



# SOMERSET ROAD SAFETY

## CASUALTY REVIEW 2008-2010



IMPROVING ROAD SAFETY

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## EXECUTIVE SUMMARY

- In 2010 there were 1272 injury collisions on Somerset roads, resulting in 1792 casualties. Of these, 32 were fatal, 206 serious and 1554 were slight injuries.
- The total number of injuries resulting from collisions on roads in Somerset in 2010 fell by 20% during the time under review; from 2228 in 2008 to 1792 in 2010.
- The KSI (killed or seriously injured) casualty figure for 2010 was 9 casualties below the target figure for that year.
- From 2008 to 2009 the number of KSI casualties rose by 11% but then fell by 22% from 2009 to 2010.
- There were 17 KSI child casualties in 2010, a reduction of 26% when compared with 2009. This figure is the actual target set for 2010.
- The total number of child casualties in 2009 was reduced by 6% to 146 in 2010.
- The number of children injured as car passengers was reduced by 27% during the three years under review.
- The 2010 figure of 1554 slight casualties represents a reduction of 9% (161) casualties when compared with 2009 and a reduction of 400 casualties (20%) when compared with 2008.
- The number of slight casualties in 2010 was 636 casualties (29%) below the target for that year.
- The number of 16-24 year olds sustaining fatal or serious injuries in Somerset in 2010 was 43% below the 2009 figure.
- There was only 1 fatality in the 16-24 year age group in 2010 compared with 6 in 2009 (decrease of 83%) and 8 in 2008 (decrease of 88%).
- 53% of all casualties sustained in 2010 were the result of collisions on "A" class roads.

The **Somerset Road Safety Partnership** was formed in 2006 to bring together the extensive experience and expertise from a number of organisations to drive down casualty rates, create safer communities and improve the quality of life for all residents and visitors to Somerset.

The partners included Somerset County Council, Devon & Somerset Fire & Rescue Service, NHS Trusts, Highways Agency, Avon and Somerset Constabulary and Safecam (Safety Camera Partnership).

It is a key objective of the Partnership to reduce casualty rates in line with agreed targets.

After a review of the Government targets, the Local Transport Plan (LTP) 2006 -2011 identified the following targets for Somerset:

- 1. a 35 per cent reduction by 2010 in the number of people killed and seriously injured (KSI) on the county's roads compared to the 1994-98 baseline**
- 2. a 50 per cent reduction by 2010 in child KSI casualties.**
- 3. the maintenance of slight casualty figures at the 2001-2004 baseline average.**

At the end of 2010, our target year, statistics show that all three of these targets have been achieved with the following figures:

<b>238 KSI casualties</b>	-	<b>target 247</b>
<b>17 KSI child casualties</b>	-	<b>target 17</b>
<b>1554 slight casualties</b>	-	<b>target 2190</b>

In addition, as a result of data analysis and investigation, other local targets were introduced which involved young drivers in the 16-24 year age group and two wheeled motor vehicles.

Since the inception of the Road Safety Partnership, the number of people killed or seriously injured on roads in Somerset has decreased by 21%.

There has been a drop of 18% in the number of fatalities, and slight injuries have been reduced by 29%.

Child KSI casualties have also been reduced by 39%, from 28 in 2007 to 17 in 2010.

## 2

The number of fatal or serious injuries within the 16-24 year age group has almost halved with an actual reduction of 47%.

Fatalities amongst the riders or passengers of Powered Two Wheeled vehicles have also decreased by 20% with KSI figures down by 38% within this category.

These reductions have resulted from the utilisation of innovative education programmes which have built upon the Partnership ethos, involving Police and Fire services as well as other organisations such as RoSPA, IAM and the DIA.

In collaboration with the Road Safety Partnership Special Projects team, major road safety education initiatives such as "Contract for Life", "Too Soon to Die" and "Route Sixty+" have been produced. These programmes take the road safety messages into schools and colleges of Somerset where the target audience is the drivers of today and tomorrow and to the older drivers who wish to drive safely for longer.

To target newly qualified young drivers there are programmes such as Pass Plus which, through Somerset County approved driving instructors, provides a standardised series of lessons to extend the skills already learned such as motorway driving, driving at night and driving in rural areas.

The Road Safety team go into colleges during the week of St Valentine's Day to speak to young people about the responsibilities involved in being the driver of a vehicle, responsibilities to their passengers as well as to other users of the highways.

For younger children, there are education programmes that teach proficiency in cycling such as Cycling Awareness and Bikeability, Pedestrian training to promote safe use of roads for child pedestrians, Road Safety talks and School Crossing Patrols.

The acquisition and analysis of road casualty data is at the core of the Partnership's operations, highlighting "at risk" groups of road users, locations with high collision rates and monitoring the effectiveness of casualty reduction campaigns.

This report provides an analysis of the casualty statistics for the period 2008 to 2010, with particular reference to the "target groups", and shows progress towards the key objectives set by the Partnership and in the Local Transport Plans.

**The number of fatal or serious injuries within the 16-24 year age group has almost halved with an actual reduction of 47%**

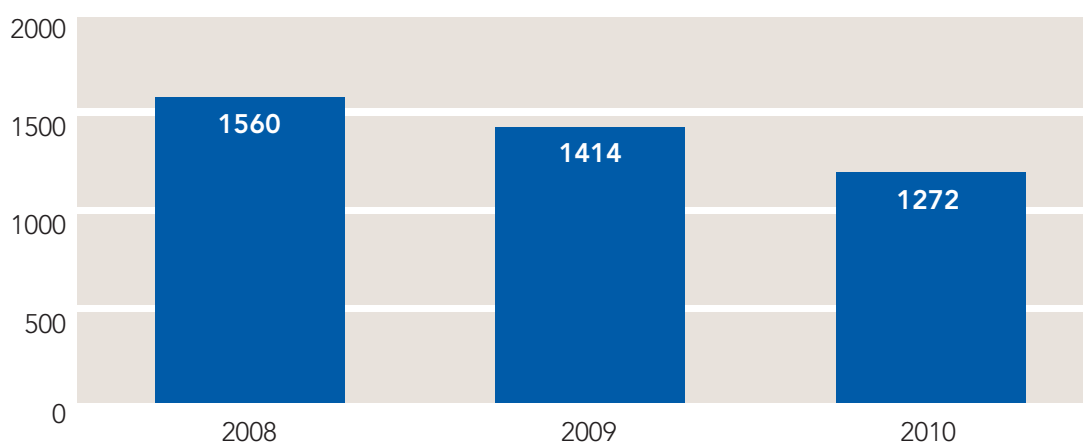
# COLLISION AND CASUALTY TRENDS 2008-2010

3

## 3.1 COLLISIONS

	2008	2009	2010
<b>FATAL</b>	28	33	30
<b>SERIOUS</b>	212	217	179
<b>SLIGHT</b>	1320	1164	1063
<b>TOTAL</b>	<b>1560</b>	<b>1414</b>	<b>1272</b>

## TOTAL COLLISIONS



In 2010 there were 1272 collisions on roads in Somerset that resulted in personal injury. Of these collisions, 30 were fatal, 179 were serious and 1063 were slight.

The 1272 collisions in 2010 represented a decrease of 10% when compared with the number of collisions in 2009.

The 2010 figure was 19% (288 collisions) below that of 2008.

In 2010 the number of collisions resulting in fatal or serious injuries (KSI) fell by 13% when compared with 2008 and by 16% when compared with 2009 .

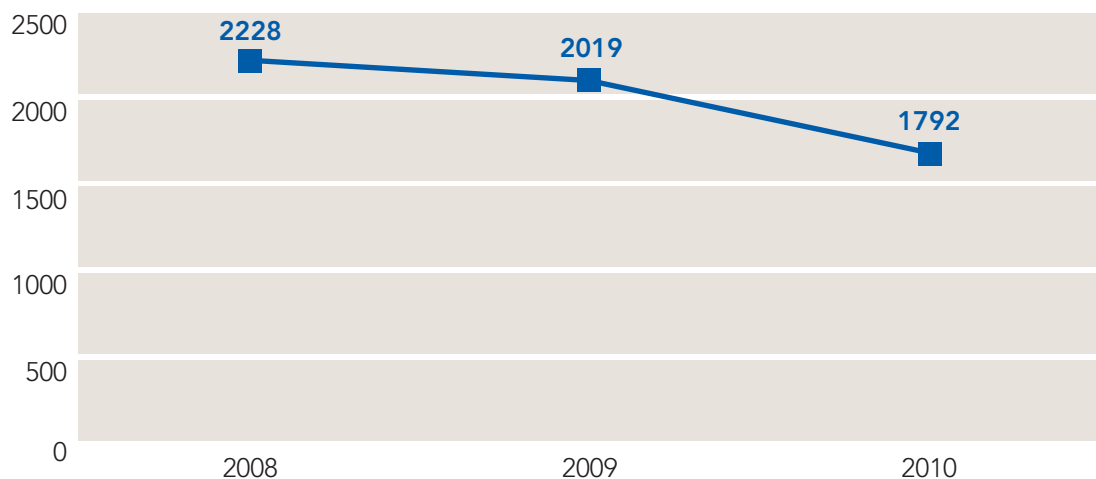
The number of fatal collisions in 2010 was 9% below the figure for 2009. Serious collisions fell 18% from 217 in 2009 to 179 in 2010.

Slight collisions continued to fall; by 12% from 2008 to 2009 and by 9% from 2009 to 2010.

### 3.2 CASUALTIES

	2008	2009	2010
<b>FATAL</b>	29	34	32
<b>SERIOUS</b>	245	270	206
<b>SLIGHT</b>	1954	1715	1554
<b>TOTAL</b>	<b>2228</b>	<b>2019</b>	<b>1792</b>

#### TOTAL CASUALTIES



Collisions on Somerset's roads resulted in 1792 casualties in 2010. This represents a decrease of 11% when compared with 2009 and a decrease of 20% when compared with the number of casualties in 2008.

There were 32 deaths as a result of road accidents in 2010, 2 fewer than in 2009. Included in this figure for 2010 were 6 fatalities which occurred on trunk roads.

In 2010 the 206 serious casualties represented a decrease of 16% when compared with the number of serious casualties in 2008 and a decrease of 24% compared with 2009.

The number of slight casualties resulting from road traffic collisions in Somerset decreased by 12% from 2008 to 2009 and by 9% from 2009 to 2010.



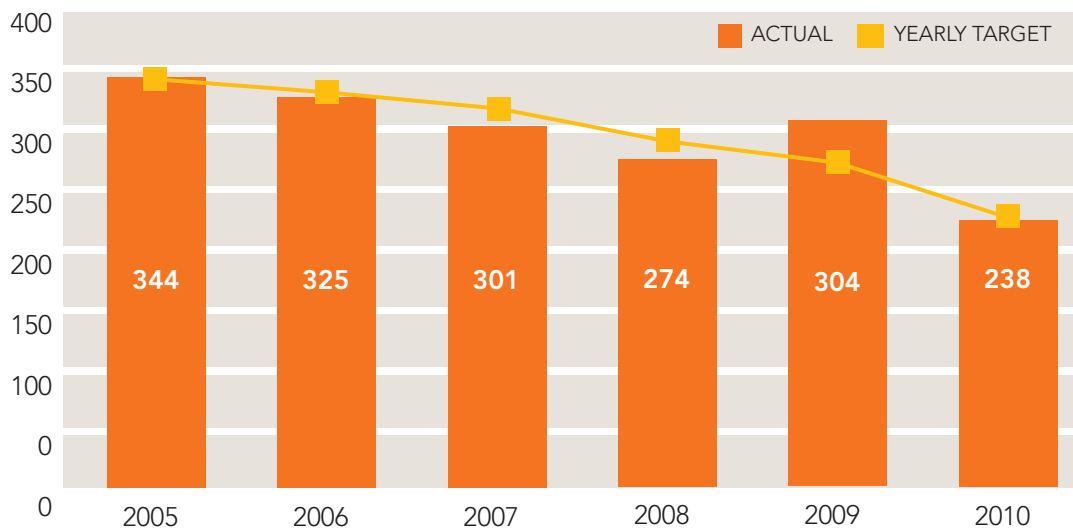
# KILLED AND SERIOUSLY INJURED (KSI) CASUALTY REDUCTION

It is the responsibility of the Highways Agency to maintain all Trunk Roads in the country. In Somerset, the M5, A303 and A36 are Trunk Roads and together accounted for 12% of the KSI casualties occurring within the county boundaries in 2010 and which are included in Somerset statistics.

## 4.1 KSI CASUALTY REDUCTION

	2005	2006	2007	2008	2009	2010
<b>ACTUAL</b>	344	325	301	274	304	238
<b>YEARLY TARGET</b>	345	336	314	292	270	247

## KSI CASUALTIES



In 2010 the number of KSI casualties resulting from collisions on roads in Somerset was 238 which is 9 casualties (4%) below the target as set by the Local Transport Plan of 2006-2011.

In 2009 there was an 11% increase in KSI casualties compared with the previous year, the 2009 figure was then reduced by 22% in 2010. This represents a reduction of 13% during the three years under review.

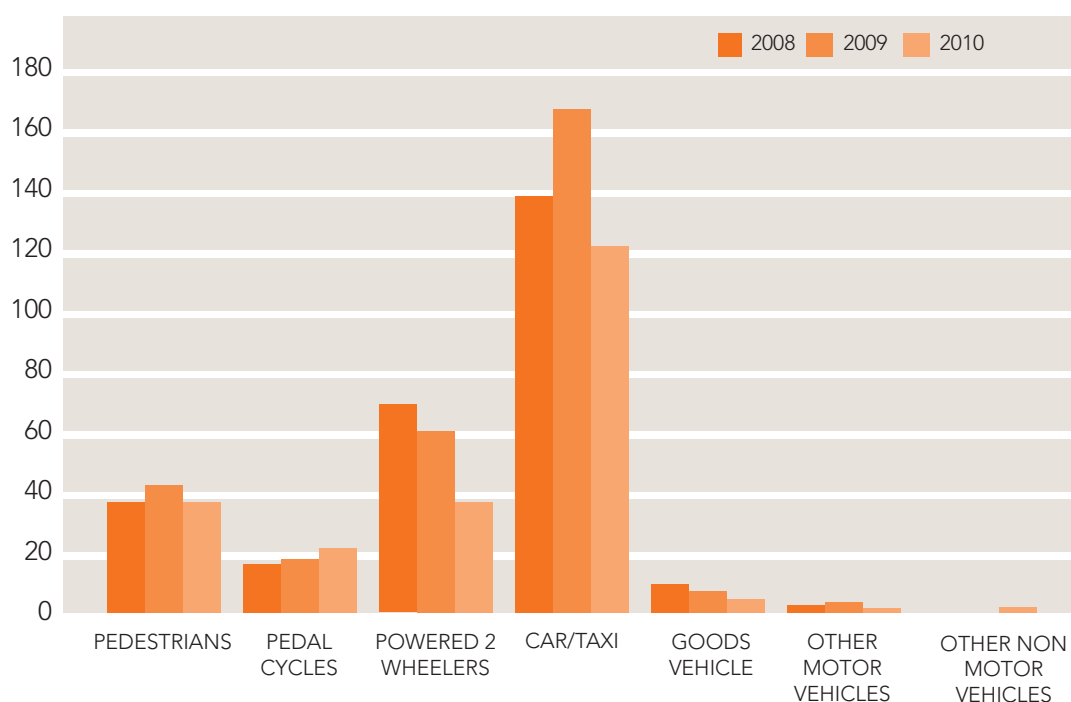


## 4

## 4.2 KSI BY USER TYPE

	2008		2009		2010	
	FATAL	KSI	FATAL	KSI	FATAL	KSI
PEDESTRIANS	2	33	5	42	5	35
PEDAL CYCLES	1	18	1	22	3	27
POWERED 2 WHEELERS	12	70	6	57	8	45
CARS/TAXIS	14	138	19	170	15	121
GOODS VEHICLES	0	12	2	8	0	7
OTHER MOTOR VEHICLES	0	3	1	5	1	2
OTHER NON MOTOR VEHICLES	0	0	0	0	0	1
<b>TOTAL</b>	<b>29</b>	<b>274</b>	<b>34</b>	<b>304</b>	<b>32</b>	<b>238</b>

## KSI CASUALTIES BY USER TYPE



The number of pedal cyclists killed or seriously injured in 2010 rose by 23% compared with 2009.

In 2010 there was a reduction of 17% in the number of pedestrians killed or seriously injured.

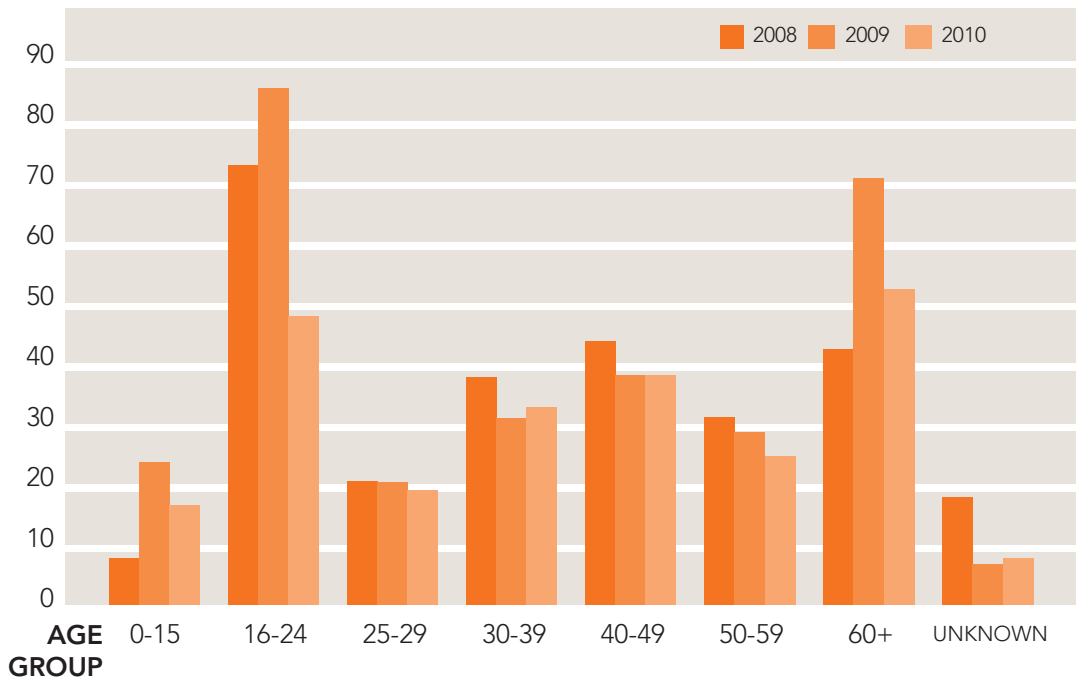
From 2008 to 2009 the number of powered two wheeler riders or passengers killed or seriously injured, fell by 19%, There was a further reduction of 21% from 2009 to 2010.

Powered two wheeler fatalities fell by 50% from 2008 to 2009 but rose by a third from 2009 to 2010.

### 4.3 KSI BY AGE GROUP

	2008	2009	2010
0 - 15	8	23	17
16 - 24	71	84	48
25 - 29	22	22	20
30 - 39	38	30	32
40 - 49	44	39	39
50 - 59	31	28	23
60+	41	71	51
Unknown	19	7	8
<b>Total</b>	<b>274</b>	<b>304</b>	<b>238</b>

### KSI CASUALTIES BY AGE GROUP



The number of children killed or seriously injured rose from 8 in 2008 to 23 in 2009, then fell by 6 casualties to 17 in 2010.

Fatal or serious injuries within the 16-24 year age group rose by 18% from 71 in 2008 to 84 in 2009. However, in 2010 there was a reduction of 43% in this category.

From 2008 to 2009 there was a 73% increase in the number of drivers 60 years and over who were killed or seriously injured. In 2010 this figure fell by 28%.

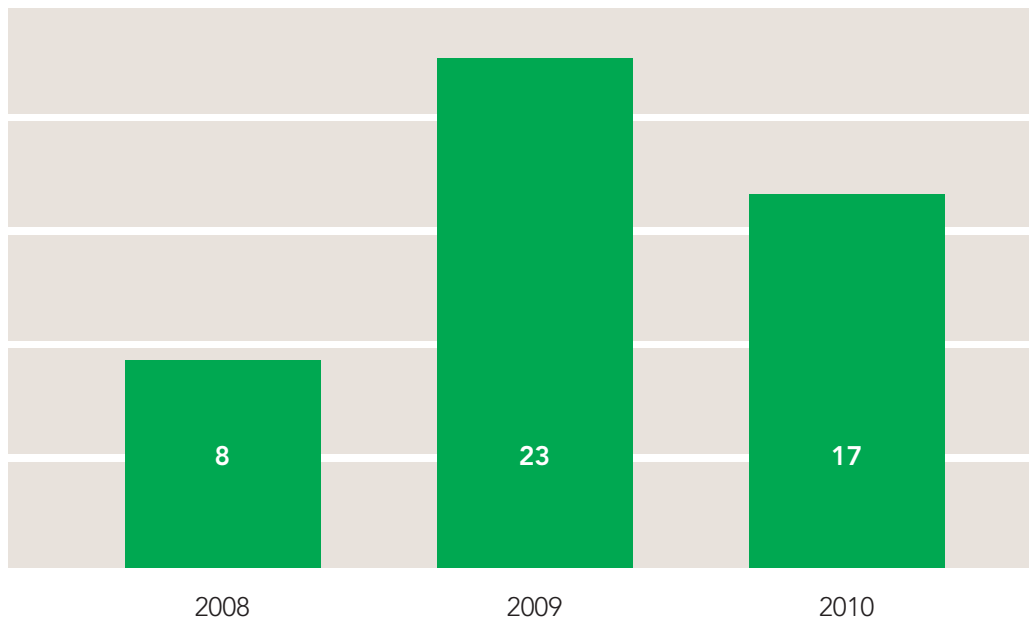
# CHILD CASUALTY REDUCTION

The Local Transport Plan of 2006 – 2011 gives a target of 17 children killed or seriously injured by 2010.

## 5.1 KILLED AND SERIOUSLY INJURED (KSI) CASUALTIES

	2008	2009	2010
FATAL	0	2	1
SERIOUS	8	21	16
TOTAL KSI	8	23	17

### KSI CHILD CASUALTIES



From 2009 there were 15 more child KSI casualties than in 2008.

In 2010 there were 17 children killed or seriously injured on roads in Somerset. This figure represented a reduction of 26% from the 2009 figure of 23 casualties.

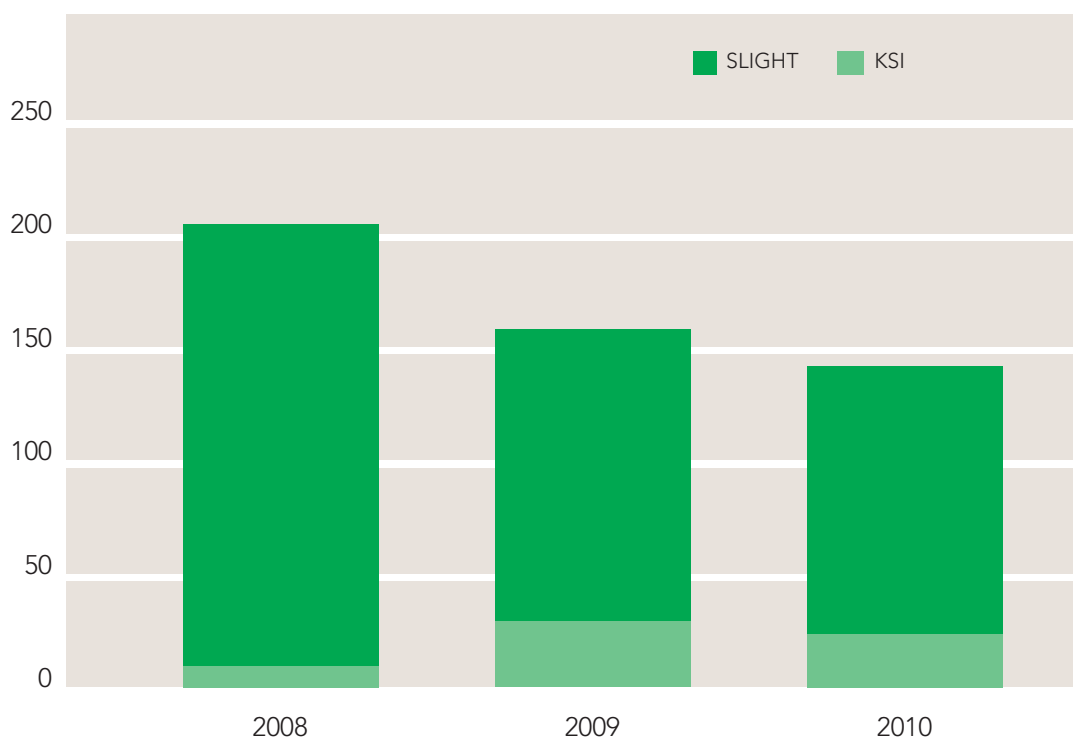
The 2010 target of 17 or fewer KSI child casualties has been met.



## 5.2 TOTAL CHILD CASUALTIES

	2008	2009	2010
<b>KSI</b>	8	23	17
<b>SLIGHT</b>	193	132	129
<b>TOTAL</b>	201	155	146

### CHILD CASUALTIES



The total number of children injured in collisions on Somerset roads in 2010 was 146.

From 2008 to 2009 there was a fall of 23% in the number of child casualties, and from 2009 to 2010 a further decrease of 6%.

This represented a decrease of 27% in the number of child casualties from 2008 to 2010.

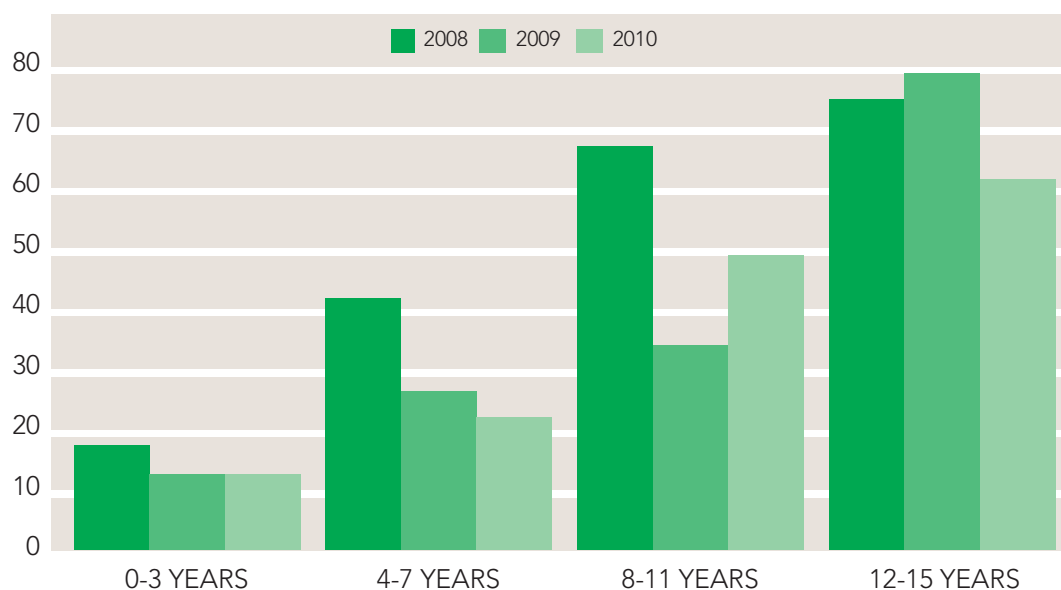
The child casualties in 2010 made up 8% of the total casualties for Somerset. This figure was consistent with those for the previous two years when child casualties represented 9% and 8% of the total Somerset casualties respectively.

## 5

## 5.3 CHILD CASUALTIES BY AGE

	2008	2009	2010
<b>0-3 years</b>	17	13	13
<b>4-7 years</b>	42	28	22
<b>8-11 years</b>	67	34	50
<b>12-15 years</b>	75	80	61
<b>TOTAL</b>	201	155	146

## CHILD CASUALTIES DIVIDED INTO AGE GROUPS



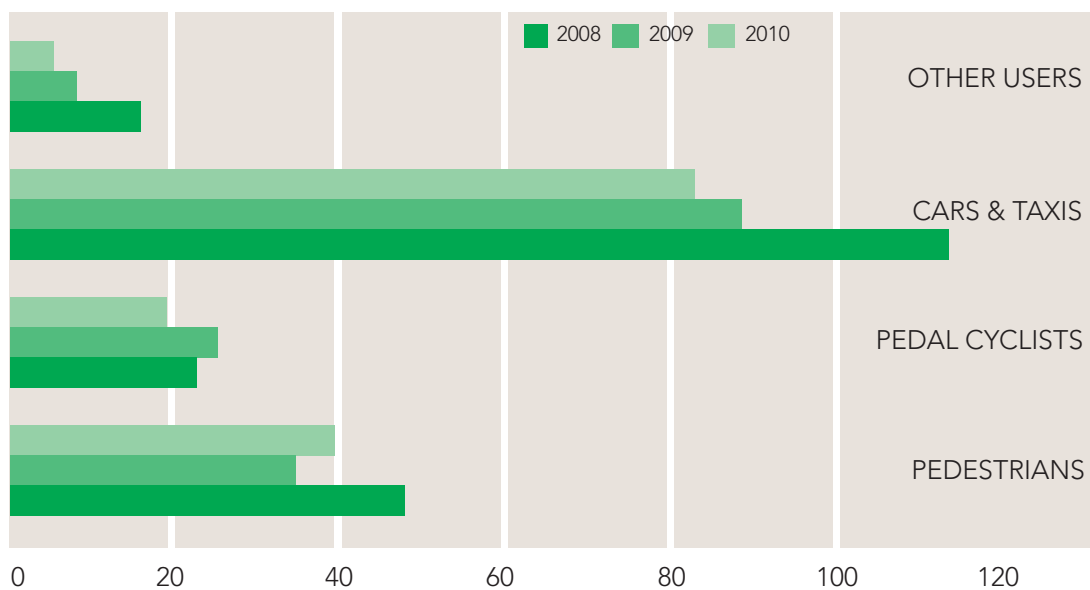
There was an increase in the number of children aged 8–11 years who were injured in road collisions in Somerset. In 2009 there were 34 casualties in this age group, this increased by 47% to 50 in 2010.

Within the 12-15 years age group the number of children injured rose from 75 in 2008 to 80 in 2009. From 2009 to 2010 the number fell to 61, a reduction of 24%.

## 5.4 CHILD CASUALTIES BY USER TYPE

	2008	2009	2010
<b>PEDESTRIANS</b>	49	36	40
<b>PEDAL CYCLISTS</b>	24	25	20
<b>CARS &amp; TAXIS</b>	112	89	82
<b>OTHER USERS</b>	16	5	4
<b>TOTAL</b>	201	155	146

### CHILD CASUALTIES BY USER TYPE



There was an increase of 11% in the number of child pedestrians injured in 2010 compared with the 2009 figure.

The number of child pedal cyclists injured fell by 20% from 2009 to 2010.

In 2008 there were 112 children injured as car passengers. This number was reduced by 21% to 89 in 2009 and then reduced from 2009 to 2010 by a further 7 casualties. This represented a reduction of 27% during the three years under review.

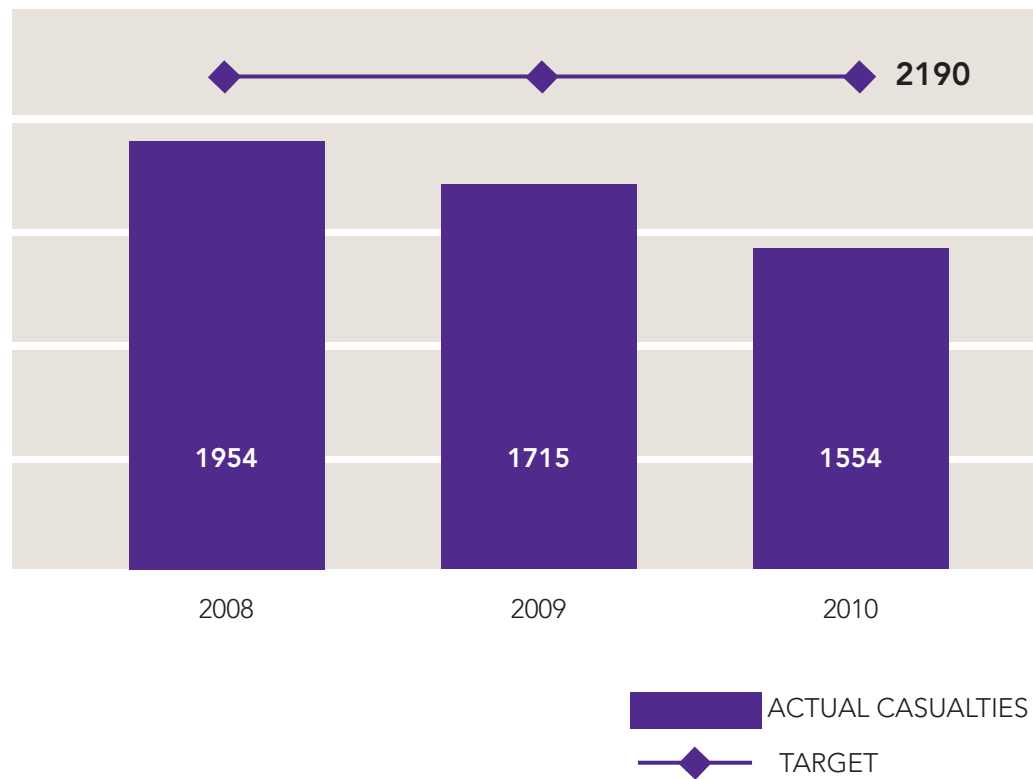
# 6

## SLIGHT CASUALTIES

### 6.1 SLIGHT CASUALTIES TARGETS AND YEARLY FIGURES

	2008	2009	2010
<b>ACTUAL</b>	1954	1715	1554
<b>YEARLY TARGET</b>	2190	2190	2190

### SLIGHT CASUALTIES SHOWING ACTUAL FIGURES AND TARGETS



The LTP2 target for the number of slight casualties in 2010 was 2190. The actual number of slight casualties was 1554 which was 29% (636 casualties) below this target.

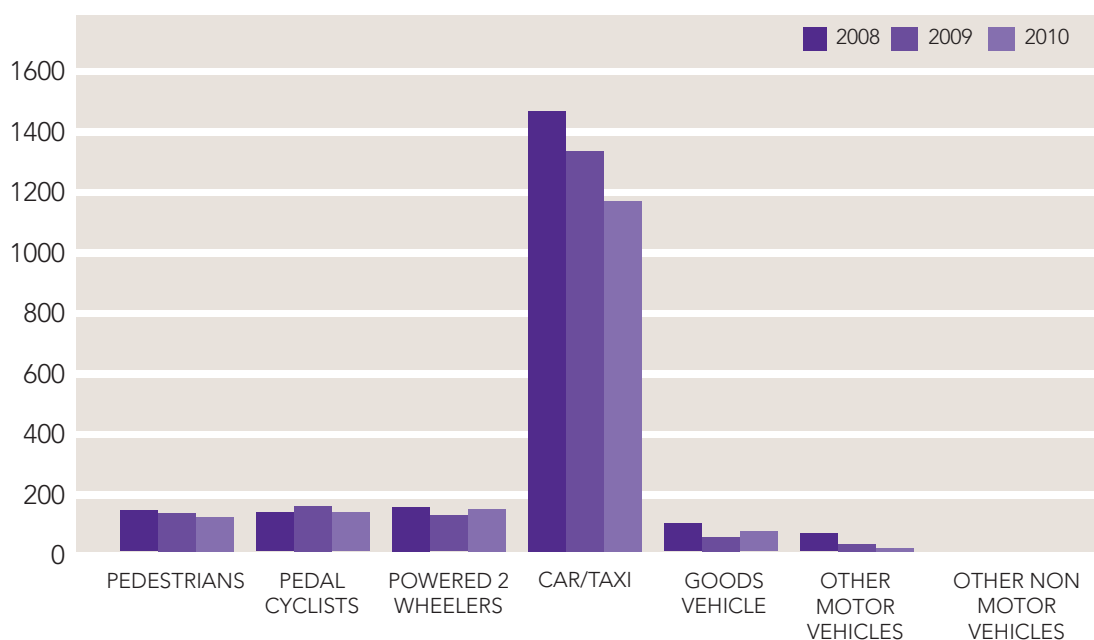
From 2008 to 2009 the number of slight injuries fell by 12%. From 2009 to 2010 the reduction was 9%. The overall reduction in slight casualties from 2008 to 2010 was 20% (400 casualties).



## 6.2 SLIGHT CASUALTIES BY USER TYPE

	2008	2009	2010
PEDESTRIANS	125	119	112
PEDAL CYCLISTS	95	111	98
POWERED 2 WHEELERS	144	96	117
CARS/TAXIS	1466	1321	1161
GOODS VEHICLES	73	40	45
OTHER MOTOR VEHICLES	49	25	20
OTHER NON MOTOR VEHICLES	2	3	1
TOTAL	1954	1715	1554

## SLIGHT CASUALTIES DIVIDED INTO INDIVIDUAL USER TYPE



Slight pedal cyclist casualties rose by 17% from 2008 to 2009, then fell by 12% from 2009 to 2010.

The number of slight injuries to powered two wheeler riders or passengers fell from 144 in 2008 to 96 in 2009 (33%). In 2010 there were 117 injuries in this category, an increase of 22% when compared with 2009.

In the goods vehicles category, slight injuries fell by 38% from 2008 to 2010.

The number of slight injuries to car drivers and passengers fell by 21% from 2008 to 2010.

112 pedestrians sustained slight injuries on Somerset roads in 2010 compared with 119 in 2009 and 125 in 2008.

# 7

## 16-24 YEAR OLD KSI CASUALTY REDUCTIONS

### 7.1 YEARLY FIGURES

	2008	2009	2010
<b>KSI CASUALTIES</b>	71	84	48

### FATAL OR SERIOUS INJURIES IN THE 16-24 YEAR AGE GROUP

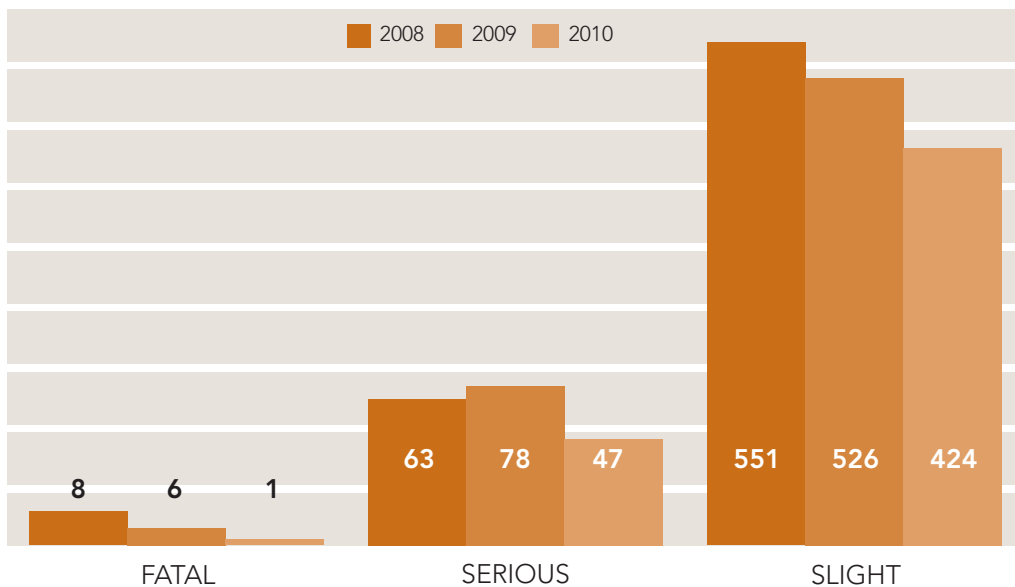


From 2008 to 2009 there was an increase of 18% in the number of 16-24 year olds killed or seriously injured in road traffic collisions. However, in 2010, the number fell by 43% when compared with 2009.

### 7.2 16-24 YEAR OLD CASUALTIES BY SEVERITY

	2008	2009	2010	% CHANGE FROM 2009 TO 2010
<b>FATAL</b>	8	6	1	-83%
<b>SERIOUS</b>	63	78	47	-40%
<b>TOTAL KSI</b>	<b>71</b>	<b>84</b>	<b>48</b>	<b>-43%</b>
<b>SLIGHT</b>	551	526	424	-19%
<b>TOTAL</b>	622	610	472	-23%
<b>16-24 AS % OF SOMERSET TOTAL</b>	28%	30%	26%	

### ALL 16-24 YEAR OLD CASUALTIES 2006-2008



Fatal casualties in the 16-24 year age group fell 83% from 6 in 2009 to 1 in 2010. The 2010 figure represented a decrease of 88% compared with 2008.

Serious injuries in this age group rose by 24% from 2008 to 2009 and then fell by 40% from 2009 to 2010.

There were 424 slight injuries in this category in 2010, 102 casualties fewer than in 2009 (19%).

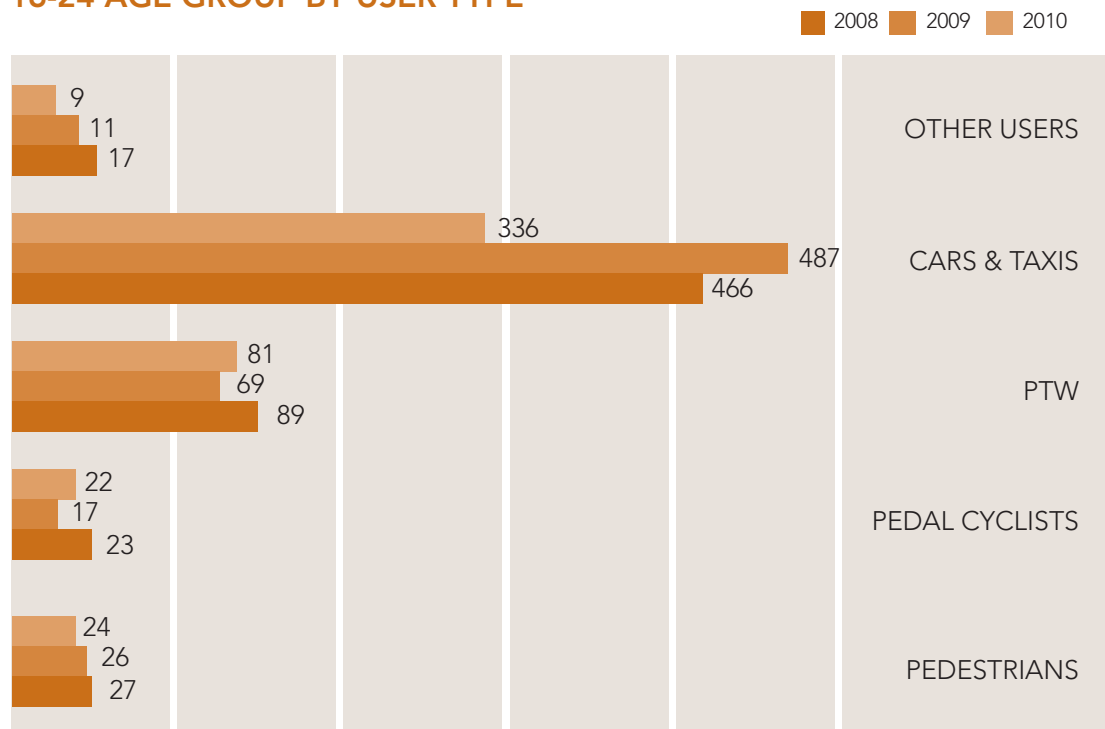
The total number of casualties in the 16-24 year age group fell by 23% from 2009 to 2010 and by 24% from 2008 to 2010.

## 7

## 7.3 16-24 YEAR OLD CASUALTIES BY USER TYPE

	2008	2009	2010	% CHANGE FROM 2009 TO 2010
<b>PEDESTRIANS</b>	27	26	24	-8%
<b>PEDAL CYCLISTS</b>	23	17	22	29%
<b>POWERED 2 WHEELERS</b>	89	69	81	17%
<b>CARS/TAXIS</b>	466	487	336	-31%
<b>OTHER USERS</b>	17	11	9	-18%
<b>TOTAL</b>	622	610	472	-23%

## 16-24 AGE GROUP BY USER TYPE



The number of 16-24 year old pedal cyclists injured in road traffic collisions rose by 29%, from 17 in 2009 to 22 in 2010

Powered two wheeler casualties in this age group rose by 17% in 2010 when compared with 2009.

Casualties in cars in this age group increased by 21 (5%) from 2008 to 2009 but then fell by 31%, from 487 in 2009 to 336 in 2010

## 8.1 RURAL/URBAN BY SEVERITY

	2008		2009		2010	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
<b>KSI</b>	159	115	195	109	140	98
<b>SLIGHT</b>	1046	908	856	859	826	728
<b>TOTAL</b>	1205	1023	1051	968	966	826

In 2008 there were 159 people killed or seriously injured on rural roads in Somerset. In 2009 this number increased by 36 to 195 casualties. A decrease of 28% brought the number of casualties down to 140 in 2010.

During the same time period, casualties on urban roads fell by 5% from 2008 to 2009 and fell by 10% from 2009 to 2010.

Slight injuries on rural roads fell by 18% from 2008 to 2009 and by 4% from 2009 to 2010. This gave a total reduction of 21% during the 3 years under review.

Urban slight injuries saw reductions of 5% from 2008 to 2009 and of 15% from 2009 to 2010. The overall reduction in this category was 20%



## 8

## 8.2 RURAL &amp; URBAN BY USER TYPE

	2008		2009		2010	
	RURAL	URBAN	RURAL	URBAN	RURAL	URBAN
<b>PEDESTRIANS</b>	13	145	18	143	19	128
<b>PEDAL CYCLISTS</b>	22	91	24	109	27	98
<b>POWERED 2 WHEELERS</b>	86	128	60	93	68	94
<b>CARS/TAXIS</b>	989	615	896	595	805	481
<b>GOODS</b>	70	15	37	11	37	15
<b>OTHER USERS</b>	25	29	16	17	10	10
<b>TOTAL</b>	1205	1023	1051	968	966	826

The number of pedestrians injured on rural roads rose from 13 in 2008 to 19 in 2010. On urban roads there was a reduction in pedestrian casualties, from 145 in 2008 down to 128 in 2010.

Pedal cyclist casualties on rural roads rose by 5 casualties in the 3 years from 2008 to 2010. On urban roads, pedal cyclist casualties rose by 20% from 2008 to 2009 but then fell by 10% in the following year.

There was a reduction of 21% in the number of powered two wheeler casualties on rural roads and a reduction of 27% on urban roads from 2008 to 2010.

The number of drivers or passengers in cars and taxis injured on rural roads in Somerset fell by 19% during the 3 years under review. On urban roads the number of people injured in cars and taxis fell by 22%.

During the 3 years from 2008 to 2010, casualties on rural roads accounted for, on average, 53% of all Somerset casualties and injuries on urban roads accounted for 47% of the Somerset total.

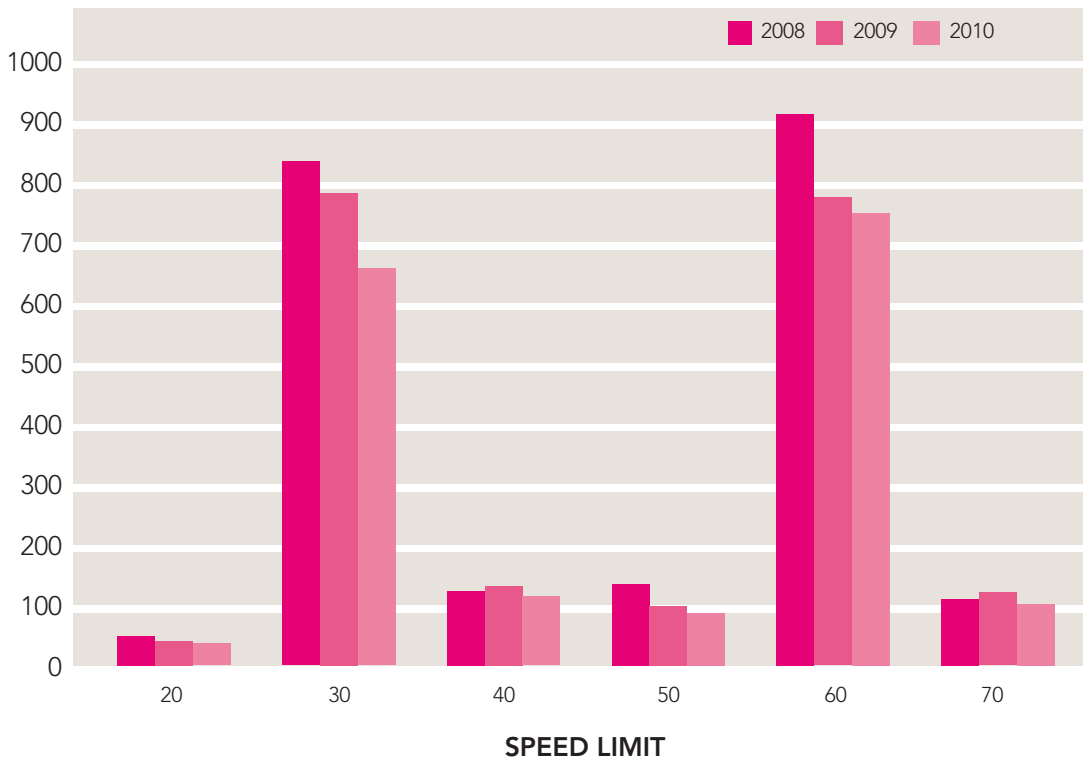
# ALL CASUALTIES

# 9

## 9.1 ALL CASUALTIES BY SPEED LIMIT

SPEED	2008	% OF TOTAL	2009	% OF TOTAL	2010	% OF TOTAL
20	42	2%	28	1%	26	1%
30	830	37%	779	39%	663	37%
40	149	7%	161	8%	137	8%
50	141	6%	113	6%	107	6%
60	911	41%	771	38%	736	41%
70	155	7%	167	8%	123	7%
<b>TOTAL</b>	<b>2228</b>	<b>100%</b>	<b>2019</b>	<b>100%</b>	<b>1792</b>	<b>100%</b>

## CASUALTIES BY SPEED LIMIT



During the period of this review an average of 40% of casualties occurred on roads with a speed limit of 60mph and 38% occurred on roads with a speed limit of 30mph.

On 30mph roads there was a reduction of 20% in the number of casualties resulting from collisions during the 3 years 2008 to 2010.

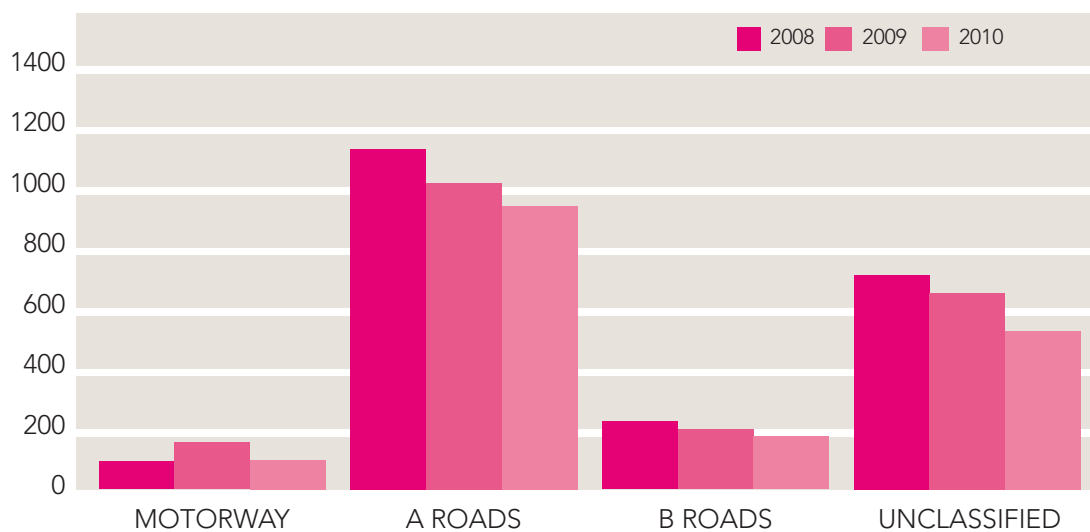
The number of injuries sustained in collisions on roads with 60mph speed limits fell by 19% during this time.



## 9.2 ALL CASUALTIES BY ROAD CLASS

ROAD CLASS	2008	% OF TOTAL	2009	% OF TOTAL	2010	% OF TOTAL	% CHANGE FROM 09-10
<b>M</b>	105	5%	128	6%	97	5%	-24%
<b>A</b>	1146	51%	1032	51%	955	53%	-7%
<b>B</b>	237	11%	229	11%	196	11%	-14%
<b>U</b>	740	33%	630	31%	544	30%	-14%
<b>TOTAL</b>	2228	100%	2019	100%	1792	100%	-11%

## ALL CASUALTIES BY ROAD CLASS



During the 3 years under review, casualties on A class roads fell by 17% and accounted for an average of 52% of all casualties in Somerset.

Casualties on unclassified roads fell by 26% during this time.

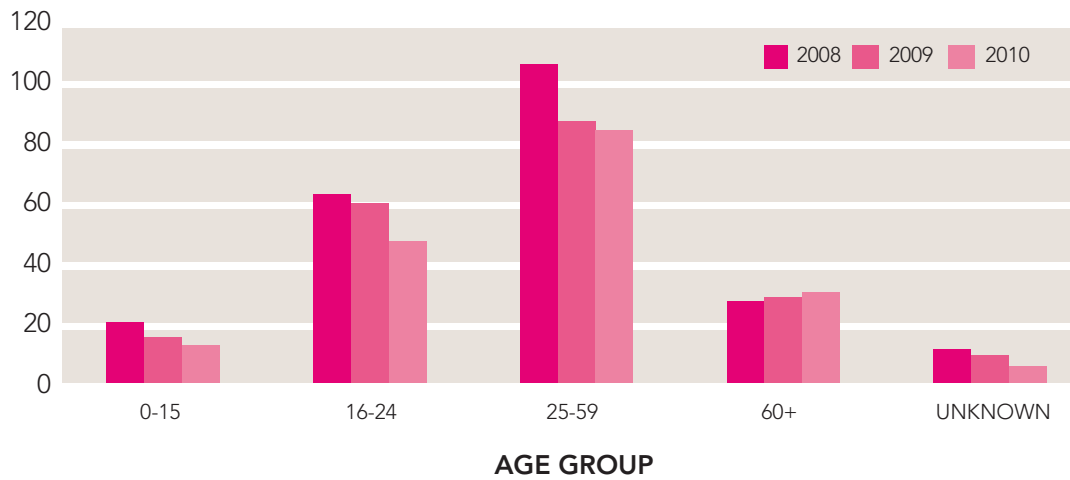
Casualties on motorways also saw a reduction, of 8%, during this time.



### 9.3 ALL CASUALTIES BY AGE GROUP

	2008	2009	2010
<b>0-15</b>	201	155	146
<b>16-24</b>	622	610	472
<b>25-59</b>	1042	887	836
<b>60+</b>	274	288	295
<b>UNKNOWN</b>	89	79	43
<b>TOTAL</b>	2228	2019	1792

### ALL CASUALTIES BY AGE GROUP



The only age group that showed an increase in casualties from 2008 to 2010 was 60+ years. The increase within this group was 8%.

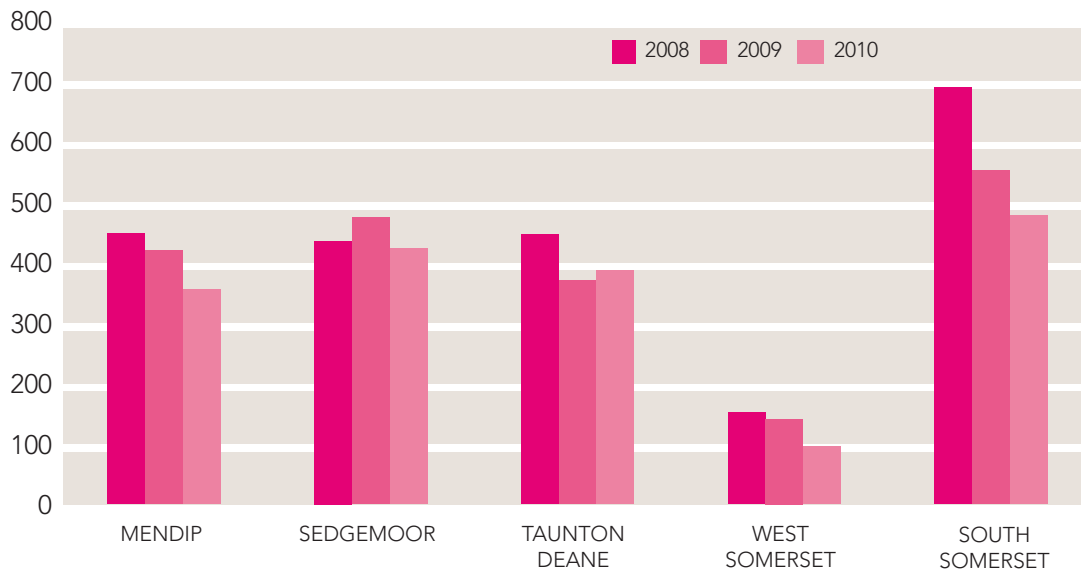
The biggest reduction during this time was in casualties in the 0-15 age group (27%).

16-24 year old casualties fell by 24%.

## 9.4 ALL CASUALTIES BY DISTRICT

	2008			2009			2010		
	KSI	SLIGHT	TOTAL	KSI	SLIGHT	TOTAL	KSI	SLIGHT	TOTAL
<b>MENDIP</b>	57	408	<b>465</b>	62	375	<b>437</b>	50	317	<b>367</b>
<b>SEDGEMOOR</b>	52	389	<b>441</b>	95	384	<b>479</b>	54	379	<b>433</b>
<b>TAUNTON DEANE</b>	51	408	<b>459</b>	39	341	<b>380</b>	43	349	<b>392</b>
<b>WEST SOMERSET</b>	21	144	<b>165</b>	26	132	<b>158</b>	13	100	<b>113</b>
<b>SOUTH SOMERSET</b>	93	605	<b>698</b>	82	483	<b>565</b>	78	409	<b>487</b>
<b>TOTAL</b>	274	1954	<b>2228</b>	304	1715	<b>2019</b>	238	1554	<b>1792</b>

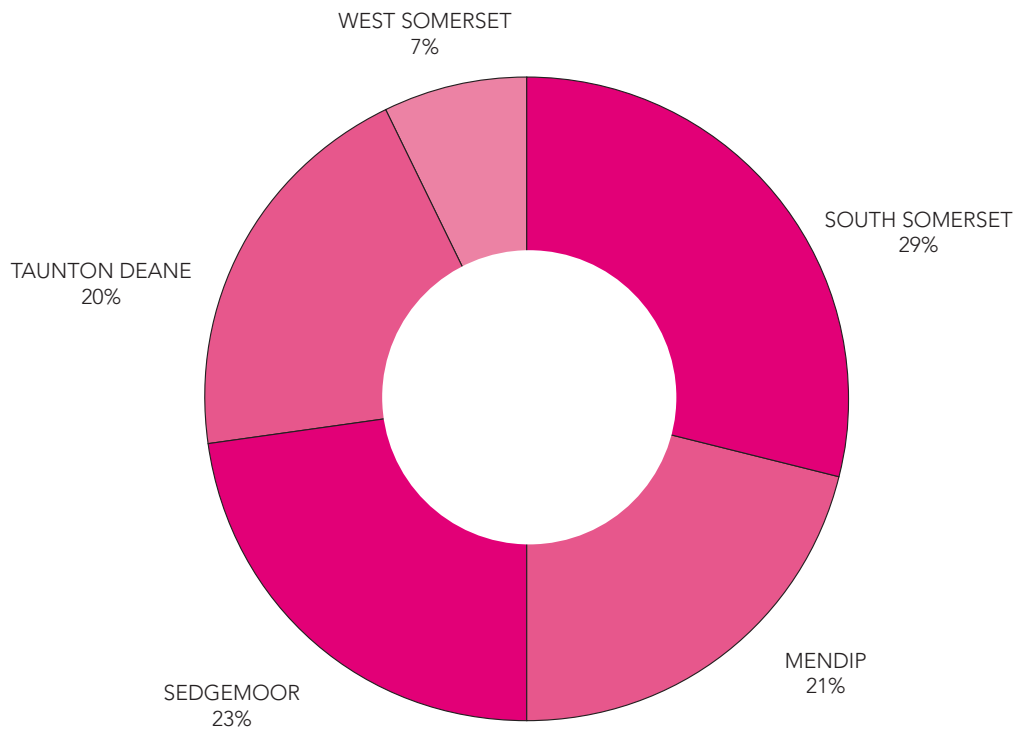
## ALL CASUALTIES BY DISTRICT



9.5 DISTRICT TOTAL AS PERCENTAGE OF SOMERSET TOTAL

	2008	2009	2010	AVERAGE
<b>MENDIP</b>	21%	22%	20%	21%
<b>SEDGEMOOR</b>	20%	24%	24%	23%
<b>TAUNTON DEANE</b>	21%	19%	22%	20%
<b>WEST SOMERSET</b>	7%	8%	6%	7%
<b>SOUTH SOMERSET</b>	31%	28%	27%	29%
<b>TOTAL</b>	100%	100%	100%	

PERCENTAGE OF CASUALTIES IN EACH SOMERSET DISTRICT  
AVERAGE OF PERIOD 2008-2010





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