

6.2 Risk of death and serious injury on the roads in Barking and Dagenham

Traffic collisions may result in injury, death and damage to property. Deaths and serious injuries contribute to years of life lost as well as the number of years people live with disability. Factors contributing to the risk of collision include vehicle design, traffic speed, road design, driving skill and driver behaviour.

Table 6.2.1 shows the summary accident data since 2005. It shows the number of accidents classified as fatal, serious and slight. These criteria are in common use by all authorities. There are few fatal accidents within the borough and serious accidents have reduced in recent years.

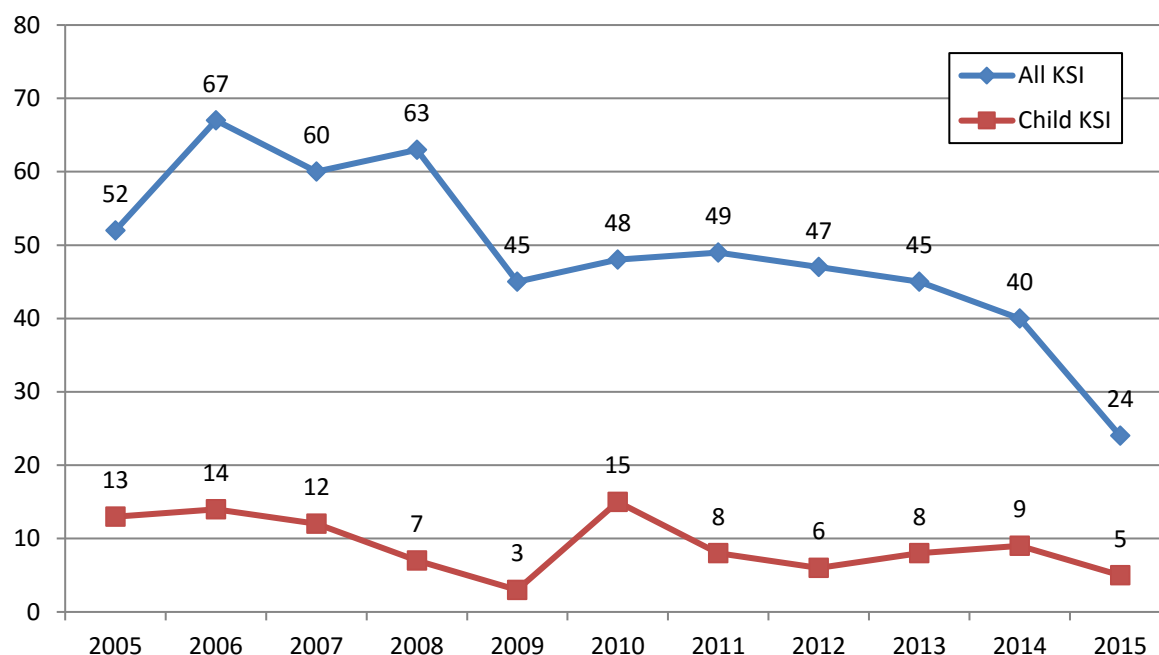
Table 6.2.1: Injuries in road accidents, Barking and Dagenham, 2005 – 2015

Year	Fatal	Serious	Slight	Total
2005	6	46	630	682
2006	4	63	556	623
2007	7	53	515	575
2008	8	55	552	615
2009	2	43	479	524
2010	3	45	497	545
2011	4	45	558	607
2012	2	45	529	576
2013	7	38	475	520
2014	2	38	609	649
2015	3	26	453	482

Source: <http://data.london.gov.uk/dataset/road-casualties-severity-borough>

Figure 6.2.1 shows the number of individuals Killed or Serious Injured (KSI) between 2005 and 2014, there has been a reduction in KSI by 23%, compared to the London average of 41% reduction. For children the KSI had reduced by 31%, which is lower than the London average of 57% reduction. The number of children KSI has remained consistent in the last 4 years.

Figure 6.2.1 Killed and Seriously Injured (KSI) on roads in London Borough of Barking and Dagenham, 2005-2015



Source: <http://data.london.gov.uk/dataset/road-casualties-severity-borough>

Collision and casualty data on Barking and Dagenham roads

For a more detailed examination of the accidents within the Borough data was obtained from the Department for Transport and analysed by the Barking and Dagenham Community Safety Service. Information provided examines data on Personal Injury (PI) as well as collision data for the ten year period 2005 to 2015.

In this ten year period the borough of Barking and Dagenham had 47 fatalities, 493 serious and 5,839 slight casualties. The breakdown of these casualties by road user type is shown in Table 6.2.2.

Table 6.2.2: Personal injury data by road user type, Barking and Dagenham, 2005–2015

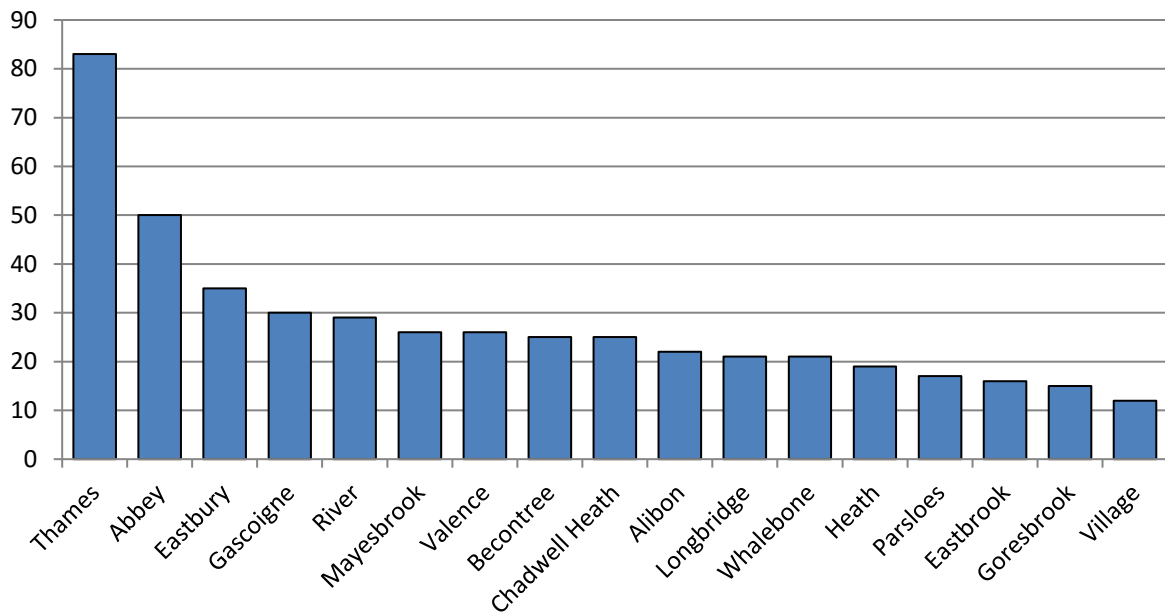
Casualties:	Fatal	Serious	Slight	Total	% Total	% KSI
Vehicle Driver	7	125	2877	3,009	47%	24%
Vehicle Passenger	6	66	1,243	1,315	21%	13%
Motorcycle Rider	12	109	551	672	11%	22%
Cyclist	3	40	339	382	6%	8%
Pedestrians	19	153	829	1,001	16%	32%
Total	47	493	5,839	6,379		

Source: <http://data.london.gov.uk/dataset/road-casualties-severity-borough>

Between 2005 and 2015 drivers and their passengers make up 68% of all casualties on borough roads when slight casualties are included, but when only collisions where someone is killed or seriously injured (KSI) are considered the vulnerability of pedestrians, cyclists and motorcyclists becomes more apparent, making up 62% of the KSI group.

Where do the collisions occur?

Figure 6.2.2: Count of collisions in London Borough of Barking and Dagenham per ward (Jan 2015 – Dec 2015)



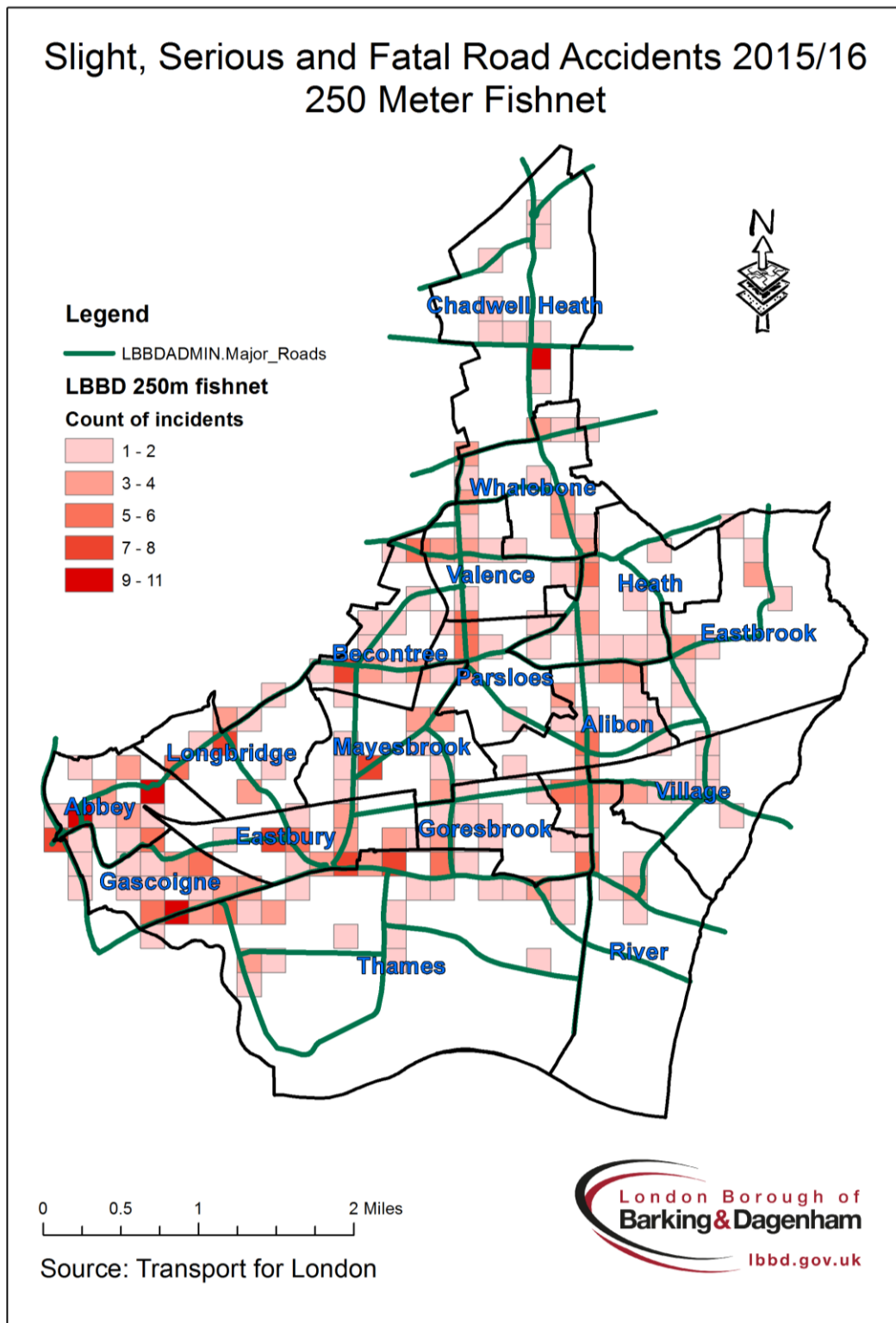
Source: Transport for London API

Figure 6.2.2 shows the number of collisions for each ward within Barking and Dagenham for 2015 calendar year.

The chart shows that the wards with the highest collisions were Thames, Abbey, Eastbury and Gascoigne. The northern boundary for a large portion of Thames ward runs along a major road within the borough (A13). This means that these figures are somewhat distorted as an accident on the A13, depending on which side of the road it occurs will be assigned to either Thames on the south or Eastbury or Gascoigne on the north.

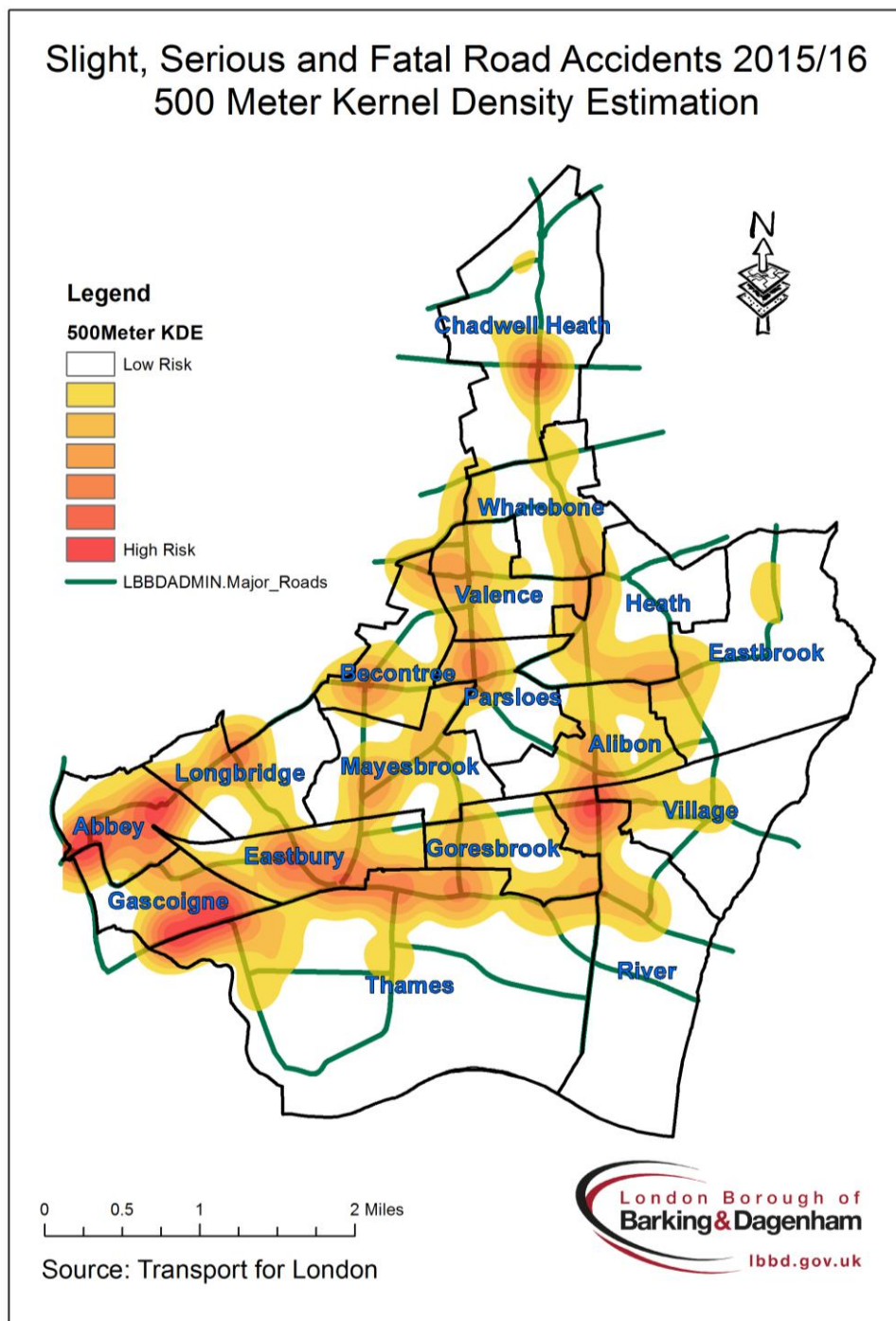
Therefore using a grid to highlight smaller areas where there are larger numbers of collisions compared to the rest of the borough is one method for identifying hot spots. Figure 6.2.3 uses a 250m fishnet grid overlaid on the borough to identify hotspots.

Figure 6.2.3: Collisions in London Borough of Barking and Dagenham (Jan 2015 – Dec 2015)



Source: Transport for London API

Figure 6.2.4: Collisions in London Borough of Barking and Dagenham, KDE Hot Spot Map (Jan 2015 – Dec 2015)



Source: Transport for London API

Figure 6.2.4 shows that key locations are;

- A406 approach to Barking via London Road
- A13;
 - Near Gascoigne Road
 - Lodge Avenue junction
 - Ship and Shovel junction
 - Gale Street junction

- Longbridge Road;
 - Roundabout connecting with Northern Relief Road
 - Lodge avenue junction
- A12 Moby Dick junction
- Dagenham Heathway, especially Church Elm Lane/Hedgemans Road junction

Accident Prevention Project

The Accident Prevention programme is delivered by Community Safety and Offender Management, in partnership with the Transport, Planning and Policy Department and seeks to address reducing injuries and accidents.

The Accident Prevention programme also contributes to the Mayor of London and Transport for London's Safe London Streets Strategy/ Six Road Safety Commitments, in particular the commitment to:

- Lead the way in achieving a 40% reduction in the number of people killed or seriously injured on the Capital's roads by 2020 – with a longer term ambition of freeing London's roads from death and serious injury.
- Prioritise safety of the most vulnerable groups – pedestrians, cyclists and motorcyclists – which make up 80% of serious and fatal collisions.

The programme works closely with the Active Travel Officer within the Council, helping to promote school travel plans, Safer Routes to school and independent travel. Partnership work includes supporting the delivery of the Safe Drive Stay Alive project and Junior Citizenship.

The programme has successfully filled a vacuum that has evolved around educational delivery in this subject area. It is enthusiastically welcomed by schools in the borough.

The programme directly responds to the concerns of residents and Councillors raised at public meetings about road safety in the borough.

Since the inception of the programme a valuable relationship has been developed with schools in the borough. This brings an opportunity to coordinate a programme of messages to children and their families

Achievements

22,000 Barking and Dagenham children will have received a Road Safety intervention in school or at school based events during the academic year September 2015 to July 2016.

These interventions are age appropriate and designed to reflect the developmental understanding of the child. The curriculum plan for these interventions requires the Accident Prevention Officer re-visit the children at different stages of their understanding and development.

The curriculum plan therefore addresses a range of learning from the Green Cross Code for very young children to Cycling safety and Planning Safer Routes to School for year 6, as well as coverage of the dangers of drug driving 'Get Clued up' for years 10/11. The Accident and Prevention Officer is a qualified Btec level 2, Road Safety Practitioner, Accredited by Road Safety Great Britain.

Sessions have also been delivered to Uniformed/Faith groups and Children's Centres where parents have also had the opportunity to be involved.

Changing demographics and risks

Anecdotally, Accident Prevention Officers in other London Boroughs have reported an increase in numbers of people killed and seriously injured on roads where their demographic has changed significantly. Although there is no proven link, it is suggested that this is due to culturally different approaches to road crossing. This can be as simple as looking the wrong way when starting to cross a road or not understanding the British system of road crossing points. Work with parents in our Children Centres has brought us into contact with parents from a wide range of cultural backgrounds and they have welcomed the opportunity to learn, with their children about road safety. Given the rapidly changing demographics of Barking and Dagenham we see this as an important area of work to develop in the future.

Links with poverty and numbers of killed and seriously injured children on our roads is well established, The Child Accident Prevention Trust reported on the following in their publication Making the Link, November 2013:

Deaths

While the overall number of accidental deaths has fallen in recent years, the percentage of deaths among the poorest children has risen. There are persistent and widening inequalities between socio-economic groups for childhood deaths from accidents. Children from the most disadvantaged families (whose parents have never worked or are long-term unemployed) are 13 times more likely to die in accidents than children of parents in higher managerial and professional occupations.

Recommendations for Commissioners

Explore how to discourage parents from going to the school gate by car, and to explore the potential to reduce car journeys overall.

To encourage walking to school, it is the aim of the Council to improve road safety particularly outside the school gates and in the immediate surrounding areas that form part of the walking journey to school.

To effectively do this the Council continues to implement various types of traffic calming measures, from speed humps and raised tables to 20mph limits and chicanes to discourage heavy traffic flow and speeding.

Furthermore we continue to install parking restrictions such as school keeps clear marking and double yellow lines close to schools to discourage car usage. Schools in the borough remain the highest priority locations for road safety intervention.

To encourage walking, it's important to provide an environment that parents and children feel is safe and accessible. This is why it's key for the Council to continue to liaise with schools and provide safer crossing facilities.

Recognise the risk of death and injury faced by young drivers and their passengers. The Partnership needs to identify methods of tackling this together.