

Harlow

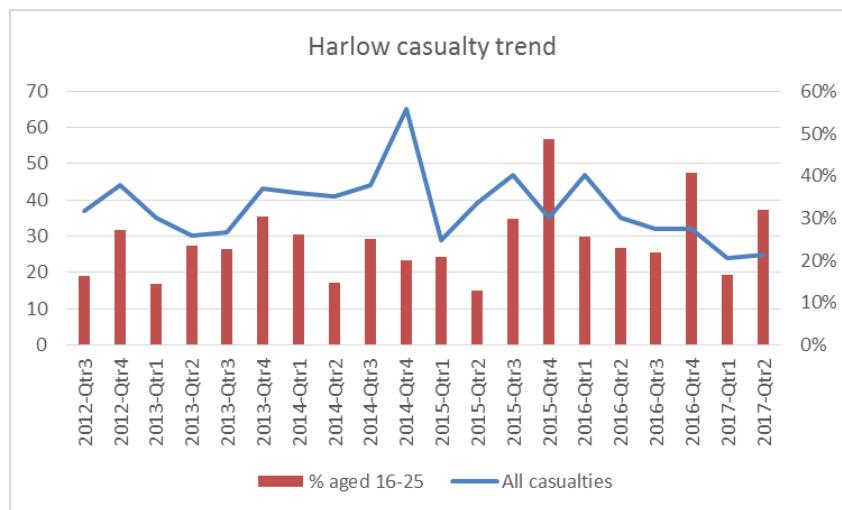
Aim

This document summarises key road safety activity and casualty data for Harlow district.

Collision & Casualty Data

All casualty severities

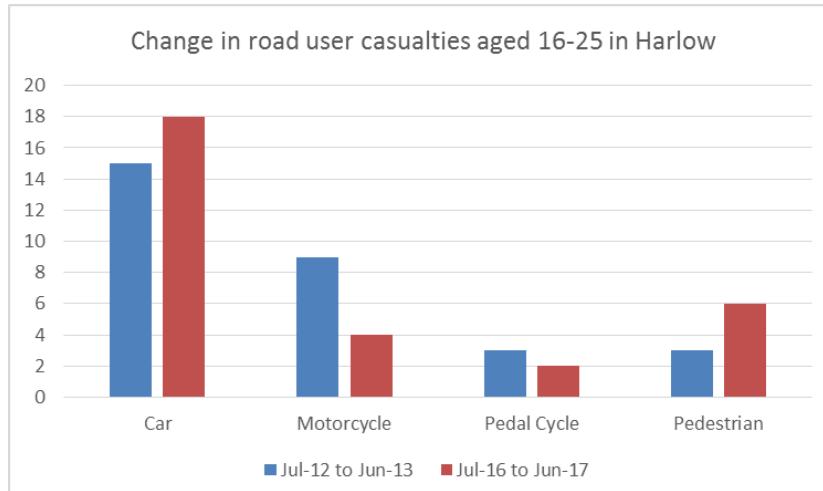
The chart below shows the trend in casualty numbers by quarter calendar year for Harlow over the last 5 years.



Overall, casualties in Harlow have been on a downward trend since January 2016, however the proportion aged 16-25 has increased slightly. Comparing the first 12 months of data (July-2012 to June-2013) with the most recent 12 months, shows a small increase in the overall number of casualties aged 16-25; going from 30 in the first 12 months to 32 in the last 12 months.

This suggests that casualty reductions seen by the wider population have not been experienced by road users aged 16-25.

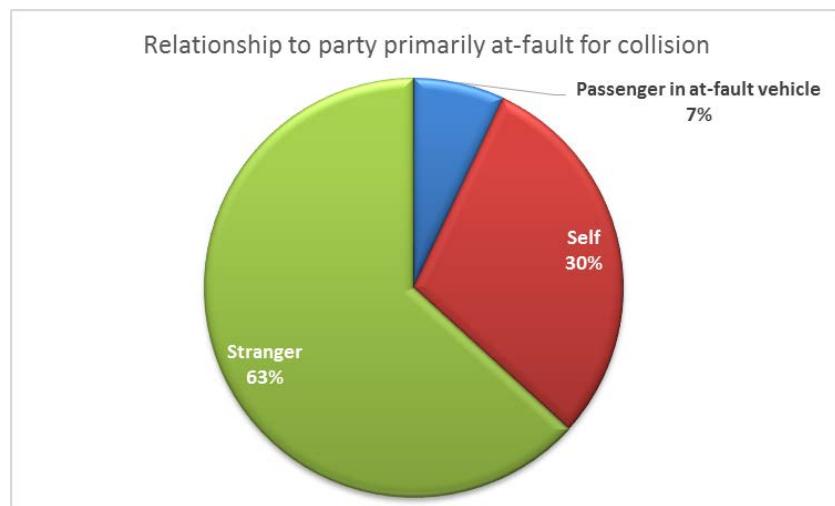
The chart below shows that the lack of casualty reduction for young people in Harlow is related to injuries to car occupants and pedestrians. This bucks the trend in the wider population where car occupant casualties have decreased while casualties in other groups increased or stayed the same.



LOCAL PROFILE

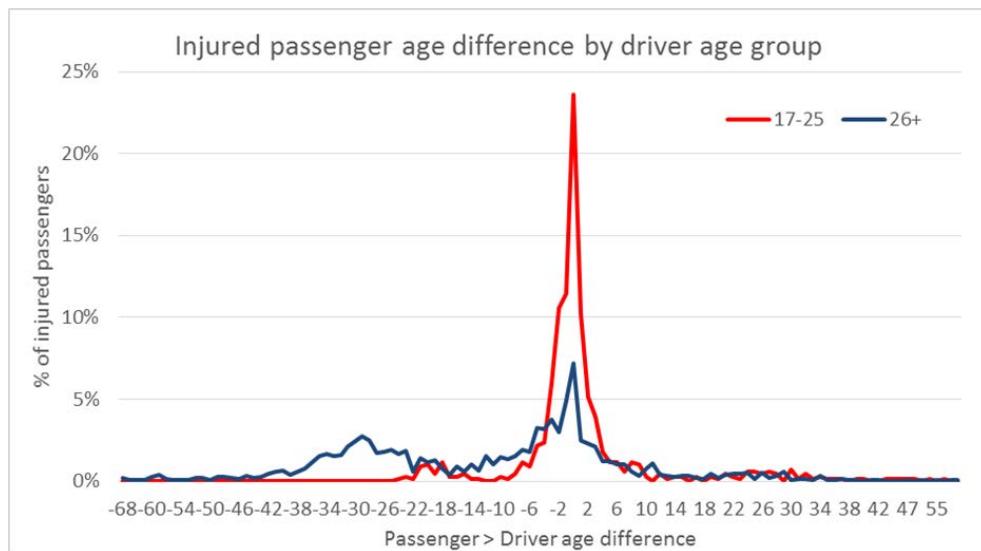


The chart below shows that over two thirds of young people injured on the roads in Harlow were not *primarily*¹ at fault for the collision they were involved in.



The proportion of people aged 16-25 injured on the road by strangers in Harlow is 63%. This is well above the Essex average for this age group of 48%. This indicates the culpability rate for young people in Harlow is well below the county average. ***Therefore any initiatives aimed at reducing young road user casualties should include messages to the wider road using public.***

With regards to injured passengers, the chart below uses data for all casualties in Essex and indicates that passengers injured in cars driven by 17-25 year olds are much more likely to be aged within a couple of years of the driver, than passengers in cars with drivers aged 26+. In simple terms this is consistent with young drivers tending to carry 17-25 year old passengers.



¹ Road traffic collisions are complex multi-factor events, where opportunities to avoid a collision are often available to more than one party. Primary fault indicates which party, in the professional opinion of the investigating Police Officer, had the clearest opportunity to prevent the collision, or whose behaviour contributed most towards the collision occurring.

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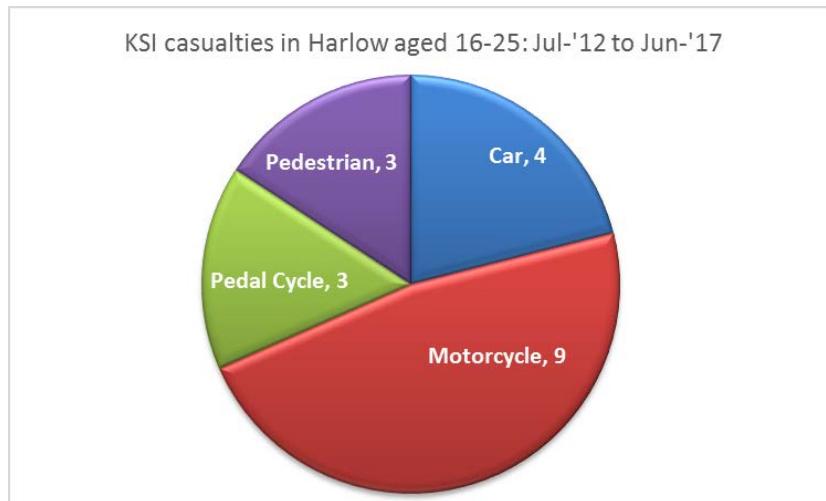
The table below shows where young casualties in Harlow are from, based on their postcode. Fewer than half of the casualties actually live in Harlow and most of the rest are from outside of Essex.

Local authority	% of 16-25 year old casualties
Harlow	42%
Non-Eastern Region area (inc. London)	42%
Epping Forest	7%
Chelmsford	3%
East Hertfordshire	3%
Broxbourne	2%
Cambridge	1%
Maldon	1%
Uttlesford	1%

It might be reasonable to assume the number of non-Harlow residents injured in Harlow is similar to the number of Harlow residents injured outside of Harlow, but this is not possible to determine without large scale processing on the national dataset.

KSI (Killed or Seriously Injured) casualties

There have been 19 young people aged 16-25 recorded as killed or seriously injured on the roads in Harlow over the 5 years covered by this report. While this is clearly 19 too many, the numbers are too small to identify any trends over time from which we can draw any meaningful conclusions.

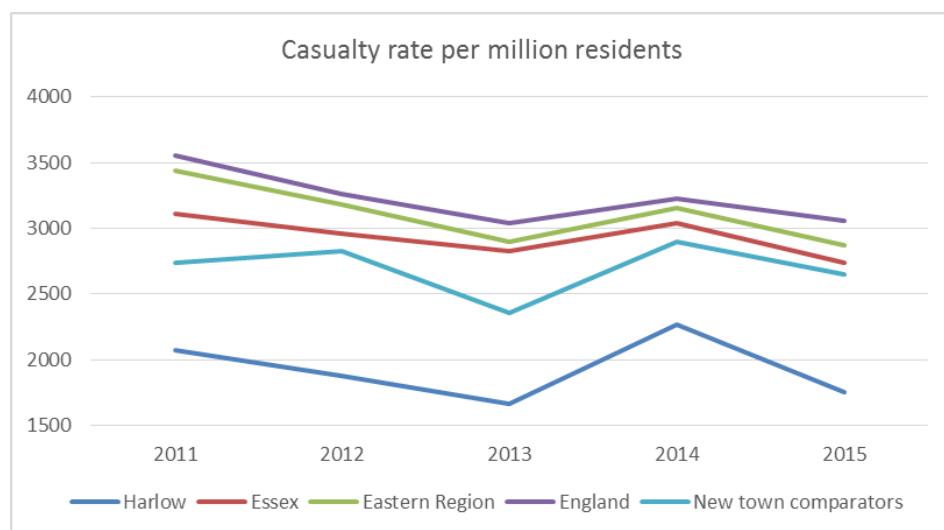


One fact that is meaningful though is that 9 of the 19 KSI casualties were riding motorcycles. This is consistent with the wider trend of motorcyclists, particularly young males, being over represented in KSI statistics.

Comparisons with other areas

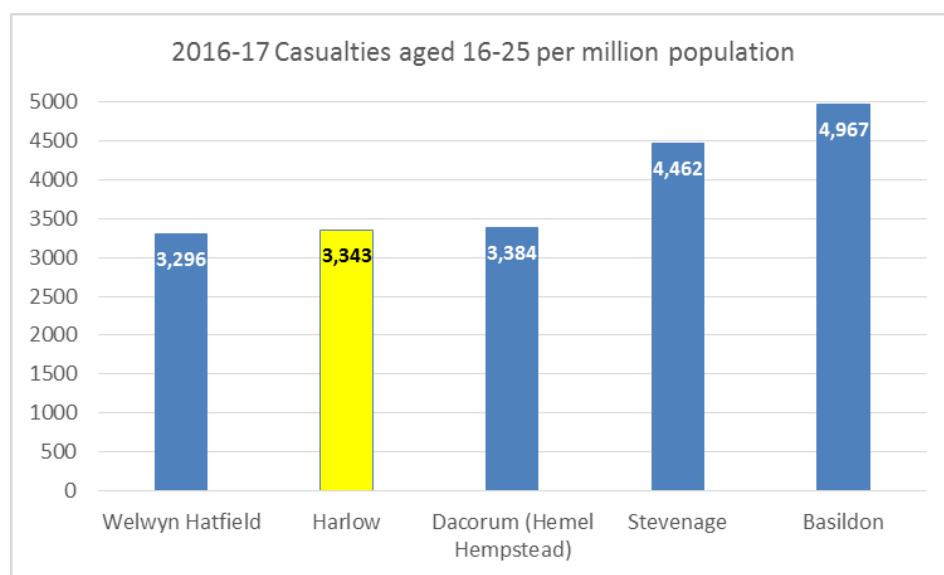
The graph below shows the casualty rate per million people (all ages) in Harlow, and the rate in other selected areas for comparison. It uses the most recent available data published by the DfT. The “New town comparators” were selected on the basis that their infrastructure and demographics are likely to have more in common with Harlow than other areas selected at random or England as a whole. These new towns comprise:

- Basildon
- Dacorum (Hemel Hempstead)
- Stevenage
- Welwyn Hatfield (Welwyn Garden City and Hatfield)



This shows the overall casualty rate in Harlow is 28% lower than it is for the new-town comparator group.

The next chart shows the casualty rate for people aged 16-25 in Harlow and the new-town comparators for the 12 months since 1st April 2016². Again this shows Harlow as having one of the lower casualty rates within its comparator group.



² Data this detailed and up-to-date is only available for Police Force areas which both use the new CRASH national computer system and do not have a large inputting backlog.

Road user behaviour

On investigating a road traffic collision, a Police Officer can select up to six contributory factors which can be attributed to any of the people involved in the collision³.

The most frequently used factors, ‘such as failed to look properly’ and ‘failed to judge path/speed’ are common to all road user groups. The lists below feature the factors seen more frequently among 16-25 year olds than among a comparator group of 30-60 year olds. These are therefore the factors most *characteristic* of the 16-25 year old age group, rather than the most common:

16-25 year old car drivers:

- Loss of control
- Inexperience
- Exceeding speed limit
- Impaired by alcohol
- Careless/reckless/in a hurry

16-25 year old motorcycle riders:

- Inexperience
- Loss of control
- Sudden braking
- Following too close
- Slippery road
- Exceeding speed limit

16-25 year old pedestrians:

- Impaired by alcohol
- Wearing dark clothing at night

³ Factors such as “Excess speed” and “Using handheld mobile phone” are believed to be under-recorded as their presence before the collision can be difficult to establish after the collision without the detailed forensic work which is only carried out for fatalities. Even for fatal collisions, the forensic work usually takes place after the initial collision data has been submitted, so forensic information is usually not included.

Road Safety Education

The following road safety initiatives have been delivered by the SERP in Harlow over the last 12 months:

Surround-A-Town day

Surround-A-Town (SAT) days focus a massive amount of resource in a very concentrated and geographically targeted area. This allows a wide range of poor road using behaviours to be addressed by appropriate use of engagement, education and enforcement that would otherwise be difficult to capture; each partner being able to contribute its own area of expertise. Surround-A-Town events focus on the following issues; Seat belt wearing, Mobile phone use, Drink drive/ride, Exceeding speed limits / driving according to conditions, Anti-social driver/rider behaviour.

- One full SAT day and one mini SAT day in Harlow in 2016.
- One mini SAT in Harlow on July 13th 2017 and a full SAT booked for November 15th 2017.

Primary schools

The team have made 26 primary school visits, delivering road safety education to over 700 year 5 pupils. This included two 'school speedwatch' events involving 60 pupils.

School speedwatch allows pupils to observe a Police Officer conducting speed checks outside their school. Motorists who are caught are given the choice of having their offence processed in the normal way, or seeing a presentation by the pupils highlighting the potential impact of excess speed, and answering questions about how they would feel if they were unable to avoid hitting a child with their vehicle.

Secondary schools

'Roadster' delivered to over 200 students. This is a day-long event which explains the dangers of excess speed, drink and drug driving, using a mobile phone when driving, peer pressure, the importance of wearing a seat belt, what to look for when buying a car and how to apply for a driving licence.

'Theatre in Education' comprises a range of interactive performances using live drama and video to highlight the hazards and consequences of taking risks on the road. The style and content is tailored to the issues faced by each age group. This has been delivered to:

- Year 7: 697 pupils, plus 4 schools booked for September 2017
- Year 9: 1206 pupils, plus 6 schools booked for October 2017
- Year 11: 575 students, plus 4 schools booked for February 2018

Young drivers

Harlow College was visited in 2016 to promote the #mysmallchange campaign. This campaign invites people aged 17-25 to make a pledge to avoid one or more dangerous behaviours on the road, for the chance to win a car. Sharing their pledge on social media and engaging further with road safety messages increases their chances of winning. The original prize car has now been claimed so the campaign is being repeated and has already visited Harlow in September 2017.

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Essex County Fire & Rescue service has also carried out the following road safety activity under the SERP banner in the Harlow area over the last 12 months:

Fire Car was deployed to engage with young cruiser car/performance car enthusiasts at Harlow Retail Park on 8th April 2017.

Fire Break Scheme held at Harlow Fire Station on 17th November 2016 during which road safety education was delivered to scheme participants.

Harlow College visited on 18th July to deliver road safety education to year 9 and 10 students.

Harlow Fire Station Open Day on 2nd September 2017 where road safety advice given to 40 members of the general public.

Freshers Fayre at Harlow College on 13th September 2016 and 18th September 2017 where the ECFRS RTC Reduction team engaged with new students on road safety risk and consequence (to be repeated on 6th October 2017).

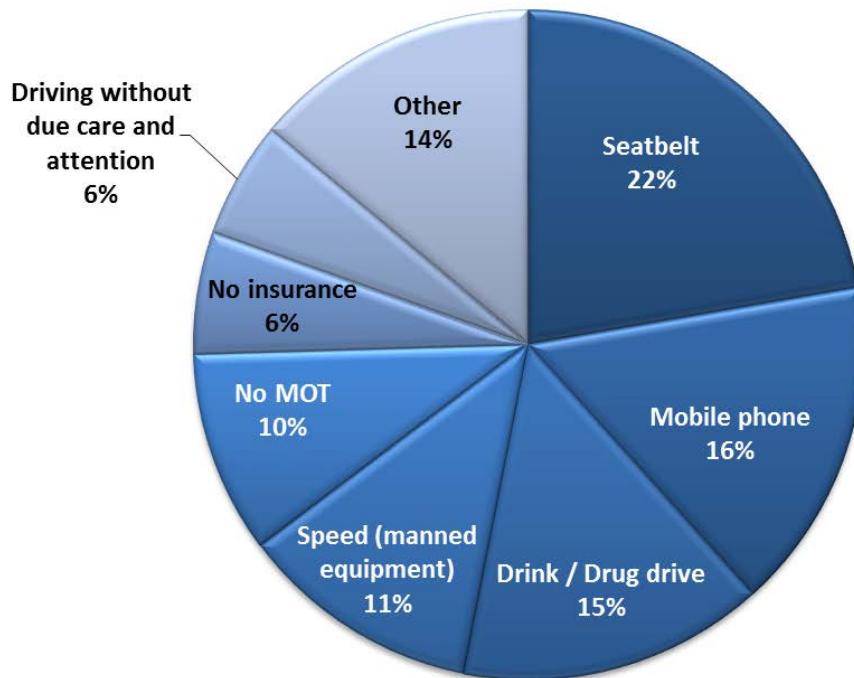
Young Rider Education at Harlow College on 20th October 2016.

FireBike 10 Harlow residents attended FireBike motorcycle safety courses in 2016 and 2017.

Enforcement

In addition to automatic camera enforcement, Police Officers detected **1,819 road traffic offences in Harlow** district during the 12 months to July 2017. These can be broken down as follows:

Harlow traffic offence type breakdown



Bus lane enforcement is also in the pipeline for Harlow, commencement date and sites to be confirmed.