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To: Environment and Transport Cabinet Committee – 21 September 2017

Subject: Road Casualties in Kent; 2016

Classification: **Unrestricted**

Past Pathway of Paper: N/A

Future Pathway of Paper: N/A

Electoral Division: Countywide

Summary:

This report sets out the initial data analysis for road casualties in Kent in 2016. It also provides context related to a change to the police reporting process that may have affected data, provides insight into current KCC casualty reduction activity and identifies an emerging risk to future funding.

Recommendation(s):

The Environment and Transport Cabinet Committee is asked to note for information road casualties in Kent; 2016, the context of data reporting, and to note the ongoing work of the Highways, Transportation and Waste education and engineering teams.

1. Introduction

- 1.1 Road casualty data in Kent for 2016 has been finalised and, under KCC's statutory duty within the Road Traffic Act (outlined in 2.19 below), was reported to the Department for Transport in May and publically released in July.
- 1.2 Overall, in Kent casualties of all severity (Fatal, Serious and Slight) increased by 6%.

Figure 1: Comparison of casualties 2016 to 2015

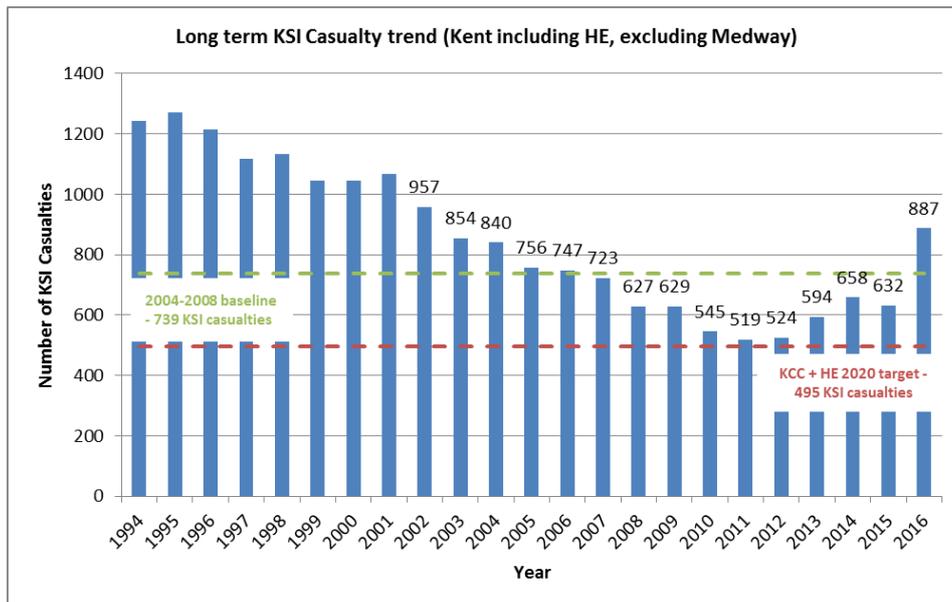
Casualties	Fatal	Serious	KSI	Slight
2015	54	578	632	5167
2016	45	842	887	5235
Difference	-9	264	255	68
% Change	-17%	46%	40%	1%

- 1.3 Serious injuries (including motorways and strategic roads managed by Highways England) increased by 46% (842) compared to 2015; fatalities decreased by 17% (54 to 45) and slight injuries increased by 1% (5,235). KSIs increased by 40%. Fatal and serious injuries are classified under a single heading of Killed or Seriously Injured (KSI) in order to produce a meaningful sized data set to quantify the most serious incidents and identify trends.
- 1.4 National comparisons are not yet possible as Department for Transport (DfT) has delayed their 2016 data release for Great Britain until late September, although early indications are that nationally fatalities rose by 2%, KSIs rose by 6% and all casualties decreased by 4%. It should be noted that not all police authorities are using the new CRASH reporting system (as outlined 2.13 - 2.16 below) that Kent Police started using in January 2016.
- 1.5 DfT report a rise in traffic levels nationally of 1.4% and traffic volumes on major roads in Kent rose by 2%.

2. Casualty data; analysis, collection and interventions

- 2.1 KSIs are at their highest level since 2002.

Figure 2: Long term KSI casualty trend



Note: In 2016, Kent Police used a new reporting process that may impact on some casualty injury classification therefore comparisons to previous data may not be accurate.

2.2 Initial data analysis for 2016 shows an increase in KSIs for all main road user groups, as below. (Note; 'Others' includes goods vehicles, farm vehicles, mobility scooters, horse riders, etc.).

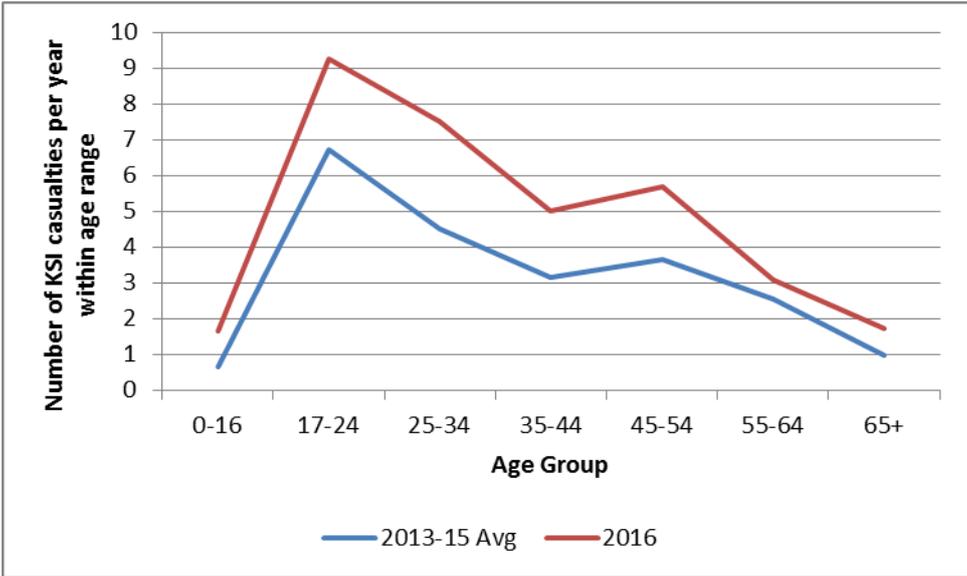
Figure 3: Change in KSI and Total Casualties in 2016 compared to 2015

Casualties	Pedestrians		Cyclists		Motorcyclists		Car Users		Other	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
2015	117	626	82	387	161	602	233	3813	39	371
2016	127	579	97	413	233	657	379	4129	51	344
Difference	10	-47	15	26	72	55	146	316	12	-27
% Change	9%	-8%	18%	7%	45%	9%	63%	8%	31%	-7%

2.3 Overall there are a higher proportion of car users KSIs than the 3 year average indicating a worsening trend for car users. Pedestrians saw a comparatively reduced proportion; all other road user groups stayed around the same proportion.

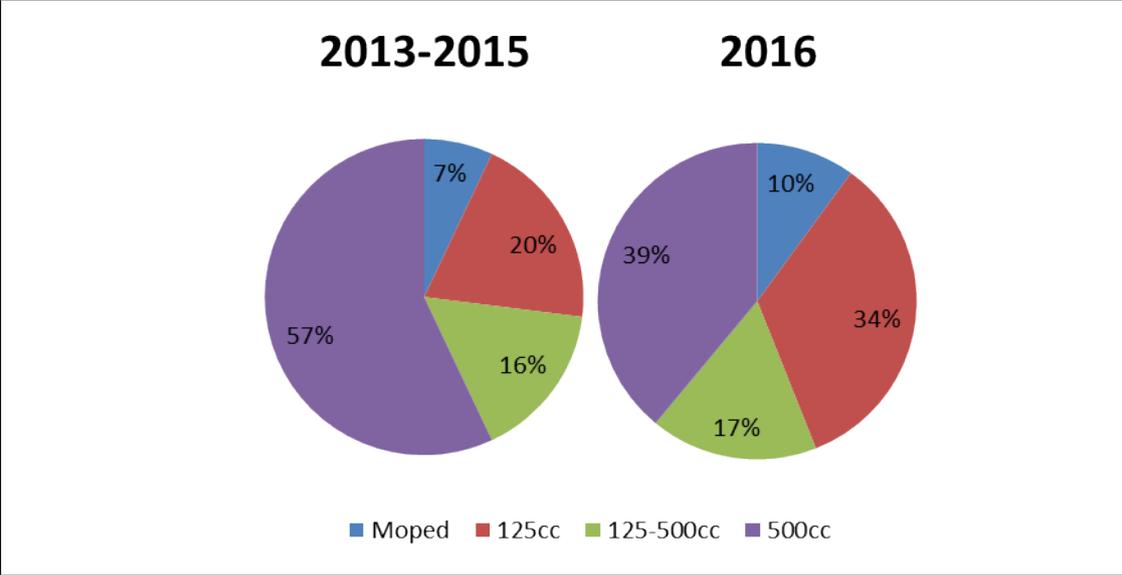
2.4 Young people (aged 17-24) remain the largest car user KSI group, although 2016 saw a narrowing of the gap between 17-24 year old and the 24-34 year old KSIs.

Figure 4: Number of car user KSI casualties per year of age group by age group



2.5 The profile of motorcycle engine size involved in KSIs changed noticeably in 2016. Previously 500cc and above motorcycles made up over 50% of motorcycle KSIs and in 2016 this dropped to 39%. 50-125cc motorcycle KSIs have seen a sharp increase from 20% to 34%.

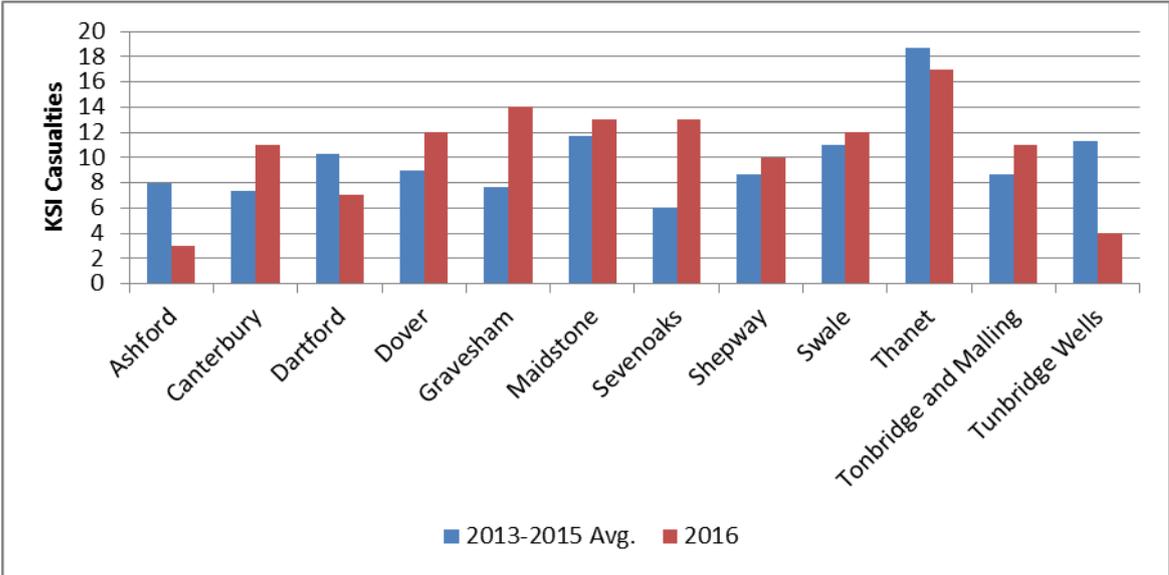
Figure 5: Proportion of motorcycle KSI casualties by bike engine size



2.6 The 11–15 age group comprise the majority of pedestrian KSIs, and 30% of KSIs were aged 0-16.

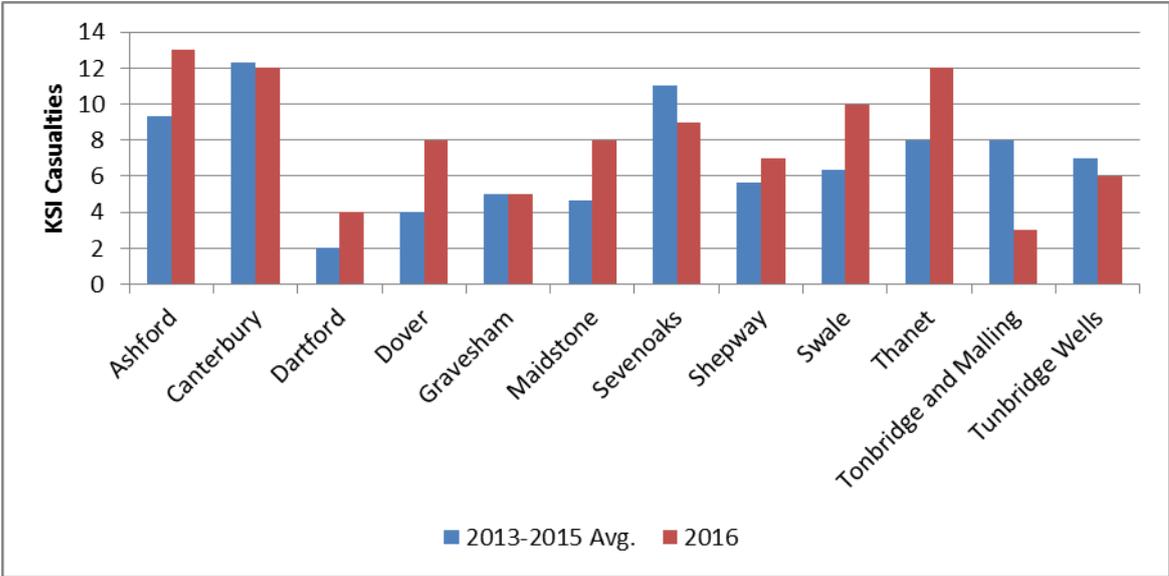
2.7 All Districts saw an increase in pedestrian KSIs except Ashford, Dartford and Tunbridge Wells.

Figure 6: Pedestrian KSI casualties by district



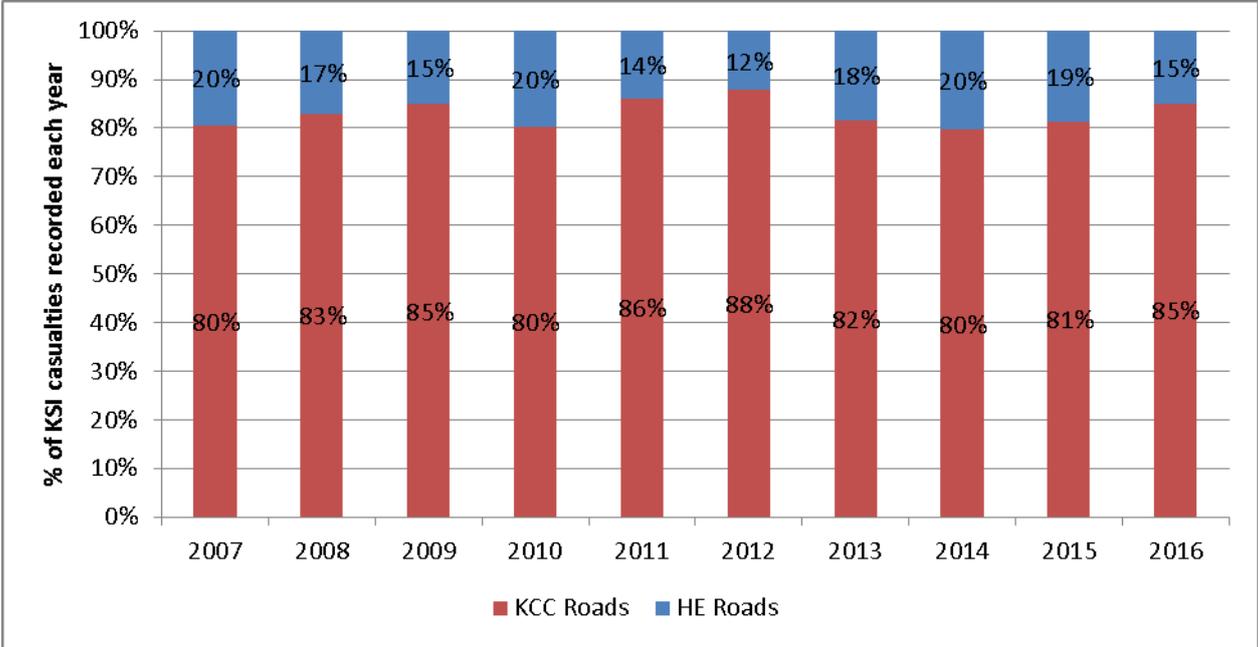
2.8 The 45-54 year old age group continues to be the group with the most pedal cyclist KSIs. Ashford and Thanet had the highest increase in pedal cyclist KSIs.

Figure 7: Pedal cycle KSI casualties by district



2.9 15% of all KSIs were on the strategic road network managed by Highways England. 85% of KSIs were on KCC maintained roads and this is the largest proportion of KSI occurring on the KCC network since 2012 and stands 2% above the average proportion for the last 10 years (since 2007)

Figure 8: KSI casualties split by Highways Authority

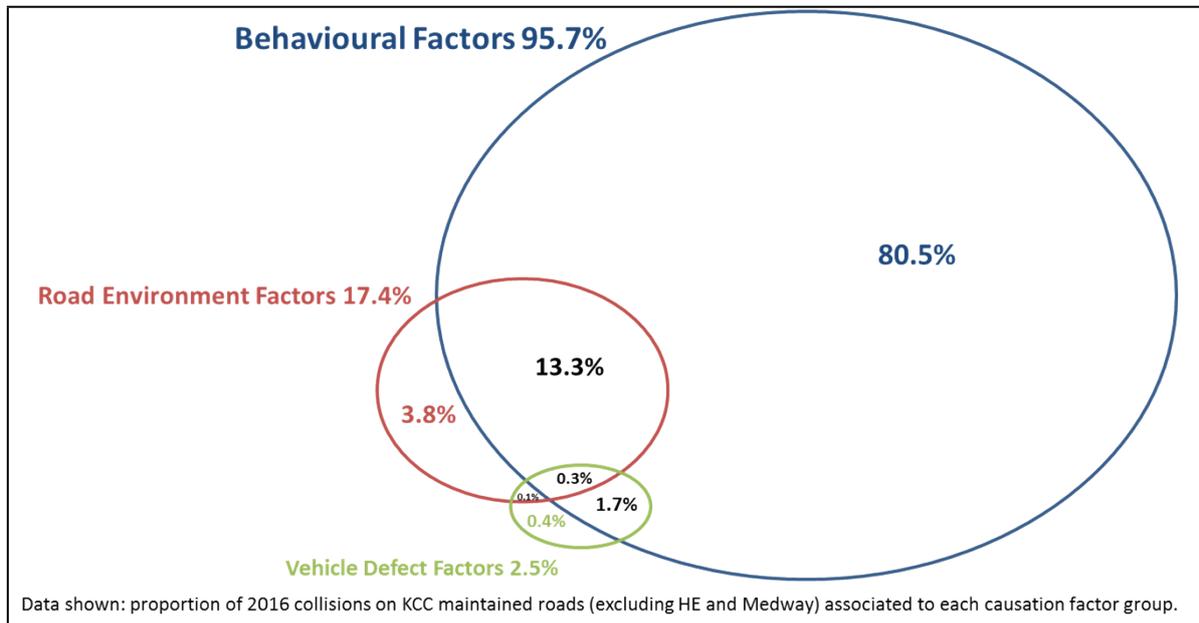


2.10 Road user behaviour factors were attributed to 96% of collisions that occurred on KCC maintained roads (excluding HE and Medway).

2.11 Road environment factors were attributed to 17.4% of collisions and were the sole cause in 3.8% of the collisions. (Note; only collisions attended by an officer were analysed in this sample for greater assurance of the cause).

2.12 Vehicle defect factors were attributed to 2.5% of collisions.

Figure 9: Causation of 2016 collisions



2.13 In a recent change to reporting procedure, Kent Police provide their data to KCC and DfT at the same time. Previously data would come through KCC before being cleansed and sent to DfT. This new process is called CRASH (Collision Recording and SHaring) and will lead to improvements in data accuracy and immediacy.

2.14 Half of all police authorities in England are now using CRASH with the expectation that eventually all will.

2.15 It has been identified nationally that CRASH may record a higher incidence of serious injuries than the previous process. This may in part be due to non-life threatening broken bones (e.g. hands / fingers) being previously logged as slight. DfT definition classifies 'broken bones' as 'serious', which CRASH now does automatically.

2.16 DfT are carrying out research into the 'CRASH effect' to quantify injury classification differences and in future it may be possible to apply a factor to old data that would allow some comparison across the two recording processes. Until such time, it is misleading to compare CRASH data with that recorded under a different reporting process. The research is underway and findings expected in October.

2.17 We are working with Kent Police to identify process improvements as a recent review suggested three quarters (77%) of all injury crash reports from Kent Police had errors or information missing, e.g. accuracy of the location, casualty age, vehicle details. This necessitates a protracted process of clarification with Kent Police and means incomplete data is sent to DfT that requires later alteration.

2.18 Kent Police have accepted our offer to support the development of their mobile App which eventually will be used by all officers as the means to input CRASH data at the scene. This is expected to enhance accuracy rates by ensuring all necessary information is collected at the time.

2.19 Annual road casualty data is published by Kent County Council as part of its statutory duty under the Road Traffic Act. The Act also places a duty on KCC to:

- prepare and carry out a programme of measures designed to promote road safety;
- carry out studies into accidents arising out of the use of vehicles;
- in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads;
- and, in constructing new roads, take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

2.20 KCC publishes annual casualty data at www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data from August each year and provides data and analysis for internal and external use; supporting internal business planning, hot-spot identification, partners' interventions, media and public enquiries and commercial data requests.

2.21 The Casualty Reduction Strategy 2014-2020 outlines our rationale and approach to road safety (www.kent.gov.uk/roads-and-travel/road-safety/road-casualty-reduction-strategy). The Strategy has recently been reviewed and the actions listed within it are still current.

2.22 KCC continues to provide a range of activities under the headings *Education* and *Engineering*, whilst supporting partner Education and Enforcement activity. All our activities are based on intelligence and data with the primary source being from CRASH, although we also carry our qualitative research into road user perceptions.

2.23 *Education*

The Casualty Reduction Team delivers a range of road user education activities in order to raise awareness, increase knowledge and affect intended behaviour. These include child pedestrian skills training, cyclist training, young driver education, driver awareness courses and public awareness campaigns. The team has recently begun to deliver the HASTE course to Highways fleet drivers (approximately 280) to enhance 'At Work' driver safety and promote KCC as a responsible employer. HASTE is a 4 hour classroom based course that discusses a range of driving related issues, with the 'golden thread' of speed management to maintain Space and Time as the core requirements to safer driving. We also work with other groups such as Community Safety Partnerships, to promote consistency of message and coordinated activity. Over the last 5 years the team has received national recognition for the quality of its

work through the Prince Michael of Kent International Road Safety Award programme and nationally recognised organisations like First Car.

2.24 *Engineering*

Annual cluster site analysis identifies crash 'hot-spots' to be investigated for appropriate crash remedial measures. Arranging the sites in priority order based on casualty numbers enables safety engineering teams to deal with the most pressing situations first, within the available budget. KCC is expanding its interest in 'risk rating for roads' using an international rating tool called EuroRAP (European Road Assessment Programme) to identify how our major roads could achieve a suitable level of safety star rating. EuroRAP identified one of our roads as being the most improved route (A227 western end) in the country, for which last year KCC was recognised with a Prince Michael of Kent International Road Safety Award. The same process has now identified that Kent has two of the '50 worst rated roads in the country' - A252 and A290. This has enabled KCC to bid for national funding to deliver engineering improvements over the next 12 months – see report elsewhere on this agenda. We are investigating the wider application of EuroRAP across more of the county's major routes.

2.25 *Casualty Reduction Partnership*

The Casualty Reduction Partnership (CRP) has initiated a review of the way partners collaborate and coordinate activity, which is being led by Kent Fire and Rescue Service. Recommendations are expected by December with any changes implemented from January 2018.

2.26 KCC is a key partner; Tim Read, Head of Transportation, is Chairman of the Strategic Board, whilst officers are integral to the newly formed Partnership Delivery Group.

2.27 The CRP Delivery Group has adopted the National Police Chief's Council (NPCC) road safety calendar to focus partner education and enforcement activity. This provides a monthly focus for action that complements national messages. Each partner has taken on a specific lead role for individual messages where they coordinate partner contributions.

2.28 This approach helps ensure coordinated, countywide activity (e.g. Licence to Kill and education / enforcement campaigns,) and is also being used to influence local delivery through Community Safety Partnerships (where they have identified 'road safety' as a priority) and partners' wider community services (e.g. Community Wardens, local Fire Stations, etc.)

2.29 In December 2016 Kent & Medway Safety Camera Partnership (KMSCP) began replacing existing fixed safety cameras with digital technology and by April 2017 9 had been installed with the remaining 70 sites programmed into a 3 year plan. Digital safety cameras will allow the Police more flexibility in detecting speeding drivers in high risk crash areas. Digital technology is also fundamental to the future of the Kent safety camera network as the current 'wet film' used in cameras is not being manufactured from 2019.

2.30 *Challenges / Risks*

Beyond the perennial risks to road crash numbers of traffic and population growth, the transient nature of the Kent Highway network for those passing through the county and public service resourcing (police, fire, highway authorities), a specific pressure to casualty reduction funding has emerged. The Automated and Electronic Vehicles Bill announced in the Queen's Speech partly addresses the ability for over-cost recovery from driver awareness courses, but currently only provides scope for police forces to do this. Local Authority service providers across the country have been discussing ways of influencing the Bill wording to include local authority over-cost recovery. Currently any surplus from the KCC courses is invested in casualty reduction activity; this is a key benefit of KCC acting as service provider to Kent Police for these courses.

3. Financial Implications

- 3.1 In light of casualty rises in 2016 and of increasing public exposure to risk through growing traffic and population levels, there is a need to sustain levels of resource provided for casualty reduction activity (education and engineering).
- 3.2 The potential pressure caused by an inability to over-cost recover on driver awareness courses has been identified in the Medium Term Financial Plan.

4. Legal implications

- 4.1 KCC has a statutory duty under the Road Traffic Act for 'road safety', as outlined above. The collection and analysis of crash data, the provision of information, advice and training to road users, and the process for providing a safer highway environment are all part of this Duty.

5. Equalities implications

- 5.1 There are no specific equalities implications. Road crashes impact across all protected characteristics and, where data is available, activity is appropriately targeted to reduce risk and harm.
- 5.2 The Casualty Reduction Strategy has a recently reviewed and updated Equalities Impact Assessment.

6. Other corporate implications

- 6.1 There is scope to provide more support and advice across all KCC staff on the safer use of the road network.
- 6.2 Highways fleet drivers are being required to participate in an 'At Work' driver safety course (HASTE), which might be of benefit to other Directorates.
- 6.3 Stronger links to Public Health could be developed to identify funding mechanisms and coordinated messages (e.g. anti-drink driving). The recently approved Active Travel Strategy is an example of cross Directorate working between HTW and Public Health.

7. Conclusions

- 7.1 Road crash casualties increased in 2016 and are at levels higher than that previously seen in 2002.
- 7.2 Further in-depth analysis into 2016 data will take place to help identify key target areas, groups and messages, and 3 year trends will continue to be used as the basis for future action.
- 7.3 The new police reporting process (CRASH) appears to have an inflationary effect on the count of serious injuries, but the factor of increase is not yet understood and is being investigated by DfT.
- 7.4 Accurate data is key to targeting and prioritising activity, both for education programmes and engineering solutions. We are working positively with Kent Police to identify process improvements to enhance data accuracy at point of entry.
- 7.5 There is a range of casualty reduction activity which KCC leads on. Whilst there is always scope to do more, our ability to influence the work of partners provides opportunities to broaden the reach of our key messages, whilst working collaboratively with public service stakeholders.
- 7.6 Loss of the ability to over-cost recover from driver awareness courses could impact on resource levels for Casualty Reduction Team activity.

9. Recommendation:

- 9.1 The Environment and Transport Cabinet Committee is asked to note for information the road casualties in Kent 2016, the context of data reporting, and to note the ongoing work of the HTW education and engineering teams.

10. Background Documents

- 10.1 The Road Casualty Reduction Strategy, 2014-2020, prepared by the Casualty Reduction Manager and available on the KCC web site:
www.kent.gov.uk/roads-and-travel/road-safety/road-casualty-reduction-strategy
- 10.2 Road Crash and Collision Data 2016, prepared by the Transport Intelligence Team and available on the KCC web site:
www.kent.gov.uk/roads-and-travel/road-safety/crash-and-casualty-data

11. Contact details

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