REPORT: Safer Halton Policy and Performance Board

DATE: 20 January 2009

REPORTING OFFICER: Strategic Director - Environment

SUBJECT: Road Casualty Reduction Programme

WARDS: Boroughwide

1. PURPOSE

1.1 To report on road traffic casualty and collision reduction work in the Borough.

2. RECOMMENDATIONS

It is recommended that:

[1] The current programme of road traffic casualty reduction work be endorsed.

3. SUPPORTING INFORMATION

3.1 Creating safer roads supports several of the aims and objectives from Halton's Corporate and Community Strategy and this report sets out some of the approaches which have been adopted towards achieving these goals.

3.2 In 2000, Halton's casualty rates were well above average; people Killed or Seriously Injured (KSI), Children Killed or Seriously Injured (CKSI) and Slight casualty rates (SLI) were respectively 1.5, 2.3 and 1.2 times the national rate for Great Britain. During the period covered by Halton's first five year Local Transport Plan (LTP1), 2001/2 to 2005/6, an extensive programme of work combining conventional traffic engineering solutions with educational, training and publicity measures was undertaken. Details of these Local Safety Schemes (LSS) are included in Appendix 1, which sets out the expenditure areas, casualty savings and financial benefits in terms of the value to the community of the accidents prevented. However, there are of course other benefits that cannot be fully assessed through financial appraisals which include avoiding the pain, loss and grief when loved ones are killed and seriously injured.

3.3 The Department for Transport publishes data on the value of the benefits of preventing road accidents of various types, together with an average figure of £89,820 for each incident involving personal injury, which includes an allowance for damage-only accidents. The most recent valuation relates to 2005, and includes amongst others elements for lost output, medical costs, human costs, police time and property damage. The following table sets out the average number of injury accidents over the three years prior to the annual LSS programmes being carried out, totaled for all the sites treated in that year. Also given are the number of accidents in the year immediately

following, the cost of the work carried out and the value of accident prevention to the community, per year :

Year	Total Cost of Schemes Completed £	Accs. Before Schemes Were Implemented at These Sites (Avg. over 3 yrs.)	Accs. In First Year at These Sites After Schemes Were Implemented	Annual Total Value of Prevention £
2001/2	406,000	30	28	179,640
2002/3	428,000	35	21	1,257,480
2003/4	261,000	38	29	808,380
2004/5	201,000	19	9	898,200
2005/6	135,000	12	7	449,100
2006/7	90,069	6	3	269,460
Totals	1,521,069	140	97	3,862,260

The Local Safety Scheme (LSS) programme has also part-financed conversion of the Watkinson Way/Fiddlers Ferry Road junction to a signal-controlled circulatory system over the years 2004/5 to 2007/8, but as the scheme has only recently been finished no data is yet available as regards the value of accident prevention at this location. LSS contributions to the cost of this scheme are not included in Appendix 1 but will be shown in future Road Casualty Reduction Programme reports.

3.4 The 2001/2 to 2005/6 programme proved to be successful in reducing all casualty rates; at the end of LTP1 the 2005 KSI, CKSI and SLI rates in Halton had fallen to 1.2, 1.9 and 1.1 times the national rates, which had in any case reduced as a result of nationwide efforts to reduce casualty numbers, particularly child casualties..

The CKSI rate in Halton remained relatively high compared to that nationally but subsequent years have seen a continuous downward trend in CKSI numbers locally. Further information on Halton's position on casualty numbers was set out in a report to Safer Halton P.P.B. in September 2008, which showed that the three 2010 national targets for casualty reduction relative to the 1994-1998 average baseline figures have already been exceeded locally.

A summary of Halton's progress on casualty reduction is presented in the following table:

Target	1994-1998 baseline avg.	2010 target number	2007 actual number	2006 actual number	2005 actual number	2004 actual number	2003 actual number
40% KSI reduction	157	94	44	50	77	74	74
50% CKSI reduction	33	16	11	4	13	14	17
10% SLI reduction	627	564	477	493	513	555	538

3.5 During LTP1, the majority of local casualty key hot spot locations were treated with engineering measures such as realignment of roads, improved junction control and specific measures to protect vulnerable road users. In preparation for LTP2, a review of the remaining sites, using accident cluster and route analysis, showed that large Local Safety Schemes had only limited potential to secure further significant casualty reductions. In terms of targeting areas, analysis revealed no strong links between deprivation and most casualty classes though there was a connection between deprivation and CKSI casualties.

3.6 The results of these studies influenced the development of Halton's Road Safety Strategy contained within its second five year Local Transport Plan (LTP2), 2006/7 to 2010/11. It was proposed that engineering measures implemented through Local Safety Schemes should continue to be targeted on areas showing casualty groupings whilst recognising that the resulting schemes would be greater in number but smaller in scope and impact than those delivered under LTP1.

3.7 However, it was apparent that resilient problem areas can benefit more from measures to address driver behaviour and attitude, rather than from investment in further engineering interventions. Therefore the Road Safety Strategy also proposed that overall casualty reduction work would be refocused to give greater emphasis to the role of Road Safety, Education, Training and Publicity (RSET &P). RSET&P seeks to change peoples' behaviour on roads and challenges their inherent acceptance of road casualties, to bring about a general reduction in road casualties.

3.8 As successive engineering schemes are implemented, opportunities for casualty reduction through addressing site-specific problems are reducing and RSET&P work is assuming a higher significance. Halton's approach to RSET&P in the Borough includes making use of every opportunity to integrate road safety considerations into the development of schemes and initiatives not primarily associated with highways issues, for instance the school's National Curriculum.

3.9 Appendix 2 sets out some of the main RSET & P schemes that are current. Unfortunately, although the benefits from engineering work to reduce casualties at specific locations can be easily identified, the direct effects of RSET&P are more difficult to link to specific reductions in casualties, but are considered to be a key measure in bringing about a general improvement in road safety. However, there are early indications that this new approach is paying rich dividends. (See paragraph 3.4 above)

3.10 After an initial investment of LSS funds to acquire an initial installation of 8 safety cameras in 2001/2, Halton joined the Cheshire Safety Camera Partnership with adjoining local authorities. In March 2007, this partnership evolved into the Cheshire Safer Roads Partnership (CRSP) which delivers a wide range of strategic road safety activities, including the use of safety cameras in traffic law enforcement. Members of the partnership include Cheshire Constabulary, Cheshire Fire & Rescue Service, Halton Borough Council, The Highways Agency, Cheshire County Council, Her Majesty's Court Service and Warrington Borough Council. The casualty reduction work of the Partnership augments that of Halton, through funding support, targeted

enforcement and undertaking Cheshire wide strategic road safety education, training and publicity initiatives, which complement and enhance local work undertaken by the Local Authorities. Further information on the Partnership is available in its annual report, which was reported to the Safer Halton P.P.B. in September 2008. The following table sets out the Cheshire-wide position on casualty reduction over recent years (Source: Department for Transport):

Target	1994-1998 baseline avg.	2010 target number	2007 actual number	2006 actual number	2005 actual number	2004 actual number	2003 actual number
40% KSI reduction	1152	691	600	697	786	723	760
50% CKSI reduction	138	69	53	56	79	N/A	N/A
10% SLI reduction	5706	5135	4286	4572	4773	5259	5492

Over the CSRP area as a whole, the three 2010 national targets for casualty reduction relative to the 1994-1998 average baseline figures have already been exceeded.

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 (Local Safety 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 would lead to an escalation of accident and casualty numbers. Any increase in these numbers would jeopardise Halton's ability to meet national casualty reduction targets in 2010 and also local casualty reduction performance indicators.

6. POLICY IMPLICATIONS

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 support 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 provision 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 The engineering schemes associated with the road casualty reduction programme frequently provide features of benefit to disabled persons, such as enhanced crossing facilities, clarification of road user information through clearer signing and lining schemes and lower traffic speeds generally. Road safety advice and information can be made available in a range of languages and formats.

BACKGROUND PAPERS

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