

ENVIRONMENT AND SUSTAINABILITY STANDING SELECT COMMITTEE

24 April 2006

agenda item number

Director of Environment

REVIEW OF ROAD ACCIDENT REDUCTIONS IN NOTTINGHAMSHIRE

Purpose of Report

- 1 To inform Members of progress made in Nottinghamshire against the 2010 national road casualty reduction targets.

Background

2. The Government's strategy for improving road safety during the period 2000 - 2010, including targets to reduce the number of road deaths and serious injuries, is set out in their document 'Tomorrow's Roads : Safer for Everyone'. The targets to achieve by 2010, compared with the average casualties for 1994 - 1998 are :-
 - a 40% reduction in the number of people killed or seriously injured (KSI) in road accidents
 - a 50% reduction in the number of children killed or seriously injured
 - a 10% reduction in the slight casualty rate, expressed as the number of people slightly injured per 100 million vehicle kilometres
3. The Authority also agreed an ambitious stretch target for Nottinghamshire, under a Public Service Agreement (PSA), relating to a reduction in overall killed or seriously injured casualties (KSIs). This means achieving a reduction from the 1994-98 baseline average of 826 KSIs to 599 by end of 2005 (equivalent to 27% reduction).
4. One of the outcomes of the Highway Services Best Value Review in 2002/03 was to assess all aspects of the road safety service and this resulted in the production of a Cross-Service Road Safety Improvement Plan for the period 2003 to 2010. The 2010 date was chosen to tie in with national casualty reduction targets and the Improvement Plan contains over 60 tasks covering engineering solutions, enforcement actions, education and awareness raising.

Progress made against the National Road Casualty Reduction Targets

5. It is now possible to report the road accident and casualty statistics for 2005 throughout the administrative County of Nottinghamshire. The graph **attached** (Appendix A) shows the progress made in the reduction of total casualties. The yearly trend against the national targets is shown on the **attached** graphs (Appendix B).

6. The figures shown on **attached** Appendix B (page1), indicate a very good reduction in overall KSIs by over a quarter (28%), to 593, when compared with the 1994-98 baseline average. It is pleasing to report therefore that the 2005 PSA target for overall KSIs has been met. This has contributed in levering-in significant funds to the Authority from central government as part of the PSA process. In addition when compared to 2004, the figures show an encouraging reduction of 12%. There has generally been a gradual decline in slight casualties, with a reduction of 7% below the 1994-98 baseline average however the numbers have risen by 4% from 2004.
7. Child KSIs (80) also show a significant 38% reduction from the 1994-98 baseline average (129) and also a 10% decrease when compared to 2004 (89). The yearly trend of child KSIs against the baseline are shown on **attached** Appendix B (page 2). As the figures fluctuate from year to year, it is useful to look at rolling three year trends, which show there has been a substantial general trend downwards since 1979, when records were first collected. Engineering measures specifically aimed at creating a safer environment for children, such as traffic calming, suitable crossing facilities and enhancing footpaths near to schools have been implemented. To support this work, education programmes have been developed to tackle specific issues which children face when making journeys.
8. Pedestrian KSIs (95) have reduced by over a third (nearly 34%) compared to the 1994-98 baseline average (143). However they have increased by nearly 6% when compared to 2004 (90), but in actual numbers it represents an increase of 5 KSI pedestrian casualties. In 2003 the Pedestrian Safety Partnership between the City and County Local Authorities plus Nottinghamshire Police was formed to tackle specific issues relating to pedestrians. A number of campaigns have been organised to target the most vulnerable pedestrians including children and older people.
9. The pedal cyclist KSIs (49) show an encouraging reduction of 43% compared to the 1994-98 baseline average (86). However there is a slight increase of nearly 9% when compared to 2004 (45), but in actual numbers this is only an increase of 4.
10. Motorcyclist KSIs show an encouraging decrease of 5% when compared to the 1994-98 baseline average (133) and a decrease of nearly 15% compared to 2004 (148). The figures in 2005 (126 KSIs) are only 2 above the low in 2000. This is also encouraging as there had been an 11% increase in 2004 when compared to the 1994-98 baseline average. Motorcyclist casualties continue to be an area of concern but are being addressed through casualty reduction engineering schemes and campaigns run with partners. This includes the Shiny Side Up Partnership which runs high profile campaigns involving the Highways Agency, motorcycle industry and superbike champion John Reynolds. For example, the high visibility 'Think Bike' and 'To Die for?' signs placed at motorcycle accident 'hotspots' during the peak riding 'season'. Additionally the Bare Bones Project involving the City and County Local Authorities and Nottinghamshire Police has been developed to address the issues of rider safety for younger 'twist & go' riders. The campaign highlights the need for protective clothing to be worn by this target group. In 2004 a Motorcyclists' Forum was formed offering all motorcyclists in Nottinghamshire the opportunity to give their views and input to the development of the Authority's policies and strategies in relation to motorcycling.

Further Actions

11. The accident statistics in 2003 and 2004 whilst showing a continued reduction in casualties against the 1994-98 baseline average, the achievement of the longer term target for 2010 of 496 KSIs will rely on consistent improvement in the casualty rate. As a result of this, a review of the Road Safety Strategy has been undertaken internally and externally. A Members' Road Safety workshop was held at County Hall on 13 January 2006 as part of this process. A number of amendments to the strategy were subsequently approved by Cabinet at their meeting on 8 March 2006 and are listed in the **attached** Appendix C. The Road Safety Improvement Plan (2003-2010) has been amended accordingly

Conclusions

12. While progress at this stage can be deemed satisfactory, the importance of maintaining at least the current funding levels for the road safety service both through LTP capital and the Authority's own revenue money cannot be stressed enough. This is not only to ensure a continuing downward trend in road casualty numbers, but also to ensure our statutory duty is undertaken, thereby safeguarding the Authority against potential litigation by road accident victims. In an increasingly "claims conscious" society, it is essential that our investigations and procedures are of a sufficiently high standard to guarantee a continuing implementation of prioritised local safety scheme programmes for dealing with known accident sites.

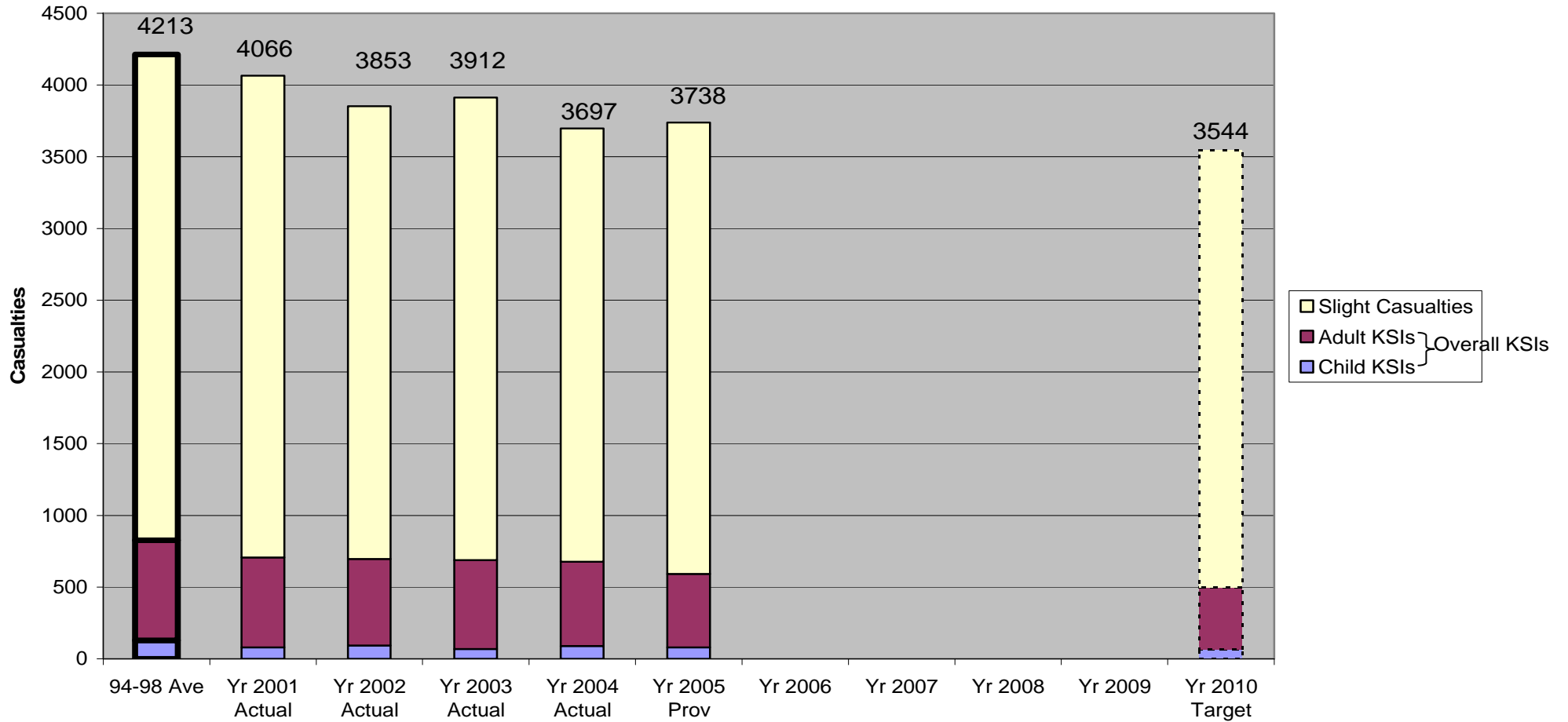
PETER WEBSTER
Director of Environment

21 March 2006

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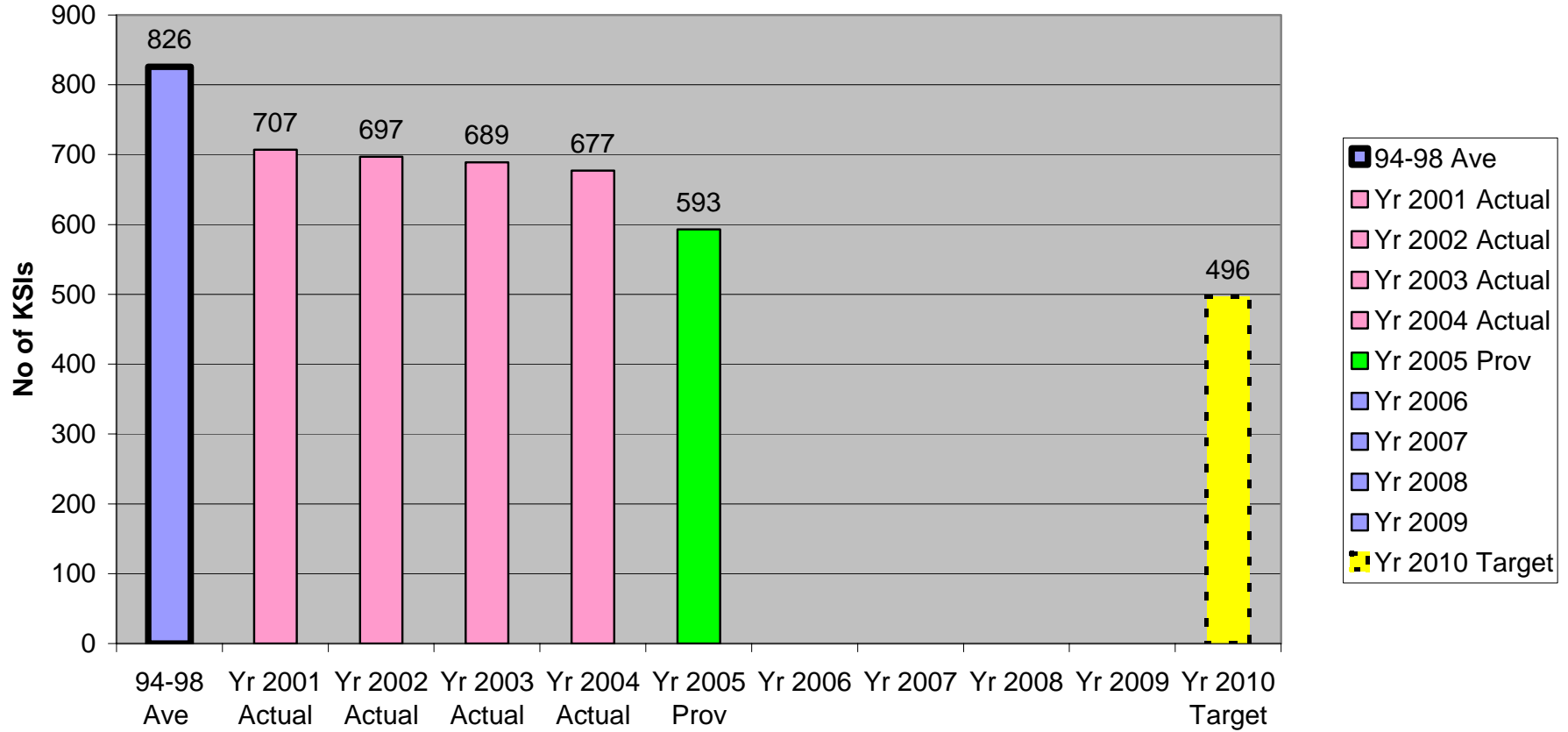
APPENDIX A

PROGRESS ON REDUCTION IN TOTAL CASUALTIES



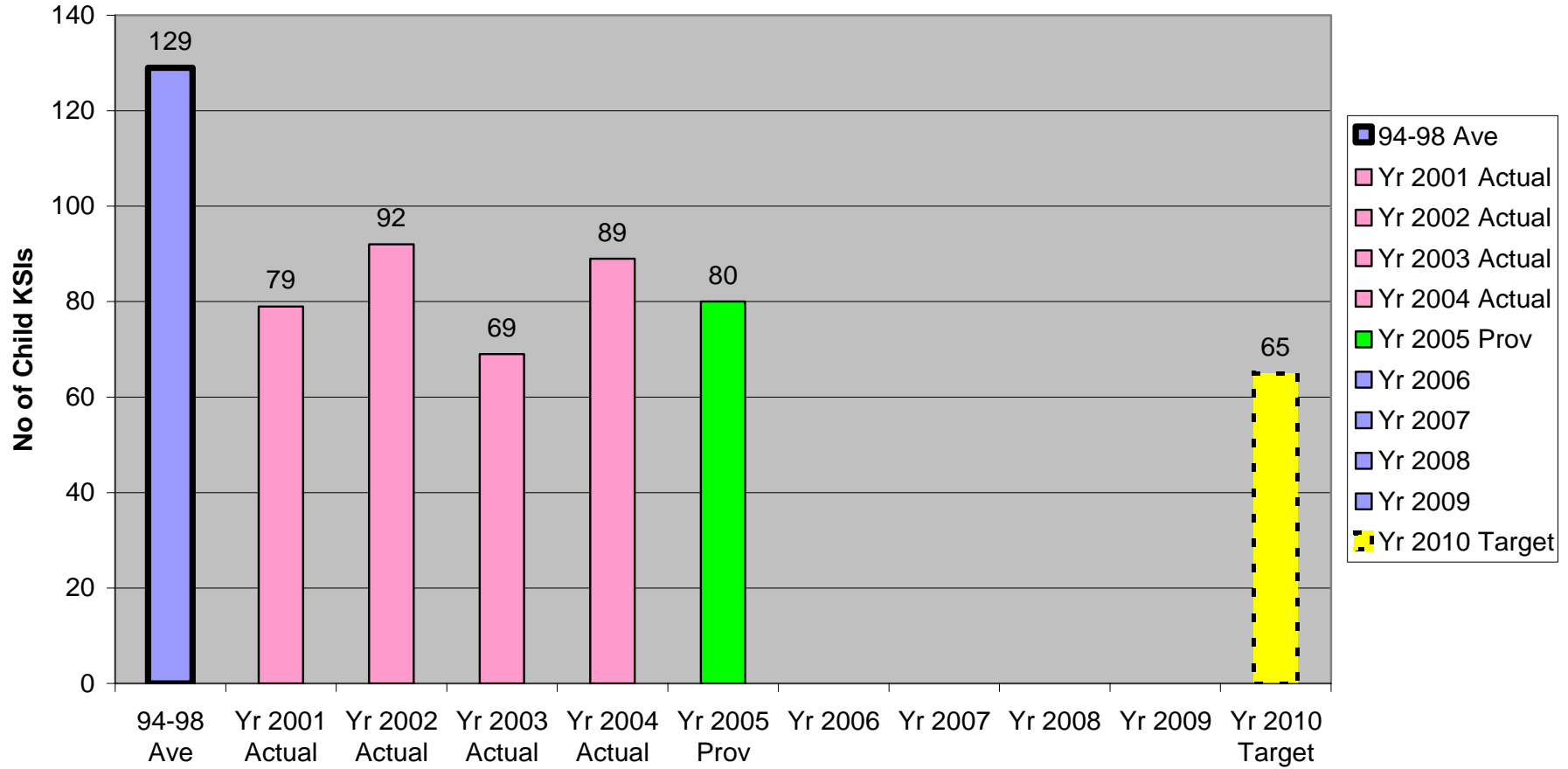
APPENDIX B

**PROGRESS ON NATIONAL 2010 TARGET FOR REDUCTION IN
OVERALL KSI CASUALTIES**

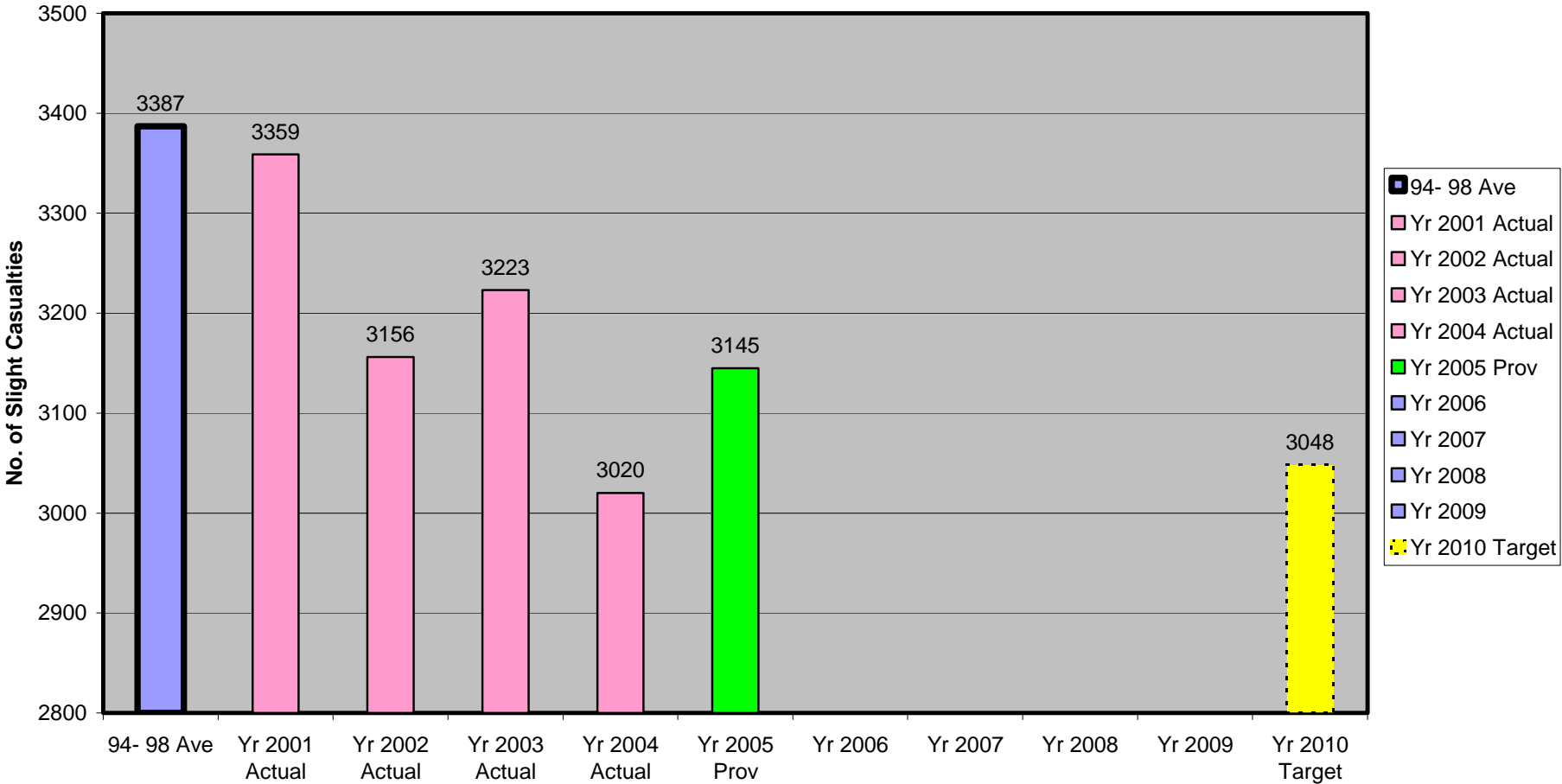


2005 PSA
Target = 599

PROGRESS ON NATIONAL 2010 TARGET FOR REDUCTION IN CHILD KSI CASUALTIES



PROGRESS ON NATIONAL 2010 TARGET FOR REDUCTION IN SLIGHT CASUALTIES



APPENDIX C

Amendments to the Road Safety Strategy approved by Cabinet on 8 March 2006 :-

- a) Realign funding to enhance the ongoing route management strategies particularly on rural A - Roads.
- b) The development of Phase 2 of the Speed Limit Review be accelerated as part of a greater emphasis on Speed Management.
- c) Through the Safety Camera Partnership and subject to the new Government guidelines and criteria, consideration be given to additional numbers of fixed and mobile cameras with high profile signing on key routes.
- d) Review the effectiveness of the current policy and criteria for the installation of interactive speed limit signs and if necessary identify additional funding for the provision of such signs in rural villages.
- e) Further collaborative work be undertaken with the Police to explore improved speed enforcement.
- f) To give added flexibility to the introduction of Local Safety Schemes up to 2010, the first year rate of return (FYRR) threshold should be kept under review and when necessary be reduced to ensure casualty reduction is maximised up to 2010 and beyond.
- g) Additional measures identified for road safety education be ranked and prioritised by the Road Safety Board in terms of expected contribution to 2010 national casualty reduction targets and LTP road safety priorities.
- h) A policy be developed setting out the Authority's position with regard to damage-only collisions on the county's road network.