

SOMERSET ROAD SAFETY PARTNERSHIP
CASUALTY REVIEW 2002-2007

IMPROVING ROAD SAFETY

“WORKING TOGETHER TO
REDUCE CASUALTIES”



CONTENTS

1. EXECUTIVE SUMMARY	4
2. INTRODUCTION	5
3. COLLISION AND CASUALTY TRENDS 2002-2007	6
4. KILLED AND SERIOUSLY INJURED CASUALTY REDUCTION	8
4.1 KSI Casualty Reduction	8
4.2 KSI by User Type	9
5. CHILD CASUALTY REDUCTION	10
5.1 Killed and Seriously Injured (KSI) Child Casualties	10
5.2 Total Child Casualties	11
5.3 Child Casualties as a Percentage of Total Somerset Casualties	12
5.4 Child Casualties by Age	13
5.5 Child Casualties by User Type	14
6. SLIGHT CASUALTIES	16
6.1 Slight Casualties - Targets and Yearly Figures	16
6.2 Slight Casualties by User Type	17
7. 16-24 YEAR OLD KSI CASUALTY REDUCTION	18
7.1 Targets and Yearly Figures	18
7.2 16-24 Year Olds by Severity	19
7.3 16-24 Year Olds by User Type	20
8. RURAL AND URBAN CASUALTIES	22
8.1 Rural / Urban as Percentage of Somerset Totals	22
8.2 Casualties on Rural Roads by Severity	23
8.3 Casualties on Urban Roads by Severity	23

I. EXECUTIVE SUMMARY

This Casualty Review consists of accident data covering the period 2002 to 2007, during which time a total of 10,881 collisions occurred with a total of 15,159 casualties.

Data for 2007 has, in some tables, been compared to the baseline average of 1994-98.

- The number of collisions over this period show peaks in 2002 and 2005 of 7.7 per cent and 7.9 per cent above the baseline respectively.
- In 2007 the total number of collisions was 0.3 per cent above the baseline average, with casualties for the year at 0.7 per cent above the baseline average.
- The number of KSI casualties shows a steady reduction over the 6 year period, with the number in 2007 at 20 per cent below the baseline average.
- Child KSI casualties were reduced by 18 per cent during the period from baseline to 2007.
- Although the number of KSI casualties rose from 20 in 2006 to 28 in 2007, there were no child fatalities in RTCs on the roads in Somerset in 2007.
- The number of children aged 0-3 years injured in RTCs fell from 47 in the period 1994-98 to 10 in 2007, a reduction of 79 per cent
- There has been a steady reduction in the number of child casualties across the 0-15 year age group during the period under review, with the exception of 12-15 year olds in 2005 which showed an uncharacteristic rise.
- The new target of Slight Casualties in Somerset is to maintain the 2001-04 average of 2190 casualties. This target was achieved in 2007 when the number of slight casualties fell to 2,178, 0.5 per cent below the target. The most significant decrease was in the number of pedestrian casualties which fell from 177 in 2002 to 134 in 2007, a decrease of 24 per cent.
- The number of 16-24 year olds killed or seriously injured in RTCs reached a peak of 110 in 2003 but has since declined steadily to 90 casualties in 2007.
- The number of slight casualties in the 16-24 age group rose from 550 in 2002 to 661 in 2005, before falling to 616 in 2007.

Of the total of 706 16-24 year olds injured in RTCs in 2007, 76 per cent were in accidents involving cars and taxis; 13 per cent in Powered Two Wheelers (including mopeds) and 6 per cent as pedestrians.

All data contained within this document was correct at the time of publication.

2. INTRODUCTION

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 include 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 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**

- 4. a 50 per cent reduction in the number of KSI casualties in the 16-24 age group by 2010**

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.



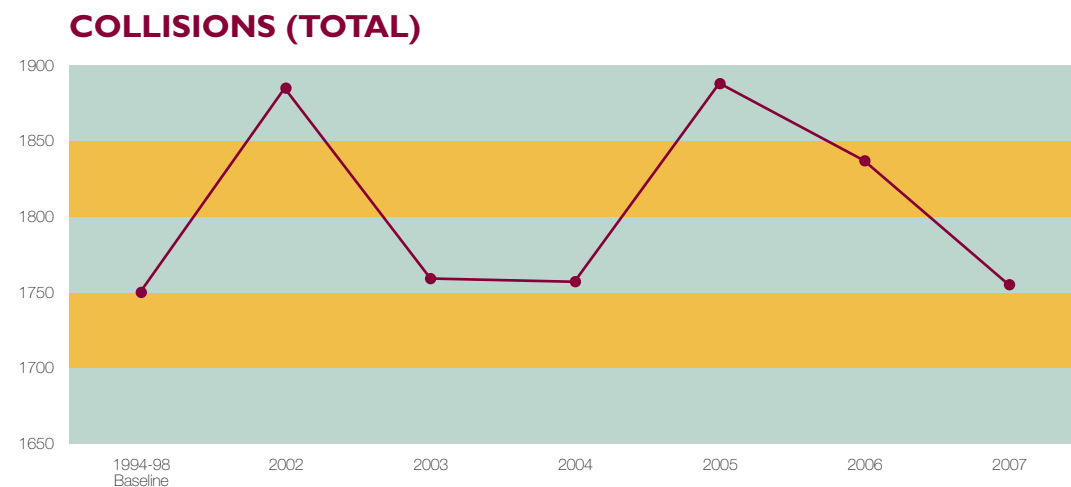
This report provides a detailed analysis of the casualty statistics for the period 2002 to 2007, with particular reference to the "target groups", and shows progress towards the key objectives set by the Partnership and in the Local Transport Plans.

3. COLLISION AND CASUALTY TRENDS 2002-2007

(compared to 1994-98 baseline)

3.1 COLLISIONS

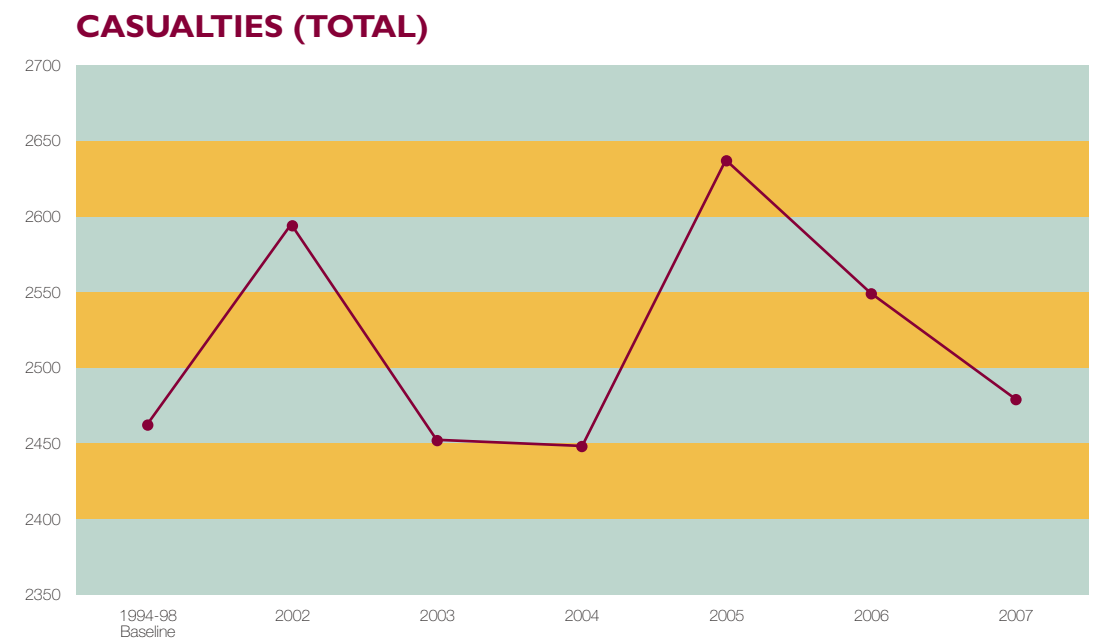
	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
FATAL	43	41	39	38	31	36	37	-14.0
SERIOUS	268	242	254	244	261	236	219	-18.3
SLIGHT	1439	1602	1466	1475	1596	1565	1499	4.2
TOTAL	1750	1885	1759	1757	1888	1837	1755	0.3



Over the six years, from 2002 to 2007, the number of injury collisions has shown two distinct peaks in 2002 and 2005 with a trough that remained through 2003 and 2004. Since the peak of 2005, there has been a definite downward trend with the numbers of collisions in 2007 settling at just 0.3 per cent above the 1994-98 baseline figure.

3.2 CASUALTIES

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
FATAL	52.2	47	40	43	35	37	39	-25.3
SERIOUS	324.2	304	311	302	309	288	262	-19.2
TOTAL KSI	376.4	351	351	345	344	325	301	-20.0
SLIGHT	2085.8	2243	2101	2103	2293	2224	2178	4.4
TOTAL	2462.2	2594	2452	2448	2637	2549	2479	0.7



Casualties have followed the same trend as collisions, with peaks in 2002 and 2005 followed by a downward trend since 2005 to a total in 2007 standing at just 0.68 per cent above the 1994-98 baseline average.

4. KILLED AND SERIOUSLY INJURED CASUALTY REDUCTION

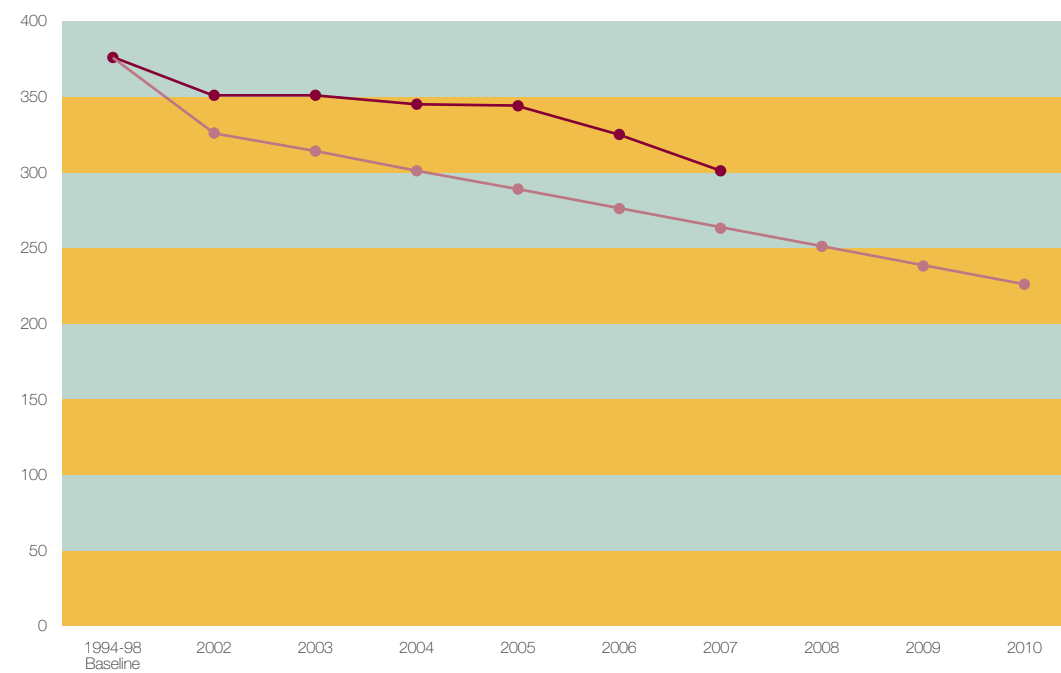
In Somerset, the 1994-1998 baseline average for killed and seriously injured (KSI) casualties was 376.

The M5, A303 and A36 roads in Somerset are the responsibility of the Highways Agency and together account for nine per cent of the KSI casualties occurring within the county boundaries.

4.1 KSI CASUALTY REDUCTION

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	2008	2009	2010
ACTUAL	376	351	351	345	344	325	301			
YEARLY TARGET	376	332	322	311	300	289	278	267	256	245

KSI CASUALTY REDUCTION



Key
●— Actual casualties
●— Yearly target

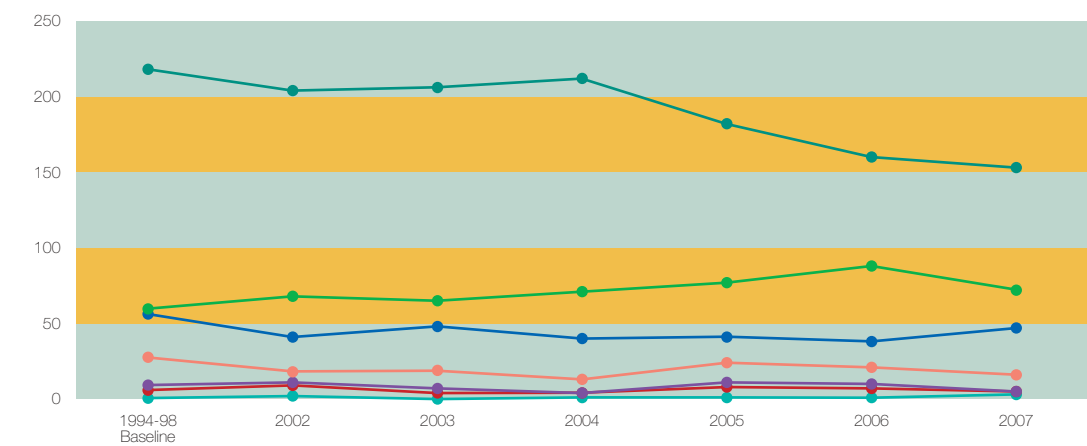
There were 301 KSI casualties in 2007. While this is 20 per cent below the 1994-98 baseline figure, it is still 23 casualties higher than the 278 target figure for that year.

However, there is a downward trend in the number of KSI casualties occurring each year. Should this downward trend continue, the figures are on course to reach the required reduction.

4.2 KSI BY USER TYPE

	1994-98		2002		2003		2004		2005		2006		2007	
	FATAL	KSI	FATAL	KSI	FATAL	KSI	FATAL	KSI	FATAL	KSI	FATAL	KSI	FATAL	KSI
PEDESTRIANS	8.4	56.2	5	41	4	48	4	40	7	41	3	38	6	47
PEDAL CYCLES	2.2	27.6	3	18	2	19	1	13	1	24	2	21	1	16
POWERED 2 WHEELERS	5.2	59.6	8	68	6	65	9	71	6	77	9	88	10	72
CARS / TAXIS	34.2	218	30	204	27	206	28	212	19	182	22	160	18	153
GOODS VEHICLES	1.4	9.2	1	11	1	7	0	4	1	11	0	10	2	5
OTHER MOTOR VEHICLES	0.6	5.8	0	9	0	4	1	4	0	8	1	7	1	5
OTHER NON-MOTOR VEHICLES	0.2	0.4	0	0	0	2	0	1	1	1	0	1	1	3
TOTAL	52.2	376	47	351	40	351	43	345	35	344	37	325	39	301

KSI CASUALTIES BY USER TYPE



Key
●— Cars / Taxis
●— Powered Two Wheelers
●— Pedestrians
●— Goods Vehicles
●— Other Motor Vehicles
●— Pedal Cycles
●— Other Non Motor Vehicles

5. CHILD CASUALTY REDUCTION

In order to meet the target of 50 per cent reduction, the number of children killed and seriously injured on Somerset's roads will have to come down from the baseline average of 34 to 17 or fewer by the year 2010. The low numbers of casualties in this category means that some fluctuation is inevitable.

5.1 KILLED AND SERIOUSLY INJURED (KSI) CHILD CASUALTIES

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
FATAL	2.0	2	0	0	4	1	0	-100.0
SERIOUS	32.0	18	21	33	20	19	28	-12.5
TOTAL KSI	34.2	20	21	33	24	20	28	-18.1

CHILD KSI (TOTAL)



In 2007 there were no fatal casualties in the 0-15 year age group and serious injuries were down 12.5 per cent from the baseline figure. The total KSI figure for 2007 is not representative of the years since 2002. In 2002 and 2006 Child KSI figures fell to 41.2 per cent below the baseline and in 2005 the number of KSI casualties was 29.4 per cent below baseline. Although there were no fatal casualties in 2004, there was a rise in the number of serious casualties which brought the total KSI casualties to 2.9 per cent below the baseline.

5.2 TOTAL CHILD CASUALTIES

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
KSI	34	20	21	33	24	20	28	-17.6
SLIGHT	291	265	215	329	225	202	154	-47.1
TOTAL	325	285	236	272	249	222	182	-44.0

TOTAL CHILD CASUALTIES



The total number of Child casualties in 2007 was 44 per cent below the baseline figure. Slight child casualties showed a reduction of 47.1 per cent in 2007.

5.3 CHILD CASUALTIES AS A PERCENTAGE OF TOTAL SOMERSET CASUALTIES

5.3 CHILD CASUALTIES AS A PERCENTAGE OF TOTAL SOMERSET CASUALTIES

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007
CHILD TOTAL	324.8	285	236	272	249	222	182
SOMERSET TOTAL	2462.2	2594	2452	2448	2637	2549	2479
CHILD CASUALTIES AS % OF SOMERSET TOTAL	13.2	11.0	9.6	11.1	9.4	8.7	7.3

CHILD CASUALTIES AS A PERCENTAGE OF SOMERSET TOTAL

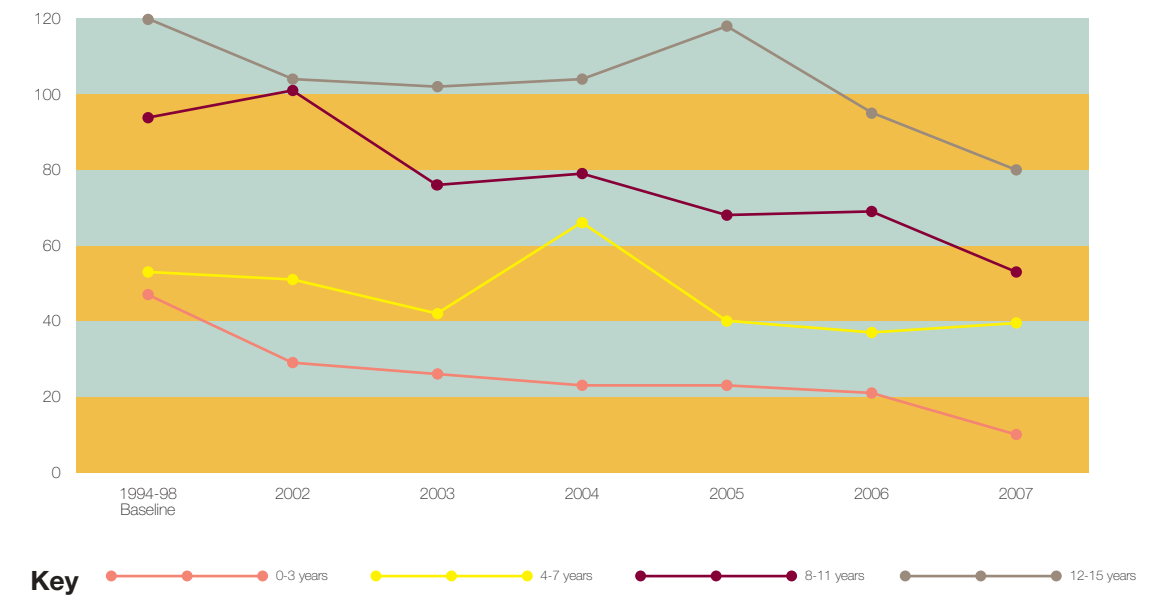


In 1994-98 Child casualties represented 13.2 per cent of the total number of casualties in Somerset. After a steady decline, by 2007 this has fallen to 7.3 per cent of the Somerset total.

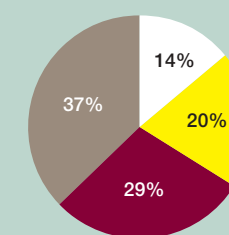
5.4 CHILD CASUALTIES BY AGE

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
0-3 years	47.0	29	16	23	23	21	10	-78.7
4-7 years	64.2	51	42	66	40	37	39	-39.3
8-11 years	93.8	101	76	79	68	69	53	-43.5
12-15 years	119.8	104	102	104	118	95	80	-33.2
TOTAL	324.8	285	236	272	249	222	182	-44.0

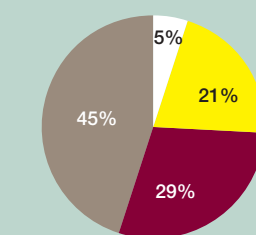
CHILD CASUALTIES BY AGE



CHILD CASUALTIES BY AGE: 1994-98 BASELINE



CHILD CASUALTIES BY AGE: 2007

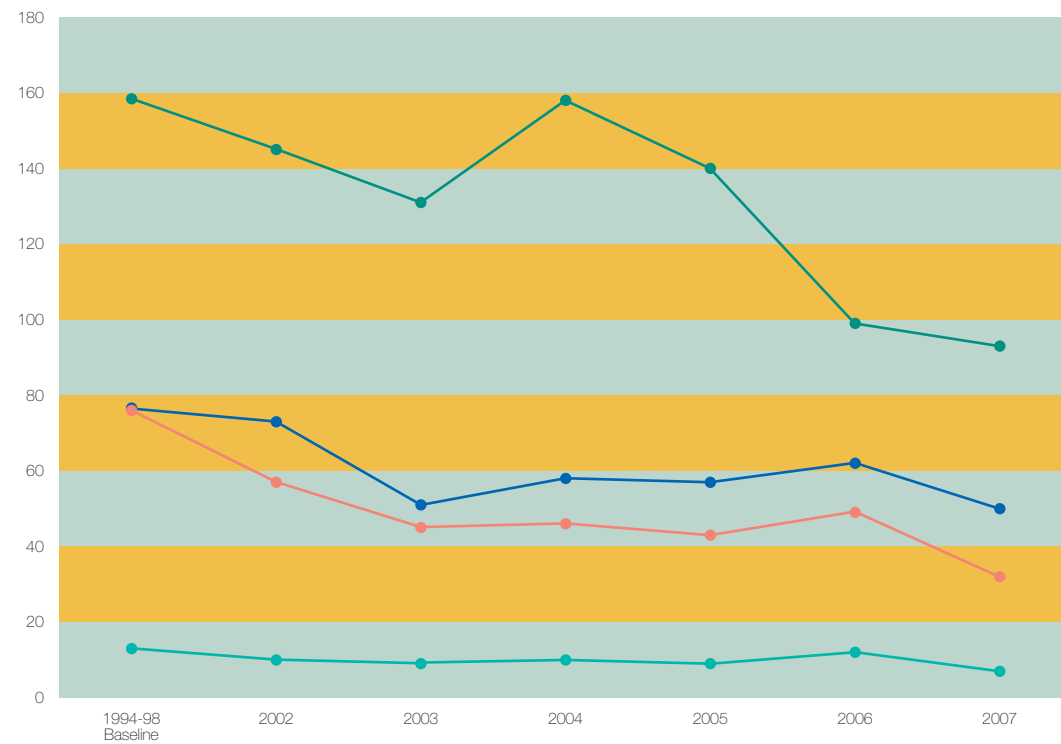


Key: 0-3 years, 4-7 years, 8-11 years, 12-15 years

5.5 CHILD CASUALTIES BY USER TYPE

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
PEDESTRIANS	76.6	73	51	58	57	62	50	-34.7
PEDAL CYCLISTS	76.0	57	45	46	43	49	32	-57.9
CARS & TAXIS	158.4	145	131	158	140	99	93	-41.3
OTHER USERS	13.0	10	9	10	9	12	7	-46.2
TOTAL	324.0	285	236	272	249	222	182	-43.8

CHILD CASUALTIES BY USER TYPE



Key ● Pedestrians ● Pedal Cycles ● Cars / Taxis ● Other Users

CAR PASSENGERS - CHILD CASUALTIES

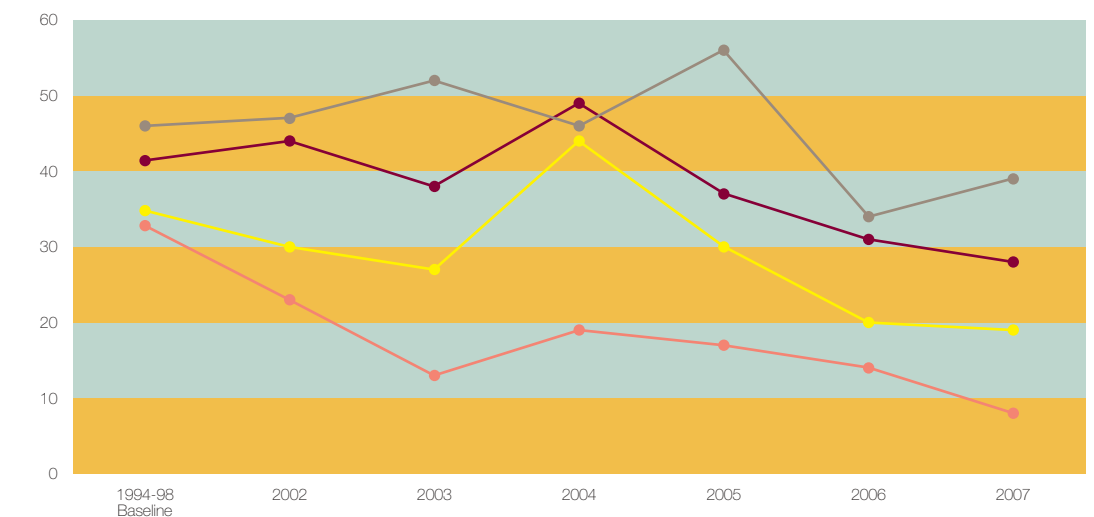
	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
0-3	32.80	23	13	19	17	14	8	-75.6
4-7	34.80	30	27	44	30	20	19	-45.4
8-11	41.40	44	38	49	37	31	28	-32.4
12-15	46.00	47	52	46	56	34	39	-15.2
TOTAL	155.00	144	130	158	140	99	94	-39.4

CAR PASSENGERS - TOTAL CHILD CASUALTIES



Key ● Total

CAR PASSENGERS - CHILD CASUALTIES BY AGE



Key ● 0-3 years ● 4-7 years ● 8-11 years ● 12-15 years

More children are injured while travelling as car passengers - an average of 119 a year - than using any other form of transport.

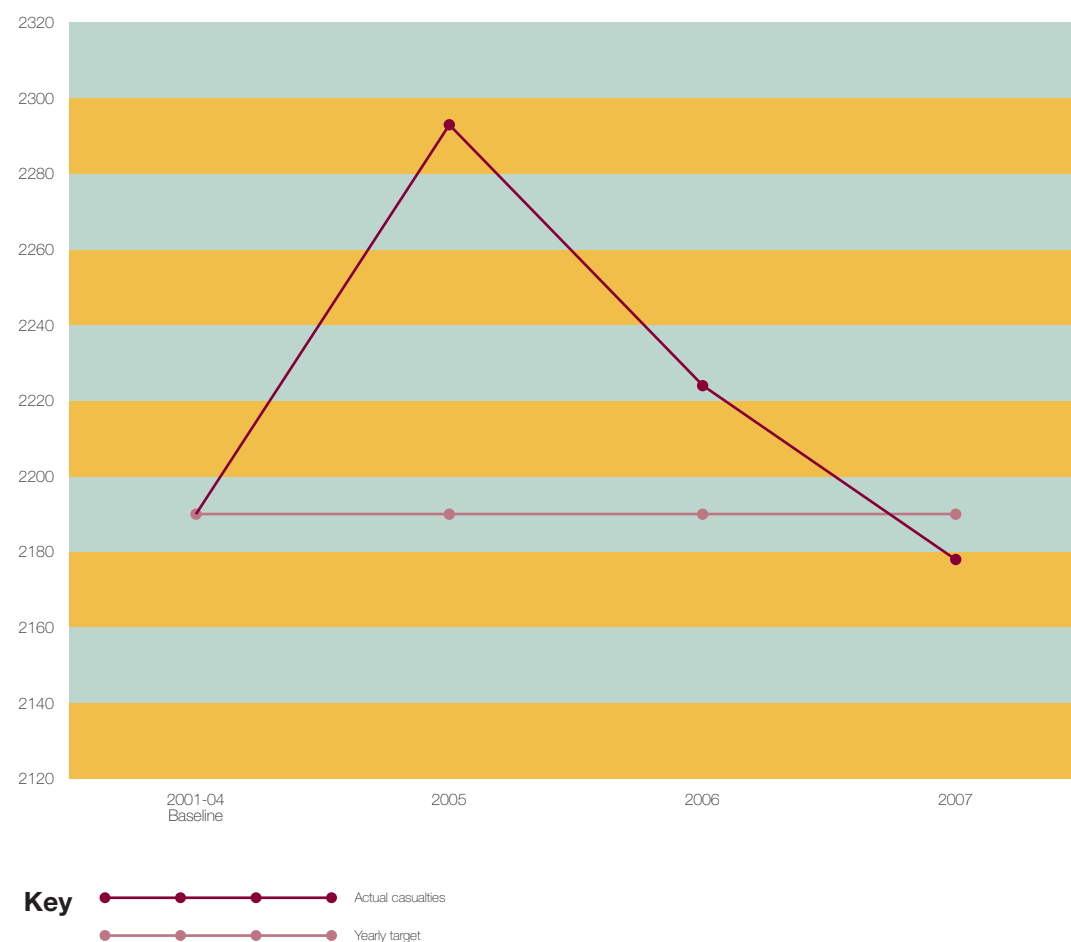
Once again there is a very noticeable reduction in 2007 in the number of 0-3 year old casualties compared to the baseline.

6. SLIGHT CASUALTIES

6.1 SLIGHT CASUALTIES - TARGETS AND YEARLY FIGURES

	2001-04 BASELINE	2005	2006	2007
ACTUAL	2190	2293	2224	2178
YEARLY TARGET	2190	2190	2190	2190

SLIGHT CASUALTIES

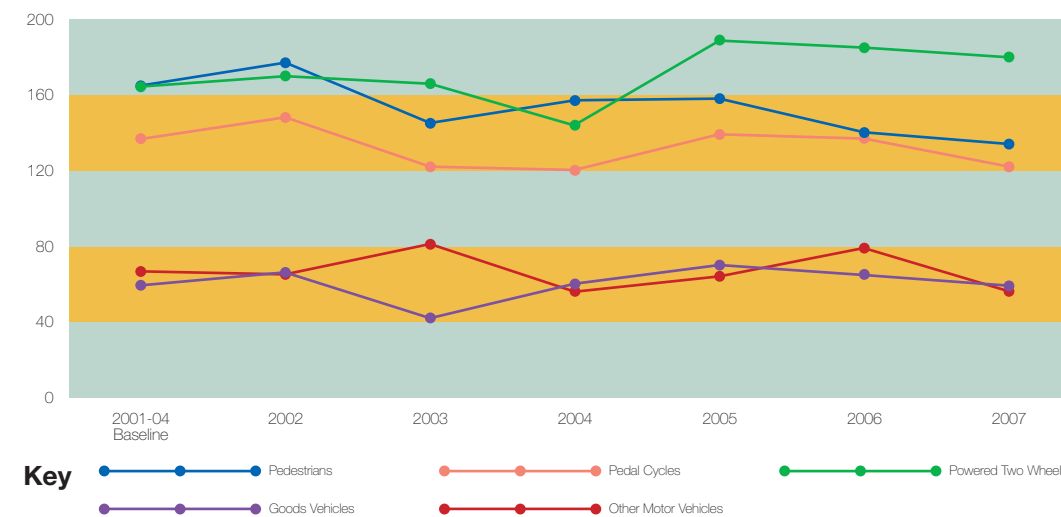


The LTP target is to maintain the 2001-2004 baseline figure of 2190 for slight casualties. In 2007 the actual number of slight casualties was 2178, which is 12 casualties **below** the target.

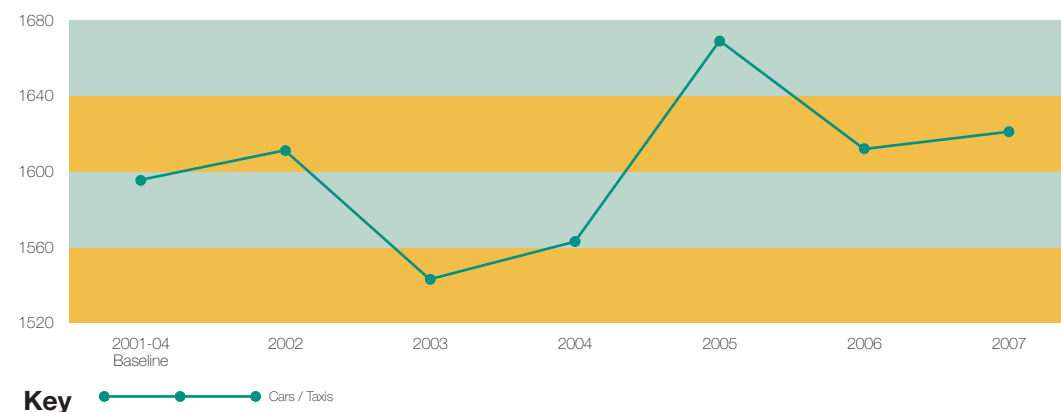
6.2 SLIGHT CASUALTIES BY USER TYPE

	2001-04 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
PEDESTRIANS	164.8	177	145	157	158	140	134	-18.7
PEDAL CYCLISTS	136.8	149	122	120	139	137	122	-10.8
POWERED 2 WHEELERS	164.3	170	166	144	189	185	180	9.6
CARS & TAXIS	1595.3	1611	1543	1563	1669	1612	1621	1.6
GOODS VEHICLES	59.3	66	42	60	70	65	59	-0.4
OTHER MOTOR VEHICLES	66.5	65	81	56	64	79	56	-15.8
OTHER NON-MOTOR VEHICLES	4.0	5	2	3	4	6	6	50.0
TOTAL	2190.8	2243	2101	2103	2293	2224	2178	-0.6

SLIGHT CASUALTIES - USER TYPE



SLIGHT CASUALTIES - CARS & TAXIS



The main area of concern in the slight casualties is the increase of 10 per cent in the number of casualties involving Powered Two Wheelers. There has also been a slight increase in the number

of casualties in accidents involving car users. In 2007, the number of pedestrians suffering slight casualties was approximately 19 per cent below the 2001-2004 baseline figure.

7. 16-24 YEAR OLD KSI CASUALTY REDUCTION

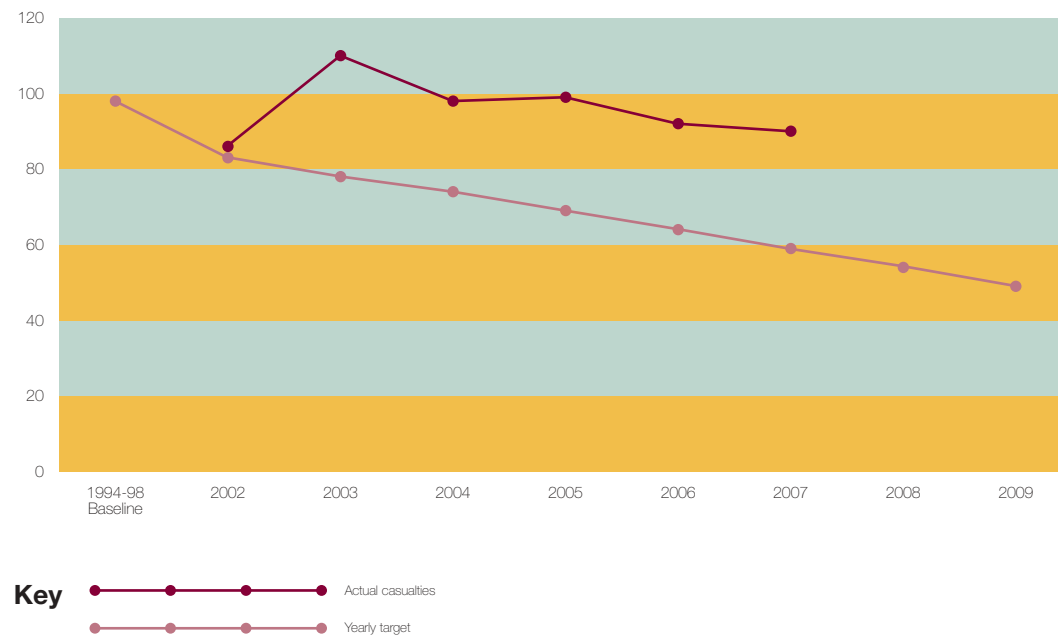
A local target has been adopted to reduce the number of casualties in this age group by 50 per cent (to less than 49 casualties) by the year 2010.

An interim milestone target of less than 69 killed or seriously injured 16-24 year olds on roads maintained by Somerset by 2005 was also identified.

7.1 TARGETS AND YEARLY FIGURES

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	2008	2009
ACTUAL	98.2	86	110	98	99	92	90		
YEARLY TARGET	98	83	78	74	69	64	59	54	49

KSI 16-24 YEAR OLD CASUALTIES



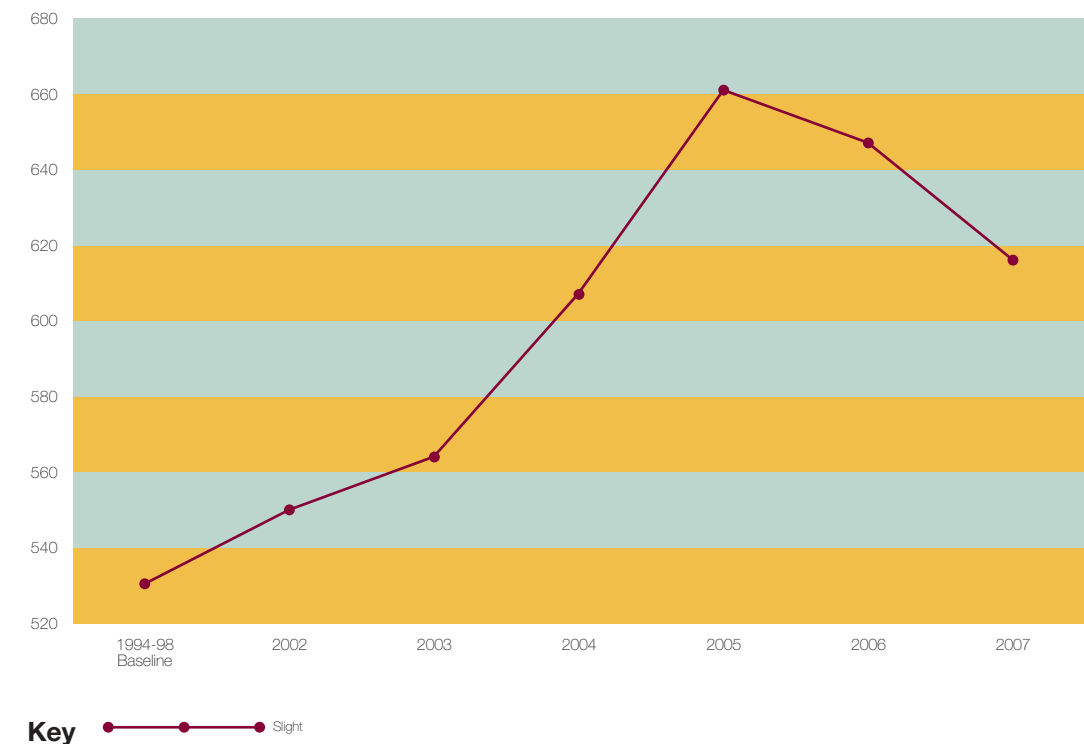
In the years 2000 and 2001, the actual number of KSI casualties in the 16-24 age group was below the targeted figures. However, in 2002 the number of casualties rose above the target figure and has

remained so since then, with KSI casualties for 2007 standing at 90, which is above the target figure but 8.4 per cent below the 1994-98 baseline average.

7.2 16-24 YEAR OLDS BY SEVERITY

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
FATAL	12.6	8	14	13	8	8	11	-12.7
SERIOUS	85.6	78	96	85	91	84	79	-7.7
TOTAL KSI	98.2	86	110	98	99	92	90	-8.4
SLIGHT	530.4	550	564	607	661	647	616	-16.1
TOTAL	628.6	636	674	705	760	739	706	12.3
16-24 AS % OF SOMERSET TOTAL	25.2	24.5	27.5	28.8	28.8	29	28.4	

16-24 YEAR OLD SLIGHT CASUALTIES



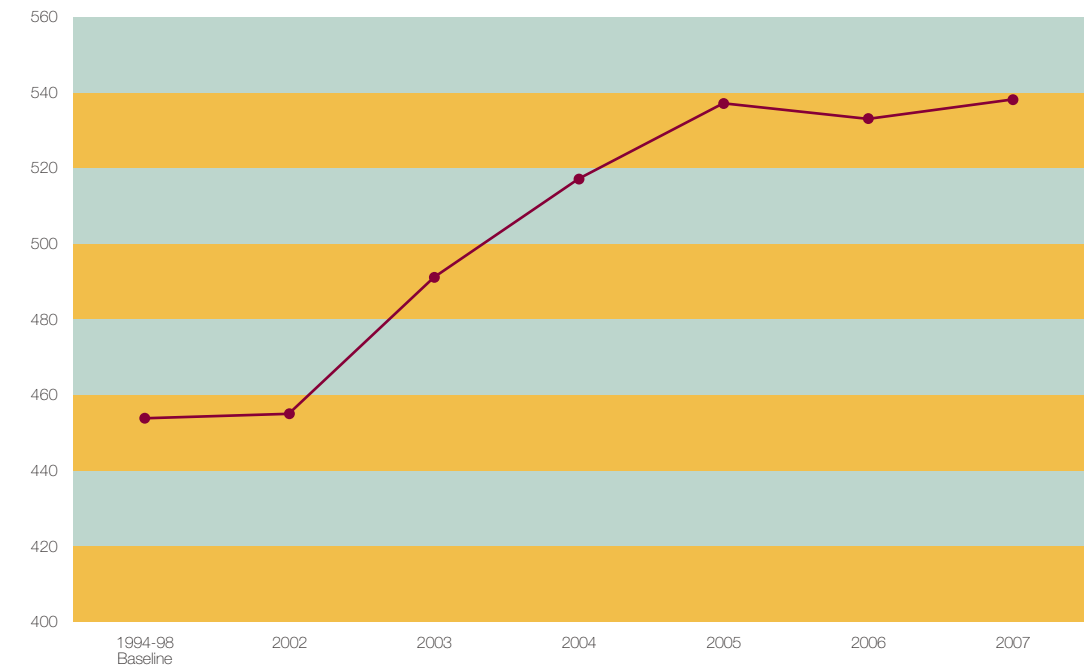
Although total KSI figures were 8.4 per cent down in 2007 compared to the 1994-98 baseline average, the slight figures in this age group were 16.1 per cent higher than the baseline average.

7.3 16-24 YEAR OLDS BY USER TYPE

7.3 16-24 YEAR OLDS BY USER TYPE

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
PEDESTRIANS	37.0	41	37	31	39	31	39	5.4
PEDAL CYCLISTS	43.0	26	20	32	33	29	17	-60.5
MOPEDS	14.2	37	40	45	64	52	39	174.6
POWERED 2 WHEELERS	62.0	58	60	58	57	70	51	-17.7
CARS & TAXIS	453.8	455	491	517	537	533	538	18.6
OTHER USERS	18.8	19	26	22	30	24	22	17.0
GRAND TOTAL	628.6	636	674	705	760	739	706	12.3

16-24 YEAR OLD CASUALTIES - CARS & TAXIS



The largest increases in numbers of 16-24 year old casualties were in accidents involving cars and taxis and powered two wheelers, especially mopeds,

which rose from 14.2 casualties in 1994-98 to 39 casualties in 2007.

16-24 YEAR OLD CASUALTIES BY USER TYPE



8. RURAL AND URBAN CASUALTIES

For the purpose of this report, "urban" and "rural" are defined as follows:

Rural: Roads with speed limits over 40 mph.

Urban: Roads with speed limits of 40 mph or lower.

8.1 RURAL/URBAN AS PERCENTAGE OF SOMERSET TOTALS

	SOMERSET TOTAL	RURAL TOTAL	RURAL AS % OF SOMERSET TOTAL	URBAN TOTAL	URBAN AS % OF SOMERSET TOTAL
2002	2594	1435	55	1159	45
2003	2452	1307	53	1145	47
2004	2448	1314	54	1134	46
2005	2637	1439	55	1198	45
2006	2549	1293	51	1256	49
2007	2479	1288	52	1191	48

Over the past 6 years (2002-2007) an average of 53 per cent of the casualties in Somerset have occurred on rural roads and 47 per cent on urban roads.



8.2 CASUALTIES ON RURAL ROADS BY SEVERITY

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
KSI	251.0	234	223	222	195	183	175	-30.3
SLIGHT	1197.4	1201	1084	1092	1244	1110	1113	-7.0
TOTAL RURAL	1448.4	1435	1307	1314	1439	1293	1288	-11.1

8.3 CASUALTIES ON URBAN ROADS BY SEVERITY

	1994-98 BASELINE	2002	2003	2004	2005	2006	2007	% CHANGE FROM BASELINE TO 2007
KSI	125.4	117	128	123	149	142	126	0.5
SLIGHT	888.4	1042	1017	1011	1049	1114	1065	19.9
TOTAL URBAN	1013.8	1159	1145	1134	1198	1256	1191	17.5



As can be seen from the graph above, the difference between the numbers of Rural and Urban Road casualties is considerably less now than it was at the baseline.

This document is also available in Braille, large print, on tape and on disc and we can translate it into different languages. We can provide a member of staff to discuss the detail.

Images supplied by kind permission of Somerset County Council, Safecam and Somerset Road Safety Partnership.

