

Halton 2009 Traffic Collisions Review

2009 saw dramatic reductions in the number of road traffic accidents and consequent casualties in Halton relative to those sustained in 2008, and below the trend line levels of recent years. Over just one year:

Serious injuries & deaths (KSI) fell from 59 to 41

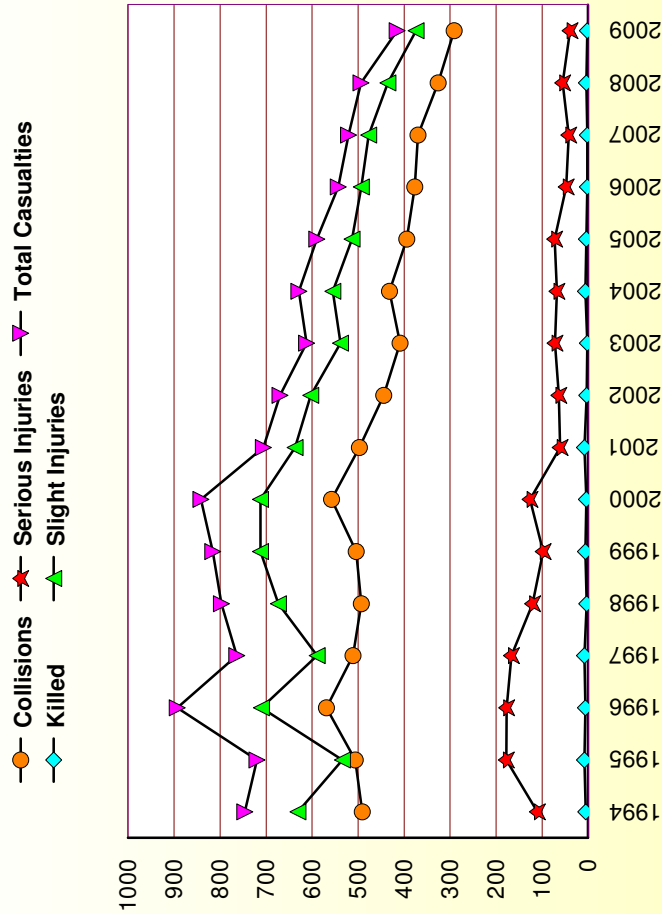
Child serious injuries (CKSI) fell from 11 to just 4

Slight casualty numbers (SLI) fell from 435 to 374

Halton is still comfortably on course to meet the Government's casualty reduction targets in 2010 with casualty numbers at their lowest level in over 20 years.

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
2008	326	4	55	435	494
2009	291	2	39	374	415

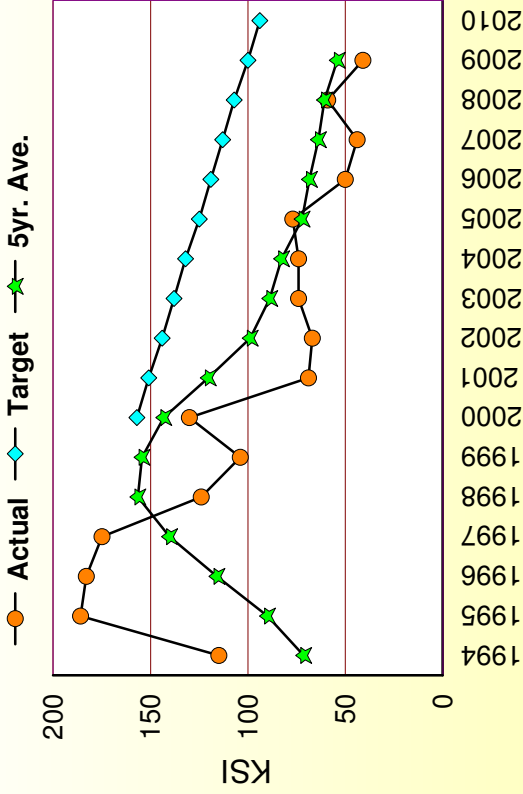
Collision & Casualty Trends



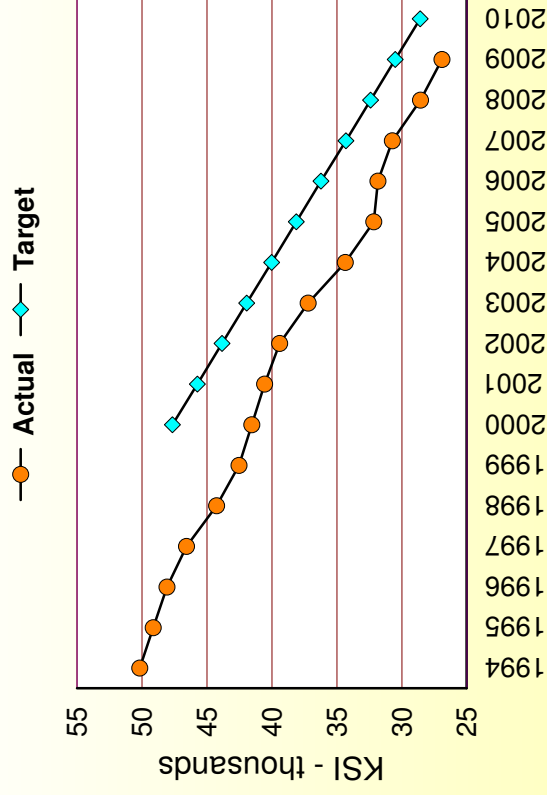
Killed/Seriously Injured All Ages (KSI) (National indicator)

	94-98 average	2008	2009	% change over base for 2009	% change 2008-2009
Halton	157	59	41	-74% down	-30% down
National	47,656	28,572	26,912	-44% down	-6% down

Halton KSI Trends & Targets



National KSI Trends & Targets



Due to the very low KSI numbers that occur annually in Halton, year to year numeric volatility is clearly an issue. However, the clear downward general trend is very good news and the five year rolling average figure gives a more stable view of the KSI trends.

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

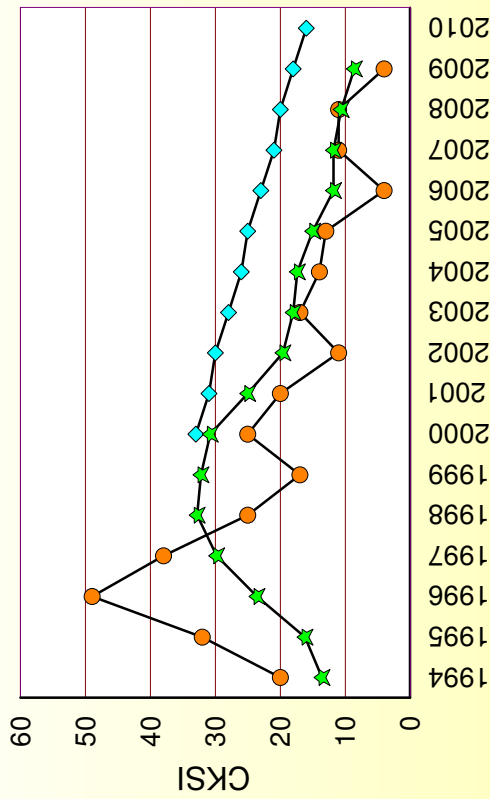
Children Killed/Seriously Injured (CKSI) (National indicator)

	94-98 average	2008	2009	% change over base for 2009	% change 2008-2009
Halton	33	11	4	-88% down	-64% down
National	6,860	2,807	2,671	-61% down	-5% down



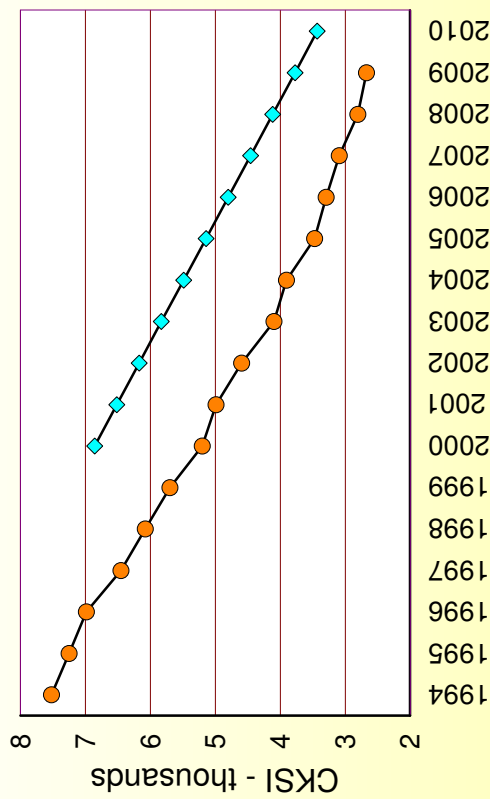
Halton CKSI Trends & Targets

—●— Actual —◆— Target —★— 5yr. Ave.



National CKSI Trends & Targets

—●— Actual —◆— Target

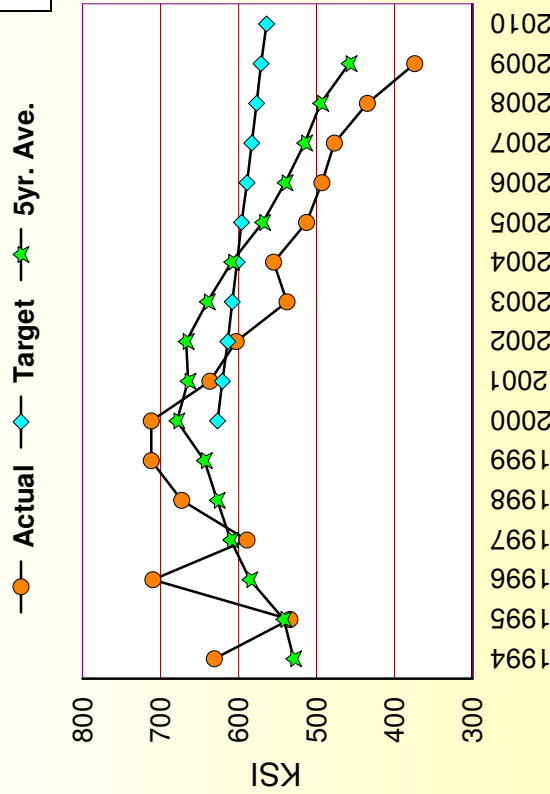


Although 2009 produced very few casualties in this category, statistical volatility remains a concern when dealing with such small numbers and single year to single year comparisons are of little merit in Halton. It is clear though that years of road safety education, training and publicity, engineering and school travel plan work has produced a clear decline in child KSI numbers and the general downturn in the five year average is particularly, welcome. Reaching the 2010 national reduction target of 50% is not an issue.

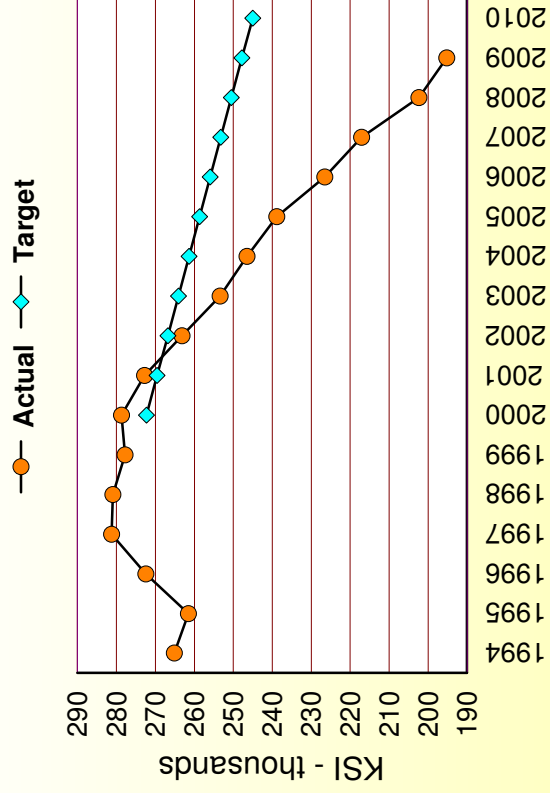
Slight Injuries, All Ages (SLD) (National indicator)

	94-98 average	2008	2009	% change over base for 2009	% change 2008-2009
Halton	627	435	374	-40% down	-14% down
National	272,272	202,333	195,234	-28% 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 2009 represents another large reduction in the number of SLI casualties in Halton and continues the downwards trend since 2000.

Overall, Halton is in a very favourable position to achieve the national target of 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.

Further Large Reductions in the 2009 Road Casualty Figures.

2009 produced far fewer casualties across all the categories considered and it was an exceptional year in the long campaign to increase safety on Halton's roads.

The year to year fluctuations in victim numbers across the various casualty categories have always been a problem in Halton, producing excessive swings in the individual year totals. It is for this reason that Halton shows a five year rolling average to produce more stable results in analysing patterns. No matter how the results are viewed though, it is clear that the overall downward trends are clear and well established and at the lowest levels for over 20 years.

Although it is evident that Halton will meet its national targets in 2010, there appear to be no 'easy fixes' that will secure large scale reductions in casualty numbers in the future and permit continuation of the rapid progress of recent years.

The impact of traffic accident injuries on individuals and their families must not be forgotten and it is important that no effort is spared in continuing to secure further reductions in the road casualties recorded in Halton. Savings will continue being sought through a wide range of initiatives including traditional engineering work, the use of safety cameras and road safety education, training and publicity. Up until now, the Partnership has focussed on engagement with key high risk groups to change road safety attitudes and behaviour and thereby reduce the casualties incurred, complimenting work undertaken at a local level by Halton officers. We will continue to work with our partner organisations including Cheshire Safer Roads Partnership, though with funding cuts at a national level, the resources to support initiatives and staff locally will simply not be there in the years to come.

As all of the Borough's schools now have Travel Plans in place, ideally we should now 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. Again though, funding for the Travel Plan initiative and its officers terminates at the end of the current financial year.

The new Government, through the DfT., has not confirmed the previous administration's road casualty reduction targets for the coming years, so together with the effects of funding cuts both real and feared, the direction of casualty reduction work in Halton remains unclear. However, there remain a large number of sites at which small scale engineering works can be used to make safety improvements and regardless of the future of the Cheshire Safer Roads Partnership, there is a clear role for the face to face delivery of tailored road safety education, training and publicity work in the schools of Halton addressing specific local issues.