

# Wirral Road Casualty Statistics 1994 to 2008

## Pedestrians, Cyclists and Motor Vehicle Occupants

Wirral & Chester Branch of Living Streets  
<http://www.livingstreetswirralchester.org.uk>

### Summary

Recent recommendations are (1) that local authorities monitor casualty statistics broken down by road user group, and (2) that road casualty statistics are followed using three-year rolling averages in order to reduce the effect of random variations on yearly statistics which can otherwise be misleading.

This report summarizes Wirral road casualty statistics for deaths and serious injuries (KSI) as three-year rolling averages, and gives a breakdown by the three groups: (1) pedestrians, (2) cyclists and (3) motor vehicle occupants. This is done both overall (for all ages) and for children aged 0 - 15 years.

Summarising the KSI rates for the most recent 3-year period of 2006 - 2008:

- overall (all modes of transport): the Wirral total for all ages is similar to the UK average; but for children, is 45% above the UK average,
- pedestrians: rates are above the UK average both taking all ages together (30% above the UK average), but particularly for children (80% above the UK average),
- cyclists: the total rate is 15% above the UK average; for child cyclists, the Wirral rate is 48% above the UK average,
- motor vehicle occupants: Wirral rates are below the UK average, the rate for children being 53% below the UK average.

In all categories, rates have fallen compared to the previous 3-year averages, but the reductions over the last 15 years have not been in line with UK averages.

In conclusion, Wirral road casualties are above the national average for pedestrians and cyclists, and below the national average for motor vehicle occupants. The high overall KSI rate for children (all modes of transport) is due to the very high rate for child pedestrians, and the high rate for child cyclists.

November 2009

## **Introduction**

Pedestrians and cyclists are the most vulnerable road users. Department for Transport statistics [1] are that the rate of death or serious injury (KSI) per km for pedestrians is 17 times that for travel by car - for cyclists the risk ratio to car travel is 24 times. These figures are for the UK - for most other northern European countries the rates for pedestrians and cyclists are appreciably lower

A recent National Audit Office Report [2] recommends separate analyses for different groups of road users so that road safety measures can be effectively targeted. Some authorities have been doing this for some time, e.g. Oxfordshire [3].

There is a large random element in road casualties - there are many incidents but chance factors govern whether or not these incidents lead to serious injuries or deaths - and the latest recommendations are that attention is paid to 3-year rolling averages rather than focusing simply on the year to year changes, which can be dominated by random variation. Some authorities are already including 3-year rolling averages in their annual reports, e.g. Ellesmere Port & Neston (prior to dissolution) [4] and Cumbria [5].

This report summarizes the Wirral road casualty statistics for the 3-year period 2006-2008 together with previous 3-year periods, both overall and for the three groups of

- pedestrians,
- cyclists,
- motor vehicle occupants (car, bus and coach, and goods vehicle occupants, and motor cyclists).

Figures and charts are given overall (for all ages combined) and for children aged 0 - 15 years.

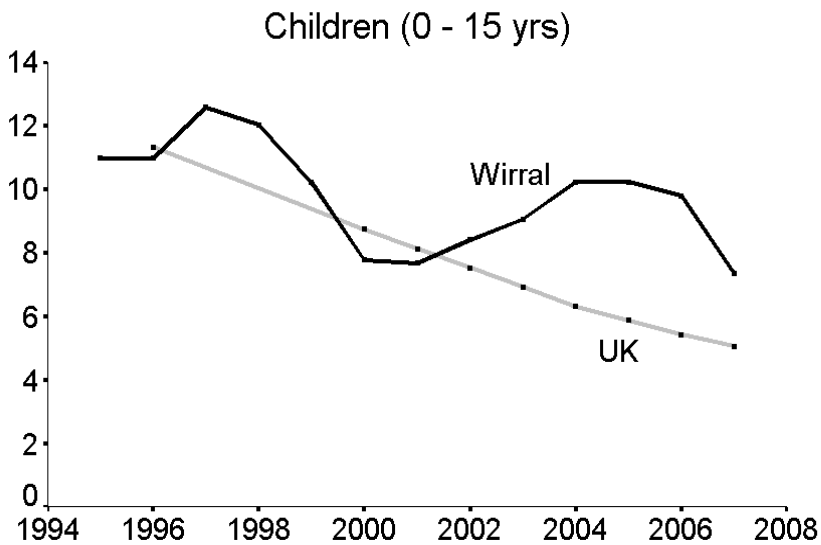
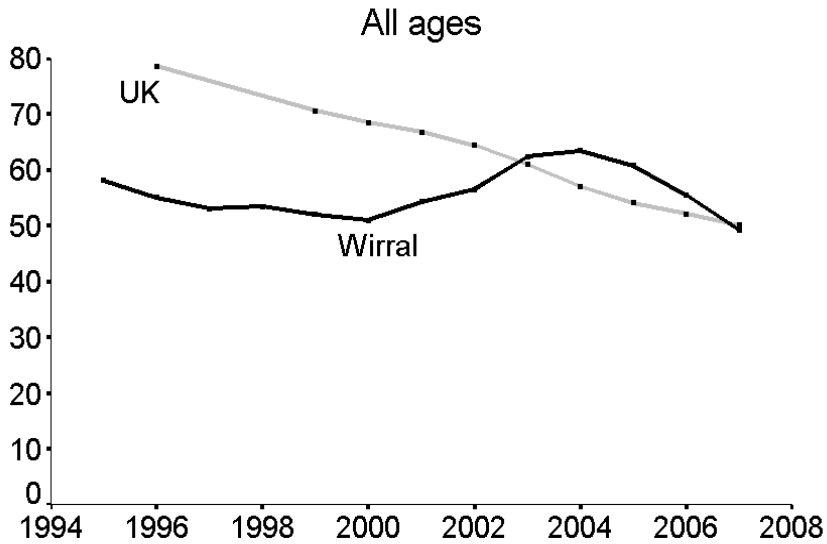
Wirral figures were obtained via an enquiry to Wirral Council. Rates are compared with national averages taking figures from the latest Department for Transport Annual Report [6] and similar reports from previous years.

The raw data and calculations are given in the Appendix.



Road casualties from all modes of travel:

The charts show rates of deaths and serious injuries (KSI) per 100,000 population (3-year rolling averages)



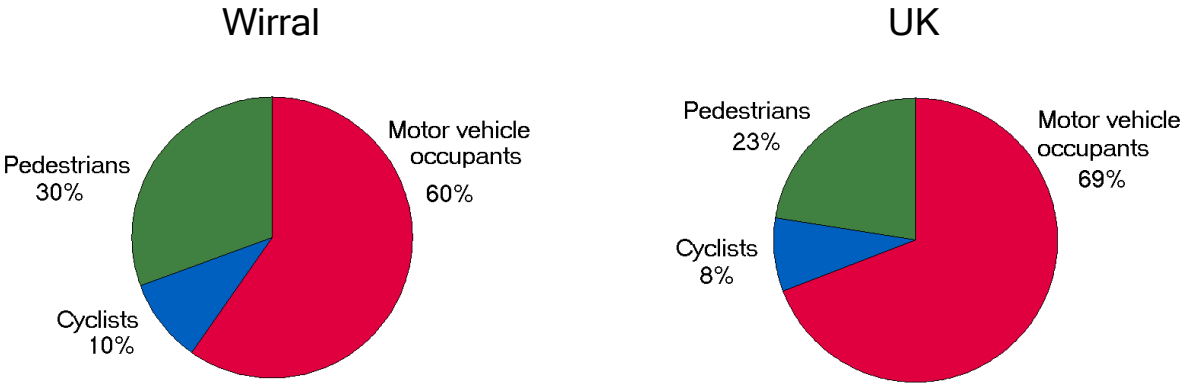
**Comment**

- The latest Wirral overall rates (for 2006 to 2008) are similar to the UK average, but the rate for children is 45% higher than the UK average.
- The latest rates are lower than previous 3-year averages, but have not fallen over the last 15 years in line with UK averages.

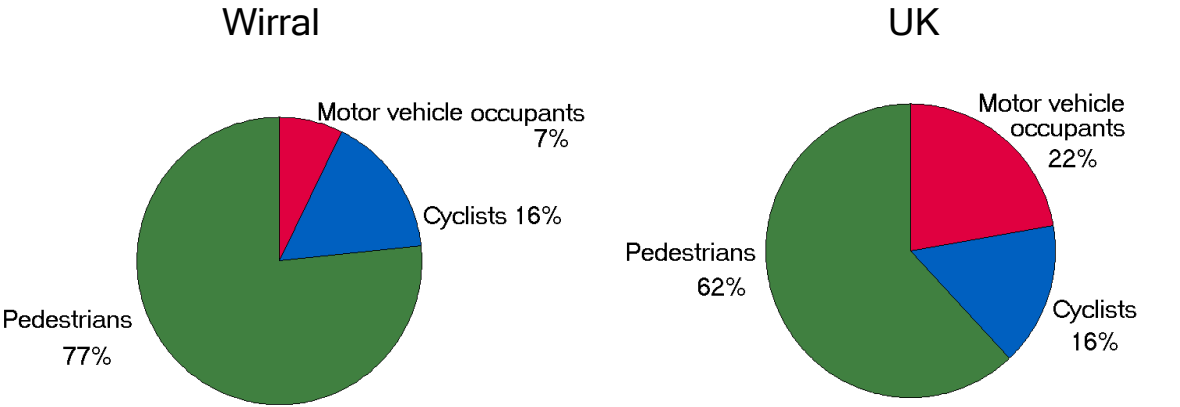


The breakdown by mode of travel for KSI road casualties for 2006 - 2008 is given in the pie charts:

All ages



Children (0 - 15 years)

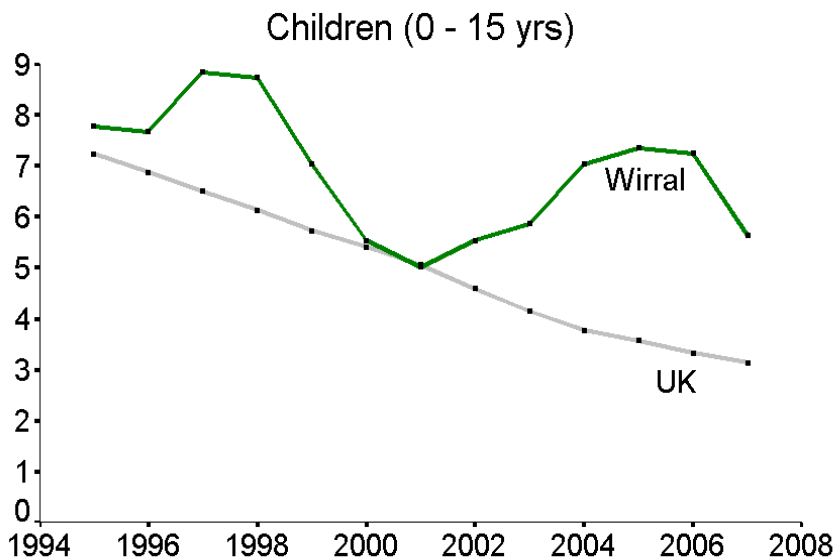
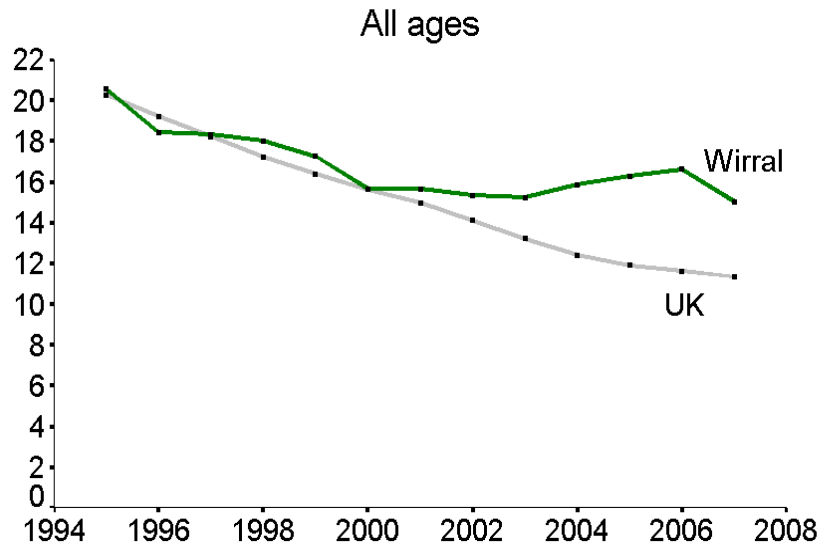


**Comment**

- Wirral pedestrians form 30% of the total KSI numbers - a higher proportion than the UK average (23%).
- Wirral cyclists form 10% of the total KSI numbers - also a higher proportion than the UK average(8%), and Wirral motor vehicle occupants form a lower proportion of total KSI numbers than the UK average (60% vs 69%).
- Most child KSI casualties are pedestrians.
- Wirral child pedestrians form a higher proportion of total KSI than the UK average (77% vs 62%), and Wirral child motor vehicle occupants form a much lower proportion (7% vs a UK average of 22%).



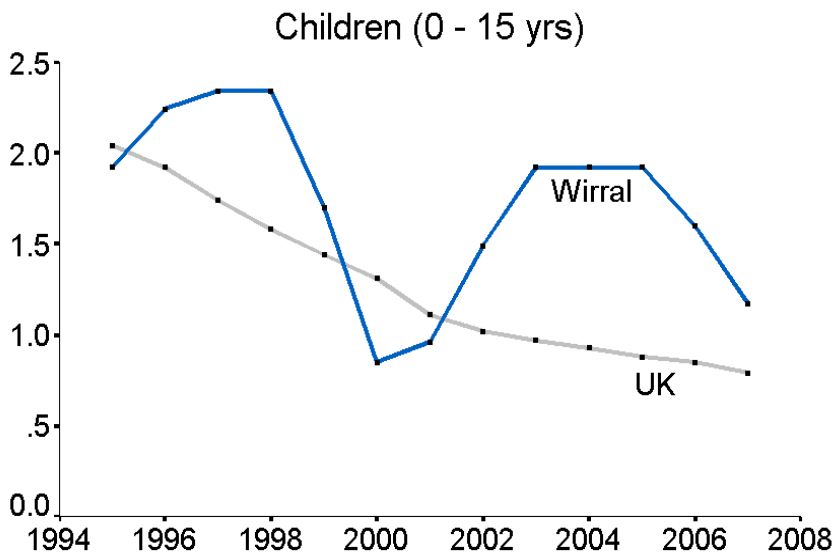
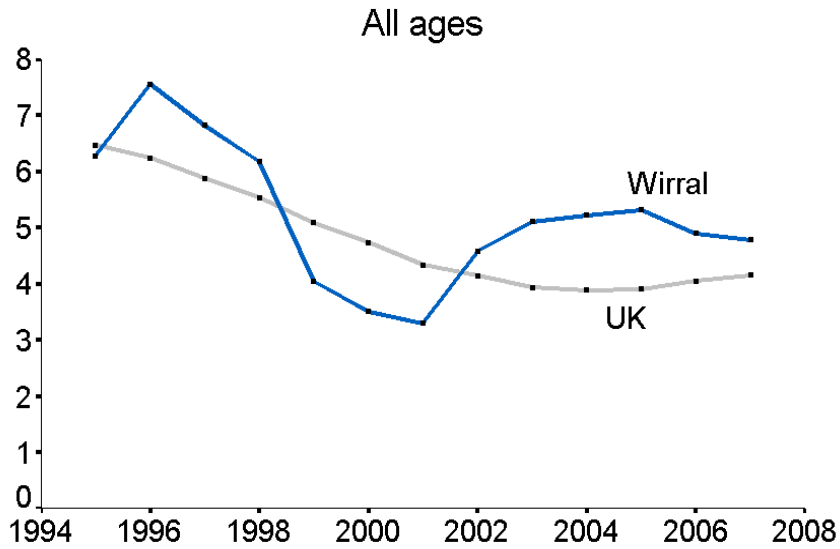
Pedestrian KSI rates per 100,000 population (3-year rolling averages)



**Comment**

- Wirral pedestrian KSI for 2006 - 2008 rates are above the UK average overall (30%) above, and for child pedestrians are 80% above.
- There has been a fall from the baseline period of 1994 to 1998, but the fall is less than the UK average
- The 3-year averages fell in the period 2006 - 2008 compared to previous 3-year averages, but the falls over the last 15 years has not been in line with UK figures.

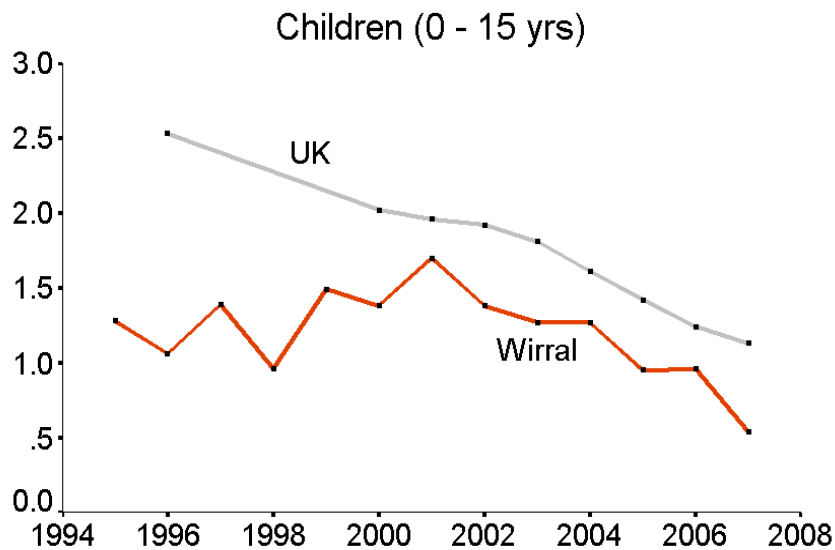
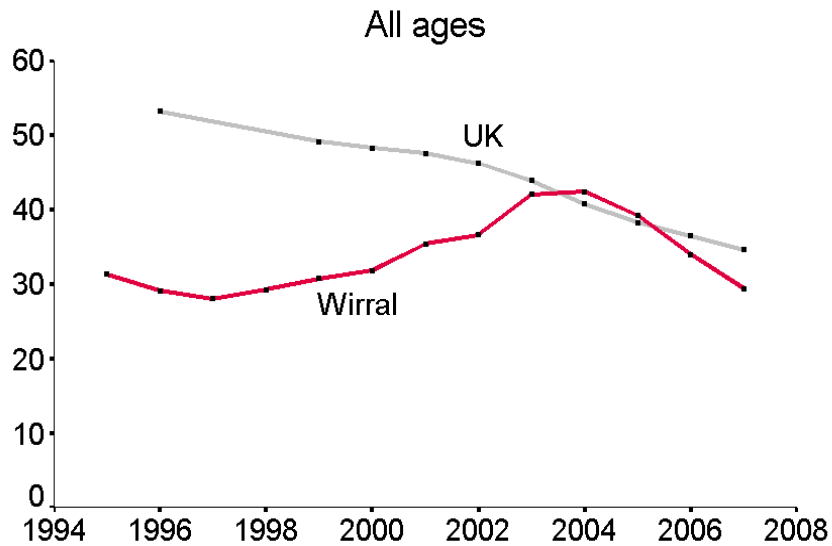
Cyclist KSI rates per 100,000 population (3-year rolling averages)



**Comment**

- The 2006 - 2008 average rate for Wirral cyclists is 15% above the UK average.
- For child cyclists, the 2006 - 2008 rate is 48% above the UK average.
- These figures are a fall from previous years.

KSI rates per 100,000 population (3-year rolling averages) for motor vehicle occupants (car, bus and coach, and goods vehicle occupants, and motor cyclists).



**Comment**

- The rates for the Wirral for motor vehicle occupants are below the national average.
- The 2006 - 2008 rate for all ages is 15% below the national average.
- For children, the rate is 53% below the national average.
- These figures are a fall from previous years, but have not fallen over the last 15 years in line with national figures.

## Conclusions and Comment

The Wirral road casualty statistics for deaths and serious injuries are above the national average for both pedestrians and cyclists. The high figures for Wirral pedestrians and cyclists are particularly marked for children.

The Wirral figures for motor vehicle occupants are below the national average .

There have been falls in the 2006 - 2008 averages compared to previous years' figures, but the falls over the last 15 years have not been in line with UK figures.

The dangerous conditions on Wirral's roads for pedestrians and cyclists affect them not merely through the deaths and injuries, but also in the reluctance of many people to cycle on the roads, and in the reluctance of many parents to allow their children to walk or cycle to school unaccompanied.

## References

[1] Department for Transport *Reported Road Casualties Great Britain: 2007 Annual Report* (2008) <http://www.dft.gov.uk/adobepdf/162469/221412/221549/227755/rcgb2007.pdf>

[2] National Audit Office *Improving road safety for pedestrians and cyclists in Great Britain* (May 2009) <http://www.nao.org.uk/idoc.ashx?docId=57860320-1479-4ea1-9140-c8b00b8cc38c&version=-1>

[3] Oxfordshire County Council *Casualty Report 2008 and Road Safety Strategy & Plan 2009/10* (2009)  
[http://portal.oxfordshire.gov.uk/content/publicnet/council\\_services/roads\\_transport/road\\_safety/road\\_accidents/CasualtyReport2008andRoadSafetyStrategyandPlan2009-10.pdf](http://portal.oxfordshire.gov.uk/content/publicnet/council_services/roads_transport/road_safety/road_accidents/CasualtyReport2008andRoadSafetyStrategyandPlan2009-10.pdf)

[4] Borough of Ellesmere Port and Neston (2008)  
<http://www.epnbc.gov.uk/Ellesmere%20Port%20and%20Neston%20Borough%20Council/05RoadCasualties.pdf>

[5] Cumbria Intelligence Observatory *NI 47: People killed or seriously injured in road traffic accidents* (2008)  
<http://www.cumbriaobservatory.org.uk/elibrary/Content/Internet/536/671/2897/5186/39734113625.pdf>

[6] Department for Transport *Reported Road Casualties Great Britain: 2008 Annual Report* (Sep 2009) <http://www.dft.gov.uk/adobepdf/162469/221412/221549/227755/rrcgb2008.pdf>

