Information

 PROVIDING SUPPORT FOR COUNTY COUNCILLORS

Sheet Number:

2013-17/49

for County Councillors

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| Date:  | 26 February 2018 |

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| To:  | All County Councillors and Senior Officers |

# 3rd 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 three quarters of 2017 January to September.

Included within this information sheet is a copy of summary data for this period. comprising an infographic and a summary table. A Casualty Review for the whole of 2016 is available to view on the following link to the Somerset Road Safety web site [Somerset Road Safety - 2016 Road Casualty Review](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 September in 2016 and 2017, do show some changes in the data, mostly a positive reduction. Although there have been some increases, it is worth noting that in small data sets large percentage increases can arise from small changes.

* Both collision and casualty numbers in Somerset were approximately 8% lower in the first three quarters of 2017 compared to 2016. However, despite a fall in both slight severity casualties and fatalities of over 9% and 5% respectively, combined KSI (Killed and Seriously Injured) numbers have risen by a little over 1%.
* While car user casualties were 10% lower in 2017, KSI figures have increased by 12 casualties: from 78 to 90; a 15% increase. Motorcycle casualties however show overall improvement by demonstrating an overall 11% fall along with a 3% decline in KSIs. Between the first three quarters of 2016 and 2017, pedestrian casualties rose by 3% from 94 to 97; whilst pedestrian KSI casualties fell by a significant 47.8%, from 23 to 12, with no fatalities for the first three quarters of 2017.
* A summary of provisional national 2017 data sourced from the DfT (Department for Transport), indicates that there was a 4% fall in fatal casualty figures, along with a 5% decline in overall casualties.Somerset’s figures also demonstrate a decline in both fatalities (5%) and overall casualties (8%).
* An assessment on casualty ages shows that the16-24 age group demonstrated a 29% increase in KSI casualties from 24 to 31 between the years. The 60+ age group KSI figure showed a similar trend, rising from 41 to 47 casualties, a 14.6% increase. The only other age group that saw a rise in KSI figures was the 25 – 39 age group, however despite the 8% increase this was found to be statistically insignificant as this percentage was only represented by an additional two casualties.
* There was a shift between the casualty severities in both urban and rural collisions between the two years (urban roads have speed limits of 40mph or below; rural roads, above 40mph). In the first three quarters of 2016, both urban and rural collisions experienced 50% of KSI casualties each. In 2017 however, rural collisions saw an increase of 12% in KSI casualties, lowering the percentage of urban road casualties to 38%.

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 in the third quarter, July to September, meant that 5811 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 were issued on subjects like Horse Safety, Drink Driving and Vehicle Safety Checks.

The Road Safety team are planning an information session for County Councillors in March to show what road safety intiatives are available for your communities, and we will provide more information shortly.

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