

# Response to Comments from Scrutiny on the Qtr 4 Performance Report

July 2014



**Report Author:** Mark Bailey  
**Job Title:** Head of Business improvement, Central Services & Partnerships  
**Email:** [mark.bailey@newcastle-staffs.gov.uk](mailto:mark.bailey@newcastle-staffs.gov.uk)  
**Telephone:** (01782) 742751

## Introduction

To present to Finance, Resources and Partnerships Scrutiny a report in response to questions and comments raised at their meeting in June 2014.

## Background

The Budget and Performance report Qtr 4 was presented to Finance, Resources and Partnerships Scrutiny Committee (FRPSC) in June 2014. At the meeting comments and questions were raised by Members with regard to indicator ref 1.1.5 – Number of people killed or seriously injured on the borough's roads. This document details these and the subsequent response from officers of the council in order to inform Members.

## Comments raised:

### Ref 1.1.5 Number of people killed or seriously injured on the borough's roads

**Q. A Member asked if it was known on which roads incidents occurred and was there a pattern over the past five years. The Head of Business Improvement, Central Services & Partnerships agreed to look into the situation but reported that Newcastle Borough Council was not provided with specific details. He also said that there is a need for the NULBC Partnership Team to work with relevant authorities.**

**A.** At the time the questions and comments were received, the most recent data available was for January – December 2012, however during report preparation the Department for Transport released data for 2013. This report, therefore, covers the six year period from January 2008 to December 2013.

Whilst very few, if any, road accident fatalities are not reported to the police, it is nationally recognised that a considerable proportion of non-fatal casualties are not known to the police. The data used in this report is taken from information on road accidents that is held by the police (STATS19) and is therefore not perfect but remains the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain.

Road traffic collisions (RTCs) are classified by the severity of the most injured casualty involved in the incident, i.e. fatal, serious and minor. For the purposes of indicator 1.1.5 the data reported is the total number of casualties (rather than the number of RTCs) who are killed or seriously injured (KSI). The KSI indicator is a nationally recognised metric in the field of road safety.

For completeness, the definitions for the three classifications are:

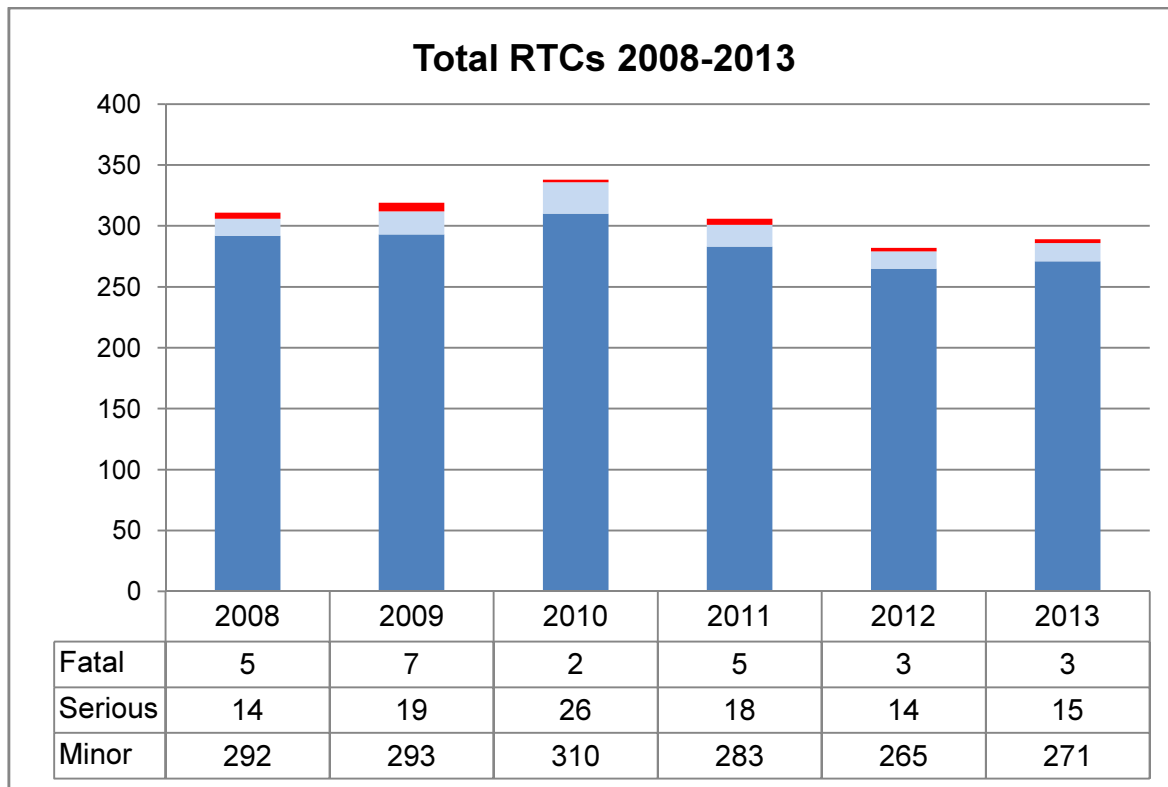
**Fatal** : The usual international definition, as adopted by the Vienna Convention in 1968 is 'A human casualty who dies within 30 days after the collision due to injuries received in the crash'.

**Serious** (seriously injured) : The UK definition covers injury resulting in a person being detained in hospital as an in-patient, in addition all injuries causing: fractures, concussion, internal injuries, crushings, burns (excluding friction burns), severe cuts, severe general shock which require medical treatment even if this does not result in a stay in hospital as an in-patient.

**Minor** (slight injury) : Sprain (including neck whiplash injury), bruising or cuts which are not judged to be severe. Also slight shock requiring roadside assistance.

**Road Traffic Collisions (RTCs) 2008 - 2013**

The table below shows the total number of RTCs in each classification that occurred in the Borough over the six year period from January 2008:



There were 131 KSI accidents reported to the police between 2008 and 2013 and the location of all of these are shown on the attached map (Appendix A). The chart above shows that there has been a general downward trend in the total number of RTCs on the Borough’s roads over the last six years.

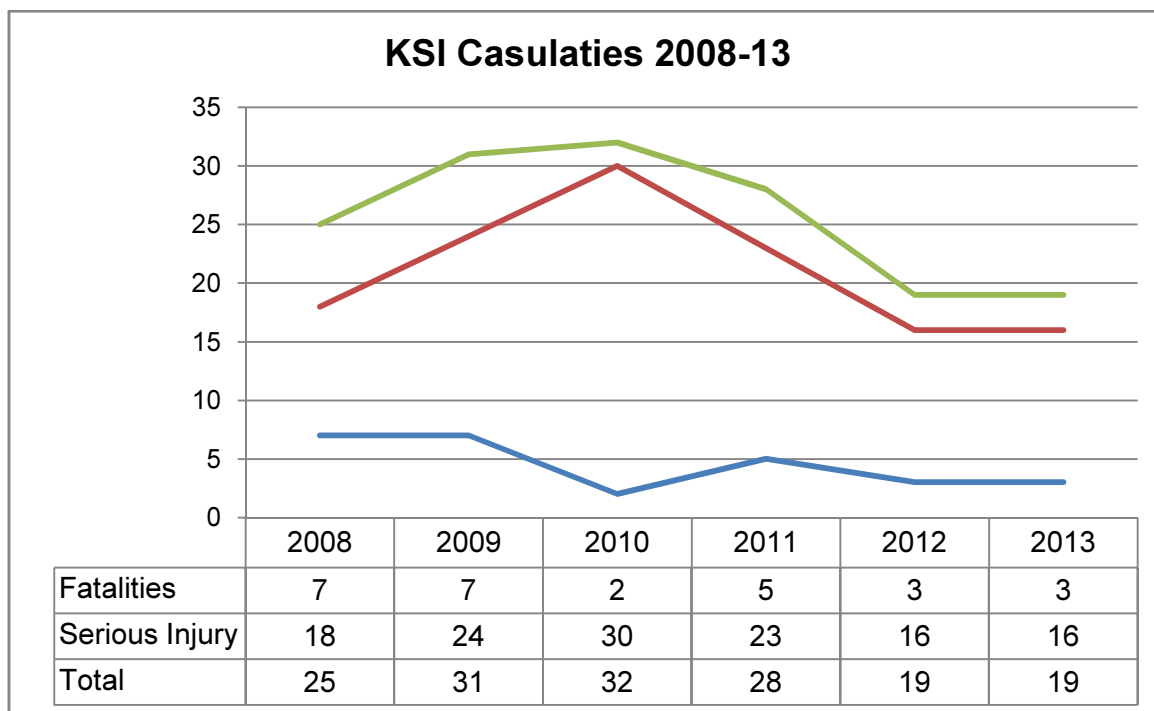
Although the number of accidents peaked in 2010, this year saw the lowest number of fatal accidents.

Of the 25 fatal accidents that occurred during this time, 6 took place on the M6, six on the A53 Whitmore Road and three on the A500 (‘D’ road). The locations of all fatal accidents are shown on the attached map (Appendix B).

A total of 114 serious accidents took place between 2008 and 2013, 18 of which happened on the M6. Nine accidents occurred on the A5367 (Knutton Lane/Black Bank), 8 on the A53, 7 on the A34 and a further 7 on the A500. The locations of all of the serious accidents are shown on the attached map (Appendix C).

### Indicator 1.1.5 - Number of people killed or seriously injured on the borough's roads

For the purposes of Indicator 1.1.5 the total numbers of casualties who were killed or seriously injured in each year are show in the chart below:

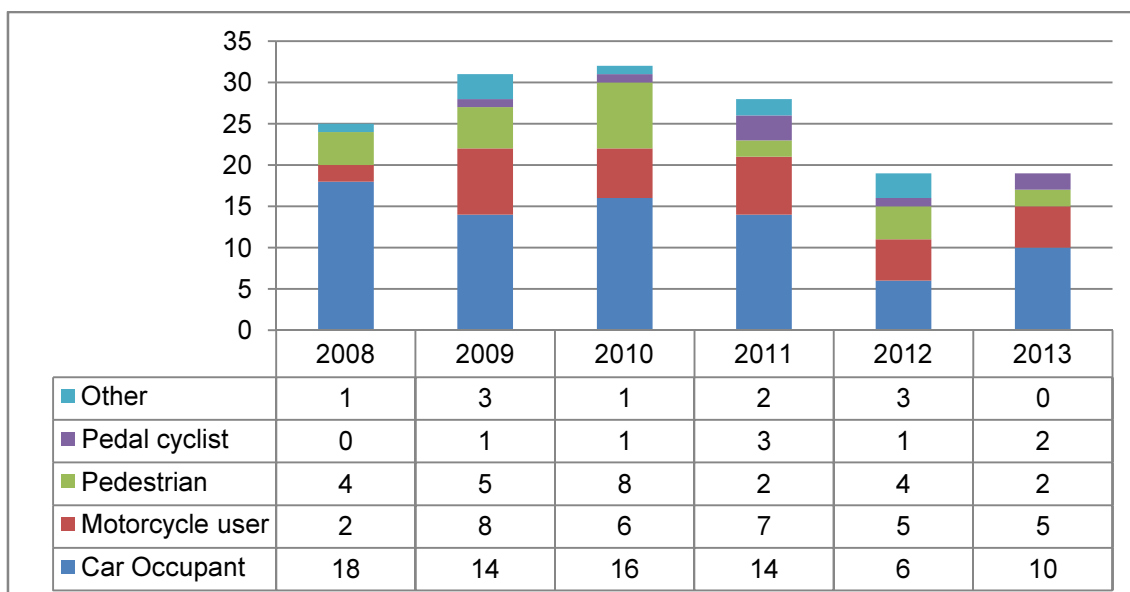


### Road User Type

Car occupants were the largest casualty type across all severities. Of the 27 people killed in reported accidents over the 6 years from 2008, 15 were car occupants, 6 were motorcycle users, 4 were pedestrians and a further 2 were in other, unknown vehicles.

Of the 127 seriously injured casualties, 63 were car occupants, 27 were motorcycle users, 21 were pedestrians and 8 were pedal cyclists. The remaining 8 seriously injured casualties were occupants of buses/coaches, vans, goods vehicles and other, unknown vehicles.

The chart below shows the number of KSI casualties by road user type in each of the 6 years:



## Age of Casualties

Of the 235 casualties between 2008 and 2013, 25 were children (aged 15 or less). A total of 3 children were killed in 2 separate accidents that occurred on the M6 during this period. All 3 were rear seat car passengers.

Thirteen children were seriously injured on the Borough's roads between 2008 and 2013, 7 were pedestrians, 5 were cyclists and 1 was a car passenger.

The chart below shows the age bands for all casualties between 2008 and 2013.

