Safe roads, Reliable journeys, Informed travellers

HIGHWAYS AGENCY

Strategic state of the HA network report 2010

Highways Agency Publication Code PR103/10

Contents

Executive Summary

In 2009, the network continued to perform well overall and we are on track to achieve our 2010 PSA casualty reduction targets. The latest figures show that the network is exceeding the projected casualty reduction target for 2009.

This report seeks to provide national analysis of the progress towards the three HA national casualty reduction targets and shows the progress in the casualty reductions towards the 2010 targets. The Highway Agency's safety targets are, by 2010, compared with the 1994-98 average (baseline):

- a one-third reduction in the number of people killed or seriously injured on trunk roads;
- a 10% reduction in the slight casualty rate;
- to contribute to DfT's 50%child casualty reduction target

In this report the regions are all monitored against the national target reductions. However, due to the different road types and flow levels within them, the casualties in different regions are likely to reduce at different rates, regardless of the road safety activities that have been undertaken. These results should therefore be viewed with some caution.

The key results are shown below.

Results from 2009 compared with 2008:

- In 2009 there were 18,848 casualties of all severities, 3% lower than in 2008.
- 250 people were killed, 26% lower than in 2008.
- 1,689 people were seriously injured, 1% lower than in 2008.
- 16,909 people were slightly injured, 3% lower than in 2008.
- The number of car user fatalities accounted for nearly two thirds of all fatalities and was 3% lower than in 2008.

Results from 2009 compared with the 1994-98 baseline:

- The number of people killed or seriously injured was 42% lower (3,366 to 1,939).
- The number of children killed or seriously injured was 59% lower (181 to 75).
- The slight casualty rate was 31% lower (29.6 to 20.6).
- The number of motorcyclist fatalities has decreased by 23% and approaching one in ten fatalities in 2009 was a motorcyclist.
- The number of child KSI casualties has decreased by 59%.

1 Introduction

This is the second annual strategic SON, utilising the format from the Network Performance Report and individual Area Performance Reports, as well as the national network performance part of the Operational State of the Network

The Highway Agency's safety targets are, by 2010, compared with the 1994-98 average (baseline):

- a one-third reduction in the number of people killed or seriously injured on trunk roads;
- a 10% reduction in the slight casualty rate;
- to contribute to DfT's 50%child casualty reduction target
- to contribute to tackling the significantly higher incidence of road casualties in disadvantaged communities

Progress to date has been the result of many improvements, better road design, improved standards and focussing on remedial action to address accident hot spots. The Agency will continue to make further progress in all of these areas, but a new challenge facing us today is the need to improve public awareness to move from making our roads safer to making people use them more safely. We expect only a third of the targets to be achieved through engineering, e.g. new roads, road improvements schemes, signing, road marking and effective traffic calming measures where necessary. With vehicle technology expected to contribute another third, this leaves the final third to be delivered by Education, Engagement and Enforcement.

1.1 Purpose

This report seeks to provide national analysis of the progress towards the HA national casualty reduction targets to provide a national safety perspective across the network, to monitor changes in safety on the network year on year and to assist in making sound strategy decisions concerning the future management and safety of the network.

1.2 The Network

All accident and casualty figures in this report are based on the 2006 trunk road network, i.e. a recalculated network (in 2004) that was based upon what the 2006 core HA network was expected to be, as well as a new baseline and 2010 targets. This ensures that national figures can be compared annually.

Accident and casualty figures by region are based on the HA regions as of September 2009, and were align closely with the government office regions.

A map of the network used in this report and the regional structure of the HA roads is shown in Appendix A.

1.3 Measuring performance

This Strategic State of the Network report illustrates the progress in the casualty reductions towards the 2010 targets. This includes analysis by region. In this report the regions are all monitored against the national target reductions. However, due to the different road types and flow levels in different regions, the casualties in different regions are likely to reduce at different rates, regardless of the road safety activities that have been undertaken. These results should therefore be viewed with some caution.

All accident and casualty figures are sourced from a subset of the Stats19 database of reported road casualty accidents. This subset consists of those accidents assigned by TRL to the 2006 core HA network.

Traffic figures (used for calculating rates) are sourced from the DfT traffic database.

1.4 Other reports

The following HA reports also provide information on casualties and accidents on the HA's network.

1.4.1 Operational State of the Network Report

The Operational State of the Network report will include details of individual safety performance indicators (SPIs) for each region and area, which were designed to give a fairer comparison across the regions and areas. This will facilitate information that can be clarified in greater detail, including performance over time, in each Area's Safety Action Plan.

1.4.2 Strategic Safety Action Plan

The Plan forms part of the overall Safety Strategy, 'Making the Network Safer', developed in 2000. It sets out the policy and processes that have been put in place to develop a communication strategy with the Department for Transport, their Agencies and our partners to further strengthen our support in raising awareness of road safety issues through new education and information initiatives.

1.4.3 Reported Road Casualties on the HA network

This report has been renamed from 'accidents on the network' to align with DfT's annual publication 'Reported Road Casualties Great Britain'. This document which has been published annually since 1999 and which follows on from 'Making the Network Safer: Highways Agency Road Safety Strategic Plan'. The document provides quantified road safety information and guidance (rather than instruction) that describes the current state of the network. This information enables managers to develop action to improve network safety, linking as far as possible with other processes for managing network performance to provide a pro-active focus for medium and long-term objectives.

1.4.4 Reported Road Casualties Great Britain

This report, produced annually by DfT, gives a summary of the reported road casualties on all roads in Great Britain, including the performance towards DfT's casualty reduction targets.

2 Summary

Compared with 2008, in 2009:

- There were 18,848 casualties of all severities, 3% lower than in 2008.
- 250 people were killed, 26% lower than in 2008.
- 1,689 people were seriously injured, 1% lower than in 2008.
- 16,909 people were slightly injured, 3% lower than in 2008.

Compared with the 1994-98 baseline, in 2009:

- The number of people killed or seriously injured was 42% lower (3,366 to 1,939).
- The number of children killed or seriously injured was 59% lower (181 to 75).
- The slight casualty rate was 31% lower (29.6 to 20.6).

The progress towards the 2010 targets is shown in the Table 2-1, Figure 2-1, Figure 2-2 and Figure 2-3. Note that these figures include traffic or casualty rates in terms of 100 million vehicle-mile. These figures are not directly comparable with figures in previous reports which showed figures in terms of 100 million vehicle-km. Conversion factor: 1km = 0.6214mile.

Table 2-1: Road accidents casualties by severity: HA 2009

	Numbers				2009 Percentage change over:	
	1994-98 average	2007	2008	2009	2008	1994-98 average
Killed	416	363	340	250	-26%	-40%
of which children	20	14	15	8	-47%	-59%
Seriously injured	2,950	1,997	1,713	1,689	-1%	-43%
of which children	162	56	65	67	3%	-59%
Killed or seriously injured	3,366	2,360	2,053	1,939	-6%	-42%
of which children	181	70	80	75	-6%	-59%
Slightly injured	20,114	19,591	17,474	16,909	-3%	-16%
of which children	1,485	986	920	950	3%	-36%
All severities	23,480	21,951	19,527	18,848	-3%	-20%
Traffic	679	830	825	822	0%	21%
KSI rate	5.0	2.8	2.5	2.4	-5%	-52%
Slight casualty rate	29.6	23.6	21.2	20.6	-3%	-31%

Traffic measured in 100 million veh-mile. Rate measured in casualties per 100 million veh-mile

Figure 2-1: KSI target monitoring chart

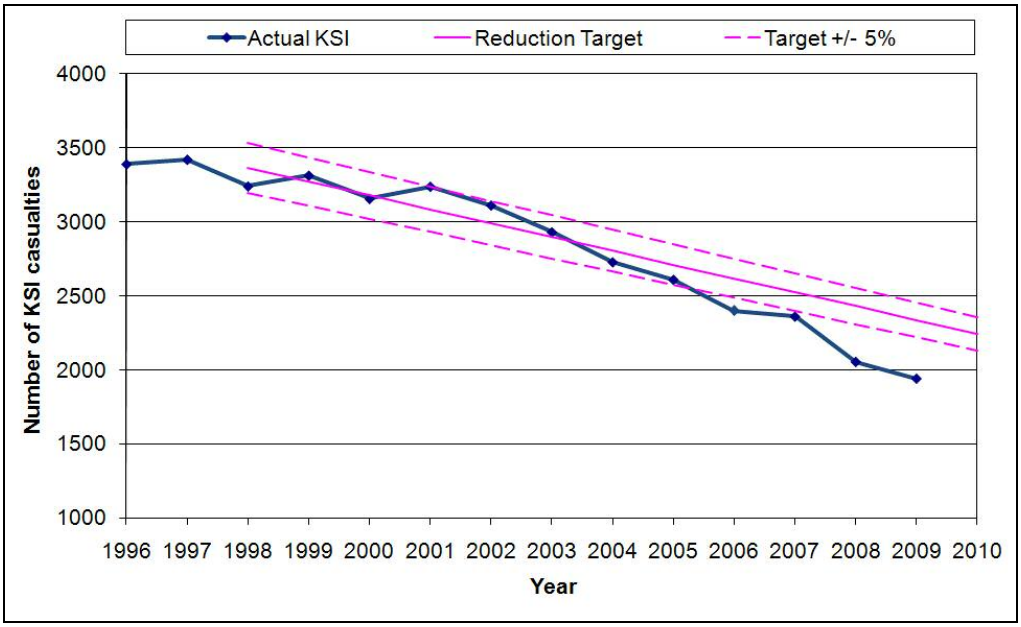


Figure 2-2: Slight rate target monitoring chart

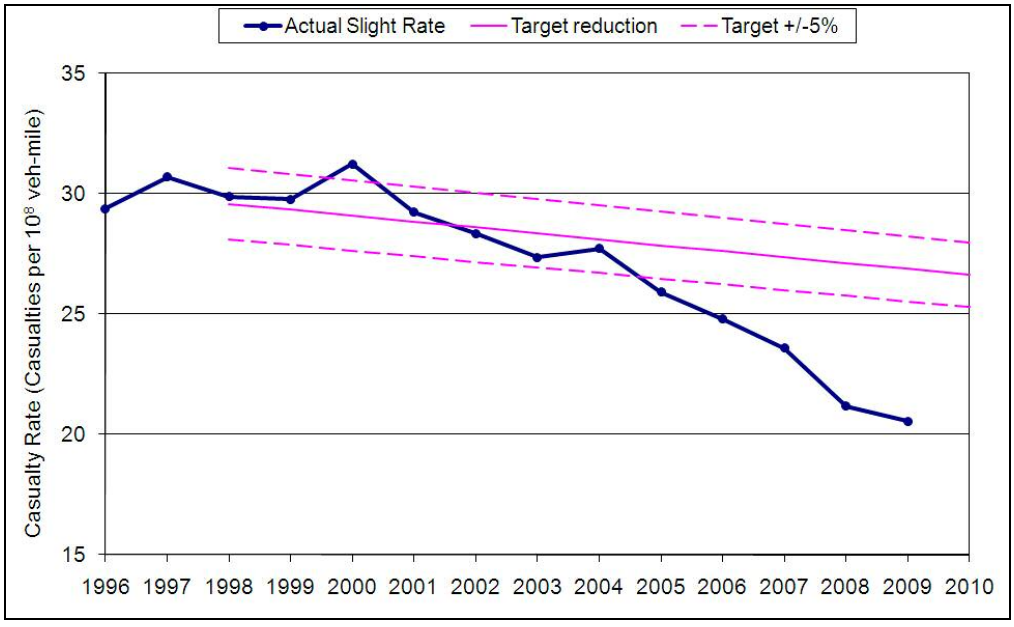
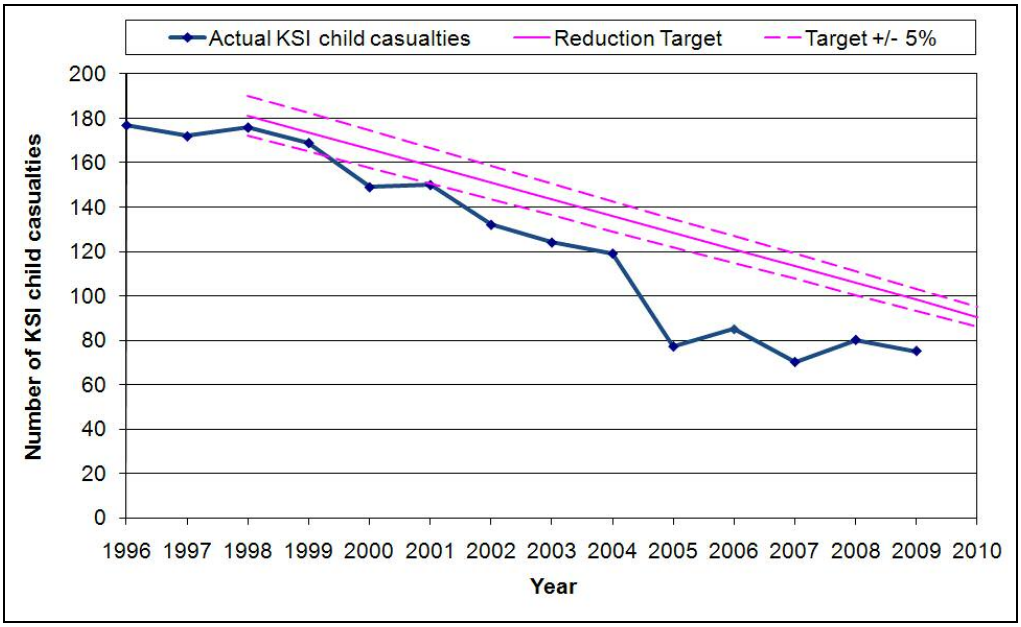


Figure 2-3: Child KSI target monitoring chart



3 Key casualty figures

3.1 KSI casualties by customer group

The Highways Agency's main casualty reduction target relate to the reported number of road users killed or seriously injured (KSI).

Overall, the number of KSI casualties fell by 6% between 2008 and 2009 and by a total of 42% from the 1994-1998 average (baseline).

The table below shows the number of KSI casualties in each customer group in the baseline period and for the last three years.

- Compared with the baseline, the number of KSI casualties has decreased by at least 33% across all types of road user except for motorcycle users, which decreased by 8%, and other vehicle occupants, which decreased by 11%.
- Nearly two thirds of KSI casualties were car occupants. Compared with 2008, the number of car occupant KSI casualties decreased by 3% and is 44% below the baseline.
- The number of KSI casualties among children (ages 1-15) reduced by 5 compared with the 2008 figure. The number of children killed or seriously injured is less than half of the baseline figure and below the 2010 target.

Table 3-1: KSI Casualties by customer group, 2007-2009

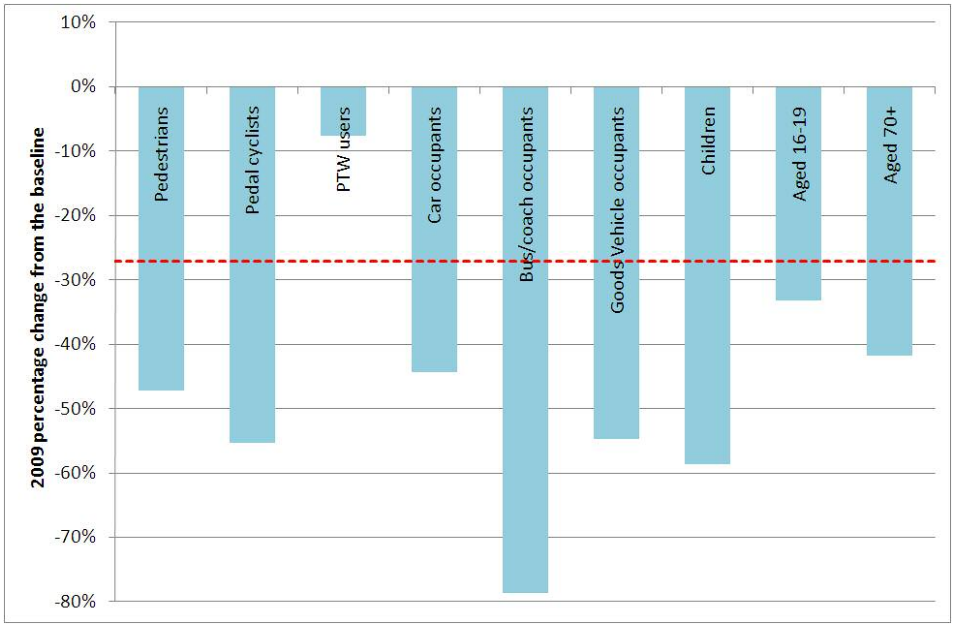
	Numbers				2009 Percentage change over:	
	1994-98 average	2007	2008	2009	2008	1994-98 average
Pedestrians	186	121	107	98	-8%	-47%
Pedal cyclists	85	36	29	38	31%	-55%
PTW users	340	385	364	314	-14%	-8%
Car users	2,319	1,476	1,325	1,291	-3%	-44%
Bus/coach occupants	32.8	51	8	7	-13%	-79%
Goods vehicle occupants	385	277	209	174	-17%	-55%
Other vehicle occupants	19	14	11	17	55%	-11%
Ages 1-15	181	70	80	75	-6%	-59%
Ages 16-19	248	201	164	166	1%	-33%
Ages 70+	211	147	116	123	6%	-42%
Casualties in goods vehicle accidents	1,167	746	633	563	-11%	-52%
Single vehicle accidents	869	727	601	581	-3%	-33%
All road users	3,366	2,360	2,053	1,939	-6%	-42%

Note that the customer groups are not excusive.
Grey shaded rows indicate HA national targets

- About 29% of KSI casualties in 2009 were involved in a goods vehicle accident. This group of KSI casualties has shown a 52% reduction from the baseline.
- KSI casualties aged 16-19 have increased by 1% from 2008 but have reduced by 33% from the baseline. This group accounted for 9% of KSI casualties in 2009
- In 2008, 30% of KSI casualties were in single vehicle (non pedestrian) accidents. The number of single vehicle accidents in 2009 decreased by 3% in relation to 2008, and by 33% from the baseline.

Figure 3-1 shows the percentage change in the number of KSI casualties from the baseline by customer group. The dotted line at -27.1% indicates the minimum reduction required to be on target for the national KSI target in 2009.

Figure 3-1: 2009 % change in KSI casualties from baseline by customer group



3.2 KSI casualties by region

Table 3-2 shows the number of KSI casualties by region for the baseline and the 2007-09 and Figure 3-2 shows the percentage change in KSI casualties from the baseline by region. Figures for all years are shown in Table B.2.

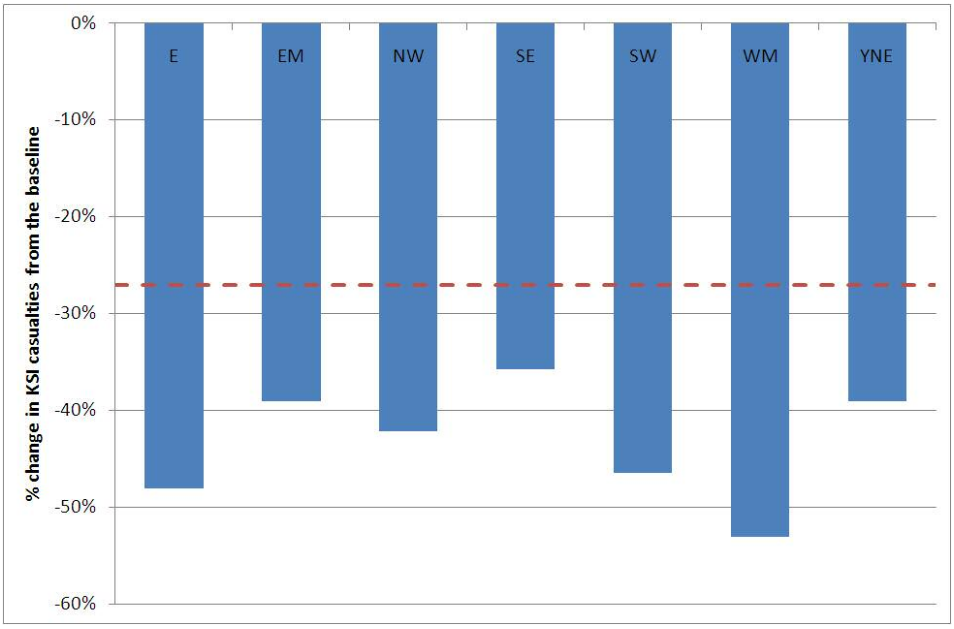
Table 3-2: KSI Casualties by region, 2007-2009

	Numbers				2009 % change over:	
	1994-98 average	2007	2008	2009	2008	1994-98 average
E	569.4	387	340	296	-12.9%	-48.0%
EM	403.8	274	218	246	12.8%	-39.1%
NW	380.6	253	266	220	-17.3%	-42.2%
SE	848.0	714	543	545	0.4%	-35.7%
SW	285.6	208	185	153	-17.3%	-46.4%
WM	387.8	218	189	182	-3.7%	-53.1%
YNE	487.4	306	312	297	-4.8%	-39.1%
Unknown	3.6	0	0	0	-	-
Total	3,366	2,360	2,053	1,939	-5.6%	-42.4%

Grey shaded rows indicate where the HA national targets applies

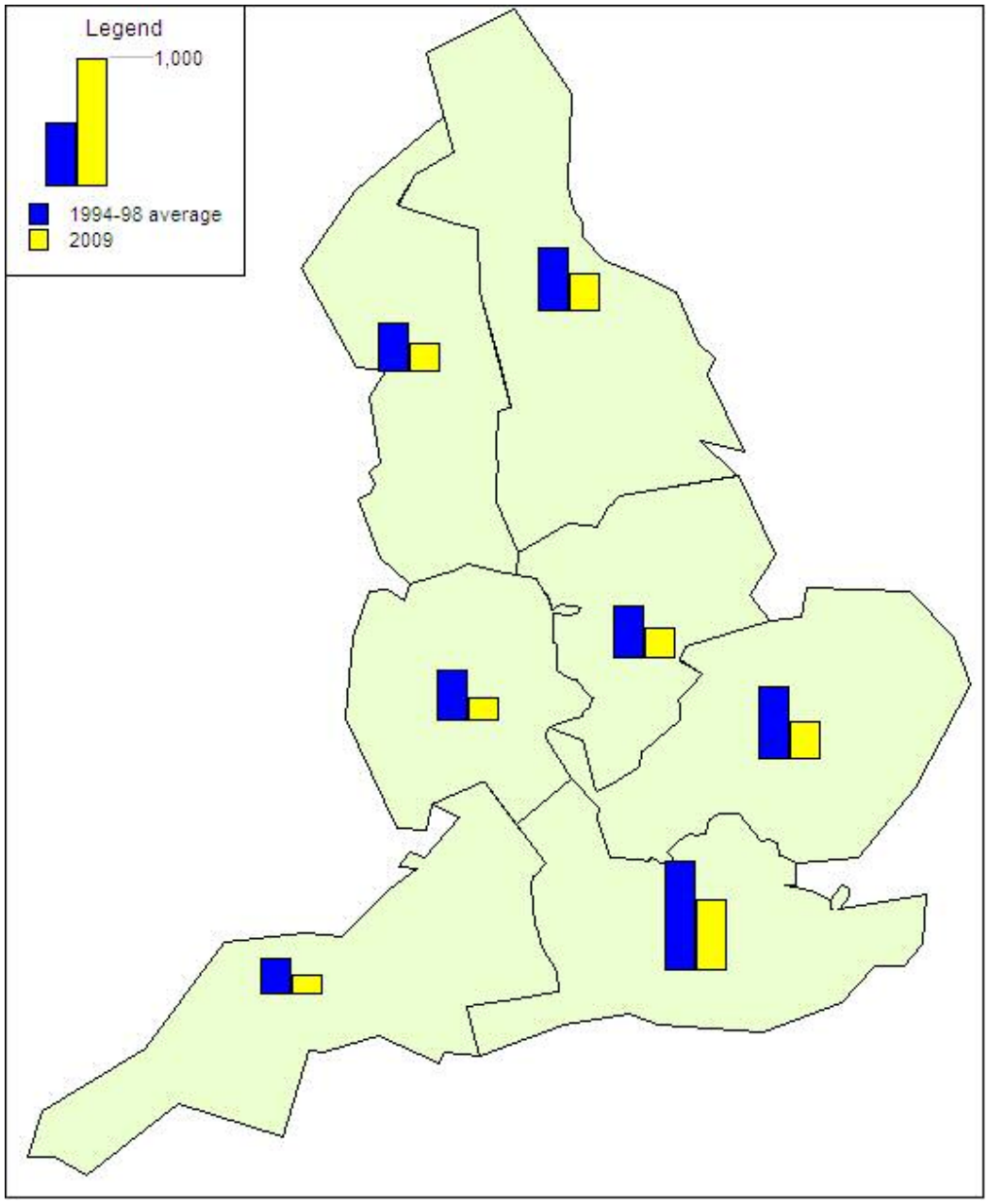
- In 2009, the South East had the greatest number of KSI casualties, with over one-quarter of the KSI casualties. This reflects the region's large population and its associated higher traffic volumes.
- All regions have reduced their KSI casualties by at least 27% from the baseline (the figure required in 2009 to be on target).

Figure 3-2: Regional KSI reduction relative to the baseline



The map in Figure 3-3 shows the number of KSI casualties for the baseline and 2009 in each of the seven HA regions, as given in Table 3-2.

Figure 3-3: Map of KSIs by region



3.3 Child KSI casualties

There is a separate target to reduce child KSI casualties by 50% from the baseline. The HA will contribute to this target.

Table 3-3 shows the number of child KSIs on the network. In 2009, the number of child KSI casualties was 75, 59% below the baseline and 6% below the 2008 figure. Figures for all years are shown in Table B.4.

- In 2008, in relation to the baseline, the number of child KSI casualties had more than halved for all customer groups. Car occupants and pedestrians comprised the majority of KSI casualties, with car occupants forming four out of five child KSI casualties.
- The number of male and female children killed or seriously injured in 2008 was roughly equal, with females showing a slightly larger reduction from the baseline.
- The number of child KSI casualties in 2009 had decreased between 55 to 64% for ages 1-4, 5-8, 9-11 and 12-15 relative to the baseline, with the largest reduction for children aged 1-4.
- Further details are provided in Appendix B.

Table 3-3: Child KSI casualties by year: HA 2008

	Numbers				2009 Percentage change over:	
	1994-98 average	2007	2008	2009	2008	1994-98 average
Pedestrians	23.2	9	13	10	-23%	-57%
Pedal cyclists	8.6	4	0	0	-	-100%
PTW users	2.4	2	1	0	-100%	-100%
Car users	138.0	51	64	61	-5%	-56%
Bus/coach occupants	3.0	2	1	0	-100%	-100%
Goods vehicle occupants	5.8	2	1	2	100%	-66%
Other road users	0.2	0	0	2	-	900%
Males	95.0	41	46	36	-22%	-62%
Females	86.2	29	34	39	15%	-55%
Age 1-4	33.0	10	14	12	-14%	-64%
Age 5-8	37.8	13	17	16	-6%	-58%
Age 9-11	35.6	16	17	13	-24%	-63%
Age 12-15	74.8	31	32	34	6%	-55%
All children	181.2	70	80	75	-6%	-59%

3.4 Fatalities

Whilst the number of KSI casualties has shown good reductions (see Section 3.1), the number of fatalities has fallen more slowly than the number of people seriously injured. However, in 2008 there was a 26% reduction from 2008 and a 40% reduction from the baseline.

- Since the baseline, the number of fatalities across all user groups, including PTW users, has decreased.
- Compared with 2008, the number of fatalities decreased by 50% for PTW users. Car user fatalities also decreased (by 25%), as did pedestrians (by 26%) and goods vehicle occupants (by 23%, having already nearly halved in number 2007-2008).
- 3% of fatalities were children and these showed a reduction of 64% from the baseline, and a 53% reduction from 2008.
- Ages 16-19 and 70+ showed reductions from 2008 and from the baseline.
- The majority of fatalities are car occupants, accounting for nearly two thirds of all fatalities in 2009.

Table 3-4: Road accident fatalities by severity: HA 2009

	Numbers				2009 Percentage change over:	
	1994-98 average	2007	2008	2009	2008	1994-98 average
Pedestrians	58.2	63	42	31	-26%	-47%
Pedal cyclists	13.4	5	6	8	33%	-40%
PTW users	31.0	38	48	24	-50%	-23%
Car users	261.6	203	218	163	-25%	-38%
Bus/coach occupants	4.8	3	0	1	-	-79%
Goods vehicle occupants	44.6	50	26	20	-23%	-55%
Other vehicle occupants	2.2	1	0	3	-	36%
Ages 1-15	19.6	14	15	7	-53%	-64%
Ages 16-19	29.2	29	22	20	-9%	-32%
Ages 70+	46.8	46	29	22	-24%	-53%
Casualties in goods vehicle accidents	183.4	172	142	95	-33%	-48%
Single vehicle accidents	94.6	83	83	64	-23%	-32%
All road users	415.8	363	340	250	-26%	-40%

3.5 Slight casualties

In addition to the target for KSI casualties, the Agency aims to reduce the slight casualty rate by 10% by 2010, compared with the 1994-98 average (baseline). Table 3-5 shows the number and rate of slight casualties. In 2009 this rate was 20.6 slight casualties per 100 million veh-mile, 3% below the 2008 figure of 21.2 and 31% below the baseline of 29.6.

- Slight casualty rates for the vehicle user customer groups have reduced from the baseline for all groups by at least 27%.
- The number of children slightly injured has dropped by over a third since the baseline. Slight casualties among young adults have continued to decrease and slight casualties among the elderly remains below the baseline. .

Table 3-5: Road accidents slight casualties by severity: HA 2009

	Numbers				2009 % change over:	
	1994-98 average	2007	2008	2009	2008	1994-98 average
Pedestrians	204.8	119	122	107	-12%	-48%
Rate	*0.30*	*0.14*	*0.15*	*0.13*	-12%	-57%
Pedal cyclists	210.2	116	99	100	1%	-52%
Rate	*1921*	*1986*	*1364*	*1259*	-8%	-34%
PTW users	711.4	695	603	576	-4%	-19%
Rate	*220*	*169*	*143*	*137*	-4%	-38%
Car users	16,856	16,671	15,013	14,763	-2%	-12%
Rate	*32.6*	*26.9*	*24.3*	*23.7*	-2%	-27%
Bus/Coach occupants	265	267	132	85	-36%	-68%
Goods vehicle occupants	1,798.60	1,620	1,420	1,190	-16%	-34%
Rate	*11.6*	*8.0*	*7.1*	*6.2*	-13%	-46%
Other road users	67.8	103	85	88	4%	30%
Ages 1-15	1,485	986	920	950	3%	-36%
Ages 16-19	1,463	1,612	1,429	1,350	-6%	-8%
Ages 70+	714.8	674	639	650	2%	-9%
Casualties in goods vehicle accidents	5,949	6,046	5,346	4,763	-11%	-20%
Single vehicle accidents	3,662.2	3,441	2,998	2,974	-1%	-19%
All road users	20,113.6	19,951	17,474	16,909	-3%	-16%
Rate	29.6	24.0	21.2	20.6	-3%	-31%

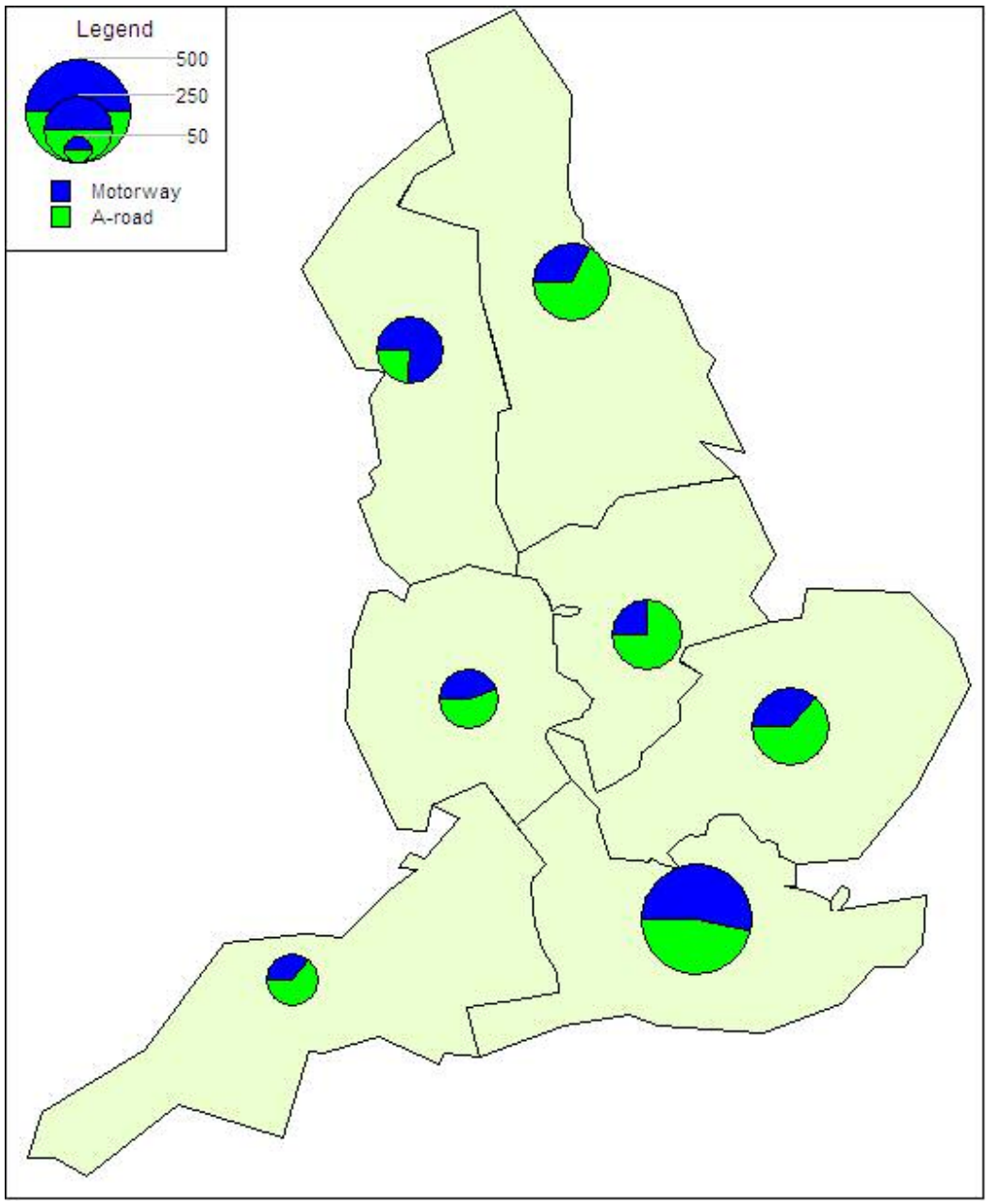
Rates are measures in casualties per 100 million vehicle-mile for each vehicle type. For pedestrians the rate is the number of slightly injured pedestrians per vehicle-mile. Traffic for 'other road users' and age groups are not available and hence the rate cannot be calculated

4 KSI casualties by road class and region

This section shows the number of casualties on motorways and A-roads over the whole network and for each region.

Figure 4-1 shows the split of KSI casualties by region in 2009 and Table 4-1 shows KSI casualty data by road class and by region.

Figure 4-1: 2009 split of KSIs by road class



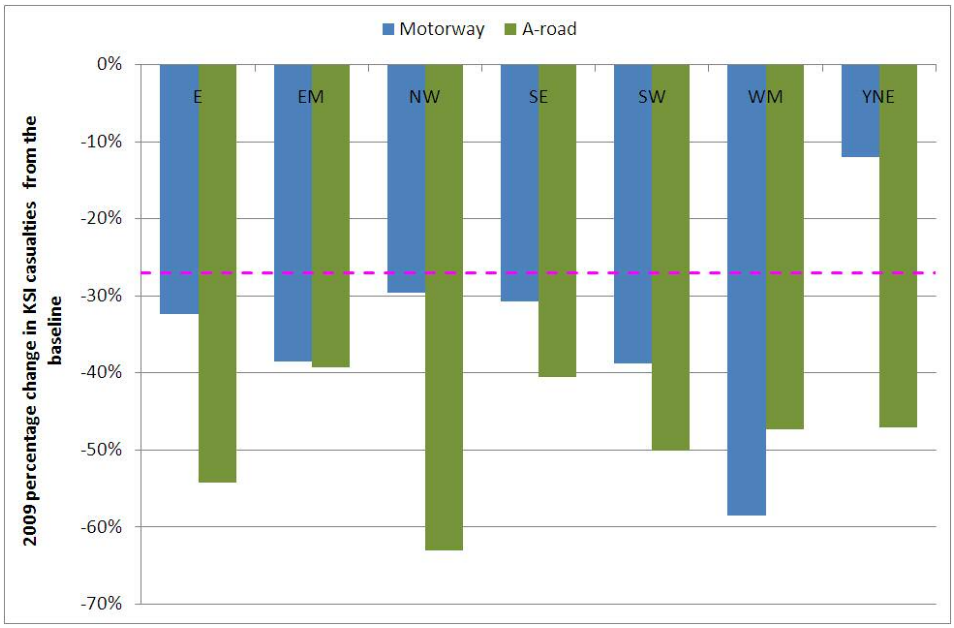
- In total, approximately 55 % of KSI casualties were on A-roads. However, in the North West and South East, the majority of KSI casualties were on motorways, with three out of four KSI casualties in the North West occurring on a motorway.
- Nearly two-thirds of all KSI casualties in the South West region were on A-roads as there are more A-roads than motorways. This region also had the smallest number of KSI casualties of all the regions.
- Since the 1994-98 baseline, the KSI casualties on A-roads across all regions had dropped by at least 42% with the North West reducing its A-road KSI casualties by 64%. KSI casualties on motorways all showed a decrease from baseline.

Table 4-1: KSI casualties by road class and region

		Numbers				2009 % change over:	
Road class	**Region**	**1994-98 average**	**2007**	**2008**	**2009**	**2008**	**1994-98 average**
Motorways	E	162.8	140	123	110	-10.6%	-32.4%
	EM	104.2	84	75	64	-14.7%	-38.6%
	NW	237.4	189	209	167	-20.1%	-29.7%
	SE	420.4	385	235	291	23.8%	-30.8%
	SW	91.4	70	53	56	5.7%	-38.7%
	WM	199.8	110	102	83	-18.6%	-58.5%
	YNE	111.4	118	120	98	-18.3%	-12.0%
	Unknown	2.4	0	0	0	-	-
	Total	1,329.8	1,096	917	869	-5.2%	-34.7%
A-roads	E	406.6	247	217	186	-14.3%	-54.3%
	EM	299.6	190	143	182	27.3%	-39.3%
	NW	143.2	64	57	53	-7.0%	-63.0%
	SE	427.6	329	308	254	-17.5%	-40.6%
	SW	194.2	138	132	97	-26.5%	-50.1%
	WM	188.0	108	87	99	13.8%	-47.3%
	YNE	376.0	188	192	199	3.6%	-47.1%
	Unknown	1.2	0	0	0	-	-
	Total	2,036.4	1,264	1,136	1,070	-5.8%	-47.5%
All roads	Total	3,366.2	2,360	2,053	1,939	-5.6%	-42.4%

Figure 4-2 shows the percentage change in KSI casualties from the baseline for each region and road class.

Figure 4-2: KSI percentage change by region and road class in 2009 from the 1994-98 baseline



5 Casualties by customer group

This section provides more information on the casualties by customer group. More detailed analysis can be found in the 'reported road casualties on the HA network' and the Strategic Safety Action Plan.

Table 4-1 shows the number of casualties in 2009 by customer group and severity, and the proportion of each road user type for the three difference severities of casualties in 2009.

Table 5-1: 2009 casualties by customer group

Customer group	Killed		Serious		Slight		All	
	No	% of total	No	% of total	No	% of total	No	% of total
Pedestrian	31	12%	67	4%	107	1%	205	1%
Pedal cyclist	8	3%	30	2%	100	1%	138	1%
PTW user	24	10%	290	17%	576	3%	890	5%
Car occupant	163	65%	1,128	67%	14,763	87%	16,054	85%
Bus/coach occupant	1	0%	6	0%	85	1%	92	0%
Goods vehicle occupant	20	8%	154	9%	1,190	7%	1,364	7%
Other vehicle occupant	3	1%	14	1%	88	1%	105	1%
Ages 1-15	8	3%	67	4%	950	6%	1,025	5%
Ages 16-19	21	8%	145	9%	1,350	8%	1,516	8%
Ages 70+	24	10%	99	6%	650	4%	773	4%
Goods vehicle accident	95	38%	468	28%	4,763	28%	5,326	28%
Single vehicle accident	64	26%	517	31%	2,974	18%	3,555	19%
All casualties	250	100%	1,689	100%	16,909	100%	18,848	100%

Note that the customer groups are not exclusive since a casualty may be a member of more than one group.

- Car occupants were the largest group and accounted for 65% of fatalities, 67% of seriously injured and 87% of slightly injured.
- Accidents with goods vehicles have a high severity, accounting for 38% of fatalities and 28% of seriously injured.
- 26% of fatalities were the outcome of single vehicle accidents.
- PTW users accounted for 10% of fatalities and 17% of seriously injured. 3% of slightly injured were PTW users.
- Goods vehicle occupants accounted for 8% of fatalities, 9% of seriously injured and 7% of slightly injured.
- Children accounted for 3% of fatalities, 4% of seriously injured and 6% of slightly injured.

Overall, around 7 in every 10 people killed or seriously injured were male. This varied by customer group with goods vehicle occupant and PTW user KSIs more likely to be male. This is likely to be related to the users of these vehicles rather than the relative risk.

Table 5-2 shows the distribution of road user types for KSI casualties by region.

- The largest user group in each region was car occupants, accounting for between 59% and 73% of KSI casualties.
- KSI casualties in accidents with goods vehicles accounted for 29% overall, ranging from 15% in the SW to 39% in E region.
- PTW users accounted for between 11% and 21%, with the largest contribution in the SE region.

Table 5-2: 2009 KSI casualties by Region

	E	EM	NW	SE	SW	WM	YNE	Total
Total (100%)	296	246	220	545	153	182	297	1,939
Pedestrian	7.4%	4.5%	7.7%	3.3%	3.9%	5.5%	4.7%	5.1%
Pedal cyclist	2.4%	3.3%	0.5%	1.7%	2.6%	1.1%	2.4%	2.0%
PTW user	18.2%	17.1%	13.6%	20.7%	12.4%	11.5%	11.8%	16.2%
Car occupant	59.8%	64.2%	69.5%	65.9%	72.5%	68.7%	70.0%	66.6%
Bus/coach occupant	0.7%	0.8%	0.0%	0.2%	0.0%	0.5%	0.3%	0.4%
Goods vehicle occupant	11.1%	10.2%	6.8%	7.3%	6.5%	11.0%	10.4%	9.0%
Other vehicle occupant	0.3%	0.0%	1.8%	0.9%	2.0%	1.6%	0.3%	0.9%
Children	4.1%	4.1%	5.0%	2.4%	6.5%	4.4%	3.7%	3.9%
Ages 16-19	10.1%	8.5%	6.8%	8.6%	9.2%	7.1%	8.8%	8.6%
Ages 70+	5.1%	7.7%	10.0%	6.1%	6.5%	3.3%	6.1%	6.3%
Goods vehicle accident	38.5%	35.4%	19.5%	26.6%	15.7%	35.2%	29.0%	29.0%
Single vehicle accident	25.7%	28.9%	40.5%	29.9%	30.1%	23.6%	31.3%	30.0%

Note that the customer groups are not exclusive since a casualty may be a member of more than one group.

Table 5-3 shows the number of KSI casualties 2007-2009 in each of the customer groups. The customer groups are not exclusive, and the table shows how the customer groups overlap.

Table 5-3: 2007-2009 KSI casualties by customer group

Customer group	1-15	16-19	70+	Accidents with GV	SVA	Total
Pedestrian	32	33	29	103	0	326
Pedal cycle	4	7	6	26	3	103
PTW	3	70	14	152	324	1,063
Car	176	396	317	973	1,329	4,092
Bus/coach	3	7	11	5	50	66
Goods vehicle occupants	5	18	6	660	198	660
Other vehicle occupants	2	0	3	23	5	42
Accidents with goods vehicles	51	100	81	1,942	198	1,942
Single vehicle accidents	71	205	83	198	1,909	1,909
Total	225	531	386	1,942	1,909	6,352

Note total is not sum of rows or columns of customer group.

For example, there were 1,063 PTW KSI casualties in the three-year period, of which 3 were children, 70 were aged 16-19, and 14 were aged 70+. 152 were in accidents with goods vehicles and 324 were in single vehicle (non-pedestrian) accidents.

6 Traffic by Region

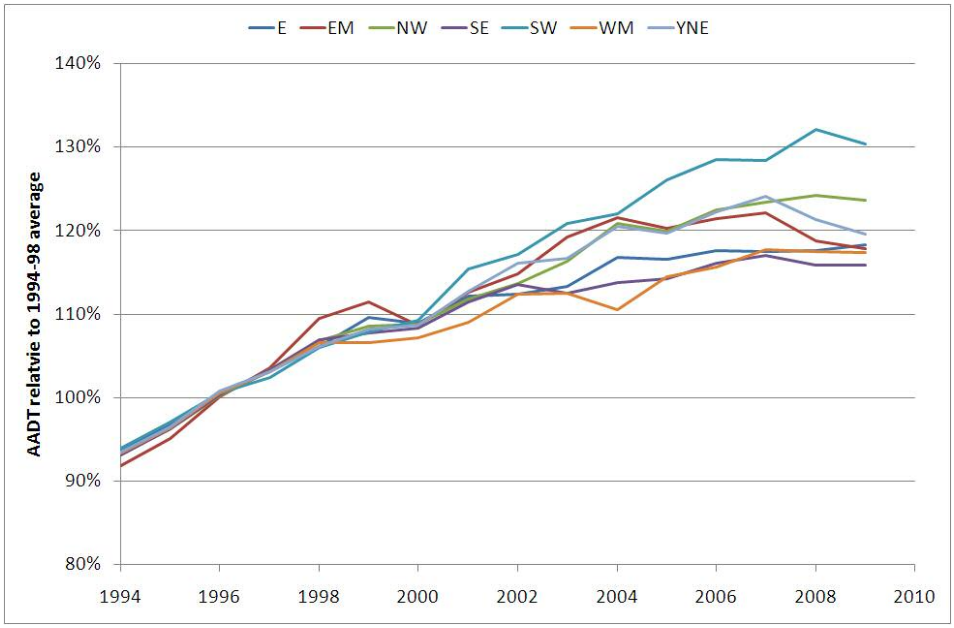
Traffic volumes on the HA network are growing at different rates on different roads. Each region has a differing composition of road types and its own unique changes in traffic volumes. These differences between regions will have an impact on their ability to contribute to the national Highways Agency targets.

Figure 6-1 shows the growth in AADT by HA region from 1994 to 2008 relative to the baseline value and that while AADT has increased in all regions with respect to 1994 levels, rates of growth do vary.

In 2009, the AADT over the entire network had increased by 19% since the baseline. Over the same time period, the region with the largest percentage increase was the South West, its AADT growing by 30%. It is also the region with the lowest AADT despite this growth. The South East had the largest AADT but has the smallest growth rate (16%).

Further details regarding the length of the network by region and traffic volumes can be found in Appendix A and Appendix C.

Figure 6-1: AADT by HA Region



In summary, in 2009:

- East Region the average AADT was approximately 49,000 vehicles per day, an increase of 18% from the baseline figure.
- East Midlands Region the average AADT was approximately 48,000 vehicles per day, an increase of 18% from the baseline figure.
- North West Region the average AADT was approximately 60,000 vehicles per day, an increase of 24% from the baseline figure.
- South East Region the average AADT was approximately 70,000 vehicles per day, an increase of 16% from the baseline figure.
- South West Region the average AADT was approximately 42,000 vehicles per day, an increase of 30% from the baseline figure.
- West Midlands Region the average AADT was approximately 53,000 vehicles per day, an increase of 17% from the baseline figure.
- Yorkshire and North East Region the average AADT was approximately 44,000 vehicles per day, an increase of 20% from the baseline figure.

7 Highways Agency contact points documentation

The Agency welcomes comment and consultation. If you have any matters you wish to raise with respect to the content of this document please contact:

Highways Agency

Room 406

City Tower

Piccadilly Plaza

Manchester

M1 4BE

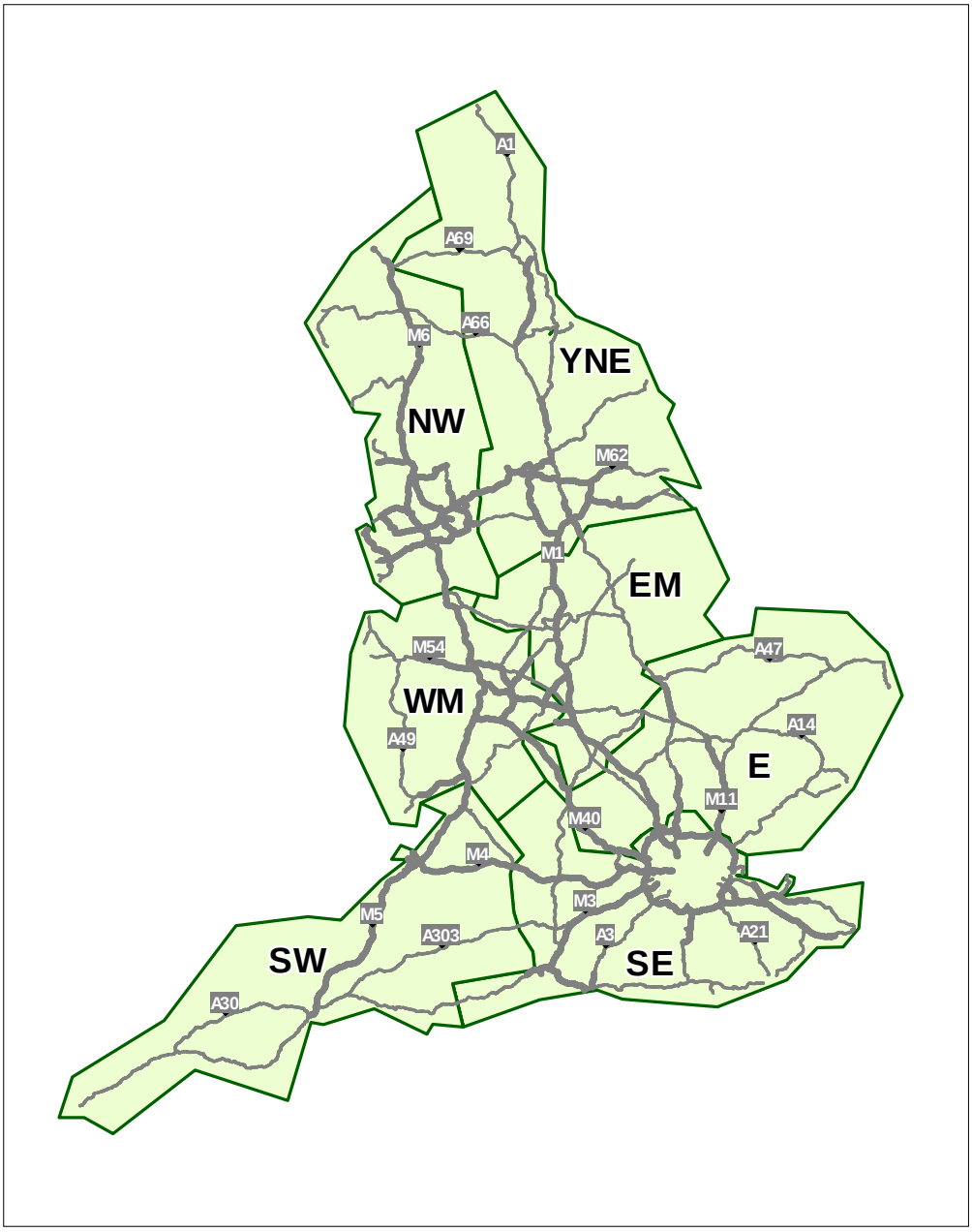
For the attention of David Brown

E-mail david.brown@highways.gsi.gov.uk

If you have a road safety issue which is specific to a location on the Trunk Road Network please direct your enquiry to the appropriate Area or Route Manager. A list of those staff can be found on the Agency's web site at: www.highways.gov.uk

Appendix A The network

A.1 Map of network and regions



A.2 Length and traffic in 2009 by region and road class

	Length (mile)			2009 Traffic (10^8 veh-mile)		
Region	**Motorway**	**A-road**	**Total**	**Motorway**	**A-road**	**Total**
E	192	451	643	58	56	114
EM	116	347	464	39	42	81
NW	379	170	549	108	13	121
SE	433	409	842	153	63	216
SW	180	357	537	49	33	82
WM	260	235	495	74	22	96
YNE	275	423	698	66	46	112
Total	1,835	2,392	4,227	547	275	822

Traffic and length based on DfT traffic data

Appendix B Accidents and casualties by region and year

B.1 KSI accidents by Region and year

HA Region	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 % change from 08	2009 % change from BL
E	437.8	425	438	417	392	394	410	335	331	290	254	-12.4%	-42.0%
EM	300.2	301	302	268	260	239	232	219	235	188	202	7.4%	-32.7%
NW	283.2	279	262	251	294	239	263	217	213	209	183	-12.4%	-35.4%
SE	668.4	631	708	671	700	562	552	534	528	460	464	0.9%	-30.6%
SW	205.2	216	205	214	188	194	157	149	167	145	112	-22.8%	-45.4%
WM	283.2	255	263	245	175	206	191	202	184	149	147	-1.3%	-48.1%
YNE	350.0	293	324	334	337	318	266	291	256	253	235	-7.1%	-32.9%
Unknown	3.0	16	18	7	3	2	0	1	0	0	254	-5.7%	-36.8%
Total	2,531	2,416	2,520	2,407	2,349	2,154	2,071	1,948	1,914	1,694	1,597	-12.4%	-42.0%

B.2 KSI casualties by Region and year

HA Region	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 % change from 08	2009 % change from BL
E	569.4	555	559	537	468	480	521	385	387	340	296	-12.9%	-48.0%
EM	403.8	384	385	354	324	291	299	270	274	218	246	12.8%	-39.1%
NW	380.6	407	236	305	388	303	328	268	253	266	220	-17.3%	-42.2%
SE	848.0	785	911	881	863	730	683	677	714	543	545	0.4%	-35.7%
SW	285.6	286	278	282	235	248	200	187	208	185	153	-17.3%	-46.4%
WM	387.8	322	340	310	219	265	239	237	218	189	182	-3.7%	-53.1%
YNE	487.4	398	418	435	428	408	339	374	306	312	297	-4.8%	-39.1%
Unknown	3.6	20	23	9	6	3	0	1	0	0	0	-	-
Total	3,366	3,157	3,240	3,113	2,931	2,728	2,609	2,399	2,360	2,053	1,939	-5.6%	-42.4%

B.3 Slight Casualty Rate by Region and year

HA Region	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 % change from 08	2009 % change from BL
E	31.12	34.14	33.00	31.33	29.43	30.06	30.22	25.55	25.63	22.90	20.58	-10.1%	-33.9%
EM	29.73	32.28	28.88	28.59	27.13	26.85	27.14	24.86	23.31	20.74	19.42	-12.6%	-38.8%
NW	30.12	32.71	25.95	26.66	25.97	26.95	24.22	24.99	23.20	21.21	19.58	-7.7%	-34.8%
SE	30.78	31.26	30.72	30.43	29.81	29.88	27.92	27.55	25.65	23.23	22.80	-1.8%	-26.0%
SW	26.65	27.10	25.60	24.73	23.52	25.89	22.33	21.51	21.09	16.03	17.26	7.7%	-35.2%
WM	26.42	28.21	25.49	23.91	23.72	23.94	21.71	20.66	20.18	18.33	18.63	7.4%	-25.5%
YNE	29.46	29.69	30.70	28.69	27.63	27.03	24.86	24.33	22.88	21.98	22.14	0.8%	-24.7%
Total	29.62	31.25	29.24	28.40	27.39	27.74	25.94	24.79	23.59	21.17	20.56	-2.9%	-30.5%

Slight casualty rate = slight casualties per 100 million vehicle-mile

B.4 Child KSI casualties by Region and year

HA Region	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 % change from BL
E	26.6	30	21	22	23	22	11	15	11	13	12	-54.9%
EM	22.2	15	23	14	7	10	12	11	11	10	10	-55.0%
NW	25.4	19	21	16	26	19	11	9	10	15	11	-56.7%
SE	39.8	26	45	35	29	27	11	19	17	15	13	-67.3%
SW	11.0	11	10	11	7	11	7	7	4	9	10	-9.1%
WM	23.6	22	14	14	8	10	11	6	10	6	8	-66.1%
YNE	32.0	21	16	20	23	20	14	17	7	12	11	-65.6%
Unknown	0.6	5	0	0	1	0	0	1	0	0		-
Total	181.2	149	150	132	124	119	77	85	70	80	75	-58.6%

Appendix C Traffic volumes by Region by year

HA Region	1994-98 average	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2009 % change from 08	2009 % change from BL
E	96	105	108	109	110	113	113	114	114	114	114	0.5%	18.9%
EM	62	68	70	72	75	76	77	77	77	75	81	7.3%	29.2%
NW	96	105	110	111	114	119	118	120	121	121	121	0.3%	25.7%
SE	187	203	209	212	210	213	214	216	218	216	216	0.1%	15.3%
SW	63	69	73	74	76	77	80	81	81	83	82	-1.3%	30.9%
WM	82	88	90	93	93	96	99	101	103	103	96	-6.6%	16.6%
YNE	92	100	104	107	107	111	111	115	117	114	112	-1.5%	22.1%
Total	679	738	763	777	784	805	811	825	831	825	822	-0.4%	21.1%

Traffic based on DfT traffic data, measured in 100 million veh-mile

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