

Report to: Overview and Scrutiny Committee
Environment Panel

Date: 3 March 2008
19 March 2008

Subject: Road Casualty Update

Report of: Director of Environmental Services

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Purpose/summary: To provide an update for Members on road casualties across the Borough, Greater Manchester and Nationally.

Alternative options considered and reason for selecting the one recommended: Not applicable.

Recommendation/decision: That Members note the content.

Key Decision: This report does not involve a key decision.

Risks/Implications:

Financial:	Local Transport Plan Capital Allocation
Staffing:	Within existing resources
Policy:	Greater Manchester Local Transport Plan 2006/07 – 2010/2011 and Road Safety Strategy.
Equal Opportunities - has a Diversity Impact Assessment been conducted?	There are no known equal opportunity issues associated with this report.
Wards affected:	All

Property Implications – Does the proposal involve a reduction, addition or change to the Council’s asset base or its occupation?

No

If yes have the property implications been agreed with the Corporate Property officer?

Does this proposal have significant implications for the Council and the local population? No

Does this proposal involve a new policy or procedure or significant changes to an existing policy or procedure? No

Has the Director of Legal and Property Services confirmed that the recommendations within this report are lawful and comply with the Council’s Constitution? **No ***

Has the Director of Finance and IT confirmed that any expenditure referred to within this report is consistent with the Council’s budget? **No ***

Are any of the recommendations within this report contrary to the Policy Framework of the Council? **No ***

* delete which applicable

For Cabinet reports only:

Categorisation of the report:	X
Discussion leading to a decision	
Monitoring	
Sharing for corporate understanding	

Discussion	
Decision	
Information	X

Tracking/Process:

	Consultation	Ward Members	Partners
Panel	Overview & Scrutiny	Cabinet	Council
19 March 2008	3 March 2008		

Proper Officer Neil Fearnley

Date 21 February 2008

1.0 Report Background:

Following a report to Overview and Scrutiny Committee on 11 February 2008 regarding traffic calming, Members asked for further information on road casualty figures for the Borough and nationally.

This report provides that information.

2.0 National Picture:

2.1 In 2006 there were 258,404 casualties on roads in Great Britain. This represents a 5% fall compared with 2005:

- 3,172 people were killed;
- 28,673 were seriously injured;
- 226,559 were slightly injured;
- 169 children were killed, 20% more than in 2005;
- 3,294 children were killed or seriously injured (of which 2,025 were pedestrians);
- 30,982 pedestrian casualties with 675 of these being fatalities; and,
- 16,196 pedal cyclist casualties with 146 of these being fatalities.

2.2 These have resulted in the following trends when compared to the previous year's figures:

- 5% reduction in the overall number of casualties;
- 1% reduction in fatalities;
- 1% reduction in seriously injured casualties;
- 5% reduction in slight casualties;
- 9% reduction in child casualties;
- 5% reduction in child killed and seriously injured casualties;
- 7% reduction in pedestrian casualties;
- 1% increase in pedestrian fatalities;
- 2% reduction in pedal cyclists casualties; and,
- 1% reduction in pedal cyclist fatalities.

3.0 Regional Picture:

3.1 In 2006 there were 11,795 casualties in Greater Manchester. This represents an 8% fall compared with 2005:

- 90 people were killed;
- 844 were seriously injured;
- 10,861 were slightly injured;
- 6 children were killed;
- 166 children were killed or seriously injured;
- 1,879 pedestrian casualties with 41 of these being fatalities; and,
- 774 pedal cyclist casualties with 5 of these being fatalities.

3.2 These figures suggest the following trends, although caution needs to be applied when looking at these figures as they are year on year comparisons and do not necessarily represent true longer term trends:

- Encouragingly fatal and serious casualties fell by 146 from 1080 in 2005 to 983 in 2006. This is the first time that fatal and serious casualties have been below 1000;
- Slight casualties have fallen every year since 2000. They were 30% below the base in 2006 and the lowest since 1986;
- The number of killed and seriously injured casualties in 2006 was 27% below the 1994-1998 base;
- The number of child KSI casualties decreased from 205 in 2005 to 166 in 2006; and,
- The Greater Manchester Local Transport Plan has identified pedal cyclists and pedestrians as local target groups. In 2006, pedal cyclist casualties were 35% below the 1994-1998 base and pedestrian casualties 36% below. The local target of a 25% reduction by the year 2010 has already been met for both groups.

4.0 Local Picture:

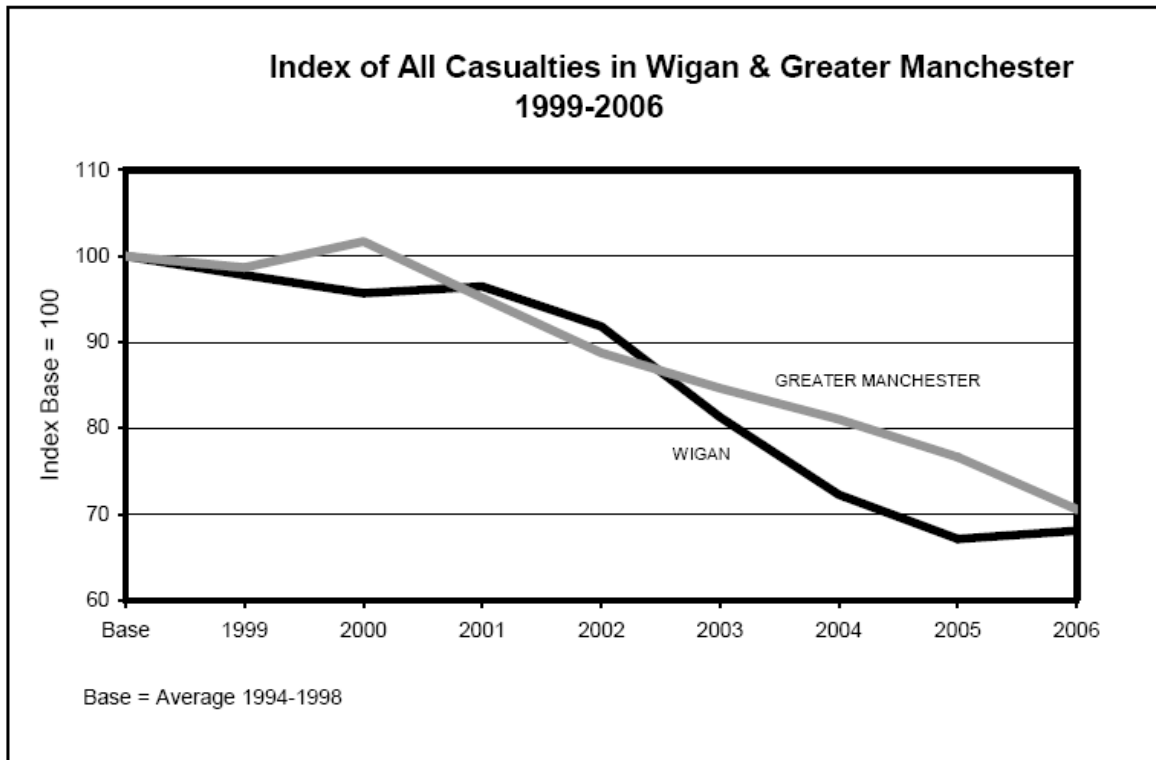
4.1 In 2006 there were 1,281 casualties in Wigan. This represents a slight increase of 1% compared with 2005:

- 11 people were killed;
- 85 were seriously injured;
- 1,185 were slightly injured;
- There were no children killed;
- 14 children were killed or seriously injured;
- 210 pedestrian casualties with 6 of these being fatalities;
- 78 pedal cyclist casualties including 1 fatality; and,
- 92 motor cyclist casualties including 2 fatalities.

4.2 These figures indicate the following:

- The number of killed and seriously injured casualties has decreased by 26% from 130 in 2005 to 96 in 2006;
- The number of killed and seriously injured children has decreased by 53% from 30 to 14;
- Pedal cycle casualties have increased by 2.6%;
- Motor casualties have reduced by 25%; and,
- Pedestrian casualties have increased by 10% on 2005 figures.

4.3 The graph below shows the trend in casualties for Wigan compared to Greater Manchester. It can be seen that Wigan's performance in casualty reduction is better than the regional picture.



4.4 In 2006 there were 1,281 casualties in Wigan, of these 84 occurred on the motorway. This accounts for just over 6% of casualties. Of the 84, 64 were car occupants, and 17 were goods vehicle occupants.

4.5 There are 16.7 kilometres of motorway in the Borough, which gives a casualty rate per kilometre of 5. The Greater Manchester rate is 5.6.

Proposals:

Report for information only.

Alternative options considered and reason for the recommended option:

Not applicable.

Conclusions:

5.1 Wigan's overall accident and casualty statistics are following a downward trend, however, we need to concentrate our efforts on reducing the number of killed and seriously injured casualties if we are to achieve the targets that have been set for 2010.

5.2 This can only be achieved through partnership working, with agencies such as the Police, Primary Care Trust, Elected Members, Schools, Voluntary Groups and the wider community, all becoming involved in the process. The on-going role of the Road Safety Forum, is an important step in achieving partnership working.

5.3 Members are asked to note the progress that is being made to reduce road traffic casualties.