

Analysis of Slight, Serious and Fatal Road Traffic Accidents - June 2012 to June 2017

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1. Summary

This report presents Performance Management Scrutiny Committee with the findings of analysis of road traffic accidents where people were killed or seriously injured. The number of people killed and seriously injured on Shropshire's roads is a measure in corporate performance reporting and has been highlighted in the corporate reports as an area which is seeing the numbers of people killed and seriously injured increasing from their lowest results in 2013.

This report helps to explain how the performance measure is calculated, how changes in the way slight and seriously injured are recorded has impacted on the measure, and provides further analysis of the local data and draws on additional national information.

2. Recommendations

- A. Members are asked to consider the content of the report and the key summary points, and identify whether they would like to carry out a more detailed piece of overview and scrutiny work.

REPORT

3. Risk Assessment and Opportunities Appraisal

- 3.1 Road traffic accidents, and the injuries arising from them can have life-changing impacts for the people involved and their families, and significant financial and resource cost to public services, both at the time of the accident, during any medical treatment and rehabilitation, and any ongoing social care and support. Continuously working to reduce the number of accidents and people injured has benefits for all agencies involved and for the public and communities.

4. Financial Implications

4.1 This report does not have any direct financial implications.

Report

5. Road network

5.1 The local road network within Shropshire is managed and maintained by Shropshire Council. Highways England operates, maintains and improves England's motorways and major A roads. In Shropshire this includes the M54, A5, A49 south of Shrewsbury, A458 from Shrewsbury to the Welsh border and the A483 from Oswestry to the Welsh border. Whilst Shropshire Council liaises with Highways England the trunk road network falls under the responsibility of Highways England. This report covers accidents for both the local and trunk road networks.

6. Key figures

- 6.1 The accident data covered in the analysis for this report was from the period June 2012 to June 2017. It should be noted that the years of 2012 and 2017 are incomplete years. The full report of the analysis is attached at appendix 1.
- 6.2 Throughout the report there are references to accidents, casualties and vehicles. Readers should note that 1 accident may involve more than 1 vehicle and result in more than 1 casualty. Vehicles also includes cycles. This report reviews data where an accident results in a casualty who is either slightly, seriously or fatally injured. This report does not cover accidents where no injuries were sustained.

7. Performance results

- 7.1 The corporate performance report has, for several years, reported the number of Killed and Seriously Injured people (KSI) on the roads of Shropshire. Originally part of the national set of key performance indicators Shropshire has continued to monitor and report this measure.
- 7.2 Reporting of the KSI measure is based on an average of the number of people killed or seriously injured per year, during the preceding 3 year period. This method helps to smooth out any exceptional events and provides a more balanced trend view.

- 7.3 At the end of 2005 there was an annual average of 215 people killed or seriously injured on the roads of Shropshire. Since 2012 the annual average over three years had reduced and stabilised to around 126. During 2013 the number of KSI was at its lowest ever level. As these numbers are now being removed from the 3 year calculations the higher KSI figures for 2016 are resulting in an increased 3-year average.
- 7.4 As at the end of June 2017 the rolling three-year average has now increased to 160.7 returning to the averages last seen in 2007/08. The figure reported for quarter 4 2017/18 was a rolling 3 year average of 167.

8. Summary points from the analysis

8.1 The following bulleted points are the summarised findings from the analysis of the local data and consideration of national information such as the effects of Gross Domestic Product (GDP) on numbers of vehicles and fatalities published by the Department for Transport (2016).

- Accident numbers in Shropshire each year remain at similar levels whilst,
- Reporting of seriously injured has increased, this is mainly as a result of changes to the methodology for recording slight and seriously injured which came into force in Dec 2015
- These changes to recording will take 3 years to filter through, it is therefore likely that KSI figures will continue to show a rate of increase during this period to Dec 2018
- Population growth will result in more traffic, in addition
- Shropshire has an aging population who are at greater risk of serious injury when involved in accidents.
- Economic growth and an increase in employment numbers leads to high levels of commuting.
- Accidents are most frequent at key commuting times of 8am – 9am and 5pm to 6pm
- Pedal and Motor cyclists are at greater risk of accidents compared to volume of traffic
- Pedal and Motor cyclists are at high risk of fatality or serious injury when involved in accidents
- Higher percentage of roads in Shropshire are in non-urban areas which is likely to increase the severity of an accident
- A high percentage of KSI accidents occur on single carriageway roads with a 60mph speed limit
- Seasonal increases in volumes of traffic to mid Wales may be an additional factor for accidents where people are passing through the county.
- Key causal factors are linked to driver/rider errors or behaviour.
- Where road conditions are cited as a causal factor the main causes are related to weather conditions and the nature of roads with bends, hills or narrow carriageways, which are more likely in rural areas.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information)

Quarterly Corporate Performance Reports

Cabinet Member (Portfolio Holder)

Cllr Steve Davenport Charmley

Local Member All

Appendices

Appendix 1 – Review of Road Accident data for Killed and Seriously Injured