

2007 saw fewer traffic collisions in Halton and generally further reductions in casualties. Disappointingly, child serious casualty numbers increased after the extraordinarily low numbers of 2006, but only to levels in keeping with the trend of gradual reductions which have been achieved in recent years. Over just one year:

Serious injuries & deaths (KSI) fell from 50 to 44

Child serious injuries (CKSI) rose from 4 to 11

Slight casualty numbers (SLI) fell from 493 to 477

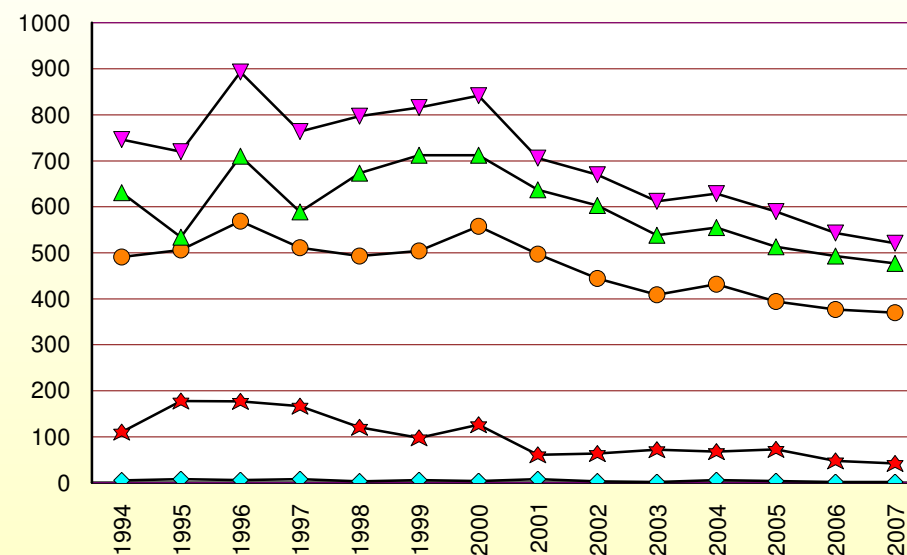
Halton is still on course to meet the government's casualty reduction targets in 2010.

Year	Collisions	Deaths	Seriously Injured	Slight Injuries	Total Casualties
1994	491	5	110	631	746
1995	506	8	178	534	720
1996	569	6	177	710	893
1997	511	8	167	589	764
1998	493	3	121	673	797
1999	504	6	98	712	816
2000	558	4	126	712	842
2001	497	8	61	637	706
2002	444	3	64	603	670
2003	409	2	72	538	612
2004	432	6	68	555	629
2005	394	4	73	513	590
2006	377	2	48	493	543
2007	370	2	42	477	521

Halton 2007 Traffic Collisions Review

Collision & Casualty Trends

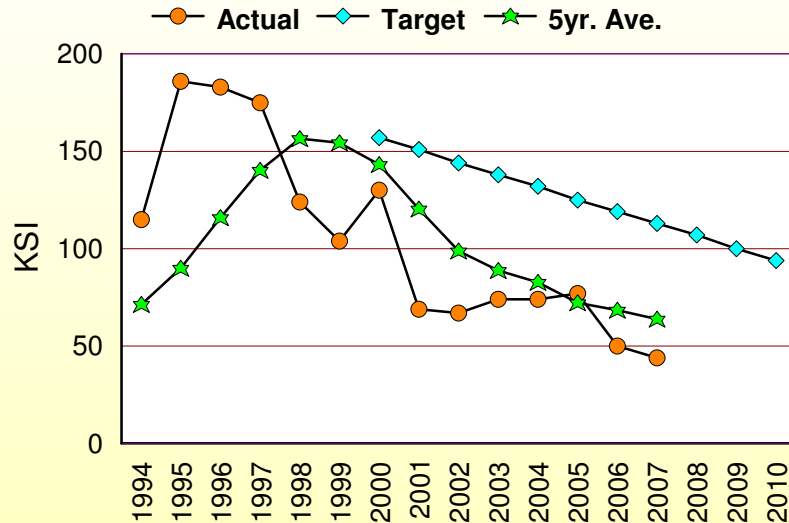
● Collisions
 ★ Serious Injuries
 ▼ Total Casualties
◆ Killed
 ▲ Slight Injuries



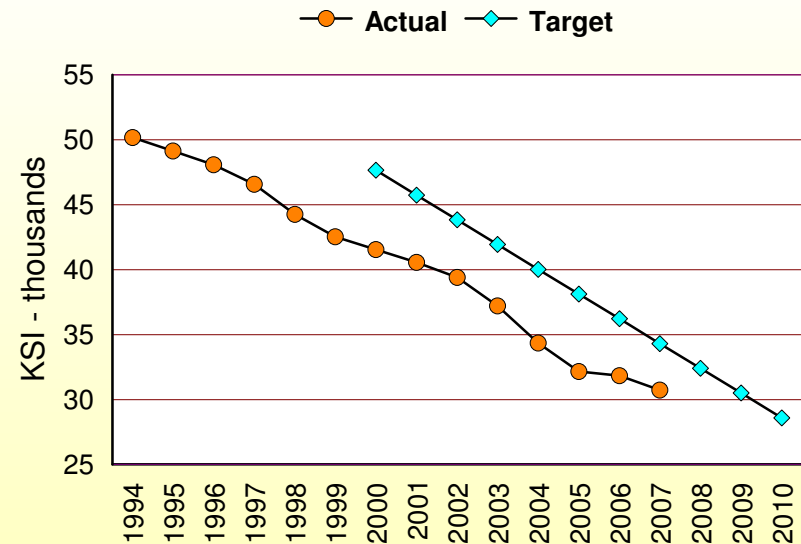
Killed/Seriously Injured All Ages (KSI) (National indicator)

	94-98 base average	2006	2007	% change over base for 2007	% change 2006-2007
Halton	157	50	44	-72% down	-12%
National	47,656	31,845	30,720	-36% down	-4% down

Halton KSI Trends & Targets



National KSI Trends & Targets



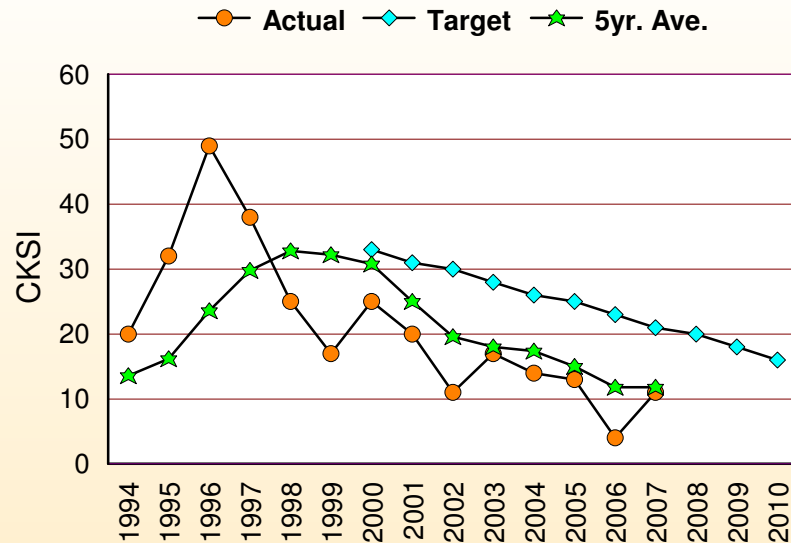
The unprecedented reduction in KSI casualties from 2005 to 2006 was originally seen as being a statistical 'blip', which although very welcome was unlikely to be maintained. However, 2007 saw further reductions in the KSI casualty total, though the numeric volatility which has long been a concern remains a consideration.

There is every reason to expect Halton to meet the national 40% reduction in KSI casualties target quite comfortably in 2010.

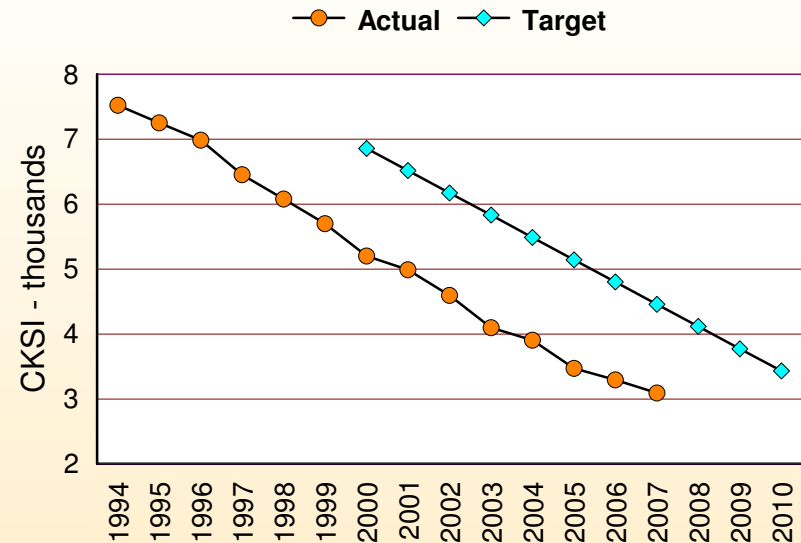
Children Killed/Seriously Injured (CKSI) (*National indicator*)

	94-98 base average	2006	2007	% change over base for 2007	% change 2006-2007
Halton	33	4	11	-67% down	175% increase
National	6,860	3,294	3,090	-55% down	-6% down

Halton CKSI Trends & Targets



National CKSI Trends & Targets



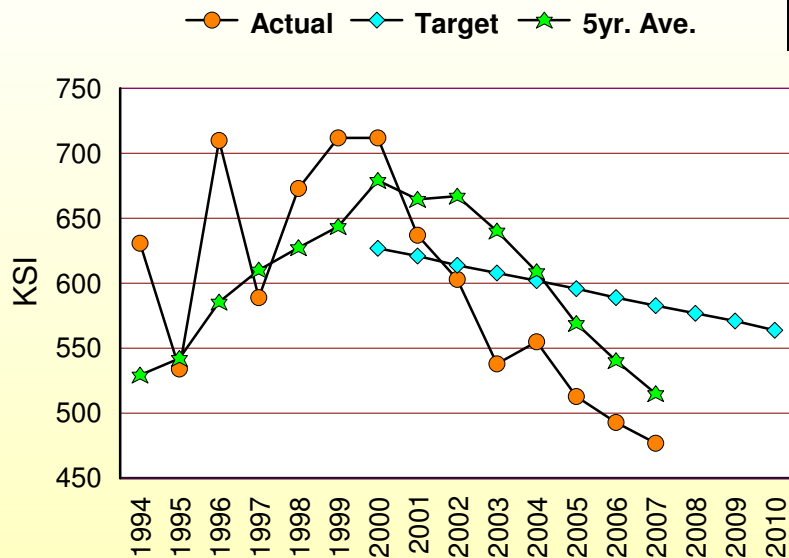
It is believed that years of road safety education, training and publicity, engineering and school travel plan work has produced a gradual and reasonably progressive decline in child KSI numbers. The extraordinary decrease in 2006 was a very welcome one-off with casualty numbers in 2007 returning to anticipated levels, in keeping with the trend of progressive improvements.

Halton looks to have every chance of achieving it's CKSI target reduction of 50% by 2010.

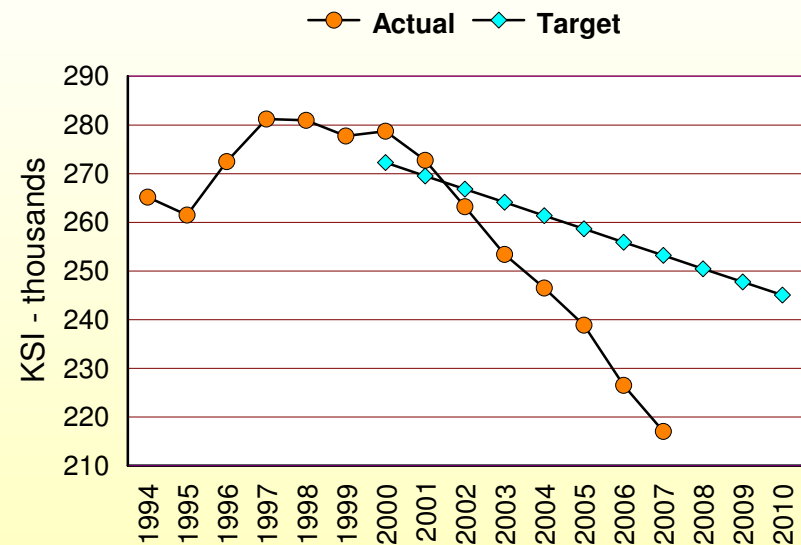
Slight Injuries, All Ages (SLI) (*National indicator*)

	94-98 base average	2006	2007	% change over base for 2007	% change 2006-2007
Halton	627	493	477	-24% down	-3%
National	272,272	226,559	217,060	-20% down	-4% down

Halton Slight Injuries Trends & Targets



National Slight Injuries Trends & Targets



All figures for slight casualties are expressed as a pure number that have or may occur, not as a rate per distance travelled which is the basis of government reduction targets. The total for 2007 represents another reduction in the number of SLI casualties in Halton and continues the downwards trend since 2000.

Overall, Halton is in a favourable position to achieve a 10% reduction in slight casualties by 2010 over the 1994-1998 average even without factoring in the growth in traffic volumes and distances travelled.

Downwards Trends in Casualty Numbers Maintained in 2007

A long term concern in Halton has been the year to year fluctuations in casualty numbers across the various casualty categories. With a small numeric base, volatility in the totals can produce apparently excessive swings in the individual year totals. It is for this reason that Halton utilises a five year rolling average to produce more representative results.

A case in point is the CKSI figures where the unprecedented low total for 2006 tends to make the 2007 figure appear very worrying. However, whilst disappointing, the 2007 tally is in line with the reduction trend that has been in place for many years.

In the other two categories, of KSI and SLI injuries, important reductions were achieved in 2007. However, in considering the bare figures, the impact of traffic accident injuries on individuals and their families must not be forgotten and as such, it is important that priority is continued to be given to this work to secure further reductions in the road casualties recorded in Halton.

Casualty and collision reductions are continuing to be sought through a wide range of initiatives including traditional engineering work, the use of safety cameras and road safety education, training and publicity.

As a high proportion of the Borough's schools now have Travel Plans in place, it is possible to place greater emphasis on implementing the measures recommended in the adopted Plans, some of which are aimed at reducing the risk of child involvement in road accidents.

The Cheshire Safer Roads Partnership, through an initiatives fund is able to sponsor innovative road safety education, training and publicity projects to build on existing work in this area. The work focusses on engagement with communities to change road safety attitudes and behaviour and thereby reduce the casualties incurred by vulnerable groups. It is complimentary to that undertaken at a local level by Halton officers.

In future years these initiatives will be continued and developed as will the shift of emphasis of recent times towards carrying out a larger number of smaller local safety schemes to ensure that further progress is made in reducing road casualties in Halton.

However, as things stand, and with a little good fortune, there is every expectation that we will meet the government's three national casualty reduction targets by 2010.