

SAFER ROADS

THE CHALLENGE

West Yorkshire is on track to meet the national road safety targets for 2010, as shown in Table 2.3. The challenge is to maintain this improvement in a period when economic growth is forecast to continue and consequently the risk of casualties may increase as the number of trips increase.

Challenges in West Yorkshire include:

- number of people killed or seriously injured (KSI) that are pedestrians, motorcyclists and children (under 16);
- speeding (in terms of increasing the risk and severity of casualties, community severance, and discouraging walking, cycling and horse riding);
- road safety concerns which discourage people from using more sustainable modes of travel such as walking and cycling and so reduce quality of life;
- issues relating to quality and maintenance of transport infrastructure; and
- locations with high numbers of casualties that require major financial investment.

WHERE WE ARE NOW

The most significant issues in terms of road user groups, locations or areas are highlighted below. These have been identified through a review of the road casualty statistics, and through consultation with the public and various road safety groups active in West Yorkshire and the region.

National targets

Table 2.3 shows the excellent progress that has been made in West Yorkshire towards achieving the Government's 2010 targets for reducing road injuries. By the end of 2004 the KSI target was on track to be achieved, the child KSI was almost achieved and the slight target had been achieved.

Table 2.3: Progress towards national casualty reduction targets

	Total KSI	Child KSI	Slight
1994-98 Average	1,484	272	82
1999	1,300	243	84
2000	1,299	230	84
2001	1,331	227	79
2002	1,319	161	77
2003	1,238	203	76
2004	1,215	148	71
2004 % change over 1994-98 average	-18%	-46%	-16%
2004 % change over 2003	-2%	-27%	-7%
2010 Target	890	136	74

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Trends in total casualties

Table 2.4 identifies all road casualties in West Yorkshire by road user group.

Road casualties in West Yorkshire for pedestrians and cyclists have declined significantly in recent years compared to the 1994-98 average.

Whilst car occupant casualties have only decreased slightly compared to the 1994-98 average, this needs to be considered in the context that there has been a downward trend since the peak of 1998.

There has been a noticeable increase in motorcycling casualties compared to the 1994-98 average, with a year on year increase up to 2003. The rising trend has been flattening over recent years and it peaked in 2003. Further analysis of motorcycle casualties is given below.

The table also shows that casualties reduced in all categories (apart from 'Others') in 2004 compared to the previous year and the challenge will be to maintain this downward move in future years.

Table 2.4: Total road casualties by road user group

	Pedestrians	Cyclists	Motorcyclists	Car occupants	Others	Total
1994-98 Average	2,200	665	559	8395	1056	12,875
1999	1,933	651	678	9326	1052	13,640
2000	1,905	589	754	9435	1042	13,725
2001	1,776	499	800	9084	979	13,138
2002	1,685	452	822	9135	873	12,967
2003	1,595	488	830	8914	977	12,804
2004	1,526	440	782	8305	978	12,031
2004 % change over 1994-98 average	-31%	-34%	40%	-1%	-7%	-7%
2004 % change over 2003	-4%	-10%	-6%	-7%	0%	-6%
2004 distribution by road user	13%	4%	6%	69%	8%	

Children

There has been excellent progress in reducing child road casualties over recent years. Table 2.5 shows that total child casualties in 2004 had reduced by 31% compared to the 1994-98 average. Child casualties in 2004 are approximately 10% of the total 2004 casualties, this compares favourably with the 1994-98 average which is 16% of total casualties.

The reduction in high severity child injuries has been even more successful. Child fatal and serious casualties in 2004 have reduced by 46% compared to the 1994-98 average.

In 2004, more than half of all child casualties and more than three quarter of serious and fatal child casualties are either pedestrians or cyclists; and children account for 39% of all pedestrian and 29% of all cycle casualties.

Strategies for reducing child casualties on the journey to school, such as safer routes to schools, have been very successful over recent years. All child casualties on the journey to school reduced by 55% and KSI casualties reduced by 83% compared to the 1994-98 averages. School travel planning has contributed to this reduction and we expect to see further reductions as school travel planning develops.

Table 2.5: Child casualties by road user group and severity

	Child pedestrian		Child cyclists		Total child casualties	
	All	KSI	All	KSI	All	KSI
1994-98 Average	988	187	266	40	2004	272
1999	906	185	272	27	1939	243
2000	877	175	231	33	1930	230
2001	794	149	186	30	1747	227
2002	698	114	151	15	1609	161
2003	679	136	166	27	1583	203
2004	595	103	129	17	1382	148
2004 % change over 1994-98 average	-40%	-45%	-52%	-58%	-31%	-46%
2004 % change over 2003	-12%	-24%	-22%	-37%	-13%	-27%

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Motorcyclists

The upward trend in motorcycling casualties is consistent with the regional and national trend. This also reflects the rising national trend in motorcycling traffic, which is up approximately 50% from 1994-98 to 2003.

Table 2.6 gives a breakdown of motorcycling casualties by severity and a comparison with the 1994-98 average. In 2004, 6% of all casualties were motorcyclists and 19% of all KSI casualties were motorcyclists; these had increased by 40% and 44% respectively over the 1994-98 average. Also of concern is that in 2004, fatal motorcyclist casualties had doubled compared to the 1994-98 average; 17% of all fatal casualties were motorcyclists.

Pedestrians

Excellent progress has been made in reducing pedestrian casualties compared to the 1994-98 average (Table 2.7). Slight casualties show a year on year reduction, but KSI casualties are more variable. The overall trend is down and on track to meet targets.

Over a 25% of KSI road casualties and around 12% of all road casualties in West Yorkshire are pedestrians. The percentage of slight casualties is lower, which reflects the fact that pedestrians are more likely to be KSI if they are involved in a collision. The majority of pedestrian casualties are adults (60%). Studies are currently being undertaken on pedestrian injuries in town and city centres.

Table 2.6: Motorcyclist casualties by severity

	Motorcycling casualties			
	Fatal	KSI	Slight	All
1994-98 Average	10	158	401	559
1999	16	205	473	678
2000	19	207	547	754
2001	19	226	574	800
2002	15	258	564	822
2003	19	235	595	830
2004	20	228	554	782
2004 % change over 1994-98 average	100%	44%	38%	40%
2004 % of total road casualties	17%	19%	5%	6%

Table 2.7: Pedestrian casualties by severity

	Pedestrian casualties			
	Fatal	KSI	Slight	All
1994-98 Average	50	525	1,675	2,200
1999	42	433	1,500	1,933
2000	47	450	1,455	1,905
2001	51	378	1,398	1,776
2002	46	376	1,309	1,685
2003	25	340	1,256	1,596
2004	37	360	1,166	1,526
2004 % change over 1994-98 average	-26%	-31%	-30%	-31%
2004 % of total road casualties	32%	27%	11%	13%

Cyclists

Cycling casualties have reduced over recent years compared to the 1994-98 average, with a year on year reduction in slight casualties (see Table 2.8). KSI casualties in 2004 had reduced by a quarter compared to the 1994-98 average but with more year on year variability. The reductions have been mainly amongst the under 19 year age groups. The majority of cyclist casualties are adults (71%).

There is insufficient data available for West Yorkshire from the late 1990s to be able to identify whether the reductions are related to fewer cycle trips or successful interventions.

A local target for greater use of cycling has been set in LTP2 and complementary road safety measures will be needed to encourage more people to cycle. This need is supported by cyclist concerns on safety identified in public consultations.

Urban and Rural Areas

An analysis of casualties by area is given in Table 2.9. It can be seen that more (85%) casualties occur in built up areas (all roads with speed limit 20, 30 and 40mph) due to a greater level of travel in these areas. However the severity of casualties is greater in non-built up areas (roads with speed limit 50mph or more) due to higher traffic speeds on rural roads, but 83% of West Yorkshire's KSI casualties occur on urban roads.

Table 2.8: Cyclist casualties by severity

	Cycling Casualties			
	Fatal	KSI	Slight	Total
1994-98 Average	6	106	558	664
1999	2	74	577	651
2000	4	80	509	589
2001	4	91	408	499
2002	3	62	390	452
2003	6	101	386	487
2004	2	78	362	440
2004 % change over 1994-98 average	-67%	-26%	-35%	-34%
2004 % of total road casualties	2%	6%	3%	4%

Table 2.9: Distribution of casualties in 2004 by area and road user

	Built up area		Non built up area	
	All	KSI	All	KSI
Pedestrians	1,505	347	21	13
Cyclists	425	72	15	6
Motorcyclists	687	188	95	40
Car Users	6,892	354	1,413	140
HGV	250	16	162	12
Bus Users	463	13	35	0
Other Users	57	13	11	1
All	10,279	1,003	1,752	212

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Around three quarter of all casualties in 2004, were in built up areas on roads with a 30 mph speed limit.

Whilst there have been reductions in road injuries on local residential roads, there is a continuing concern about road injuries on major roads and at major junctions and high casualty numbers in urban centres. In 2004, 243 junctions in West Yorkshire were identified as problem locations because there had been 15 or more accidents causing injury over a five year period.

Particular road safety issues of concern in rural areas relate to excessive vehicle speeds in villages, and the need to protect horses and horse riders, and others using the roads for leisure activities including cycling, walking and motorcycling.

Disadvantaged Areas

National research shows there is strong evidence that people from poorer communities suffer disproportionately as road traffic casualties and the Government's SEU in particular found that children from Social Class V were five times more likely to be killed in road crashes than those from Social Class I. This is due to poor environment, living in areas of high traffic volumes and greater exposure to traffic. Disadvantage is measured by the Indices of Multiple Deprivation as set out in Part 1 of this document.

Table 2.10: Analysis of road casualties by deprivation

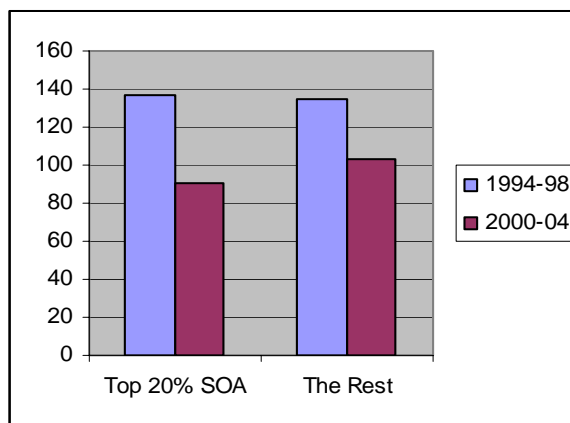
Index of Multiple Deprivation % Range	Number of SOAs	Average no of casualties per SOA (2000-2004)					
		KSI					Slight
		All	All Child	Child pedestrian	Pedestrian	Pedal cyclist	All
1-10	270	5.6	1.13	0.9	2.4	0.4	61.3
11-20	186	4.6	0.81	0.5	1.5	0.3	44.2
21-30	177	5.3	0.85	0.6	1.9	0.4	48.1
31-40	156	4.8	0.78	0.5	1.4	0.3	37.8
41-50	126	4.0	0.48	0.3	0.9	0.3	37.0
51-60	141	4.2	0.43	0.3	0.7	0.3	36.3
61-70	125	5.1	0.44	0.2	0.7	0.2	37.9
71-80	92	3.7	0.42	0.2	0.6	0.2	30.4
81-90	80	3.1	0.29	0.2	0.6	0.3	22.3
91-100	28	2.6	0.25	0.1	0.3	0.2	17.4
County Average		4.7	0.70	0.5	1.4	0.3	42.5

Table 2.10 sets out the data related to deprivation and casualties in West Yorkshire. A fifth of the SOAs are in the top 10% of deprived areas, and a third in the top 20%. The highest rates of casualties occur in the top 10% of deprived areas indicating a strong link between casualties and deprivation, and confirming the findings of national research.

Analysis of child KSI casualties shows that the top 20% of deprived SOA's account for half of child KSI casualties. The reduction of child KSI casualties has received the highest priority in West Yorkshire in recent years, which is reflected in the excellent progress made towards achieving the 2010 target (Table 2.3 given earlier). In the last 5 years (2000-2004) there has been an overall reduction of 29% in the number of children KSI compared to the 1994-98 average. The provisional figures for 2005 show a further decrease.

Figure 2.17 shows that Child KSI casualties have fallen in the top 20% deprived SOA's by 34% compared to the reduction in the Rest of the SOA's of 24%.

Figure 2.17: Comparison of Child KSI in West Yorkshire



Many road safety initiatives over the LTP1 period have focused on areas of disadvantage due to the concentration of road injuries in those areas. Pedestrian and child pedestrian injuries in particular have received priority, including the provision of an appropriate environment, teaching road user skills, promoting responsibility and awareness and safe behaviour.

Extensive work has been done to traffic calm residential streets, provide pedestrian facilities and to take advantage of government initiatives such as “Kerbcraft” and school travel plans supported by safer routes to school projects.

Neighbourhood Renewal initiatives and further community involvement, including the Neighbourhood Road Safety Initiative

(NRSI), and more recently roads policing have also come into play.

The reduction in road injuries to children in areas of disadvantage reflects the attention that has been given to this issue. Involvement with local people is higher than it has ever been and their involvement in whole community approaches to road safety has brought other links, for example, with health service professionals who are able to reach groups in society that road safety professionals may not have access to. Further links have been made to promote safe places and safe routes to play, giving access to healthy exercise and promoting social development.

Speed management

General

Excessive and inappropriate speeds are of concern in West Yorkshire in general, but particularly around schools and in residential areas. For non car users, excessive or inappropriate speed is an important safety concern. This is partly the reason for the decline in walking and cycling in the UK.

It is estimated that one third of road deaths every year in the UK are the result of excessive or inappropriate speed. Applying this to the 1994-98 average fatal casualty figure for West Yorkshire shows that 38 people are killed every year through excessive or inappropriate speed.

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The West Yorkshire Road Safety Strategy Group, which includes the West Yorkshire Casualty Reduction Partnership (WYCRP), has developed a speed management strategy to address these concerns. The aim of this strategy is to achieve, where practicable:

- greater adherence to the speed limit;
- driving at speeds which are appropriate for the road conditions or road environment;
- 30 mph speeds at community centres and schools on major roads; and
- 20 mph speeds in residential areas.

Enforcement

The WYCRP was established in 2002 and operates speed and red-light violation cameras. The 4-year review of safety camera operations across the country published in December 2005 reported that safety cameras in West Yorkshire had reduced average road speeds at camera sites by 23% (8.6mph) and personal injury collisions at camera sites by 72.8%.

In general enforcement is undertaken by the WYCRP at locations that meet government criteria for the use of fixed and mobile cameras. Other locations are enforced through local policing and initiatives such as community speedwatch.

Road safety at work

The majority of road casualties in West Yorkshire are car occupants. National research shows that around a third of road accidents involve motorists in an at work situation.

Further work needs to be carried out to identify how much of a problem at work related road safety is in West Yorkshire, and the recent changes to the STATS19 form (police collision report), which now includes journey purpose will help to identify this problem.

The WYCRP and individual district authorities are talking to employers about road safety at work, safer driving and the effects of speed on local communities. The CIBA Speciality Chemicals company in Bradford has put all its drivers through a defensive driving course and is putting items on speed and local communities in its 'Team News' magazine and 'Talking Community', which is delivered to 3000 households and businesses. Kirklees Council are currently developing driver improvement, speed awareness and safe company driving schemes for application throughout West Yorkshire during LTP2.

Drink/drug driving

A priority in the Government's White Paper *Choosing Health: Making Healthier Choices Easier* is to encourage the responsible use of alcohol. Road casualties associated with drink driving

account for some 5% of the people KSI and 3% of total casualties. Drinking prior to introduction of breathalyser and blood tests accounted for a much higher percentage of KSI and total casualties.

Drug driving is a developing issue and we are working to identify the extent of the problems in West Yorkshire.

Highways Agency

In 2004 in West Yorkshire, around 8% of casualties occurred on trunk roads, for which the HA and their Managing Agents are responsible.

The HA is a member of the West Yorkshire Road Safety Strategy Group but has its own National Road Safety Plan designed to meet the 2010 national road safety targets. The details are laid out in 'Making the Network Safer - HA Strategic Plan for Safety' with a commitment to contributing to Government's targets for reducing road casualties and to provide a safer network for customers. This commitment is passed on to the Managing Agents who maintain and improve the network on the HA's behalf.

Horse riders

It is estimated that there are 3 million horse riders in Great Britain. This figure is increasing all the time with increased leisure time and more people taking up riding.

The British Horse Society estimates that in the UK as a whole there are at least 3000 horse related collisions per year; and over 100 horses are killed on the roads every year. There is also concern that these numbers may be underestimated as many horse related collisions go unreported.

In West Yorkshire, there were 60 horse related collisions over the five year period 2000 to 2004. The majority of these collisions were in rural areas. Almost a quarter involved a loose horse bolting in the carriageway. There were 21 injured horse riders, the majority of them adults. There were no fatalities, but 4 serious and 17 slight injuries.

The West Yorkshire Road Safety Strategy Group is currently working with the British Horse Society to develop a guide to best practice in West Yorkshire to highlight problem sites for horse riders, to develop audit procedures and to draw up a programme for improvements.

WHERE WE WANT TO BE

‘Safer roads’ is not only about reducing road injuries, but also to sustaining and revitalising local communities. It is therefore integrated into many initiatives promoting transport and health. Creating a safer environment not only reduces road injuries but can also help to encourage people to travel by more sustainable modes such as walking and cycling.

The objectives for safer roads are:

- **To improve safety for all highway users and**
 - To reduce the number and severity of road casualties;
 - To tackle problems facing vulnerable road users (including those in deprived areas).

The objectives are consistent with the national objective to reduce casualties, and to address the generally higher level of casualties in disadvantaged communities.

They cover the specific issues for West Yorkshire of vulnerable road user groups and in particular pedestrians, children, and motorcyclists. They also reflect the importance of road safety in national, regional and local policy.

The targets for safer roads are presented in Part 4. They include the national targets

for road safety and a local target for pedestrians. The local target for pedestrians was set in 2000 in recognition of the high numbers of pedestrians injured in West Yorkshire, and will be retained during LTP2.

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WHAT WE ARE GOING TO DO IN LTP2

The West Yorkshire Road Safety Strategy has been developed from the Government's national road safety strategy in the White Paper *Tomorrow's Roads – safer for everyone* and revised following the national three-year review of progress.

The foundation of our approach to safer roads is the engagement and involvement of local people, analysis of road injuries related to road lengths, road junctions, local areas, common causation factors, road user groups and local communities and injury trends. It is driven by the need to deal with the most serious casualty problems first and to reduce injuries to vulnerable road users, to people in disadvantaged areas and to reduce speeds for the benefit of all road users. Strategy elements fall into two broad categories.

Promoting safer roads for overall community benefit includes 'added value' measures like highway maintenance or new works (for example integrated transport corridors improvements, town centre and village improvement schemes, pedestrian, cycling and riding networks, School Zones, traffic management, Home Zones, traffic calming, Safe Routes to School, road signing).

Local road safety measures and enforcement activities are designed to directly reduce road injuries at specific

locations, generally capital works at specific locations or areas where there have been casualties that can be treated with low cost measures bringing a high rate of return. The schemes include engineering works at existing casualty locations and mass action schemes, supported by Education, Training and Publicity (ETP) initiatives.

Individual elements of the road safety are to:

- S1 provide an appropriate road environment with facilities for each user group;
- S2 provide the relevant skills for driving, riding, walking and cycling;
- S3 promote awareness of road safety issues and of the road user's responsibility for others;
- S4 encourage the correct behaviour of all road users; and
- S5 improve safety through new technologies that can reduce the risk injury.

S1 Provide an appropriate road environment with facilities for each user group

The road environment and its maintenance is a major factor in road safety, influencing the behaviour of road users, and the level of safety that can be provided. It must be suitable for users and have the appropriate facilities for people to be safe, for example

to have adequate crossing facilities for pedestrians and networks for cycling.

The need to improve the environment is also supported by public consultation, which showed that the state of roads, pavements and cycle lanes was a frequently highlighted problem.

This approach supports the strategy in the White Paper *The Future of Transport* for better street design to make roads safer and more pleasant environments for all road users.

Measures:

- local road safety engineering measures for existing problem locations;
- maintenance programmes that include road safety improvements;
- implementation of formal Safety Audits on all highway schemes to maximise the safety benefits;
- bridge and retaining wall measures to prevent or mitigate the effects of impact and improve vehicle and pedestrian safety;
- for pedestrians and cyclists, where demand for walking and cycling is likely to increase, provision of appropriate facilities to enable these activities to be carried out safely (e.g. off road school links to the Calder Valley Cycle Link);

- for children, further develop child safety audits to identify key factors in collisions involving children, giving priority to the most deprived areas;
- actions that promote safer roads for overall community benefit (e.g. traffic calming and traffic management);
- road user hierarchy approach to design (e.g. incorporation of pedestrian features within design, planning of regeneration schemes).

S2 Provide the relevant skills for driving, riding, walking and cycling

This approach supports the strategy in the White Paper *Tomorrow's Roads – safer for everyone* for better education and training for drivers, cyclists and pedestrians to ensure all road users are aware of the risks and know how to use roads safely.

For people to be safe they must have the correct training for the vehicle, motorcycle or cycle they are using. For horse-riders they must have the correct training to be in control of the animal under road conditions. Pedestrian skills are needed to interact safely with other road traffic. People must also make sure that drink or drugs do not impair their skills.

Measures:

- for children, continuation of district authority programmes for child pedestrian training including

continuation and modification of the Kerbcraft pedestrian training initiative;

- for cyclists, continuation of cycle training initiatives for children and cyclists in general;
- for horse riders, work in partnership with the British Horse Society and their horse rider skills training;
- for motorcyclists, Police initiatives around Bike Safe in conjunction with North Yorkshire County Council (NYCC), and extension of 'Driving for Life' to include motorcyclists;
- 'Driving for Life' driver improvement courses for younger drivers (enhanced PassPlus), for older drivers (supporting older road users scheme), for offenders (Speed Awareness Course and National Driver Improvement Scheme), led by Kirklees;
- application across West Yorkshire of the 'Driving at Work' initiative, developed by Kirklees. This includes driver improvement, environmental awareness and safe company driving schemes;
- training and awareness campaigns of how to use facilities (e.g. puffin crossings, traffic calming and other engineering projects);
- publicity initiatives;
- enforcement initiatives; and

- LSP Neighbourhood Action Plans.

S3 Promote awareness of road safety issues and of the responsibility for others

Road users are responsible for their own safety and for all other road users. They should not by their actions or behaviour put others at risk. Responsibility for road safety needs to be considered by all as a shared responsibility between district authorities, the HA, NHS, WYCRP, businesses, road users and all of West Yorkshire's communities.

Measures:

- to promote road safety for children, (and the responsibility for parents and schools), continued use of Safer Routes to School, School Travel Plans and the SAFEMARK schools initiative;
- for motorcyclists, continuation of awareness campaigns for motorcyclists;
- for cyclists, cycle networks and links, including traffic-free networks, and the promotion of awareness to drivers that cyclists need to be safe;
- provision of pedestrian and cycling facilities and networks (to improve safety and mobility, and to link with health initiatives);
- for rural areas and urban villages, provision of gateways with clear indication of speed limits and with

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- appropriate messages from the local communities;
- provision of 20 mph zones in urban areas and in rural villages, where practicable – incorporating local messages increasingly from local children;
- continuation of publicity and enforcement campaigns to raise awareness of the effects of alcohol and to prevent drink driving;
- ‘Driving for Life’ training initiatives for all road users;
- awareness campaigns and initiatives, including company driving schemes, the use of travel plans, promoting engineering projects and links to local needs and also supporting the ‘Think’ campaign;
- promotional work linked to road safety initiatives and audits of current and planned activity;
- promote awareness by actively involving the local community;
- use of internet to promote road safety initiatives (e.g. local authority and Police web-sites
www.homeszonesnews.co.uk and
www.safetycameraswestyorkshire.co.uk);
- use of press and radio to promote road safety information;

- promotion of road safety in urban regeneration and neighbourhood renewal – including the NRSI;
- support various agencies and private companies who operate schemes to promote safe driving practices at work;
- joint promotion with local road safety charities; and
- in car safety training

S4 Encourage the correct behaviour of all road users

Enforcement and non-enforcement measures are used to influence changes in behaviour of road users. Using enforcement supports the strategy in the White Paper “*Tomorrow’s Roads – safer for everyone*” for better, more targeted enforcement for the minority who break the law and put others at risk.

Enforcement within West Yorkshire is a joint undertaking between the police and the WYCRP, in partnership with the district authorities. Enforcement areas include speed, seat belt wearing, mobile phone use, drink/driving, vehicle maintenance, and a monthly theme to deal with other road safety issues.

Non-enforcement initiatives to manage behaviour include traffic calming which is used extensively to modify existing roads. Traffic calming schemes in particular have reduced injuries to children and to

pedestrians overall. Other non enforcement initiatives include road safety ETP and driver training schemes; and initiatives such as those as identified under S3.

Measures:

- speeding overall will be tackled through the implementation of the West Yorkshire Speed Management Strategy and the development of an enforcement strategy involving local policing, WYCRP, and the local community through ‘Speedwatch’ initiatives; and should include referral to speed awareness courses instead of penalty points and a £60 fine;
- speeding in urban areas will be tackled through safety cameras, speed indicating devices, vehicle actuated signs; and other actions that contribute to changing behaviour (as per S1, S2 and S3, e.g. Home Zones, training, gateways);
- red light violation cameras will be deployed to reduce casualties at traffic signal junctions;
- introduction, where appropriate, of 20 mph zones and associated traffic calming measures in urban areas with speed related problems particularly around schools and in locations with high proportions of child injuries;

- speeding in rural areas will be tackled through continued use of gateways and clear indications of speed limit commencement, review of speed limits and police enforcement action;
 - local policing and targeted enforcement (e.g. seat belt wearing, vehicle condition, drink and use of drugs),
 - promotional activities for all road users; and
 - further development of the safer roads hierarchy to ensure roads meet the needs of the communities alongside and in the vicinity of the road, as well as other road users who use the road for longer journeys.
- UTMC systems (e.g. improved phasing and linking of traffic signals);
 - Automatic Number Plate Recognition (ANPR) (Police Revenue) to deny criminal use of the road network. There is a clear link between general criminality and the disregard of traffic laws; ANPR will be used to tackle all forms of criminality in our roads, thereby creating a safer environment for all;
 - maintenance of UTMC systems;
 - Intelligent Speed Adaptation (Government funded pilot scheme);
 - Motorway Incident Detection and Signing (HA).

S5 Improve safety through new technologies that can reduce the risk of injury

This is a strategy in the White Paper *Tomorrow's Roads – safer for everyone*.

Measures:

- introduction of 'vehicle activated signs', to reinforce conventional signs, where this has had limited impact and where they will be most effective from a road safety point of view, specifically taking account of factors such as speed related collisions and identifiable hazards (e.g. near schools, before sharp bends etc);

HOW WE ARE GOING TO DELIVER

Partnership working

The West Yorkshire strategy for 'safer roads' is managed through a multi-agency task group: the West Yorkshire Road Safety Strategy Group. It meets monthly and involves:

- the five Highway Authorities;
- West Yorkshire Police;
- WYCRP;
- Strategic Health and representatives of PCTs; and
- the HA .

In this way there is general support and agreement on road safety matters and shared approaches to issues such as speed management and publicity that are so important in influencing local people. The WYCRP has won a Prince Michael of Kent Road Safety Award for 'Safer Roads Day' and West Yorkshire Police for 'Community Speedwatch'.

Whilst recent Government announcements have indicated that future safety cameras will be looked at as part of overall local road safety plans, this has been the case in West Yorkshire since the establishment of the WYCRP in 2002. The proposed changes will have little impact on overall working practices, as there is already complete integration within the road safety

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strategy group. Adequate financial arrangements, however, must be put in place to ensure that safety camera enforcement can continue.

Other partners include the Yorkshire and the Humber Casualty Reduction Steering Group, the local community, local road safety charities and Government.

General cross boundary issues are dealt with at quarterly meetings, involving district authority road safety officers from across the region.

Specific schemes and initiatives with potential benefits across boundaries are raised with the relevant internal or external highway authority as necessary.

Each district authority has its own Road Safety Action Plan that delivers the overall West Yorkshire Strategy - developed to meet particular circumstances of the authority and to develop further local partnerships. Particularly important are those established through the Neighbourhood Renewal Fund and the Local Area Agreement (LAA) process working directly with neighbourhood managers and with local people.

In partnership with the Institute of Transport Studies at the University of Leeds, a Government funded pilot is being tested in Leeds for speed limiters in vehicles with Intelligent Speed Adaptation.

The HA's Annual Road Safety Strategy Report includes consultation with the district authorities to identify areas of mutual concern that might not necessarily be picked up during the trunk road investigations. This information is then fed in to the individual route reports which provide details of possible improvement options to be investigated further.

Resourcing

There is a general issue with limited resources to implement initiatives in district authorities (e.g. cycle training), by the Police (e.g. enforcement) and in the local community (e.g. schools).

Additional increased resources are needed to provide skills, raise awareness and responsibility and to encourage appropriate behaviour. Similar skills shortages have been identified and acknowledged by Government in related transport fields.

Delivering safer roads depends upon adequate resources being available.

Changes to funding

Changes to the funding of safety cameras are described in Part 3 "Strategy delivery".

After 1 April 2007 DfT will no longer retain control over camera partnerships and their operations. Local authorities and their partners will need to integrate safety camera operations with other road safety services and initiatives. The WYCRP is an essential element in the reduction of road

injuries in West Yorkshire and the 4-year review of safety camera operations has confirmed the contribution that has been made. This contribution must be maintained and the benefits gained from the national safety cameras programme should be extended to road safety overall, particularly in targeted enforcement, public relations and the dealings with local people.

In the interests of continuity and to maintain the current impetus in reducing killed and serious injury, the Partnership would continue in a similar format as it is at present. It will be necessary to revisit the Partnership Agreement because of the change in funding arrangements. This will take place over the summer and autumn of 2006 to allow for budgets to be agreed.

The Partnership Agreement would be made for the period of LTP2 and thereafter in accordance with the continued funding being available. There is a need for confidence in the continuity of funding for all the partner agencies.

If increased allocations are given to West Yorkshire, the new funding arrangements for road safety overall will allow for more effective and more comprehensive programmes of road safety initiatives to be prepared and will give greater opportunity to engage with local people in delivering road safety. The addition of revenue funding is particularly welcome to enable authorities to increase road safety ETP

initiatives and develop innovative approaches to road safety that are coming from major initiatives such as NRSI.

PART 2 STRATEGIES
SAFER ROADS

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