

## **THIS ITEM IS FOR INFORMATION ONLY**

**(Please note that "Information Only" reports do not require Integrated Impact Assessments, Legal or Finance Comments as no decision is being taken)**

<b>Title of meeting:</b>	Cabinet Member for Traffic and Transportation Decision Meeting
<b>Subject:</b>	Accident and Casualty Report 2020
<b>Date of meeting:</b>	18 March 2022
<b>Report by:</b>	Jo Hamment, Senior Road Safety Officer Michelle Love, Safer Travel Manager
<b>Wards affected:</b>	All wards

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### **1. Requested by**

- 1.1 This report was requested by the Cabinet Member for Traffic and Transportation.

### **2. Purpose**

The purpose of the report is to introduce the Accident and Casualty Report 2020.

### **3. Background**

- 3.1 The Accident and Casualty Report 2020 has been prepared by the PCC Transport Analytics Team to give an overview of the accident and casualty data for 2020\*, comparing it with data from 2018 and 2019 to understand patterns and trends. The report analyses the impact of the Covid 19 pandemic and associated lockdowns on accident and casualty records in Portsmouth.
- 3.2 The report examines data provided by Hampshire Constabulary within the Stats 19 process, which records key information such as where an accident has taken place, what type of vehicle was involved, time of day etc. Other sources of data, such as traffic volume data, have also been utilised where available.
- 3.3 Covid 19 changed journey patterns in 2020, which consequently had an impact on the number of accidents and casualties. As a result, this report mostly compares 2019 to 2020 to show the effect the pandemic had on the number of incidents. It also includes 2018 to show how the number of accidents can vary year on year.

\*Note: 2020 is the most recent full year of Stats 19 data available. An updated 2021 Accident and Casualty Report will be issued when the full year of data for 2021 is available.

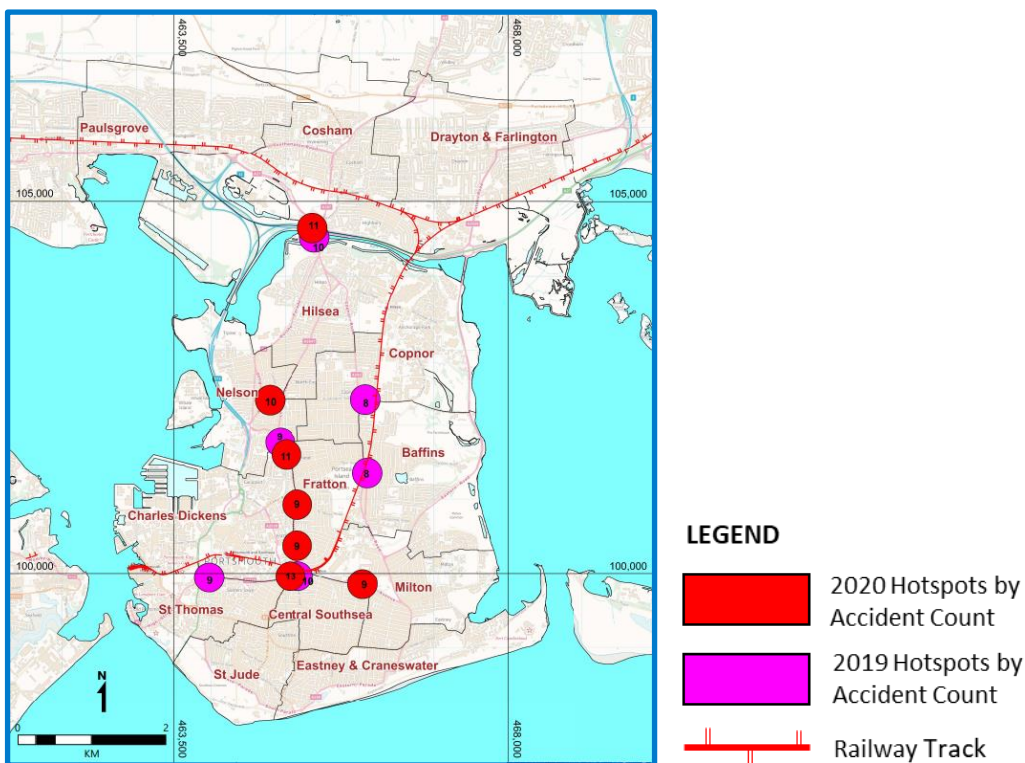
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**4. Summary of key findings**

- 4.1 Covid 19 resulted in reduced levels of traffic in 2020 compared to 2019. There is a link between traffic counts and the number of accidents occurring; the reduction in traffic has therefore in turn caused a reduction in accidents occurring, particularly between cars and cyclists.
- 4.2 There is a distinct peak in the number of accidents between 16:00 and 19:00 in 2019; in 2020 this peak drops much more rapidly. This is likely to be an effect of more flexible working practices leading to fewer vehicles on the road at traditional commuting times. There are more accidents in 2020 outside commuting times, including a peak at 14:00.
- 4.3 The 6 hotspots in 2019 are made up of 8+ accidents per 100m2 and the 7 hot spots in 2020 are made of 9 or more accidents per 100m2 (see Figure I below). The hot spots include all severity types (slight, serious and fatal). In 2020 the 7 key hotspots generally had a greater amount of accidents compared to the 6 key hotspot locations in 2019. Three overlapping hotspot areas can be seen between 2019 and 2020, these are:
  - M27 Eastbound and A3 Portsbridge roundabout
  - A2047 Kingston Road
  - A2030 Victoria Road and A2030 Goldsmith Avenue

Figure I: 2019/20 hotspots by accident count



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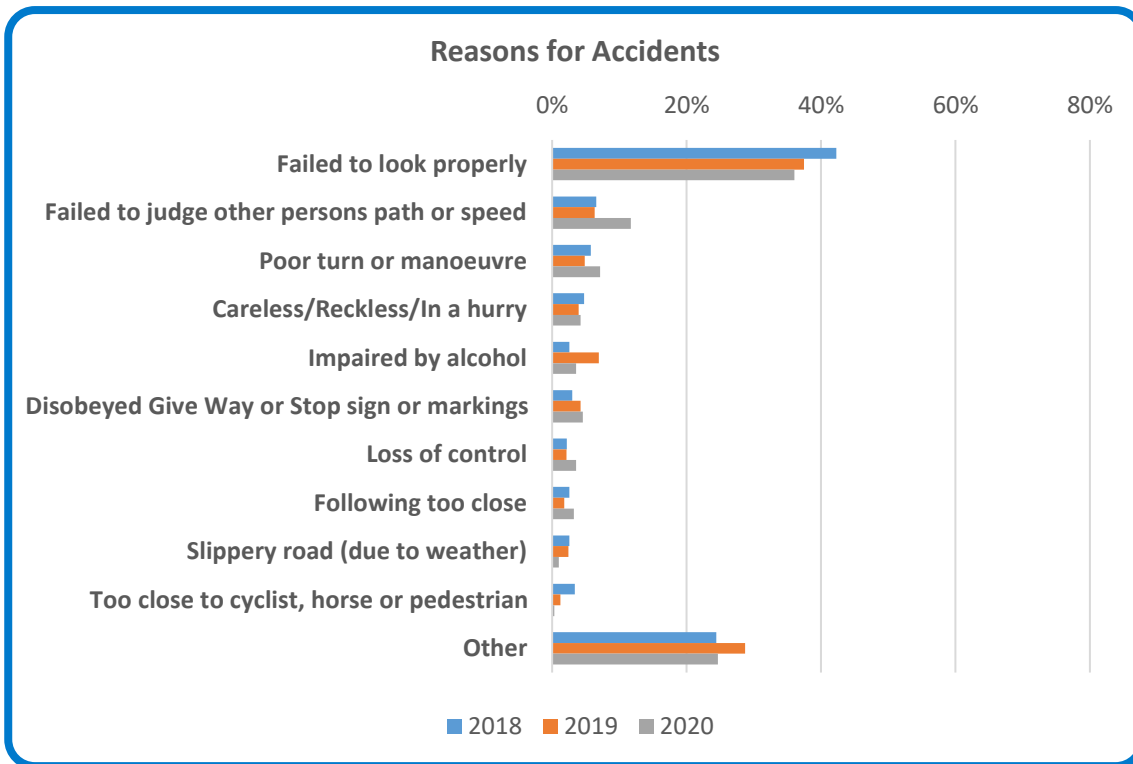
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4.4 There were 5 key themes noted for the accident hotspots for 2020, these were:

- Failed to look properly
- Failure to stop on time
- Disobeyed Give Way or Stop sign or markings
- Careless/reckless/in a hurry
- Failed to judge other persons path or speed

4.5 Failure to look properly is by far the main cause for an accident in 2018, 2019 and 2020 (see Figure II below).

Figure II: Reason for accidents 2018, 2019 & 2020



4.6 The report considers the role of deprivation in casualty analysis. Of 72 accidents within identified hotspots for 2020, 31 (43%) occurred in the most deprived areas of Portsmouth. Of these 72 accidents, 18 (25%) occurred in Charles Dickens ward and 12 (17%) occurred in Fratton.

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**5. Conclusions**

- 5.1 The level of traffic within the city is strongly linked to the number of accidents. This is particularly true for the commuter periods. To reduce the number of accidents and therefore casualties it is vital to minimise the levels of traffic by:
  - Using public transport for journeys.
  - Using other modes of transport such as cycling or walking.
  - Encouraging flexible working wherever possible to smooth the traffic demand away from peak periods.
- 5.2 Covid-19 has had a clear impact on travel patterns, resulting in a reduction in accidents for the year of 2020.
- 5.3 Portsmouth City Council will continue to monitor travel behaviours post lockdown to minimise accidents where possible.
- 5.4 Data from this report will be used to evaluate where road safety projects are required and to prioritise funding for engineered interventions.

Signed by

Tristan Samuels - Director

**Appendices:**

**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
Accident and Casualty Report 2020	W:\TES\COMMON\Traffic and Transportation Reports\2021-22 T&T meetings\March 2022\Drafts\Accident and Casualty Report 2020