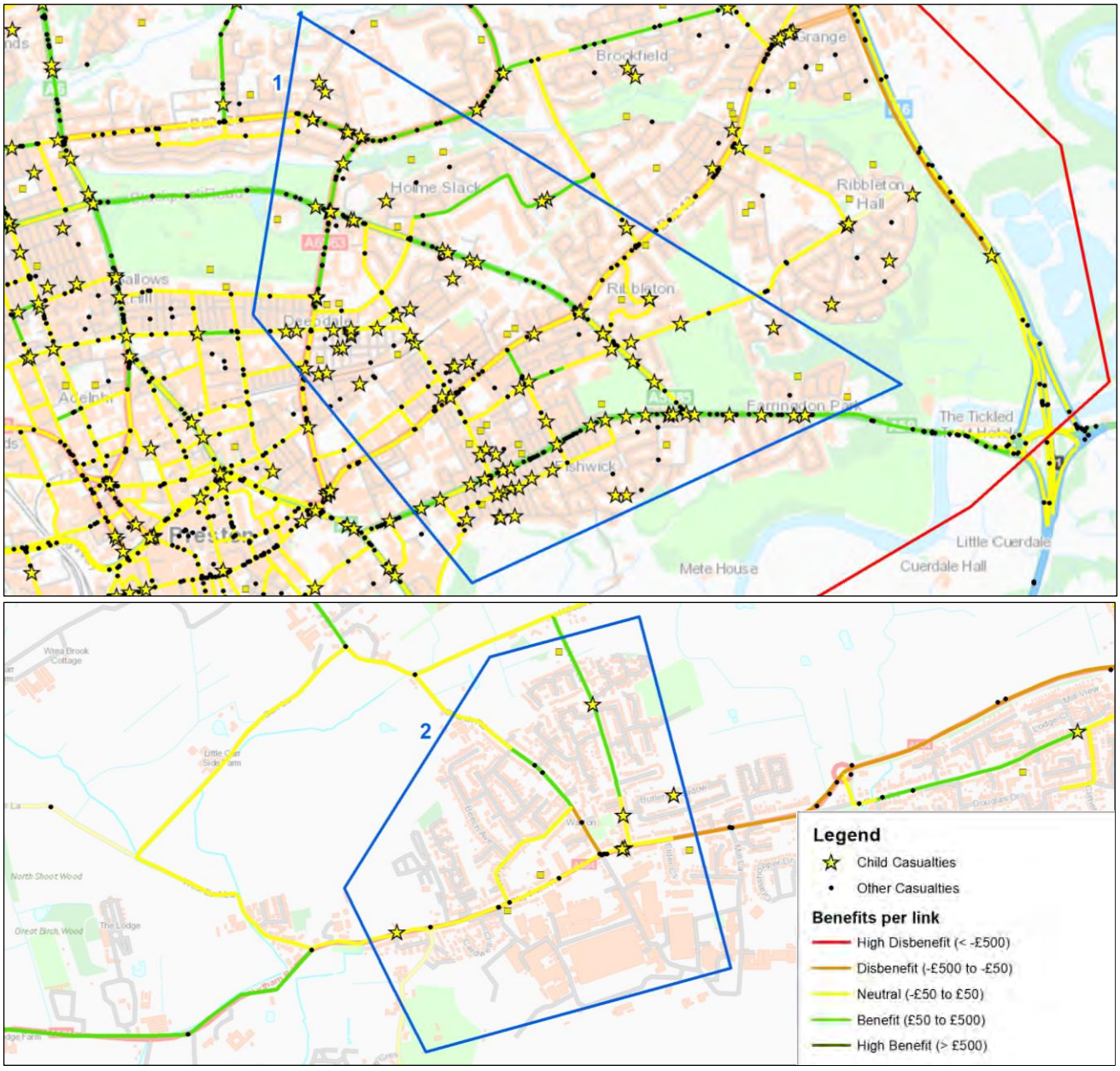

Figure 9-6: Detailed view of child casualties and amenities in the identified clusters

WebTAG guidance also advises that the impact on accident rates in areas with high numbers of young residents should be examined. Figure 9-7 displays the LSOAs with large number of residents aged 16 and below within the study area. Many of the links within these LSOAs currently experience above average accident rates when compared to the national average.

Figure 9-8 shows that aside from the M55, parts of the A584, Riversway and Hoyles Lane, most existing links within the above LSOAs will experience either a neutral or positive impact on accidents. As a result, this scheme is expected to be slightly beneficial for LSOAs with high numbers of children.

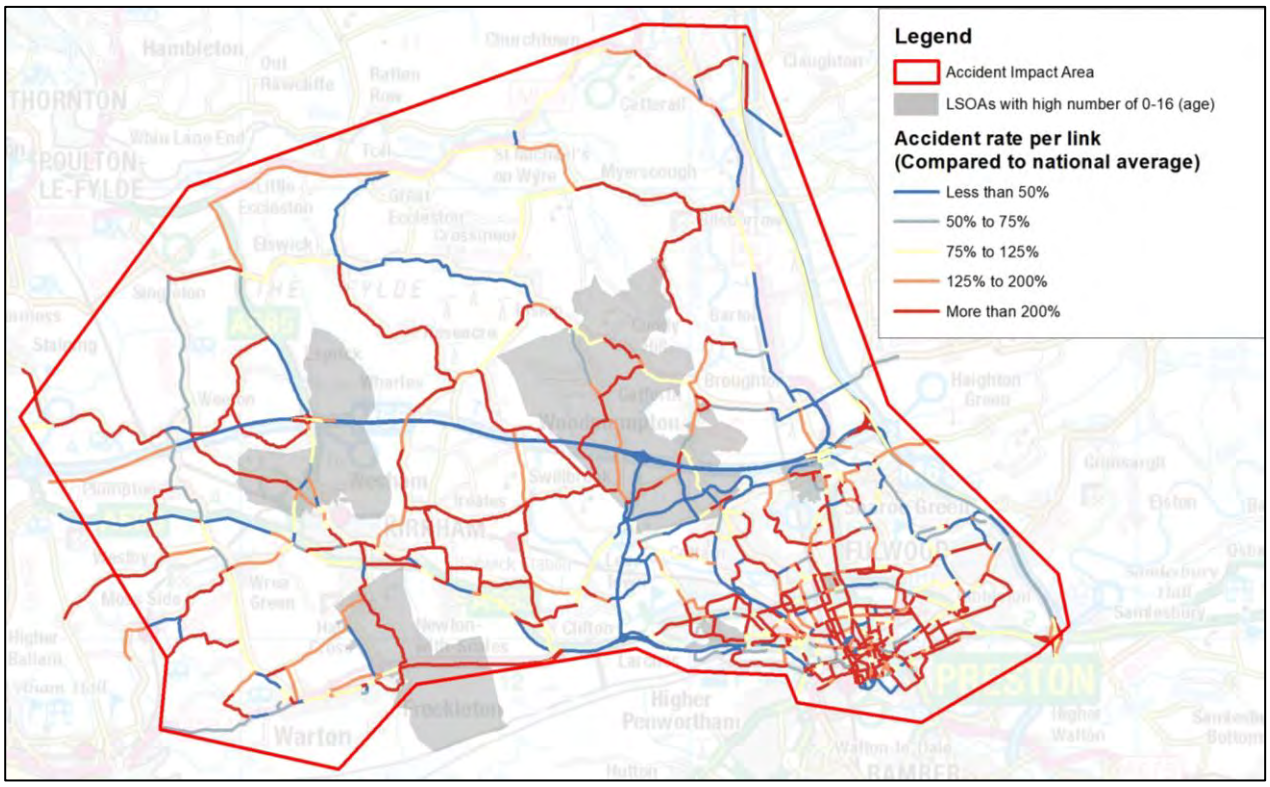

Figure 9-7: LSOAs with more than 400 residents aged 16 or below

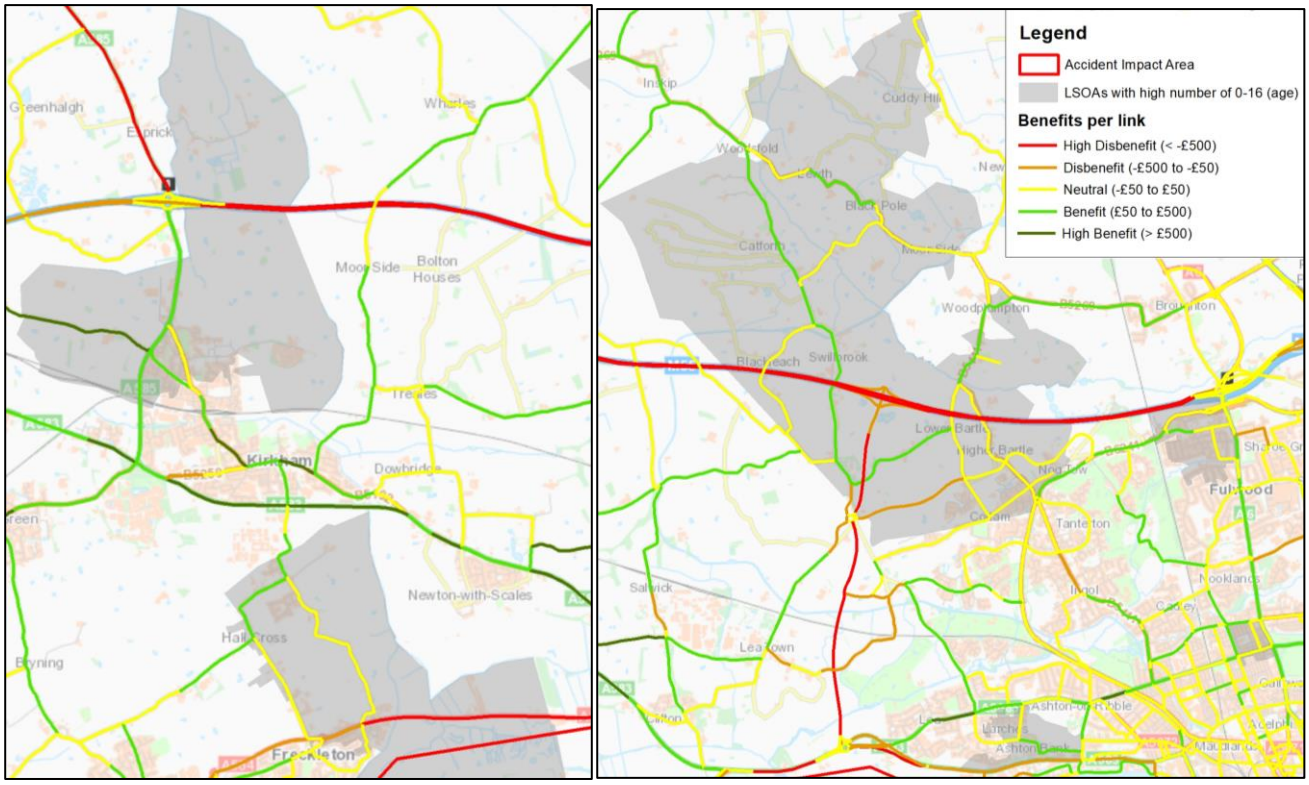

Figure 9-8: Accident benefits per link in young areas

9.5.2 Accident Impacts on Older People

Amenities attracting older people identified in Step 2 have been plotted in GIS together with casualties among individuals older than 70 years old (Figure 9-9).

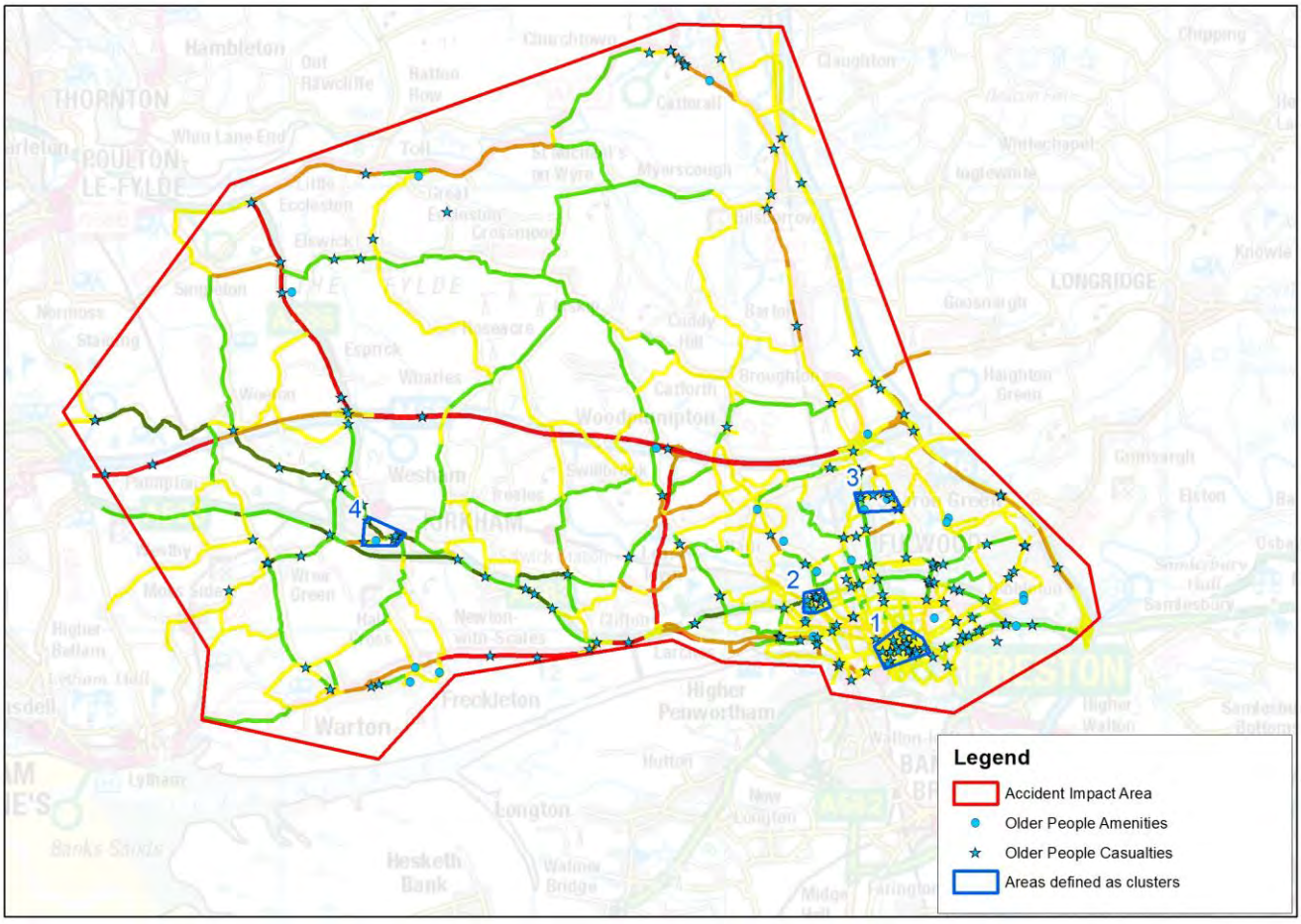

Figure 9-9: Older people casualties and amenities in the Accident Impact Area

As demonstrated in Figure 9-9 there are four clusters within the area of impact where the proportion of casualties among older people is significantly higher than national average and which are close to amenities for older people. Table 9-2 shows the proportions of casualties among older people and the impact of the scheme on road safety for each cluster.

Table 9-2: Clusters of older people that are casualties on the road and forecasted impact of the scheme

Area	Proportion of older people casualties	Impact of the scheme
National Average	5.9 %	**N/A, only for comparison purposes**
Average in Study Area	5.5 %	
Older People Cluster 1	9.3 %	Neutral
Older People Cluster 2	13.5 %	Beneficial
Older People Cluster 3	15.5 %	Beneficial
Older People Cluster 4	16.7 %	Beneficial

Figure 9-10 shows that the majority of the links within the identified clusters are expected to have a reduction in accidents as a result of the scheme. Therefore, the PWD scheme impact is considered to be slightly beneficial for older people.

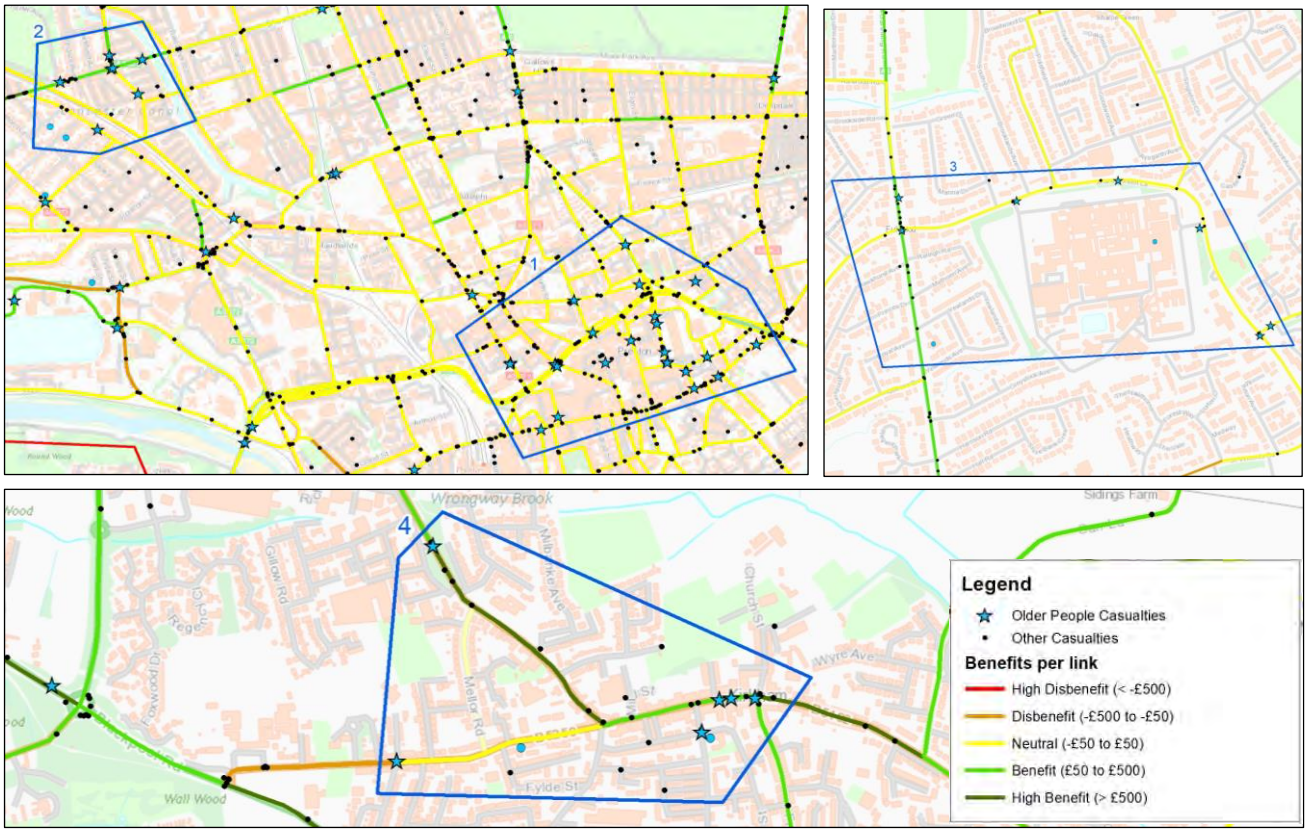

Figure 9-10: Older people casualties and amenities in the identified clusters

WebTAG guidance advises that the impact on accident rates in areas with high numbers of older residents should be examined. Figure 9-11 displays the LSOAs with large numbers of elderly residents using mid 2017 LSOA population estimates. As can be seen, multiple links within these areas currently experience more than double the accident rate per link compared to the national average.

Figure 9-12 shows that most links within these areas are expected to experience either neutral or slight benefits resulting from the implementation of this scheme. As a result, the impact of this scheme is slightly beneficial.

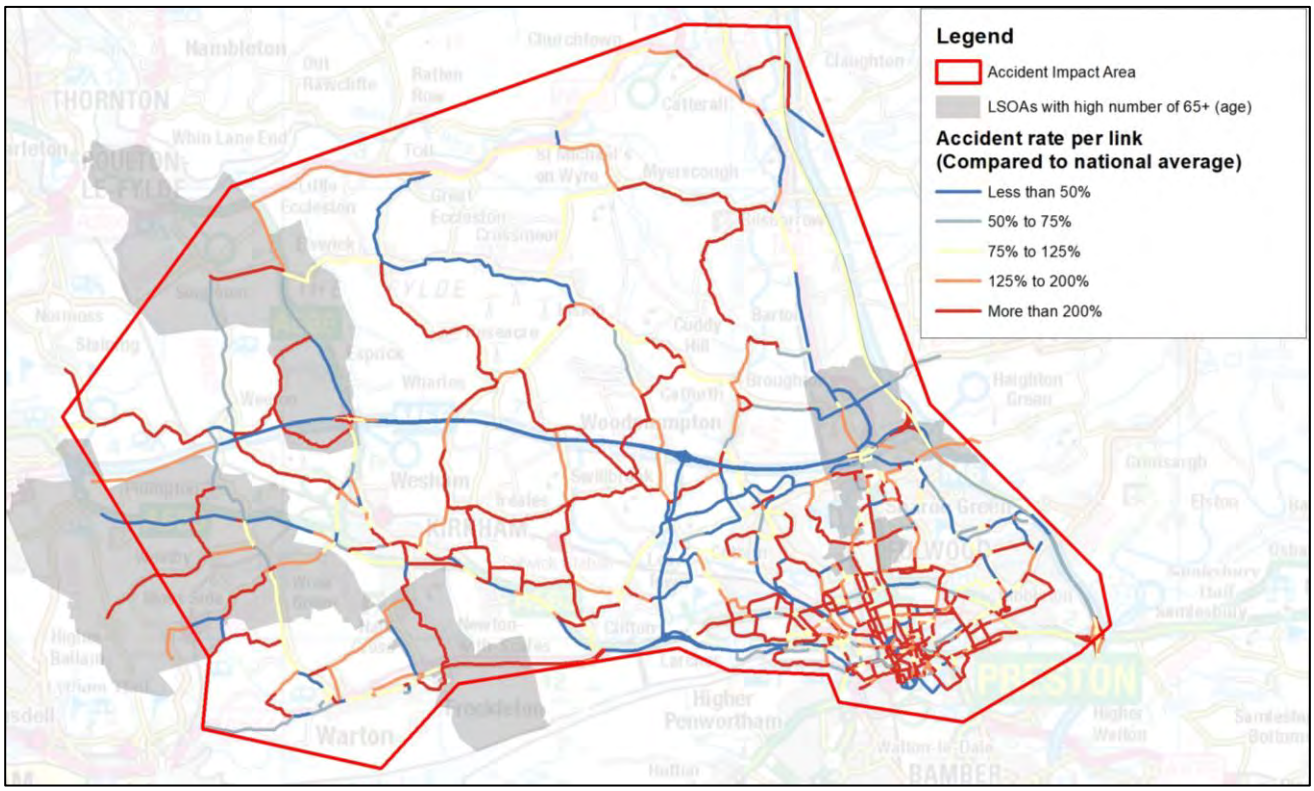

Figure 9-11: LSOAs with more than 400 residents aged 65+ and accident rates per link

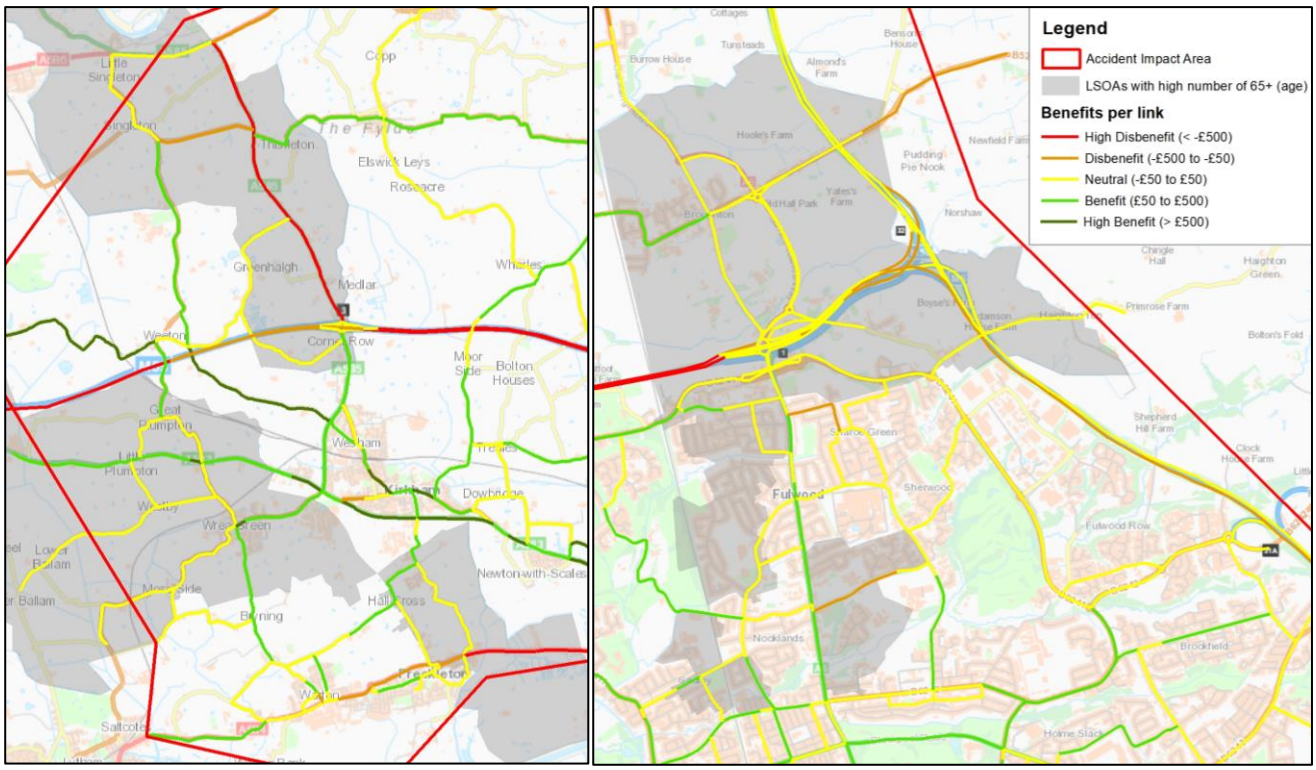

Figure 9-12: Accident benefits per link in elderly areas

9.5.3 Accident Impacts on Young Male Drivers

Amenities attracting young male drivers identified in Step 2 have been plotted in GIS together with casualties among male drivers between 16 and 25 years old (Figure 9-13).

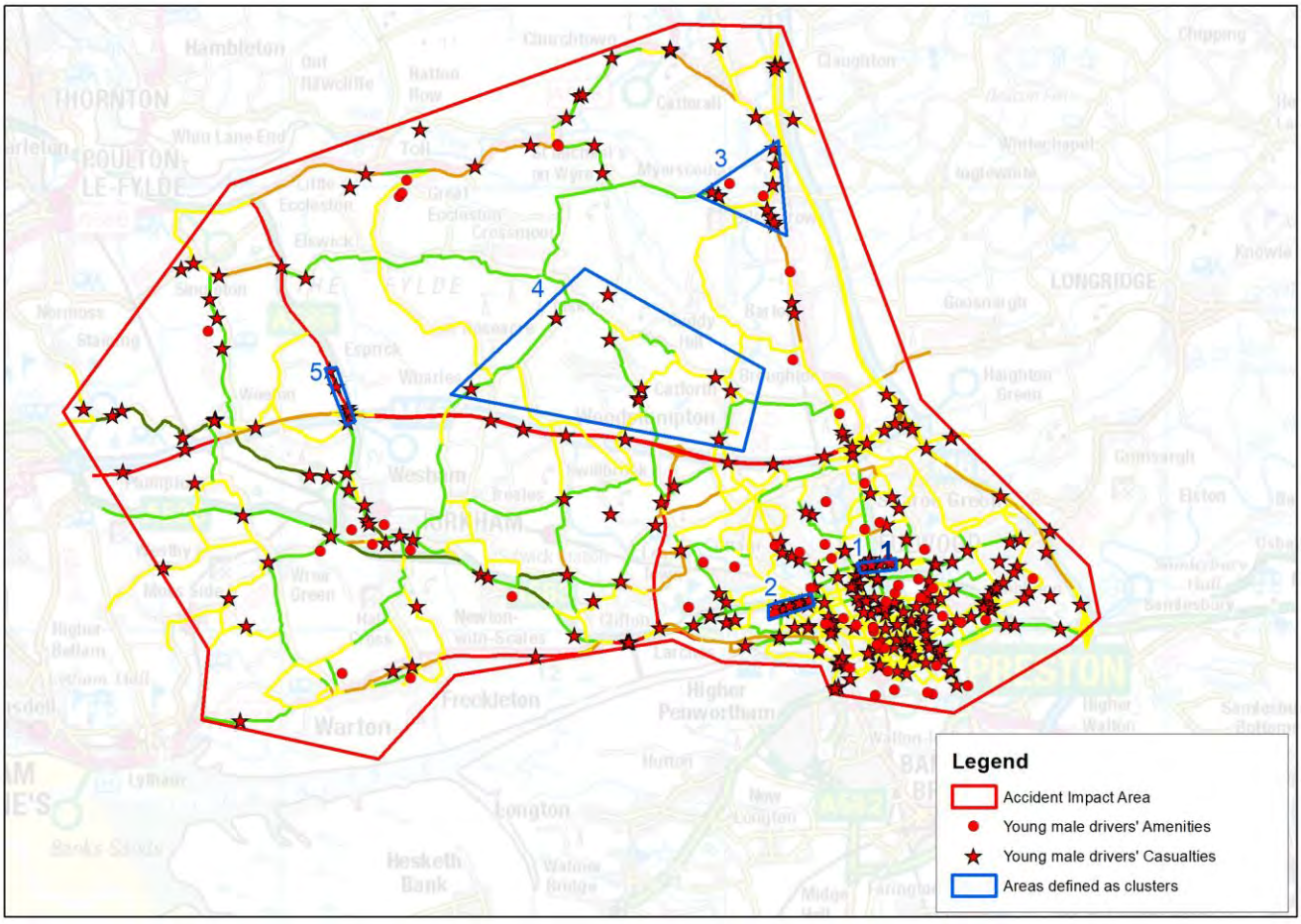

Figure 9-13: **Young male drivers' casualties and amenities in the Accident Impact Area**

As demonstrated in Figure 9-13 there are five clusters within the area of impact where the proportion of casualties among young male drivers is significantly higher than national average and are close to amenities for young people. Table 9-3 shows the proportions of casualties among young male drivers and the impact of the scheme on road safety for each cluster.

Table 9-3: Clusters of young male drivers that are casualties on the road and forecasted impact of the scheme

Area	Proportion of young male driver casualties	Impact of the scheme
National Average	9.2 %	**N/A, only for comparison purposes**
Average in Study Area	7.5 %	
Young Male Drivers' Cluster 1	22.0 %	Neutral
Young Male Drivers' Cluster 2	17.0 %	Beneficial
Young Male Drivers' Cluster 3	18.6 %	Adverse
Young Male Drivers' Cluster 4	34.5 %	Beneficial
Young Male Drivers' Cluster 5	12.8 %	Adverse

As demonstrated in Figure 9-14 there are both beneficial and adverse impacts on the young male drivers depending on the area. Thus, the overall impact is assessed as neutral.

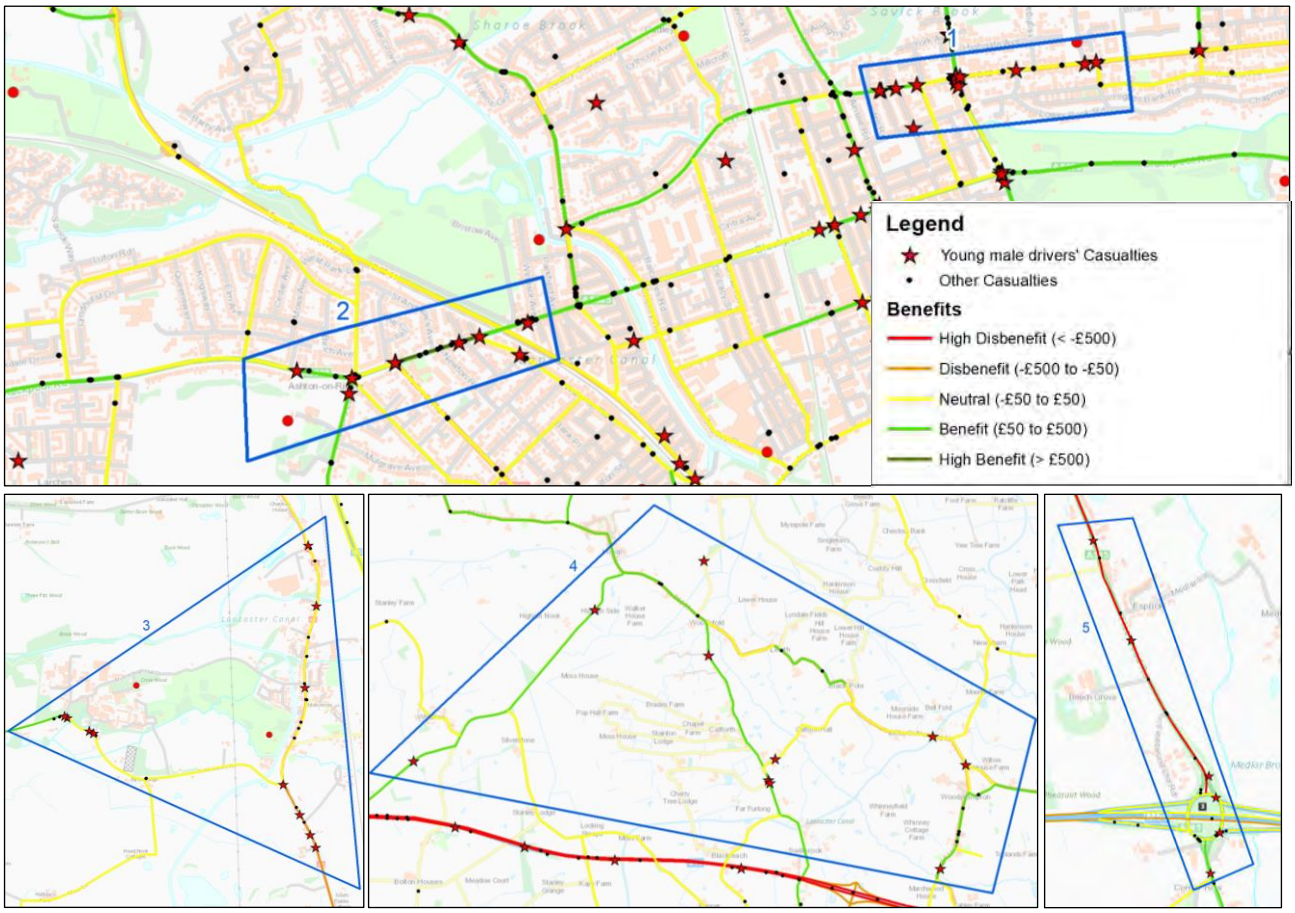

Figure 9-14**: Young male drivers' casualties and amenities in the identified clusters**

9.5.4 Accident Impacts on Pedestrians

Casualties among pedestrians have been plotted in GIS (Figure 9-15):

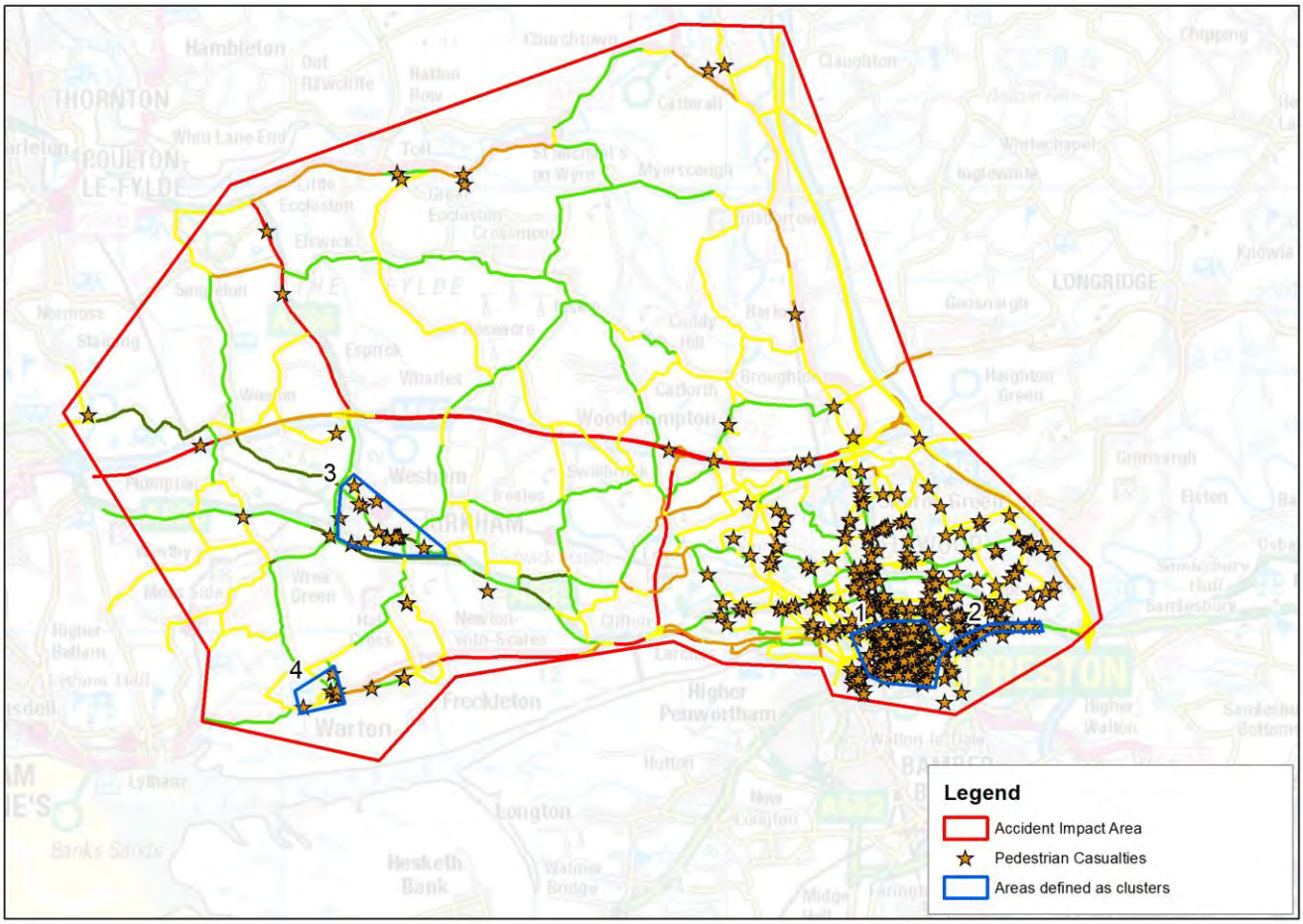

Figure 9-15: Pedestrian casualties in the Accident Impact Area

As demonstrated in Figure 9-15 there are five clusters within the area of impact where the proportion of casualties among pedestrians is significantly higher than national average. Table 9-4 shows the proportions of casualties among pedestrians and the impact of the scheme on road safety for each cluster.

Table 9-4: Clusters of pedestrians that are casualties on the road and forecasted impact of the scheme

Area	Proportion of pedestrian casualties	Impact of the scheme
National Average	12.8 %	**N/A, only for comparison purposes**
Average in Study Area	13.2 %	
Pedestrians' Cluster 1	30.4 %	Neutral
Pedestrians' Cluster 2	27.8 %	Beneficial
Pedestrians' Cluster 3	25.7 %	Beneficial
Pedestrians' Cluster 4	30.0 %	Neutral

Figure 9-16 shows that the majority of the links within the identified clusters are expected to have a reduction in accidents as a result of the scheme. Therefore, the PWD scheme impact is considered to be slightly beneficial for pedestrians.