

Agenda Item No: 8

Uttlesford District KSI data

Total KSI casualties in Uttlesford

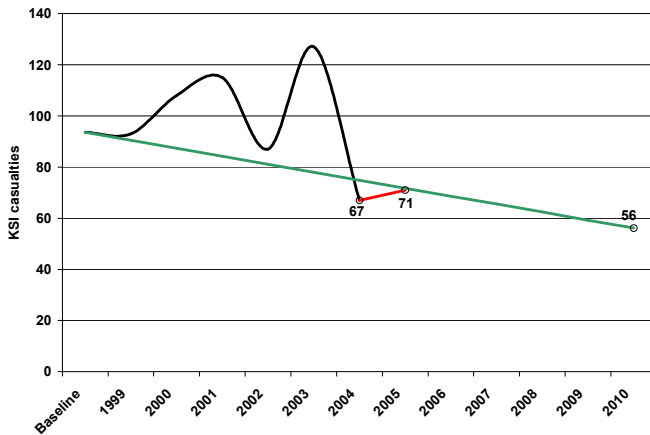


Figure 1. Progress towards 2010 - Uttlesford

— Number of KSI casualties per year since the 1994-1998 baseline average.

— Number of KSI casualties per year since the establishment of the PSA in 2004.

— Target. The 2010 target is a 40% reduction on the 1994-1998 baseline average. The line shows the level required to meet this target.

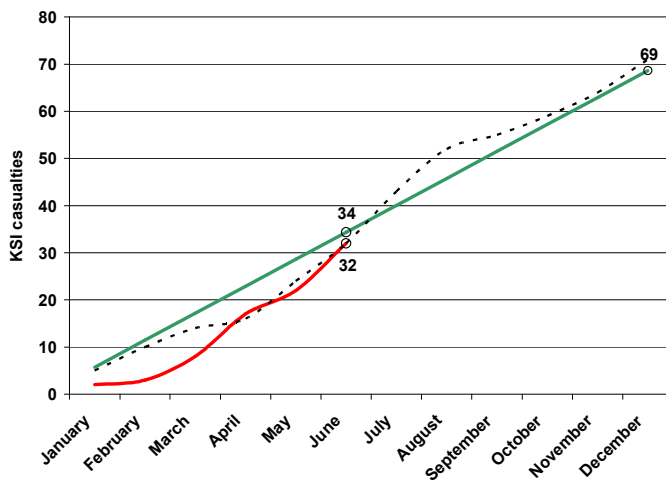


Figure 2. Progress in 2006 - Uttlesford

— Cumulative KSI casualties. This shows the number of KSI casualties to date in 2006.

— Target. The target line shows the level required this year to be on target for 2010.

— Cumulative monthly progress in 2005.

The number of KSI casualties in Uttlesford was below the target line in 2004 and 2005 although there was a slight increase in 2005 (figure 1). During the first 6 months of 2006 the number of KSI casualties has been slightly below the yearly target line (figure 2).

Comparison with other districts

Figure 3. KSI casualties by District 2005

	Population	KSI casualties - 2005					KSI per 100000 population
		All	Drink Drive	Motorcycles	Speeding	Young Drivers	
Chelmsford	157074	153	14	41	18	36	97.41
Epping	120907	137	6	31	17	26	113.31
Colchester	155805	113	8	23	11	21	72.53
Braintree	132175	103	6	23	16	20	77.93
Tendring	138542	100	12	20	19	29	72.18
Uttlesford	68943	71	3	9	11	16	102.98
Basildon	165665	68	4	16	6	12	41.05
Brentwood	68455	58	3	10	10	13	84.73
Maldon	59424	57	5	18	9	12	95.92
Harlow	78764	41	4	6	4	10	52.05
Castle Point	86613	36	2	8	2	8	41.56
Rochford	78487	26	2	8	2	7	33.13
New Essex	1310854	963	69	213	125	210	73.46

Figure 4. KSI casualties by District 2006 (Jan-Jun)

	Population	KSI casualties - 2006 (January-June)					KSI per 100000 population
		All	Drink Drive	Motorcycles	Speeding	Young Drivers	
Colchester	155805	57	5	9	6	11	36.58
Epping	120907	55	5	10	5	13	45.49
Chelmsford	157074	50	7	20	12	7	31.83
Basildon	165665	48	7	8	3	11	28.97
Braintree	132175	45	0	9	4	14	34.05
Tendring	138542	43	2	12	5	7	31.04
Brentwood	68455	32	3	8	6	8	46.75
Uttlesford	68943	32	0	9	9	7	46.42
Maldon	59424	24	0	5	3	6	40.39
Rochford	78487	20	1	2	2	1	25.48
Castle Point	86613	15	4	5	1	2	17.32
Harlow	78764	10	1	2	1	2	12.70
New Essex	1310854	431	35	99	57	89	32.88

The number of KSI casualties in Uttlesford during 2005 ranked in 6th in New Essex, however when the rate per population is calculated Uttlesford is ranked 2nd (figure 3). In 2006 Uttlesford is ranked 8th by KSI casualty number but 2nd by KSI casualty rate (figure 4).

Target groups

Young Drivers

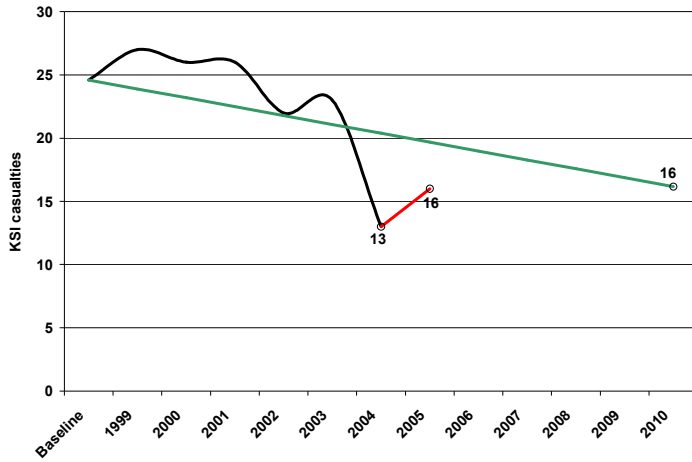


Figure 5. Progress towards 2010 – Uttlesford – Young Drivers
 — Number of KSI casualties per year since the 1994-1998 baseline average.
 — Number of KSI casualties per year since the establishment of the PSA in 2004.
 — Target. The 2010 target is a 40% reduction on the 1994-1998 baseline average. The line shows the level required to meet this target.

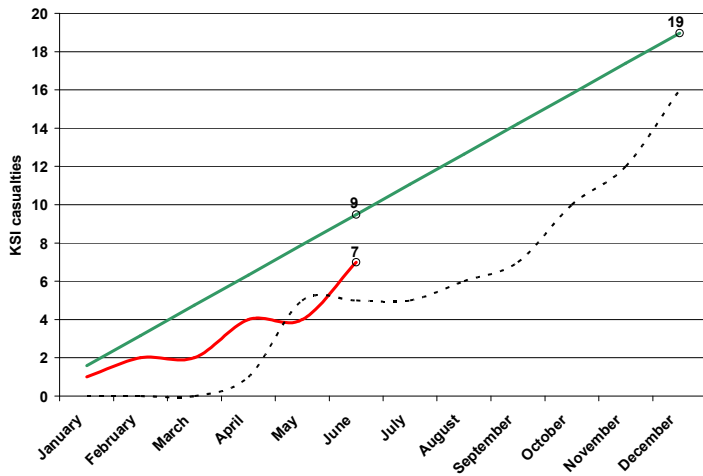


Figure 6. Progress in 2006 – Uttlesford – Young Drivers
 — Cumulative KSI casualties. This shows the number of KSI casualties to date in 2006.
 — Target. The target line shows the level required this year to be on target for 2010.
 — Cumulative monthly progress in 2005.

There is a long term downward trend in young driver KSI casualties in Uttlesford and the level was below the target line in 2004 and 2005 (figure 5). Young driver KSI casualties have been below the yearly target line throughout the first 6 months of 2006 (figure 7).

Speeding

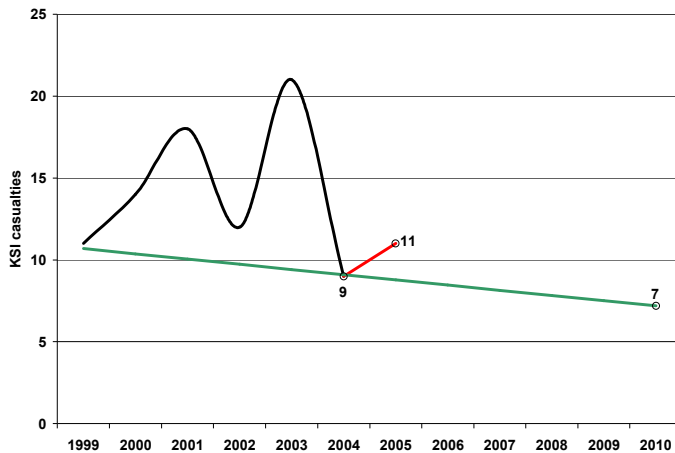


Figure 7. Progress towards 2010 Uttlesford – Speeding

— Number of KSI casualties per year since the 1994-1998 baseline average.

— Number of KSI casualties per year since the establishment of the PSA in 2004.

— Target. The 2010 target is a 40% reduction on the 1994-1998 baseline average. The line shows the level required to meet this target.

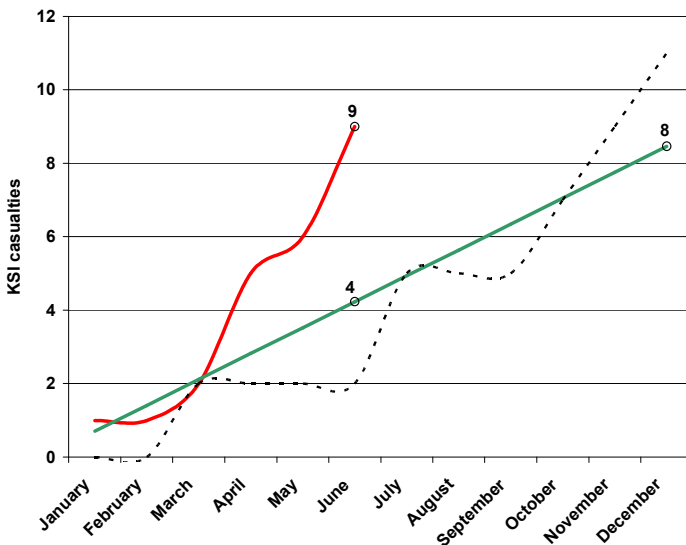


Figure 8. Progress in 2006 – Uttlesford – Speeding

— Cumulative KSI casualties. This shows the number of KSI casualties to date in 2006.

— Target. The target line shows the level required this year to be on target for 2010.

— Cumulative monthly progress in 2005.

There was a large drop in speed related KSI casualties in Uttlesford in 2004, bringing the level to the target line (figure 7). 2005 saw a slight increase on the previous year. Progress during 2006 has been above the yearly target line during the first 6 months of the year (figure 8).

Motorcyclists

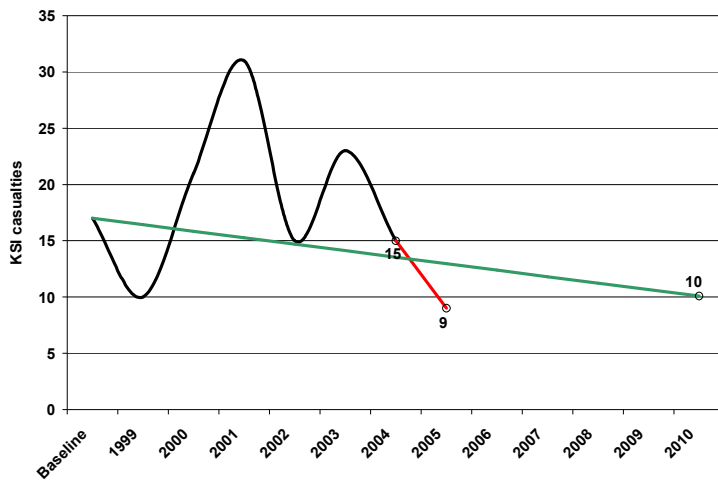


Figure 9. Progress towards 2010 – Uttlesford – Motorcycles
 — Number of KSI casualties per year since the 1994-1998 baseline average.
 — Number of KSI casualties per year since the establishment of the PSA in 2004.
 — Target. The 2010 target is a 40% reduction on the 1994-1998 baseline average. The line shows the level required to meet this target.

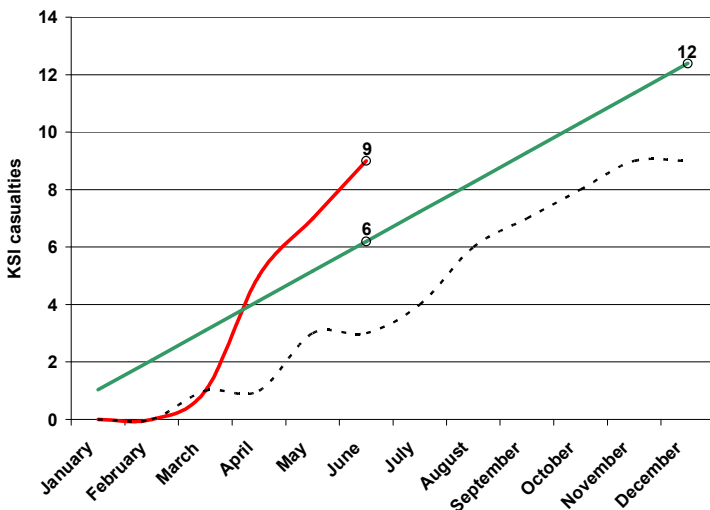


Figure 10. Progress in 2006 – Uttlesford – Motorcycles
 — Cumulative KSI casualties. This shows the number of KSI casualties to date in 2006.
 — Target. The target line shows the level required this year to be on target for 2010.
 — Cumulative monthly progress in 2005.

Motorcycle KSI casualties in Uttlesford have fallen for the past 2 years and were below the target line in 2005 (figure 9). During the first 6 months of 2006 motorcycle KSI casualties have risen above the yearly target line (figure 10).

Drink Drive

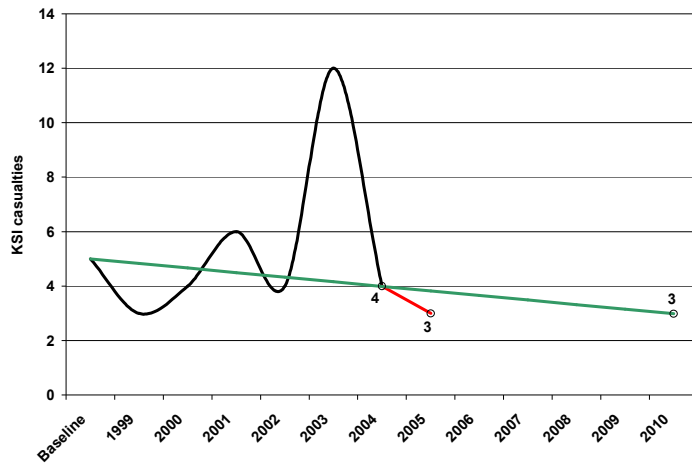


Figure 11. Progress towards 2010 – Uttlesford – Drink Drive

— Number of KSI casualties per year since the 1994-1998 baseline average.

— Number of KSI casualties per year since the establishment of the PSA in 2004.

— Target. The 2010 target is a 40% reduction on the 1994-1998 baseline average. The line shows the level required to meet this target.

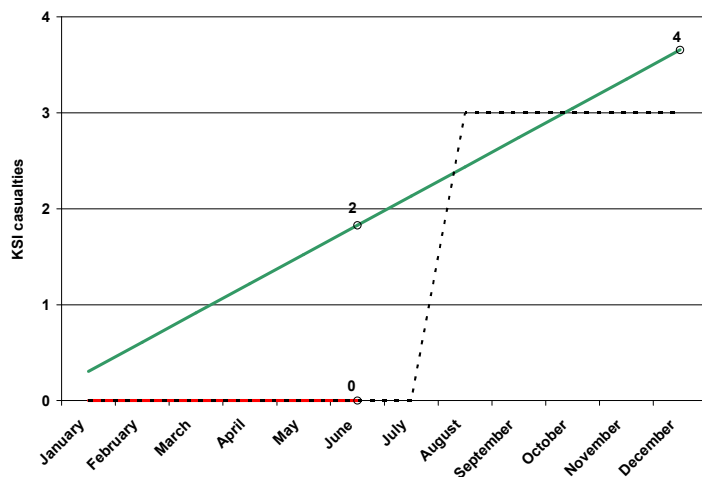


Figure 12. Progress in 2006 – Uttlesford– Drink drive

— Cumulative KSI casualties. This shows the number of KSI casualties to date in 2006.

— Target. The target line shows the level required this year to be on target for 2010.

— Cumulative monthly progress in 2005.

There was a large increase in drink drive KSI casualties in Uttlesford during 2003, followed by a large drop in 2004 (figure 11). This was maintained in 2005 with the number remaining below the target line. There were no drink drive KSI casualties in the first 6 months of 2006 in Uttlesford.