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DECADE OF ACTION FOR  
**ROAD SAFETY**



# GB ROAD SAFETY PERFORMANCE INDEX



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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

	Number				2010 Percentage change over:	
	1994-98 average	2008	2009	2010	2009	1994-98 average
Killed	3,578	2,538	2,222	<b>1,850</b>	-17	<b>-48</b>
of which children	260	124	81	<b>55</b>	-32	<b>-79</b>
Seriously injured	44,078	26,034	24,690	<b>22,660</b>	-8	<b>-49</b>
Killed or seriously injured	47,656	28,572	26,912	<b>24,510</b>	-9	<b>-49</b>
of which children	6,860	2,807	2,671	<b>2,502</b>	-6	<b>-64</b>
Slightly injured	272,272	202,333	195,234	<b>184,138</b>	-6	<b>-32</b>
All severities	319,928	230,905	222,146	<b>208,648</b>	-6	<b>-35</b>
Traffic <sup>1</sup>	276	319	316	<b>311</b>	-2	<b>13</b>
KSI rate <sup>1</sup>	173	90	85	<b>79</b>	-7	<b>-54</b>
Slight casualty rate <sup>1</sup>	986	634	617	<b>592</b>	-4	<b>-40</b>

<sup>1</sup> 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”

*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”*

[http://www.racfoundation.org/wp-content/uploads/2017/11/Road\\_Safety\\_Since\\_2010\\_Ames\\_Davies\\_Fordick\\_PACTS\\_RAC\\_Foundation\\_Final\\_report\\_September\\_2015.pdf](http://www.racfoundation.org/wp-content/uploads/2017/11/Road_Safety_Since_2010_Ames_Davies_Fordick_PACTS_RAC_Foundation_Final_report_September_2015.pdf)

## 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



# Report

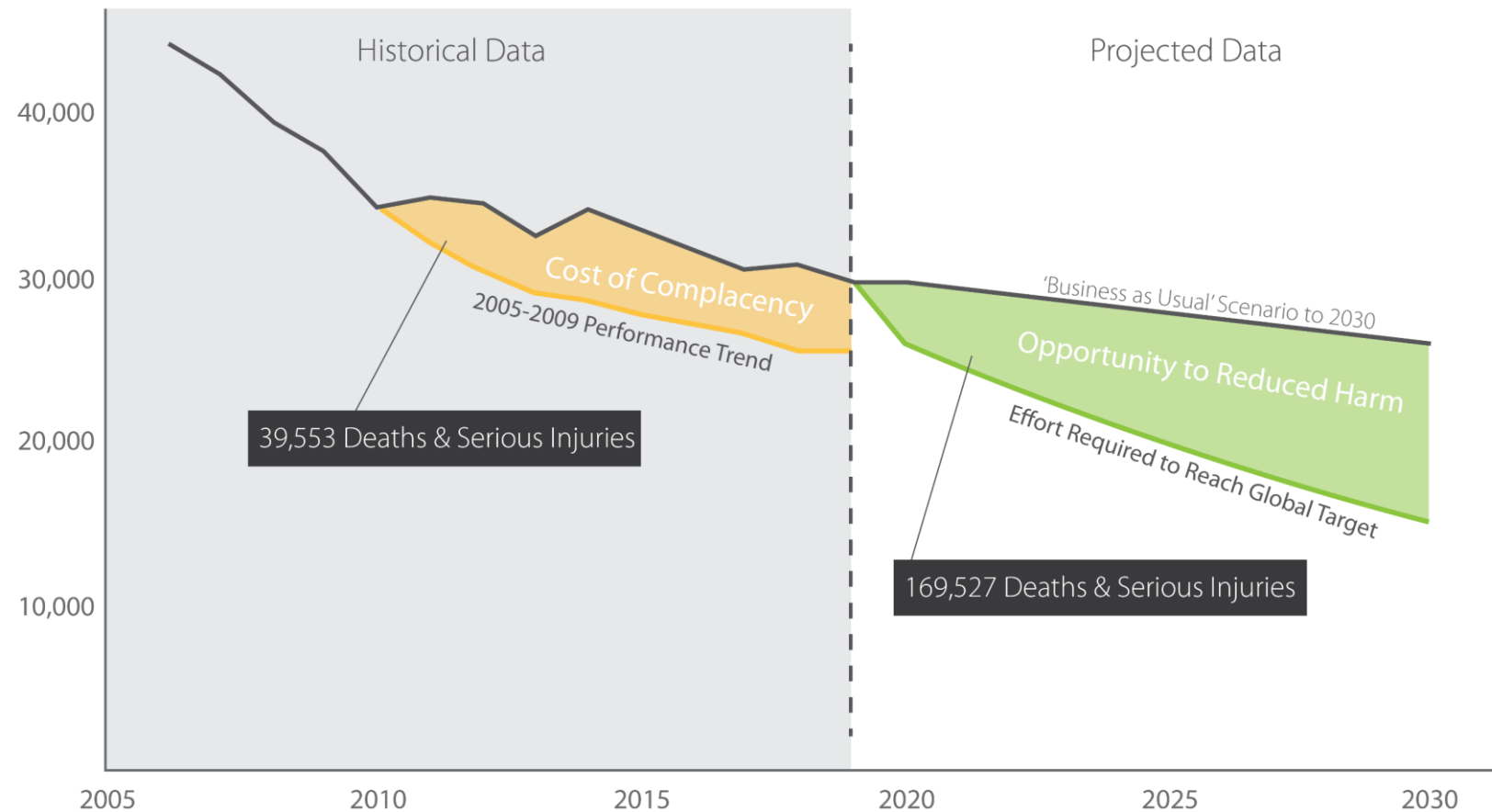
- Part One – The Last Decade
  - KSI per head of population 2015-2019
  - Road Safety Progress
- Part Two – The Next Decade
  - Projected performance to 2030
  - Projected KSI rates in 2030
- Best Practice Insights
- Vignettes



# Context - #50by30



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







Navigation: Introduction **Local Authorities** Police Forces More Information

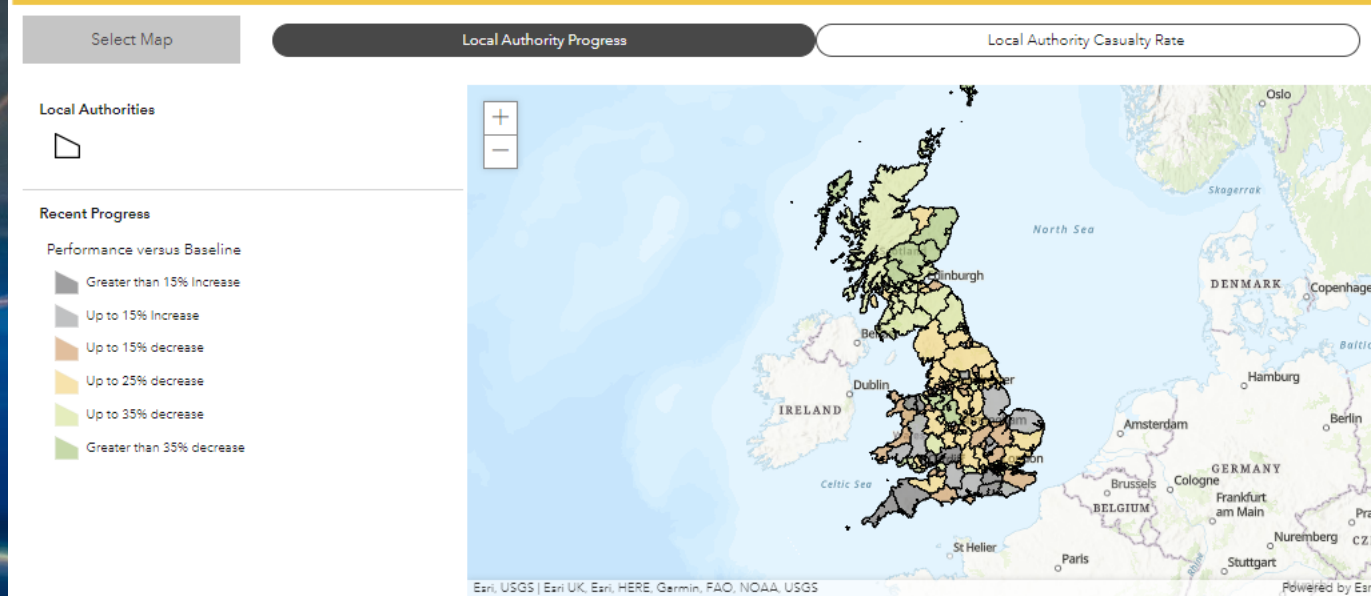
How to search: [1] Type in the name of your local authority and select from the list [2] Click *Select and View* to update the page [3] Click again to deselect [4] Click the 'X' icon to reset the search

Q Type in the authority name to search

Great Britain	Aberdeen City	Aberdeenshire	Angus	Argyll and Bute	Barking and Dagenham	Barnet	Barnsley
Select and View	Select and View	Select and View	Select and View	Select and View	Select and View	Select and View	Select and View

< 1 2 ... 21 >

You have selected **Great Britain**, now scroll down to view information about casualty performance in recent years and casualty rates per head of population. You can return here and select a different area.



Interactive platform for local authorities and police forces

<http://index.agilysis.co.uk>

- ☐ 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.

Search by Local Authority

Search by Police Force

### 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