

WEST YORKSHIRE INTEGRATED TRANSPORT AUTHORITY

LOCAL TRANSPORT PLAN STEERING GROUP

DATE: 19 APRIL 2010

AGENDA ITEM NO: 7

SUBJECT: ROAD SAFETY GRANT AND SAFER ROADS PARTNERSHIP UPDATE

Report of the West Yorkshire LTP Partnership

1. MATTER FOR CONSIDERATION

- 1.1 To provide an update of progress made by the West Yorkshire Safer Roads Partnership.
- 1.2 To seek approval for allocation of the Road Safety Grant for 2010/11.

2. INFORMATION

Safer Roads Partnership

- 2.1 The Safer Roads Partnership deals with road safety matters in West Yorkshire. It brings together professional bodies that have an interest in road safety and in wider transport and health issues. Road Safety is a crosscutting service that has specific targets to prevent and reduce road injuries and also contributes to many of the objectives within the West Yorkshire Local Transport Plan. For example to increase walking and cycling, as well as contributing to wider social issues around the vitality of local communities.
- 2.2 The Safer Roads Partnership has representatives from the five West Yorkshire Districts, West Yorkshire Police, NHS Primary Care, Highways Agency, West Yorkshire Fire and Rescue Service, Yorkshire Ambulance Service and the West Yorkshire Casualty Reduction Partnership (WYCRP) – that operates safety cameras in West Yorkshire. Members of the Safer Roads Partnership represent West Yorkshire on regional, national and international initiatives.
- 2.3 This report provides an update on the work of the Safer Roads Partnership and the actions recommended at earlier meetings of the Steering Group.

Fixed and Mobile Safety Cameras

- 2.4 The revised criteria for the use of fixed and mobile safety camera installations has been brought into use by the Districts. This is enabling

the more effective deployment of safety cameras where there are road crashes and injuries.

Safer Roads Remedial Action Plan

- 2.5 The earlier report to the Steering Group in April 2009 outlined the development of a Safer Roads Remedial Action Plan. The Steering Group noted that the WY Remedial Action Plan will have to significantly increase enforcement, increase community engagement, use high profile publicity to give a strong message about behaviour and that it will need to be supported by delivery plans in each of the Districts.
- 2.6 Whilst the development of a remedial action plan has not yet been completed, there has been considerable activity in respect of the principles outlined.

Supplementary Response to the Department of Transport

- 2.7 At its meeting in September 2009, the Steering Group agreed to send a supplementary response to the DfT consultation on 'A Safer Way' to tackle uninsured drivers, drug driving testing and representation on the National Road Safety Delivery Board to be offered to Metropolitan areas.
- 2.8 These issues have been taken up with the Department of Transport through the national Core Cities Safer Roads Steering Group, which was reconvened following representations that the large centres of population were not properly represented at the Road Safety Delivery Board. The Core Cities Safer Roads Steering Group comprises Transport for London, Bristol, Birmingham, Nottingham, Sheffield, Liverpool, Manchester, Leeds and Newcastle. Leeds provide representation for the WYLTP partnership and currently chair the Steering Group.

West Yorkshire Road Injuries 2009

- 2.9 There was a 10% reduction in killed and serious injured in 2009 in comparison with 2008. There have been variations in the individual Districts. Appendix 1 shows the 2009 figures with corresponding trends from 2004.

Road Safety Grant

- 2.10 The DfT Road Safety Grant (revenue and capital) is allocated in West Yorkshire to provide appropriate services and initiatives according to needs and priorities. It is currently allocated to the West Yorkshire Casualty Reduction Partnership for effective enforcement and associated speed awareness training, and to the District Authorities for varied initiatives including safety cameras infrastructure, child pedestrian training, partner support - including roads and neighbourhood policing and safeguarding children, road safety staff, road safety studies, road safety engineering and community involvement.

- 2.11 The grant is allocated in accordance with the road injuries that had occurred in the Districts in 2004 to 2006.
- 2.12 It is proposed that the existing methodology, previously endorsed by this Steering Group, and subsequently approved by the Association of West Yorkshire Authorities (AWYA) District Leaders, be used for the 2010/11 allocation of road safety grant. Appendix 2 sets out the 2010/11 allocation by District (including the contributions to the West Yorkshire Casualty Reduction Partnership). The 2009/10 allocations are also shown for information purposes – this shows that the Road Safety Grant for 2010/11 has increased by 3.7% over 2009/10 levels.

Current Issues

- 2.13 The Department for Transport is consulting with local authorities on the establishment of road safety priority areas – areas where the levels of injuries indicate a requirement for closer collaboration between local agencies and government. West Yorkshire has raised this issue previously that the DfT measure of performance for Local Authorities was not necessarily a measure of safety – and that certain circumstances needed to be addressed by local authorities and government acting together.
- 2.14 Response to the Policing Pledge and the Neighbourhood Policing initiative has identified road traffic issues as a major concern for the local communities in West Yorkshire and has led to a more focused approach to enforcement linked to driver training schemes. This has had a significant effect in the Bradford District, for example, where killed and serious injury has reduced by 23% in 2009.
- 2.15 The ending of road safety funding dealing with known issues has generally resulted in there being increases in casualties initiatives for seatbelt wearing in Calderdale and child injuries in Bradford. National research is indicating similar effects elsewhere in the country. The Core Cities Safer Roads Steering Group is considering how funding can be maintained to deal with continuing known issues.

3. FINANCIAL AND EC PROCUREMENT IMPLICATIONS

- 3.1 Financial implications are set out in section 2 above.

4. STAFFING IMPLICATIONS

- 4.1 Safer Roads is generally delivered within existing staffing resources.

5. EQUAL OPPORTUNITY IMPLICATIONS

- 5.1 None as a result of this report

6. RECOMMENDATIONS

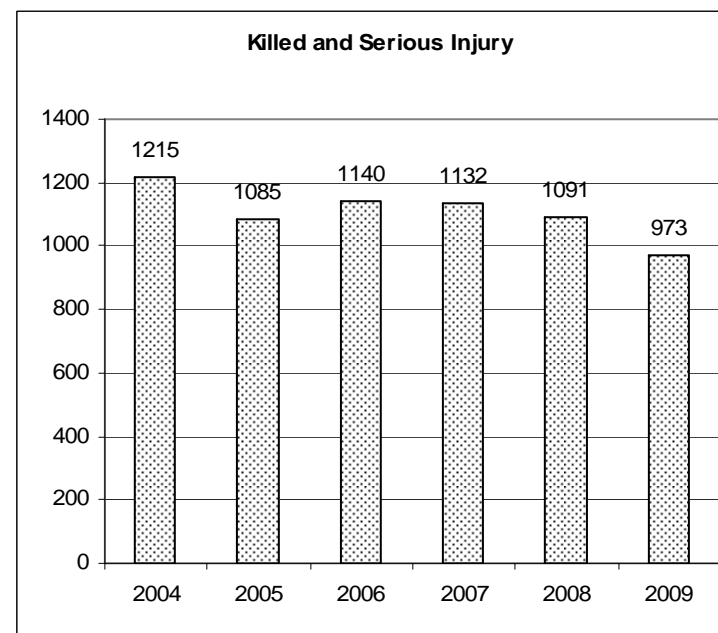
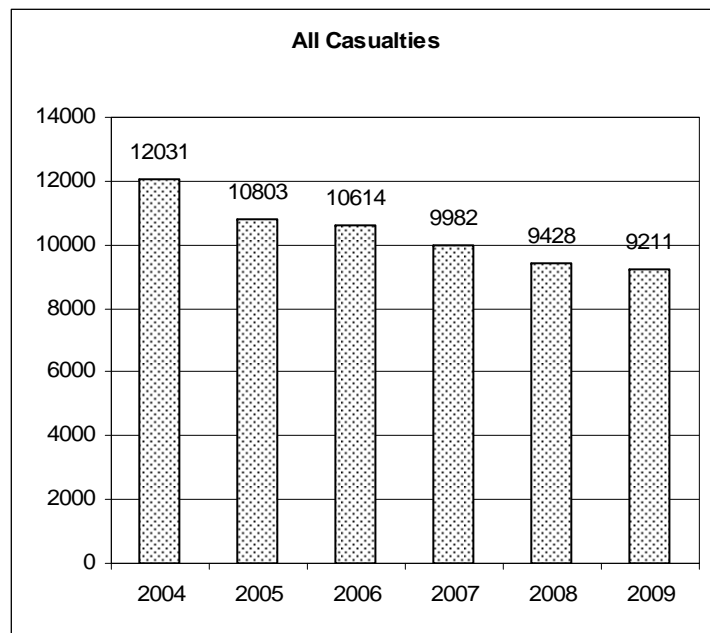
- 6.1 That the Safer Roads activities and reductions in road casualties in 2009 be noted.
- 6.2 That the Road Safety Grant allocation for 2010/11 as set out in Appendix 2 be endorsed and that approval is sought from AWYA District Leaders.
- 6.3 That subject to approval from AWYA, the Government Office are advised of the Road Safety Grant allocations for 2010/11.

West Yorkshire Local Transport Plan Partnership
March 2010

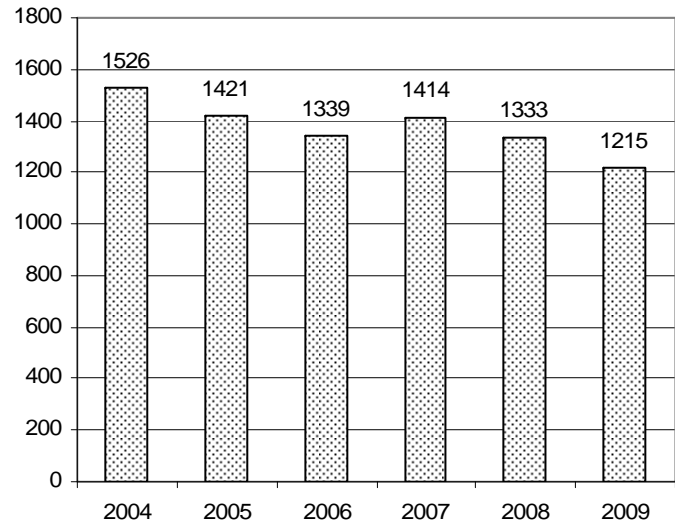
APPENDIX 1

West Yorkshire Road Casualties 2004 to 2009

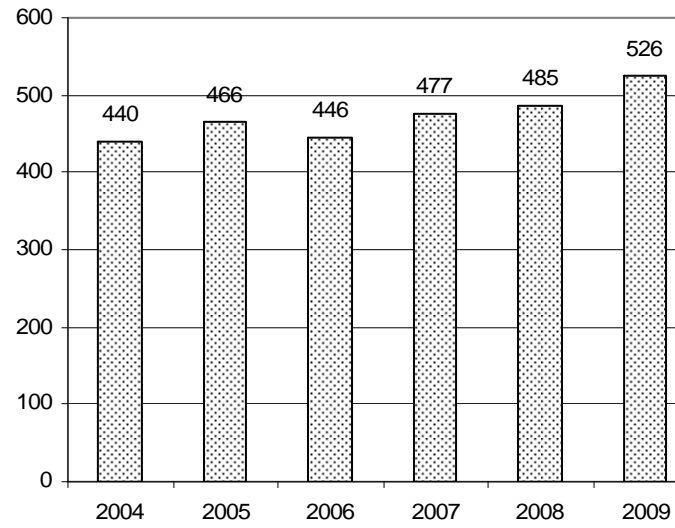
	All Casualties	Fatal	Serious	KSI	Slight	Pedestrians	Pedal Cyclists	Motor Cyclists	Car Occupants
2004	12031	116	1099	1215	10816	1526	440	782	8253
2005	10803	99	986	1085	9718	1421	466	701	7300
2006	10614	113	1027	1140	9474	1339	446	604	7314
2007	9982	103	1029	1132	8850	1414	477	683	6674
2008	9428	71	1020	1091	8337	1333	485	669	6181
2009	9211	84	889	973	8238	1215	526	581	6136



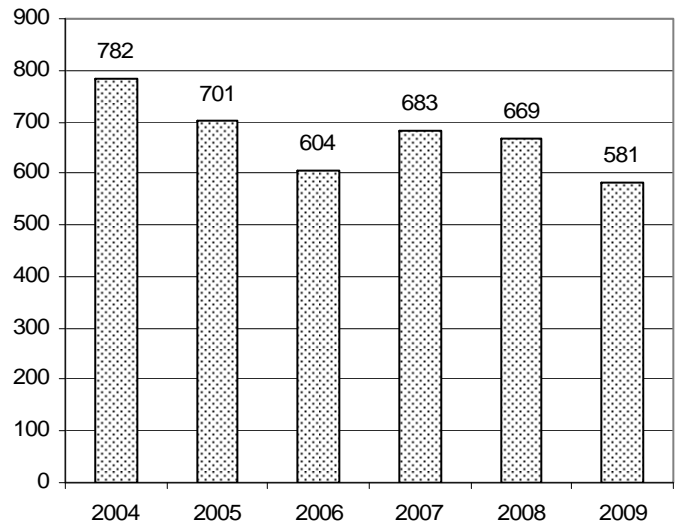
Pedestrians



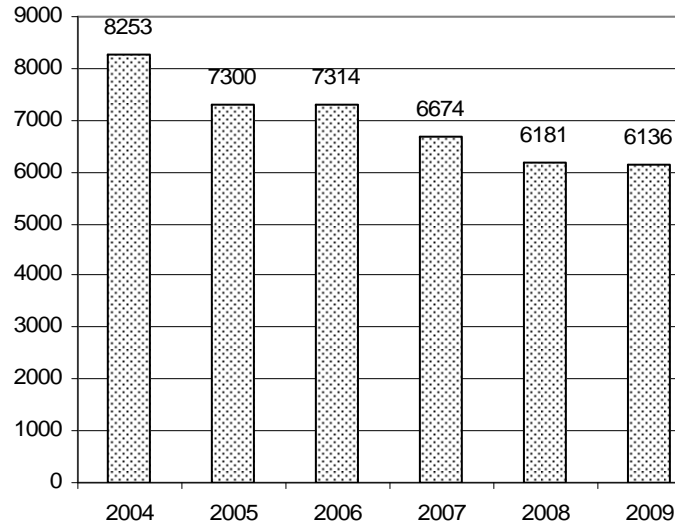
Pedal Cyclists



Motor Cyclists



Car Occupants



APPENDIX 2

Road Safety Grant Allocation 2010/11

Authority	% Allocation	Expenditure	2009/10		2010/11	
			REVENUE	CAPITAL	REVENUE	CAPITAL
			£	£	£	£
Bradford	22.27%	WYCRP contribution	505,383	22,270	449,485	11,135
		District road safety initiatives	172,740	128,609	253,511	145,277
Calderdale	10.36%	WYCRP contribution	235,104	10,360	209,101	5,180
		District road safety initiatives	80,359	59,829	117,933	67,583
Kirklees	18.40%	WYCRP contribution	417,559	18,400	371,375	9,200
		District road safety initiatives	142,722	106,259	209,456	120,032
Leeds	33.54%	WYCRP contribution	761,138	33,540	676,953	16,770
		District road safety initiatives	260,158	193,692	381,803	218,797
Wakefield	15.43%	WYCRP contribution	350,160	15,430	311,431	7,715
		District road safety initiatives	119,685	89,108	175,647	100,657
Total Contribution to the West Yorkshire Casualty Reduction Partnership (WYCRP)			2,269,345	100,000	2,018,345	50,000
Total Road Safety Grant Allocation			3,045,009	677,497	3,156,695	702,346