

Casualty Report for Nottinghamshire 2012

Introduction

Road traffic collisions (RTCs) are the single largest cause of premature death and serious injury in the country. Injuries from RTCs are an important health issue not only due to the potentially devastating effect they have on those who are killed or injured, but also because of the consequences and repercussions for their families and society. Most RTCs however are preventable, given the right resources, strategies and interventions are in place.

Background

Casualty reduction has always been taken very seriously in Nottinghamshire, and following the success in achieving the national ten year targets which concluded in 2010, a new set of challenging reductions were agreed for the next 10 years. Using the average of the casualties for 2005 – 2009 as a baseline, a 40% reduction in the number of people killed or seriously injured (KSI) will be aimed for by 2020. The number of children killed or seriously injured will be monitored as a subset of this target.

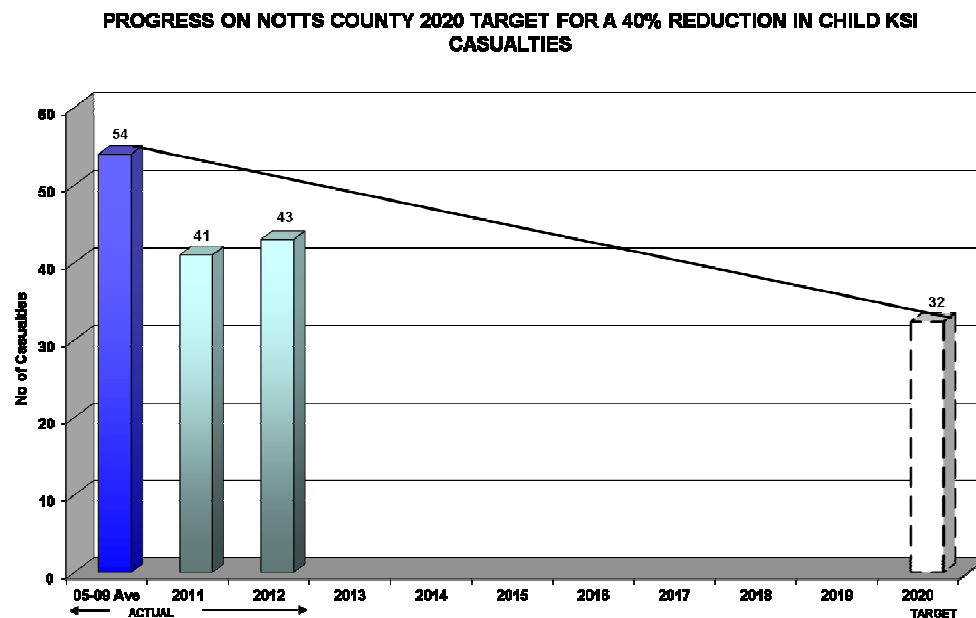
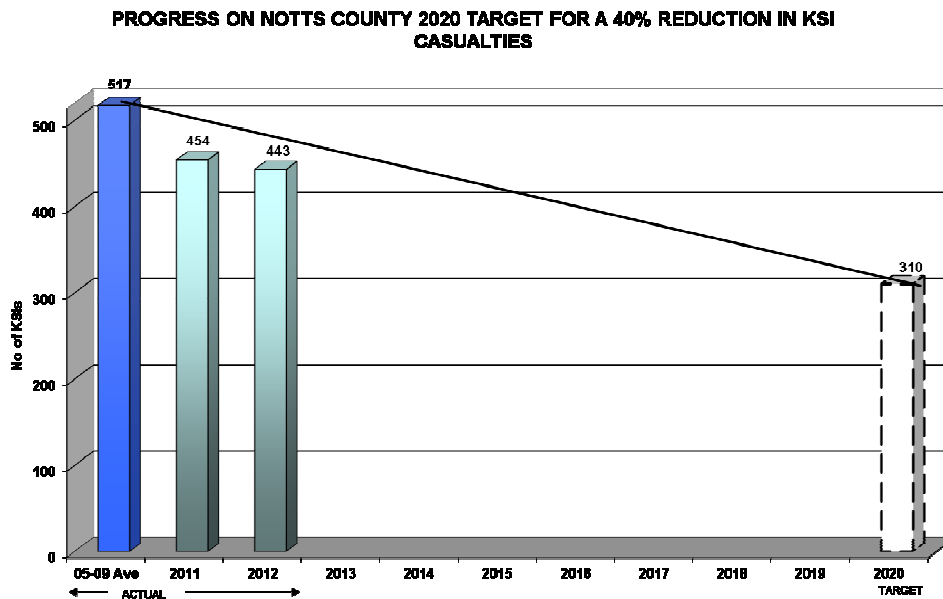
Working with our Partners in the Police and Health, a Safer Nottinghamshire Plan for Casualty Reduction is being developed to support the casualty reduction process. This pulls together the aspirations detailed in the three documents, the Nottinghamshire Decade of Action for Road Safety, the Joint Strategic Needs Assessment (JSNA) and the Nottinghamshire Police and Crime Plan. This will be a living document which is updated quarterly. The aim of this document is to;

- Improve performance in casualty reduction
- Have a wider ownership of highway safety
- Better co-ordinate initiatives
- Ensure efficient and effective use of resources

RTCs may disproportionately affect certain groups of the population according to factors such as age, gender, road user type, geography, seasonality or time of day, knowledge and attitude and behaviour. All of these factors are considered and investigated to ensure casualty reduction is maximised in the county.

Progress and Trends

The casualty figures for the end of 2012 indicate that we are on track to meet the 40% reduction target for 2020, for all people killed and seriously injured and for children killed and seriously injured.



Reviewing the casualties by the type of road user, it can be seen that all categories have shown a reduction against the 2005 –2009 baseline, with the exception of elderly pedestrians, and pedal cyclists. Whilst the numbers of casualties in these groups are relatively small, these vulnerable road users have received special attention in 2012 to reverse this trend.

INJURY ACCIDENT AND CASUALTY ANALYSIS - COUNTY OF NOTTINGHAMSHIRE (EXCLUDING CITY OF NOTTINGHAM)

From 01 January 2012
To 31 December 2012

FIGURES AS OF 09/04/2013

	01 Jan - 31 Dec 2005 - 2009 Average	01 Jan - 31 Dec 2011	01 Jan - 31 Dec 2012	Comparison of 2012 with 2011		Comparison of 2012 with 2005 - 2009	
				Change	%Change	Change	%Change
ALL INJURY ACCIDENTS							
Fatal Accidents	42.6	35	31	-4	-11.4%	-11.6	-27.2%
Serious Accidents	408.2	377	357	-20	-5.3%	-51.2	-12.5%
Slight Accidents	2,079.8	1,612	1,586	-26	-1.6%	-493.8	-23.7%
TOTAL ACCIDENTS	2,530.6	2,024	1,974	-50	-2.5%	-556.6	-22.0%
FATAL + SERIOUS ACCIDENTS	450.8	412	388	-24	-5.8%	-62.8	-13.9%
ALL CASUALTIES							
Fatal Casualties	48.0	36	32	-4	-11.1%	-16.0	-33.3%
Serious Casualties	468.6	418	411	-7	-1.7%	-57.6	-12.3%
Slight Casualties	3,013.2	2,331	2,230	-101	-4.3%	-783.2	-26.0%
TOTAL CASUALTIES	3,529.8	2,785	2,673	-112	-4.0%	-856.8	-24.3%
KSI Casualties	516.6	454	443	-11	-2.4%	-73.6	-14.2%
CHILD CASUALTIES (0-15 yrs)							
Fatal Casualties	1.8	0	4	4	100.0%	2.2	122.2%
Serious Casualties	51.8	41	39	-2	-4.9%	-12.8	-24.7%
Slight Casualties	286.8	213	186	-27	-12.7%	-100.8	-35.1%
TOTAL CASUALTIES	340.4	254	229	-25	-9.8%	-111.4	-32.7%
KSI Casualties	53.6	41	43	2	4.9%	-10.6	-19.8%
PEDESTRIANS							
KSI Casualties	76.6	74	65	-9	-12.2%	-11.6	-15.1%
Slight Casualties	224.8	190	180	-10	-5.3%	-44.8	-19.9%
TOTAL CASUALTIES	301.4	264	245	-19	-7.2%	-56.4	-18.7%
Child peds (0-15 yrs) KSI Casualties	25.8	24	26	2	8.3%	0.2	0.8%
Child peds (0-15 yrs) Slight Casualties	89.6	60	63	3	5.0%	-26.6	-29.7%
Elderly peds (60 and over) KSI Casualties	12.4	16	12	-4	-25.0%	-0.4	-3.2%
Elderly peds (60 and over) Slight Casualties	24.0	28	31	3	10.7%	7.0	29.2%
PEDAL CYCLISTS: RIDERS & PASSENGERS							
KSI Casualties	45.4	56	56	0	0.0%	10.6	23.3%
Slight Casualties	168.6	164	157	-7	-4.3%	-11.6	-6.9%
TOTAL CASUALTIES	214.0	220	213	-7	-3.2%	-1.0	-0.5%
MOTOR CYCLISTS: RIDERS & PASSENGERS							
KSI Casualties	123.6	106	94	-12	-11.3%	-29.6	-23.9%
Slight Casualties	224.2	159	159	0	0.0%	-65.2	-29.1%
TOTAL CASUALTIES	347.8	265	253	-12	-4.5%	-94.8	-27.3%
CAR/TAXI: DRIVERS & PASSENGERS							
KSI Casualties	240.6	196	197	1	0.5%	-43.6	-18.1%
Slight Casualties	2,129.8	1,591	1,566	-25	-1.6%	-563.8	-26.5%
TOTAL CASUALTIES	2,370.4	1,787	1,763	-24	-1.3%	-607.4	-25.6%
ALL CASUALTIES WHERE DRIVER 17-24 yrs INVOLVED							
KSI Casualties	140.0	85	94	9	10.6%	-46.0	-32.9%
Slight Casualties	1,008.8	723	655	-68	-9.4%	-353.8	-35.1%
TOTAL CASUALTIES	1,148.8	808	749	-59	-7.3%	-399.8	-34.8%

Projects delivered in 2012

These reductions have been achieved through a combination of Engineering, Education and Enforcement.

Engineering

In 2012, over 100 casualty reduction schemes were delivered, including junction improvements, interactive signs, anti-skid surfacing, road lighting improvements, rural route treatments and measures to reduce speed. These schemes cost £2.5M and provided at least a 200% rate of return on expenditure in terms of accidents saved.

Performance monitoring of schemes implemented in the last 3 years show a 51% reduction in the number of accidents occurring at these treated sites.

A major engineering scheme delivered in 2012 was the improvement to the junction of the A614 and the B6034, Rose Cottage. This has been a long standing accident problem site, as well as a cause of frustration for drivers trying to exit the side road. The traffic signals which have been implemented will ensure the safe passage of road users at this junction.

Education

Evidence based educational and behavioural change activities are carried out with specific vulnerable road user groups throughout the year. These include motorcycle campaigns, young driver workshops and work with large companies to target their specific problems. School based initiatives include cycle training, which has been delivered to 4470 young people this year and the Junior Road Safety Officer scheme which now has 85 schools participating.

Educational initiatives delivered in 2012 focused on both the young and the elderly. Ditch the Distraction is an initiative which encourages young people to review using their headphones and mobile phones when crossing the road to enable them to concentrate on the traffic.



81% of students surveyed said the pavement art made them think when crossing the road and this campaign was awarded silver in the Local Governments Communications Award 2013.

The "Be Roadwise, Check Your Eyes" clinics were held, working with Vision Express, to offer free eye checks across the county, with free tests being offered to anyone who needed them. 35% of those having the checks were found to have eyesight problems that would have made them unfit to drive. Additional checks were offered to NCC staff

Enforcement

Our long standing, constructive relationship with Nottinghamshire Police has enabled us to work with them in a data-led approach to deliver safety camera enforcement and awareness raising, aimed at seat belt and mobile phone usage, motorcycle safety and drinking and driving behaviour.

An example of an enforcement project delivered in 2012 was the safety cameras on the A6097, from the A614 to Lowdham Roundabout. In the 3 years before the cameras were installed, 53 people were killed or injured on this section of road. This type of camera records a driver's speed over a given distance and has successfully reduced the number of people killed or seriously injured by 91% where it has been used elsewhere in the county.

Our commitment to designing safer roads

A safety audit is carried out on all new schemes by experienced crash site investigators, to identify potential highway safety problems which may affect road users and to suggest measures to eliminate or reduce those problems. Safety audits are completed at three different stages, at the preliminary design, the detailed design and once the scheme has been built. 156 safety audits have been carried out in 2012.

The next 12 months

Over the next year we will be working together with Members, the Police, the community and other key stakeholders, to provide safer roads within Nottinghamshire and ensure current levels of death and serious injury resulting from road collisions are significantly reduced. By targeting crash hot spots, supporting vulnerable road users such as pedal cyclists and older road users and developing and delivering the activities in the Safer Nottinghamshire Plan for Casualty Reduction, our commitment to reducing the number of people killed or seriously injured by 40% by 2020 will be achieved