

**By:** David Beaver, Head of Network Management

**To:** Environment, Highways & Waste Policy Overview Committee - 16 July 2009

**Subject:** Casualty Reduction Progress Against National 2010 Casualty Targets

**Classification:** Unrestricted

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**Summary:** The purpose of this report is to inform members of the end of year reported injury road traffic collision figures and the successful progress against the Government's 2010 casualty reduction targets.

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## **1. Introduction**

### **2008 Crashes and Casualties Figures**

- 1.1. During 2008, 58 people were killed on roads in Kent (excluding Medway), 569 received serious injuries and 5560, were slightly injured. These casualties resulted in 4596 injury crashes. Appendix 1 shows crashes and casualties by severity for 2008.
- 1.2. The 2008 killed or seriously injured (KSI) road traffic casualty figures, are exceptionally low, 627 compared with 723 in 2007. This represents a 13% reduction in KSI casualties compared with 2007 and a 47% reduction compared with the 94-98 target. The slight casualty figure also shows a small decrease of some 3% compared with 2007 and some 7% compared with the 94-98 average.

## **2. 2010 Government Target**

- 2.1 KCC is within 18 months of achieving the Government's national target for reducing casualties by 2010. Compared with the 1994-98 average the target is:
  - A 40% reduction in the number of people killed or seriously injured in road accidents (KSI) – KCC as part of PSA2 intend to achieve this target by the end of 2007
  - A 50% reduction in the number of children killed or seriously injured.
  - A 10% reduction in the slight casualty rate expressed as the number of people slightly injured per 100million vehicle kilometres (MVKm). Kent does not have a traffic model appropriate for KCC roads. Therefore a simple 10% reduction in slight casualties has been used to set targets in Kent.

## **3. Current Progress against National Targets**

- 3.2 Appendix 2 shows that compared with the 2010 target the 2008 KSI, and Child KSI casualty figures for Kent roads (including motorways and trunk roads) have exceeded the 2010 target. The 13% reduction in KSI casualties in 2008

compared with 2007 may be exceptional, as it differs from the flattening trend of the previous three years (Appendix 4). Unusual outside influences may be a factor in this larger than expected decrease, such as the published steep rises in fuel prices earlier in the year, and which may have influenced road user behaviour. The overall year on year trends are shown in Appendix 4, 5 and 6.

- 3.3 Appendix 3 shows the comparison with the 2010 targets on roads for which Kent County Council are responsible. The reduction in casualties follows the same pattern as when motorway and trunk roads are included, although there is a slightly higher percentage reduction in KSI casualties (51.2%) and slight injury casualties (9.6%).

#### **4. Conclusion**

- 4.1 The achievement of the 2010 government targets two years early reflects the long term influence on casualty reduction to date by the performance of KCC and its partner organisations. However, in the main it is the decisions and chosen behaviour of Kent's road users that determine crash levels and their severity. Hence the scope for further improvements will be affected by random fluctuations and circumstances outside the control of the highway authority. Therefore to counter this it is vital that we continue to deliver programmes of work aimed at both improving road user behaviour and the highway infrastructure. Focused and stronger casualty reduction links with the Highway Agency, Police, Fire and Rescue and the other partners are proving to be beneficial in delivering effective campaign and enforcement initiatives. If in the remaining months to 2010 these initiatives are continued and enhanced KHS remains confident that the achieved targets can be maintained and even exceeded.

#### **5. Recommendation**

Members are asked to note the contents of the report.

##### **Background Documents:**

None.

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## APPENDIX 1

| Crash and Casualty Figures Summary           | KCC         |             |             | HA          |             |             | Kent (KCC and HA) |             |             |
|--|-------------|-------------|-------------|-------------|-------------|-------------|-------------------|-------------|-------------|
|  | 2006        | 2007        | 2008        | 2006        | 2007        | 2008        | 2006              | 2007        | 2008        |
| <b>Crashes - all ages</b>                    |             |             |             |             |             |             |                   |             |             |
| <b>Fatal</b>                                 | 56          | 74          | 42          | 25          | 13          | 11          | 81                | 87          | 53          |
| <b>Serious</b>                               | 448         | 431         | 400         | 91          | 85          | 75          | 539               | 516         | 475         |
| <b>Slight</b>                                | 3389        | 3403        | 3342        | 743         | 773         | 726         | 4132              | 4176        | 4068        |
| <b>Total</b>                                 | <b>3893</b> | <b>3908</b> | <b>3784</b> | <b>859</b>  | <b>871</b>  | <b>812</b>  | <b>4752</b>       | <b>4779</b> | <b>4596</b> |
| <b>KSI</b>                                   | <b>504</b>  | <b>505</b>  | <b>442</b>  | <b>116</b>  | <b>98</b>   | <b>86</b>   | <b>620</b>        | <b>603</b>  | <b>528</b>  |
| <b>Casualties - all ages</b>                 |             |             |             |             |             |             |                   |             |             |
| <b>Fatal</b>                                 | 59          | 79          | 45          | 32          | 15          | 13          | 91                | 94          | 58          |
| <b>Serious</b>                               | 529         | 509         | 475         | 127         | 120         | 94          | 656               | 629         | 569         |
| <b>Slight</b>                                | 4582        | 4580        | 4486        | 1166        | 1163        | 1074        | 5748              | 5743        | 5560        |
| <b>Total</b>                                 | <b>5170</b> | <b>5168</b> | <b>5006</b> | <b>1325</b> | <b>1298</b> | <b>1181</b> | <b>6495</b>       | <b>6466</b> | <b>6187</b> |
| <b>KSI</b>                                   | <b>588</b>  | <b>588</b>  | <b>520</b>  | <b>159</b>  | <b>135</b>  | <b>107</b>  | <b>747</b>        | <b>723</b>  | <b>627</b>  |
| <b>Crashes - involving children under 16</b> |             |             |             |             |             |             |                   |             |             |
| <b>Fatal</b>                                 | 6           | 8           | 5           | 4           | 2           | 0           | 10                | 10          | 5           |
| <b>Serious</b>                               | 73          | 53          | 60          | 4           | 7           | 5           | 77                | 60          | 65          |
| <b>Slight</b>                                | 490         | 448         | 426         | 41          | 34          | 43          | 531               | 482         | 469         |
| <b>Total</b>                                 | <b>569</b>  | <b>509</b>  | <b>491</b>  | <b>49</b>   | <b>43</b>   | <b>48</b>   | <b>618</b>        | <b>552</b>  | <b>539</b>  |
| <b>KSI</b>                                   | <b>79</b>   | <b>61</b>   | <b>65</b>   | <b>8</b>    | <b>9</b>    | <b>5</b>    | <b>87</b>         | <b>70</b>   | <b>70</b>   |

**Casualties - children under 16**

|                |            |            |            |           |           |           |            |            |            |
|----------------|------------|------------|------------|-----------|-----------|-----------|------------|------------|------------|
| <b>Fatal</b>   | 3          | 5          | 3          | 3         | 1         | 0         | 6          | 6          | 3          |
| <b>Serious</b> | 65         | 53         | 53         | 3         | 2         | 2         | 68         | 55         | 55         |
| <b>Slight</b>  | 562        | 515        | 485        | 66        | 53        | 55        | 628        | 568        | 540        |
| <b>Total</b>   | <b>630</b> | <b>573</b> | <b>541</b> | <b>72</b> | <b>56</b> | <b>57</b> | <b>702</b> | <b>629</b> | <b>598</b> |
| <b>KSI</b>     | <b>68</b>  | <b>58</b>  | <b>56</b>  | <b>6</b>  | <b>3</b>  | <b>2</b>  | <b>74</b>  | <b>61</b>  | <b>58</b>  |

## APPENDIX 2

### KENT (Including Highway Agency Roads and excluding Medway)

| Kent Casualties         | 2010 Target<br>*(Dft published figure) | 94-98 Average<br>*(Dft published figure) | 2006 | 2007 | 2008 | 2008 %change compared with 94-98 Average | 2008 % change compared with 2007 |
|-------------------------|--|--|------|------|------|--|----------------------------------|
| <b>Total KSI</b>        | 716<br>*(710)                          | 1194<br>*(1183)                          | 747  | 723  | 627  | 47.45%<br>(47.00%) reduction             | 13.28%<br>reduction              |
| <b>Child KSI</b>        | 74<br>*(73)                            | 147<br>(146)                             | 74   | 61   | 58   | 60.54%<br>(60.27)<br>reduction           | 4.92%<br>reduction               |
| <b>Total Slight</b>     | 5362                                   | 5958                                     | 5748 | 5743 | 5560 | 6.68%<br>reduction                       | 3.19%<br>reduction               |
| <b>Child Slight</b>     | 717                                    | 797                                      | 628  | 568  | 540  | 32.25% reduction                         | 4.93%<br>reduction               |
| <b>Total Casualties</b> | 6072                                   | 7145                                     | 6495 | 6466 | 6187 | 13.41%<br>reduction                      | 4.31%<br>reduction               |
| <b>Child Casualties</b> | 708                                    | 944                                      | 702  | 629  | 598  | 36.65%<br>reduction                      | 4.93%<br>reduction               |

Note Data taken from BVPI tables

Killed or seriously injured (KSI)

**APPENDIX 3**

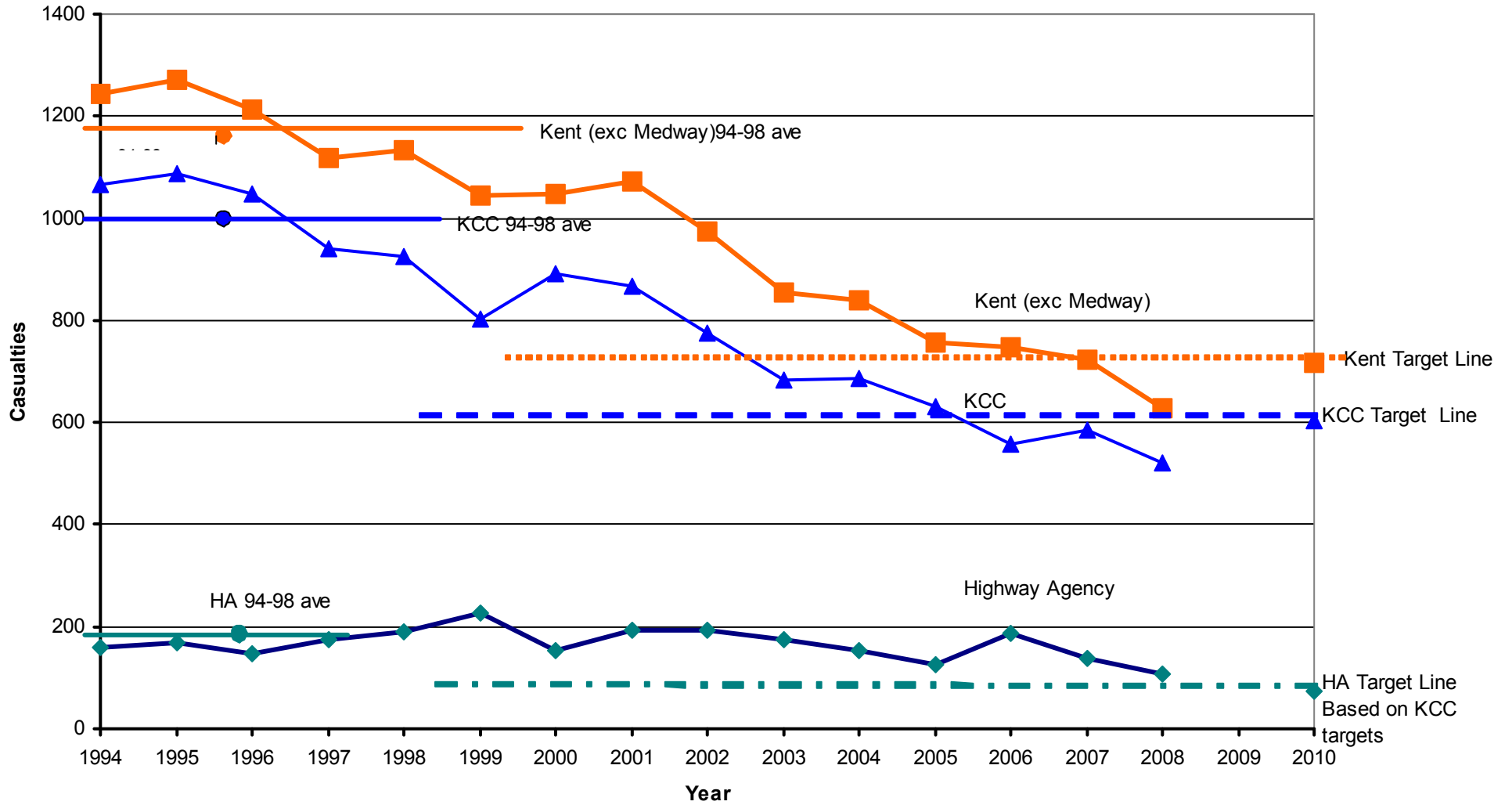
**KCC ROADS**

| <b>KCC Area Casualties</b> | <b>2010 Target (original reported numbers)</b> | <b>94-98 Average (original reported numbers)</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2008 %change compared with 94-98 Average</b> | <b>2008 % change compared with 2006</b> |
|----------------------------|--|--|-------------|-------------|-------------|---|---|
| <b>Total *KSI</b>          | 604  | 1006   | 559         | 586         | <b>491</b>  | 51.19% reduction                                | 16.21 % reduction                       |
| <b>Child *KSI</b>          | 69   | 137  | 65          | 58          | <b>56</b>   | 59.12% reduction                                | 3.45% reduction                         |
| <b>Total Slight</b>        | 4466   | 4962   | 4376        | 4578        | <b>4486</b> | 9.59% reduction                                 | 2.01% reduction                         |
| <b>Child Slight</b>        | 639  | 710  | 543         | 515         | <b>485</b>  | 31.69% reduction                                | 5.83% reduction                         |
| <b>Total Casualties</b>    | 5070   | 5969   | 4935        | 5164        | <b>5006</b> | 16.13% Reduction                                | 30.60% reduction                        |
| <b>Child Casualties</b>    | 708  | 847  | 608         | 573         | <b>541</b>  | 36.13% reduction                                | 5.58% reduction                         |

Note: Data taken from BVPI tables

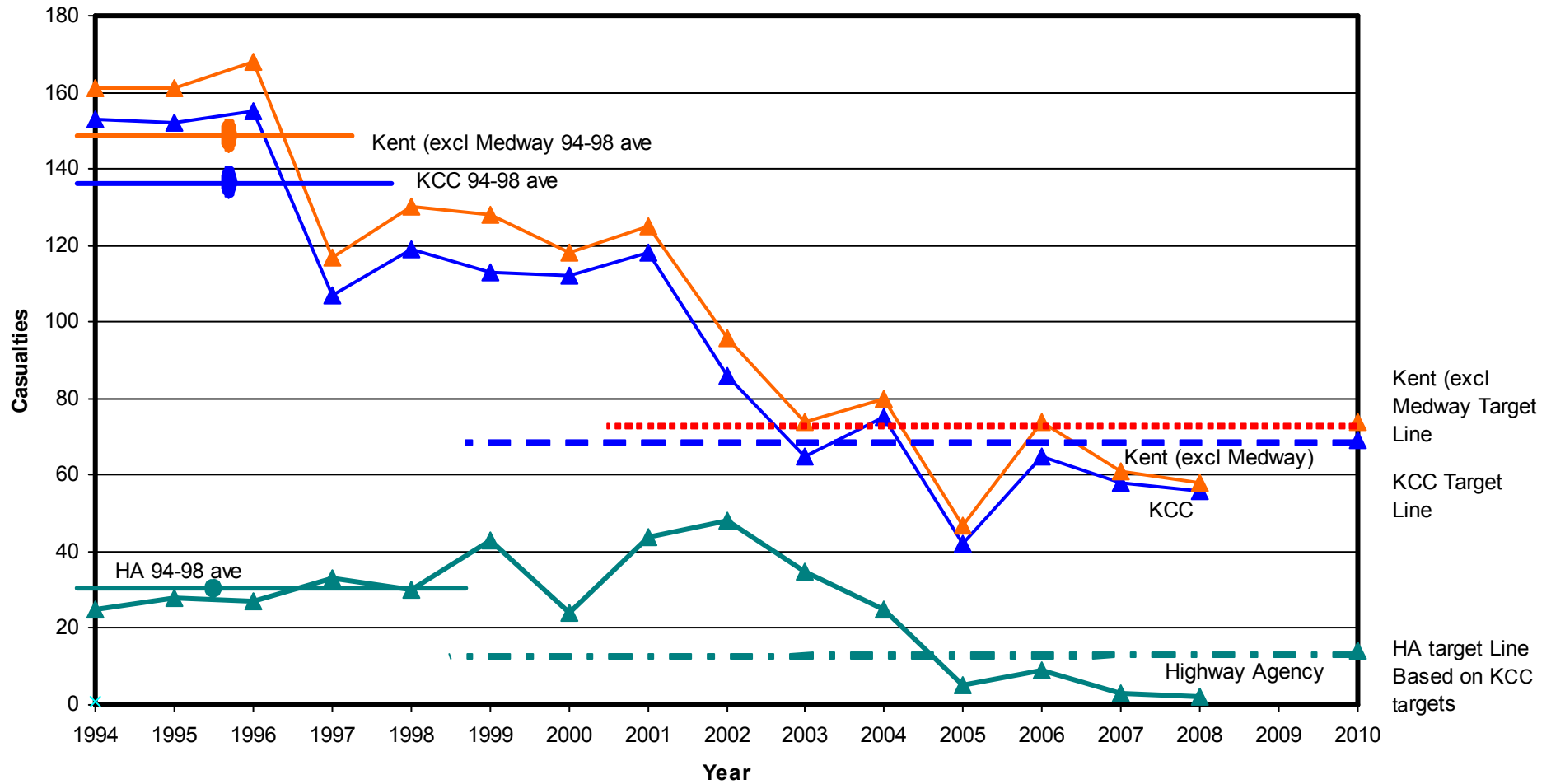
\*Killed or seriously injured (KSI)

**APPENDIX 4 - 2010 Target a 40% reduction in the number of people killed or seriously injured (KSI)**



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**APPENDIX 5 - 2010 Target a 50% reduction in the number of children killed or seriously injured (KSI)**



**APPENDIX 6 -2010 Target a 10% reduction in slight injury casualties**

