

KSI Casualties

KSI casualties by Road User Type

Table 2 - KSI casualties by road user type: Essex 2007

| | Number | | | | | 2007: Percentage change over | |
|---------------------------------|-------------|-------------|------------|------------|------------|------------------------------|-------------|
| | 1994-98 | 2004 | 2005 | 2006 | 2007 | 1994-98 | |
| | Average | | | | | 2006 | Average |
| Pedestrian | 214 | 152 | 145 | 123 | 117 | -5% | -45% |
| Pedal Cyclists | 108 | 58 | 60 | 61 | 64 | 5% | -41% |
| Two wheeled motor vehicle users | 191 | 255 | 200 | 232 | 226 | -3% | 18% |
| Car Users | 610 | 563 | 510 | 521 | 438 | -16% | -28% |
| Bus/Coach users | 14 | 7 | 11 | 4 | 6 | 50% | -57% |
| HGV's | N/A | 36 | 31 | 41 | 25 | -39% | |
| Other road users | 50 | 4 | 6 | 5 | 8 | 60% | |
| All road users | 1187 | 1075 | 963 | 987 | 884 | -10% | -26% |

Figure 4. Proportion of KSI casualties by road user type

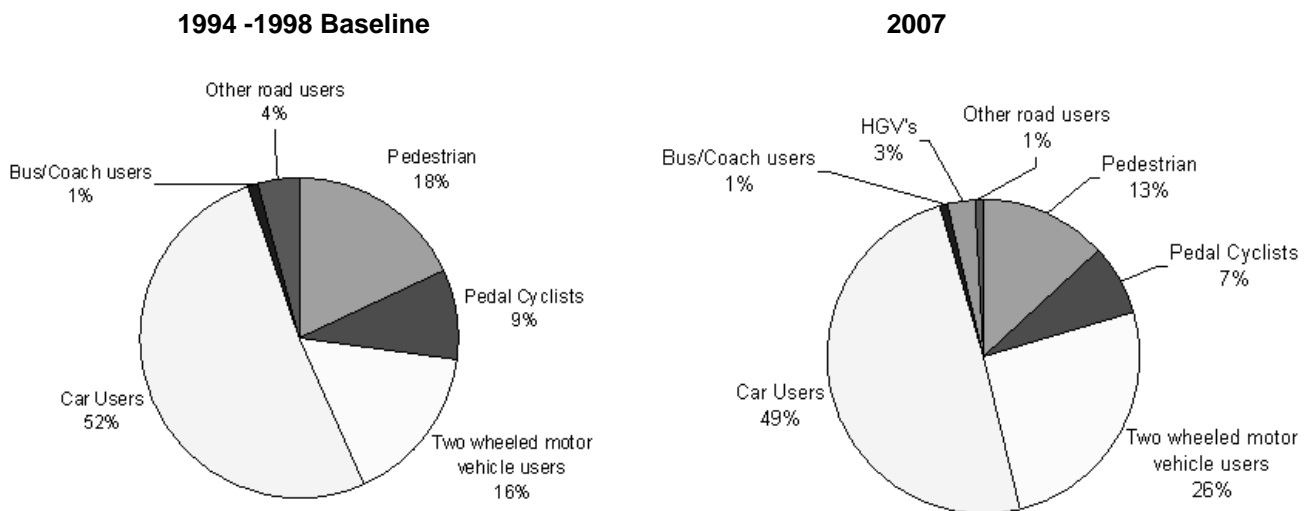
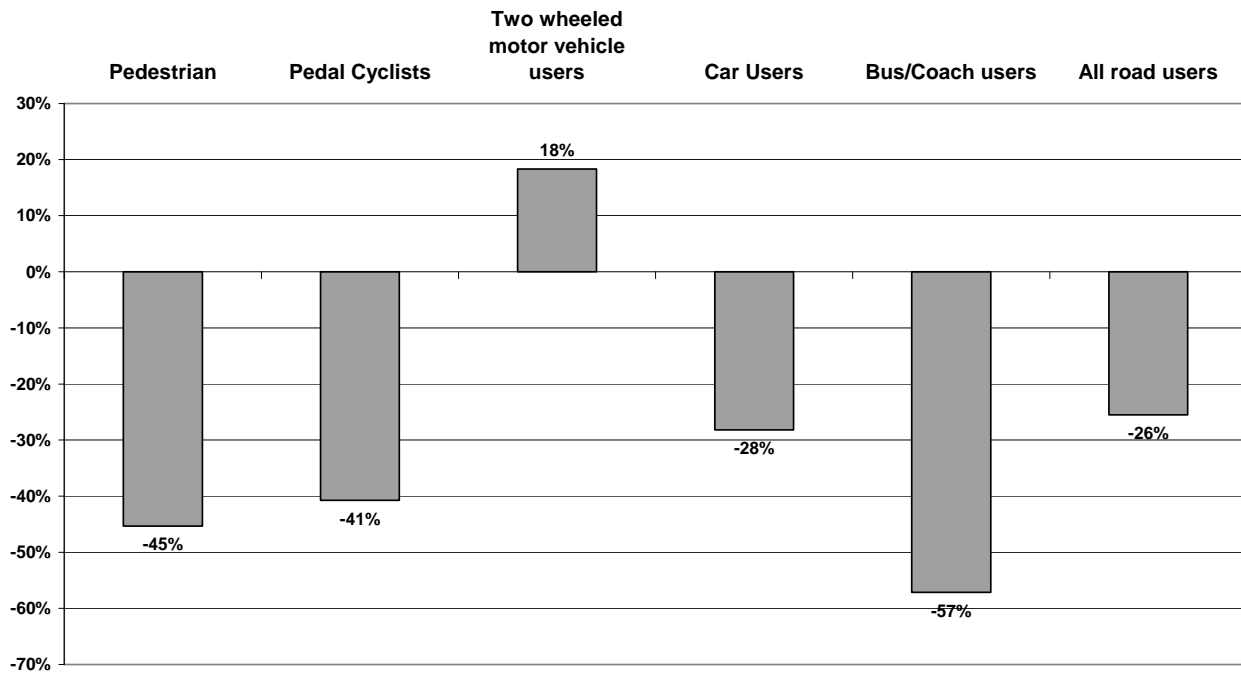


Figure 5. Change in KSI casualties by road user type between baseline and 2007

Car users account for the majority (57%) of KSI casualties. The number of car user KSI casualties has reduced by 28% since the baseline, broadly in proportion to the overall KSI reduction (26%). There was a decrease from 2006 to 2007 of 103 KSI casualties (10%).

Pedestrians made up 13% of KSI casualties in 2007 and have seen consistent reductions in recent years. There were 117 pedestrian KSI casualties in 2007 a reduction of 5% on 2006 and 45% on the baseline average.

Pedal cyclist KSI casualties have remained fairly constant but with a slightly increasing trend over the past 3 years with 60, 61 and 64 recorded in each. The reduction in 2007 from the baseline average was 41%.

Two-wheeled motor vehicle (TMV) user KSI casualties have increased by 18% since the baseline average. The 226 TMV user KSI casualties recorded in 2007 account for 26% of the KSI casualties in the ECC area, compared to 21% nationally. TMV user KSI casualties in Essex decreased by 3% in 2007 from 2006.

KSI casualties by Road Type

Table 3 - KSI casualties by road type*: Essex 2007

| | Number | | | | | 2007 Percentage change over: | |
|--------------------|-----------------|------|------|------|------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Motorway | 64 | 45 | 39 | 54 | 58 | 7% | -9% |
| Urban roads | | | | | | | |
| A Roads | 148 | 134 | 132 | 139 | 128 | -8% | -14% |
| Other | 403 | 383 | 344 | 333 | 306 | -8% | -24% |
| All | 551 | 518 | 476 | 472 | 437 | -7% | -21% |
| Rural Roads | | | | | | | |
| A Roads | 271 | 267 | 240 | 230 | 168 | -27% | -38% |
| Other | 301 | 245 | 208 | 230 | 221 | -4% | -27% |
| All | 572 | 512 | 448 | 460 | 389 | -15% | -32% |
| All Roads | 1187 | 1075 | 963 | 987 | 884 | -10% | -26% |

*Road type defined as speed limit being above 40mph (Rural) or below 40mph (Urban).

Figure 6. Proportion of KSI casualties by road type

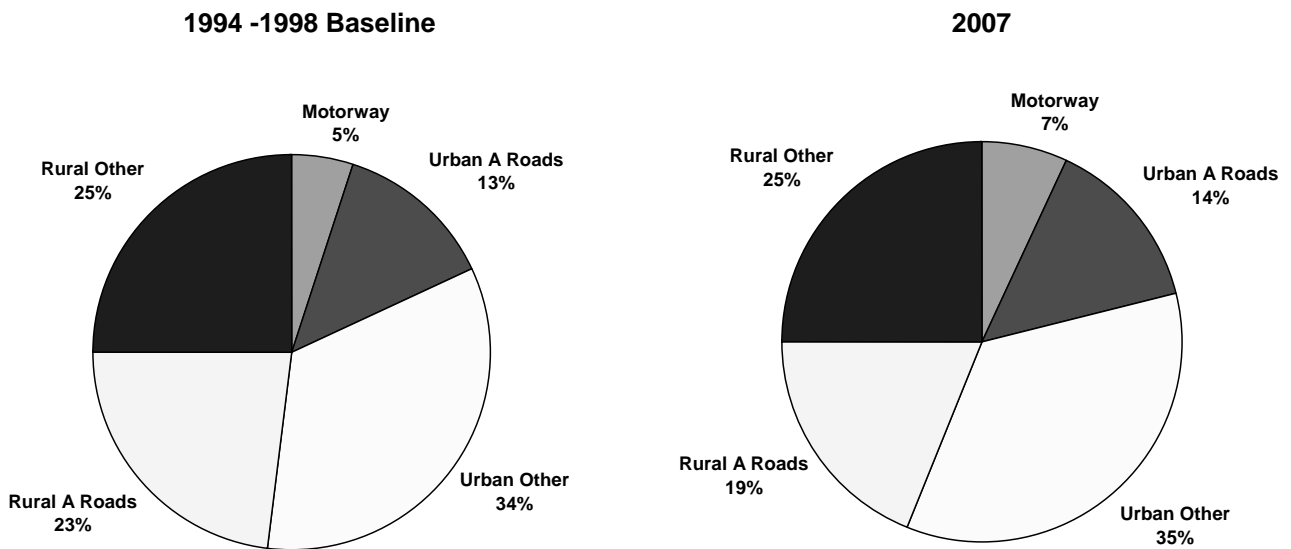
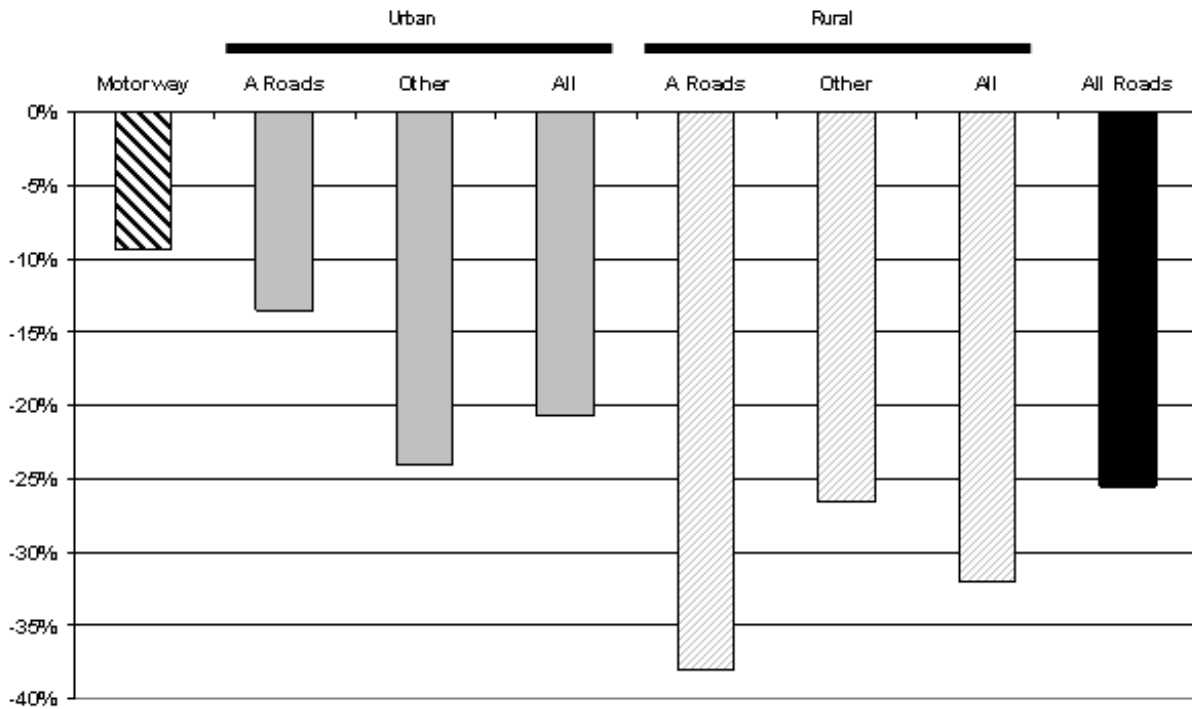


Figure 7. Change in KSI casualties by road type between baseline and 2007



KSI casualties in 2007 were evenly distributed between urban and rural roads with 49% and 44% respectively. Rural A roads did, however, see a reduction of 62 KSI's (27%) compared to last year. Motorways accounted for 7% of the total. There was another increase in KSIs on motorways of 16 KSI's in 2007 compared to 2006, similar to the increase of 15 motorway KSI's seen the previous year. KSIs on motorways in 2007 were 9% lower than the baseline average.

Child KSIs

Child KSI casualties by road user type

Table 4 - Child KSI casualties by road user type: Essex 2007

| | Number | | | | | 2007: Percentage change over | |
|-----------------------|-----------------|-----------|-----------|-----------|-----------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Pedestrian | 74 | 41 | 63 | 34 | 32 | -6% | -57% |
| Pedal Cyclists | 34 | 16 | 10 | 13 | 20 | 54% | -41% |
| Car Users | 30 | 14 | 21 | 18 | 18 | 0% | -40% |
| HGV's | 0 | 1 | 1 | 2 | 0 | -100% | n/a |
| Other road users | 8 | 7 | 6 | 9 | 4 | -56% | -50% |
| All road users | 145 | 78 | 89 | 74 | 74 | 0% | -49% |

Figure 8. Proportion of child KSI casualties by road user type

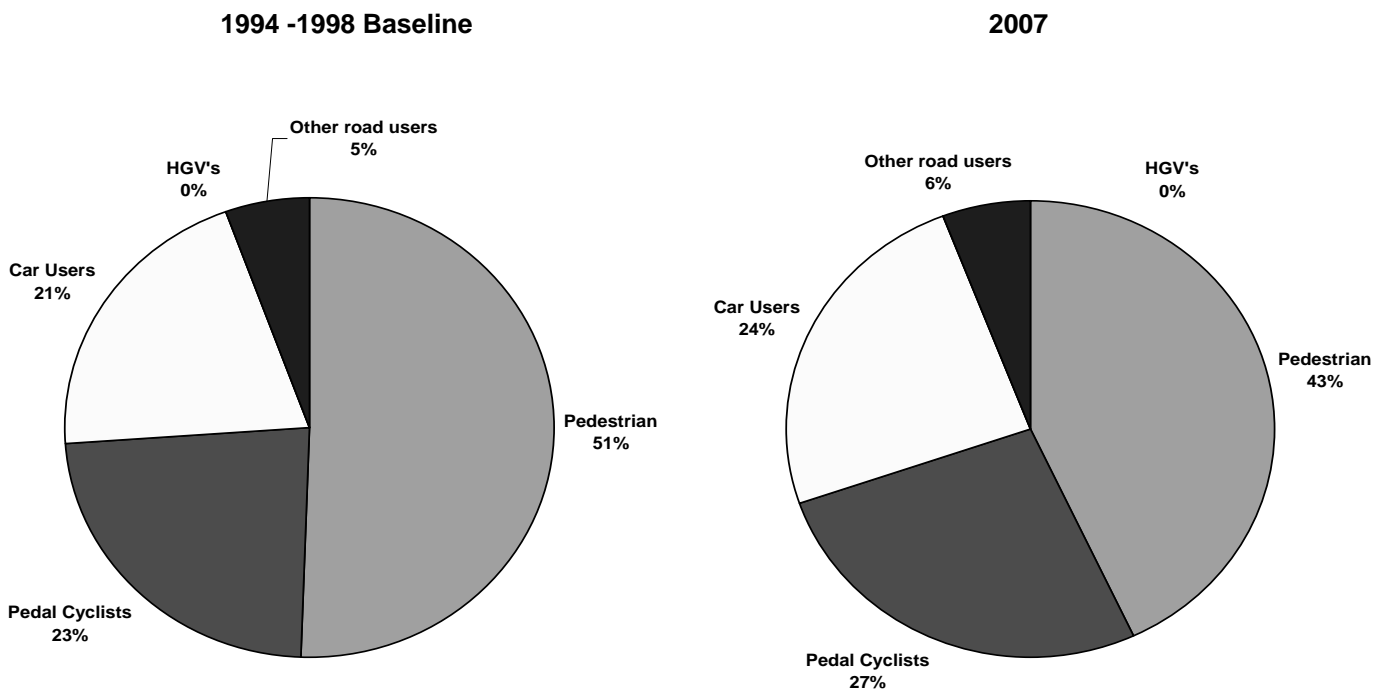
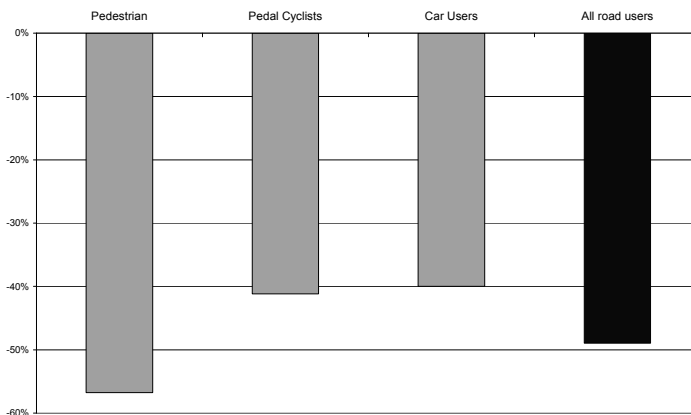


Figure 9. Percentage change in child KSI casualties by road user type between the 1994-98 average and 2007



There were 74 child KSI casualties in the ECC area during 2007, equal to that of 2006. Child KSIs have reduced by 49% since the baseline average and are on target to meet the 2010 target. Despite having reduced by 57% since the baseline, pedestrians still comprised the largest group of child KSI's at 43% of the 2007 total. Pedal cyclists and car users have also seen large reductions over the baseline average, with 41% and 40% respectively. Pedal Cyclists, however, have seen an increase of 54% from 2006.

Slight casualties

Slight casualties by road user type

Table 5 - Slight casualties by road user type:

| | Number | | | | | Essex 2007 | |
|---------------------------------|-----------------|-------------|-------------|-------------|-------------|------------------------------|-----------------|
| | | | | | | 2007: Percentage change over | |
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Pedestrian | 533 | 430 | 429 | 394 | 342 | 13% | -36% |
| Pedal Cyclists | 431 | 302 | 284 | 275 | 252 | -8% | -42% |
| Two wheeled motor vehicle users | 390 | 494 | 402 | 382 | 398 | 4% | 2% |
| Car Users | 4450 | 3935 | 3708 | 3368 | 3190 | -5% | -28% |
| Bus/Coach users | 119 | 117 | 75 | 40 | 79 | 98% | -34% |
| HGV's | N/A | 204 | 180 | 188 | 175 | -7% | |
| Other road users | 266 | 51 | 50 | 42 | 29 | -31% | -89% |
| All road users | 6189 | 5533 | 5128 | 4689 | 4465 | -5% | -28% |

Figure 10. Proportion of slight casualties by road user type

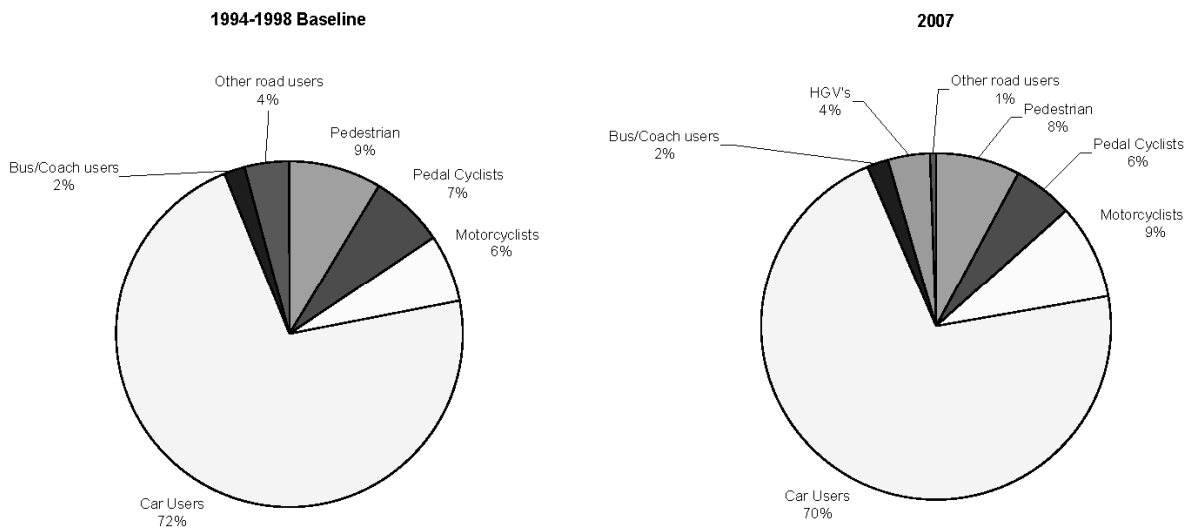
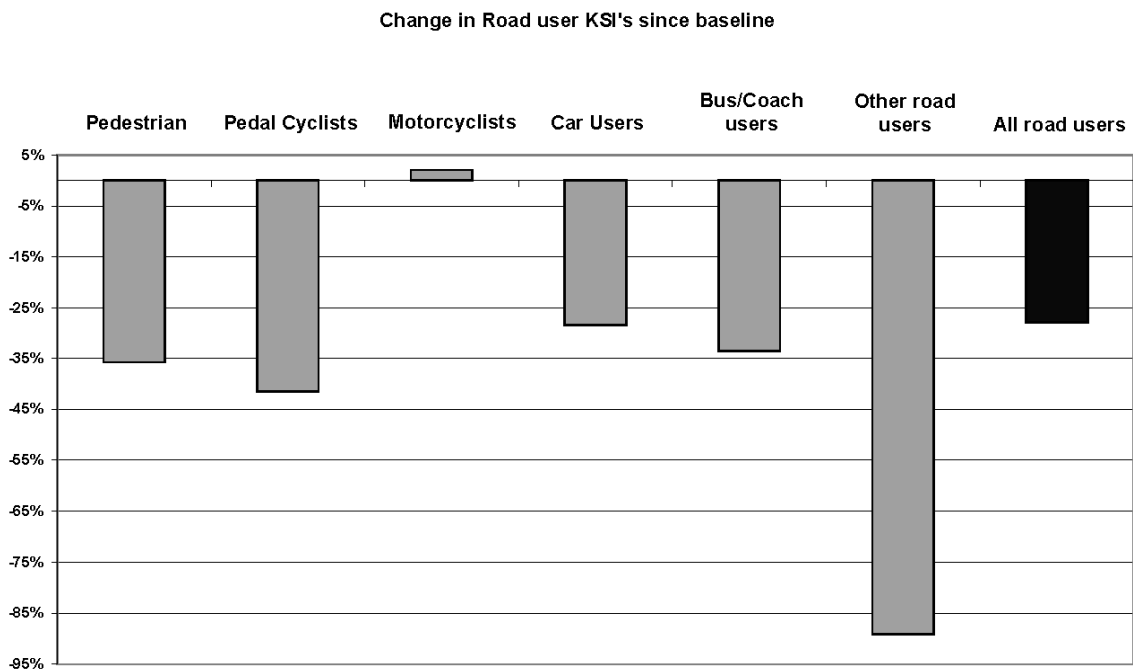


Figure 11. Percentage change in slight casualties by road user type between the 1994-98 baseline and 2007



Car users comprised 70% of all slight casualties in 2007. Proportionally, pedestrians and Two-wheeled motor vehicle (TMV) users are less represented in the slight casualties group than the KSI casualties group. These groups are more likely than car users to be seriously injured or killed if involved in a road traffic accident. TMV users currently make up 9% of slight casualties. Since the baseline average they have risen to just above the initial level (2% increase). Car user slight casualties have reduced by 28% since the baseline average.

Slight casualties by road type

Table 6 - Slight casualties by road type: Essex 2007

| | Number | | | | | 2007 Percentage change over: | |
|--------------------|-----------------|------|-------|-------|--------------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| | Motorway | 306 | 306 | 246 | 267 | 197 | -26% |
| Urban roads | | | | | | | |
| A Roads | 1047 | 939 | 917 | 838 | 818 | -2% | -22% |
| Other | 2375 | 2305 | 2108 | 1900 | 1766 | -7% | -26% |
| All | 3422 | 3244 | 3025 | 2738 | 2584 | -6% | -24% |
| Rural Roads | | | | | | | |
| A Roads | 1309 | 1072 | 1,007 | 901 | 907 | 1% | -31% |
| Other | 1153 | 911 | 850 | 783 | 777 | -1% | -33% |
| All | 2462 | 1983 | 1,857 | 1,684 | 1,684 | 0% | -32% |
| All Roads | 6190 | 5533 | 5128 | 4,689 | 4,465 | -5% | -28% |

Figure 12. Proportion of slight casualties by road type

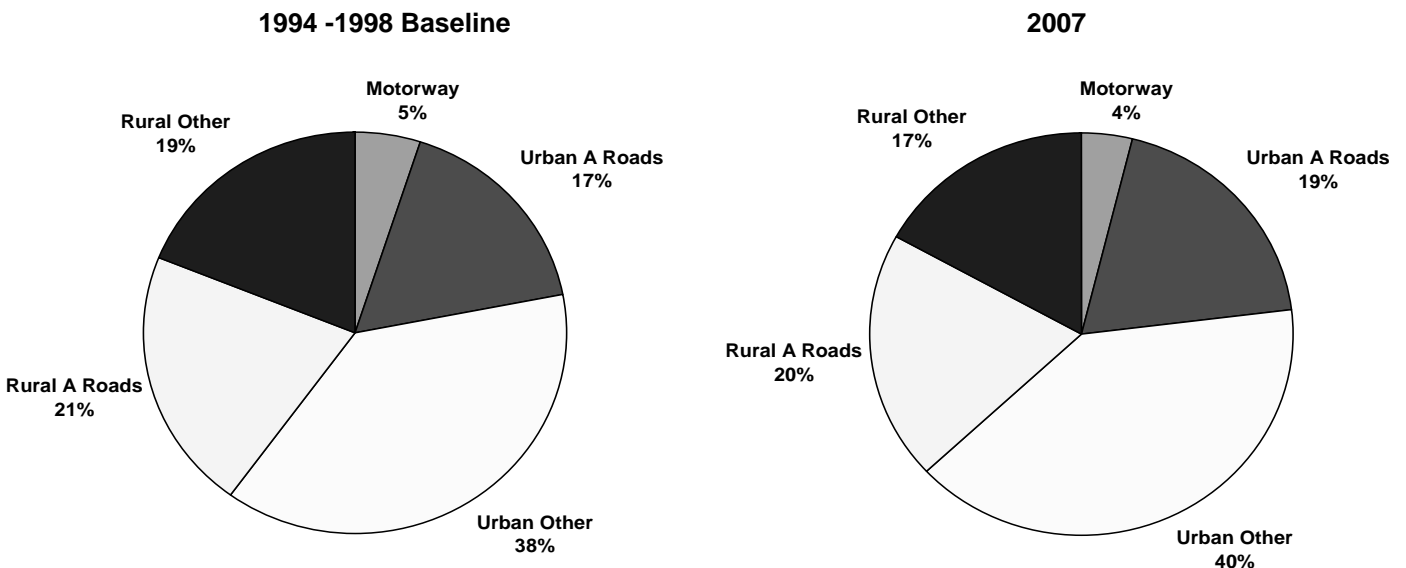
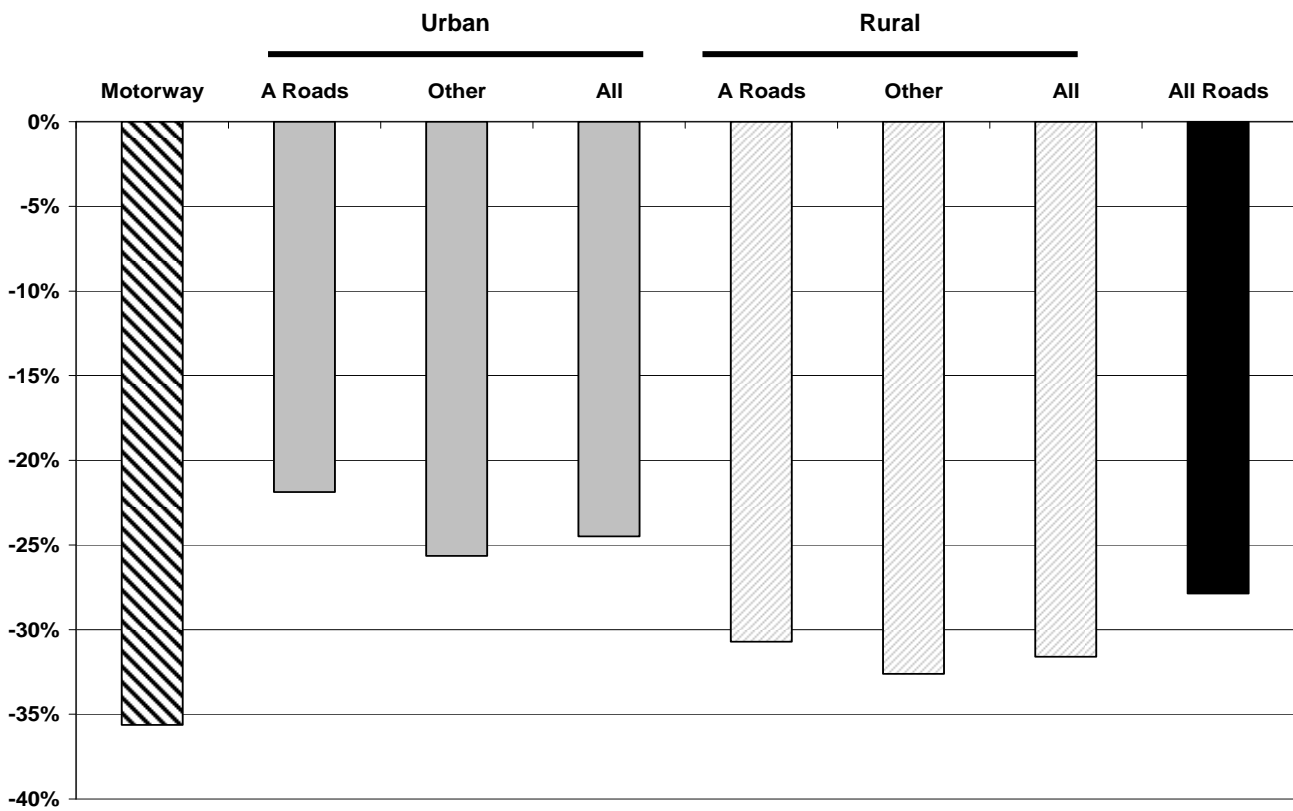


Figure 13. Percentage change in slight casualties by road type between the 1994-98 baseline and 2007



59% of slight casualties occur on urban roads compared to 37% on rural roads and 4% on motorways. The largest reduction, 36%, has been seen on motorways followed by 32% on rural roads and 24% on urban roads.

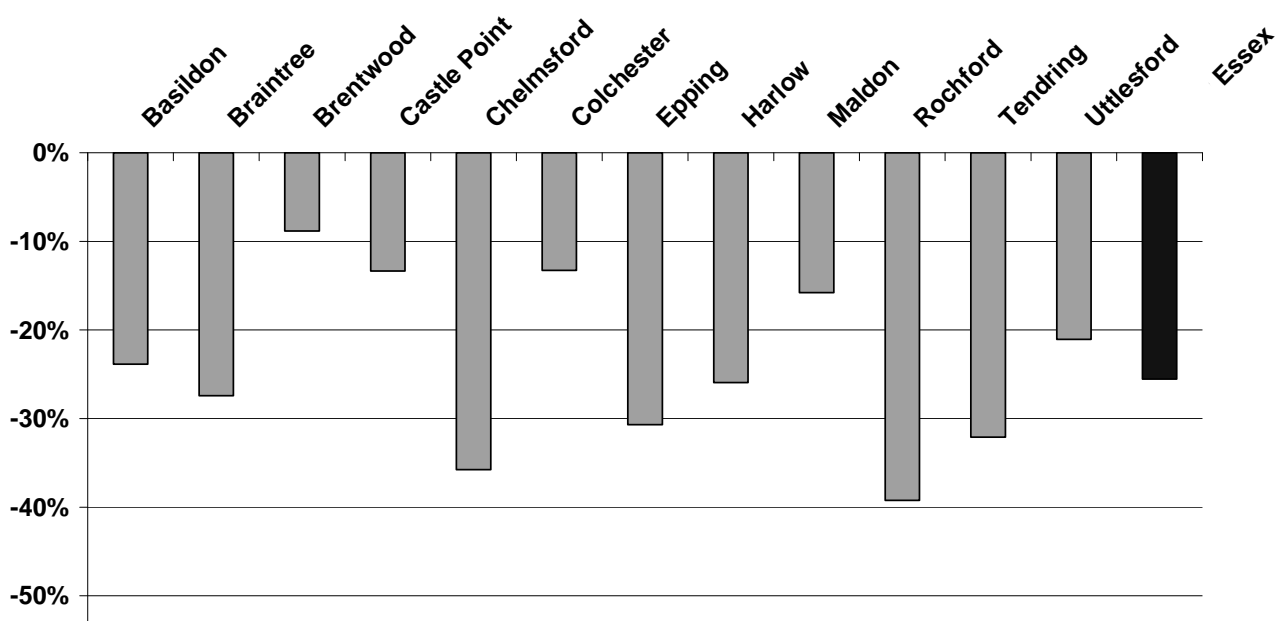
Review of District progress towards the 2010 casualty reduction targets

KSI by District

Table 7 - KSI casualties by District

| | Number | | | | | 2007: Percentage change over | | 2007: Proportion of | |
|--------------|-----------------|-------------|------------|------------|------------|------------------------------|-----------------|---------------------|-------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average | Population | Casualties |
| Basildon | 109 | 98 | 68 | 91 | 83 | -9% | -24% | 12% | 9% |
| Braintree | 135 | 101 | 103 | 109 | 98 | -10% | -27% | 10% | 11% |
| Brentwood | 68 | 60 | 58 | 62 | 62 | 0% | -9% | 5% | 7% |
| Castle Point | 45 | 35 | 36 | 42 | 39 | -7% | -13% | 7% | 4% |
| Chelmsford | 137 | 142 | 153 | 130 | 88 | -32% | -36% | 12% | 10% |
| Colchester | 113 | 145 | 113 | 116 | 98 | -16% | -13% | 13% | 11% |
| Epping | 189 | 151 | 137 | 143 | 131 | -8% | -31% | 9% | 15% |
| Harlow | 54 | 38 | 41 | 23 | 40 | 74% | -26% | 6% | 5% |
| Maldon | 57 | 61 | 57 | 59 | 48 | -19% | -16% | 5% | 5% |
| Rochford | 51 | 54 | 26 | 39 | 31 | -21% | -39% | 6% | 4% |
| Tendring | 134 | 123 | 100 | 99 | 91 | -8% | -32% | 11% | 10% |
| Uttlesford | 95 | 67 | 71 | 74 | 75 | 1% | -21% | 5% | 8% |
| Essex | 1187 | 1075 | 963 | 987 | 884 | -10% | -26% | 100% | 100% |

Figure 14. Percentage change in KSI casualties by District between the 1994-98 baseline and 2007



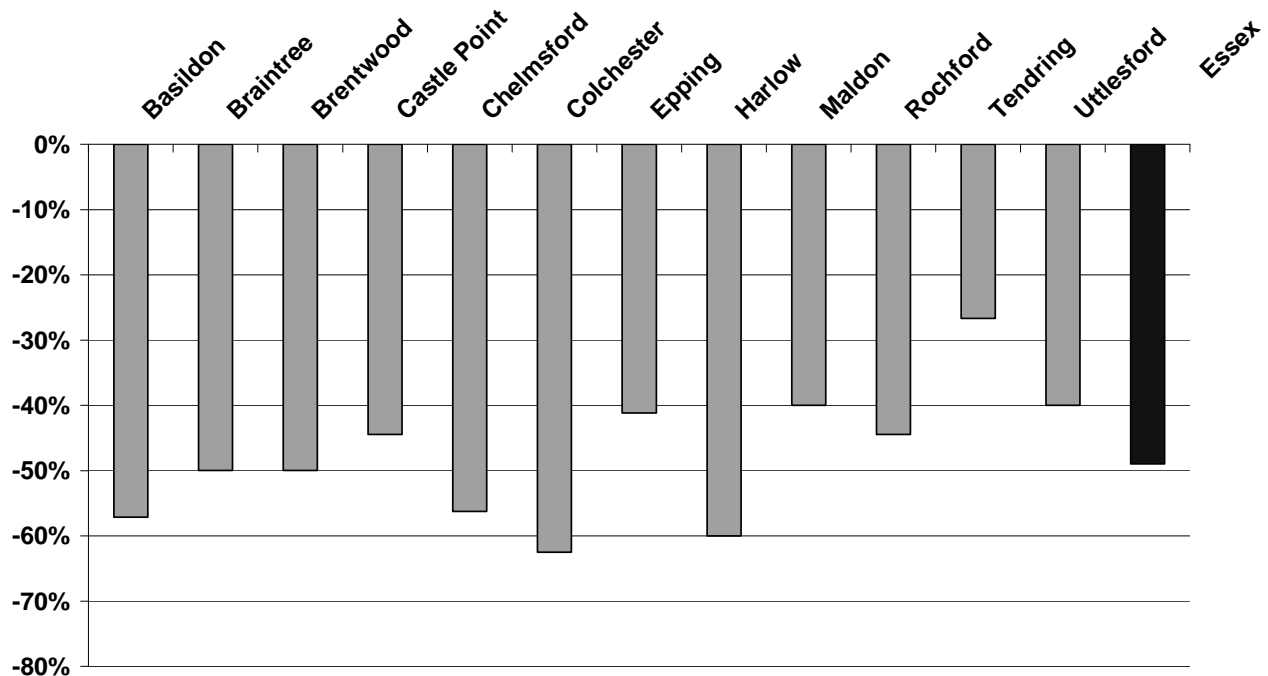
All 12 districts have recorded a reduction in KSI casualties compared to the baseline average. Despite Harlow having a 74% increase in KSI casualties from 2006, it was still 26% lower than the baseline level. Chelmsford had the greatest reduction in 2007 with 32% less KSI casualties than 2006, bringing it to 36% less than the baseline level. Rochford was 39% lower than the baseline level.

Child KSI by District

Table 8 - Child KSI casualties by District

| | Number | | | | | 2007: Percentage change over | |
|---------------------|-----------------|------|------|------|-----------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 21 | 14 | 10 | 11 | 9 | -18% | -57% |
| Braintree | 16 | 6 | 7 | 6 | 8 | 33% | -50% |
| Brentwood | 6 | 4 | 2 | 5 | 3 | -40% | -50% |
| Castle Point | 9 | 5 | 5 | 9 | 5 | -44% | -44% |
| Chelmsford | 16 | 7 | 11 | 9 | 7 | -22% | -56% |
| Colchester | 16 | 10 | 10 | 6 | 6 | 0% | -63% |
| Epping | 17 | 4 | 12 | 8 | 10 | 25% | -41% |
| Harlow | 10 | 5 | 10 | 3 | 4 | 33% | -60% |
| Maldon | 5 | 5 | 5 | 2 | 3 | 50% | -40% |
| Rochford | 9 | 5 | 2 | 2 | 5 | 150% | -44% |
| Tendring | 15 | 7 | 11 | 10 | 11 | 10% | -27% |
| Uttlesford | 5 | 6 | 4 | 3 | 3 | 0% | -40% |
| Essex | 145 | 78 | 89 | 74 | 74 | 0% | -49% |

Figure 15. Percentage change in child KSI casualties by District between the 1994-98 baseline and 2007



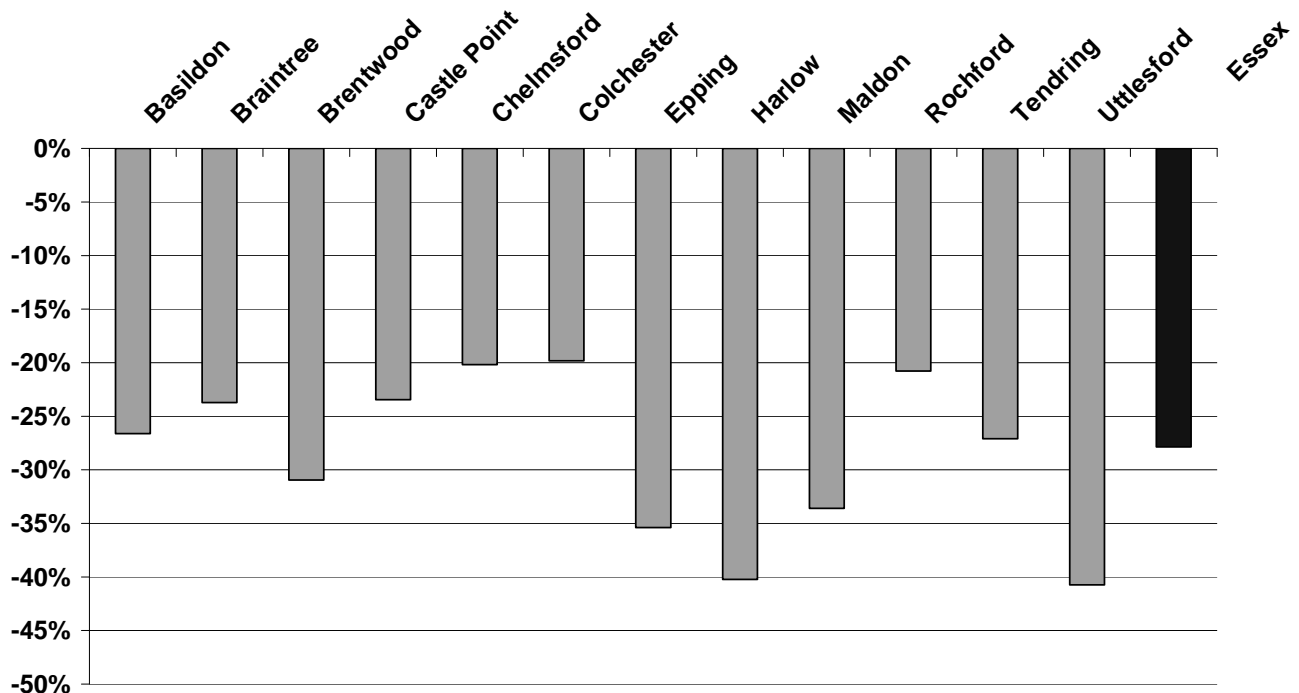
All 12 districts have recorded a reduction in child KSI's since the baseline. The numbers of child KSI's in any single district however are low and small changes can appear as large percentage changes.

Slight Casualties by District

Table 9 - Slight casualties by District

| | Number | | | | | 2007: Percentage change over | |
|---------------------|-----------------|------|------|------|-------------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 751 | 668 | 611 | 551 | 551 | 0% | -27% |
| Braintree | 569 | 548 | 532 | 485 | 434 | -11% | -24% |
| Brentwood | 420 | 339 | 326 | 313 | 290 | -7% | -31% |
| Castle Point | 354 | 303 | 316 | 286 | 271 | -5% | -23% |
| Chelmsford | 733 | 715 | 632 | 615 | 585 | -5% | -20% |
| Colchester | 651 | 615 | 574 | 449 | 522 | 16% | -20% |
| Epping | 873 | 678 | 626 | 635 | 564 | -11% | -35% |
| Harlow | 281 | 213 | 174 | 152 | 168 | 11% | -40% |
| Maldon | 247 | 274 | 268 | 210 | 164 | -22% | -34% |
| Rochford | 313 | 266 | 255 | 240 | 248 | 3% | -21% |
| Tendring | 561 | 529 | 486 | 449 | 409 | -9% | -27% |
| Uttlesford | 437 | 385 | 328 | 304 | 259 | -15% | -41% |
| Essex | 6190 | 5533 | 5128 | 4689 | 4465 | -5% | -28% |

Figure 16. Percentage change in slight casualties by District between the 1994-98 baseline and 2007



All 12 districts have seen reductions in slight casualties in 2007 from the baseline. The majority of districts also showed reductions in slight casualties over 2006, however, Basildon showed no change and Colchester, Harlow and Rochford showed slight increases. Maldon showed the largest reduction in slight casualties (-22%) over 2006 and Uttlesford showed the largest reduction in slight casualties (-41%) over the baseline.

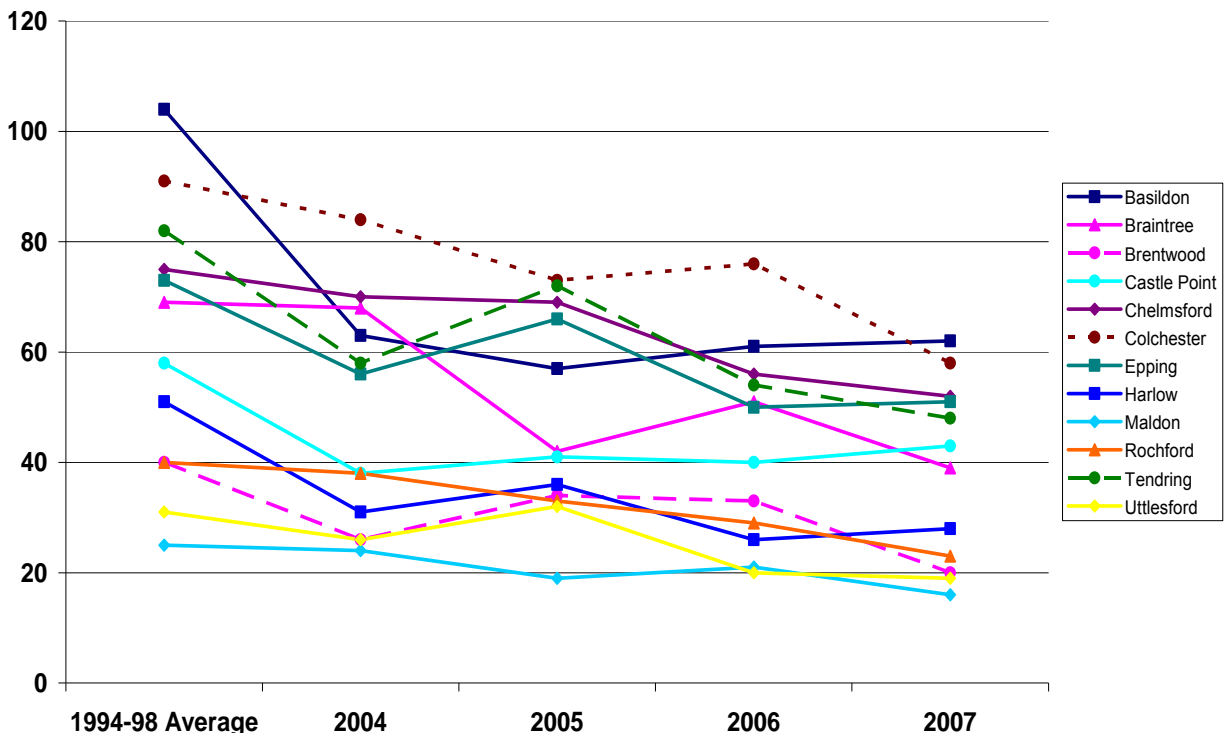
District casualties by road user type

Pedestrians

Table 10 - Pedestrian casualties by District

| | Number | | | | | 2007: Percentage change over | |
|---------------------|-----------------|------|------|------|------------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 104 | 63 | 57 | 61 | 62 | 2% | -40% |
| Braintree | 69 | 68 | 42 | 51 | 39 | -24% | -43% |
| Brentwood | 40 | 26 | 34 | 33 | 20 | -39% | -50% |
| Castle Point | 58 | 38 | 41 | 40 | 43 | 8% | -26% |
| Chelmsford | 75 | 70 | 69 | 56 | 52 | -7% | -31% |
| Colchester | 91 | 84 | 73 | 76 | 58 | -24% | -36% |
| Epping | 73 | 56 | 66 | 50 | 51 | 2% | -30% |
| Harlow | 51 | 31 | 36 | 26 | 28 | 8% | -45% |
| Maldon | 25 | 24 | 19 | 21 | 16 | -24% | -36% |
| Rochford | 40 | 38 | 33 | 29 | 23 | -21% | -43% |
| Tendring | 82 | 58 | 72 | 54 | 48 | -11% | -41% |
| Uttlesford | 31 | 26 | 32 | 20 | 19 | -5% | -39% |
| Essex | 739 | 582 | 574 | 517 | 459 | -11% | -38% |

Figure 17. Percentage change in pedestrian casualties by District between the 1994-98 baseline and 2007



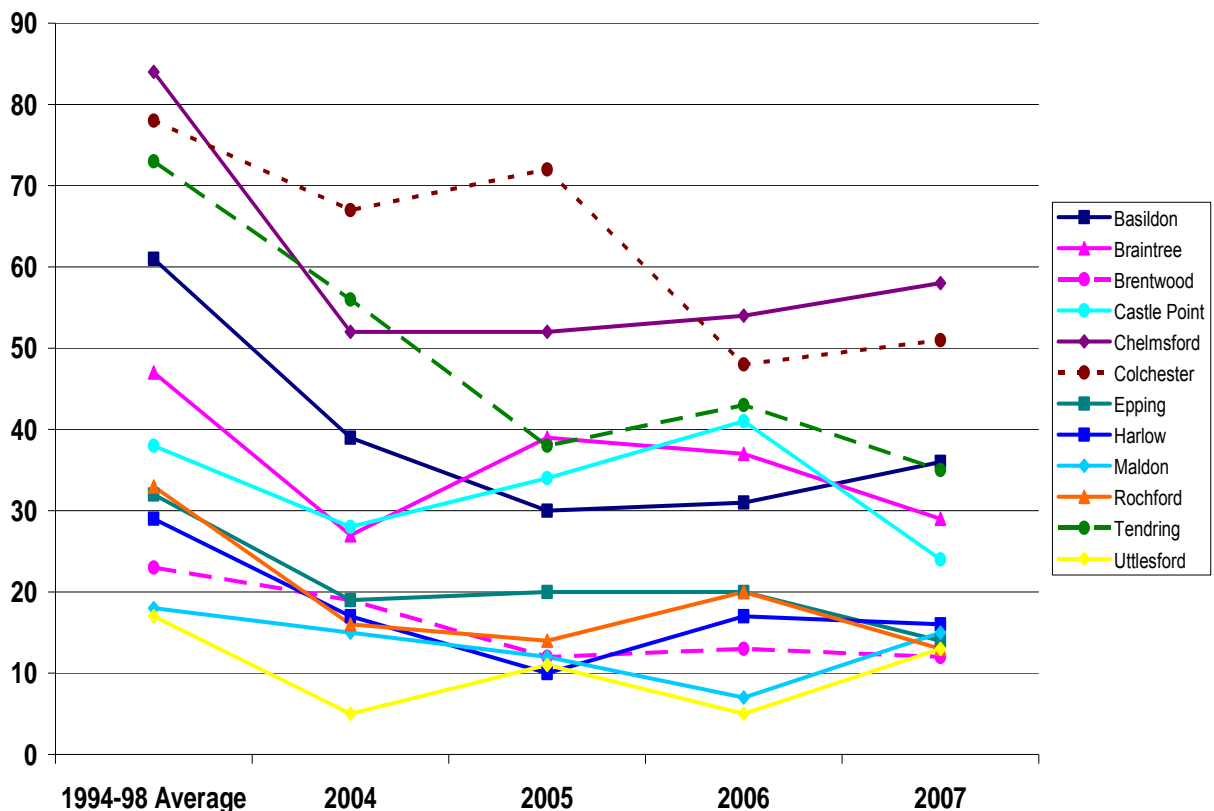
The downward trend on pedestrian casualties in ECC since the baseline is seen across all districts. Basildon, Colchester and Chelmsford have the 1st, 2nd and 3rd highest number of pedestrian casualties respectively but are also the 3 most populated districts.

Pedal cyclists

Table 11 - Pedal cycle casualties by District

| | Number | | | | | 2007: Percentage change over | |
|---------------------|-----------------|------|------|------|------------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 61 | 39 | 30 | 31 | 36 | 16% | -41% |
| Braintree | 47 | 27 | 39 | 37 | 29 | -22% | -38% |
| Brentwood | 23 | 19 | 12 | 13 | 12 | -8% | -48% |
| Castle Point | 38 | 28 | 34 | 41 | 24 | -41% | -37% |
| Chelmsford | 84 | 52 | 52 | 54 | 58 | 7% | -31% |
| Colchester | 78 | 67 | 72 | 48 | 51 | 6% | -35% |
| Epping | 32 | 19 | 20 | 20 | 14 | -30% | -56% |
| Harlow | 29 | 17 | 10 | 17 | 16 | -6% | -45% |
| Maldon | 18 | 15 | 12 | 7 | 15 | 114% | -17% |
| Rochford | 33 | 16 | 14 | 20 | 13 | -35% | -61% |
| Tendring | 73 | 56 | 38 | 43 | 35 | -19% | -52% |
| Uttlesford | 17 | 5 | 11 | 5 | 13 | 160% | -24% |
| Essex | 533 | 360 | 344 | 336 | 316 | -6% | -41% |

Figure 18. Percentage change in pedal cycle casualties by District between the 1994-98 baseline and 2007



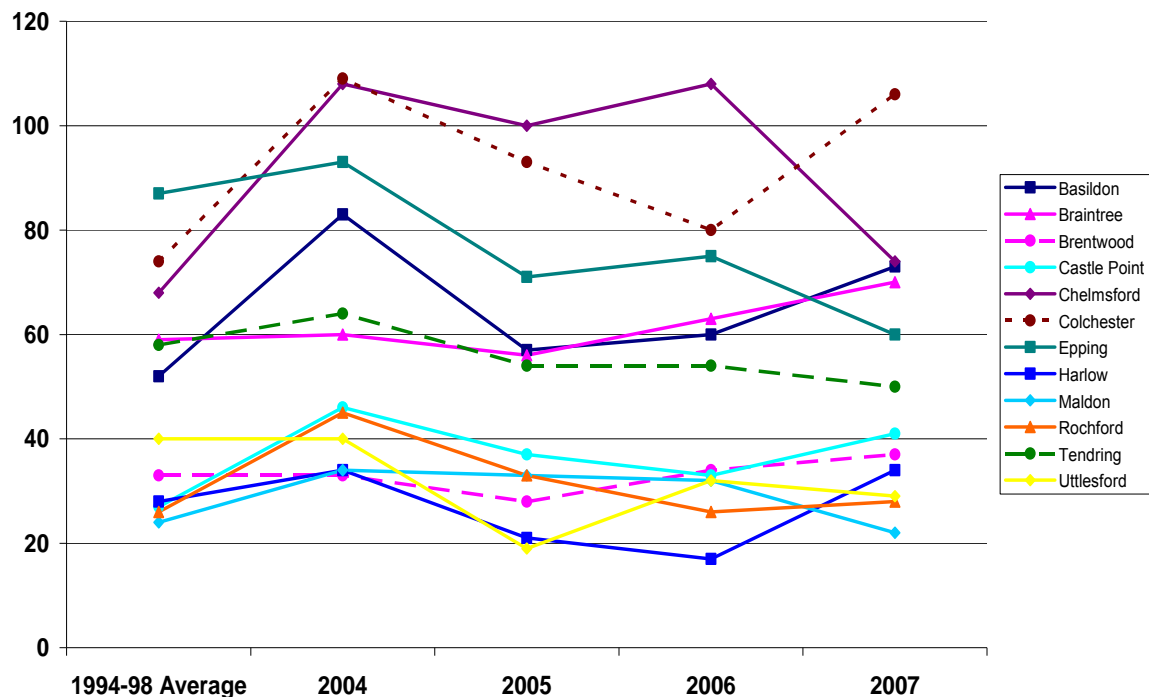
All districts have shown reductions in pedal cyclists since the baseline. Chelmsford and Colchester had the highest number of pedal cyclist casualties. Castle Point and Rochford have had the highest reductions since 2006.

Two wheeled motor vehicle users

Table 12 - Two wheeled motor vehicle user casualties by District

| | Number | | | | | 2007: Percentage change over | |
|--------------|-----------------|------------|------------|------------|------------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 52 | 83 | 57 | 60 | 73 | 22% | 40% |
| Braintree | 59 | 60 | 56 | 63 | 70 | 11% | 19% |
| Brentwood | 33 | 33 | 28 | 34 | 37 | 9% | 12% |
| Castle Point | 27 | 46 | 37 | 33 | 41 | 24% | 52% |
| Chelmsford | 68 | 108 | 100 | 108 | 74 | -31% | 9% |
| Colchester | 74 | 109 | 93 | 80 | 106 | 33% | 43% |
| Epping | 87 | 93 | 71 | 75 | 60 | -20% | -31% |
| Harlow | 28 | 34 | 21 | 17 | 34 | 100% | 21% |
| Maldon | 24 | 34 | 33 | 32 | 22 | -31% | -8% |
| Rochford | 26 | 45 | 33 | 26 | 28 | 8% | 8% |
| Tendring | 58 | 64 | 54 | 54 | 50 | -7% | -14% |
| Uttlesford | 40 | 40 | 19 | 32 | 29 | -9% | -28% |
| Essex | 576 | 749 | 602 | 614 | 624 | 2% | 8% |

Figure 19. Percentage change in TMV user casualties by District between the 1994-98 baseline and 2007



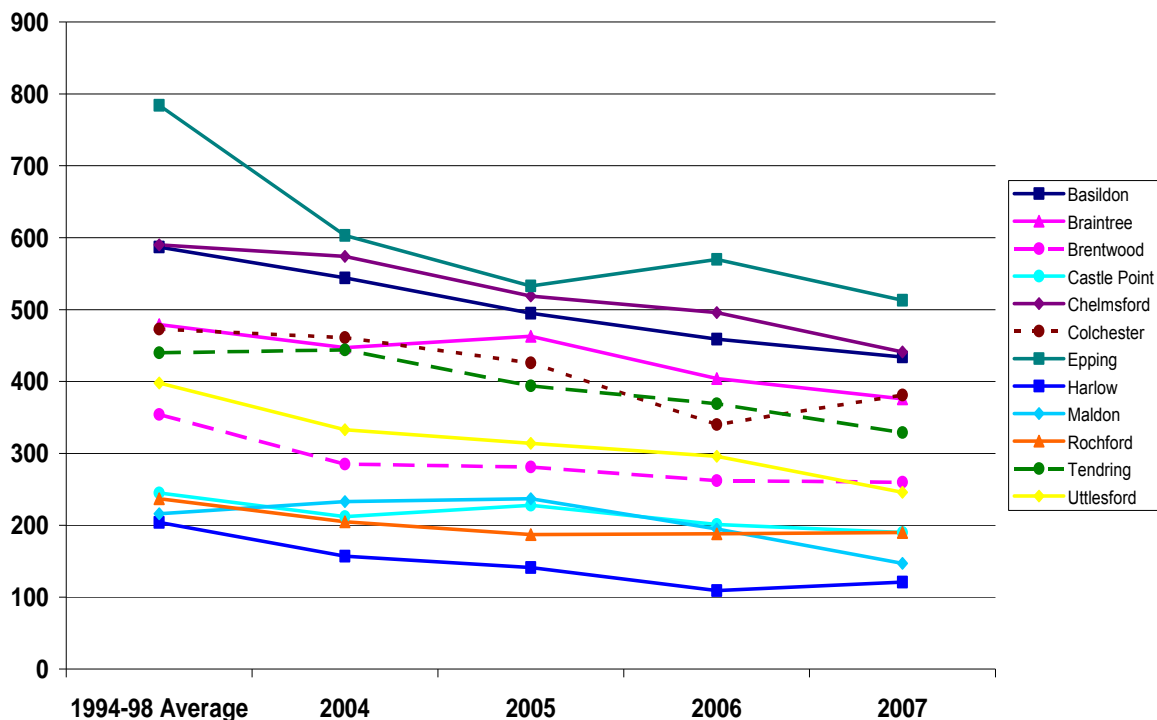
TMV user casualties have increased for most districts since the baseline average. Several districts, however, (Epping, Maldon, Tendring and Uttlesford) have actually shown decreases in their TMV user casualties since the baseline average. Colchester which had the highest number in 2007 has recorded an increase of 33% from last year and 43% on its baseline figure.

Car and taxi users

Table 13 - Car and taxi casualties by District

| | Number | | | | | 2007: Percentage change over | |
|---------------------|-----------------|------|------|------|-------------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 587 | 544 | 495 | 459 | 434 | -5% | -26% |
| Braintree | 479 | 447 | 463 | 404 | 376 | -7% | -22% |
| Brentwood | 354 | 285 | 281 | 262 | 260 | -1% | -27% |
| Castle Point | 245 | 212 | 228 | 201 | 190 | -5% | -22% |
| Chelmsford | 590 | 574 | 519 | 496 | 441 | -11% | -25% |
| Colchester | 473 | 461 | 426 | 340 | 381 | 12% | -19% |
| Epping | 784 | 603 | 533 | 570 | 513 | -10% | -35% |
| Harlow | 204 | 157 | 141 | 109 | 121 | 11% | -41% |
| Maldon | 216 | 233 | 237 | 195 | 147 | -25% | -32% |
| Rochford | 237 | 205 | 187 | 188 | 190 | 1% | -20% |
| Tendring | 440 | 444 | 394 | 369 | 329 | -11% | -25% |
| Uttlesford | 398 | 333 | 314 | 296 | 246 | -17% | -38% |
| Essex | 5007 | 4498 | 4218 | 3889 | 3628 | -7% | -28% |

Figure 20. Percentage change in car and taxi casualties by District between the 1994-98 baseline and 2007



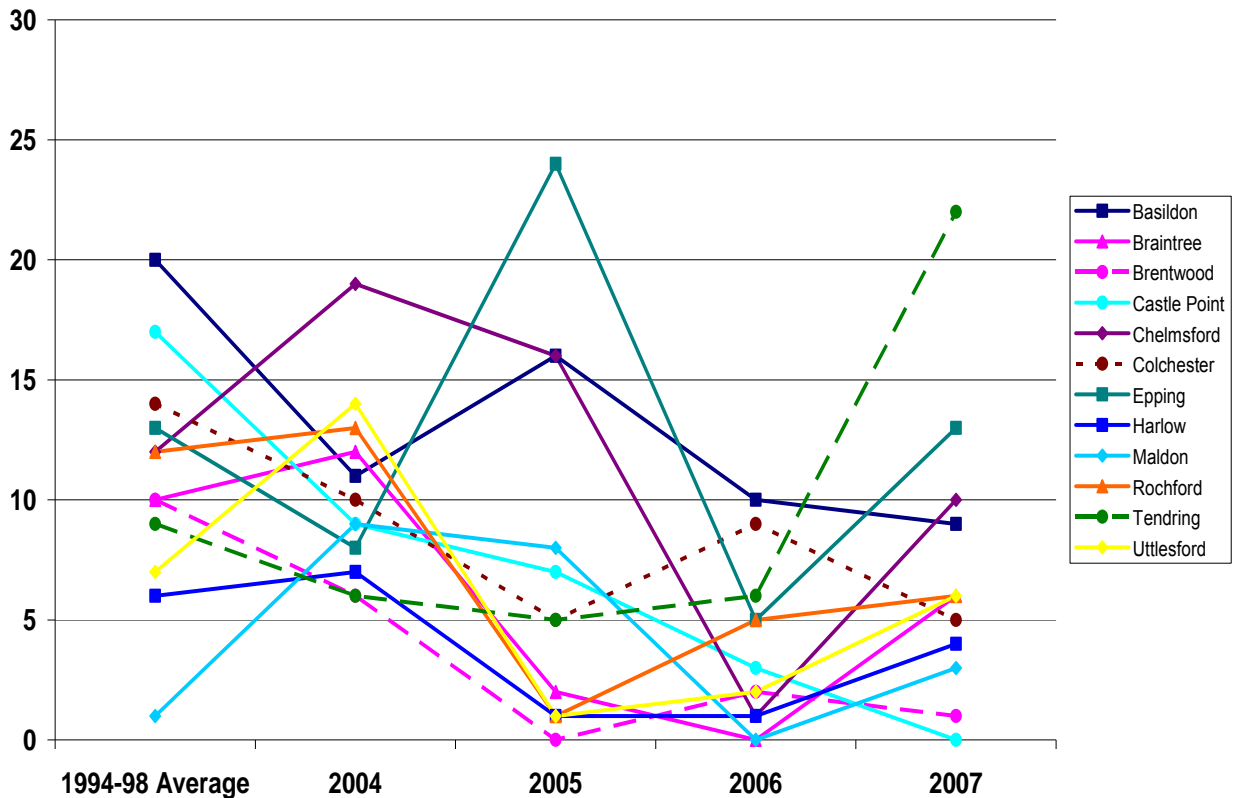
Car and taxi users account for the majority of the casualties recorded in Essex. All districts have shown decreases since the baseline average. All districts except Colchester, Harlow and Rochford have shown decreases since last year. Despite a decreasing trend, Epping has consistently had the highest yearly number of casualties since 2004.

Bus and coach users

Table 14 - KSI casualties by District

| | Number | | | | | 2007: Percentage change over | |
|---------------------|-----------------|------|------|------|-----------|------------------------------|-----------------|
| | 1994-98 Average | 2004 | 2005 | 2006 | 2007 | 2006 | 1994-98 Average |
| Basildon | 20 | 11 | 16 | 10 | 9 | -10% | -55% |
| Braintree | 10 | 12 | 2 | 0 | 6 | n/a | -40% |
| Brentwood | 10 | 6 | 0 | 2 | 1 | -50% | -90% |
| Castle Point | 17 | 9 | 7 | 3 | 0 | -100% | n/a |
| Chelmsford | 12 | 19 | 16 | 1 | 10 | 900% | -17% |
| Colchester | 14 | 10 | 5 | 9 | 5 | -44% | -64% |
| Epping | 13 | 8 | 24 | 5 | 13 | 160% | 0% |
| Harlow | 6 | 7 | 1 | 1 | 4 | 300% | -33% |
| Maldon | 1 | 9 | 8 | 0 | 3 | n/a | 200% |
| Rochford | 12 | 13 | 1 | 5 | 6 | 20% | -50% |
| Tendring | 9 | 6 | 5 | 6 | 22 | 267% | 144% |
| Uttlesford | 7 | 14 | 1 | 2 | 6 | 200% | -14% |
| Essex | 131 | 124 | 86 | 44 | 85 | 93% | -35% |

Figure 21. Percentage change in bus and coach user casualties by District between the 1994-98 baseline and 2007



Maldon and Tendring are the only districts that have seen an increase in bus and coach user casualties since the baseline. Tendring and Epping had the highest number of casualties in 2007 with 22 and 13 respectively.