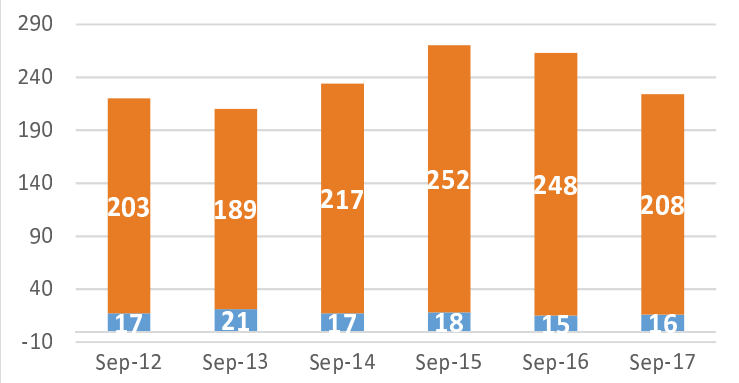


SAFE: 06 Population Indicator - Number of people killed or seriously injured on Dorset roads - Outcome Lead Officer Patrick Myers; Population Indicator Lead Officer Michael Potter

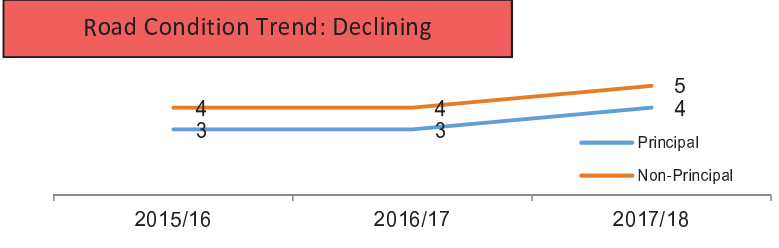
DORSET		
Previous (2016) 263	Latest (2017) 224	
DORSET Trend	G	
IMPROVING		
COMPARATOR		
No data		

Please note, casualty data for 2017 remains subject to change until it is signed off by the Department for Transport (DfT) in spring 2018. The number of people killed or seriously injured during the 12 months to September 2017 was 224. During the same period in 2016 there was a total of 263; a 16% reduction. The figure for September 2017 is lower than the 2005/09 baseline of 271 by 17%. During the 12 months to September 2017 there were 16 fatalities and 208 serious injuries. This compares to 15 fatalities and 248 serious injuries for the 12 months to September 2016. Despite the reducing trend in KSI casualties the number of people killed or seriously injured on Dorset's roads remains higher than in previous years. This replicates the longer term regional and national trends. The trend for all casualties (KSI and slight injury) is an additional measure to help set context. There has been a relatively consistent downward trend in the total number of road traffic casualties in recent years. The 2005-09 baseline for all casualties is 1830, and the figure for the 12 months to September 2017 is 1184, 35% fewer. It is important to consider the wide variety of factors that influence the number of road traffic casualties, many being outside the direct control of the County Council. Responsibility for improving road safety is shared with key partners including Dorset Police, Dorset & Wiltshire Fire & Rescue and the South West Ambulance Service as well as individual road users.

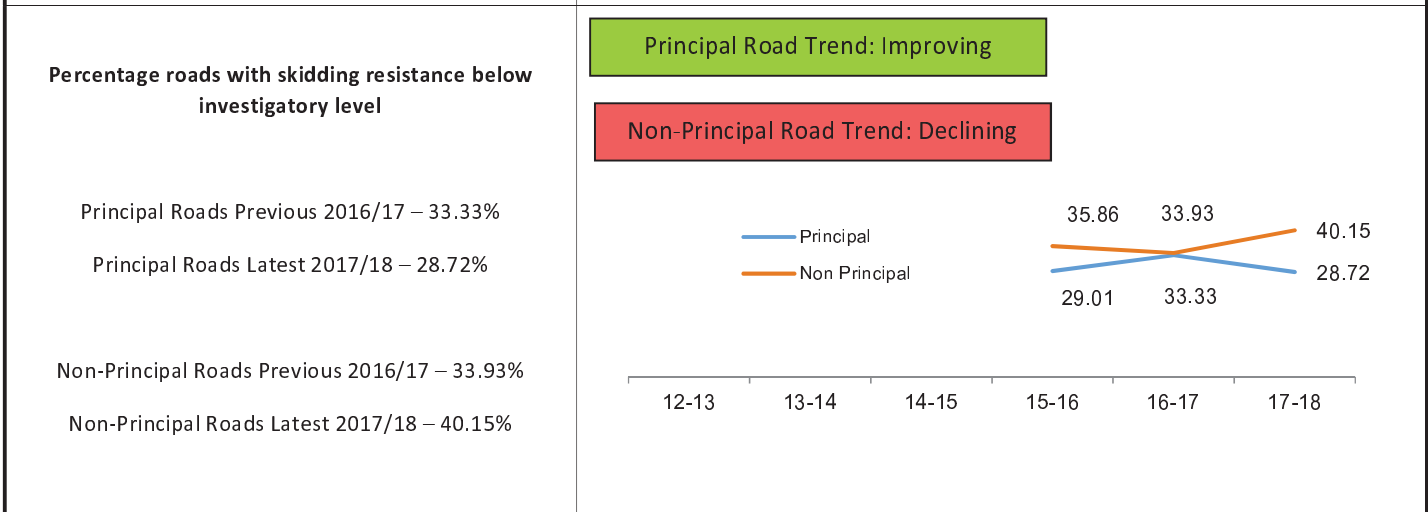
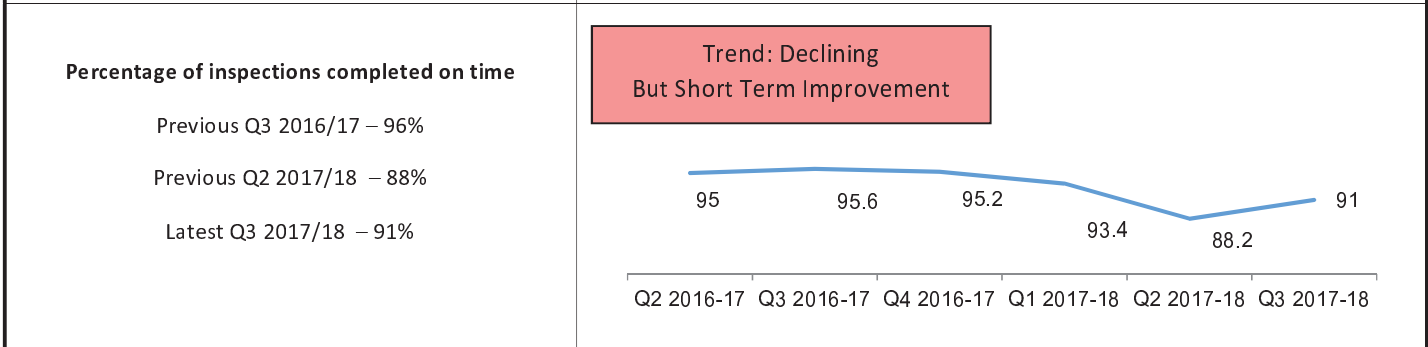
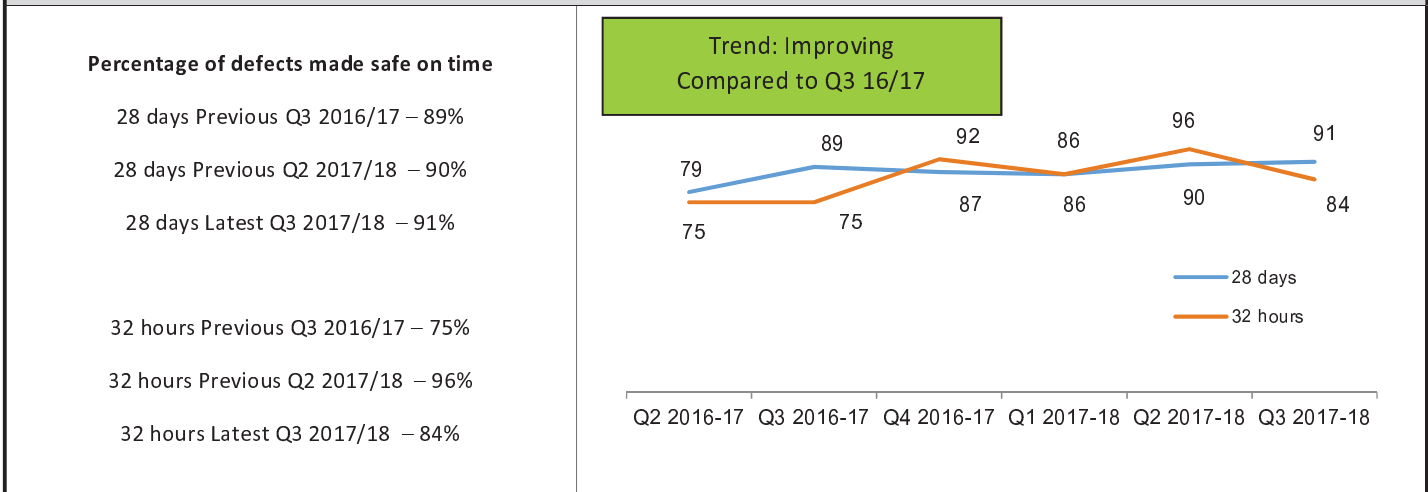
During 2017-18 we will continue to analyse collision data to identify locations or routes that we as the highway authority could improve to reduce the likelihood of a road traffic casualty. The collision cluster and route programme for 2018/19 will be reviewed when 2017 data has been signed off by DfT in spring 2018. The number of cyclists killed or seriously injured remains the only road group to be consistently higher than the 2005-09 baseline. Casualty data is provided to the County Council monthly by Dorset Police. A more detailed overview of road traffic casualty figures including rolling annual charts for each road user group can be found at dorsetforyou.gov.uk/road-safety/engineering-statistics. Safeguarding Committee have established a working group focusing on what the County Council is doing to improve road safety. A refreshed Road Casualty Reduction Plan is underway with new interventions being investigated.

Worsening performance for road conditions is linked to reduced investment in road maintenance. However, there is an improving trend in defects being made safe on time compared to the same period last year (performance varies slightly quarter to quarter). Also, there is an improving trend in average repair times. However, the trend for inspections completed on time is declining, due to issues caused by a spell of staff absence. However, a high percentage are still completed on time and there has been no impact on claims defence, with 100% repudiated. There has been an improvement in Principal A Road skid resistance due to investment in parts of the highway network where data highlighted potential risks. The new strategy has been further enhanced with £1million further investment in 2018/19, targeting sites with a high risk of collisions based on skid data, collision history, and perceived risk (due to road layout, etc.). The majority of priority, high risk, sites have been on the principal network in the past 12 months, therefore whilst this has improved, the non-principal network has declined. The new strategy has been further enhanced with £1million further investment in 2018/19, targeting sites with a high risk of collisions based on skid data, collision history, and perceived risk (due to road layout, etc.). We've also had a busier start to the winter period compared to recent years, with 53 salting actions using 3,424 tonnes of salt (to the end of January). This compares to 57 actions, using 3,834 tonnes of salt, for the whole winter period last year. This not only has an impact on ensuring public safety on the highway network, but can also impact on performance elsewhere in the service, with staff resource redirected to winter gritting. More information can be found at <https://www.dorsetforyou.gov.uk/article/423063/Dorset-Highways-management-and-performance>.

Performance Measure(s) – Trend Lines

<p>Percentage road condition in need of maintenance</p> <p>Principal Roads Previous 2016/17 – 3%</p> <p>Principal Roads Latest 2017/18 – 4%</p> <p>Non-Principal Roads Previous 2016/17 – 4%</p> <p>Non-Principal Roads Latest 2017/18 – 5%</p>	<div style="background-color: #e74c3c; color: white; padding: 5px; margin-bottom: 10px;">Road Condition Trend: Declining</div> 
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SAFE: 06 Population Indicator - Number of people killed or seriously injured on Dorset roads - Outcome Lead Officer Patrick Myers; Population Indicator Lead Officer Michael Potter (Cont'd)



Corporate Risk	Score	Trend
09b - Inability to maintain the highways infrastructure to an acceptable standard in the face of changing circumstances (e.g. budget reductions; climate change)	HIGH	WORSENING
Value for Money - UNDER DEVELOPMENT	Latest	Rank

What are we doing? Responsibility for improving road safety is shared with key partners including Dorset Police, Dorset & Wiltshire Fire & Rescue and the South West Ambulance Service as well as individual road users. During 2017-18 we will continue to analyse collision data to identify locations or routes that we as the highway authority could improve to reduce the likelihood of a road traffic casualty.