

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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First Two Quarters Road Casualties 2021

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 2021.

Included within this information sheet is a copy of a summary data sheet for the first six months of 2021, comprising an infographic and a summary table. The 2019 casualty review has been summarised into a new searchable format and can be found on the Somerset Road Safety website using this link [Casualty Report 2015 to 2019 Dashboard](#) and an updated version with the 2020 figures is under preparation.

The KSI and overall figures for the year so far show changes in the data, with the KSI numbers increasing by what appears to be a large percentage, and slight severity collisions down but only marginally. Much of this will be due to travel restrictions and traffic flow variances arising from the Covid 19 pandemic. Whilst the restrictions were more prevalent in 2020, there remains a change in traffic movements, such as the increased numbers still home working impacting on numbers. It should also be noted that with smaller numbers, such as with Fatal injuries, even slight increases can show up as large percentage changes.

- Overall casualty numbers in Somerset were 372 in the first two quarters of 2021 compared to 364 in 2020. This was despite a small decrease in slight severity casualty numbers. Fatal casualty numbers returned to a level similar to pre-pandemic in 2021.
- Car user KSI casualties were 52.6% higher in 2021, increasing from 19 to 29 and overall figures falling by 22 casualties from 256 to 234.
- Motorcycle KSI casualties increased from 9 in 2020 to 15 in 2021, almost a 67% increase. Total motorcycle casualties increased from 36 to 43, almost 14%.

- Pedal cycle KSI casualties increased by 4, a relatively small increase but equating to 400%. Overall Cycle casualty numbers increased by 7, from 31 to 38, an increase of almost 23%.
- Total Pedestrian casualty numbers increased from 31 to 47, about 52%, and KSI numbers rose by 33%, from 6 to 8.
- An assessment on casualty ages shows that there was an 11% fall in the number of 40-59 yrs KSI, being the only age group that exhibited a fall in numbers in this period. There was a 350% increase in those involving the 25 to 39 age group. The 16 to 24 years group saw an increase of just over 44% and the 60 and over group by 150%. Child KSI year on year increased from 0 to 1.

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, and the monitoring of our Road Safety Strategy <http://www.somersetroadsafety.org/page/road-safety-strategy/282/>

Promotion of road safety issues through education, training and publicity in the first two quarters of 2021 meant that 3891 people (all age groups/road users) experienced face-to-face education through workshops, presentations, cycle training or vehicle checks. This was down on the previous years due to Covid, the team only started face to face delivery in May 2021. This included a number of Stay Safe events. Also Motorcycle training and awareness events. The team also delivered Bikeability to over 507 children. Social media streams also provided opportunities to educate and inform, with posts achieving 172,906 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.

For more information
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