Halton 2010
Traffic Collisions Review

2010 saw increases in the number of road traffic accidents and casualties in Halton relative to the exceptionally low numbers in 2009 but general levels were in line with the gradually reducing, trend line levels of recent years.

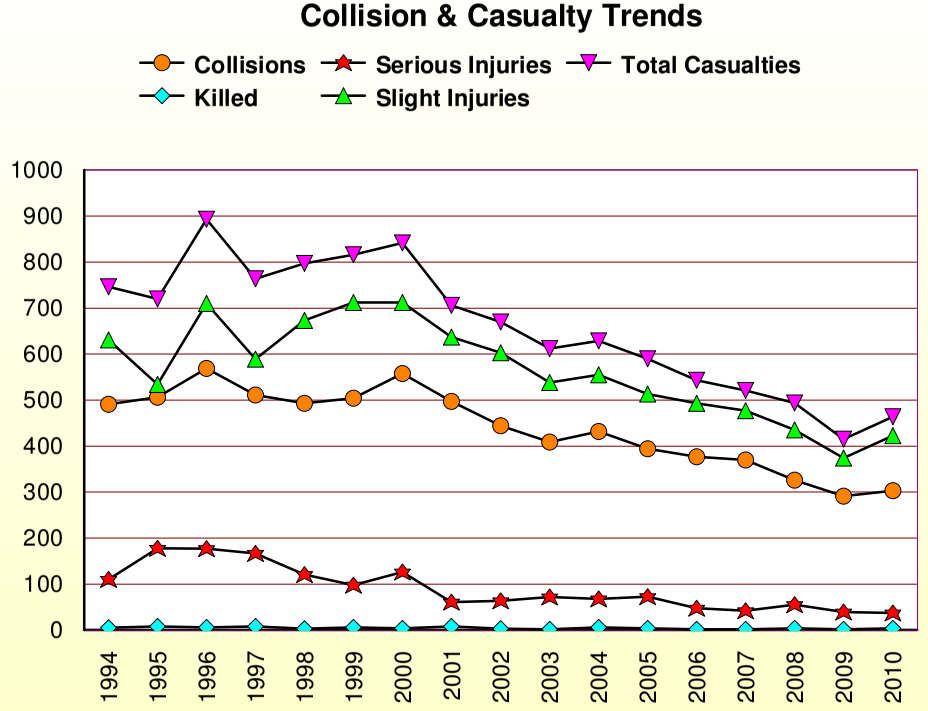
Serious injuries & deaths (KSI) remained at 41.

Child serious injuries (CKSI) rose to 10, to expected levels.

Slight casualty numbers (SLI) rose from 374 to 423.

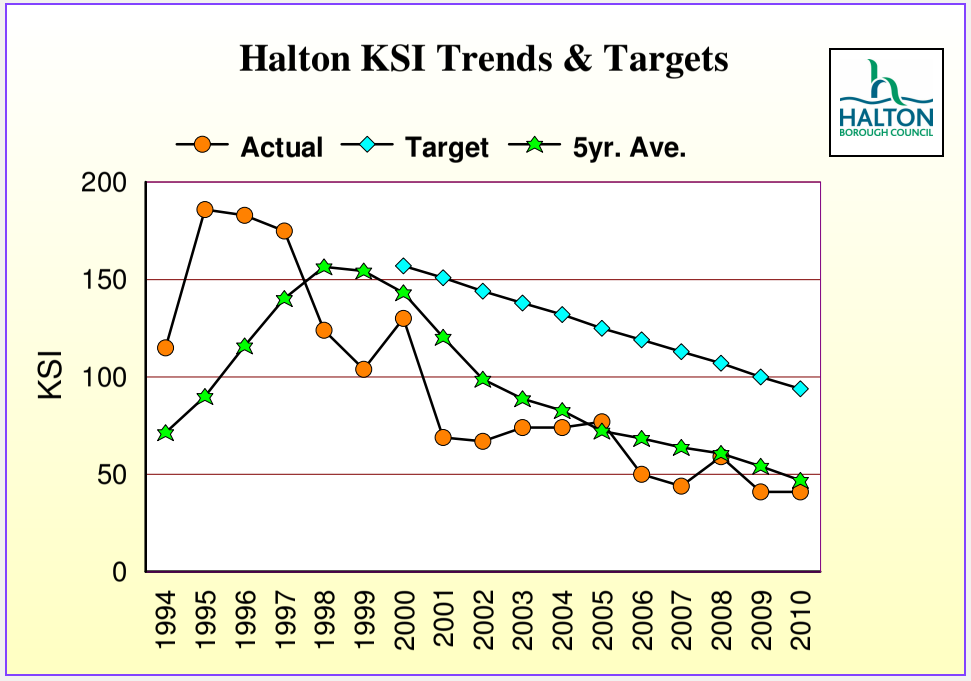
Halton has comfortably met the Government's casualty reduction targets in 2010.

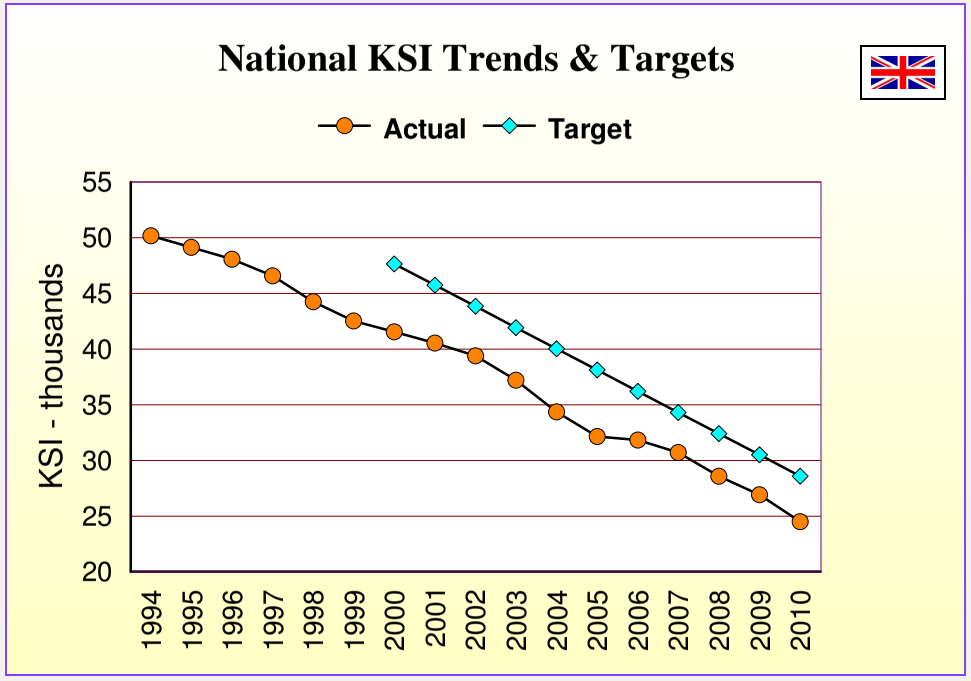
Year	Collisions	Deaths	Seriously Injured	Slight Injuries	Total Casualties
1994	491	5	110	631	746
1995	506	8	178	534	720
1996	569	6	177	710	893
1997	511	8	167	589	764
1998	493	3	121	673	797
1999	504	6	98	712	816
2000	558	4	126	712	842
2001	497	8	61	637	706
2002	444	3	64	603	670
2003	409	2	72	538	612
2004	432	6	68	555	629
2005	394	4	73	513	590
2006	377	2	48	493	543
2007	370	2	42	477	521
2008	326	4	55	435	494
2009	291	2	39	374	415
2010	**303**	**4**	**37**	**423**	**464**



Killed/Seriously Injured All Ages (KSI) *(National indicator)*

	94-98 average	2009	2010	% change over base for 2010	% change 2009-2010
Halton	**157**	**41**	**41**	-74% down	0%
National	47,656	26,912	24,510	-49% down	-9% down



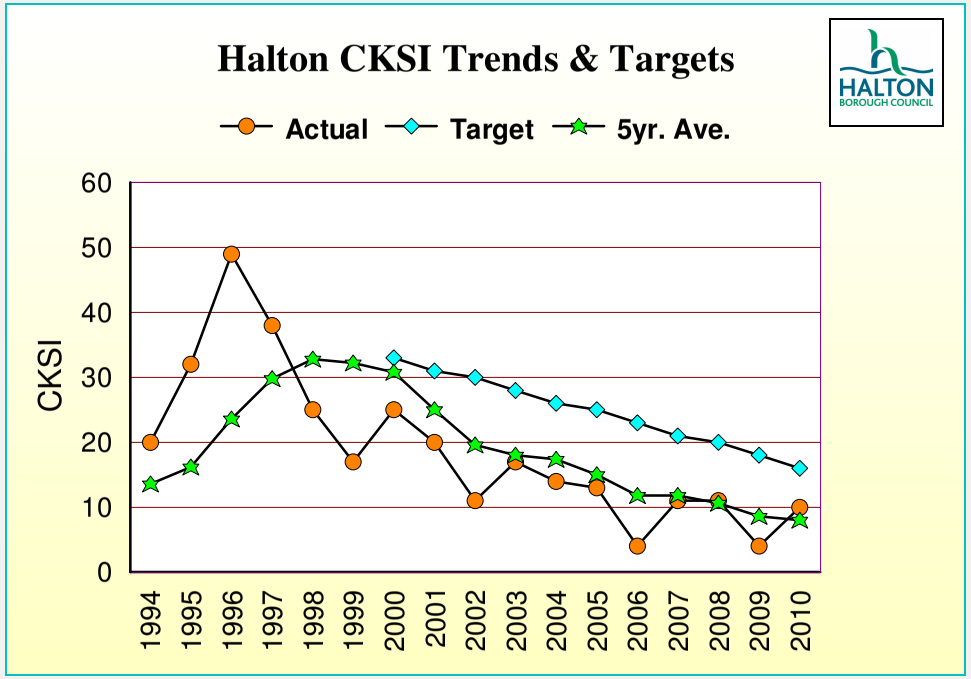


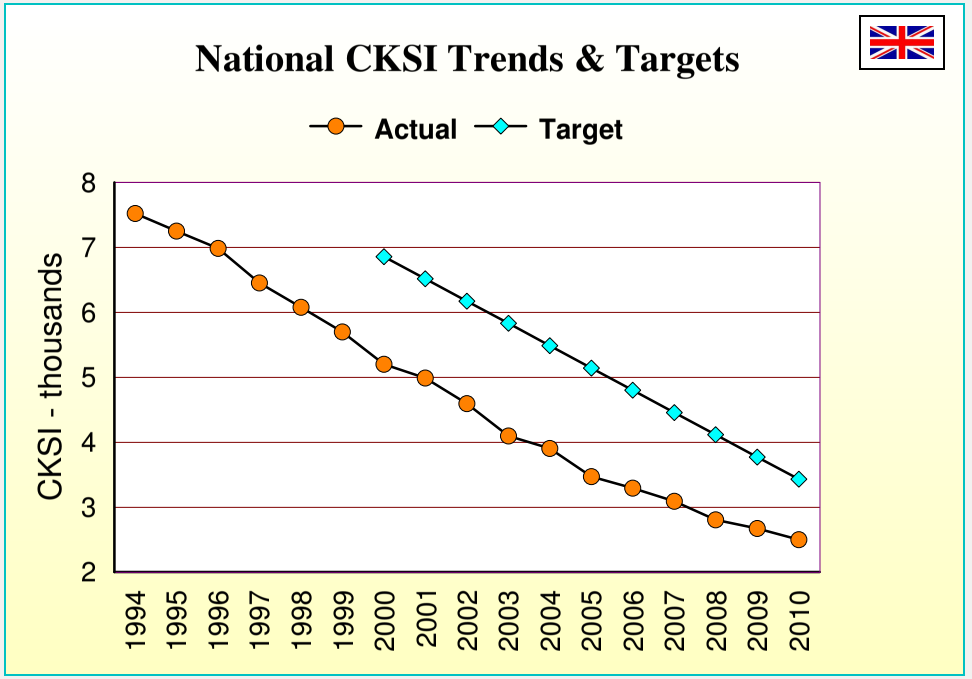
Due to the very low KSI numbers that occur annually in Halton, year to year numeric volatility is clearly an issue. However, the general downward trend is very good news and the five year rolling average figure gives a more stable view of the KSI trends.

Halton comfortably met the national 40% reduction in KSI casualties target in 2010, achieving a remarkable 74% reduction.

Children Killed/Seriously Injured (CKSI) *(National indicator)*

	94-98 average	2009	2010	% change over base for 2010	% change 2009-2010
Halton	**33**	**4**	**10**	-70% down	150% increase
National	6,860	2,671	2,502	-64% down	-6% down

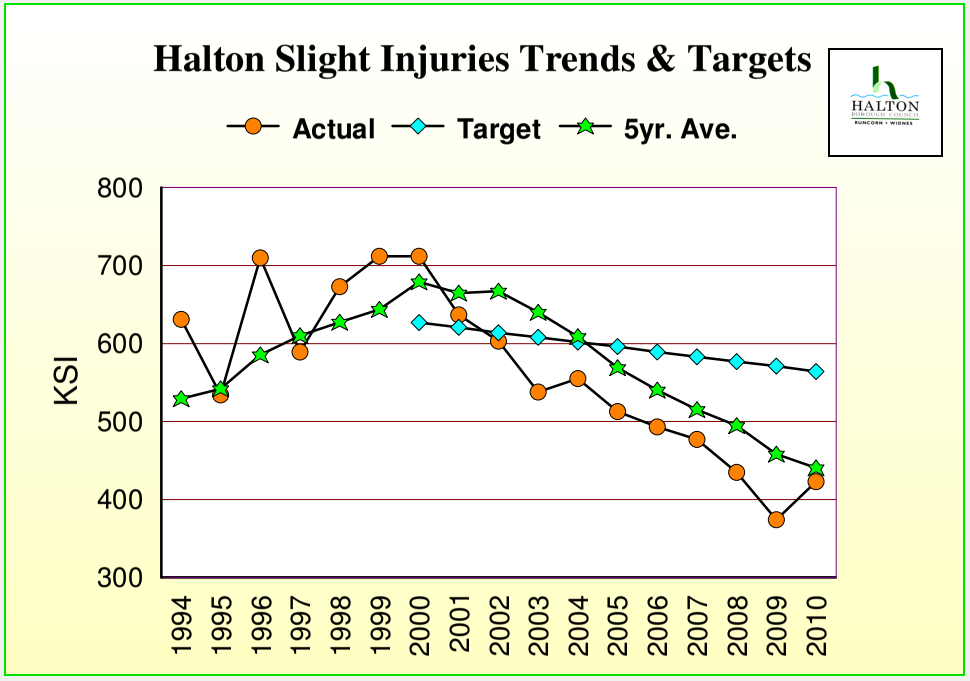


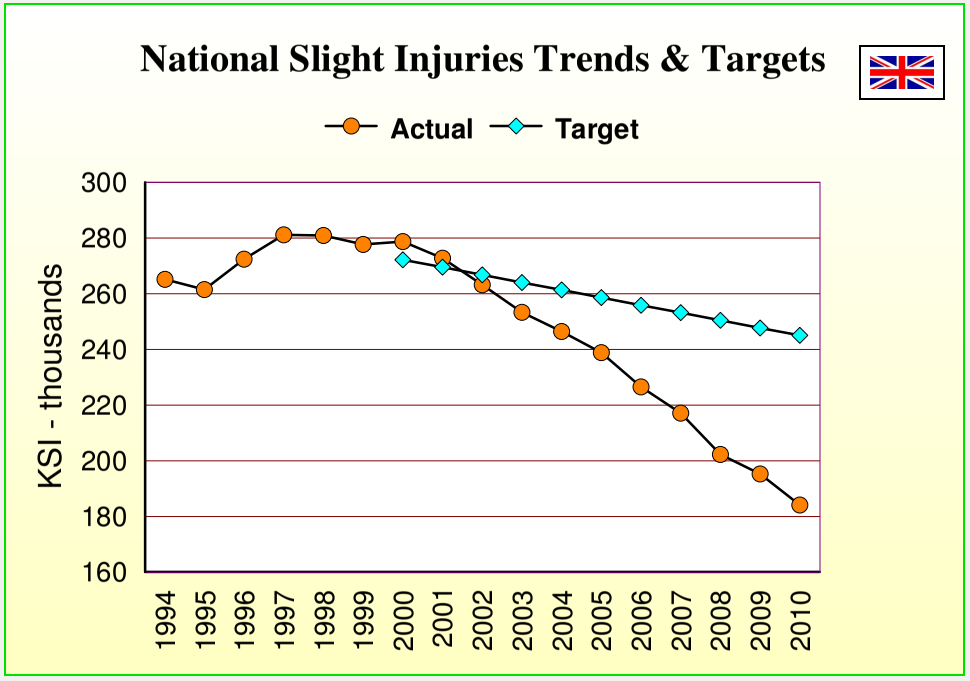


Statistical volatility has bedevilled this indicator in Halton, where the numbers of casualties in this category are so low. With such small numbers, single year to single year comparisons are of little value locally. It is clear though that years of road safety education, training and publicity, engineering and school travel plan work has produced a clear decline in child KSI numbers and the general downturn in the five year average is particularly, welcome. Halton achieved the 2010 national reduction target of 50% with ease, despite 2010 not being an outstanding year.

Slight Injuries, All Ages (SLI) *(National indicator)*

	94-98 average	2009	2010	% change over base for 2010	% change 2009-2010
Halton	627	374	423	-32% down	13% increase
National	272,272	195,234	184,138	-32% down	-6% down





All figures for slight casualties are expressed as a pure number that have or may occur, not as a rate per distance travelled which is the basis of Government reduction targets. In 2010, Halton matched the national reduction in slight casualty numbers over the 1994-98 baseline average at 32% , this despite local slight casualty numbers rising in 2010 relative to the previous year for the first time since 2003.

Halton has surpassed the national target reduction figure of just 10% in this category. (Taken as the raw slight injuries number, not expressed as a rate per distance travelled, as there is no means of accurately presenting the figures in this way.)

Targets Comfortably Surpassed

In 2000, the government set three new casualty reduction targets to be reached by the year 2010. These targets are based on the relevant averages over the years 1994 to 1998 (the *'baseline'* figures) as follows:

40% reduction in the number of all people killed or seriously injured ('KSI'),
50% reduction in the number of children killed or seriously injured ('CKSI'),
10% reduction in the slight casualty rate, expressed as the number of people slightly injured ('SLI') per 100 million vehicle kilometres travelled. (Taken as the actual number of slight casualties in Halton, and not expressed as a rate per distance travelled due to lack of accurate data on total annual travel distances).

The year to year fluctuations in victim numbers across the various casualty categories have always been a problem in Halton, producing excessive swings in the individual year totals. It is for this reason that it would be more reasonable to show Halton's performance as a five year rolling average as noted earlier in this report. However they are presented though, overall the 2010 final casualty totals across the various categories covered have broadly been in line with the established trends of recent years and Halton has surpassed its targets:

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

Whilst comparison figures for 2010 are not available yet, according to the DfT Halton was one of the highest achieving highway authorities in the country in terms of casualty reduction rates to the end of 2009..

For the future, whilst no new casualty reduction targets have been agreed nationally as yet, there appear to be no 'easy fixes' that will secure further large scale reductions in casualty numbers and permit continuation of the rapid progress of recent years. Loss of the road safety grant and consequential halving of staffing levels in the Road Safety section will certainly have an impact. However, casualty savings will continue being sought through a wide range of initiatives including traditional engineering work, the use of safety cameras and road safety education, training and publicity. We will continue to work with our partner organisations including Cheshire Road Safety Group, though with funding cuts at a national level, all partners are facing funding and staffing restrictions in the years to come.