

REPORT: Environment and Urban Renewal
Policy and Performance Board

DATE: 19th November 2014

REPORTING OFFICER: Strategic Director, Policy & Resources

PORTFOLIO: Transportation

SUBJECT: Annual Road Traffic Collision & Casualty Report.

WARDS: Boroughwide

1.0 PURPOSE OF REPORT

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2013 and to recommend a continuance of road traffic collision reduction work.

2.0 RECOMMENDATIONS

2.1 **It is recommended that:**

- 1. The overall progress made on casualty reduction in Halton be noted and welcomed;**
- 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 measures, as a result of reduced resources, be noted.**

3. SUPPORTING INFORMATION

3.1 Appendix 'A' sets out full details of the numbers of traffic collisions and casualties in the year 2013, and compares these figures with those for previous years. There have been large reductions in the numbers of people being slightly injured but with the overall numbers of those killed/seriously injured (KSI) remaining essentially the same as in the previous four years. Within the stable KSI total, the number of adults increased but the number of children (those aged under 16 years) reduced to the lowest recorded total known in Halton. This latter tally is known to be volatile and can fluctuate from year to year, but such a low number is unprecedented.

3.2 In summary during 2013:

- There were 267 road traffic collisions involving personal injury in Halton, this being the lowest number in over 20 years. These incidents produced 347 casualties, a large reduction on the 377 recorded in 2012;
- 39 of the casualties were classed as serious, and there was 1 death, giving a total of 40 killed or seriously injured (KSI) which is the joint lowest figure in over 20 years and the same KSI total as 2011 & 2012;
- The child serious injury (CKSI) total of 3 is the lowest number since modern records began and again there were no child fatalities in 2013. The CKSI annual total is subject to large relative variations but this figure goes some way to redressing what had been an upward trend in child serious casualties in recent years;
- The number of people of all ages being slightly (SLI) injured fell to 307 from 337 in 2012.

3.3 In terms of the overall casualty numbers, the results confirm the success of our casualty reduction work, supported via revenue funds and the Local Transport Plan with targeted enforcement and local road safety education, training, publicity and traffic management initiatives undertaken independently and jointly with partner organisations

3.4 Halton's KSI totals of 41, 41, 40, 40 and 40 over the years 2009 to 2013 indicate that achieving further reductions is proving to be extremely challenging, all the more so given the Government's decision to reduce road safety funding. Whilst Halton's KSI numbers remained almost the same over these five years, nationally over the same time the KSI numbers have fallen by 13% and we are now be falling behind the KSI reduction rates being achieved nationally.

3.5 Within the KSI total, an increase in child killed serious injury (CKSI) totals of 4, 7, 7 and 10 over the years 2009 to 2012 is disappointing and at odds with national CKSI rates which fell 15% over the same period. However, the 2013 total of just 3 children seriously injured reflects the volatility of the numbers in this group.

3.6 The Department for Transport 2013 comprehensive annual report on road casualties is available via:
www.gov.uk/government/uploads/system/uploads/attachment_data/file/359311/rrcgb-2013.pdf

3.7 **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:

	2005-09 average	2012	2013	2013 change over 2012	2013 change over 2005-09 base average
Cheshire East	284	245	205	-16%	-28%
Cheshire West & Chester	238	214	136	-36%	-43%
Halton	54	40	40	0%	-26%
Knowsley	58	64	62	-3%	7%
Liverpool	218	243	204	-16%	-6%
Manchester	222	195	158	-19%	-29%
St. Helens	65	70	73	4%	12%
Warrington	104	111	80	-28%	-23%

Halton no longer appears to be so comfortably placed under this new measurement regime relative to most of its neighbours, but the reality is that the year to year KSI performance fluctuations that authorities experience undermines the validity of this method of comparison. Given the removal of the Council's Road Safety Grant support and reductions in road safety staff and resources, it is difficult to see how Halton can continue 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.

Intensive work with children can affect their behaviour on the roads for the rest of their lifetime, and falling levels of involvement could be storing up problems for future years.

As has been pointed out to the DfT in the course of earlier consultation exercises, those authorities that achieved the highest rates of casualty reduction under the previous government's 2000-2010 Road Safety Strategy – such as Halton - are now in a very weak position to achieve further reductions and they will compare badly with others that achieved little up to 2010. It is the view of officers that the basis of the new Key Outcomes indicators is therefore flawed.

4.0 FUNDING REDUCTIONS

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

- 4.2 Overall, Halton's 2013 casualty figures have remained consistent but concern remains that budget reductions are beginning to have an impact on our ability to continue achieving year on year reductions, despite the best efforts to maximise resources through running initiatives jointly with our neighbours from Warrington Borough Council and other partner organisations such as Cheshire Police and Cheshire Fire & Rescue Service (CFRS) – organisations which in turn have had reduced resources.

5.0 OTHER IMPLICATIONS

- 5.1 The work on casualty reductions is consistent with the policies and approaches incorporated in Halton's third Local Transport Plan.
- 5.2 There are no other direct social inclusion, sustainability, value for money, legal or crime and disorder implications resulting from this report

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

A 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 EQUALITY & DIVERSITY ISSUES.

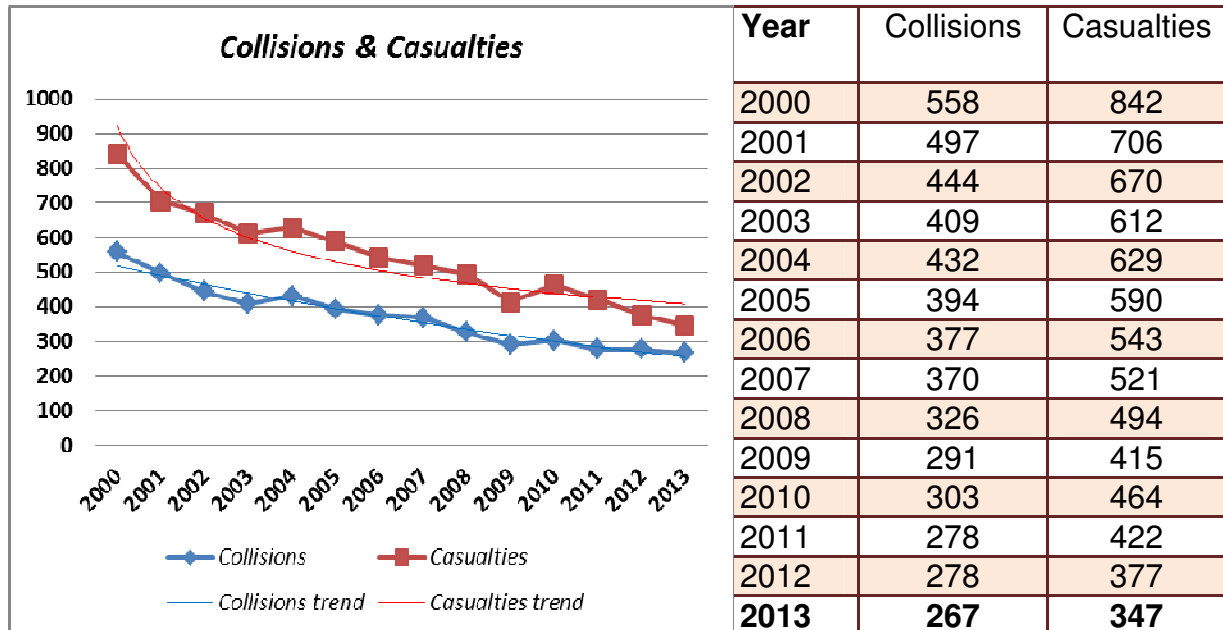
- 7.1 There are no direct equality and diversity issues associated with this report.

8.0 BACKGROUND PAPERS

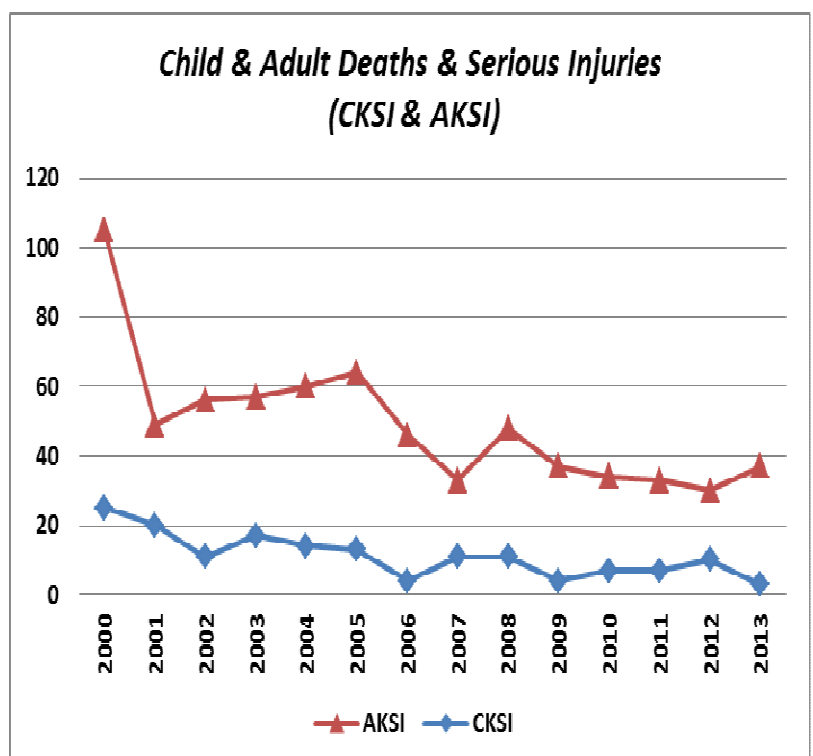
8.1 There are no background papers under sec. 100D of the Local Government Act 1972

Halton 2013 Traffic Collisions Review

2013 saw a marked decrease in the number of road traffic *casualties* in Halton relative to the previous year and the general levels were in line with the overall trend for progressive, if fluctuating, general reductions stretching back over a decade. *Collision* numbers also reduced slightly.



Whilst casualty numbers fell, all the reduction was in the number of people slightly injured (SLI) as the number of deaths/serious injuries remained the same at 40 for all ages. Within this total of 40 KSI, child serious injuries (AKSI) fell dramatically but all-age serious injuries increased slightly.



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

**Local Indicators
Killed & Seriously Injured, All Ages (KSI)
(Local Indicator PPTLI 9)**

adult KSI.

The five year rolling KSI average (PPTLI 9) fell from 44.2 to 40.4, the fall being entirely due to the 2008 annual KSI tally of 59 dropping out of the calculation.

Children (Under 16's) Killed & Seriously Injured (CKSI) (Local Indicator PPTLI 10)

Due to the numbers being so low, this annual total is very prone to variations year on year, and over the previous four years the CKSI total rose from just 4 in 2009, to 7 in both 2010 and 2011 to 10 in 2012.

Road Safety education work with children relies heavily on direct contact, mainly in the classroom, and this involvement is an area of contact that has been most severely affected by budget reductions and the consequent reduction in the numbers of road safety officers.

Slight, All-Age Casualties (SLI) (Local Indicator PPTLI 11)



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