

Information

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for County Councillors

From:	Matthew Warden
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To:	All County Councillors and Senior Officers
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4th 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 whole of 2017.

Included within this information sheet is a copy of summary data for 2017, comprising an infographic and a summary table. Work on a 2017 review will commence later this year.

The KSI and overall figures for the whole year show changes in the data, mostly a positive reduction. Although there have been some increases, it is worth noting that in some of the small data sets large percentage increases can arise from small changes.

- Overall collision and casualty numbers in Somerset were both lower in 2017 compared to 2016, by approximately 6%. However, despite a fall in both slight and fatal severities, the number of serious ones resulted in a KSI (Killed and Seriously Injured) increase of 2%.
- While car user casualties were just over 8% lower in 2017, KSI figures have increased by 5 casualties: from 103 to 108; a 5% increase. motorcycle casualties however remained at the same level but fatal casualties increased from 3 to 7; a 133% increase. Pedal cycle casualties showed a significant increase of 19%, rising from 105 to 125. Serious casualties increased from 13 to 22 and slights from 92 to 103 in 2017. Over the year pedestrian casualties fell by 7% from 154 to 143; whilst pedestrian KSI casualties fell by a significant 30%, from 30 to 21.

- 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 show a decline in both fatalities of 12% and overall casualties of 6%, both exceeding the National trend.
- An assessment on casualty ages shows that the 16-24 age group demonstrated a 19% increase in KSI casualties from 32 to 38 between the years. The 60+ age group KSI figure showed a similar but lower trend, rising from 54 to 57 casualties, a 5% increase. The only other age group that saw a rise in KSI figures was the 25 – 59 age group, rising from 81 to 85, an increase of 5%.
- There was a shift between where KSI collisions occurred on urban and rural roads between the two years (urban roads have speed limits of 40mph or below; rural roads, above 40mph). In 2016 both urban and rural roads experienced approximately 50% of KSI casualties each. In 2017 however, rural roads recorded 63% of KSI casualties, compared to 37% on urban roads.

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

Delivery of road safety issues through education, training and publicity in the fourth quarter, October to December, meant that 6,530 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 355,699 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 such as Mobile Phones, Speed and Drink Driving.

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