Information

PROVIDING SUPPORT FOR COUNTY COUNCILLORS

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for County Councillors

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| To: | All County Councillors and Senior Officers |

# 2nd Quarter Road Casualties 2018

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 six months of 2018.

Included within this information sheet is a copy of a summary data sheet for the first six months of 2018, comprising an infographic and a summary table. The 2017 casualty review has been completed and can be viewed on the Somerset Road Safety website.

The KSI and overall figures for the year so far 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 casualty numbers in Somerset were lower in the first half of 2018 compared to 2017 by approximately 17%. Despite falls in both KSI and Slight severity casualties, Fatals saw an increase of 8% over the first two quarters of 2018 compared to 2017.
* Car user casualties were 20% lower in 2018, with figures falling by 102 casualties, from 506 to 404; Car user KSI casualties were 26% lower in 2018, with figures falling by 17 casualties, from 65 to 48.
* Motorcycle KSI casualties increased from 21 in 2017 to 23 in 2018, almost a 10% increase. Total motorcycle casualties however fell from 58 to 57, almost 2%.
* Pedal cycle KSI casualties demonstrated an increase of just over 33%. Although appearing a large increase this was actually only an increase of 2, from 6 to 8. Overall Cycle casualty numbers fell from 49 to 47, a decrease of 4%.
* Total Pedestrian casualty numbers fell from 75 to 66, about 12%, and KSI numbers fell by almost 10%,from 11 to 10.
* The DfT have not yet released provisional figures for the first two quarters of 2018. Although fatal collisions rose from 8 to 14 in the same periods over the two years we are unable to compare this to National Trends.
* An assessment on casualty ages shows that both the16-24 and 60+ age groups demonstrated a 52% fall in KSI casualties between the years. However, the 25 to 39 age group saw an increase of 72%, rising from 18 to 31 and the 40 – 59 age group increased by 17%. There was no change in the number of Child KSI year on year.
* 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 2017 rural roads recorded 59% of KSI casualties, compared to 41% on urban roads. In 2018 however, rural roads recorded 66% of KSI casualties, compared to 34% 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 idenitifed will result in changes to the road safety delivery programmes.

Delivery of road safety issues through education, training and publicity in the second quarter of 2018 meant that 9,723 people (all age groups/road users) experienced face-to-face education through workshops, presentations, cycle training or vehicle checks. This included attendance at the Royal Bath and West and the Yeovilton Air Shows. The use of social media streams also provided opportunities to educate and inform, with posts achieving 789,004 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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