
Appendix 2: Number of Road Casualties per year

Road casualty statistics are recorded in three categories: slight injuries, serious injuries and fatalities. When looking at the data for Durham and nationally, it is apparent that only a small proportion of accidents result in serious injury (less than 10%) or death (0.01%). More than 9 out of 10 casualties have slight injuries.

Accident records also show that child casualties in the 0 to 15 years age group represent 11.5% of overall casualties. Further analysis shows an overall downward trend in accidents in both children and those categorised as young people (aged 16 to 20 years). It is important to note that when considering statistics on children killed or seriously injured, as county wide numbers are small, 1 or 2 incidents can lead to a spike in numbers in a particular year, so we need to look at data averaged over three years or more to assess long term trends.

When considering the total number of casualties that occurred in 2012, either per head of population or by the number of miles travelled on our roads, County Durham is within the 2nd quartile nationally, i.e. one of the better performing areas. When considering the number of children killed or seriously injured per miles travelled, the County remains in the 2nd quartile, better than the England average.

However when considering the number of children killed and seriously injured as a proportion of the number of children within the County then we fall into the 3rd quartile, slightly worse than the England average. It must always be remembered that these are small numbers of casualties which can have significant annual variation with one or two incidents having a potentially large impact, such as the recent accident involving a school bus in the Stanley area. The Department for Transport has not yet published 2013 national casualty figures, but locally in the county there has been a small increase in children serious injured, at 24, although there were no fatalities.

The figures on child (age 0 to 15 years) casualties in County Durham over the past 5 years are as follows:

Severity	Total	2008	2008	2009	2010	2011	2012
Slight	88.96%	911	202	219	167	176	147
Serious	10.84%	111	31	21	18	23	18
Fatal	0.20%	2	0	0	0	1	1
Total	100.00%	1024	233	240	185	200	166

Source: Department for Transport

The statistics on children and young people (age 16 to 20 years) casualties in County Durham over the past 5 years are as follows:

Severity	Total	2008	2009	2010	2011	2012
Slight	1231	291	315	245	194	186
Serious	137	26	41	22	26	22
Fatal	11	1	2	1	2	5
Total	1379	318	358	268	222	213

Source: Department for Transport

The figures on overall casualties (all ages) in County Durham over the past 5 years are as follows:

Severity	Total	2008	2009	2010	2011	2012
Slight	7923	1721	1873	1524	1459	1346
Serious	885	175	189	170	177	174
Fatal	90	18	16	14	18	24
Total	8898	1914	2078	1708	1654	1544

Source: Department for Transport

Appendix 3: Causation Factors for Child KSI's

2013 Child KSI Casualties

General Situation	Date	Location	Gender	Age	Note
Alighted from a vehicle	-	-	-	-	Nil
Ran into path of car - visibility probably masked by parked vehicle(s)	21/02/13	Barnard Castle	Male	8	10.00am - daylight.
	15/03/13	Tow Law	Female	8	3.23pm - daylight
	05/04/13	West Cornforth	Male	5	7.10pm - daylight
	16/05/13	Peterlee	Female	8	3.20pm - daylight
	18/10/13	Peterlee	Female	9	4.40pm - daylight. Casualty ran from a grassed area, then from behind a bus.
Ran / crossed into path of car [no mention of parked vehicle(s)]	10/01/13	Chester-le-Street	Female	14	Casualty was crossing the road to use a bus stop and was hit by a car.
	18/01/13	Seaham	Male	6	Children throwing snowballs. Two ran into road and one child was hit by a car.
	22/02/13	Murton	Female	3	Casualty refused to hold her mothers hand on a pedestrian crossing and ran into the path of a car.
	20/04/13	Seaham	Female	11	Casualty stepped out in front of a car.
	20/04/13	Chester-le-Street	Female	12	A167 - casualty stepped out in front of a car.
	29/04/13	Chester-le-Street	Female	14	Casualty stepped out in front of a car.
	10/06/13	Crook	Male	7	Accompanied by his mother, the casualty stepped in front of a reversing car (casualty's mother was also hit).
	26/08/13	Sherburn Road	Male	9	Casualty ran out in front of a car.
	23/08/13	Spennymoor	Female	2	Car slowed to allow pedestrians to cross. As it drew level with the group, the casualty stepped backwards into its path.
	27/09/13	Peterlee	Female	12	Casualty stepped out in front of a car (after descending a metal staircase near to a McDonalds outlet).
	31/10/13	Shotley Bridge	Male	5	Casualty stepped out in front of a car.
	13/11/13	Barnard Castle	Male	3	Casualty stepped out in front of a car.
27/11/13	Easington	Female	12	Casualty ran out in front of a car.	
10/12/13	Quarrington Hill	Male	13	Casualty ran out in front of a car.	
Car passengers	-	-	-	-	Nil
Others	22/04/13	Ferryhill	Male	4	Casualty ran after a car and bumped into the back of it; the car stopped and reversed (driver did not see the child). Reversing car knocked over the child.
	23/05/13	Consett	Male	13	Cyclist (casualty) exited a cut between houses and collided with a car.
	19/07/13	Bishop Auckland	Male	5	No collision. Casualty stepped into the road between parked vehicles, stepped back to avoid oncoming vehicle and slipped, fracturing an ankle.
	21/07/13	Stanley	Female	12	Cyclist (casualty) rode into the road and collided with a car.
	08/08/13	Spennymoor	Male	14	Cyclist rode out of a junction without giving way to a car approaching it.

2014 Child KSI Casualties

General Situation	Date	Location	Gender	Age	Note
Alighted from a vehicle					
Ran into path of car - visibility probably masked by parked vehicle(s)	16/03/14	Consett	Female	10	Daylight
	02/05/14	Annfield Plain	Male	13	Daylight. Casualty wearing headphones.
Ran / crossed / stepped into path of car [no mention of parked vehicle(s)]	18/04/14	A689 between Crook and Howden le Wear	Female	14	Daylight
Car passengers	05/05/14	A688 Metal Bridge	Male	14	1 of 4 casualties from a 2 car collision
Others	03/06/14	New Kyo, Stanley	Male Male Male Female Female Female Female	12 12 13 12 12 12 15	Collision involving two school buses
	04/06/14	Ferryhill	Male	13	Casualty was waiting in a pedestrian refuge / central island when a goods vehicle ran over his foot

Appendix 4: Current Road Safety Initiatives

Child Pedestrian Training Scheme

Targets year 3 children (age 7-8) and teaches road safety skills in the 'real world environment' to enable children to become safer pedestrians. Children receive a certificate if they achieve the standard required and the school also receives a participation certificate.

Bikeability Cyclist Training

Targets year 5 and 6 children (ages 9 – 11) mainly and occasionally older children in comprehensive schools as and when requested. Comprises 3 levels;

- a. Level 1 is off road and carried out in the playground. Children receive this certificate if they do not achieve the standard for Level 2 or fail to complete the course;
- b. Level 2 is carried out on the road; and
- c. Level 3 is more advanced training for journeys for older children or adults.

Junior Neighbourhood Watch

Scheme organised by Youth Issues Officer of Partnerships. The Road Safety Team has focussed on In Car Safety for these sessions which target year 5 and 6 pupils in Primary Schools.

Junior Road Safety Officer Scheme

Participating schools employ 2 or more children to act as Junior Road Safety Officers. They run competitions on a termly basis with different road safety topics as a theme. They can develop their own campaigns to tackle issues relevant to their school.

Safety Carousels

Scheme is organised by the Fire Service and targets year 5 and 6 pupils. The Road Safety Team has focussed on pedestrian safety and cyclist safety at these sessions. All Primary / Junior Schools in the County and in Darlington are offered a place at one of the sessions.

Wise Drive

Scheme aimed at young drivers. All year 10 pupils are invited to attend and visit a variety of workshops during the day. The road safety session focusses on stopping distances and distractions. (Scheme undergoing a review this year).

Excelerate

A programme aimed at young drivers which has an on-line website that operates in conjunction with driver instructor coaching. Scheme is also taken into school 6th forms and colleges

General Talks

Assemblies, general or specific topics delivered at request of schools or as an outcome of a visit to a school.

Appendix 5 – National Commentary and Campaign Groups

- a. **The Department for Transport**, whilst recommending consideration of both zones and limit only schemes in its January 2013 guidance, has recently commissioned further research into the effectiveness of 20mph limit only schemes, stating that ‘little is known on the more recent impacts and outcomes of 20mph speed limits’. This shows that the Government still thinks that the evidence of the effectiveness of 20mph limit only schemes is unclear.
- b. **The Association of Chief Police Officers (ACPO)** released new guidance in March 2013 on 20 mph limits, stating that 20 mph limits would be enforced in the same way as all speed limits. They go on to give the view that in practice the Police are unlikely to carry out enforcement of 20 mph limits other than in situations where they have intelligence of persistent, deliberate and dangerous abuse of the limits. Whilst supporting 20 mph limits it is APCO’s view that they should be generally self-enforcing. This may influence the policy option the council decides to move forward with, and it will be important to consult with Durham Police on any proposed changes.
- c. **The Association of British Drivers** believe that wide 20mph limits without traffic calming measures do not work, although they state that targeted 20mph zones are effective (press release 5 July 2012). As evidence, they cite the implementation of 20mph city-wide limits in Portsmouth, which included no traffic calming, and where there was some evidence of increases in accidents in individual years, although the research design has been criticised and the more recent Department for Transport guidance found that there appeared to be early evidence of some speed and casualty reductions.
- d. **20 is Plenty** is a not for profit organisation campaigning for 20mph to become the default limit on residential and urban streets, with over 200 local groups across the country. They are responsible for many requests to local councils for 20mph limits/zones. However they conclude, in responding to the Association of British Drivers in 2012, that whilst there is strong evidence that zones reduce casualties, the evidence is more mixed with regard to limits.
- e. **The Institute of Advanced Motorists** reported in July 2014 that the number of serious accidents on 20mph roads has increased by over a quarter (26 per cent) last year, according to their own analysis. Slight accidents on 20mph roads increased by 17 per cent. They go on to suggest that 20mph limits without specific measures to change driver behaviour appear not to be working. It is easy to challenge this conclusion as the increase in numbers of accidents is most likely to relate to the ongoing increase in the length of roadway with 20mph limits and zones as more are implemented.

- f. **The Automobile Association** have stated in public that they support a targeted expansion of 20mph limits, and more recently in early 2014 conducted a survey of their members on a series of detailed questions regarding their attitudes to 20mph zones/limits. The question responses highlight that the public think that they should be consulted on change affecting their local area, with 69% feeling they should be consulted before a 20mph speed limit is set on their road.

Appendix 6 - Examples of 20mph zones and Limits

20mph Zones

Durham

1. Within County Durham, there are currently two 20 mph zones:
 - a. Cleves Avenue, Ferryhill; and
 - b. North Terrace, Seaham
2. The 20 mph zones in both Ferryhill and Seaham were introduced in accordance with the current 20 mph policy, to improve road safety due to specific child accident problems.
3. In the case of Seaham, where speed tables and speed cushions were introduced to complement the imposition of the 20 mph speed limit, there is limited evidence available to allow a comparison to be made of the overall scheme's effectiveness. The public were generally supportive of the measures but feedback necessitated the Council having to remove some of the speed cushions and make other speed cushions less severe. A check of the accident database shows one 'slight' injury accident involving a stolen vehicle since the scheme was introduced in 2012.
4. At Cleves Avenue, Ferryhill, a 500 metre length of road fronting a primary school was traffic calmed using chicanes and speed cushions together with the introduction of the 20 mph speed limit signing and speed activated 20 mph electronic vehicle messaging signs. Speed survey analysis is no longer available as the scheme was constructed in early 2003. However, from local knowledge, it is reasonable to assume that the 20 mph zone introduced with traffic calming measures will have resulted in speed reductions of around 10 mph which supports research completed by the Transport Research Laboratory. A check of the road traffic accident database shows no casualty accidents in the period since the scheme was introduced.

Newcastle

5. Newcastle deployed a mixed scheme of 20mph zones and limits in six phases. Earlier phases were based on zones, but later phases included limit only schemes. A statistical evaluation by the North East Road Safety Resource Team (NERRSRT) demonstrated that overall collisions in areas covered by 20 mph zones/limits dropped by a yearly average of 25%. This equated to 38 fewer collisions in 20 mph areas in Newcastle per year (combined) than would have been expected given the overall collision reductions in the rest of the city.

Gateshead

6. Gateshead Council has had twenty-one 20 mph zones in force through a TRO for at least one year up to March 2012. The NERRSRT statistically calculated that a 13% yearly average reduction in collisions has been observed in the areas with 20 mph zones compared to the Borough average. This worked out to be 7.5 (average) fewer collisions in 20 mph zones than non-zoned areas.

20 mph Speed Limits

Durham

7. The 20 mph speed limit scheme at High Grange Estate was introduced as a pilot 20 mph speed limit scheme.
8. The 20 mph limit pilot was introduced within High Grange Estate in 2007 to address a problem of “rat running” and inappropriate speed to meet the expectations of residents. The Highway Committee agreed to introduce the scheme and undertake monitoring over a period of 18 months at which point the possible permanency of the Traffic Order would be considered.
9. Since 2006, there have been changes to Department for Transport guidance on the “setting of credible speed limits” and further debate both nationally and locally about the imposition of 20 mph zone/limit schemes. As such, the 20 mph limit remains at High Grange Estate.
10. Traffic speed surveys at a number of locations within the estate have been undertaken prior to and after the scheme’s implementation. The results of the surveys are mixed across the various locations. However, there is little evidence that the implementation of small scale limited schemes in isolation, have any substantial effect and all should be backed up by engagement and social marketing.
11. Prior to the scheme being introduced, it was reported that there were no casualty accidents within the High Grange Estate. Since the scheme’s introduction in 2007, there have been four recorded ‘personal injury’ accidents including incidents involving (a) a stolen moped, (b) a vehicle collided with a parked car, (c) injury to a pedestrian who stepped out in front of a vehicle without looking and (d) a junction related accident involving two vehicles.

Bristol

12. Bristol introduced 20 mph pilots in Inner South and Inner East Bristol in 2012 which were funded and delivered through their Cycling City Project and the Active Bristol programme. The Bristol scheme was extensively statistically evaluated and the outcomes were:
 - a. 65% of roads saw a reduction in mean speeds;

- b. 18 roads no longer saw average speeds above 24 mph;
- c. The average reduction in mean average speed across roads in the Inner South area was 1.4 mph;
- d. Statistical evaluation at sites with speeds in excess of 24 mph demonstrated a reduction of 6.3 mph;
- e. The mean average speed across all roads has dropped to 23 mph and under between 7.00 am through to 7.00 pm;
- f. Increase in counts for walking range from 10% increase to 36% increase according to whether one looks at South pilot or East, weekends or week days, and correcting (or not) for rainy days;
- g. Increase in counts for cycling range from 4% increase to 37% increase, according to the same variables; and
- h. Support for 20 mph limits amongst pilot area residents is around 82%;
- i. Around 70% support a citywide expansion of 20 mph limits in residential areas.

Warrington

- 13. Warrington introduced 20 mph limits in 2009 across three pilot areas. In the trial study period the three 20 mph areas reduced injury collisions by 13.68 (9 per 12 month period; compared to the Borough wide trend), adjusted for the national fall in casualties.

Northumberland County Council

- 14. Northumberland CC did a trial of 20mph limits (signing only) in 6 pilot areas in 2010 – technical evaluation showed limited/mixed results, although the public response was generally in favour. Their current policy restricts use to outside schools or in 'urban' residential areas, schemes must have 50%+ support from residents and must be funded through Members' small scheme budget. Progress since the 2010 pilot is limited and recently Members have asked for the policy to be reviewed.

Appendix 7 – List of 33 schools with the highest child casualty rates

School Name	Settlement
Newker Primary	Chester-le-Street
Bullion Lane Primary	Chester-le-Street
King James 1 Academy	Bishop Auckland
Cestria Primary	Chester-le-Street
Etherley Lane Nursery	Bishop Auckland
Etherley Lane Primary	Bishop Auckland
North Durham Academy	Stanley
Shotley Bridge Infant	Consett
St Mary's RC VA Primary	Newton Aycliffe
Consett Infant Sch & Nursery Unit	Consett
Seaham Trinity Primary	Seaham
Shotley Bridge Junior	Consett
Dene House Primary	Peterlee
Evergreen	Bishop Auckland
Park View Community School (Church Chare)	Chester-le-Street
St Patrick's RC VA Primary	Consett
Sugar Hill Primary	Newton Aycliffe
Bishop Barrington School	Bishop Auckland
Cotsford Junior	Horden
Dene Community School of Technology	Peterlee
Greenland Community Primary	Stanley
King Street Primary	Spennymoor
Seaview Primary	Seaham
St Anne's CE (Cont) Primary	Bishop Auckland
The Hermitage School	Chester-le-Street
Woodhouse Community Primary	Bishop Auckland
Acre Rigg Infant	Peterlee
New Seaham Primary	New Seaham
Rosa Street Primary	Spennymoor
Seaham School of Technology	Seaham
St Cuthbert's RC VA Primary	Chester-le-Street
St Joseph's RC VA Primary, Durham	Durham
Westlea Primary	Seaham