

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

**DATE:** 13 November 2019

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

**PORTFOLIO:** Transportation

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

**WARD(S)** Boroughwide

### 1.0 PURPOSE OF THE REPORT

1.1 To report on the latest road traffic collision and casualty numbers within the Borough.

### 2.0 RECOMMENDATION: That

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

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

### 3.0 SUPPORTING INFORMATION

3.1 The latest figures (2018) for Halton are encouraging. A summary of the data is as follows:

- There were 197 road traffic collisions involving personal injury within Halton, a continuation of the long term downward trend. These incidents resulted in 232 casualties, a 23% decrease on the 2017 figures;
- A total of 30 killed or seriously injured (KSI) is slightly above the figures for 2017 (28), but is still historically low when compared to 10 years ago;
- 28 of the casualties were classed as serious, with 2 fatalities (the same number as in 2017)
- A total of 6 child serious injury (CKSI) represents an increase of 50% (comparable to 4 in 2017).
- The numbers of people of all ages being slightly injured (SLI) fell dramatically to 202 (275 in 2017).
- Halton remains on course to achieve its performance targets.

3.2 Appendix A sets out the numbers of traffic collisions and casualties in 2018, together with comparisons of figures for previous years. There is a notable reduction in the number of people slightly injured (SLI), as compared to 2017 with the numbers killed or seriously injured (KSI) increasing slightly.

3.3 For the KSI total, the number of adults stayed the same as for 2017 but the numbers of child casualties increased by 2. 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 whilst Adult KSIs reflected a downwards trend, the average for child KSIs grew slightly.

3.4 Overall, looking at the data and in terms of casualty reduction in 2018, Halton was one of the best performing Local Authorities, both regionally and nationally.

### 3.5 **National Position**

Nationally, road casualties decreased by 6% in 2018, as set out in the Department for Transport 2018 Comprehensive Annual Report on Road Casualties available via:

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-main-results-2018>

3.6 The Department for Transport (DfT) still advises that comparisons with previous years' figures should be interpreted carefully. Changes in the systems used for casualty reporting by the Police are ongoing. Police forces are being encouraged to adopt one of two new collision recording systems designed to tackle a perceived under-reporting of injury collisions and the severity.

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 reductions is consistent with the policies and approaches incorporated 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 It must be remembered that the ongoing Runcorn delinking, Widnes Loops, and Silver Jubilee Bridge works temporarily change traffic flows and can make it difficult to determine specific accident black spots, and therefore where to effectively undertake accident remedial works.

### 4.3 **Halton's 2020 Programme**

This programme covers road traffic collision reduction schemes, road safety education, training, and publicity.

4.4 Whilst the ongoing major works (delinking / SJB) have made identifying appropriate sites for road safety engineering works more difficult, there are still a number of

locations where significant improvements can be achieved. In addition to larger scale works, a number of small-scale engineering schemes have been devised to improve safety and accessibility for pedestrians and other vulnerable road users (particularly around schools). The Council will continue to liaise closely with Cheshire Police to targeted speed enforcement. The use of the speed indicator device signs continues to be an effective means of gathering information on speeding issues, given that they record the speed of every vehicle approaching them. 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 possible sites for average speed cameras are currently being identified.

- 4.5 The Road Safety team will continue to engage with a number of different road users through an extensive programme of education, training and publicity. As well as running the Junior Safety Officer scheme in almost every school in the Borough, Road Safety once again hosted Crucial Crew with a number of agencies, both internal and external to Halton, where approximately 1600 Year 5 children attended the awareness scheme promoting personal safety. Furthermore, in 2020 the Road Safety team will be delivering additional education, training and publicity initiatives including Drink Drive campaigns, business driver safety seminars, cycle training, Child Safety Week and the 'Show you care park elsewhere' campaign to tackle congestion and safety issues at school start / finish times, in addition to managing the School Crossing Patrol service.

## 5.0 FINANCIAL IMPLICATIONS

- 5.1 There are no direct financial implication 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. This means that the road safety programme must now be prioritised to where the largest potential accident savings 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 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 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 27 February 2019;

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 2018 Traffic Collisions Review

## Appendix A

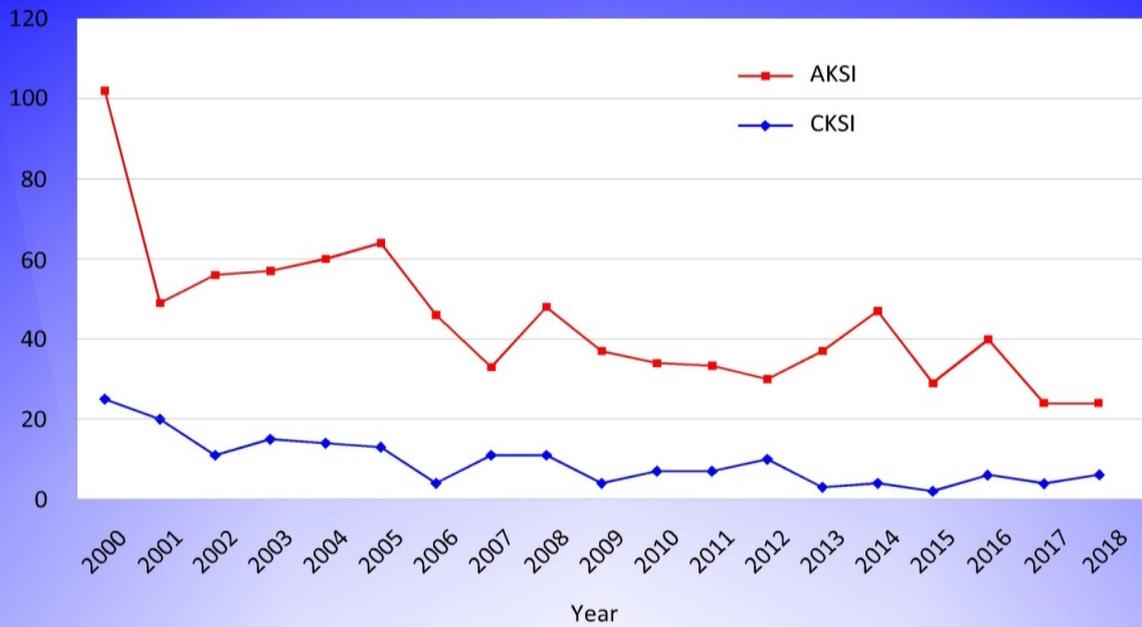
2018 saw a substantial decrease in the number of road traffic collisions and casualties in Halton, where a remarkable 23% fall in personal injury numbers was achieved. This compared very favourably with the average nationally of 6%. Looking at the figures, there were 197 collisions in the Borough, resulting in 232 casualties: the lowest level on record.

All accidents that were reported to Cheshire Police and that occurred within the adopted highway in Halton involving at least one motor vehicle, horse rider or cyclist, and where at least one person was injured, are included in this Review. Collisions that occur on private land (or driveways) and car parks are not included in the statistics. Likewise, accidents that do not result in personal injuries are also excluded.

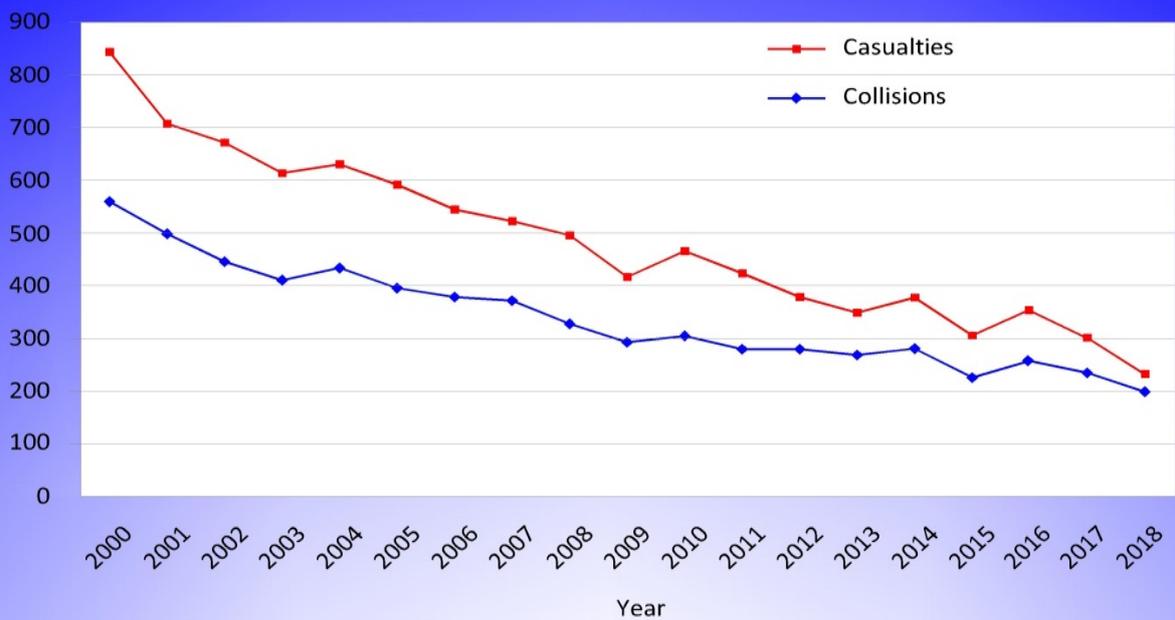
The decrease in numbers achieved in Halton were exclusively in the slight injury category (SLI) as the number of adults and children killed or seriously injured either remained static (AKSIs) or increased slightly (CKSIs). It remains to be seen if this reductions in those slightly injured are part of a wider trend, or more likely due to a combination of factors unique to Halton.

Year	Collisions	All casualties	Adult Deaths / Serious Injuries (AKSIs)	Child Deaths / Serious Injuries (CKSIs)	Slight Injuries All Ages (SLI)
2000	558	842	105	25	712
2001	497	706	49	20	637
2002	444	670	56	11	603
2003	409	612	57	17	538
2004	432	629	60	14	555
2005	394	590	64	13	513
2006	377	543	46	4	493
2007	370	521	33	11	477
2008	326	494	48	11	435
2009	291	415	37	4	374
2010	303	464	34	7	423
2011	278	422	33	7	382
2012	278	377	30	10	337
2013	267	347	37	3	307
2014	279	376	47	4	325
2015	224	304	30	2	272
2016	258	354	40	6	308
2017	243	303	24	4	275
<b>2018</b>	<b>197</b>	<b>232</b>	<b>24</b>	<b>6</b>	<b>202</b>

## Child & Adult Killed & Seriously Injured



## Collisions & Casualties



## Local Indicators

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

2018 saw a slight increase in the number of all-age casualties killed or seriously injured (KSI) in Halton, to a total of 30. Sadly, two people lost their lives on Halton's roads in 2018, however this number of fatalities is very small, especially when compared with historic data.

As in previous years the DfT once again advises that comparisons with previous years' figures should be interpreted with caution, given that there have been changes in the systems used for severity reporting by police forces. Halton, in comparison with other Authorities within the Cheshire Constabulary area was one of the better performing Local Authorities.

Given the small numbers involved and their inherent volatility, it is more advantageous to use a rolling average, taken over a number of years. The five year rolling average (PPTLI 6) actually dropped from 39.4 to 37.4. Influencing factors include the new Mersey Gateway Bridge complex and motorway system being outside Council control, reductions in budgets, and changes to the Police serious injury reporting system all limit opportunities to drive improvements.

### **Children (U16s) Killed and Seriously Injured (CKSI) (*Local Indicator PPTLI7*)**

In 2018, 6 children were killed or seriously injured in Halton, an increase from 4 in 2017. 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) has increased and is now 4.4, compared with 3.8 last year. However whilst any increase causes concern, and to put this into perspective, 10 years ago the rolling 5 year average for CKSIs was 10.6.

### **Slight, All-Age Casualties (SLI) (*Local Indicator PPTLI8*)**

In 2018 there was a 27% decrease in people slightly injured in Halton, easily improving upon last year's impressive 10% reduction.

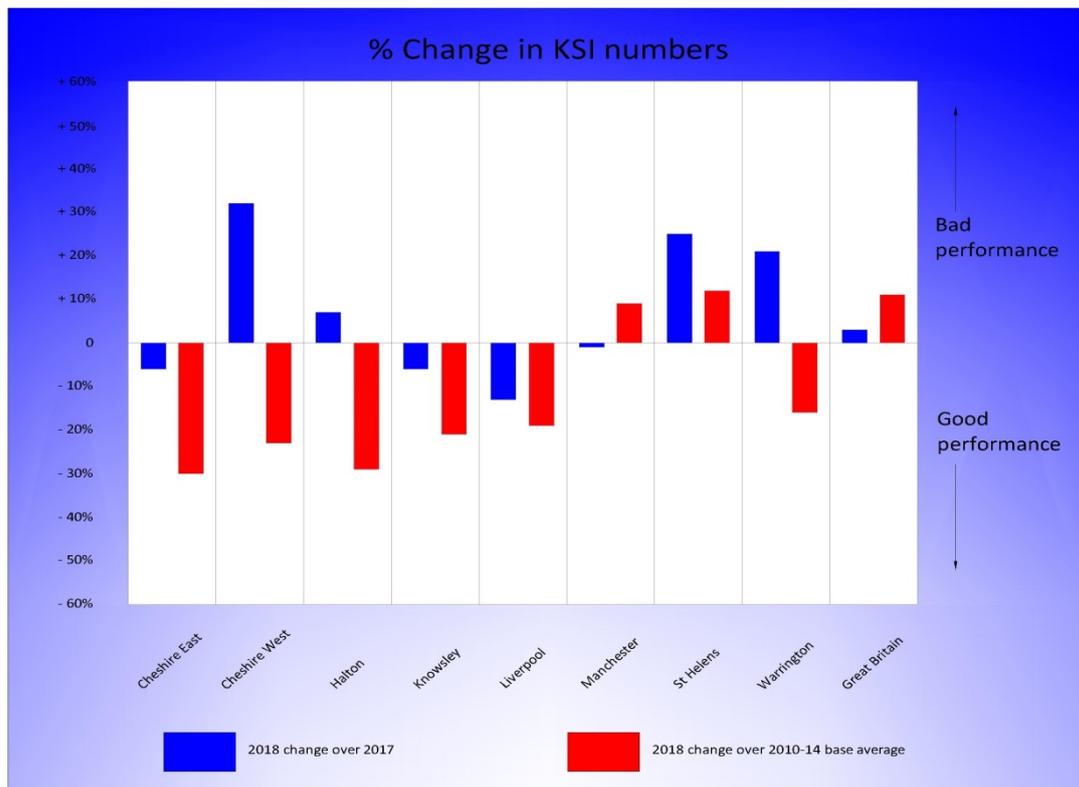
Halton compares very favourably with the situation nationally, where an 8% reduction has been achieved.

## 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 relating to road deaths. These were intended to measure the key outcomes of the strategy, but in Halton, given the low number of fatalities, and the consequent fluctuations, it was proposed to use KSI rates instead. Halton's performance in reducing KSI casualties, relative to our neighbours, can now be compared:

KSI	2010-2014 average	2017	2018	2018 change over 2017	2018 change over 2010-14 average
Cheshire East	232	173	163	-6%	-30%
Cheshire West & Chester	191	112	148	+32%	-23%
<b>Halton</b>	<b>42</b>	<b>28</b>	<b>30</b>	<b>+7%</b>	<b>-29%</b>
Knowsley	56	47	44	-6%	-21%
Liverpool	225	210	183	-13%	-19%
Manchester	172	189	188	-1%	+9%
St Helens	66	59	74	+25%	+12%
Warrington	96	67	81	+21%	-16%
GB	24,456	26,624	27,295	+3%	+11%



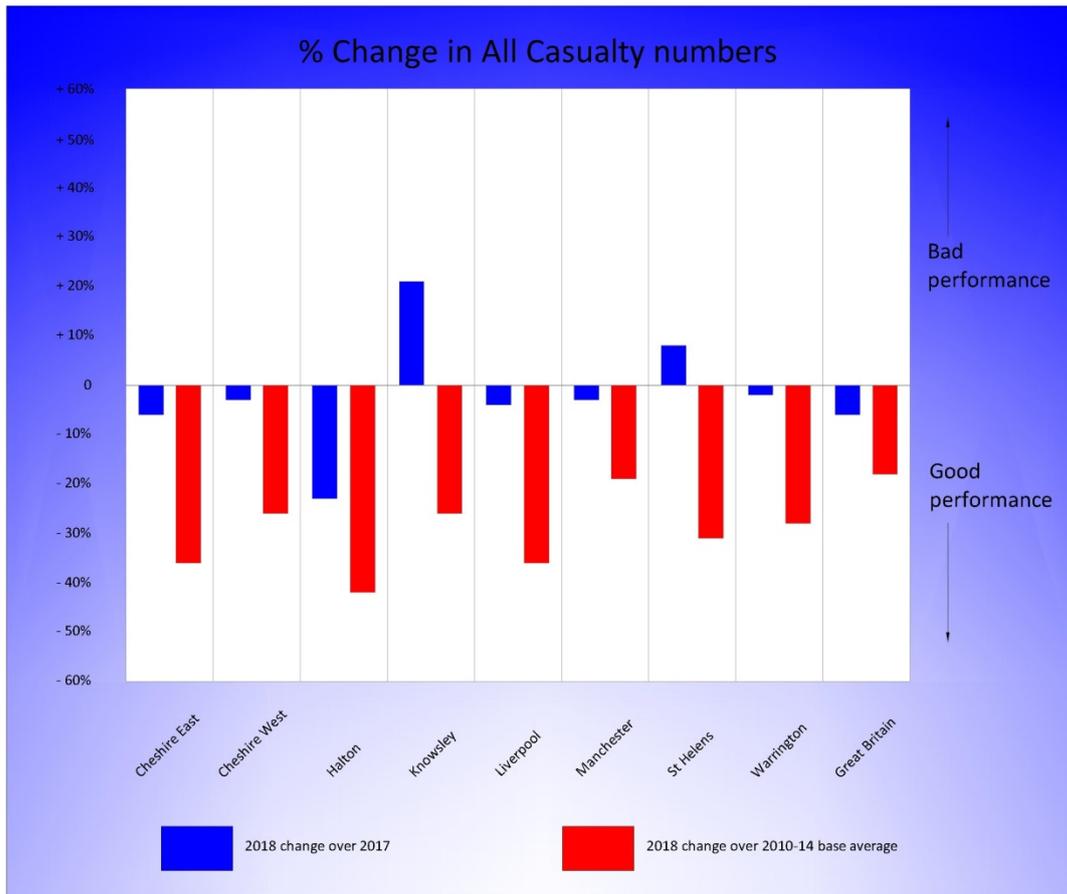
Looking at neighbouring Local Authorities, it is clear that with regards to KSI casualties, Halton is one of the better performing areas in the region. However, given the changes to the reporting systems used by Police Forces since 2016, it is difficult to gauge the success of casualty reduction strategies of Local Authorities from different Police Constabulary areas.

At Manchester City Council and at other Local Authorities within the TfGM area, improvements in the reporting of collisions by Greater Manchester Police (GMP) have resulted in uniform rises in both casualty and accident rates across the area. There have also been changes in the way Merseyside Police report and record road traffic collisions, but these have produced variations in changes in KSI numbers. Both Liverpool City Council and Knowsley MBC have seen dramatic falls in casualty numbers, but in neighbouring St Helens, the opposite is true, with a steep rise in KSIs.

Within Cheshire, the reporting methods for road traffic collisions have not been subjected to the same level of systemic change as other Police Forces, but there have been minor modifications in recent years, making it difficult to determine how effective, or otherwise, the casualty reduction strategy has been. As with the Merseyside Police area, 2018 has seen large disparities between Local Authorities in the Cheshire Constabulary area, with only Cheshire East seeing a fall in KSI casualty numbers.

Given the recent changes and lack of uniformity in the reporting systems for KSIs, examining the numbers for all casualties probably gives a better indication of the relative performance for different Local Authorities within the region. From looking at the table below it is apparent that Halton's performance in reducing road traffic casualty numbers is better than all of our neighbouring Local Authorities, some by a wide margin. In the previous 12 months no other Local Authority comes close to matching the fall in road traffic casualties achieved in Halton. Relative to the 2010-2014 base average, only Cheshire East and Liverpool City Council came close to matching Halton's reduction in 2018.

All casualties	2010-2014 average	2017	2018	2018 change over 2017	2018 change over 2010-14 average
Cheshire East	1495	1101	950	-6%	-36%
Cheshire West & Chester	1222	919	891	-3%	-27%
<b>Halton</b>	<b>397</b>	<b>303</b>	<b>232</b>	<b>-23%</b>	<b>-42%</b>
Knowsley	450	271	328	+21%	-27%
Liverpool	1849	1231	1178	-4%	-36%
Manchester	1645	1379	1339	-3%	-19%
St Helens	480	307	331	+8%	-31%
Warrington	821	603	590	-2%	-28%
GB	196,133	170,993	160,378	-6%	-18%



As stated previously, given the very small numbers involved, Halton’s KSI casualty figures are prone to wide percentage variations, year on year. 2017 saw a dramatic decrease in numbers that, at the time, was difficult to explain. Conversely, 2018 saw our figures rise slightly, although the 5-year rolling average continues to fall and the numbers are historically low.

The reasons behind the dramatic fall in numbers for both collisions and the resulting casualties can be difficult to pin point. The impact of the Mersey Gateway works on collision and casualty numbers may have played a part. Despite a couple of junctions where the collision numbers are slightly higher than expected, the Mersey Gateway road network is undoubtedly a lot safer than the one it replaced. Indeed, looking at the Mersey Gateway road network, there have been 19 recorded injury collisions between Junction 12 M56 and A562 Speke Road in 2018. To put that in perspective, in 2014, prior to Mersey Gateway works commencing, and when all traffic used the Silver Jubilee Bridge, there were 31 recorded injury collisions between Speke Road and the M56.

Despite the reductions in resources due to austerity, Halton was still able to undertake a number of successful road safety initiatives, targeting a wide variety of at-risk road users in 2018. In addition, the Traffic Management Team undertook a number of accident remedial schemes. Traffic flows through the Borough are still changing with the Silver Jubilee Bridge closed, making it difficult to identify locations where engineering interventions will have the greatest impact on casualty reduction.

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 and surpassing.