



Report of the Head of Policy, Performance and Improvement

Meeting: City Development Scrutiny Board

Date: 10th June 2008

Subject: Performance Report Quarter 4 2007/08

Electoral Wards Affected:

Specific Implications For:

Equality and Diversity

Community Cohesion

Narrowing the Gap

1 Executive Summary

- 1.1 This report discusses the key performance issues considered to be of corporate significance identified for each of the Directorates as at 31st March 2008.

2 Purpose of the Report

- 2.1 The purpose of this report is to highlight key performance issues at the end of Quarter 4 (1st January to 31st March 2008) and to provide additional contextual information where relevant.

3 Background Information

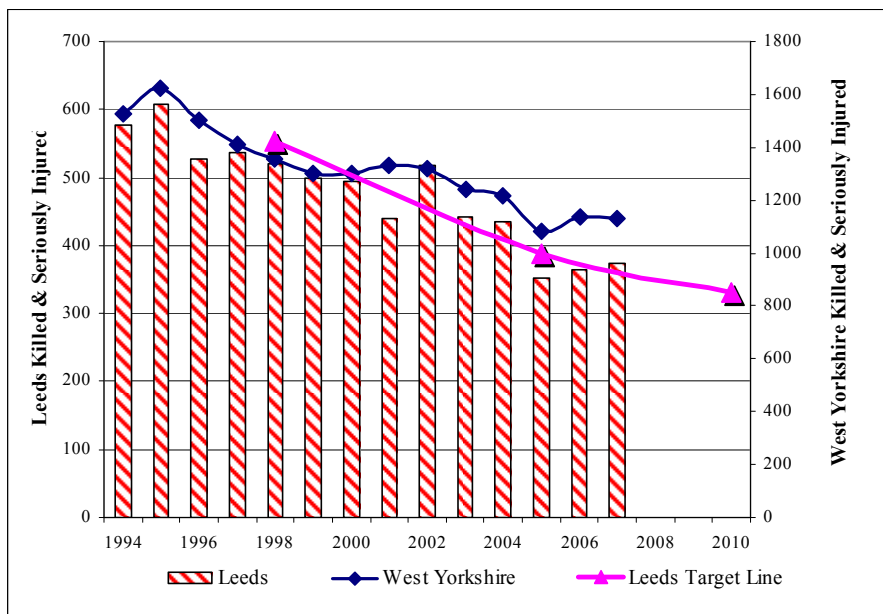
- 3.1 This 'highlight report' has been prepared following the Accountability process, which includes the CLT meeting on 20th May and Leader Management Team on 22nd May 2008. Separate reports have been prepared for each of the scrutiny boards.
- 3.2 Scrutiny board arrangements have been slightly amended this year which has meant that performance information has had to be split differently between boards. For some PI's this split is not straightforward, for example, is teenage conception a health issue or a children's issue? For this reason we have decided for quarter 4 to report such indicators to both relevant boards. As the new arrangements bed-in greater clarity may emerge, although in theory there would appear to be no reason why dual reporting could not continue.
- 3.3 The issues discussed in this report have been identified because performance in these areas impacts upon one or more of the following; the delivery of effective services, the delivery of our corporate priorities; our CPA score; or our ability to deliver efficiency savings. This report is supported by detailed PI information.

4 Directorate Performance Issues

4.2 City Development

BV99 a-c Road traffic collision casualties

Best Value Indicator 99 was reported on the basis of financial years. The number of people killed or seriously injured (KSI) in road traffic collisions in 2007/08 was 365. This figure is better than the target (376), but does represent an increase against performance in the previous year (352). The latter result was quite exceptional, however, and the overall trend still shows a decline in those killed or seriously injured on our roads.



Killed or Seriously injured

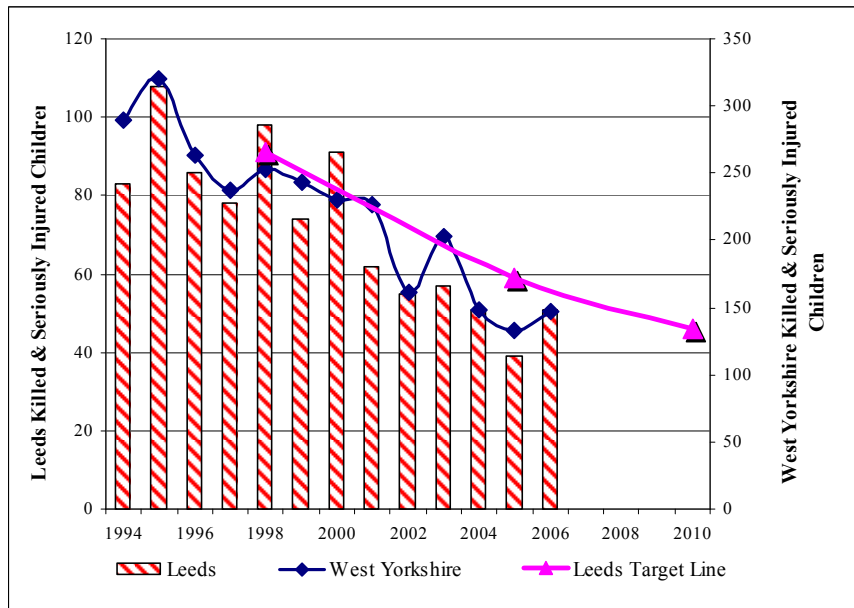
The reporting requirements for this Best Value indicator mean that data is reported 15 months in arrears; the 'actual' result for the 2007 calendar year is 374. Again, this would have been within the target set for the year and is in line with an overall downward trend.

Although the long term trend in high severity casualties does continue to be downward, the rate of progress has slowed down. This is particularly noticeable amongst car occupants, who form the largest proportion of the killed and seriously injured total, accounting for 34%. A slow down in this group, therefore, has an adverse affect on the overall total. Further affecting progress towards the target is a recent upsurge in the numbers of motor cyclists and pedal cyclists who were killed or seriously injured.

In 2007, 34 people were killed on the roads, a reduction from the five year average of 40 (n.b. a five year average is used for comparison purposes due to the annual variability within the data). 56% of those killed were in cars, 26% were pedestrians and 15% were motorcyclists. Of the motorcyclist fatalities, the vast majority of accidents involved motor bikes with engines greater than 500cc.

No cyclists were killed, but 28 adult cyclists were seriously injured; there has been an upsurge in high severity cycling casualties over the last two years, with the majority of accidents happening during week day commuting periods, largely during the summer. The casualty data correlates with traffic census counts of pedal cyclists which show increasing numbers of commuting cyclists.

The number of children aged under 16 killed or seriously injured in traffic collisions rose to 51, following another exceptionally good result of 39 reported in 2006/07. The 'actual' figure for 2007 was 43; this figure includes no fatalities. Again, the overall trend is downwards and we are still on course to achieve our longer term target of 46 by the end of 2010.



Children Killed or Seriously injured

Continued measures aimed at reducing the number killed or seriously injured are still based around speed management. These measures include:-

- Traffic calming and the introduction of 20mph zones
- The introduction of Safety Cameras in collaboration with the West Yorkshire Safety Camera Partnership where speeding can be clearly linked to the road injury data.

A dedicated, full-time, motorcycle road safety officer has recently been appointed in the road safety promotion unit and is currently developing a motorcycle strategy for Leeds in line with the national motorcycle policy guidelines.

High risk routes for motorcyclists have already been identified, from previous road traffic collision data, and action is being taken to focus all motorists' attention to this particular problem by the use of large posters along some of these routes.

Additional publicity is also being considered with the possibility of using bus-back advertising to alert motorists to the vulnerability of motorcyclists.

All the promotional work aimed primarily at motorcycling issues, should also have a positive impact in reducing pedal cycle casualties as many road traffic collisions for both these modes of transport follow similar patterns i.e. drivers of other vehicles failing to see oncoming cycles or motorcycles particularly in heavy traffic flow conditions and near junctions.

A program of education for child pedestrians and cyclists is continuing and is heavily focused on those areas of the city which have seen the highest casualty rates for these user groups i.e. Harehills, Wortley and Armley. Over 7,000 children were involved in pedestrian or cycle training across the city in 2007.

Of particular concern is seatbelt wearing by drivers and passengers and mobile phone use by drivers. Recent initiatives in Calderdale and Bradford have both resulted in those local authorities paying for police enforcement action on overtime and this has seen improvements locally and is something that we are currently considering for Leeds, funds permitting.

5 Recommendation

That Members note the content of this report and comment on any particular performance issues of concern.