

# Road Casualty Reduction Partnership Board

Item No.

<b>Report title:</b>	<b>Casualty Reduction Progress Update</b>
<b>Date of meeting:</b>	<b>5 April 2017</b>
<b>Responsible Chief Officer:</b>	<b>Tom McCabe – Executive Director, Community and Environmental Services</b>
<b>Strategic impact</b> While the Government's 'Strategic Framework for Road Safety' does not set specific targets for levels of road casualty reduction, Norfolk set a local target of 33% reduction on killed or seriously injured (KSI) casualties. Progress against the target is shown in the graphs in Appendix A.	

## Executive summary

The latest available rolling twelve month figure for killed or seriously-injured (KSI) casualties is 418 to the end of January 2017, which represents a 10% reduction from the 2005-2009 baseline figure of 462.

However, the twelve month rolling KSI figure (January to January) represents a continued rise in KSI, which began in July 2016.

Increases in the number of KSI from the pedal cyclist and older driver casualty groups have contributed to this rising trend.

### Recommendations:

Members of the Board are asked to comment on the report.

## 1. Proposal

### 1.1. Reported KSI Casualties in Norfolk

This report summarises trends in reported KSI casualties in Norfolk based on the latest available STATS19 data supplied from the police CRASH system.

#### 1.1.1. All KSI Casualties

The current rolling twelve month KSI figure is 418 to the end of January 2017, which represents a 10% reduction from the 2005-2009 baseline figure of 462 KSI casualties. However, the rolling twelve month figure remains above the 33% reduction target for January 2017 of 363 KSI casualties.

January's twelve month rolling KSI figure represents a continued rise in KSI which began in July 2016.

#### 1.1.2. Powered Two Wheeler KSI Casualties

The current rolling twelve month KSI figure for powered two wheelers is 94 to the end of January 2017, which represents a 15% reduction from the 2005-2009 baseline figure of 111 KSI casualties. However, the rolling twelve month figure is now above the 33% reduction target for January 2017 of 87 powered two

wheeler KSI casualties.

January's twelve month rolling KSI figure represents the continuation of a rising trend in the rolling figure which began in August 2016.

### 1.1.3 **Pedestrian KSI Casualties**

The current rolling twelve month KSI figure for pedestrians is 52 to the end of January 2017, which represents a 9% reduction from the 2005-2009 baseline figure of 57 KSI casualties. However, the rolling twelve month figure is above the 33% reduction target for January 2017 of 45 pedestrian KSI casualties.

January's twelve month rolling KSI figure represents a second month of reductions in KSI following a steady, albeit fluctuating, rise in pedestrian KSI casualties which began in March 2016.

### 1.1.4 **Pedal Cyclist KSI Casualties**

The current rolling twelve month KSI figure for pedal cyclists is 66 to the end of January 2017, which represents a 78% increase on the 2005-2009 baseline figure of 37 KSI casualties. The rolling twelve month figure is more than double the 33% reduction target for January 2017 of 29 pedal cyclist KSI casualties.

January's twelve month rolling KSI figure represents a continuation of the sharp increase in pedal cyclist KSI which began after November 2014.

### 1.1.5 **Younger Driver (17-25) KSI Casualties**

The current rolling twelve month KSI figure for collisions involving younger drivers is 97 to the end of January 2017, which represents a 29% reduction from the 2005-2009 baseline figure of 136 KSI casualties. The rolling twelve month figure is below the 33% reduction target for January 2016 of 107 KSI casualties resulting from collisions involving younger drivers.

January's twelve month rolling KSI figure represents the continuation of a steady trend of fluctuating younger driver-related KSI casualties above and below an average of around 94 KSI casualties.

### 1.1.6 **Older Drivers (70 years and older) KSI Casualties**

The current rolling twelve month KSI figure for collisions involving older drivers is 75 to the end of January 2017, which represents a 25% increase on the 2005-2009 baseline figure of 60 KSI casualties. The rolling twelve month figure is above the 33% reduction target for September 2016 of 47 KSI casualties resulting from collisions involving older drivers.

January's twelve month rolling KSI figure represents a continuation of a rise in older driver-related KSI casualties which began after August 2015.

### 1.1.7 **Slight Casualties**

The current rolling twelve month slight figure is 2069 to the end of January 2017, which represents a 25% reduction from the 2005-2009 baseline figure of 2742 slight casualties. Moreover, the rolling twelve month figure is below the 33% reduction target for January 2017 of 2153 slight casualties.

January's twelve month rolling slight figure represents a continuation of a rising trend in slight casualties from June 2016, however overall performance appears to be strong.

## 1.2. **Data Reporting Issues**

### 1.2.1 The latest available casualty numbers are for the 12 months ending in January 2017.

- 1.2.2 Issues which arose around data quality were taken-up by the Network Safety team with colleagues in the Constabulary. These issues have since been addressed, with corrections and amendments to collision and casualty data carried out by support staff in the Constabulary.
- 1.2.3 Monthly data quality checks continue to be carried out by the Network Safety team.
- 1.3 **Comparator Authorities**
- 1.3.1 Provisional KSI casualty figures from the Department of Transport for Norfolk's comparator authorities to the end of September 2016 indicate that Norfolk's KSI rate per 100,000 population is below that of Gloucestershire and Lincolnshire, although above that of Suffolk.

## 2. Evidence

- 2.1 The latest movements in killed and seriously injured (KSI), and slight casualties are shown in the graphs in Appendix A as follows:

A1 – All KSI casualties  
A2 – Powered-two-wheeler (P2W) KSI casualties  
A3 – Pedestrian KSI casualties  
A4 – Cyclist KSI casualties  
A5 – Younger Driver (17-25 years) KSI casualties  
A6 – Older Driver (70 years and over) KSI casualties  
A7 – Slight casualties  
A8 – Key Target Groups Dashboard 2016  
A9 – Key Target Groups Dashboard 2017  
B1 – Comparator Authority Rolling 12-Month KSI Casualties Rate per 100,000 Population

## 3. Financial Implications

- 3.1. All measures are met from Partners' existing budgets.

### Officer Contact

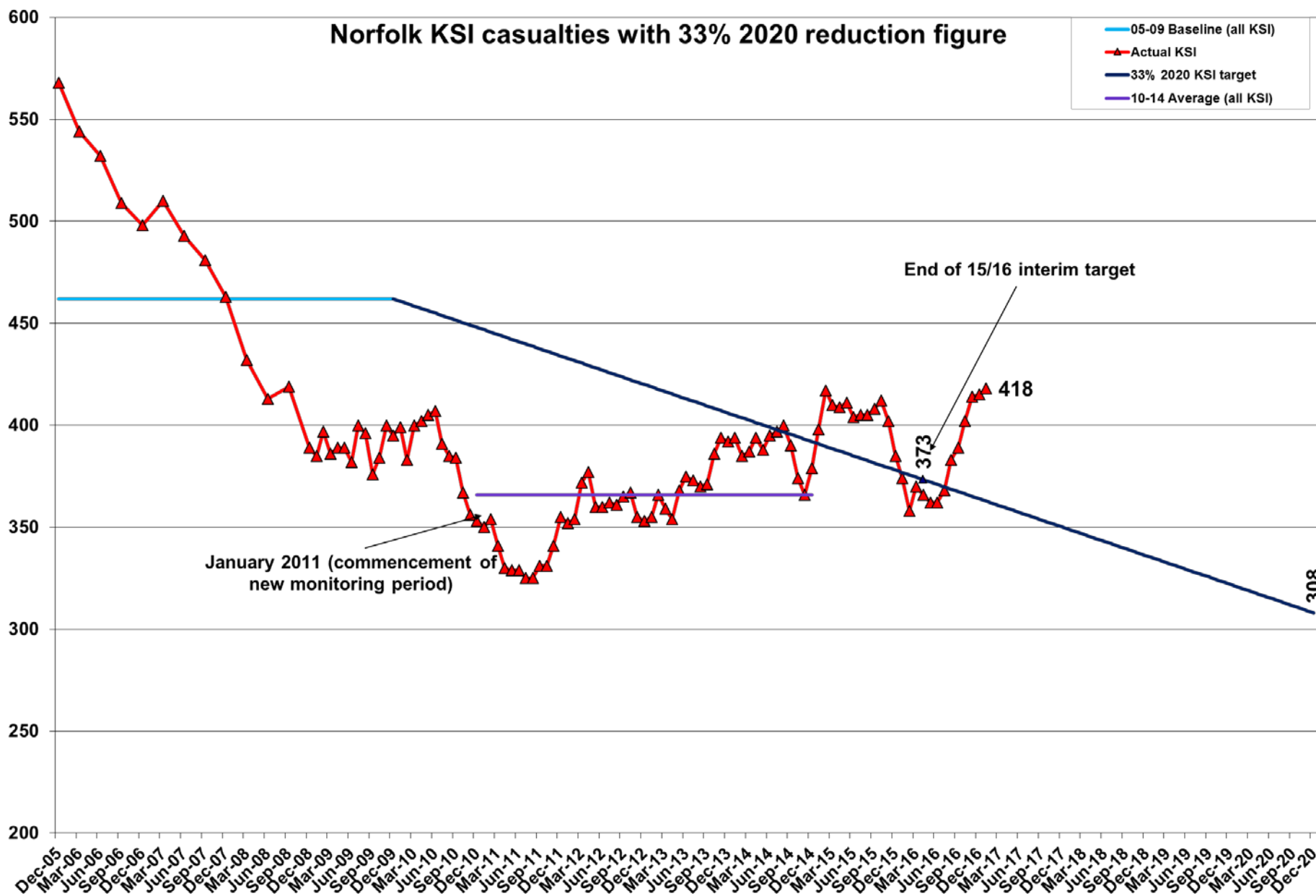
If you have any questions about matters contained in this paper or want to see copies of any assessments, eg equality impact assessment, please get in touch with:

**Officer name :** Dave Stephens **Tel No. :** 01603 222311

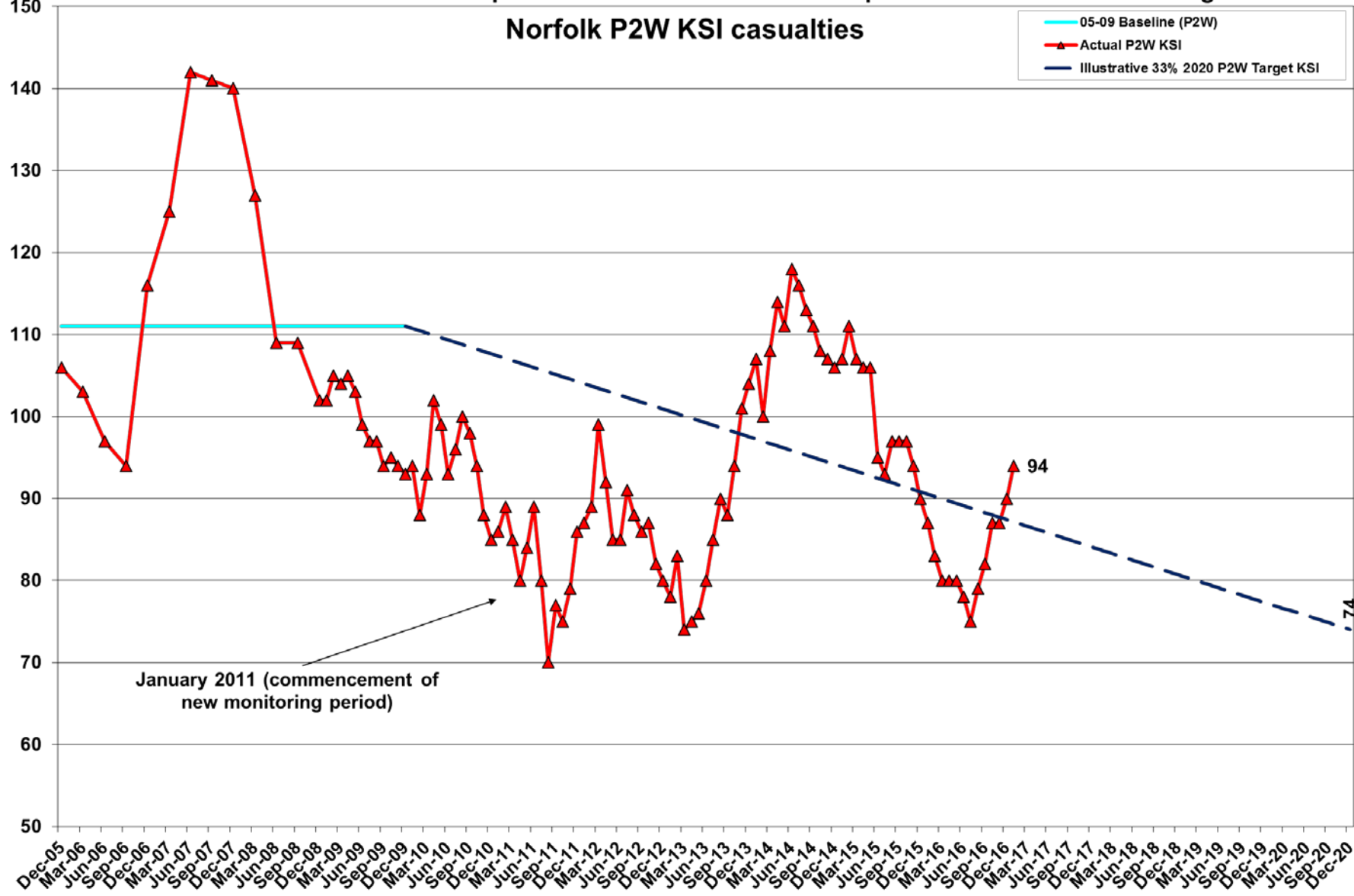
**Email address :** [Dave.stephens@norfolk.gov.uk](mailto:Dave.stephens@norfolk.gov.uk)



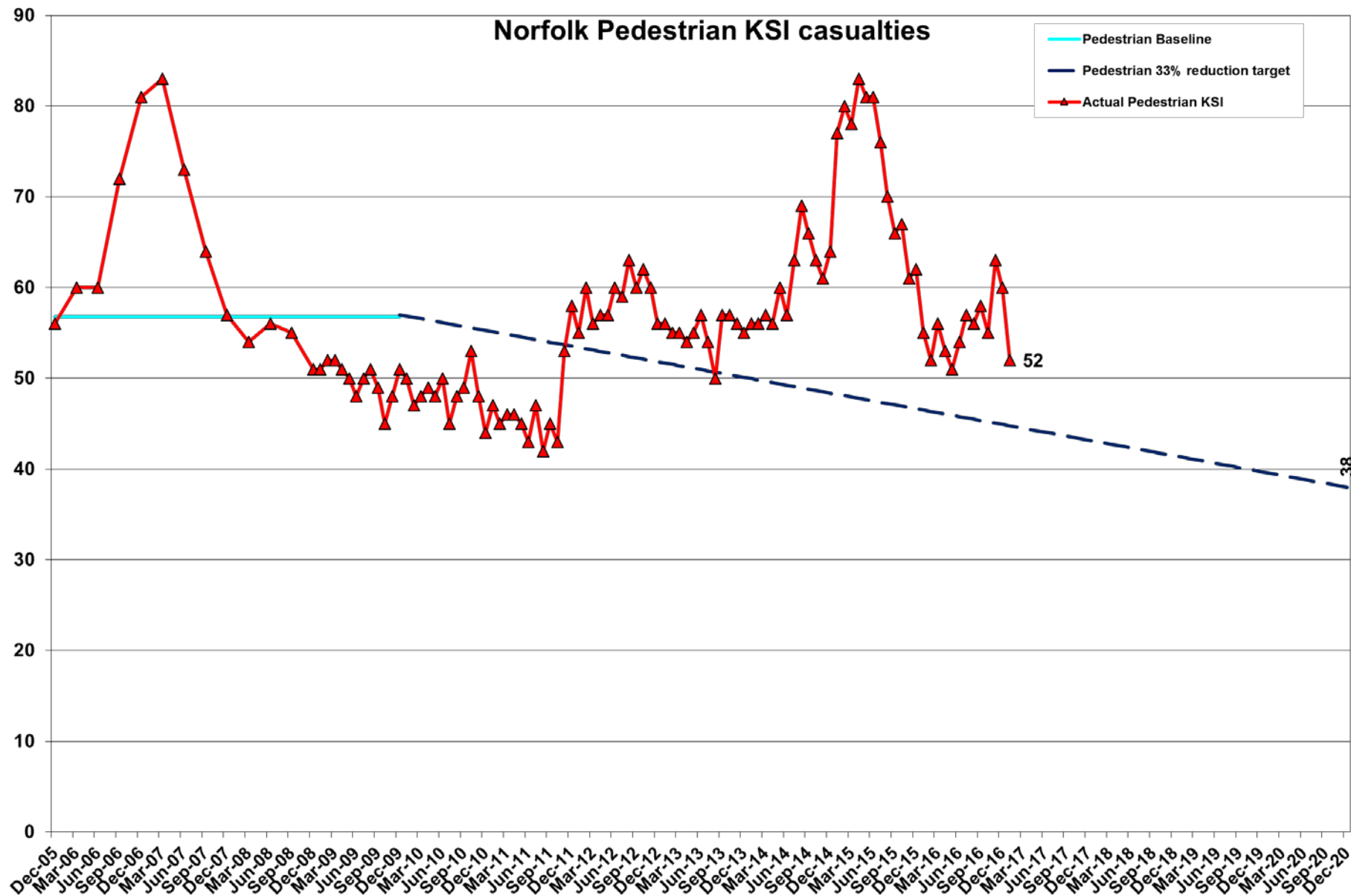
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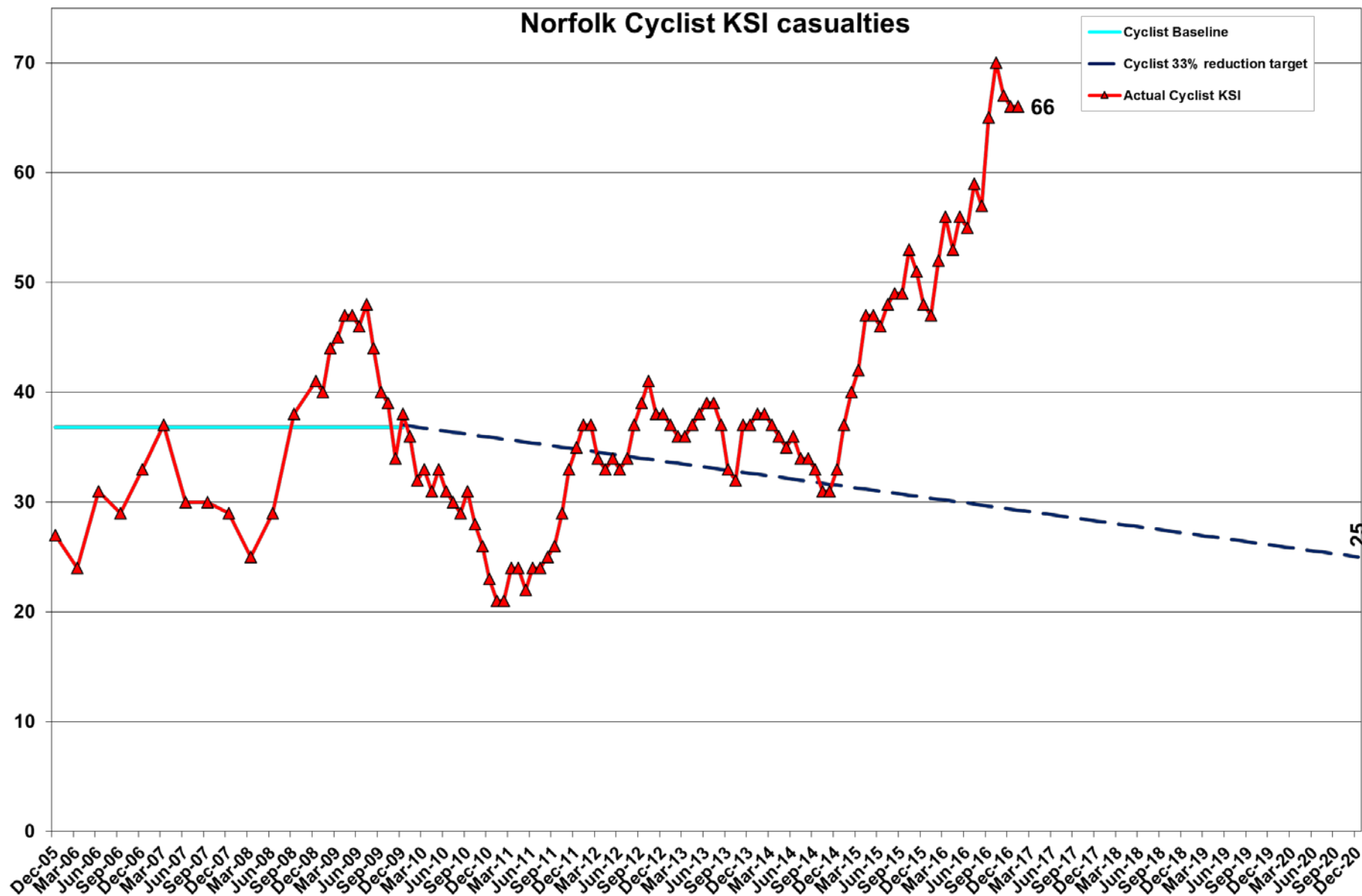
Illustrative reduction if P2W KSIs perform in accordance with accepted overall KSI reduction targets



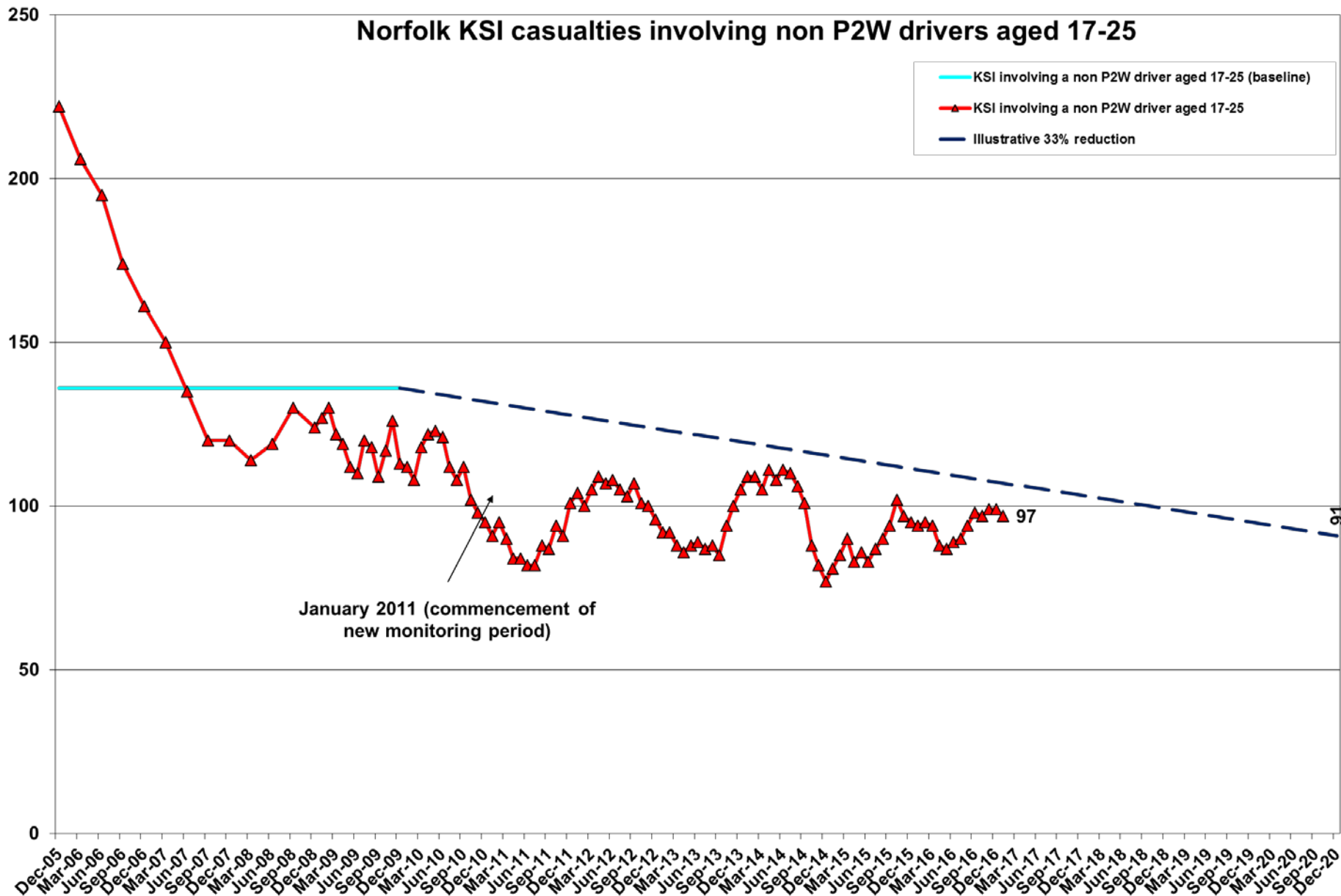
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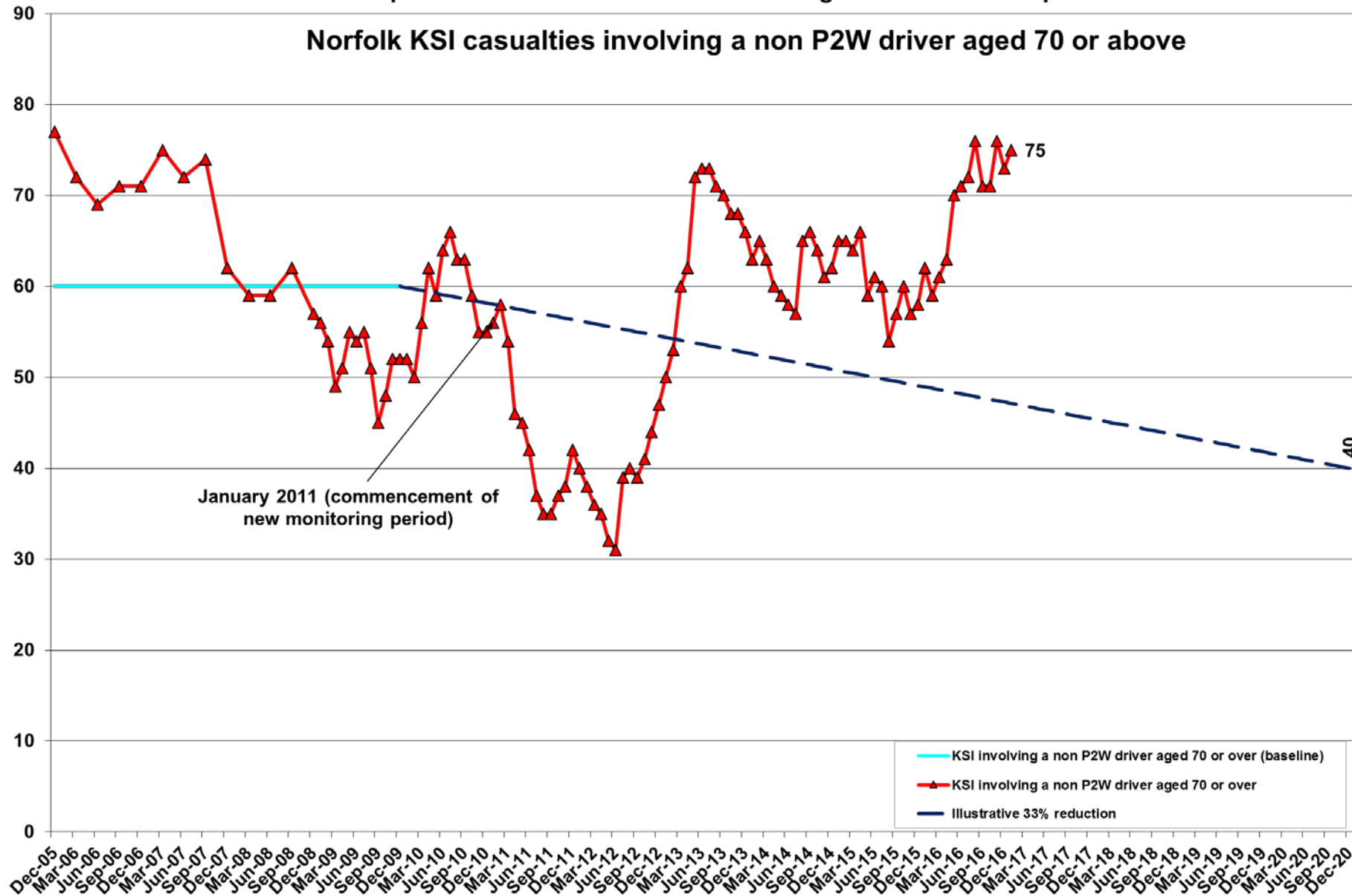


Illustrative reduction if performance is in accordance with target reductions accepted for KSI casualties

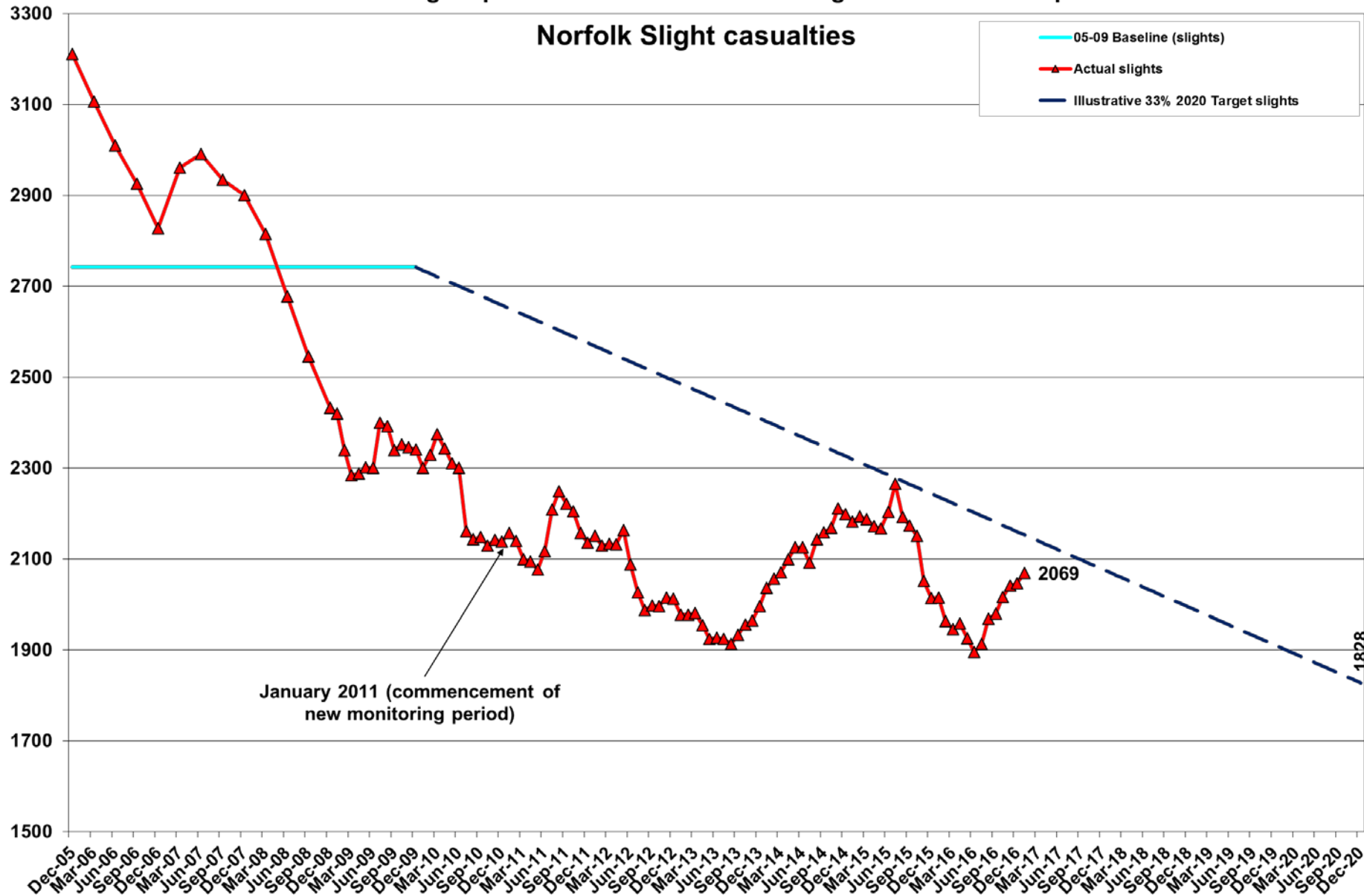




Illustrative reduction if performance is in accordance with target reductions accepted for KSI casualties



Illustrative reduction if slights perform in accordance with target reductions accepted for KSI casualties



## Key Target Groups Dashboard - 2016

Key Group (KSI unless specified)	Norfolk 05-09 baseline average	Norfolk 2015	Comparison with national and regional progress			Projection to December 2016 from recent trend	December 2016 KSI and comparison with target
			Norfolk 2015	East of England 2015	Great Britain 2015		
All KSI	462	385	- 17%	- 23%	- 21%	365	415
P2W	111	90	- 19%		- 15%	80	90
Pedestrian	57	62	+ 9%		-21%	50	60
Cyclist	37	48	+ 30%		+32%	40	66
Young drivers <sup>1</sup> 17-25	136	95	- 30%			85	99
Older drivers <sup>1</sup> 70 and over.	60	58	-3%			50	73

<sup>1</sup>casualties resulting from crashes involving a driver within age range (young 17-25, older 70+)

<sup>2</sup> Young driver 16-24 years of age (as per national reporting convention)

<sup>3</sup> Senior driver/rider involvement (65 years and above as per national reporting convention)

Key to colours:

385	Figures in red are indicators for end of 2016 calendar year.
	At or below target
	Within +5% of target projection
	Above 5% of targeted projection

## Key Target Groups Dashboard - 2017

Key Group (KSI unless specified)	Norfolk 05-09 baseline average	Norfolk 2016	Comparison with national and regional progress			Projection to December 2017 from recent trend	January 2017 KSI and comparison with target
			Norfolk 2016	East of England 2015	Great Britain 2015		
All KSI	462	415	- 10%	- 23%	- 21%	400	418
P2W	111	90	- 19%		- 15%	80	94
Pedestrian	57	60	+ 5%		-21%	55	60
Cyclist	37	66	+ 78%		+32%	60	66
Young drivers <sup>1</sup> 17-25	136	99	- 27%			85	97
Older drivers <sup>1</sup> 70 and over.	60	73	+22%			65	75

<sup>1</sup>casualties resulting from crashes involving a driver within age range (young 17-25, older 70+)

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