

WEST YORKSHIRE ROAD SAFETY STRATEGY

INTRODUCTION

1. The West Yorkshire Road Safety Strategy has been prepared as an integral part of the West Yorkshire Local Transport Plan which seeks to achieve a better, more integrated transport system - leading to less congestion, less pollution, more transport choice, and less dependency on the car. It is consistent with the aims of the National Road Safety Strategy published in March 2000 and considers the information needed to carry out a child safety audit.
2. The West Yorkshire Road Safety Strategy deals with the safety issues of transport choice in West Yorkshire and the particular local circumstances relating to specific road user groups, especially those most vulnerable to road injuries, for example children and elderly people, pedestrians, cyclists and motorcyclists. The local authorities, the Police and other agencies in West Yorkshire have worked together with local people in recent years to reduce injuries in line with the DETR guidelines.
3. Working in partnership, it has been possible to meet many of the targets for the year 2000 established under previous national road safety initiatives, which were set against average casualty figures for the 1981 to 1985 five-year period. This work is being continued and expanded in line with national priorities to maximise the opportunities for transport choice and casualty reduction. The base line for future activity and targeted reductions in road injuries is the average casualties/year in the 5-year period 1994-1998 as set out in Tomorrow's Roads Safer for Everyone.

Support for national initiatives

4. This Strategy has been developed with close attention to Tomorrow's Roads – Safer for Everyone, the new national road safety strategy, which has provided the template for future local action to improve the safety of West Yorkshire's roads. It has prompted new and concentrated attention to be given to road safety and through its 10 themes it has given specific direction to the key aspects of safety management most especially a focus on appropriate speed. These will be key factors in allocating resources and working together with local people to reduce fatal and serious injuries.
5. The work that is being carried out in West Yorkshire and which is reflected in this Strategy mirrors these key themes from the national strategy, particularly in the setting of targets for 2010, which are closely aligned to those that we have set ourselves. The emphasis on child safety is welcomed and again in West Yorkshire the local authorities have concentrated for a number of years on the reduction of injuries to children, with some success. Child pedestrian casualties in West Yorkshire have fallen to their lowest levels in recent years.

AIMS AND OBJECTIVES

The prime and focused aim of the West Yorkshire Road Safety Strategy is to make a significant and sustained reduction in the fatal and serious casualties brought about by road injuries.

6. The three Aims of the Strategy emphasise the importance placed on integration and co-ordination that is needed to improve road safety and recognises the contribution which local people make. Our aims are:

- To enable local people to promote and be involved in the identification of road safety concerns and the progression of initiatives to reduce road injuries.
- To promote an environmental change which gives mobility, travel choice and travel safety
- To achieve a "safety" culture where everyone recognises the need to travel responsibly.

7. In order to meet these Aims we have set Objectives to reflect the inter-agency and partnership approach which is necessary to deliver future improvements to road safety. These objectives incorporate activity within the traditional areas of road safety education, engineering and enforcement together with the increasing need for encouragement to consider wider travel issues and the key aspect of developing effective partnerships for change.

8. The Objectives are:

- Change the road environment in such a way that it is both seen to be, and actually is, a safer place for all classes of road users particularly those most vulnerable - pedestrians, cyclists, motorcyclists and horse riders.
- Equip all road users with the skills and information needed to travel safely in regard to their own and other road users' safety.
- Involve a wide range of people and organisations in the process of developing an appropriate road environment and a responsible culture to improve safety and the quality of life.

9. The West Yorkshire Road Safety Strategy is supported by action plans from the 5 Metropolitan Districts, the Police strategy document - "Joining Forces for Safer Roads" and Health Action Plans developed from the Government White Paper - "Our Healthier Nation" and, also, through community safety initiatives.

ROAD CASUALTIES IN WEST YORKSHIRE - THE BASELINE POSITION

10. West Yorkshire Police road casualty records have been used to assess the baseline position of this Strategy and calculate the necessary average figures required to monitor future progress. Using this data for the period 1994 - 1998 inclusive, gives average annual figures which show a total of 12,876 casualties, including 115 deaths and 1369 serious injuries.

11. There has been a steady decline in the number of fatal and serious injuries for a number of years but, in common with many other areas, this has been accompanied by a continuing rise in slight casualties. In 1999, however, it was encouraging to see a small but significant reduction in the number of slight injuries by 791 to 12,340.

12. In 1999 the main road user groups sustaining fatal and serious injuries were in the following categories :-

- 433 pedestrians (33%)
- 74 pedal cyclists (6%)
- 205 motorcycle users (16%)
- 326 car drivers (25%)

- 201 car passengers (15%)

13. Other groups represented in the total figure of 1,300 injuries are hackney carriage/ private hire drivers and passengers, goods vehicle occupants, emergency services vehicle users, public service vehicle occupants, horse riders and others. Whilst injuries to horse riders and collisions involving ridden horses are in relatively low numbers, their inclusion indicates a need to consider the safety issues around horse riding and to make adequate provisions to make horse riding safer.

14. Summary casualty information is given for individual years from 1994 in Charts 1 and 2.

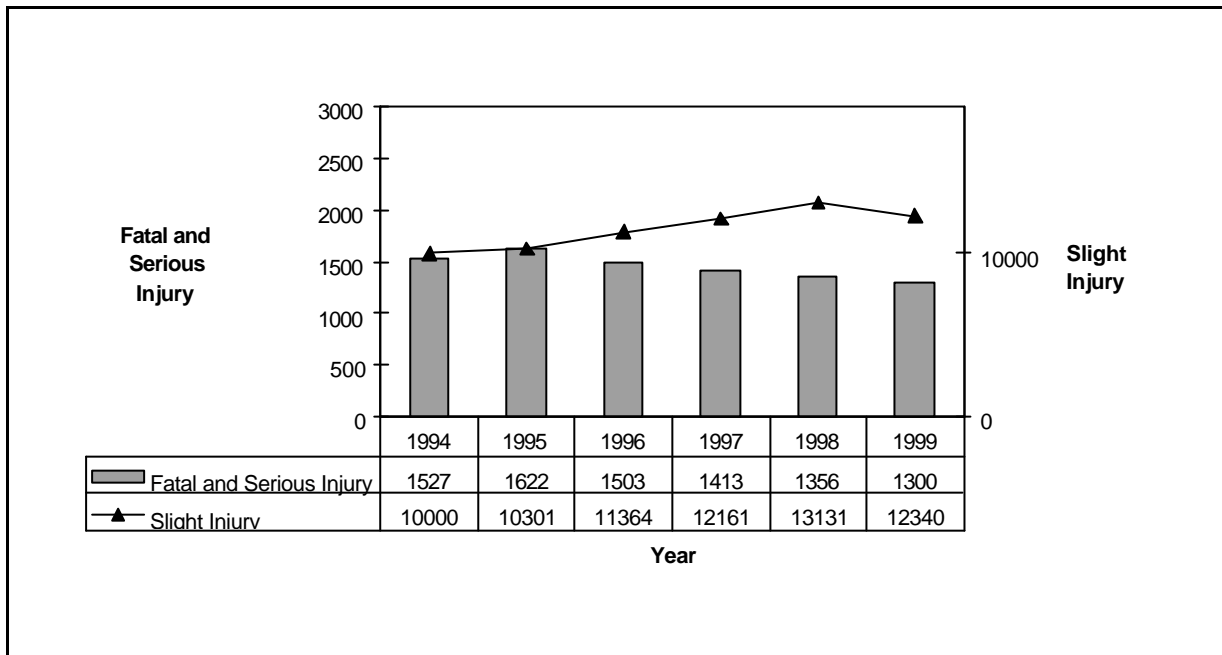


Chart 1: West Yorkshire Road Casualties

15. In the period from 1994 to 1999 fatal and serious casualties fell by 14% to 1300 whilst slight injuries rose by 23% to 12340

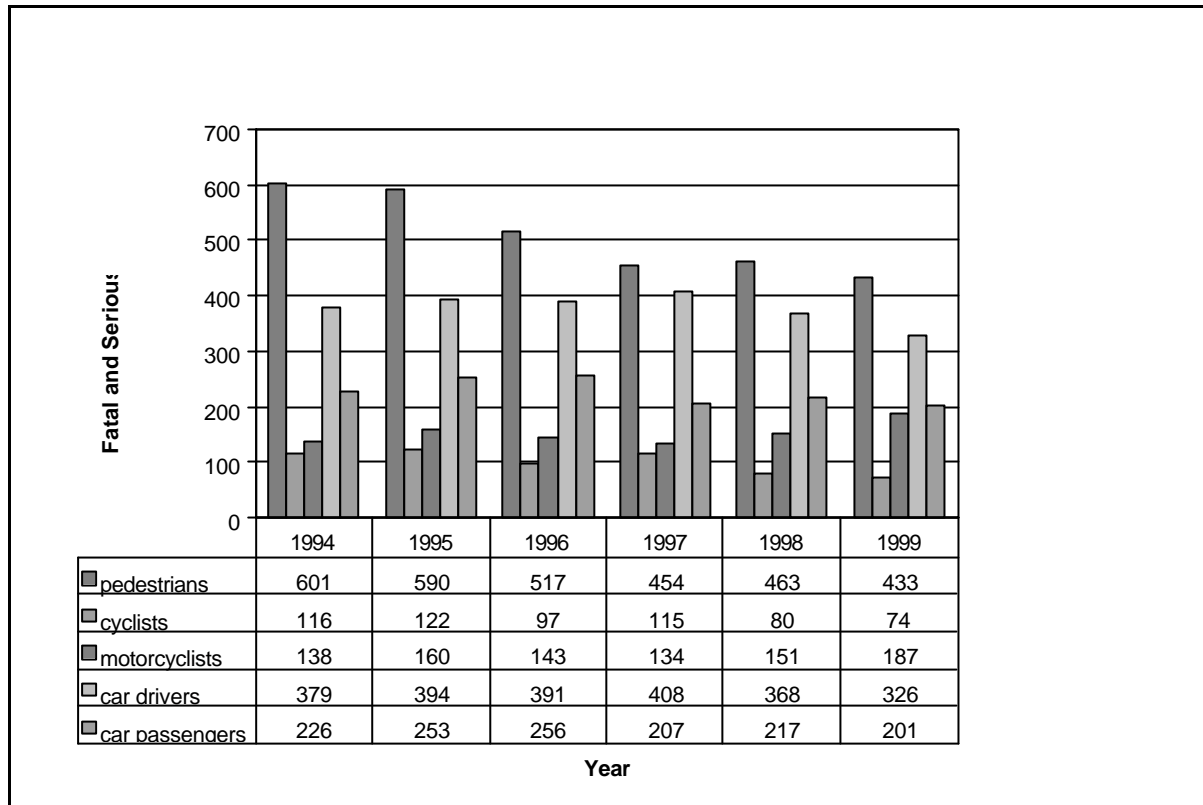


Chart 2: West Yorkshire Road Casualties – Fatal and Serious Injuries

16. There is an overall reducing trend in fatal and serious injuries in most user groups. Deaths and serious injuries for, pedestrians, pedal cyclists, car drivers and car passengers have fallen by 28%, 36%, 14%, and 11% respectively between 1994 and 1999. Figures for motorcyclists show an increase of 36% in the same period. This very significant increase is the subject of an ongoing study

Child injuries

17. In the 1994-98 baseline period, the average number of fatal and serious injuries to children aged 0-15 years were in the following categories:

- total injuries 273;
- pedestrians 187 (69%);
- pedal cyclists 41 (15%);
- car passengers 35 (13%).

18. Also, on average there are 2 fatal or serious injuries to motorcycle riders and 1 such injury to a child driving a car. This is clearly indicative of a persistent problem of under age and illegal use of motor vehicles.

19. During 1999 1,939 children were injured on West Yorkshire's road, including 10 fatalities and 233 serious injuries. These accidents were in the following main categories and severities:

- pedestrians 906 (20% KSI);
- pedal cyclists 272 (10% KSI);

- motor vehicle occupants/riders 754 (4% KSI).

20. At the local level information is available at a much greater level of detail and this information is being used to direct child casualty reduction measures to the greatest effect.

Factors in Road Injuries

21. Over a number of years, the most common factors in road injuries have been driving too fast, driving too close, turning right injudiciously, misjudged speed and distance, and overtaking injudiciously. Whilst some of these factors can in part be addressed through engineering measures, these factors do act to emphasise the need for measures which can successfully influence drivers behaviour and response to road conditions and the presence of other road users.

Other sources of data

22. Ideally we would wish to supplement the data recorded by the Police at the casualty site. We have, however, concluded that it would be impractical to include data on hospital admissions for road related injuries due to the difficulty in collecting and analysing the data in manner which would provide sufficiently robust and useful data. We are, however, satisfied from previous experience that the recorded data provides a robust and consistent means for identifying the main road safety concerns in West Yorkshire and that this distribution provides a proxy for other injuries which may go unreported.

23. Whilst evidence from research elsewhere leads us to believe that there may be some element of under-reporting particularly of slight injuries, we are confident that our reliance on the STATS19 data provided by the police is soundly based and that it provides adequate representation of the scale of road safety problems in West Yorkshire comparative to elsewhere in the U.K.

TARGETS - REDUCING ROAD INJURIES

24. As the previous section has indicated there are a very substantial number of road injuries occurring in West Yorkshire. This section therefore outlines the targets which the local authorities have jointly agreed as being appropriate for the West Yorkshire area. They have been defined after careful consideration of both current data, past trends and also in the light of the authorities collective past experience of casualty reduction activity. In this respect they have both been chosen to be challenging but at the same time with an element of realism such that we believe with the right level of support from the Government, Police and public they can be achieved.

National targets to 2010

25. The national road safety target reductions to 2010 are based on the average annual casualties in the 5-year period 1994 to 1998. The headline target reductions adopted for road injuries in West Yorkshire, consistent with national guidelines, are:

- a 40% reduction in the numbers of people killed and seriously injured;
- a 50% reduction in the numbers of children killed and seriously injured;
- a 10% reduction in the rate of slight injury, expressed as the numbers of people

slightly injured per 100 million vehicle kilometres travelled.

26. In addition, we aim to achieve a reduction of 50% in the numbers of pedestrians killed and seriously injured. With early attention, we aim to achieve a reduction of 40% by 2005. Our overall intention is to continue to reduce all injuries to pedestrians including slight injuries.

27. With respect to our targets for slight injuries it is necessary to commission further work to ensure that we are able to effectively monitor this against the traffic flow data collected in West Yorkshire. Further work on this issue and the subsequent definition of the targets will be reported in future Annual Progress Reports.

28. The target reductions will be supported by specific co-ordinated actions and by more detailed target reductions guided by local circumstances in West Yorkshire.

Baseline Indicators

29. The key performance indicators are summarised below. A full breakdown of the road safety targets for this Strategy is provided in Annex 2 attached to this document.

	All fatal and serious injuries	All slight injuries	All child casualties
Base (1994-98)	1484	*	2004
to 2005	1187	*	1504
to 2010	890	*	1002

Table 1: Baseline Indicators

* Figures to include casualty rates based on traffic flow, awaiting additional National Traffic Census data from DETR

Milestone Indicators

30. In order to assist in the measurement of progress Milestone Indicators for the period 2000 to 2005 have been prepared in accordance with our 5-year plan and consistent with longer term target reductions to 2010.

Year	Baseline	2000	2001	2002	2003	2004	2005	2010
All fatal/serious injury	1,484	1263	1226	1189	1152	1115	1078	891

Table 2: All fatal and serious injuries (Target total reduction 40%)

Year	Baseline	2000	2001	2002	2003	2004	2005	2010
All fatal/serious injury	272	233	224	214	205	195	185	136

Table 3: Child fatal and serious injuries (Target total reduction 50%)

Monitoring

31. Whilst clearly the core indicators for change will be based on the reported casualty records, we are also committed to the development and use of appropriate additional indicators. Such additional indicators will take the form of additional transport data which can act as supplementary proxies for the overall level of road danger.

32. The programmes of Local Safety Scheme implemented since specific Government funding was made available for this activity have been extensively monitored and for the most recent five year period details of individual scheme performance are included in the Local Transport Plan Annual Progress Report.

33. The additional indicators, which we will seek to develop and subsequently report in Annual Progress Reports, are as follows:

- Observed vehicle speeds at specific points;
- Changes in the number of drivers exceeding speed limits;
- Indicators of change in driver behaviour, which may include: -
 - seat belt wearing;
 - traffic light violations;
 - speeding offences;
 - drink drive and drug related convictions;
 - observed use of mobile phones etc.

IMPLEMENTING THE STRATEGY

34. The road safety working practices which have developed over many years in West Yorkshire underpin the activities which will be pursued to continue to address the Strategy's three core aims.

35. These activities fall into three areas: Community - ensuring participation and involvement; Road environment - making physical improvements; and Safety culture - influencing opinions and behaviour. In each section we have underlined our commitment to improving safety with details of some of the broad range of initiatives which are being undertaken or are proposed during the life of this strategy. These initiatives are the key to delivery of the Strategy objectives.

Community - developing partnerships and ensuring participation

36. The involvement of local people, including local road safety committees, in road safety issues is a priority in West Yorkshire and is secured in many ways through the media, neighbourhood forums, consultation groups, district road safety action plans and policing plans, and through leafleting and public meetings. This involvement is underpinned by the partnerships we have established for the delivery of road safety education, training and programmes in each District area within which the key partners are the Police, Health Authorities and local education departments and schools. An essential part of this is an effective process of liaison with all interested parties to ensure that new initiatives are built on sound foundations of ownership and participation. Key measures which address our objectives include:-

- The development of effective partnership working arrangements with key agencies including the Police, Metro and public transport operators, Health Authorities and Healthcare Trusts.
- Co-operation at the West Yorkshire and regional level between road safety practitioners to ensure the effective implementation of local and national campaigns and share experience to ensure that a best practice approach is adopted for the

delivery of new initiatives, including participation in the regional promotions group.

- Participation in travel awareness initiatives such as Walk to School Week and support for measures which facilitate adoption of healthy and sustainable travel patterns. Regionally 250,000 children have been involved in such events in the past.
- Work through the establishment of local multi-agency groups such as the Child Accident Prevention Groups operating in Calderdale and Wakefield Districts and similar groupings in other Districts to address broader issues of safety.
- Developing links with local communities, such the well-established Neighbourhood Forums in Bradford and in other Districts, to ensure that programmes reflect local concerns and respond with strategies and measures which effectively address safety issues.
- Continuing development of work in schools and with other groups to provide road safety advice and information, for example an ongoing publicity advice campaign for students travelling in the A660 corridor in Leeds and similar initiatives elsewhere.

Road Environment - Changing Physical Features

37. This environmental change is promoted throughout West Yorkshire, in response to the occurrence and nature of road injuries, to reduce conflict and to prevent death and injury. We recognise community needs, awareness of road safety, and correct behaviour as essential elements in successful environmental change. Casualty reduction measures based on road safety engineering are discussed and agreed with community representatives and amended as necessary to meet local circumstances.

38. The content of Local Safety Schemes programmes has gradually evolved to address issues in residential areas and to target low-cost and effective casualty reduction measures that are of particular benefit to local communities and pedestrians and cyclists. There is however a continuing concern about the significant number of injuries which occur on major roads and at major junctions.

39. Over many years a very considerable investment has been made in cost effective casualty reduction measures at many of these location. This investment has successfully stabilized the casualty rate at many locations, but continuing increases in traffic flows and changes in local conditions have frequently necessitated consideration of additional measures. Often this entails a fundamental review of the site, particularly where junctions are concerned and as such remedial measures at those locations generally have significant cost implications. Increased resources will need to be allocated to investigation and identification techniques to continue a programme of low-cost measures, but increasingly safety aspirations will need to be combined with more substantial infrastructure projects to meet the overall target reductions. A number of such sites are included in the Local Transport Plan programme.

40. Whilst Local Safety Schemes are the main direct measure for improving the safety of the highway, road safety is promoted in all transport improvements through attention to design standards, community needs and safety audit procedures. Key measures which address our objectives include:

- The continuation of detailed analysis and study of road safety injury records supported by specific local research, covering the following areas:
 - in-depth investigations on a site or route specific basis to direct and inform

- remedial action to the greatest effect;
- progression of community safety audits with sharing of information to identify road safety needs and priorities;
- the application of good practice in the investigation and design of remedial measures including the techniques applied through adoption of Urban Safety Management;
- conduct of formal safety audits on all new highway schemes in accordance with DETR and IHT guidelines.
- Local Safety Schemes to introduce cost effective improvements with significant casualty reduction benefits, achieved through:
 - implementation of targeted programmes at sites with known casualty records using proven measures known to result in reduced road injuries;
 - schemes designed to alter the road environment to reduce conflict and to control speeds within a co-ordinated approach to education, training and publicity and supported by the Police;
 - past investment has been approximately £2.5 million per annum and has shown overall First Year Rates of Return in the order of 300 - 400%;
 - attention to the needs of pedestrians, cyclists and disabled people when considering new schemes together with the views of local residents and businesses.
- Speed Management is an integral part of the Strategy. Appropriate speed is the key to improved safety, and developments in speed management in West Yorkshire will progress with local communities alongside the emerging national guidance and legislation on setting local speed limits and on the creation of a road hierarchy. The adoption of safer driving behaviour is being promoted by a number of key actions:
 - recognition that excess speed is a major factor in a significant proportion of crashes in West Yorkshire and that the adoption of a suitable speed management strategy is essential to address rising casualty numbers and increasingly inappropriate driver behaviour;
 - direct speed reduction will continue to be achieved through the application of traffic calming and other speed reduction measures implemented through both Local Safety Schemes and Integrated Transport programmes;
 - measures to enhance the Police's enforcement capabilities through the application of camera technology, especially on major roads where other engineering techniques are less appropriate;
 - through the review and future development of the existing speed limit hierarchy throughout West Yorkshire to establish a more consistent basis for the review and adjustment of speed limits as part of the overall package of casualty reduction measures;
 - the co-ordination of speed limit reviews and changes with local publicity and targeted police enforcement.
- Traffic calming schemes will continue to be implemented on both site specific and

area wide bases and these measures will be supported with education, training and publicity. Measures will include:

- continued introduction of area wide 20 mph zones in locations with high casualty rates and vulnerability for children and pedestrians;
 - route traffic calming measures and speed reduction measures on “lengths of road for concern” particularly in residential areas and other locations with high levels of street based activity.
- Road safety engineering measures within general improvement schemes, these will be directed at:
 - appropriate use of measures to improve safety as part of junction improvement schemes and to reduce conflict between the various groups of road users making use of traffic signal and co-ordination techniques as appropriate;
 - the careful integration of appropriate safety measures in all transport improvement schemes;
 - ongoing review of street lighting standards, making improvements where necessary to provide levels of illumination that reduce the incidence of lighting related collisions and also provide enhanced levels of personal security;
 - the appropriate use coloured and/or skid resistant road surfacing;
 - the use of “gateway” measures at the entrances to towns and villages and also at appropriate locations in urban areas where the character of the road changes substantially such that it warrants significantly different behaviour on the part of drivers;
 - provision of suitable facilities to promote the safety of all users, for example adequate crossing facilities for pedestrians, cyclists, and ridden horses.
 - Effective use of the planning process to ensure best practice in the design of new developments is being applied across West Yorkshire, by:
 - taking on board the principles outlined Planning Policy Guidance and adopting the principles underlying the draft Regional Planning Guidance and Transport Strategy for Yorkshire and the Humber;
 - the development of local design guides and aids for developers and designers which incorporate the principles of sustainability and safe movement, such as the Sustainable Development Design Guide adopted in Leeds;
 - ensuring that within the planning process full account is taken of the wider safety issues arising on the road network adjacent to developments and seeking appropriate recognition of these issues in the planning obligations of developers;
 - the inclusion of travel plan requirements within planning agreements for significant new developments, including schools, with provision for measures which address the safety and security issues associated with the adoption of more sustainable travel behaviour.

Safety Culture - influencing opinions and behaviour

41. A safety culture is implicit in the work done to make people aware of their

responsibility for the safety of others and of themselves and, of their responsibility to community life that has suffered through the effects of increased traffic volumes and inappropriate traffic speeds. It is promoted through all our agencies and encompasses particularly, education, training, health and enforcement issues. The central purpose of these activities is to extend the skills, knowledge and understanding of all road users and thence to increase the levels of competency amongst road users however they travel. We are seeking to do this by:

- Measures to improve road user skills training through:
 - the further development and expansion of pedestrian training, cyclist training and pre-driver training programmes for children and young people which are already provided at varying levels in West Yorkshire to increase young people's ability to make real choices about how they travel;
 - continuing to ensure the ownership of parents and guardians, teachers and governors in child safety initiatives to enable constructive partnerships to be built through which to deliver initiatives;
 - the development of a standardised approach to cycling training schemes for the West Yorkshire area;
 - continuing support for the West Yorkshire driver improvement scheme with further extended availability as a positive alternative prosecution in appropriate circumstances.
- Preparation and promotion of road safety through District Action Plans setting out the specific local initiatives that we will pursue, support for the West Yorkshire Policing Plan and for Health Action Plans and initiatives implement as part of Health Action Zones;
- Support of National Road Safety campaigns, from DETR and other sources, particularly those that are working towards reducing the speed of motor vehicles in both urban and rural areas;
- Local road safety campaigns to target particular concerns, for example, in-car safety, at-risk locations/areas;
- Targeted enforcement of areas where there are casualties related to speed or other law breaking;
- Promoting safety as part of integrated transport initiatives through the inclusion of Safer Routes to School projects within wider school travel planning activities and by the development of a holistic view of safety within the overall health impacts of travel mode.

STRATEGY DEVELOPMENT

42. During the five-year term of the Local Transport Plan the West Yorkshire Road Safety Strategy will be continually reviewed and developed to address specific road safety concerns as policy develops and new issues arise. This action will focus on the need for reinforcing the broad based multi-agency approach we have established in order to sustain the reductions in road injuries that are being achieved. Slight injuries to car occupants have shown a very significant rising trend, for many years, and on detailed examination are generally confined to particular circumstances - 30mph roads,

inappropriate speeds and shunt-type collisions. This is to be addressed through the main aims and objectives of the West Yorkshire Road Safety Strategy to include changes to the environment, appropriate enforcement and specific publicity and education campaigns, to inform and involve local people.

43. A procedure is being developed to carry out child road safety audit to include the numbers, circumstances of, and the location of injuries to children as pedestrians, cyclists, car passengers or public transport users. It will consider the journeys that are made by children, the differences between particular age groups and whether or not, as pedestrians, responsible persons accompany them. More specific details of the proposals for developing child safety audit are set out Annex 3. Personal security issues that restrict travel opportunities are also being considered in West Yorkshire as part of the Local Transport Plan's measures for social inclusion.

44. Other developing issues are speed management projects where we are working together with local communities and, motorcycle casualties of whom those people aged 30-39 years are increasingly involved in road injuries. As stated previously fatal and serious injuries to motorcyclists have increased by 36% in West Yorkshire since 1994. As well as achieving a greater understanding of these emerging trends in motorcycle use and injuries, we will be looking to develop more effective measures to address the issues underlying these changes.

Resources

45. The level of revenue support given for Road Safety Training is summarised elsewhere in the Local Transport Plan. However, working within existing and projected revenue budgets, training is limited by the very staff-intensive nature of training schemes and, although an expansion is sought, it is unlikely that comprehensive cover can be given throughout the area in the foreseeable future. In the future as green travel planning initiatives become more widely adopted, increasing revenue resources will need to be directed into joint initiatives.

46. Currently although the very significant increases in capital resources can support very worthwhile changes to the physical infrastructure the local authorities recognise that this capital investment must be matched by revenue resources to establish self sustaining patterns of travel change. The West Yorkshire Authorities will take every opportunity to draw in the additional resources necessary for this work both from the limited local resources available, from Government and Europe, and from external organisations and business.

The Way Forward

47. There have been significant achievements in road safety and casualty reduction in West Yorkshire and the developing road safety strategy, together with the National Road safety Strategy, is the way forward to continue these achievements and to share best practices. It is a further opportunity to involve local people and to progress in a co-ordinated manner towards effective casualty reduction - to give travel choice and travel safety. The foregoing discussion is summarised below as the following key priorities for developing the Strategy over the five year life of the Local Transport Plan:

- The preparation of local District Action Plans which identify in detail the measures which are being pursued at the local level to implement this Strategy with provision for

periodic review.

- Further research and development to identify measures with which to tackle more effectively increases in slight injuries to vehicle occupants.
- Continued action and research to address the continuing issue of injuries to Public Service Vehicle passengers to build on previous work with operators which has been undertaken in Leeds and elsewhere.
- The development of child safety audit processes and further targeting of casualty reduction measures which particularly benefit children.
- Further measures which strengthen the links between safety and security initiatives and the wider adoption of travel planning by schools and business.
- Initiation of a fundamental review of speed limits throughout West Yorkshire and the adoption of appropriate speed management strategies at the local level.
- The development of further initiatives to address the issue of casualties to motorcyclists together with measures which support an emerging trend for greater use of motorcycles and ensure rider safety is improved.

ANNEX 1

PERFORMANCE AGAINST CASUALTY REDUCTION TARGETS FOR THE YEAR 2000

	Base (1981-85)	Average 1997/99	Target 2000
Fatal	100	44	60
Serious	704	406	422
Slight	1924	1607	1291
Total	2728	2057	1773

Table 1.1: Pedestrian Casualties

	Base (1981-85)	Average 1997/99	Target 2000
Fatal	7	5	5
Serious	130	84	87
Slight	576	558	384
Total	713	647	476

Table 1.2: Pedal Cyclist Casualties

	Base (1981-85)	Average 1997/99	Target 2000
Fatal	38	12	15
Serious	598	145	209
Slight	1410	399	1004
Total	2046	557	1228

Table 1.3: Powered Two Wheel Rider Casualties

	Base (1981-85)	Average 1997/99	Target 2000
Fatal	70	45	51
Serious	777	527	567
Slight	3508	8793	2561
Total	4355	9365	3179

Table 1.4: Car Occupant Casualties

	Base (1981-85)	Average 1997/99	Target 2000
Fatal	25	9	15
Serious	372	196	223
Slight	1224	997	816
Total	1621	1202	1054

Table 1.5: Child Casualties (Age 0 to 15 pedestrians and pedal cyclists)

	Base (1981-85)	Average 1997/99	Target 2000
Fatal	16	3	8
Serious	171	67	86
Slight	472	394	236
Total	659	464	330

Table 1.6: Casualties from crashes with at least one driver failing a breath test

ANNEX 2

CASUALTY REDUCTION TARGETS FOR 2010

2.1 Targets for reduction in all injuries for 2005 and 2010

	Base (1994-98)	to 2005	Target 2010
Fatal	115	92	69
Serious	1369	1095	821
Total	1484	1187	890

Table 2.1.1: All Casualties - fatal and serious injuries

	Base (1994-98)	to 2005	Target 2010
Total	*	*	*

Table 2.1.2: All Casualties - slight injuries (Rate)

* Figures to include casualty rates (per 100 million vehicle kilometres) based on traffic flow, awaiting additional National Traffic Census data from DETR.

	Base (1994-98)	to 2005	Target 2010
Fatal	50	30	25
Serious	474	190	237
Slight	1676	200	251
Total	2200	420	513

Table 2.1.3: Pedestrian Casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	6	4	4
Serious	100	80	60
Total	106	84	64

Table 2.1.4: Pedal Cycle Casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	10	8	6
Serious	136	108	82
Total	146	116	88

Table 2.1.5: Motor Cycle Rider Casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	44	35	26
Serious	575	460	345
Total	619	495	371

Table 2.1.6: Car Occupant Casualties

2.2 Targets for reduction in Fatal and Serious Injury to Children for 2005 and 2010

	Base	to 2005	Target 2010
Fatal	13	9	6
Serious	260	195	130
Slight	1731	1300	866
Total	2004	1504	1002

Table 2.2.1: All child casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	8	6	4
Serious	179	135	90
Slight	802	601	401
Total	989	742	495

Table 2.2.2: Pedestrian child casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	3	2	1
Serious	38	28	19
Slight	226	169	113
Total	267	200	133

Table 2.2.3: Pedal cycle rider child casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	2	2	1
Serious	34	25	17
Slight	589	4442	295
Total	625	469	313

Table 2.2.4: Car occupant child casualties

	Base (1994-98)	to 2005	Target 2010
Fatal	0	0	0
Serious	3	2	1
Slight	88	66	44
Total	91	68	45

Table 2.2.5: PSV Passenger child casualties

ANNEX 3

DRAFT FRAMEWORK FOR DEVELOPING CHILD SAFETY AUDIT

Introduction

A3.1 As explained in the Strategy in West Yorkshire we already have some detail considerable detail about child road safety issues. This framework has therefore been developed in response to the more detailed guidance provided in the national road safety strategy. The following actions are to be developed to enhance our process of monitoring and improving child safety, they will enable West Yorkshire to see how progress is being made towards the child casualty reduction targets and advise where further action could be usefully targeted. Further work will be conducted to provide a robust audit process which can be used across West Yorkshire.

The purpose of audit

A3.2 We have worked from the presumption that an audit is a careful consideration, in a way that can be systematically repeated, of a situation. The audit will therefore look at where we are in West Yorkshire, with a view to looking in the same way again, at pre-determined intervals in the future, for monitoring purposes. It is not yet a strategy for action but will be able to report progress in this area. Although much information can be gleaned from Safer Routes to School questionnaires and other local data, we will concentrate for the purpose of the Audit on accessible, West Yorkshire wide data.

The Audit will include:

A3.3 We will collate the casualty data for the County area and 5 Districts – any smaller areas could pose a logistic problem and the numbers are already quite small. It is intended that the data be broken down in to Electoral Ward areas in the future:

- We will address the age groups 0 – 4; 5 – 11; and 12 – 15 inclusive.
- We will consider casualty groups: child pedestrians, child cyclists, child passengers in cars and child passengers in buses.
- We will consider the numbers of fatal and serious injuries (KSI figures) as well as the slight injury totals for West Yorkshire.
- We will also consider casualties that arise on school journeys and will use the 'school journey' field from the collision report form as a guide for this. Analysis of this field over the past few years shows that it appears to be reasonably accurate as a proxy for casualties on school journeys. This will not be completely accurate but will at least be consistent.

A3.4 There are other factors that impinge on the data to a greater or lesser extent. This Information is not yet readily available but will be used to monitor the trends over the next 5 years.

- Using 5-year averages can iron out what trends are there in live births over the past decade – school populations will fluctuate year by year and this will affect the overall trend. If the underlying trend is up we should know.
- We consider that traffic levels will affect transport choices and casualty patterns. We will use the same figure for 100 MVKm as in the calculation of 'slight' casualty rates to

evaluate traffic increases and decreases.

- We will collect the Electoral Ward Boundary data for West Yorkshire and report each year on the child casualty position by Ward. This will help us to address the issue of locations of child casualties in a structured way.
- We will also try to monitor how far from home road injuries happen to children. Using Postcode data from the 1999 STATS 19 forms onwards and the grid reference of the road injury, we will identify how far, in distance bands, injuries happen from the home address.

A3.5 We hope to affect children's travel choices through many of our schemes in engineering and ETP. Full data from these surveys cannot form part of the audit but we should look at information we have on why choices have been made in the past. Safer routes to school questionnaires and other information we have could give us an indication of why modes are chosen.

- We will on one day a year survey as wide a sample of pupils as possible on 'how they travelled to school on that day'.
- This information will be divided into Primary and Secondary age children as far as possible.
- Choices around which schools are attended have grown this decade. We need to know how far children are travelling to school. We will endeavour to establish from Education Departments in West Yorkshire how many children travel over 2 miles/over 4 miles to school each day. If this information is not accessible we will need to devise a proxy for it.

A3.6 The following factors affect transport choices but cannot form part of the Audit:

- Traffic volumes on major routes pose a severance problem,
- Traffic Speeds are always an issue
- Work done to facilitate cycling and walking should be monitored

Process

A3.7 To monitor our progress we will check each year:

- Numbers of children in each of the three age groups 0 – 4; 5 – 11; 12 – 15.
- Distances travelled to school –
- Existing modal choice – from a survey of a large sample on one day each year – and
- Casualties in each age group

Gaps in the process

A3.8 We are aware that there are significant limitations to the process we propose and that we should be addressing wider factors in children's travel patterns and choices such as:

- How far they walk?
- How far they ride a cycle?
- What access do they have to a car (to be driven)?

- What access do they have to accompanied walking?
- How far is the nearest main road – a proxy for local danger? and
- How far is it so school?

Monitoring

A3.9 We will repeat the audit on a year by year basis.

A3.10 Targets for child casualty reduction are those in the LTP. Targets for modal change can only be realistically set when we know what the baseline information on child safety really is. However, we are involved with SRTS work we are reporting elsewhere in the LTP on reversing travel to school by car trends, and will link with that.