

**Title of meeting:** Cabinet Member for Traffic and Transportation Decision Meeting

**Date of meeting:** 25<sup>th</sup> February 2021

**Subject:** Casualty Statistics Analysis Report

**Report by:** Tristan Samuels, Director of Regeneration

**Wards affected:** All

**Key decision:** No

**Full Council decision:** No

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## **1. Purpose of report**

- 1.1** The purpose of this report is to document the number of road collisions and casualties in the city for the year (01/01/19 - 31/12/2019), the data is contained in Appendix A. The 2019 statistics (STATS 19) are the most recent full set of road traffic accident available from the Department for Transport.

## **2. Recommendations**

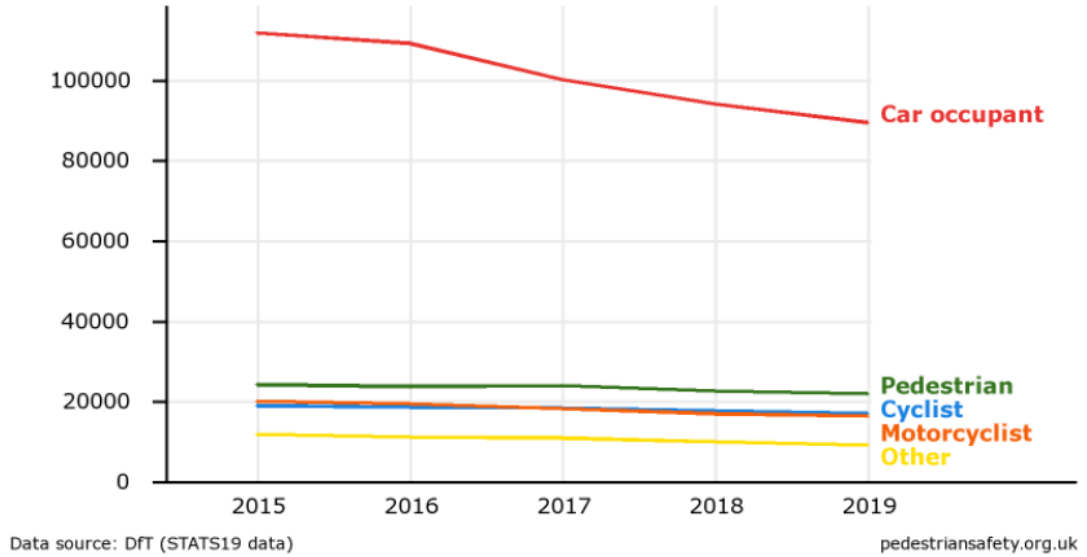
It is recommended that:

- (a) Future road safety infrastructure projects are selected using the Annual Casualty Report as a recognised source of data to prioritise schemes to align with or determine the available budget.
- (b) The Annual Casualty Report will be used alongside the results of speed surveys, stakeholder correspondence and requests and anecdotal evidence from surveys completed at behavioural change and enforcement events to prioritise schemes to align with or determine the available budget.

## **3. Background**

- 3.1 National Picture -** The total number of people injured or killed on Great Britain's roads over the last 5 years 2015-2019 are shown below:

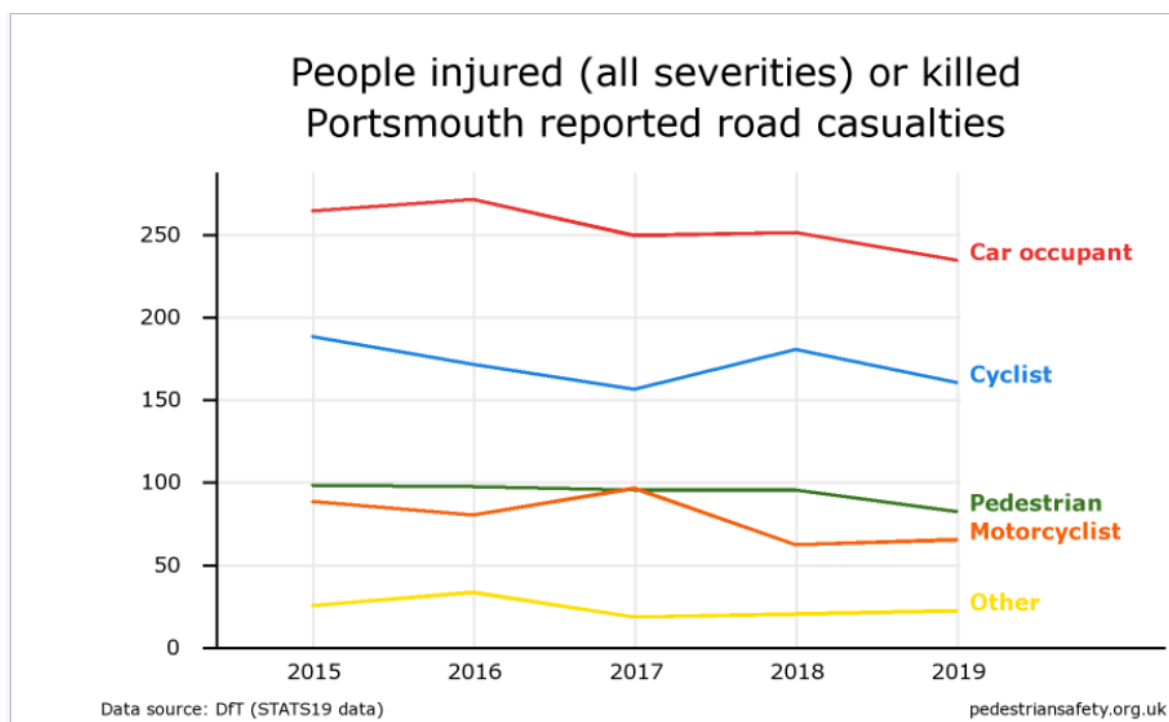
## People injured (all severities) or killed Great Britain reported road casualties



Great Britain reported road casualties: People injured (all severities) or killed						
Year	Pedestrian	Cyclist	Motorcyclist	Car occupant	Other	Total
2015 <a href="#">.csv</a>	24061	18844	19918	111707	11659	186189
2016 <a href="#">.csv</a>	23550	18477	19297	109046	11014	181384
2017 <a href="#">.csv</a>	23805	18321	18042	100082	10740	170990
2018 <a href="#">.csv</a>	22432	17550	16818	93979	9811	160590
2019 <a href="#">.csv</a>	21770	16884	16224	89331	8944	153153

Source: [Road casualty analysis \(pedestriansafety.org.uk\)](https://www.pedestriansafety.org.uk/road-casualty-analysis)

road over the last 5 years are shown below:



Portsmouth reported road casualties: People injured (all severities) or killed						
Year	Pedestrian	Cyclist	Motorcyclist	Car occupant	Other	Total
2015 <a href="#">.CSV</a>	98	188	88	264	25	663
2016 <a href="#">.CSV</a>	97	171	80	271	33	652
2017 <a href="#">.CSV</a>	95	156	96	249	18	614
2018 <a href="#">.CSV</a>	95	180	62	251	20	608
2019 <a href="#">.CSV</a>	82	160	65	234	22	563

Source: [Road casualty analysis \(pedestriansafety.org.uk\)](https://www.pedestriansafety.org.uk/road-casualty-analysis)

3.3 Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to “prepare and carry out a programme of measures designed to promote road safety... must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.”

3.4 Statistics on road safety in Great Britain are mostly based on accidents reported to the police through the STATS19 system. This system allows police forces to report all personal-injury accidents to the department. It does not collect any information about damage-only accidents. Information on STATS19 can be found in the report form and the guidance document used by the police when completing the form. Comparisons with death registration statistics show that very few, if any, road accident fatalities are not reported to the police. However, it has long been known that a considerable proportion of non-fatal casualties are not known to the police, as hospital, survey and compensation claims data all indicate a higher number of casualties than are reported. The STATS19 data are therefore not a complete record of all injury accidents and this should be kept in mind when using and analysing the data. However, they remain the most detailed, complete and reliable single source of information on road casualties covering the whole of Great Britain, in particular for monitoring trends over time.

3.5 Since 1993, the valuation of both fatal and non-fatal casualties has been based on a consistent willingness to pay (WTP) approach. This approach encompasses all aspects of the valuation of casualties, including the human costs, which reflect, pain, grief and suffering; the direct economic costs of lost output and the medical costs associated with road accident injuries. In addition to casualty related costs for each accident there are also costs related specifically to accidents, comprising of damage to property, police costs, and the costs of insurance administration. The value of each of these cost elements is determined separately and then combined to produce overall values of costs per casualty for different levels of severity

3.6 The cost of fatal and non-fatal casualties in 2019 is tabulated below:

Department for Transport statistics

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019>

RAS60003

Total value of prevention<sup>1</sup> of reported accidents by severity<sup>2</sup> and cost element:  
GB 2019

£ million (2019 prices)

Accident severity	Cost Elements							Total
	Casualty related costs			Accident related costs				
	Lost output	Medical and ambulance	Human costs	Police costs	Insurance and admin	Damage to property		
Fatal	1,238	12	2,439	37	1	22	3,748	
Serious	702	422	4,790	60	5	144	6,124	
Slight	335	142	1,595	61	13	334	2,480	
All injury accidents	2,275	576	8,823	158	19	500	12,351	
Damage only accidents	0	0	0	79	121	4,203	4,403	
Non-fatal accidents not reported to the police <sup>3</sup>	2,077	1,096	12,401	0	42	1,081	16,698	
<b>All accidents</b>	<b>4,353</b>	<b>1,672</b>	<b>21,225</b>	<b>237</b>	<b>182</b>	<b>5,783</b>	<b>33,452</b>	

1 The costs were based on 2019 prices and values

The costs are based on estimated real costs for lost output, medical and ambulance, police, insurance and admin and damage to property.

The human costs are based on the 'willingness to pay' principle. More information is provided in

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/244913/rrcgb2012-02.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf)

Source: STATS19, Transport Analysis Guidance - WebTAG

The figures in this table are National Statistics

2 The number of reported road accidents were based on 2019 data

3 Produced using the estimated number of non-fatal road casualties that were not reported to the police. See table ras54004.

3.7 The cost per accident in Great Britain in 2019 is tabulated below:

Department for Transport statistics

<https://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019>

RAS60001

Average value of prevention<sup>1</sup> per reported casualty and per reported road accident<sup>2</sup>:  
GB 2019

£ (2019 prices)

Accident/casualty type	Cost per casualty	Cost per accident
Fatal	2,029,237	2,260,633
Serious	228,029	261,498
Slight	17,579	26,840
Average for all severities	76,267	105,156
Damage only	-	2,425

1 The costs were based on 2019 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2019 data

The figures in this table are National Statistics

Last updated: 30 September 2020

Next update: September 2021

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[Notes & Definitions](#)

For further information on Transport Analysis Guidance - WebTAG, see: <https://www.gov.uk/government/publications/tag-data-book>

For more information on the accident and casualty analysis, see the chapter in the 2012 Annual Report:

[https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/244913/rrcgb2012-02.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/244913/rrcgb2012-02.pdf)

3.6 Portsmouth City Council allocates capital and revenue funding on an annual basis to facilitate safe travel of all forms across the city. There is an annual prioritised program of new construction and improvements to existing network conditions, road safety campaigns and school education which will use the data contained in the Annual Casualty Report with the aim of preventing further accidents and casualties.

3.7 It is very difficult to quantify the cost of accidents that have been prevented because those the accidents haven't taken place. . The total cost of accidents that happened in Portsmouth in 2019 is tabulated below:

2019 Accident Cost Breakdown			
Accident Severity	Number	Cost per accident (£)	Total Cost (£)
Fatal	1	2,260,633	2,260,633
Seriously Injured	113	261,498	29,549,274
Slight	449	26,840	12,051,160
<b>Total</b>	<b>563</b>		<b>43,861,067</b>

The aim of the Casualty Statistics Report is to provide an evidence base to ensure that funding is targeted to the groups and types of casualties that are most at risk in order to prevent as many accidents as possible.

#### **4 Data evaluation results resulting in common themes**

4.1 The following common themes can be identified in the Casualty Statistics Report:

- Motor vehicles remain the most common vehicle type involved in road traffic collisions on Portsmouth's roads, with riders of pedal cycles and motorcycles the next highest risk group
- Males account for the vast majority of casualties resulting from road traffic collisions
- Females account for the majority of casualties that occur as passengers in vehicles
- Males are more than twice as likely to be driving a vehicle involved in a collision than females
- The vast majority of road traffic collisions happen on single carriageway roads, and during daylight hours
- Younger drivers and riders remain at the highest risk of being involved in a road traffic collisions, especially those aged 20-29
- Failure to look properly, and poor individual decision making over speeds to drive vehicles at, or the speeds that other vehicles are travelling at, and poor manoeuvres are the leading identifiable causes of road traffic collisions in the city. This pattern of behaviour is also reflected in the national data, failure to look properly was the most frequently reported contributory factor and was reported in 37 per cent of all accidents reported to the police in 2019. For fatal accidents, the most frequently reported contributory factor was again failed to look properly. This was reported in 25 per cent of fatal accidents.

For accidents where a pedestrian was injured or killed, pedestrian failed to look properly was reported in 48 per cent of accidents and pedestrians taking unnecessary risks e.g crossing into live traffic or not using an engineered crossing point or in was reported in 17 per cent of accidents.

Exceeding the speed limit was reported as a factor in 6 per cent of all accidents, but these accidents involved 15 per cent of fatalities. At least one of exceeding the speed limit and travelling too fast for the conditions was reported in 12 per cent of all accidents and these accidents accounted for 24 per cent of all fatalities.

62 per cent of fatalities in reported road accidents also had driver or rider error or reaction (which includes failing to look properly, loss of control and poor turn or manoeuvre) reported as a contributory factor leading to the accident.

- Older drivers (70+) account for the lowest age range of drivers involved in road traffic collisions, however remain potentially more likely to sustain serious or fatal injuries in collisions due to potentially greater frailty
- It is essential that the Council continues to develop its analytical and targeted approach to road safety, as those in most need of prevention services often do not demand these services. For example, young male drivers can be seen to be at particular risk of being involved in road traffic collisions, but could be potentially the least inclined to access road safety service interventions (eg educational programs) themselves.
- Increasingly user friendly software and analytical display techniques need to be developed and designed to highlight road safety issues in the city more easily, and to enable self-service for residents and councillors where appropriate. Accsmap has replaced Keynote as the casualty and collision tracking software currently used, which has been a positive step forward in enabling easier monitoring. Newer road safety software is now being transitioned to by numerous road safety authorities around the country (CRASH), and this is currently under investigation for adoption by PCC.
- Residents in lower Indices of Multiple Deprivation (IMD) are likely to remain at a higher risk of being involved in a collision

4.2 As a result of this report future behavioural and engineered road safety campaigns and schemes will seek to achieve progress in the following areas:

- Continue to reduce the total casualty and collision figures in Portsmouth;
- Improve infrastructure for pedestrians and cyclists travelling in Portsmouth;
- Encourage lower speeds enabling vulnerable road users to travel sustainably with confidence;
- Meet the requirements of the Local Transport Plan 3 and 4;
- Improve the habitability of the area for residents to encourage and increase the use of sustainable modes of transport;
- Promote individuals health and wellbeing.

The results of the data evaluation identifying trends in casualty data will be awarded a weighting in the prioritisation of schemes to ensure investment is concentrated on sites with predominant trends

**5. Integrated Impact Assessment**

5.1 Included with this report.

**6. Legal implications**

6.1 As referred to in the body of the report, the recommendation is consistent with the Council's specific statutory duties in relation to the preparation and carrying out of a programme of measures designed to promote road safety which are set out in Section 39(2) and 39(3) of the Road Traffic Act 1988.

**7. Director of Finance's comments**

7.1 There are no direct financial implications as a result of approving the recommendations within this report.

7.2 It is intended that the annual casualty report is used, alongside speed surveys, to help inform the schemes that are prioritised when bidding for external funds and corporate resources.

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Signed by:  
Tristan Samuels  
Director of Regeneration

**Background list of documents: Section 100D of the Local Government Act 1972**

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

Title of document	Location
Road Casualty Analysis	<a href="http://www.pedestriansafety.org.uk">www.pedestriansafety.org.uk</a>
Department for Transport statistics	<a href="http://www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019">www.gov.uk/government/statistics/reported-road-casualties-in-great-britain-annual-report-2019</a>

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by ..... on .....

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Signed by:  
Councillor Lynne Stagg  
Cabinet Member for Traffic & Transportation