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Why do countries need to measure progress?

United Nations Sustainable Development Goals

**Goal 3. Ensure healthy lives and promote well-being for all at all ages**

3.6 By 2020, halve the number of global deaths and injuries from road traffic accidents

**Goal 11. Make cities and human settlements inclusive, safe, resilient and sustainable**

11.2 By 2030, provide access to safe, affordable, accessible and sustainable transport systems for all, improving road safety......
Why do countries need to measure progress?

3rd Global Ministerial Conference on Road Safety

Adoption of the “Stockholm Declaration”, which calls for a new global target to reduce road traffic deaths and injuries by 50% by 2030

UN General Assembly Resolution – Improving Global Road Safety

The resolution ‘proclaims the period 2021-2030 as the Second Decade of Action for Road Safety, with a goal of reducing road traffic deaths and injuries by at least 50 per cent from 2021 to 2030…’.
Why do we need a Great Britain Index?

2010 Casualty Reduction Targets

40% reduction in ‘Killed or Seriously Injured Casualties’ on 1994-1998 baseline
Also baseline for casualty rate reduction
Aligned with specific grant funding as well as new safety technology developments

<table>
<thead>
<tr>
<th></th>
<th>Number</th>
<th>2010 Percentage change over:</th>
<th>1994-98 average</th>
<th>2010 average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Killed</td>
<td></td>
<td>3,578</td>
<td>2,538</td>
<td>2,222</td>
</tr>
<tr>
<td>of which children</td>
<td></td>
<td>260</td>
<td>124</td>
<td>81</td>
</tr>
<tr>
<td>Seriously injured</td>
<td></td>
<td>44,078</td>
<td>26,034</td>
<td>24,690</td>
</tr>
<tr>
<td>Killed or seriously injured of which children</td>
<td></td>
<td>47,656</td>
<td>28,572</td>
<td>26,912</td>
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<tr>
<td>6,860</td>
<td></td>
<td>2,807</td>
<td>2,671</td>
<td>2,502</td>
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<tr>
<td>Slightly injured</td>
<td></td>
<td>272,272</td>
<td>202,333</td>
<td>195,234</td>
</tr>
<tr>
<td>All severities</td>
<td></td>
<td>319,928</td>
<td>230,905</td>
<td>222,146</td>
</tr>
<tr>
<td>Traffic(^1)</td>
<td></td>
<td>276</td>
<td>319</td>
<td>316</td>
</tr>
<tr>
<td>KSI rate(^2)</td>
<td></td>
<td>173</td>
<td>90</td>
<td>85</td>
</tr>
<tr>
<td>Slight casualty rate(^3)</td>
<td></td>
<td>986</td>
<td>634</td>
<td>617</td>
</tr>
</tbody>
</table>

\(^1\) Traffic in billion vehicle miles; rates per billion vehicle miles, rounded to the nearest whole number.
Why do we need a Great Britain Index?

2011 Strategic Framework

“To deliver decentralisation and empowerment we do not consider that local service deliverers need further central persuasion on the importance of road safety. We do not therefore believe that over-arching national targets or central diktat that constrains local ambitions and priorities are now the most effective way of improving road safety”

Projections to 2020

Central projection of 18,070 KSI casualties vs 24,510 in 2010 a **26% reduction**.

Changes in severity means comparing number on forecasts made at the time is impossible but statistical adjustments show that there was only a **13% reduction** to 2019

*The loss of casualty reduction targets under the Coalition Government was described by one local authority as “the single biggest cause of the dismantling of road safety’s operational capacity at a local and highway level”*
Report

• Part One – The Last Decade
  • KSI per head of population 2015-2019
  • Road Safety Progress

• Part Two – The Next Decade
  • Projected performance to 2030
  • Projected KSI rates in 2030

• Best Practice Insights

• Vignettes
Context - #50by30

People Killed or Seriously Injured in Great Britain, 2005 - 2030

- Historical Data
- Projected Data
- Cost of Complacency
- Opportunity to Reduced Harm

2005-2009 Performance Trend

39,553 Deaths & Serious Injuries

169,527 Deaths & Serious Injuries

Effort Required to Reach Global Target

'Business as Usual' Scenario to 2030
Interactive platform for local authorities and police forces

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- Select from hundreds of different areas
- Review performance
- Examine future predictions based on recent performance
- Breakdown of casualty groups
- What conflicting vehicles cause most harm
The new Safer Roads Index compares the performance of local authorities across Great Britain, identifying how weak results over the last decade have resulted in an unacceptable level of death and injury. It also compares the cost of carrying on with a 'business as usual' scenario for the next ten years with the effort required to reach the global target of a 50% reduction by 2030.

In 2020, the United Nations General Assembly declared a decade of action on road safety and called for member states to work to reduce road deaths to 50% of their current level by 2030. The data presented here will help community leaders and activists to understand the scale of the challenge and the inexcusable cost of failing to act over the coming decade.

Please use the navigation buttons below to investigate recent performance and predicted future outcomes in your area. The data is available at Police Force and Upper Tier Local Authority level. You can also view more information on the data sources and analysis methodologies.

About this analysis

The research that sits behind the charts and maps in this tool is based on casualty data provided by the Department for Transport. The analysis focusses on collisions on local roads, rather than the strategic roads, and therefore provides a more accurate picture of performance and progress on the roads where local authorities can have the most influence. Use the 'More Information' option below to discover how we did this.

Our research team have used statistical modelling to predict current performance into the future to create an estimate of how many casualties will occur in each area by 2030 if no significant change takes place.

Download the Report

More Information
**Recommendations**

**For Government**
- Support local strategies with strong leadership and action, encouraging dissemination of good practice
- Work to establish guidance on a national performance framework for comparable analysis between local geographies
- Encourage local leaders and practitioners to use data provided to understand local performance and opportunities for improvement
- Providing tools and guidance to address current weaknesses in the system

**For local authorities and police forces**
- Set informed and ambitious targets, backed by performance management framework and identified measures for improvement
- Engage with local leaders to support efforts and challenge policy that lacks quality data and evidence
- Develop a good understanding of the Safe System for elected members and relevant officials and its implication for a highway authority
- Engage with other partners using data and evidence to build consensus on investment priorities and structures for delivery