

**REPORT TO:** Environment and Urban Renewal  
Policy and Performance Board

**DATE:** 25 November 2015

**REPORTING OFFICER:** Strategic Director, Community & Resources

**PORTFOLIO:** Transportation

**SUBJECT:** Annual Road Traffic Collision & Casualty Report.

**WARD(S)** Boroughwide

## 1.0 PURPOSE OF THE REPORT

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2014 and to recommend a continuance of road traffic collision reduction work.

## 2.0 RECOMMENDATION: That

**1) The overall progress made on casualty reduction in Halton over the past decade be noted and welcomed;**

**2) The continuing programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed.**

## 3.0 SUPPORTING INFORMATION

3.1 Appendix 'A' sets out full details of the numbers of traffic collisions and casualties in the year 2014, and compares these figures with those for previous years. These results are disappointing, with increases in the numbers of people being slightly injured (SLI) and of those killed/seriously injured (KSI) compared to the figures for recent years. Within the KSI total, both the number of adults and of children increased but the latter figure is known to be volatile in Halton and can fluctuate from year to year.

### 3.2 In summary during 2014:

- **There were 279 road traffic collisions involving personal injury within Halton, this total was higher than trend lines would have indicated. These incidents produced 376 casualties, a disappointing increase on the 347 recorded in 2013;**
- **45 of the casualties were classed as serious, and sadly there were 6 deaths compared to just 1 in 2013. The total of 51 killed or seriously injured (KSI) is more than 25% higher than in any of the previous four years;**
- **The child serious injury (CKSI) total of 4 represents an increase over 2013's total of 3, but the figure is well below the 2010/11/12 levels and there were no child fatalities in 2014. It must be remembered that the CKSI annual total is subject to relatively large year to year variations.**
- **The number of people of all ages being slightly injured (SLI) rose to 325 from 307 in 2013.**

- 3.3 It remains to be seen if the casualty and collision increases seen locally in 2014 are part of a new trend or just a temporary reverse. KSI numbers have not been falling over recent years and the rates of reduction of casualties and collisions have been gradually reducing. Also of concern, given that they are a more stable indicator of trends, is that national figures also increased in 2014 as set out in the Department for Transport 2014 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2014>

Various mitigating factors are examined by the DfT, including the growth in road traffic in 2014.

Examination of the table and chart on page 3 of Appendix A reveals wide variations in performance between surrounding local authorities, with large annual swings in KSI numbers. In the case of 2013 to 2014 variations, and as was seen nationally, these movements were in the main towards higher numbers of KSI casualties, with Halton unfortunately recording the second largest upturn in the region.

This is felt extremely disappointing, for instead of having led the country in KSI reduction through the 2000's, Halton would now appear to be falling behind others in terms of its performance. However, it must be emphasised that this is based on one or two year's figures only and that casualty figures can be very volatile from one year to the next. Many accidents that do occur may not have necessarily have been avoidable regardless of the effort or engineering measures put into road safety. However, trends will be carefully monitored over coming years in order to try and determine whether there is any correlation between casualties and the reduction in resources being put into road safety.

- 3.4 Halton's 2014 casualty figures reinforce the view that achieving further reductions will prove to be extremely challenging. This also needs to be placed in the context of reduction in Government grants for road safety, the continuing reduction in Government grant anticipated following the next Spending Review and the absence of national road casualty reduction targets.

Since April 2011, Halton has suffered the loss of specific annual Government funded capital and revenue Road Safety grants of £75k and £396k respectively.

## 4.0 POLICY IMPLICATIONS

- 4.1 The work on casualty reductions is consistent with the policies and approaches incorporated in Halton's Local Transport Plan and the Liverpool City Region's Transport Plan for Growth.

## 5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no direct funding implications from this report. However, the funding for casualty reduction work is derived from a number of sources. These include:

- **The Local Transport Plan** - Provides capital funding for engineering based casualty reduction schemes; and
- **Halton's Revenue Programme** – Provides funding for local road safety education, training and publicity initiatives, the School Crossing Patrol Service and traffic management measures.

Since April 2011, Halton has suffered the loss of specific annual Government funded capital and revenue Road Safety grants of £75k and £396k respectively. Given the continuing reduction in Government grant funding it is difficult to see how the Council will be able to maintain or increase its future investment in road safety measures.

## **6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES**

### **6.1 Children & Young People in Halton**

By helping to create a safer environment, road safety casualty reduction work assists in the safeguarding of children and young people and in the achievement of accessible services.

### **6.2 Employment, Learning & Skills in Halton**

There are no direct implications on the Council's 'Employment, Learning & Skills in Halton' priority.

### **6.3 A Healthy Halton**

Any reduction in road casualties will have the direct benefit of releasing health resources and thereby enable funding to be focused on other areas of health care.

### **6.4 A Safer Halton**

Road safety casualty reduction work of all types supports this priority through the introduction of initiatives and interventions designed to deliver a safer environment.

### **6.5 Halton's Urban Renewal**

There are no direct implications on the Council's 'Halton's Urban Renewal' priority.

## **7.0 RISK ANALYSIS**

7.1 It is possible that continued reductions in road safety education, training and publicity resources could have an adverse effect on the Borough's road accident casualties and collision numbers but this link can only be established over a period of several years. No full risk assessment is required.

## **8.0 EQUALITY AND DIVERSITY ISSUES**

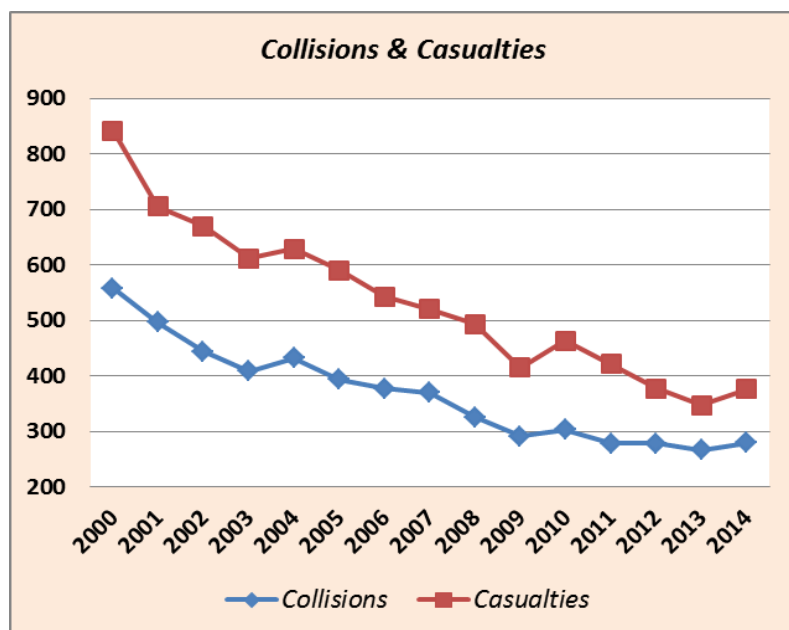
8.1 There are no direct equality and diversity issues associated with this report.

## **9.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972**

9.1 There are no background papers under section 100D of the Local Government Act 1972.

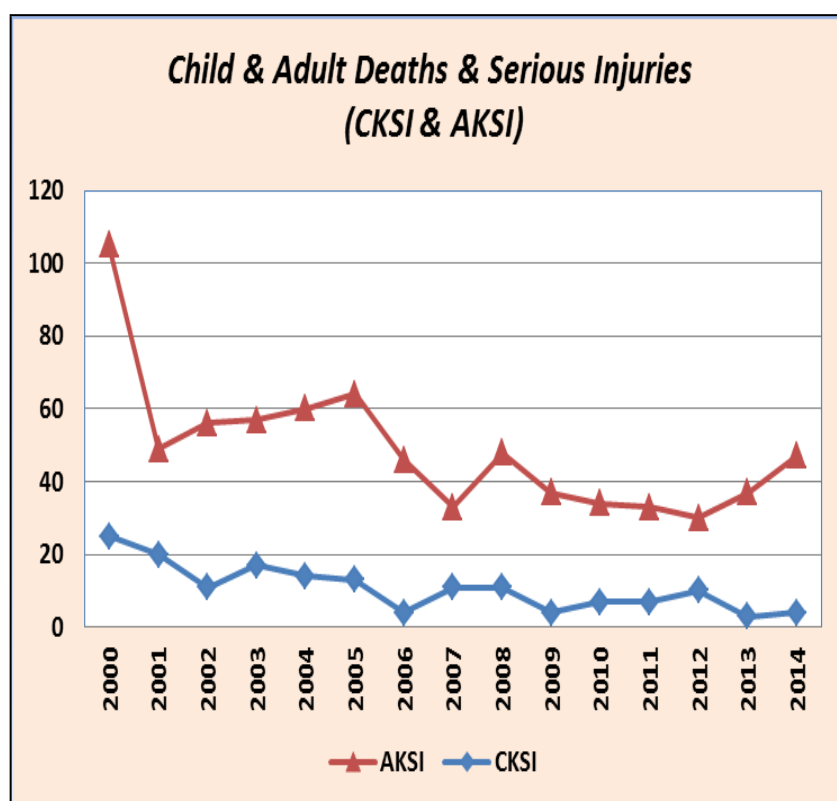
## Halton 2014 Traffic Collisions Review

2014 saw an increase in the number of road traffic casualties and collisions in Halton relative to the previous year, mirroring increases recorded nationally. The general levels were higher than the local trend for progressive, if fluctuating, general reductions stretching back over a decade.



Year	Collisions	Casualties
2000	558	842
2001	497	706
2002	444	670
2003	409	612
2004	432	629
2005	394	590
2006	377	543
2007	370	521
2008	326	494
2009	291	415
2010	303	464
2011	278	422
2012	278	377
2013	267	347
<b>2014</b>	<b>279</b>	<b>376</b>

The increases were across all classes of casualty CKSI, KSI and SLI. It remains to be seen in future years if these increases were part of a new trend or just a short-term problem.



Year	Child Deaths/Serious Injuries (CKSI)	Adult Deaths/Serious Injuries (AKSI)
2000	25	105
2001	20	49
2002	11	56
2003	17	57
2004	14	60
2005	13	64
2006	4	46
2007	11	33
2008	11	48
2009	4	37
2010	7	34
2011	7	33
2012	10	30
2013	3	37
<b>2014</b>	<b>4</b>	<b>47</b>

## Local Indicators

### **Killed & Seriously Injured, All Ages (KSI) (*Local Indicator PPTLI 6*)**

2014 saw a large increase in the number of all-age casualties killed or seriously injured (KSI), to a total of 51.

Over the previous five years from 2009 to 2013 totals of 41, 41, 40, 40 and 40 indicated Halton was struggling to achieve further KSI reductions after the preceding years of large decreases. It remains to be seen if the large 2014 number is a one off year or the start of an upward trend.

The five year rolling KSI average (PPTLI 6) rose from 40.4 to 42.4, the rise being entirely due to the 2014 increase in the annual KSI tally.

### **Children (Under 16's) Killed & Seriously Injured (CKSI) (*Local Indicator PPTLI 7*)**

In 2014, 4 children were seriously injured on Halton's roads, with no fatalities, and although this represents an increase over 2013's total of 3, the figure is well below the 2010/11/12 levels.

Due to the numbers being so low, this annual total is traditionally very prone to variations year on year.

The five year rolling CKSI average (PPTLI 7) remained stable at 6.2.

### **Slight, All-Age Casualties (SLI) (*Local Indicator PPTLI 8*)**

In 2014 there was a 6% increase in the number of people slightly injured in road accidents in Halton, up to 325 from the previous year's low of just 307.

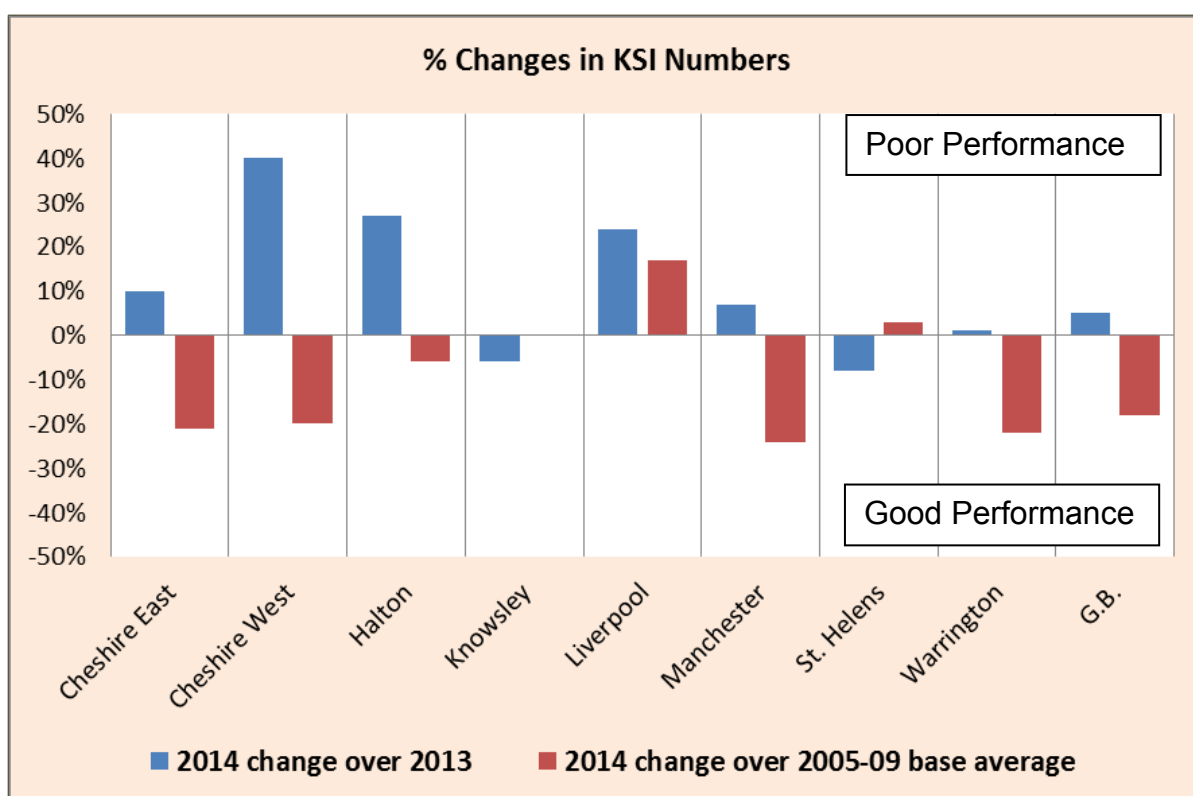
As nationally, the local trend for slight injury numbers has been downwards for over ten years and the 2014 total is the first reversal of the previously well-established trend.

## Strategic Framework for Road Safety

The Strategic Framework for Road Safety published by the Coalition Government in May 2011 set out a proposed outcomes framework designed to help government, local organisations and citizens to monitor any progress towards improving road safety and decreasing the number of fatalities and seriously injured casualties.

The framework included six key indicators which relate to road deaths, that were intended to measure the key outcomes of the strategy but in Halton the number of road deaths is small and subject to fluctuation. For this reason KSI rates were proposed as key indicators locally and KSI numbers can be used to compare Halton's performance relative to its neighbours:

KSI	2005-09 average	2013	2014	2014 change over 2013	2014 change over 2005-09 base average
Cheshire East	284	205	225	10%	-21%
Cheshire West & Chester	238	136	191	40%	-20%
Halton	54	40	51	27%	-6%
Knowsley	58	62	58	-6%	0%
Liverpool	218	204	254	24%	17%
Manchester	222	158	169	7%	-24%
St. Helens	65	73	67	-8%	3%
Warrington	104	80	81	1%	-22%
G.B.	30,041	23,370	24,582	5%	-18%



Examination of the above table and chart reveals wide variations in performance between surrounding local authorities, with large annual swings in KSI numbers. In the case of 2013 to 2014 variations, and as was seen nationally, these movements were in the main towards higher numbers of KSI casualties, with Halton unfortunately recording the second largest upturn in the region. This is felt to be extremely regrettable, for instead of having led the country in KSI reduction through the 2000's, Halton would now appear to be falling behind others in terms of its performance. However, it must be emphasised that this is based on one or two year's figures only and remembering that casualty figures can be very volatile from one year to the next. Many accidents occur that could not have necessarily been avoided regardless of the effort or engineering measures put into road safety. However, trends will now have to be carefully monitored over coming years in order to try and determine whether there is any correlation between casualties and the reduction in resources that can be put into road safety.

Given the removal of the Council's Road Safety Grant support and reductions in road safety staff and resources, and further anticipated cuts following the Highways Efficiency Review, it is difficult to see how Halton can take steps to achieve reductions in KSI casualties to reach the government's central projection figure of a 40% cut by 2020, relative to the 2005-09 average figures as a base.