

REPORT: Safer Halton Policy & Performance Board

DATE: 23 September 2008

REPORTING OFFICER: Strategic Director - Environment & Development

SUBJECT: Annual Road Traffic Collision & Casualty Report

WARDS: Boroughwide

1. PURPOSE

1.1 To report road traffic collision and casualty numbers within the Borough in the year 2007 and to recommend a continuance of road traffic accident reduction work.

2. RECOMMENDATIONS

It is recommended that:

[1] The report be noted; and

[2] The current program of road traffic collision reduction schemes and road safety education, training and publicity be endorsed.

3. SUPPORTING INFORMATION

3.1 The report attached as Appendix "A" sets out full details of the numbers of traffic collisions and casualties in the year 2007, and compares these figures with those for previous years. The report also gives details of progress towards various national and local targets for casualty reductions.

3.2 In summary during 2007:

- There were 370 road collisions involving personal injury in Halton, producing 521 casualties;
- 42 of the casualties were serious, and there were 2 deaths. These results build on those recorded in 2006, which at the time were considered to be exceptional;
- The child serious injury and fatality total rose from 4 in 2006 to 11. Although this increase is disappointing, the result is still in keeping with the downward trend of recent years;
- The overall figures show a decrease over those for 2006; and
- Casualty numbers in the three key nationally set target areas remain well below the 2010 final target levels.

3.3 These results illustrate the success of recent casualty reduction work, funded through Halton's second Local Transport Plan and the Cheshire Safer

Roads Partnership, supported by targeted enforcement and local road safety education, training and publicity initiatives.

3.4 There has been a need over the past two years towards distributing casualty reduction funding, more widely into the numerous sites with less intense groupings of collisions. This has resulted from both the success in treating the high-density casualty sites and the realisation that the resilient problem areas could benefit more from measures to address driver behaviour and attitude, rather than engineering interventions.

3.5 At the sites now being treated, collision patterns are extremely hard to establish and greater reliance has had to be placed on Police advice and consultation to achieve further accident reductions. This combined with greater emphasis on Road Safety, Education, Training & Publicity initiatives have resulted in early indications that this new approach may be paying rich dividends. However, the effectiveness of any casualty reduction approach can only be assessed over 3 and preferably 5 years to ensure that trends are firmly established and firm conclusions can be drawn.

4.0 FINANCIAL IMPLICATIONS

4.1 There are no direct funding implications of this report. However, the funding for casualty reduction work is derived from a number of sources. These include:

- **The Local Transport Plan** - Provides capital funding for engineering based casualty reduction schemes;
- **Halton's Revenue Programme** – Provides funding for local road safety education, training and publicity initiatives and the School Crossing Patrol Service: and
- **The Cheshire Safer Roads Partnership:** The partnership is funded through Halton's, Cheshire's and Warrington's Road Safety Grants, which are used to support pan Cheshire safety camera enforcement and strategic road safety, education, training and publicity initiatives.

5.0 RISK ANALYSIS

5.1 Failure to implement an effective annual programme of road traffic accident prevention measures and initiatives will lead to an escalation of accident and casualty numbers.

6. POLICY IMPLICATIONS

6.1 The work on casualty reduction is consistent with the policies and approaches incorporated in Halton's second Local Transport Plan

7.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

7.1 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.

7.2 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.

7.3 A Healthy Halton

A 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.

8.0 EQUALITY AND DIVERSITY ISSUES

8.1 None

BACKGROUND PAPERS

Information held in the Traffic Section, Environmental Services, Grosvenor House, Halton Lea, Runcorn. Contact S.Johnson, ext. 3010.