

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

**DATE:** 27<sup>th</sup> February 2019

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

**PORTFOLIO:** Transportation

**SUBJECT:** Annual Road Safety Statistics Report

**WARD(S)** Boroughwide

## 1.0 PURPOSE OF THE REPORT

1.1 To report on the latest release of the Department for Transport annual road safety statistics.

## 2.0 RECOMMENDATION: That:

- 1) **The Board welcome the progress made on casualty reduction over the past decade;**
- 2) **The 2019 programme of road safety education, training, and publicity be endorsed.**

## 3.0 SUPPORTING INFORMATION

3.1 The latest figures (2017) for Halton are very encouraging. A summary of the data is as follows, with the detail appearing in Appendix A to this report:

- A decrease of 14% in casualty numbers against 2016;
- There were 243 road traffic collisions resulting in personal injury, with 303 casualties. These numbers reflect a continued long term downward trend;
- 28 of the casualties (comprising 2 fatalities), are classed for statistical purposes as killed or seriously injured (KSI);
- The total of 28 KSI is significantly lower than 2016, and is the lowest number recorded (32 KSI in 2015 has previously been the lowest);
- A total of 4 child serious injury (CKSI) represents a decrease of 33% (comparable to 6 in 2016).
- The numbers of people of all ages being slightly injured (SLI) fell to 275 (308 in 2016).
- Halton remains on course to achieve its performance targets.

- 3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2017, together with comparisons of figures for previous years. There are notable reductions in the number of people slightly injured (SLI), together with those killed/seriously injured (KSI) as compared to the figures for 2016.
- 3.3 For the KSI total, both the number of adults and children decreased. However due to the low numbers recorded annually in Halton, this number does fluctuate from year to year. A 5-year rolling average for casualty numbers is a more effective way to judge relative performance, and this average also reflects a downward trend in numbers.
- 3.4 Overall, Halton was one of the best performing Local Authorities, both regionally and nationally in terms of casualty reduction in 2017.

3.5 **National Position**

Nationally, road casualties decreased by 6% in 2017, as set out in the Department for Transport 2017 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-annual-report-2017>

- 3.6 The Department for Transport (DfT) has advised that comparisons with previous years' figures should be interpreted carefully. Changes in the systems used for casualty reporting by the Police are underway. New collision recording systems are being adopted by Police Forces, designed to tackle a perceived under-reporting of injury/severity/collisions. Problems validating the raw data (particularly in London) resulted in a delay in the Department for Transport issuing its Road Casualties Great Britain Annual Report 2017. Hence the delay in Halton reporting its Traffic Collisions Review.
- 3.7 The Government's 'Strategic Framework for Road Safety' (May 2011) has an outcomes framework for measuring progress on road casualty reductions. The framework seeks to deliver reductions through encouraging best practice amongst local authorities, and comparing local progress with national trends. Overall, a central KSI reduction forecast of 40% by 2020 (based on a 2005-09 base average) is identified as an outcome. However no specific targets are set. The only other countries in the EU without targets in their road safety strategies are Luxembourg and Malta.

4.0 **POLICY IMPLICATIONS**

- 4.1 The work on casualty reduction remains consistent with the strategy and approaches set out in the Liverpool City Region's Transport Plan for Growth and Halton's Local Transport Plan 3 (2011 – 2025). Halton continues to participate in the Merseyside and Cheshire Road Safety Partnerships to share best practice and collaborate beyond administrative boundaries.

4.2 **Halton's 2019 Programme**

This programme covers collision reduction schemes, and road safety education, training, and publicity. The 2019 Programme includes the following:

- 4.3
- Engineering schemes to improve safety and accessibility for pedestrians and other vulnerable road users, particularly around schools;
  - A scheme to improve road safety on the Runcorn busway network to address a number of collisions reported in recent years;
  - The use of speed indicator devices ('smiley SID signs). These signs are an effective means of gathering information on speeding in the locality, as they record the speed of every vehicle and this data can then be analysed;
  - Continued close liaison with Cheshire Police for targeted speed enforcement;
  - Two sites have been identified in Halton for the next phase of the Cheshire Road Safety Group red light / speed on green camera programme and these may be activated in 2019.
  - The School Crossing Patrol Service will continue to have a visible presence throughout 2019.

4.4 The Road Safety Team will continue to engage with a number of different road users through an extensive programme of education, training and publicity. The Junior Safety Officer scheme will be run in almost every school in the Borough. Crucial Crew will again be hosted (alongside other partner agencies). Approximately 1600 Year 5 children attend the awareness scheme promoting personal safety.

4.5 Other education, training and publicity initiatives include:

- Drink drive awareness campaigns
- Business driver safety seminar
- Child Safety Week
- 'Show you care park elsewhere' campaign to tackle congestion and safety issues at school start / finish times

4.6 It is important to note that at the present time, the remaining Mersey Gateway and Silver Jubilee Bridge works are resulting in temporary changes to traffic flows. This can make it difficult to determine specific accident black spots, and identify where to undertake accident remedial works. In addition, large sections of Halton's busiest roads (M56 and Mersey Gateway) are outside the Council's direct control, and this can limit the Council's ability to manage an effective casualty reduction programme.

## 5.0 **FINANCIAL IMPLICATIONS**

5.1 There are no direct financial implications resulting from the publication of these latest figures.

5.2 Funding for casualty reduction work is derived from a number of sources. Since 2011, capital and revenue grants allocated for Road Safety have been reduced. This has led to a reduction in road safety education, training and publicity, together with staff resources. Road safety schemes must now be prioritised to where the greatest casualty reductions can be achieved.

## 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 this priority. However, improving road safety does encourage people to access opportunities for work, especially via sustainable travel means.

**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 transport.

**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 reductions in road safety resources may impact on road safety and associated road collision statistics.

**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 Report to Environment & Urban Renewal Policy & Performance Board on 15 November 2017;

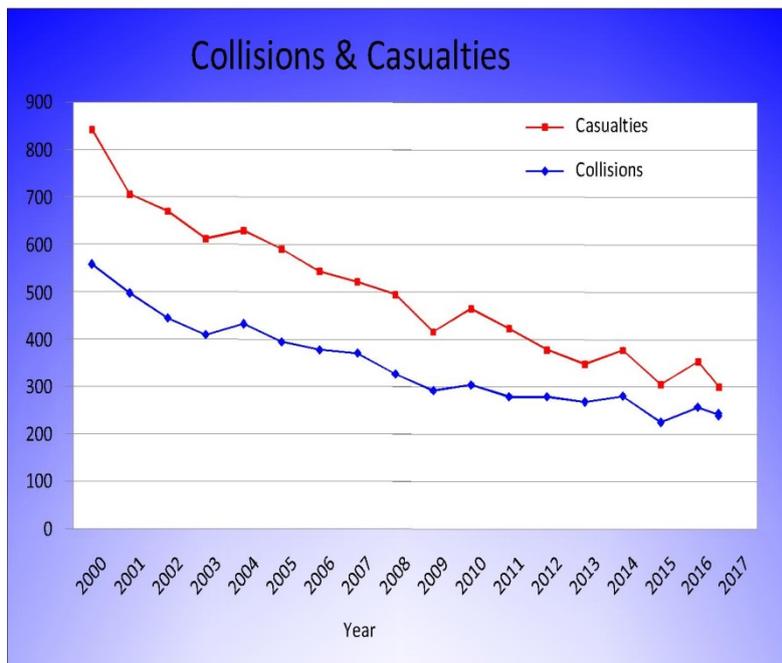
Report to Environment & Urban Renewal Policy & Performance Board on 16 November 2016.

## Halton 2017 Traffic Collisions Review

## Appendix A

After an increase in the number of road traffic collisions and casualties in Halton in 2016, 2017 saw a decrease in both casualty numbers and collisions. It is encouraging that these annual figures both decreased significantly. In addition, the five year rolling average, a more reliable indicator of performance given the small number of incidents, also showed a downward trend.

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
2014	279	376
2015	224	304
2016	258	354
2017	243	303



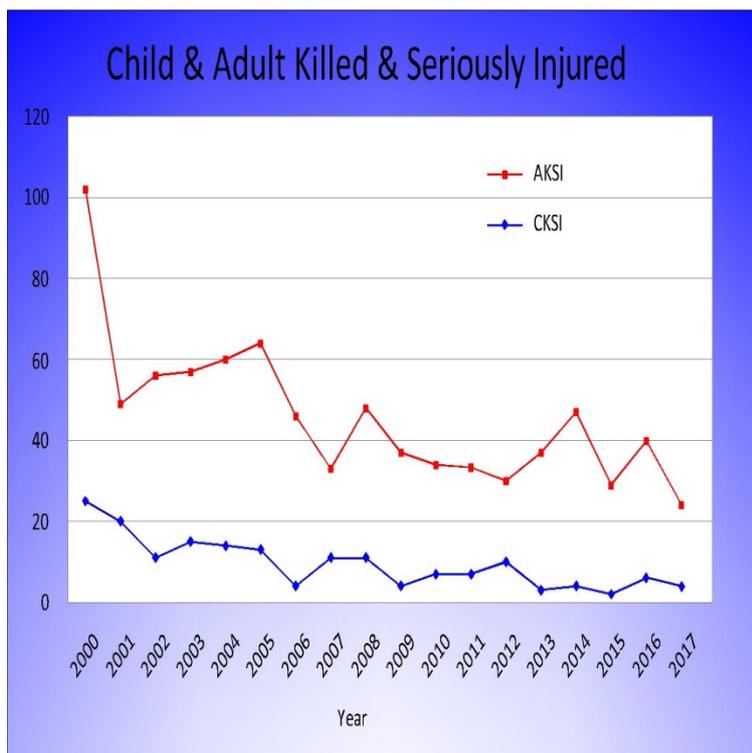
Decreases were seen across all class of casualties – KSI, CKSI and SLI. These decreases in casualty numbers appear to be a continuation of the downward trend seen both locally and nationally in the past decade.

The 6% reduction in casualties of all categories achieved nationally was surpassed locally as Halton saw a substantial decrease of 14% in casualty numbers.

Consideration must be given to the impact of the Mersey Gateway works to casualty / collision numbers in recent years. 2016 saw more extensive road closures, junction re-modelling works and diversion routes, resulting in large amounts of traffic migrating onto minor roads, with a consequent spike in collisions. By late 2017 much of the Mersey Gateway work was complete and a lot of traffic shifted back to the primary road network resulting in the drop in collisions, particularly on local distributor roads.

<b>2000</b>	25	105
<b>2001</b>	20	49
<b>2002</b>	11	56
<b>2003</b>	17	57
<b>2004</b>	14	60
<b>2005</b>	13	64
<b>2006</b>	4	46

2007	11	33
2008	11	48
2009	4	37
2010	7	34
2011	7	33
2012	10	30
2013	3	37
2014	4	47
2015	2	30
2016	6	40
2017	4	24



## Local Indicators

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

2017 saw a significant decrease in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a total of 28. The DfT advises that comparisons with previous years' figures should be interpreted with caution, given that there have been changes in the systems used for reporting by police forces. Halton, in comparison with other Authorities within the Cheshire Constabulary area performed well in 2017. Overall the number of fatalities (2) on Halton's roads is very small, especially when compared with historic data.

As always, given the small numbers involved, statistical comparisons can be difficult. A rolling average, taken over a number of years provides more statistical confidence. The five year rolling average indicator (PPTLI 6) dropped from 41.8 to 39.4. It is hoped that the decrease recorded in 2017 is reflected in future years, and the downward trend

### **Children (u16s) Killed and Seriously Injured (CKSI) (Local Indicator PPTLI 7)**

In 2017, 4 children were killed or seriously injured in Halton, a decrease from 6 in 2016. Due to the very low numbers, this annual total can be prone to variations year to year. The five year rolling CSKI average (PPLTI 7) has fallen and is now 3.8, compared with 5.0 last year.

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

In 2017 there was 10% decrease in people slightly injured in Halton, in contrast to a 13% increase the year before (2016).

Halton compares favourably with the situation nationally, where a 7% reduction has been achieved.

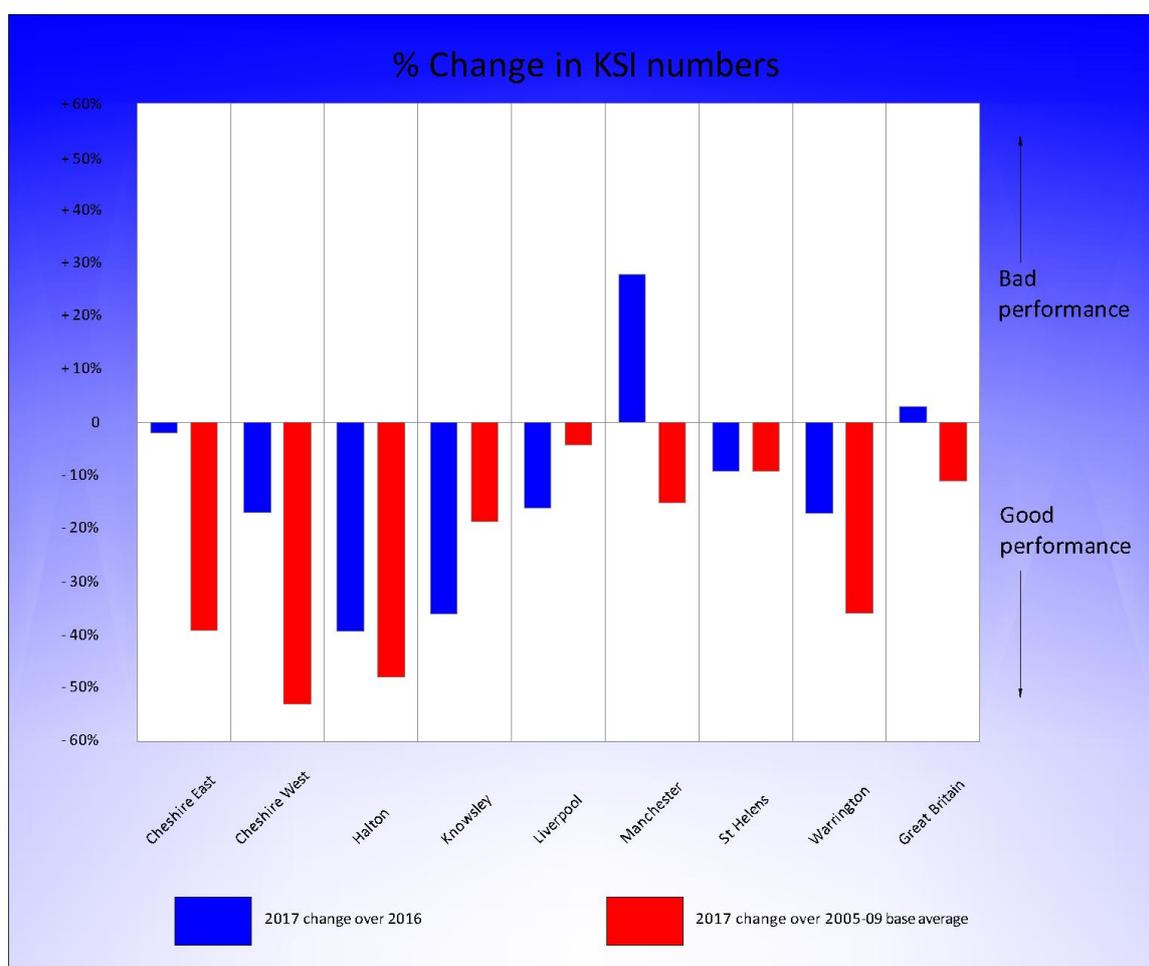
### **Strategic Framework for Road Safety**

In 2011 the Government set out a strategy for Road Safety that set out an outcomes framework designed to help Local Government, local organisations and citizens to monitor 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. These were intended to measure the key outcomes of the strategy, but in Halton, given the low number of fatalities, and annual fluctuations in incidents, it was proposed to use KSI rates instead. Halton's performance in reducing KSI casualties, relative to our neighbours, can now be compared:

<b>KSI</b>	<b>2005-2009 average</b>	<b>2016</b>	<b>2017</b>	<b>2017 change over 2016</b>	<b>2017 change over 2005-09 average</b>
<b>Cheshire East</b>	284	176	173	-2%	-39%

<b>Cheshire West &amp; Chester</b>	238	135	112	-17%	-53%
<b>Halton</b>	<b>54</b>	<b>46</b>	<b>28</b>	<b>-39%</b>	<b>-48%</b>
<b>Knowsley</b>	58	74	47	-36%	-19%
<b>Liverpool</b>	218	249	210	-16%	-4%
<b>Manchester</b>	222	148	189	+28%	-15%
<b>St Helens</b>	65	65	59	-9%	-9%
<b>Warrington</b>	104	81	67	-17%	-36%
<b>GB</b>	30,041	25,893	26,624	+3%	-11%



Looking at neighbouring Local Authorities it is clear that with regards to KSI casualties, Halton is one of the best performing areas in the region. All Local Authorities covered by Cheshire and Merseyside Police Forces have seen significant reductions in reported casualties, with only Knowsley MBC coming close to matching Halton in 2017.

At Manchester City Council, improvements in the reporting of collisions by Greater Manchester Police (GMP) have resulted in a sharp rise in both casualty and accident rates. These increases have been mirrored throughout the Transport for Greater Manchester (TfGM) region and are as a result of GMP tightening up reporting procedures to correct

historic under-reporting of road traffic collisions in the region. TfGM have stated these changes are partly responsible for a sharp upwards trend injury road accidents in Greater Manchester. Therefore, it should be noted that improvements and changes in reporting processes by GMP will mean that local comparisons must be made with caution.

Elsewhere in the UK, changes to the collision reporting systems used by Police Forces have produced some interesting results. Approximately half of English police forces adopted the CRASH (Collision Recording and Sharing) system for recording reported road traffic collisions at the end of 2015 or the first part of 2016, although Surrey has been using the system since November 2012. In addition, the Metropolitan Police Service (MPS) switched to a new reporting system called COPA (Case Overview Preparation Application), which went live to police officers from November 2016. COPA radically changed the way the MPS provided the DfT with data, resulting in several deadlines being missed for the supply of accurate collision statistics. As a result of this, the DfT announced that the main results publication would be delayed in order to allow Transport for London time to validate the data. As a consequence, Halton has had to publish this Annual Collision Review several months later than usual.

Recent data has shown that using either of these systems results in a significant increase in the number of reported serious injuries and the DfT is now encouraging individual Police Forces to adopt one of these systems. Cheshire Police currently uses its own bespoke collision reporting system, but in the medium to long term it is looking to change systems. This may result in a spike in recorded serious injuries that have previously not been recorded or recorded elsewhere, making like-for-like comparisons difficult.

As stated previously, given the very small numbers involved, Halton's casualty figures are prone to wide percentage variations, year on year. 2016 saw a considerable increase in casualty numbers. Conversely, 2017 saw figures fall to levels below even the record lows of previous years.

What should not be ignored is the impact of the Mersey Gateway works on collision and casualty numbers. In 2016 we saw large sections of the strategic highway network being subject to roadworks, particularly in Runcorn. The necessary diversion routes resulted in large amounts of traffic migrating onto local distributor roads and a consequent steep rise in collisions here. In 2017, much of the highway infrastructure surrounding Mersey Gateway was complete and traffic migrated back on to the primary routes through the Borough. As a consequence of this, collision and casualty rates have dropped, as motorists have transferred to routes and junctions that can better cope with high levels of traffic.

Halton has undertaken a number of successful road safety initiatives, targeting a wide variety of at-risk road users in 2017. In addition, the Traffic Management Team installed a number of accident remedial schemes. However, it should be noted that the impact of Mersey Gateway works on traffic flows throughout the Borough restricted the options available for engineering interventions. This is still the case as traffic flows through the Borough are still in a state of flux, with the Silver Jubilee Bridge closed, and it is very difficult to determine where to make engineering interventions that will have the greatest impact on casualty reduction.

It is hoped that over the next few years the downward trend in collisions and casualties, reflecting improved road safety, will continue. The Government has targeted a reduction of 40% in KSIs by 2020, relative to the baseline 2005-09 figures, something Halton is well on course to achieving.