

**REPORT:** Environment & Urban Renewal  
Policy & Performance Board

**DATE:** 23 November 2011

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

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

**WARDS:** Boroughwide

## **1.0 PURPOSE**

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2010 and to recommend a continuance of road traffic collision reduction work.

## **2.0 RECOMMENDATIONS**

**It is recommended that:**

**1) the overall progress made on casualty reduction in Halton be noted and welcomed, particularly achievement of national targets for 2010;**

**2) the current programme of road traffic collision reduction schemes and road safety education, training and publicity be endorsed; and**

**3) concerns with regard to the achievement of further casualty prevention, as a result of resource reductions, be noted.**

## **3.0 SUPPORTING INFORMATION**

3.1 The report attached as Appendix 'A' sets out full details of the numbers of traffic collisions and casualties on Halton's roads in the year 2010, and compares these figures with those for previous years. These results are exceptionally good. The report also gives details of success in meeting various national targets for casualty reductions and highlights concerns regarding the resources available to continue this work and achieve further reductions in the future.

3.2 In summary during 2010:

- There were 303 road collisions involving personal injury in Halton, resulting in 464 casualties;
- 37 of the casualties were classed as serious, and there were 4 deaths. The total of 41 serious injuries or deaths (KSI) is equal to the 2009 total which was the lowest for over 20 years;

- There were 9 child serious injuries and one child fatality (CKSI). This is in line with the gradual reduction in such incidents over recent years;
- The number of people of all ages being slightly injured (SLI) rose from 374 in 2009 to 423, again in line with the progressive reductions of recent years. Whilst this may appear a disappointing year to year increase, the 2009 total of 374 was an exceptionally low figure, well below the gradually decreasing numbers of the past ten years.

3.3 Overall, the results confirm the success of casualty reduction work, funded through Halton's second Local Transport Plan and (until March 2011) the Cheshire Safer Roads Partnership, supported by targeted enforcement and road safety education, training, publicity and traffic management initiatives.

3.4 Halton has met and surpassed the 2010 casualty reduction targets set nationally in 2000:

	Target Reduction	Reduction Achieved
KSIs	40%	74%
CKSI	50%	70%
SLIs	10%	32%

3.5 Whilst national comparison figures (for other local authorities) for 2010 are not available yet, according to the DfT in 2009 **Halton was one of the highest achieving highway authorities in the country in terms of casualty reduction rates.**

3.6 In 2010, the ten year casualty reduction targets set in 2000 expired. Although the DfT has consulted on a series of road casualty reduction targets that it was proposing to set for the year 2020, with the change in national government these targets have not been confirmed. The national focus of future casualty reduction work thus remains unclear.

3.7 Prior to April 2011, specific grants were in place to fund School Travel Plan (STP) Officers whose role was to encourage and facilitate the production of Plans in schools across the Borough. Although all schools in Halton now have School Travel Plans in place, the government grant support for this service was withdrawn from April 2011 and these documents with their safety-based implementation plans are, very regrettably, unlikely to be carried through without another funding source being identified. This could have implications for road safety, especially in the vicinity of schools, and the promotion of sustainable modes of transport (walking, cycling and public transport) as one of the main objectives of STPs was to discourage use of the private car.

3.8 Up until June 2010, the Council benefitted from Government funded capital and revenue Road Safety grants of £75k and £396k respectively. However, the capital grant was then cut in its entirety and the revenue grant was cut by 27% (£90k). From April 2011, the remainder of the revenue grant was cut. This has resulted in a halving of the number of Road Safety officers in Halton, and loss of funding for a wide range of projects and initiatives. Whilst the impact of these cuts cannot be predicted, there is a concern that the impressive downward

trend in casualty reduction might not be sustainable. Given the reduced staff numbers, in the future it is intended to run some initiatives jointly with our neighbours from Warrington Borough Council and other partner organisations such as Cheshire Police and Cheshire Fire & Rescue Service.

- 3.9 With the loss of the Road Safety Grant, it has been necessary to disband the Cheshire Safer Roads Partnership (CSRP). A new group, the Cheshire Road Safety Group (CRSG), has been formed to operate the safety cameras, with reduced contributions from the local authorities within Cheshire. Due to the level of cuts, Halton is unable to contribute financially to the Group. At the present time the safety cameras within Halton will continue to operate, although the level of activity and enforcement cannot be determined. The Speed Awareness Courses, which drivers can be referred to instead of receiving a fine and penalty points will now be run by Cheshire Police, having formerly been run by Cheshire West & Chester Council.

#### **4.0 FINANCIAL IMPLICATIONS**

- 4.1 There are no direct funding implications for 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. The Council's LTP settlement was reduced by approximately two thirds in 2011 so this is likely to impact on the amount of road safety engineering works that can be developed and implemented over the coming years of LTP 3;
- **Halton's Revenue Programme** – Provides the only funding now for local road safety education, training and publicity initiatives (approx. £18k), the School Crossing Patrol Service and some traffic management measures;

#### **5.0 RISK ANALYSIS**

- 5.1 There is a variable and uncertain road safety risk associated with implementing a reduced annual programme of road traffic accident prevention measures. Failure to implement a programme or any further lessening of resource allocations could lead to an escalation of accident and casualty numbers. It is possible that the reduced funding available to the Council for road safety could impact on its ability to maintain its downward trend in casualty reduction.

#### **6.0 POLICY IMPLICATIONS**

- 6.1 The work on casualty reduction is consistent with the policies and approaches incorporated in Halton's second Local Transport Plan.

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

##### **7.1 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 with fewer road traffic accidents.

## **7.2 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.

## **7.3 A Healthy Halton**

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

## **7.4 Employment, Learning and Skills in Halton.**

There are no direct implications for this priority.

## **7.5 Halton's Urban Renewal.**

There are no direct implications for this priority

## **8.0 EQUALITY AND DIVERSITY ISSUES**

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

## **9.0 OTHER IMPLICATIONS**

9.1 There are no direct social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report.

## **10.0 BACKGROUND PAPERS**

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