

Addendum to Accountability and Performance Panel (28th April 2017) Road Safety 206/17 Report

The number of KSI recorded in 2016/17

CRASH has been interrogated on 20th April 2017 and the result for 2016/17 now shows as:

	KSI	Fatal	Serious	% Fatal to KSI
16/17	304	29	275	9.5%
15/16	219	37	182	17%
14/15	238	25	213	11%

One serious injury collision has since resulted in a fatality. The total number of KSI is 304 and so 9 less than that shown in the original paper. This is likely to be as a result of amendments to injuries following updates from officers. An example would be where a suspected broken neck (serious) is later confirmed as whiplash (slight injury).

It must be borne in mind that DfT recognise that the figures are likely to fluctuate so close to the end of the financial year and this is why final validation occurs at least 3 months following the reporting period.

Urban vs. Rural KSI collisions

The original paper showed 147 (54%) of KSIs occurred in urban areas and 125 (46%) on rural roads. CRASH has been interrogated on 20th April 2017 and now shows 167 (55%) urban and 137 (45%) rural.

The reason for the fact that 41 collisions were not classified as either rural or urban is likely to be that a number of recorded collisions were awaiting updates regarding exact locations and road classification.

Updated Figures for Enforcement

In the original paper figures were provided based on the most recent available 3 quarters of the financial year. The PENTIP traffic offence report recording system is only able to produce reports 6 – 8 weeks after the reporting period.

The tables below now show full financial year comparisons.

Fatal 4 Officer Enforcement	2015/16	2016/17	% Change Year on Year
Drink Drive	651	630	3.2%
Drug Drive	222	524	136%
Speed	3382	2382	29.6%
Mobile	1660	1772	6.8%
Seatbelt	1017	809	20.5%

Fatal 4 Officer Enforcement by RCRT	2015/16	2016/17	% Change Year on Year
Drink Drive	74	87	17.57%
Drug Drive	158	268	69.6%
Speed	738	865	17.2%
Mobile	414	658	58.9%
Seatbelt	291	426	46.4%

The RCRT officers account for a significant amount of the total officer generated Fatal 4 enforcement as follows:

- Over half (51.1%) drug drive arrests and seat belt (52.7%) enforcement
- Over a third (36.3%) of speed and of mobile phone (37%) enforcement

Safety Camera Enforcement

Table 10 from the original paper required updating as below with the correct percentage changes.

Safety Camera Enforcement (Speed)	2014	2015	2016	% Change Year on Year
Average Speed Cameras	0	4646	14600	214.2%
Other Fixed Cameras	4832	3059	2201	-28%
Mobile Cameras Van	21899	12147	7907	-34.9%
Community Enforcement Officers *	0	0	2696	
Total	26731	19852	27404	38%