



<u>Committee and date</u>
Place Overview Committee
2nd March 2021

<u>Item</u>
<u>Public</u>

ANALYSIS OF PEOPLE KILLED OR SERIOUSLY INJURED IN ROAD TRAFFIC COLLISIONS 2016 - 2020

Responsible Officer Steve Brown
Email: steven.brown@shropshire.gov.uk

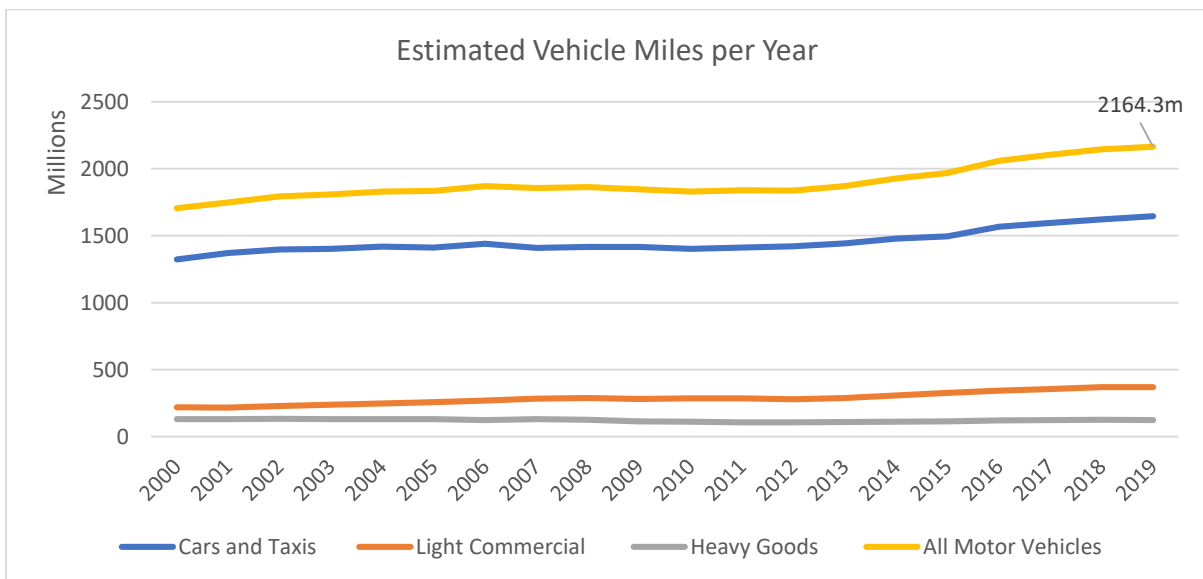
Tel: 01743 257802

1. Summary

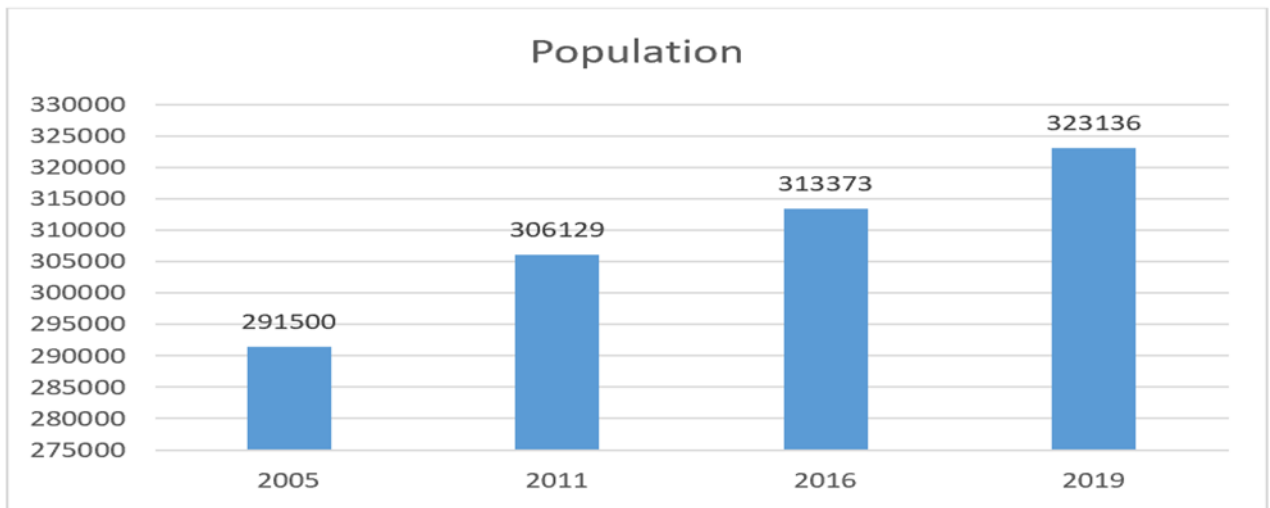
- 1.1. This report presents Place Overview Committee with the findings of analysis of road traffic collisions where people were killed or seriously injured (KSI). The report captures data from January 2016 until 15th December 2020. Data capture is based upon a calendar year, and future reports will provide data from 16th December 2020 onwards. The number of people 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.
- 1.2. *Shropshire Council (SC) has a statutory responsibility under the Road Traffic Act 1988 to conduct studies into collisions on roads, other than trunk roads, within the local authority area and take appropriate measures to prevent such collisions. As such collision cluster sites are identified annually using police data on reported road traffic collisions and Shropshire Council's spatial collision data. A cluster site is where three or more collisions occur within a 50m radius of each other over the past three-year period, and the data feeds into our current approach, interventions and investment to meet us of killed and seriously injured people (KSI) obligations on the roads of Shropshire*
- 1.3. *Members should note that the report for the last three years captures 2020, which covered the "lockdown" periods for COVID 19, undoubtedly this has impacted with reductions in transport and travel for the periods in question and therefore any views should be qualified with this information.*
- 1.4. 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 as it is key in determining and supporting investment decisions and improvement strategies in the county.
- 1.5. Members will recall that the Community Concern Policy has been suspended, latterly Highways CIL has come to the fore, and there is a requirement to fulfil our statutory responsibilities for collision investigations and improvements is clear, but as a council our policy approach ,funding and possible revision, resurrection or new version of Community Concern Policy should now be considered, Active Travel and Covid are

two significant interventions that have also changed the landscape. It would now seem appropriate to review the approaches, policy and interventions considering the current environment and unpredictable future?

- 1.6. 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.
- 1.7. Reporting of people killed or seriously injured in collisions 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.
- 1.8. It should be noted that the estimated number of vehicle miles travelled in Shropshire has seen an increase of 5% from 2016 to 2019, during which time collision numbers have shown a decrease. This reflects national trends which have also seen an increase in larger vehicles to transport more goods and thus using fewer smaller lorries. Van usage has increased for the carrying of tools and the delivery of goods, which reflects the growth of online shopping.



- 1.9. It should also be noted that the population of Shropshire is increasing. At the time of the first reporting the rolling three-year collision data in 2005 the mid-year population estimates for Shropshire were 291,500. The latest estimates place the population of Shropshire at 323,136 an increase of 10.8% over the period.



1.10. The data identifies that Fridays are the most probable day for a road traffic collision to occur, between 3:00 pm and 5:00 pm, in the month of July, the most common age group is 20 – 24-year olds.

1.11. Members are asked to review the detailed attached report in **Appendix A**.

2. Key findings

- Annual collision numbers in Shropshire have reduced since the last report in 2017.
- The annual number of collisions between 2017 to 2019 shows a decrease.
- Between 2013 and 2016 the annual number of recorded collisions remained at around 600.
- 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-year periods have reduced and stabilized to around the mid-120s. (I have formatted this in red as I don't think this is shown in the graph below).

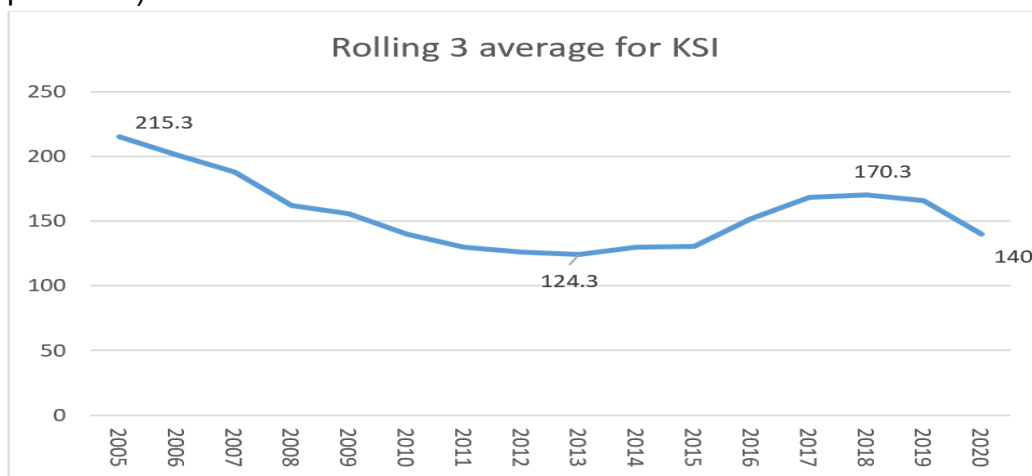
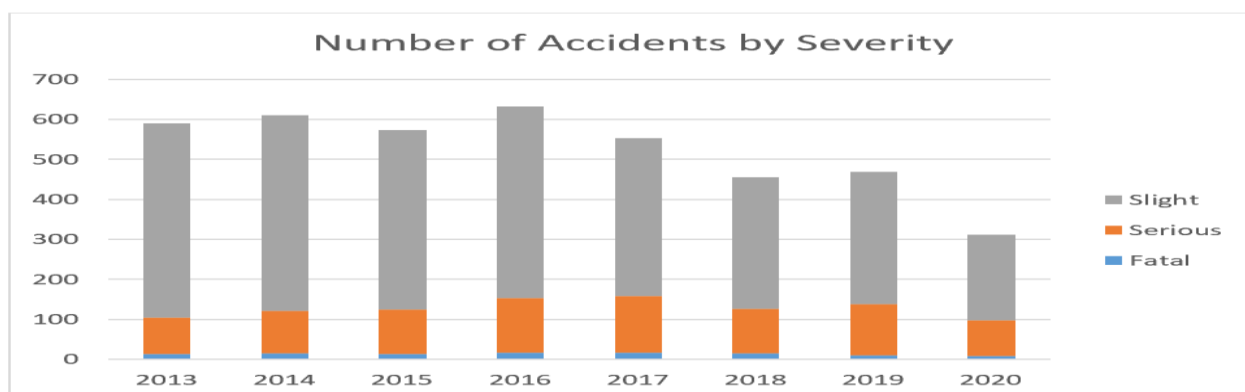


Chart 1 – average number of people killed or seriously injured per year over a 3 year period. Source WM Police data

2.1. Changes to the reporting methodology in 2016 resulted in an increased rate of people killed or seriously injured in collisions. After the initial 3 year rolling period expired the rate has started to reduce. 2020 collision numbers are likely to be lower due to lockdown situations; this may distort reporting over the next 3 years.

- 2.2. Collisions are most frequent at key commuting times; fatality rates increase between 10pm and 4am and at weekends. Young drivers are most likely to experience collisions. Collisions involving older people (65+) increase the risk of people killed or seriously injured in collisions.
- 2.3. Motorcyclists and pedal cyclists are at greater risk of collisions and fatalities compared to volumes of traffic. 64% of motorcycle casualties are on machines 500cc and above.
- 2.4. A higher percentage of roads in Shropshire are in non-urban areas which is likely to increase the severity of a collision. A high percentage of people killed or seriously injured in collisions occur on single carriageway roads with a 60mph speed limit.
- 2.5. Key casual 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.
- 2.6. National lockdown has further reduced collisions and it is likely that 2020 will see lower collision levels than those for previous years.
- 2.7. Increases in the numbers of collisions recorded as severe correspond to the changes to the recording methodology. The number of collisions varies and can be affected by many factors along with random unexpected and unexplainable events. There will also be human factors where people are impaired by drink or drugs which result in avoidable collisions. However, the detail if collisions is demonstrated below.



- 2.8 Members also should note that forecasting the future trends for people killed or seriously injured in collisions is inherently problematic, will more people be working from home? the drive from Government for sustainable transport and cycling in particular? would it be a reasonable assumption that this could increase, would then this impact on future outcomes (more collisions, higher severity).

3. Recommendations

- 3.1. **Members are asked to consider the content of the report and consider and comment as appropriate.**
- 3.2. **Members are requested to consider forming a Working Group to deliberate where future funds, or existing budgets could be reallocated, allied with any**

public messages or campaigns to consider any changes in approach following the data presented in this report.

3.3. Members are requested to consider forming a Working Group to deliberate the Sites of Community Concern Policy, LTP and Highways CIL to support a review of policy to align demand management, resources and outcomes of this work.

REPORT

4. Risk Assessment and Opportunities Appraisal

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

4.2. To achieve this intent, regular reviewing the current up data and how any transport, societal changes are impacting upon the data and the council's approach is key, this report provides an opportunity to undertake that consideration, albeit noting paragraph 1.3.

5. Financial Implications

5.1. This report does not have any direct financial implications but is concerned where future funds could or should be focused or existing funds reallocated, allied with any public messages or campaigns that a council we should consider.

6. Road network

6.1. 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 collisions for both the local and trunk road networks.

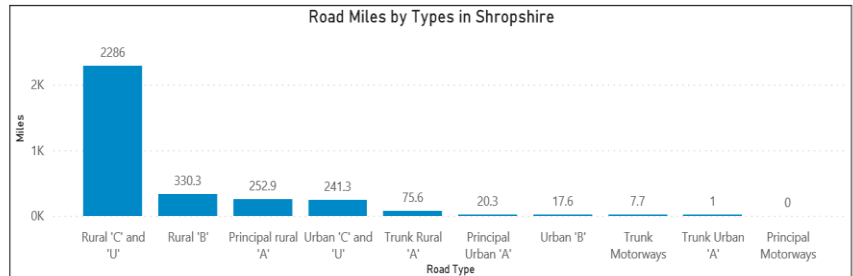
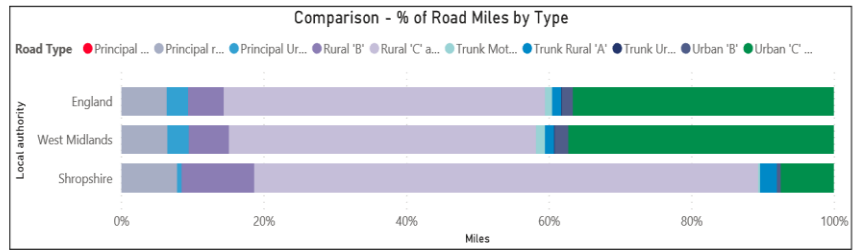
6.2. Shropshire Council is responsible for 5,100km / 3232.80 miles of highway network, of which over 70% is classed a rural, unlighted roads, 70% of the road network is a rural class C or Unclassified road network & has the 17th largest road work nationally.

SOURCE: Source: DfT - Total road length (miles) by road type and local authority in Great Britain, 2019

3,232.80

Total Highway Miles in Shropshire

The local authority of Shropshire has the 17th largest road network in England .

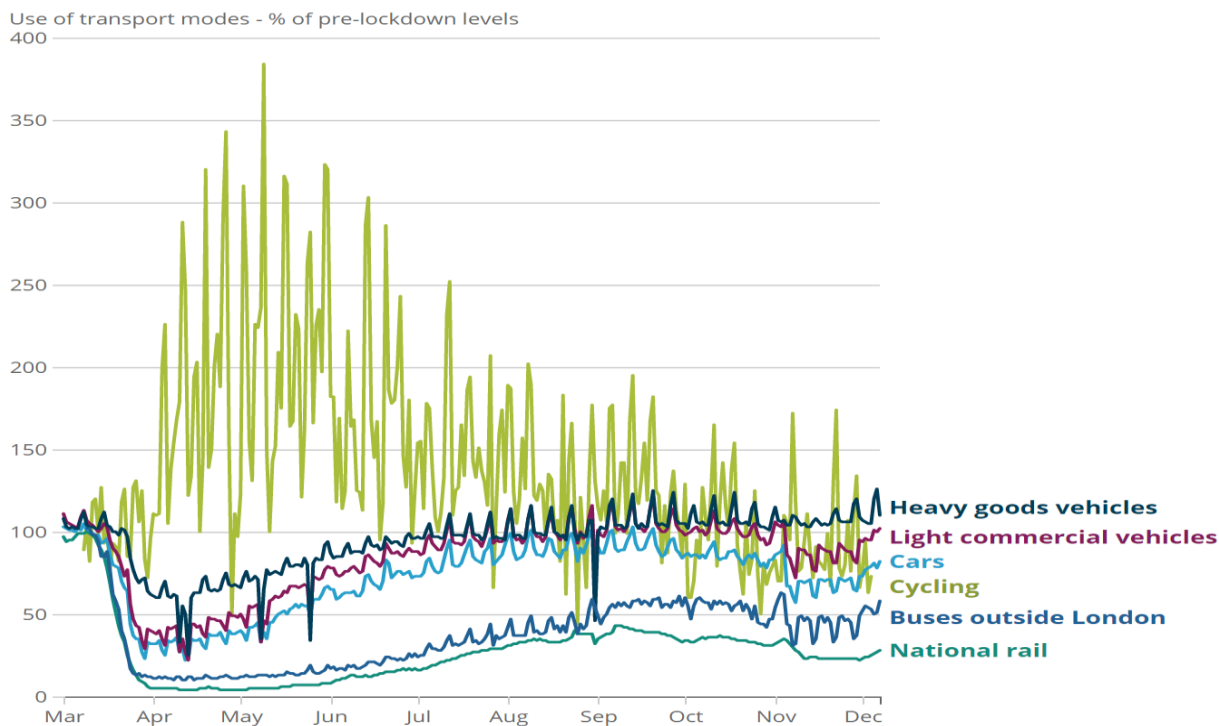


6.0 COVID 19 Impact

6.1 To reduce the spread of the coronavirus, the UK began a full nationwide lockdown on 23 March 2020, with non-essential shops, pubs, restaurants and venues closed, people instructed to stay at home as much as possible and to only go out for limited reasons, such as to exercise. Cycling, measured by usage in England, was the only mode of transport to record a rise during the first full lockdown, [according to data from the Department for Transport \(DfT\)](#). It has since declined to below March levels, however, the colder and wetter months would normally result in a decrease.

6.3. As many workers followed the stay at home instruction, rail use in April and May fell to as low as 4% of February levels. Transport use dipped again during the second period of nationwide restrictions in Wales from 23 October to 9 November and in England from 5 November to 2 December. Usage across Great Britain has since risen, although remains below the levels from before the first lockdown.

Transport use by mode, as percentage of an equivalent day or week before the first national lockdown, Great Britain, March to December 2020



Source: Department for Transport

7. Key issues and considerations

7.1. The report captures data from January 2016 until 15th December 2020. Data capture is based upon a calendar year, and future reports will provide data from 16th December 2020. It should be noted that 2020 data extends only to the 14th December, future reports will collect data from the last two weeks of 2020. Members have been reminded in this report that the period of 2020 covers the lockdown periods.

Throughout the report there are references to collisions, casualties and vehicles. Readers should note that one collision may involve more than one vehicle and result in more than one casualty. Vehicles also includes cycles. This report reviews data where a collision results in a casualty who is either slightly, seriously or fatally injured. This report does not cover collisions where no injuries were sustained.

7.2 Members will recall that the Community Concern Policy has been suspended, overtime Highways CIL has come to the fore, and there is a requirement to fulfil our statutory responsibilities for collision investigations and improvements is clear, but as a council our policy approach ,funding and possible revision, resurrection or new version of Community Concern Policy should now be considered, Active Travel and Covid are two significant interventions that have changed the landscape. It would now seem appropriate to review the approaches, policy and interventions considering the current environment and unpredictable future?

7.3 As the largest transport group, it follows that cars account for most vehicles involved in collisions. Motorcycles grouped by different power ratings are the second largest

group, followed by goods vehicles and pedal cycles. There is a disproportionate number of collisions involving pedal cycles and motorbikes. Department for Transport vehicle licensing statistics show that 3.5% of registered vehicles are motorbikes and account for around 1% of distance travelled. The figures show that 7.5% of vehicles involved in collisions within Shropshire are motorbikes. This is lower than the rate for 2012 – 2017 of 8.5% It is interesting to note that electric motorcycles and mobility scooters, albeit small numbers, are now included in the list.

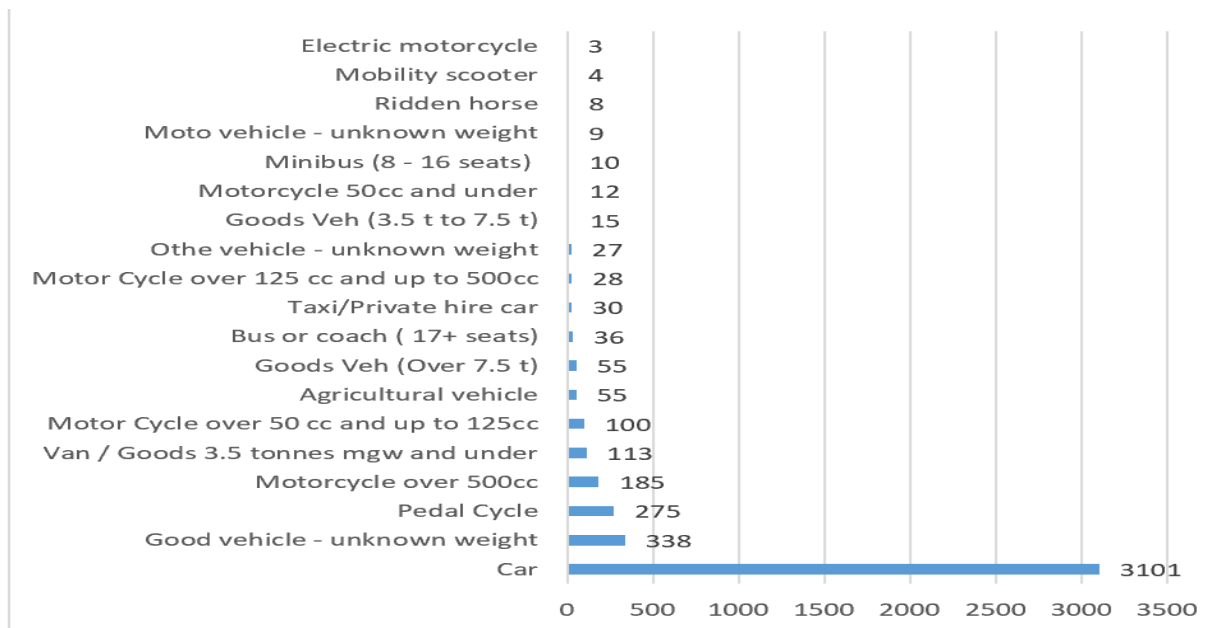
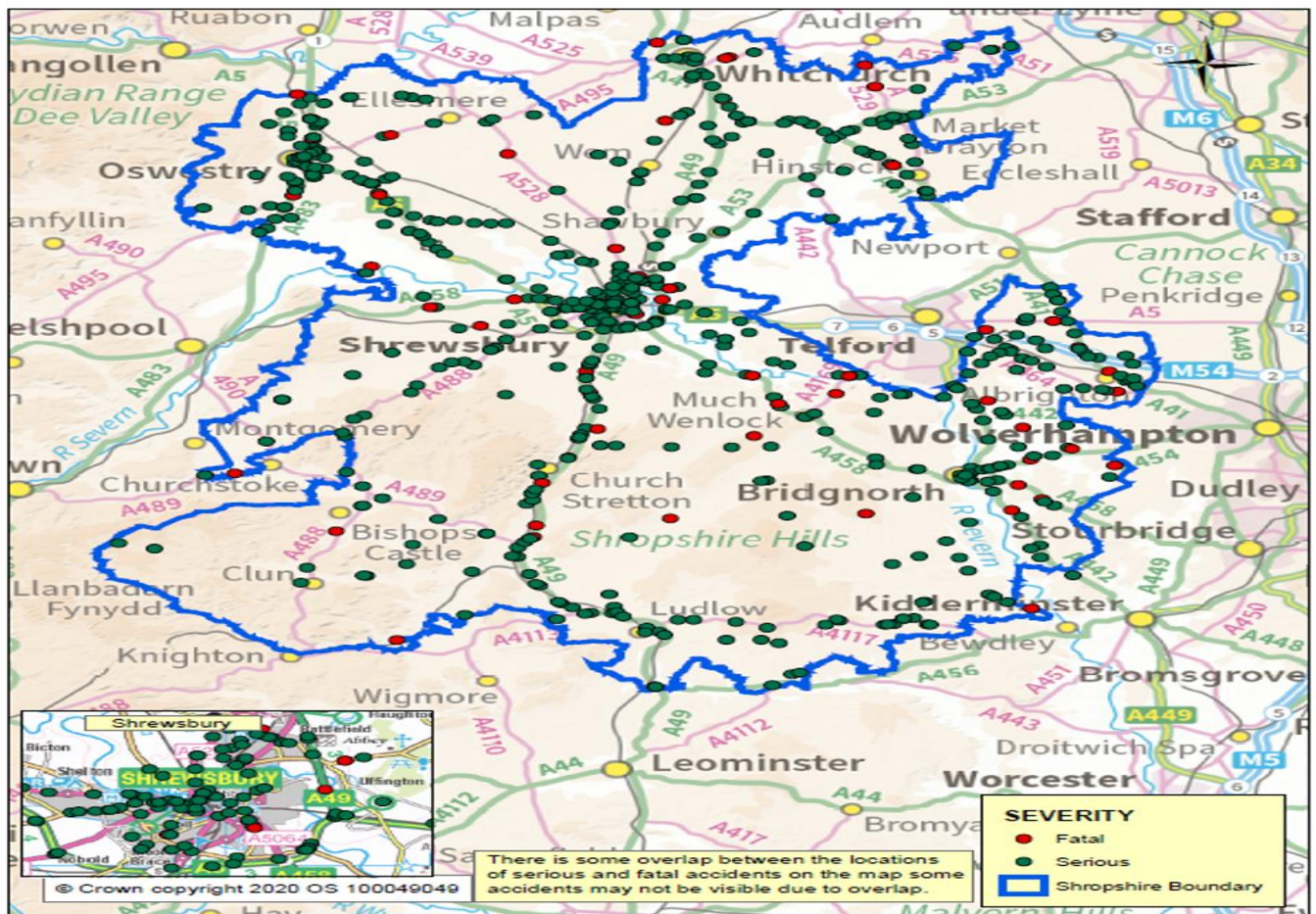



Table: count of vehicles involved in collisions

7.2. Economic growth and an increase in employment numbers leads to high levels of commuting and these will contribute to the data outrun, its also clear that collisions are most frequent at key commuting times of 8:00am – 9:00am and 5:00pm - 6.00pm and that pedal and motor cyclists are at greater risk of collisions compared to other traffic, with the commensurate issue that pedal and motor cyclists are at higher risk of fatality or serious injury when involved in collisions.

7.3. Records of collisions show the road number where an incident occurred. As would be expected, the roads with the greatest length and those which carry higher volumes of traffic will have a higher number of collisions. Collision data is monitored by Shropshire Council and there is regular liaison with both the Safer Roads Partnership and West Mercia Police where information is shared and acted upon where appropriate. The following map highlights the location of killed or seriously injured in collisions.

Map of recorded collisions In Shropshire resulting in people killed or seriously injured




Shropshire Council
 Information, Intelligence and Insight Team
Fatal and Serious Accidents
 The Shirehall, Abbey Foregate, Shrewsbury, Shropshire, SY2 6ND

8. Performance results

- 8.1. 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. 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.
- 8.2. 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).
- Collision numbers in Shropshire each year remain at similar levels whilst reporting of seriously injured has increased, this is mainly because of changes to the methodology for recording slight and seriously injured which came into force in December 2015.

- These changes to recording will take 3 years to filter through, it is therefore likely that KSI figures with 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 collisions.
- Economic growth and an increase in employment numbers leads to higher levels of commuting.
- Collisions are most frequent at key commuting times of 8:00am – 9:00am and 5:00pm - 6.00pm.
- Pedal and motor cyclists are at greater risk of collisions compared to other traffic.
- Pedal and motor cyclists are at high risk of fatality or serious injury when involved in collisions.
- A higher percentage of roads in Shropshire are in non-urban areas which is likely to increase the severity of a collision.
- A high percentage of collisions resulting in death or serious injury 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 collisions 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.

8.3. Members Considerations?

8.3.1. Members may wish to form a working group to consider or suggest any changes to current policy or practice with appropriate officers. As an example, such considerations could be:

- Should capital funds be invested in cycle safety as a principle noting the collisions and injuries as highlighted? I note this report of 9.9% of collisions and it is forecasted that the overall volume will increase driven by local and national policy?
- Should we consider how active travel impacts and is funded form traditional road safety schemes?
- Is there an opportunity to utilise Highways CIL for local improving Schemes and LTP funding to support Active Travel improvements?
- Are higher speed roads outside of villages now a priority?
- Should we focus upon cross boarder campaigns and working for tourism traffic?
- Should we target measures for HGV vehicles

- Consideration of social media and marketing campaigns to raise awareness in key collision data, i.e. collisions on a Friday, commute times etc?
- Should we improve our messages and promotions to reflect key incident times?
- We obviously must maintain our statutory responsibilities for collision cluster work, but should we reconsider the Community Concern approach and policy, should this be revisited? what is the relationship with CIL Highways?

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

11th July 2017 Killed and Seriously injured report to Performance Management Scrutiny Committee.

Cabinet Member (Portfolio Holder)

Cllr Steve Davenport, Portfolio Holder - Highways and Transport

Local Member

All

Appendices

Appendix A – Review of Road Collision data for Killed and Seriously Injured Report January 2021