

## Agenda Item 5 – Supplementary Report

**Section:** LAA

**Title:** Killed and Serious Injury Target (18.3)

**Report to:** East Sussex Strategic Partnership Executive Board

**Date:** 19 February 2007

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### *For Information and discussion*

#### **1. Purpose of the Report**

- 1.1. To give East Sussex Strategic Partnership Members a more detailed insight into the issue of people being killed or seriously injured (KSI) on our roads. This is identified as target 18.3 in the Local Area Agreement (LAA) and is not a reward target.

#### **2. Background**

- 2.1 The LAA target for road safety is based on an original Public Service Agreement target of meeting the national KSI target by 2008 instead of 2010 which was “To reduce the number of people killed or seriously injured on the roads of East Sussex (excluding Brighton and Hove) from the 1994-98 average of 458 to 275 by 31 December 2008. In the LAA this is then extended to 263 by the end of 2008/09.”
- 2.2 Despite an overall downward trend since 1993, the KSI total has risen during 2006 with a predicted end of year figure of 389. It is difficult to predict whether this increase will continue over the next 2 years as the graph clearly demonstrates the unpredictability of casualty totals<sup>1</sup>. Based on the KSI totals for the last 14 years (1993 to 2006), an extrapolated trend line suggests that the KSI total for 2008 will be at least 340, some 65 casualties above the target of 275.
- 2.3 It is important to note, that there are issues nationally about data accuracy. For example historically the seriously injured figures mirror fatalities. However these have diverged nationally which tends to suggest there are national recording issues. In January 2005 Sussex Police adopted the Crime Recording Standard (CRS) of collision recording. This is a national leader and will be the backbone to the National recording of collision stats by the Police. It was developed by Sussex Police and marketed by Police Information Technology Organisation.
- 2.4 Sussex Police now have very accurate data to work with so comparing like with like may not be so simple. The data pre 2004 will be subject to error rates

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<sup>1</sup> See Appendix 1 for actual and predicted data.

between plus /minus 12% by audit of 2004 figures. This is explained by the fact that we know the numbers who die on the roads very accurately, we also know those with obvious serious injuries such as bones protruding etc and those with obvious minor injuries such as walking away. But there is a subgroup in the middle where we record suspected or probable as a way of assessing their injuries. There have been problems trying to retrospectively change records when the actual injury state was known. Sussex Police complies very strictly to the data collection processes. There is evidence of some Forces restricting the 28 day reporting period to 1 day only. However in Sussex, CRS seems to have reduced our marginal recording errors and we now have good quality data.

## **2.5 Other possible reasons for the increase in the KSI total since September 2005**

Detailed below are a number of factors that have contributed to the increase in the number of people who have been killed or seriously injured within East Sussex.

### **Motorcycles**

- One factor which should be noted is the increasing number of crashes involving motorcycles. With ever increasing congestion on our roads, the number of licensed motorcycles has been steadily rising over the last 10 years and currently stands, nationally, at about 1.1million. This vulnerable group are disproportionately involved in both fatal and serious crashes and in 2005 made up nearly 25% of the KSI total.

### **Alcohol**

- Another issue which continues to be pertinent and which has come out of the quarterly review of fatal crashes with Sussex Police, is the increasing number of crashes recorded where driving whilst under the influence of alcohol was the primary cause of the crash. For 2006, some 14% of fatal crashes were directly attributable to the blame worthy driver being tested as being over the drink/drive limit, in some cases 4 times over the limit.

### **Road Network**

- The trunk road network contributes about 12% of the KSI total in East Sussex. The real issue regarding the trunk road network is the lack of dual carriageways. Currently in East Sussex about 10% of the trunk road network is of dual- carriageway status, the next lowest is West Sussex with about 50%. The accident rate for a dual carriageway is about 10 per 100m veh kms, compared with a rural A class single carriageway of 24.
- Despite regular meetings with the Highways Agency, the fundamental issue is the inadequate standard of our trunk road network. We have B roads in the county which are of a better standard than parts of the A27 or A259 east of Rye. A contributory factor is the historic lack of investment.

### **3. Positive Actions**

Sussex Police, East Sussex Fire & Rescue Service, ESCC, Parish Councils and other partners are all working together to try and reduce the number of people who are killed or seriously injured on our roads. The following section outlines some of the initiatives or actions that are being undertaken.

#### **3.1 Sussex Road Safety Partnership**

With the funding for Speed Camera Partnerships changing as from 1 April, 2007 the Sussex Safety Camera Partnership will no longer exist in its present form but be incorporated into a wider Sussex Road Safety Partnership. Funding for the new partnership will through the Local Transport Plan (LTP) process. The new partnership, which includes East Sussex and West Sussex County Councils, Brighton and Hove City Council, Highways Agency and Sussex Police will have much more flexibility to act on road safety measures and hopefully make a bigger impact on the problem of speeding, particularly in our rural communities.

#### **3.2 Sussex Safety Camera Partnership**

The Sussex Safety Camera Partnership (SSCP) will consider new ways to use the available funding and one proposal is to consider the siting of at least one camera in a planning cycle outside of the strict criteria set previously. This is still at an early stage of negotiation.

#### **3.3 Mobile Phone Misuse Enforcement**

The linking of the mobile SSCP enforcement to include mobile phones is now being progressed. This will allow digital photo evidence of phone misuse to be taken within existing technologies and dealt with.

#### **3.4 Strategic Assessments**

Sussex Police has written both a Force level strategic assessments and has led on a regional and base level strategic assessments. Forces which have good strategic assessments and deploy to them have produced KSI reductions.

#### **3.5 Increased Local Action**

One of the outcomes of the Sussex Police Force restructuring process has been the ability to re-introduce the sergeant casualty reduction co-ordinator post. It is intended that the co-ordinator will improve integration with Local Action Teams (LATS) and Joint Action Groups (JAGS).

#### **3.6 Additional Sussex Police Staff Resources**

The Road Policing Department (RPD) is moving to a new shift pattern on 10 April 2007 which will place more staff on the road and cars on night duties. It will increase supervision and reduce costs.

#### **3.7 Regional Campaigns**

Through the South East Road Traffic Officers Conference (SERTO) the police are moving to regional campaign alignment. This will be evident in the mobile

phone enforcement from 27 February 2007 and targeting rider casualty reduction through Operation Ride.

### **3.8 Speed Awareness**

As part of the government drive to educate drivers rather than punish them with fines and penalty points on their licence, it is intended from April this year to offer some drivers caught on speed camera the option of attending a Speed Awareness Course. The course will be run by the Road Safety Education Team on behalf of Sussex Police and it is anticipated that in the first year some 2,000 drivers will take up the option of the course. The course will include both theory and practical and is designed to raise the awareness of speeding and encourage drivers to comply with speed limits.

### **3.9 Speed Management**

Speed is a major factor in road accidents and fatalities. In order to combat the problem, the Transport and Environment Department at East Sussex County Council have been running an educational programme called "Make the Commitment to Slow Down and comply with speed limits". Officers regularly speak at Parish Council meetings and encourage the participants to sign up and commit to keeping within the speed limit.

### **3.10 Improved Action Through Learning**

The new speed management policy will allow local action teams to deal with local speed issues more effectively. Staff training and accreditation will be completed by April 2007. The 2005 fatal investigations are being researched for better learning opportunities and improved interventions. This is a significant piece of work. Sussex Police has trained more senior investigating officers and family liaison officers and are very active in codifying training to RPD staff both locally and nationally. Restructuring and building capacity through a road death investigation team has allowed about 5000hrs (April 2007) to go back to front line policing.

### **3.11 Young Drivers & Hotspots**

The operations unit allows Sussex Police to target difficult user groups and problem hotspots more efficiently by use of a dedicated resource. The collision profile shows a disproportionate number of 17-25 years olds. This high risk group is being targeted by ensuring there are 1:3 interventions with this group and the tagging in of safety messages.

### **3.12 Alcohol Misuse & Uninsured Drivers**

Drink drive and disqualify driving are high priorities. The number of FIT tests administered, has increased four fold, although it must be noted the numbers are still relatively low. The use of Section 165 to seize vehicles with no insurance and no driving licence has been led by Road Policing Department (RPD). Over 400 vehicles have been seized to date. This will continue and local arrangements through Eastbourne and Hasting will allow RPD to better use this power to target the very most persistent offending groups. Force level funding has also now been approved.

### 3.13 Road Network

The Lewes Crime and Disorder Reduction Partnership recently addressed this problem at a special meeting on 29 January 2007. The meeting was attended by Norman Baker MP and representatives from the Highways Agency, East Sussex Fire and Rescue Service, Interroute, Sussex Police, Sussex Police Authority, Lewes District Council and East Sussex County Council. The Highways Agency representative outlined what work they were planning to carry out over the next year on the A27 which will improve the quality of the road network. They also stated they will be producing an annual road safety statement which will set out accident classes and patterns, which will then be developed into a list of priorities for the Highways Agency to tackle.

## 4. Conclusion

- 4.1 On the basis of the historic crash data it must be assumed the LAA target will not be met. Clearly this is very disappointing when one considers that in many areas of road safety work it can be demonstrated that the actions taken are producing outstanding reductions in casualty figures. Certainly on the engineering side, during the 5 years of Local Transport Plan (LTP) 1 (April 2001 to March 2006), the number of high accident sites (sites with 4 or more injury accidents in a 3 year period) has fallen from 172 in 2000 to 98 in 2005 (excluding trunk road sites). Comparing the 3 year accident record at those sites where remedial works have been implemented, there has been an overall reduction in accidents of 79%. At some sites the reduction has been as much as 100%. However, it is acknowledged that accidents at high accident sites currently only represent about 20% of the annual casualty total. This leaves the greater majority randomly spread across the remainder of the network and it is these accidents which are difficult to target<sup>2</sup>. Also, it should be noted that about 12% of the KSI total occurs on the trunk road network for which the Highways Agency are responsible for. ***ESSP members may therefore wish to consider lobbying the Highways Agency on the issue of safety on the trunk road network.***
- 4.2 It has been recognised that meeting the target would not be easy as many of the factors which influence casualty totals are outside the direct control of the ESSP. At present the KSI total is rising but this trend could just as easily start to fall in the coming months. However, based on current trends, it does seem unlikely that the LAA for road safety will be met.
- 4.3 It should be noted that the increasing number of KSIs being recorded for East Sussex is not unique as both West Sussex and Surrey are both some way off meeting their own casualty reduction targets.
- 4.4 It is clear that Sussex Police, East Sussex Fire & Rescue Service and other key partners are working very hard to meet the KSI target and stop people being injured on the roads. They are not just relying on enforcement, as that will only impact around a 6-10% reduction. The police are keen to promote

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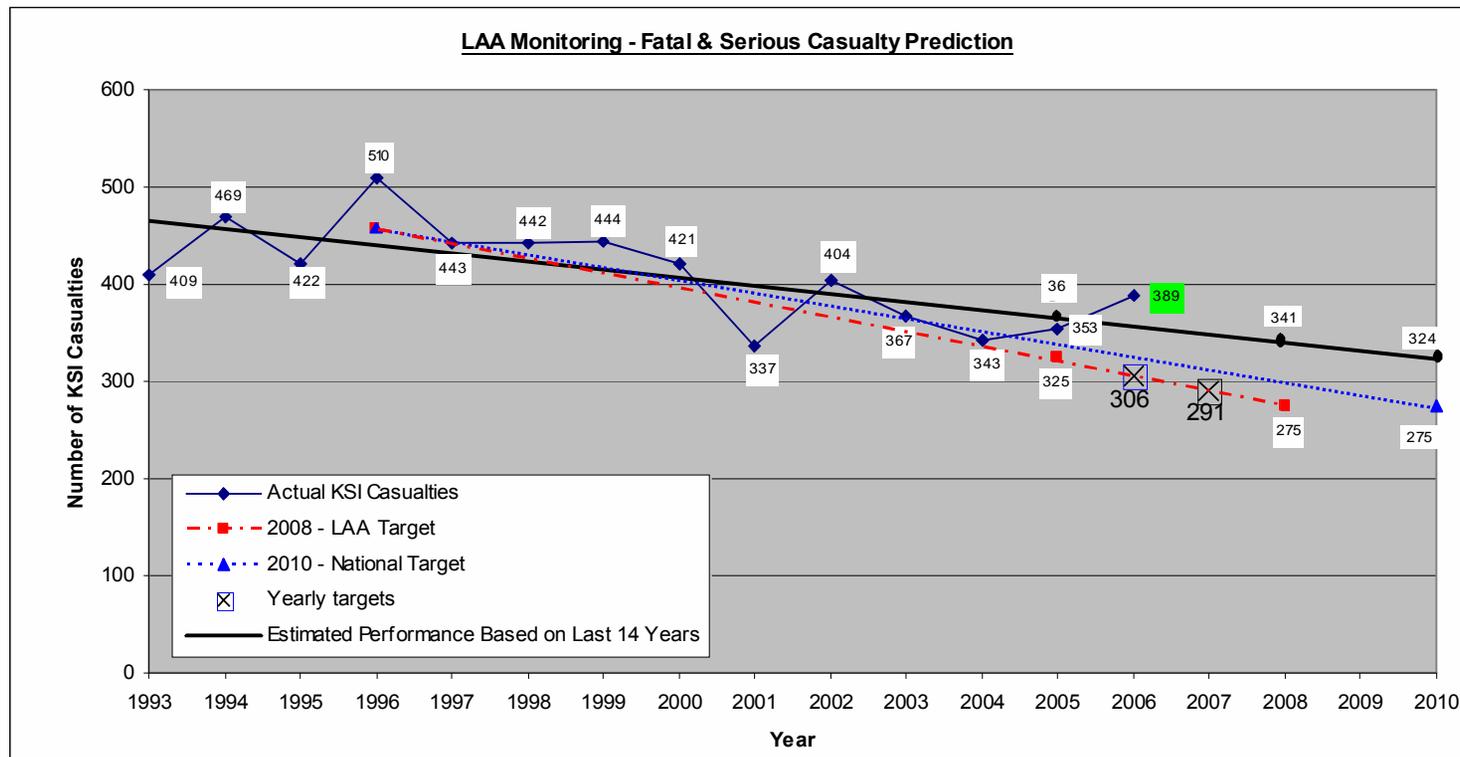
<sup>2</sup> See Appendix 2 for KSI locations in East Sussex and in Wealden District.

that wider partners who operate at grass roots level have a critical role to play in the reduction of the KSI target.

**Killed & Serious Injuries**

	Year																	
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Actual KSI Casualties	409	469	422	510	443	442	444	421	337	404	367	343	353	389				
LAA Target													325			275	263	
2010 - National Target																		275
Yearly targets														306	291			

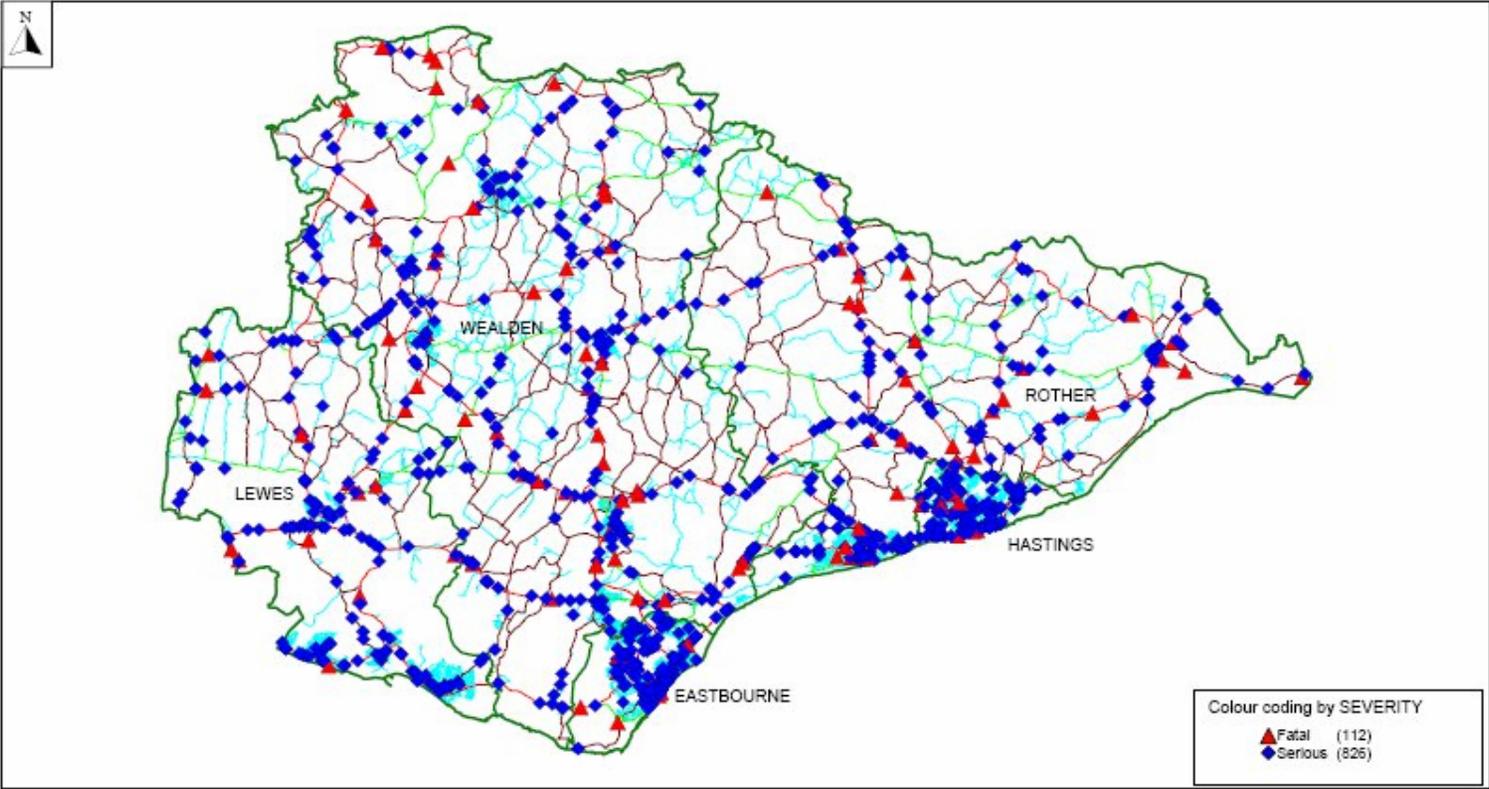
**389** Predicted end of year figure based on previous 12 months



Appendix 1a Data

<u>KSI Crashes in East Sussex, Dec 2003 to Nov 2006</u>								
<u>inc.</u>								
		<b>01/12/2003 to 30/11/2004</b>	<b>01/12/2004 to 30/11/2005</b>	<b>01/12/2005 to 30/11/2006</b>	<b>Total</b>	<b>% of totals (rounded)</b>	<b>%Geographical county area</b>	
<b>Fatal</b>	<b>Eastbourne</b>	8	1	1	10	9%	3%	
	<b>Hastings</b>	3	6	1	10	9%	2%	
	<b>Lewes</b>	5	4	4	13	12%	17%	
	<b>Rother</b>	10	9	10	29	26%	30%	
	<b>Wealden</b>	15	15	20	50	45%	48%	
	<b>Total:</b>	41	35	36	112			
<b>Serious</b>	<b>Eastbourne</b>	30	37	49	116	14%		
	<b>Hastings</b>	37	51	33	121	15%		
	<b>Lewes</b>	35	48	55	138	17%		
	<b>Rother</b>	55	57	67	179	22%		
	<b>Wealden</b>	98	79	95	272	33%		
	<b>Total:</b>	255	272	299	826			
<b>Total KSI</b>	<b>Eastbourne</b>	38	38	50	126	13%		
	<b>Hastings</b>	40	57	34	131	14%		
	<b>Lewes</b>	40	52	59	151	16%		
	<b>Rother</b>	65	66	77	208	22%		
	<b>Wealden</b>	113	94	115	322	34%		
	<b>Total:</b>	296	307	335	938			

Map 1



**KSI Crashes in East Sussex**

From 01/12/2003 to 30/11/2006 inclusive

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East Sussex County Council

SCALE	1 : 300000
DATE	01/02/2007
DRAWING NO.	
DRAWN BY	

# Appendix 2a - KSI Locations in Wealden District

Map 2

