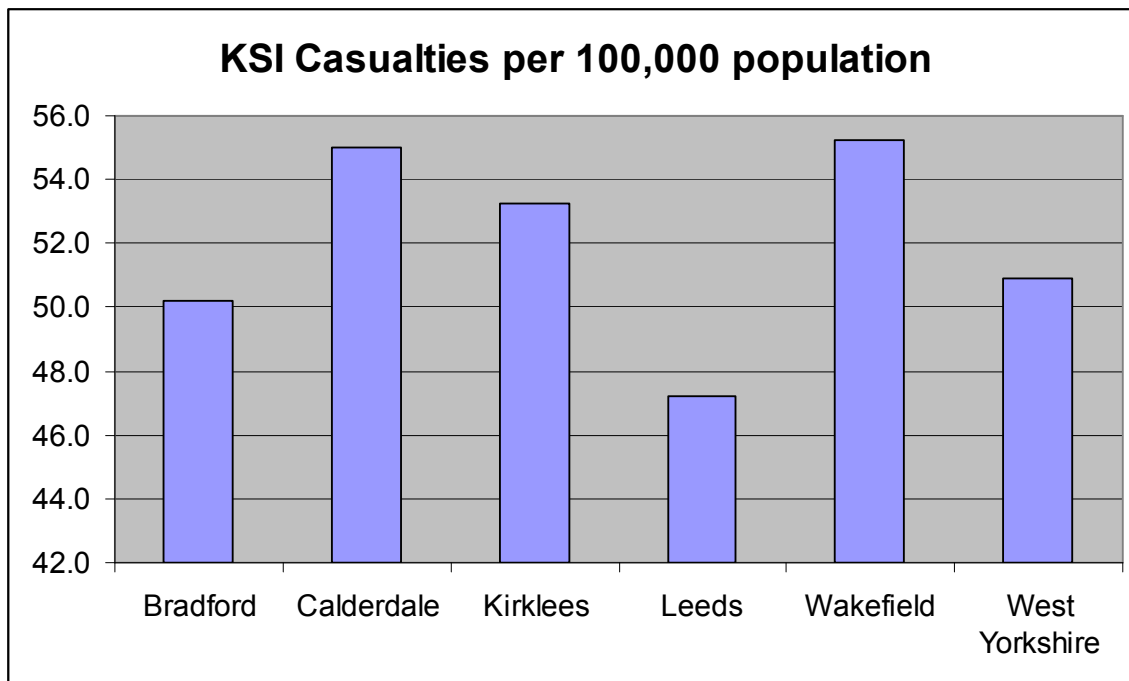
### West Yorkshire Killed or Seriously Injured Casualties per 100,000 Population

	NI47 Casualty Base	Population	Casualty Rate per 100,000 pop.
Bradford	252	501.7	50.2
Calderdale	111	201.8	55.0
Kirklees	215	403.9	53.2
Leeds	364	770.8	47.2
Wakefield	178	322.3	55.2
West Yorkshire	1120	2,200.6	50.9

Source:

Population: *Table 9 Local Authority Mid year 2008 estimate, Office for National Statistics*

Casualties: NI47 Casualty Base: *2005 to 2007 average, West Yorkshire District Councils*





### APPENDIX 3: KSI STATISTICS FOR THE YORKSHIRE AND HUMBER REGION

All KSI's

Local Authority Performance for 06/08Av (from 94/98AV baseline)

Hull	-40.10%	
NYCC	-36.60%	2008 Target
Leeds	-33.20%	
Rotherham	-32.20%	
Wakefield	-30.10%	
N. Lincs.	-26.90%	Y&H Average
EROY	-18.90%	
Kirklees	-17.40%	
Barnsley	-16.80%	
Bradford	-15.70%	
NE Lincs	-15.70%	
York	-15.10%	
Sheffield	-14.20%	
Calderdale	-11.10%	
Doncaster	-0.90%	
Y&H Region	-25.80%	

2008 Target = -36% (Approx.)

Source: Government Office for Yorkshire and the Humber 2009