

REPORT AGENDA ITEM 15

LEICESTERSHIRE COUNTY COUNCIL HIGHWAYS FORUM FOR CHARNWOOD

15TH JULY 2009

ROAD SAFETY IN LEICESTERSHIRE - 2008

REPORT OF THE DIRECTOR OF HIGHWAYS, TRANSPORTATION AND WASTE MANAGEMENT

Purpose of Report

1. To provide details of current road casualty trends within Leicestershire and highlight progress toward the 2010 targets.

Background

2. The Leicestershire Local Transport Plan 2006 – 2011 (LTP2), published in March 2006, included road casualty reduction targets for 2010 and a strategy to achieve those targets.
3. In December 2008 a local transport plan progress report was submitted to the Department for Transport.
4. The casualty figures for 2008 were finalised at the end of March 2009 and subsequently used to produce the report Road Safety in Leicestershire – 2008. A summary of this report has been produced at Appendix A and a full copy of the report can be found on the County Council web site www.leics.gov.uk/casualtyreport
Paper copies of the full report will be available at the meeting.

Conclusions

5. Leicestershire has a record of casualty reduction which is at least as good as, and often better than national trends. Given progress made, we propose to continue the innovative development of the existing casualty reduction strategy.

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Background Papers

The Leicestershire Local Action Plan 2006 – 2011
The Leicestershire Local Action Plan 2006 – 2011, Progress Report December 2008.
Road Safety in Leicestershire – 2008

Trends and Overall Figures

Figure 1 shows a continued reduction in total casualty numbers for all roads in Leicestershire, including motorways and trunk roads. The 2008 figure stand 35% below the 2000 peak.

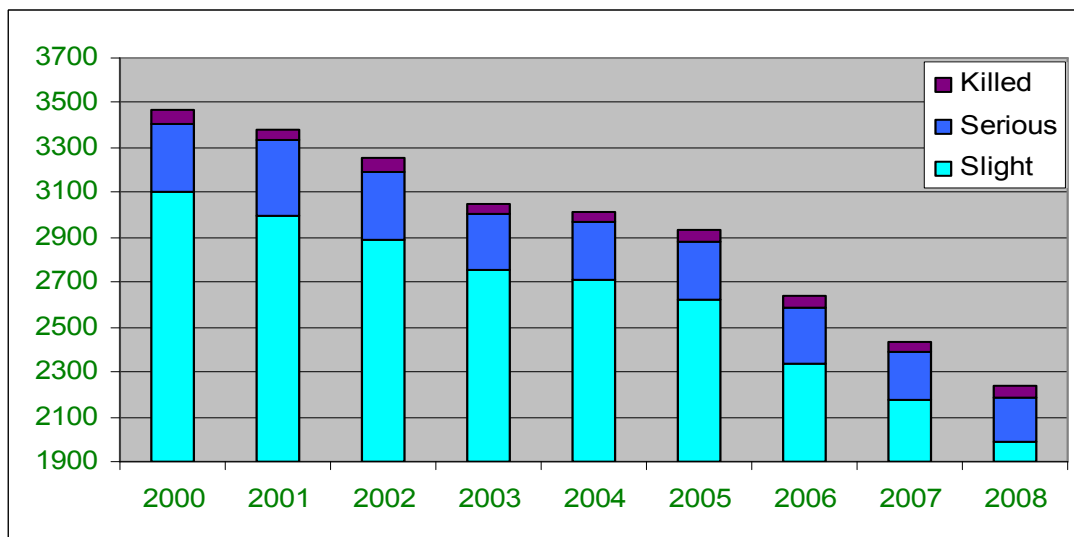


Figure 1

Although in 2008 the number of fatal accidents was slightly down on 2007, Table 1 shows that the number of people killed increased. This continues a gradual upward trend in road deaths in Leicestershire since 2003, though the seriously injured figure continues to fall significantly.

Table 1 - Casualties					
Casualty	2000	2007	2008	% change from 2000	%change from 2007
Killed	55	49	56	2	14
Serious	305	217	197	-35	-9
Slight	3104	2172	1986	-36	-9
Total	3464	2438	2239	-35	-8
KSI	360	266	253	-30	-5

Table 2 shows progress towards the 4 key casualty reduction targets included in LTP2. In 2008 all of the milestones were achieved, confirming the long term trend which indicates that the 2010 targets will be achieved.

Table 2 – Local Transport Plan Casualty Targets				
	Milestones 06 -08	Actual 06 -08	2008 Milestone	2010 Target
KSI	279	273	Achieved	On target
Child KSI	18	16	Achieved	On target
Motorcycle KSI	62	55	Achieved	On target
Slight	2608	1986	Achieved	On target

The Audit Commission uses casualty figures as part of its assessment of local authority performance. Leicestershire is included in a panel of 16 comparator authorities and in 2008 was ranked:

- 9th for KSI casualty reduction (9th in 2007)
- 7th for Child KSI casualty reduction (3rd in 2007), and
- 5th for Slight casualty reduction (5th in 2007)

Casualties by Travel Mode

Table 3 looks at trends in casualties by travel mode and shows significant casualty reductions across all modes since 2000. Between 2007 and 2008 reductions were achieved across all modes, except cycling.

Table 3 Casualties by Travel Mode					
Casualty	2000	2007	2008	% change from 2000	%change from 2007
Pedestrians	263	192	166	-37	-14
Cyclists	217	123	149	-31	21
Motorcyclists	296	212	191	-35	-10
Car drivers	1616	1205	1122	-31	-7
Car passengers	790	562	476	-40	-15
Goods Occupants	215	122	113	-47	-7
Bus Occupants	54	11	14	-74	27
Others	13	11	8	-38	-27
All Modes	3464	2438	2239	-35	-8

Casualties by Age

Figure 2 shows percentage casualties by age in 2008. Relative to their proportion of the population, 16 to 25 year olds are significantly over represented in the casualty numbers

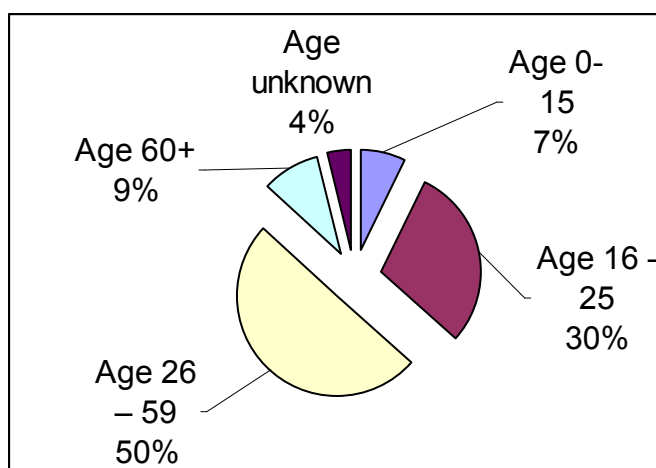


Figure 2

Casualties by Road Classification

The traffic volume in Leicestershire is estimated to be 7,400 million vehicle km per year. Table 4 compares casualties with traffic volume and road length and shows a complex picture. In 2008 52% of casualties in Leicestershire were sustained on roads classed as B or below which account for 37% of traffic volume but 86% of road length. Conversely, 48% of casualties were sustained on motorways and A roads, which account for 63% of traffic volume but only 14% of road length.

Table 4 Casualties Traffic Volume Road length %			
Percentage	Road Length%	Casualty %	Traffic Volume %
Motorways and Trunk A Roads	4	17	32
Local A Road	10	31	31
Local B Road	5	13	37
Local C Road	29	25	
Local Other Road	52	14	
Total		100	100

Casualties by District or Borough Council

Table 5 compares casualties with road length and population and shows reasonable correlation during 2008. It also shows significant long term casualty reductions across the individual areas.

Table 5 Casualties rates by Population and Road Length						
	2008 Casualties	% change from 2000	Road length km	Casualties per km	Population	Casualties per 100,000 Population
Blaby	332	-41	470	0.71	93,000	357
Charnwood	458	-36	780	0.59	165,000	278
Harborough	333	-26	990	0.34	83,000	401
Hinckley & Bosworth	363	-38	670	0.54	104,000	349
Melton	179	-31	700	0.26	49,000	365
North West Leicestershire	428	-41	670	0.64	90,000	476
Oadby & Wigston	146	-13	180	0.81	57,000	256
Totals	2239	-35	4460	0.50	641,000	349

Casualties by Local Urban and Rural Roads

Local roads are those maintained by the County Council and do not include motorways or trunk roads. Table 6 shows that reductions have been achieved across all classes of local roads since 2000, with the most significant casualty reductions on rural A and B roads. Again, between 2007 and 2008 most roads have shown reductions, although for the first time in several years urban A and B roads showed an increase.

Table 6 Local Road Casualties by Road Class					
	2000	2007	2008	% change from 2000	%change from 2007
Urban A	397	281	325	-18	16
Rural A	653	431	339	-48	-21
Urban B	242	151	183	-24	21
Rural B	238	162	107	-55	-34
Urban Other	825	619	572	-31	-8
Rural Other	471	392	316	-33	-19
Totals	2826	2036	1842	-35	-10

Accident Contributory Factors

Whilst not a definitive explanation of accident causation, recorded contributory factors are the initial judgement of the investigating police officers. Table 7 shows the factors most recorded in 2008.

Table 7 Most Frequently Recorded Accident Contributory Factors 2008		
Contributory Factors	Accidents	% accidents
Failed to look properly	466	28
Failed to judge other person's path or speed	293	17
Loss of control	236	14
Slippery road (due to weather)	212	13
Careless, reckless or in a hurry	199	12
Poor turn or manoeuvre	163	10

In Summary:

- All targets for 2008 are met and on track for 2010
- Total casualty numbers have reduced every year since 2000
- Serious and Slight casualty reductions compare favourably with national trends, and
- compared with 2000
 - Slight casualties have reduced by 36%.
 - Serious casualties have reduced by 35%.
 - Motorcycle KSI casualties have reduced by 45%
- compared to 2007
 - the number of people killed increased by 14%.
 - cyclist casualties increased by 21%.
 - local urban A and B road casualties increased by 18%.

Who was Killed in 2008?

Table 8 shows the characteristics of those killed in road accidents in 2008.

Table 8 - People Killed Age Group and Gender – 2008									
Age Group	0-15		16 -25		26 – 59		60+		Total
Male / Female	M	F	M	F	M	F	M	F	
Pedestrians	0	0	2	0	1	1	0	2	6
Cyclists	0	0	0	0	0	0	3	0	3
Motorcyclists	0	0	3	0	1	1	0	0	5
Car Drivers	0	0	7	2	9	3	4	0	25
Car Passengers	0	1	5	4	1	1	0	1	13
Goods Occupants	0	0	1	0	3	0	0	0	4
Total	0	1	18	6	15	6	7	3	56

Accounting for 43% of deaths, ages 16 to 25 are significantly over represented. This age group makes up an estimated 13% of the population, and travel less distance than older adults.

Further analysis indicates that 12 fatalities occurred on a journey as part of work; 10 people were not wearing the available seat belts (based on the initial assessment of the investigating police officer), with 5 of those aged 16 to 25.

Male deaths account for 71% of the total and significantly more than female deaths in all adult age ranges. This compares with a national estimate of males travelling on average only 25% further than females.

National Consultation on Proposed National Road Safety Strategy

The Governments consultation document “A Safer Way: Consultation on making Britain’s Roads the Safest in the World” was published in April 2009 and looks forward from 2010 to 2020. The consultation timetable extends until 14 July 2009.

The following national targets are proposed:

- to reduce road deaths by at least 33 per cent by 2020 compared to the baseline of the 2004–08 average;
- to reduce the annual total of serious injuries on our roads by 2020 by at least 33 per cent compared to the baseline.
- to reduce the annual total of road deaths and serious injuries to children and young people (aged 0–17) by at least 50 per cent against a baseline of the 2004–08 average by 2020.
- to reduce by at least 50% by 2020 the rate of KSI per km travelled by pedestrians and cyclists, compared with the 2004-2008 average