Information

PROVIDING SUPPORT FOR COUNTY COUNCILLORS

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2013-17/29

for County Councillors

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| To: | All County Councillors and Senior Officers |

# 2nd Quarter Road Casualties 2017

Somerset County Council receives Personal Injury Collision Data from the Police and, using GIS Collision Data software, Somerset Road Safety analyses the data to enable the identification and prioritisation of road safety improvements to reduce ongoing collision problems. The receipt, validation and processing of this data takes some time, and as part of this process summaries of injury collision data are produced for use across the authority. We are now in a position to release data covering the first quarter of 2017 January to June.

Included within this information sheet is a copy of summary data for this period. comprising an infographic and a summary table. We are currently carrying out final checks of the detailed analysis of the 2016 data, and a Casualty Review for 2016 is available at this [link](http://www.somersetroadsafety.org/userfiles/downloads/232/Casualty%20Review%202016%20V4%20complete.pdf).

It should be noted that seasonal variations in things like traffic flow and weather can influence collision data and we will analyse the full 2017 data when received in detail compared to a longer time period, e.g. five years.

The KSI and overall figures for January to June in 2016 and 2017, do show some changes in the data, although the relatively short period does mean that large percentage increases can arise from small changes within the data.

* Collision numbers in Somerset were about 2% lower in the first two quarters of 2017 than in 2016, and the same applies to overall casualty numbers which fell by a similar percentage. However, despite falls in slight severity collisions and casualties, KSI collisions increased by 9% and KSI casualties by over 22%.
* Car user casualties in general were 2% lower but KSI casualties in cars increased from 45 to 64, just over 42% higher. A similar situation is presented by motorcycle casualties as well with the KSI increasing by 25% between the years. However, the 25% increase is made up of 5 additional casualties. Slight severity pedestrian casualties increased from 41 to 63, by over 53%, whilst KSI pedestrian casualties fell from 14 to 12, almost 17%.
* A summary of national figures, including provisional 2017 data, indicates that there was a 5% fall in fatal collision numbers over the period. In Somerset the figures remained the same however. That said, currently the total number of fatal collisions recorded in Somerset so far this year is lower than for the same period in 2016.
* An assessment on casualty ages shows that the 60+ KSI figure for 2017 was 14 (53%) higher than in 2016. We have already identified this as a target group and more detailed analysis is to be undertaken. There was only one other age group that saw a KSI increase, and that was those aged 25 to 39. Although this group saw a 13% increase, this was 2 additional casualties, so is not statistically significant.
* There was a shift between severities at both urban and rural collisions between the two years. In 2016, 55% of KSI collisions occurred on an urban road (with a speed limit of 40 mph or less) and 45% were on rural roads. In 2017 this shifted to 44% on urban roads and 56% on rural ones. It is possible that the increased number of collisions on rural roads is another reason for the increased KSI, where they are more prone to occurring.

The above data is used in the prioritisation and updating of our road safety training and social media activity, and longer term trends idenitifed will result in changes to the road safety delivery programmes.

Delivery of road safety issues through education, training and publicity for January to June meant that 6,231 people (all age groups/road users) experienced face-to-face education through workshops, presentations, cycle training or vehicle checks. The use of social media streams also provided opportunities to educate and inform, with posts achieving 542,900 impressions and reach, (the number of people who see our content or the number of times it was displayed), through Twitter, Facebook, Instagram and Youtube channels. Also during this period road safety press releases on a issues such as child car seats, tyre safety, Project Edward (European day without a road death) and drink driving were issued.

The Road Safety team are planning information sessions for county councillors to show what road safety intiatives are available for your communities, and we will provide more information shortly.

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