

**Report to:** Road Issues Scrutiny Panel

**Date:** 20<sup>th</sup> December 2006

**Report of:** Head of Highway Management

**Report No:** 11

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**Report Title:** **Accident Statistics for Areas of Disadvantage in Bolton.**

**Confidential /  
Non Confidential:**

**(Non-Confidential)** This report does **not** contain information which warrants its consideration in the absence of the press or members of the public

**Purpose:**

To inform Panel of research into accident and casualty statistics in NRF areas in Bolton compared with those of in non NRF areas in Bolton.

**Recommendations:**

Panel is recommended to note the contents of the report.

**Decision:**

**Background Doc(s):**

None

## INTRODUCTION

1. This report summarises the findings of an extensive study comparing NRF accident and casualty statistics in the last full three calendar years. Comparisons have been made between NRF area, between NRF areas and non NRF areas in Bolton and in comparison with the whole of Bolton. It should be noted that the NRF areas studied are Brightmet, Central (Rumworth, Crompton, Halliwell and Great Lever), Farnworth, Hall l'th' Wood, Johnson Fold, Tonge Moor and Washacre. In most cases the NRF area boundaries do not match ward boundaries.
2. Statistics for these areas have been broken down in to the following categories general accident numbers, Child Casualties, Pedestrian Casualties, Pedal Cycle Casualties, accident trends and the levels of casualties resident in the actual NRF area.
3. The table below summarises the main findings for each of the areas.

NRF AREA	MAIN FINDING
BREIGHTMET	<ul style="list-style-type: none"> <li>▪ The accident rate per 1000 head of population is reduced due to the increasing density of the population.</li> <li>▪ The proportion of children injured in an accident is however increasing.</li> <li>▪ The proportion of pedestrians injured in an accident is increasing.</li> <li>▪ There have been 60 accidents in this area resulting in 80 casualties, it is estimated that 23 of the casualties reside within the area.</li> </ul>
CENTRAL (Rumworth, Crompton, Halliwell and Great Lever),	<ul style="list-style-type: none"> <li>▪ This area has the highest rate of accidents per 1000 head of population.</li> <li>▪ The proportion of child casualties is lower here than in non-NRF areas, but becomes higher per head of population due to the high number of accidents and lower resident population.</li> <li>▪ High number of pedestrian accidents, due to the presence of pedestrian generators combined with the volumes of traffic.</li> <li>▪ It is estimated that the proportion of casualties which reside in the Central area wards is between 6% and 17.5%, which are the lowest rates of casualties who reside within the area of the NRF areas.</li> </ul>
FARNWORTH	<ul style="list-style-type: none"> <li>▪ There is a higher rate of accidents per 1000 head of population than in non-NRF areas.</li> <li>▪ Child casualties and pedestrian casualty rates per 1000 head of population is higher than in non-NRF areas.</li> </ul>

	<ul style="list-style-type: none"> <li>It is estimated that the proportion of casualties which reside in the Farnworth area is approximately 22%.</li> </ul>
HALL I'TH' WOOD	<ul style="list-style-type: none"> <li>This is the smallest area geographically and by population.</li> <li>This area has the highest density of accidents per hectare.</li> <li>The majority of the accidents occurred on the 'A' class roads on the outer curtilage of the area.</li> <li>This area has the highest rate of casualties per 1000 head of population for pedestrian, pedal cyclist and child casualties but this reflects the highway layout in relation to the area boundaries and population.</li> <li>It is estimated that the proportion of casualties which reside in the Hall I' Th' Wood area is approximately 39%.</li> </ul>
JOHNSON FOLD	<ul style="list-style-type: none"> <li>This area has the same casualty rate per 1000 head of population as the non-NRF areas.</li> <li>Majority of the child casualties and pedestrian casualties were involved in accidents of the classified roads.</li> <li>It is estimated that the proportion of casualties which reside in the Johnson Fold area is approximately 28%.</li> </ul>
TONGE MOOR	<ul style="list-style-type: none"> <li>This area is the most densely populated of the NRF areas.</li> <li>This area has the lowest accident rate per 1000 head of population.</li> <li>The rate of child casualties and pedestrian casualties per 1000 head of population is less than that experienced in non-NRF areas.</li> <li>It is estimated that the proportion of casualties which reside in the Tonge Moor area is approximately 30%.</li> </ul>
WASHACRE	<ul style="list-style-type: none"> <li>Majority of the accidents occur on the classified road on the boundary of the area.</li> <li>The rate of child casualties per 1000 head of population is only marginally higher than in non-NRF areas.</li> <li>The rate of pedestrian casualties is twice the rate for non-NRF areas.</li> <li>It is estimated that the proportion of casualties which reside in the Washacre area is approximately 10%.</li> </ul>

## **Summary**

- ✓ Casualty / Accident rates per 1000 head of population are higher across NRF areas than other areas of Bolton – reflecting National trends.
  - ✓ There is a significant variation in rates between NRF areas with the majority of NRF areas having casualty / accident rates per 1000 head of population lower than the average for Bolton NRF areas.
  - ✓ The casualty / accident rates per 1000 head of population for the Central Area (Rumworth, Crompton, Halliwell and Great Lever) are significantly influencing the overall performance for NRF areas.
4. Further Research is being undertaken to identify the level of involvement of residents of NRF areas in accidents across the Borough.
  5. A more detailed summary of the findings will be handed out at the meeting

## **RECOMMENDATION**

6. The Panel is recommended to note the contents of this report.