Road Casualty Review 2015

SOMERSET Road Safety

Somerset County Council aims to reduce road casualty rates by applying the experience and expertise of the emergency services and other organisations with knowledge of road safety across the County. The quality of life of Somerset residents and visitors to the County is significantly improved by reducing the risk of collisions on the roads.

Introduction

Somerset Road Safety receives injury collision data from Avon and Somerset Police. The information is stored on a database for analysis to highlight "at risk" user groups and locations with high collision rates. The data is used to produce detailed reports and make recommendations for possible solutions to problems. These recommendations may include engineering measures or education interventions for road users. Targeted education of road users is achieved through a number of education programmes taking the road safety message into schools, colleges and communities – to the drivers of today and tomorrow and to older drivers who wish to drive safely for longer.

Details of the full range of education programmes presented by Somerset Road Safety can be found at: www.somersetroadsafety.org

This casualty review analyses collision and casualty statistics for the year 2015, comparing them to the previous five year period, particularly focusing on defined target groups.

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Introduction

Based on the latest Department for Transport (DfT) advice, released in June 2016, the values placed on the prevention of injury collisions are as follows; a fatal collision £1,752,391; a serious collision £199,930; and a slight injury collision £21,113, with an average cost of £65,998. Therefore, the total financial cost of the 1022 reported injury collisions that occurred in Somerset in 2015 was £67,449,956. The estimated values include casualty and collision related costs arising from; lost output, medical and paramedic treatment, police, insurance, administration and damage to property elements.

If you would like to know more about collisions in your neighbourhood please visit CrashMap a free to use web site that allows you to search the whole country seeing where crashes have occurred. **http://www.crashmap.co.uk/**

DfT statistics, published on 19 May 2016 indicate that in Somerset, vehicular traffic using Local Authority roads increased by 5.3%, whilst traffic on Trunk roads through Somerset fell by 0.84% over the five years 2011 to 2015. It should be noted though that this information is currently under review due to concerns over errors in the 2015 data for the M5. See: **www.gov.uk/government/statistics/road-lengths-in-great-britain-2015**

The volume of traffic on Somerset's roads increased in 2015 by 2.5%. Historically, traffic volumes in Somerset rose steadily between 1993 and 2008, before declining through to 2012. Overall volumes are currently just 6% higher than a decade ago but 28% higher than 20 years ago. Whilst traffic flows are increasing collision numbers are decreasing through local and national road safety work, safer vehicles and investments in road improvements. Approximately 0.8% of Somerset roads are motorway, 10.5% are 'A' roads and 88.7% are minor roads. The county has an additional 74 miles of road compared to ten years ago, an overall increase of 1.8% (by comparison, the national increase has been 1.5%). See: **www.gov.uk/government/statistical-data-sets/tra89-traffic-by-local-authority**

There is no obligation for people to report personal injury collisions to the police (although there is an obligation under certain conditions, as outlined in the Road Traffic Act). It has always been problematic to establish the level of under reporting of Personal Injury Collisions. The following data set, being the full range of all collisions and casualties on roads in Somerset recorded by Avon and Somerset Police, is as complete as it can be.

It should be noted that there is no single underlying factor that drives road casualties. Instead, there are a number of influences such as:

- The distance people drive;
- the different vehicles people drive; and
- the varying behaviours of drivers, riders, pedestrians, cyclists etc.

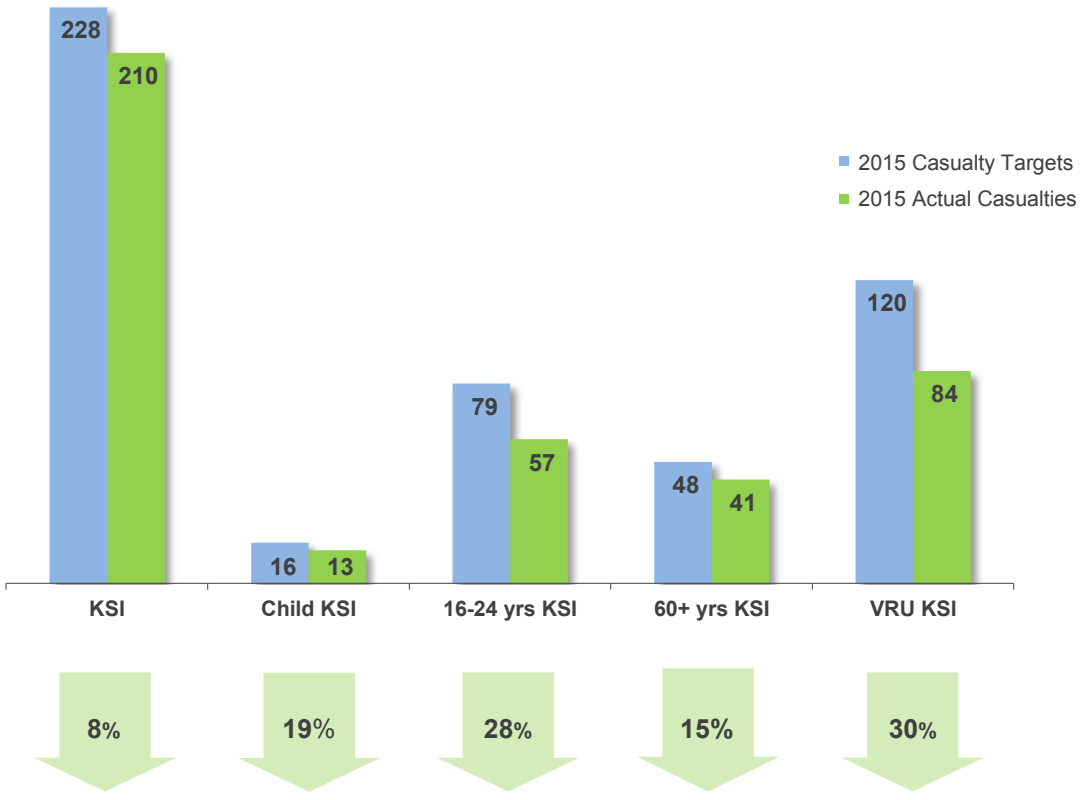
Targets

In 2012 Somerset Road Safety set new annual targets to 2020 in five key categories:

- Total number of Killed and Seriously Injured (KSI) casualties;
- Vulnerable road users KSI casualties (Pedestrian, Motorcycle or Pedal Cycle casualties);
- 60+ years KSI casualties;
- 16-24 years KSI casualties; and
- Child 0 – 15 years KSI casualties.

In 2015 Somerset Road Safety met all of it's casualty reduction targets

Somerset 2015 Targets and Actual 2015 Casualties



Percentage difference between 2015 casualty targets and actual casualties in Somerset in 2015.

Areas of Concern

From the analysis work carried out as part of this review, the following have been identified as areas of specific concern from which further more detailed analysis will be undertaken.

- Consistently between 2011 and 2015 collision and casualty numbers have remained highest on A class and Trunk roads across the county .
- Until the end of 2013, there had been a definite downward trend in the number of car users killed or seriously injured in Somerset during the 5 years but by 2015, figures had increased by 6% over the period.
- Despite an overall fall in the number of casualties in 16-24 years age group they are still over represented in the KSI figures compared to other age groups.
- Increase of 25% in the number of pedal cyclists KSI casualties between 2014 and 2015.
- Overall increase in child casualties.

Annual Statistics/Data Comparison

Casualties

	Severity			Total
	Fatal	Serious	Slight	
2011	27	197	1428	1652
2012	35	177	1317	1529
2013	28	190	1390	1608
2014	33	185	1405	1623
2015	22	188	1245	1455
% change 2014 - 2015	33% ↓	2% ↑	11% ↓	10% ↓
% change 2011 - 2015	19% ↓	5% ↓	13% ↓	12% ↓

33% decrease in the number of fatal casualties in 2015 compared with 2014. Nationally fatal casualties fell by just 2% over the same period

- There were 1455 recorded casualties resulting from collisions on the roads of Somerset. 22 of these were fatal, 188 were serious and 1245 were slight severity casualties.
- There was a decrease of 8 KSI casualties in 2015 when compared to 2014, and the 2015 figure was almost 8% below the agreed target for the year.
- There were 2 motorcyclist fatalities on Somerset's roads in 2015, 7 fewer than 2014 (a decrease of 78%). Motorcyclist fatal casualties made up just 9% of all fatal collisions in 2015. In the last five years there have been an average of 6.2 motorcycle fatalities a year and the figure for 2015 is both statistically and unpredictably low.
- 27% of all fatal casualties in 2015 (6 out of 22), occurred on the M5, A303 or A36 trunk roads through Somerset. Collisions on trunk roads are reportable by Local Highway Authorities, but Highways England is responsible for any collision reduction work on these roads.
- In 2015, 49% of all casualties resulted from collisions on A class roads whilst 35% were from collisions on unclassified roads.
- In 2015, 64% (14) of all fatalities occurred on A class roads, compared to 59% (18) in 2014.

2015 saw the lowest ever levels of fatal, slight and total number of casualties recorded in Somerset.

There were 10% fewer casualties in Somerset during 2015 compared to 2014. More than double the 4% fall nationally, as recorded by the Department for Transport.

Annual Statistics/Data Comparison

Collisions

	Severity			Total
	Fatal	Serious	Slight	
2011	20	173	959	1152
2012	27	156	892	1075
2013	28	170	959	1157
2014	32	158	973	1163
2015	22	158	842	1,022
% change 2014-2015	31%	0%	13%	12%
% change 2011-2015	10%	9%	12%	11%

- In 2015, 1022 collisions were recorded as resulting in personal injury on Somerset roads. 22 of these were fatal, 158 serious and 842 slight severity.
- As the tables show, the annual number of fatal collisions has fluctuated over the past 5 years, increasing from 20 in 2011 to 32 in 2014, before falling to 22 in 2015.
- The number of serious collisions follows a similar fluctuating pattern, and slight collisions showed a reduction over 5 years 2015 from 959 to 842.
- The number of collisions involving a pedestrian fell by 9% from 2014 to 2015, a similar fall to that experienced the year before.
- The number of motorcyclist collisions decreased by 68% from 2014 to 2015 (by 86 collisions) at the same time as the number of licensed motorcycles owned in Somerset fell, with records showing a 4% fall between 2005 and 2015.
- Consistently over the five years collision and casualty numbers have remained highest on A class roads across the county and, in 2015, 53% of KSI casualties occurred on this class of road. Car users represent the greatest proportion of these collisions with one third occurring at a T junction.
- 59% of collisions on A roads occurred where there is a speed limit of 40 mph, or below.
- Although only 41% of collisions on A roads were recorded where the speed limit was greater than 40 mph, 52% of KSI casualties occurred on these sections.

Overall, both collision and casualty numbers have shown a downward trend in the past five year period

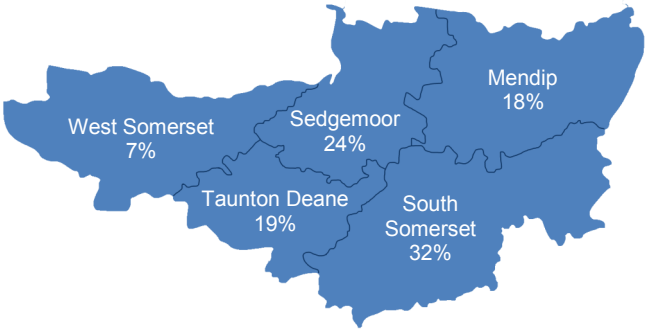
Pedal cyclist collisions decreased by just over 21% from 2014 to 2015 whilst the number of people cycling in Somerset increased since 2012 by around 5%.

1. Collisions/Casualties by Location

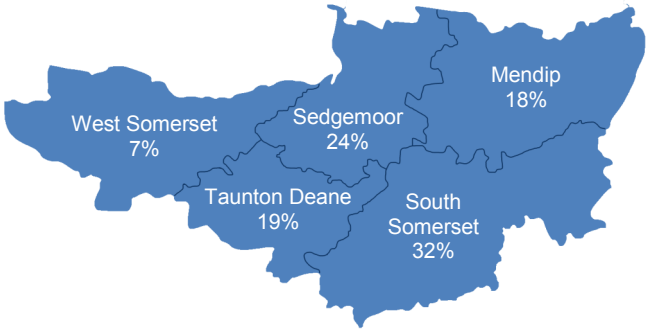
1.1 Collisions/Casualties by District

- Somerset county is administered by Somerset County Council and five District councils.
- The annual occurrence of collisions across the five Districts over the five years has changed very little with the 2015 figures shown below being less than 2% different to the averages. It is notable that the populations of the five Districts mirror almost exactly the percentage breakdown of injury collisions occurring in those areas.

2015 Somerset Population by District



2015 Somerset Collisions by District

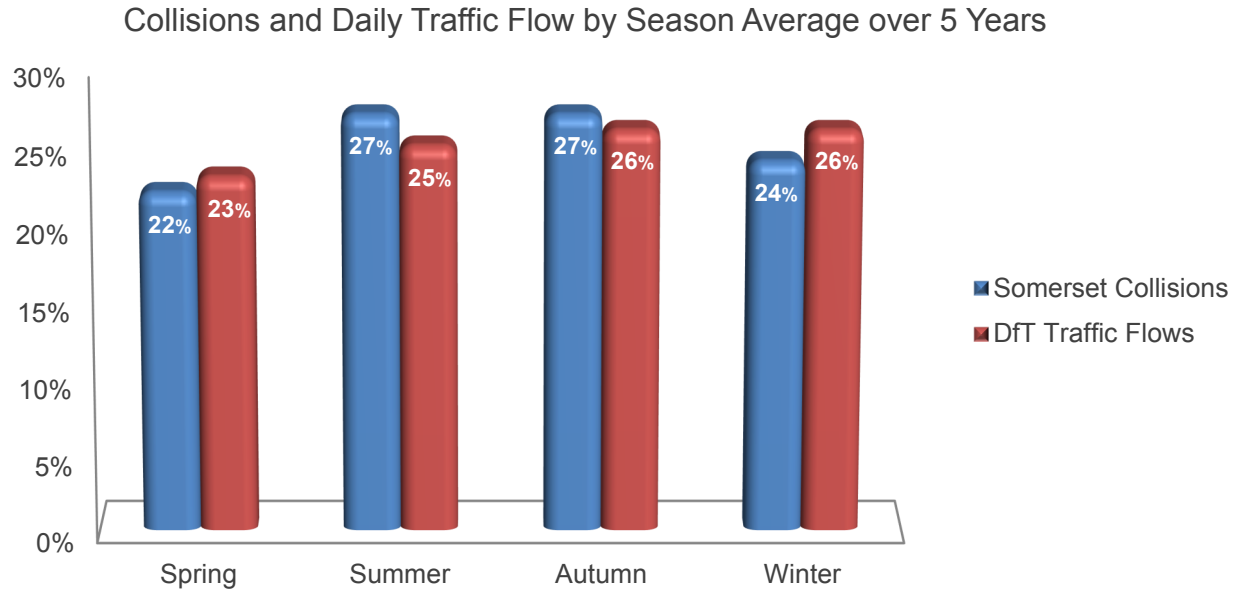


1.2 Collisions/Casualties by Post Code

- In Somerset, between 2011 and 2015, 74% (6890) of post codes recorded for vehicle drivers/riders involved in an injury collision originated from within the county, and 26% (2482) from outside of the County.
- A driver/rider's post code does not have to be recorded in the current Department for Transport collision recording Stats 19 system but a total of 9379 individual post codes were recorded by the Police for the 5567 collisions. Statistically, although an incomplete record, this large sample means the data can be taken as representative. This information helps with how road safety is targeted and prioritised.

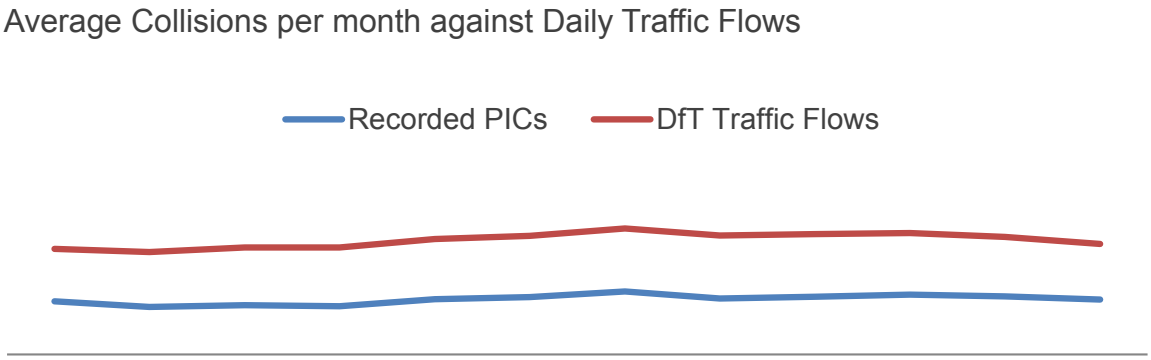
1. Collisions/Casualties by Location

1.3 Collisions by Season and Month



- During the 5 years from 2011 to 2015, there has been a recurring pattern in Somerset of the highest percentages of collisions occurring in summer and autumn. By overlaying figures recorded by the DfT during the same period for average daily traffic flows there appears to be a relationship with collision numbers increasing with volumes.

- This is echoed in collisions recorded by month, which clearly follow the increase in traffic flow recorded between April and December.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
Average Recorded	88.2	92.8	97.3	99.3	101.6	103.3	106.8	106.3	105.6	104	100.4	94.2
DfT traffic flows	89.8	80	83.2	81	93	97	106	94.6	97.6	101	98	92.4

PIC = Personal injury collision

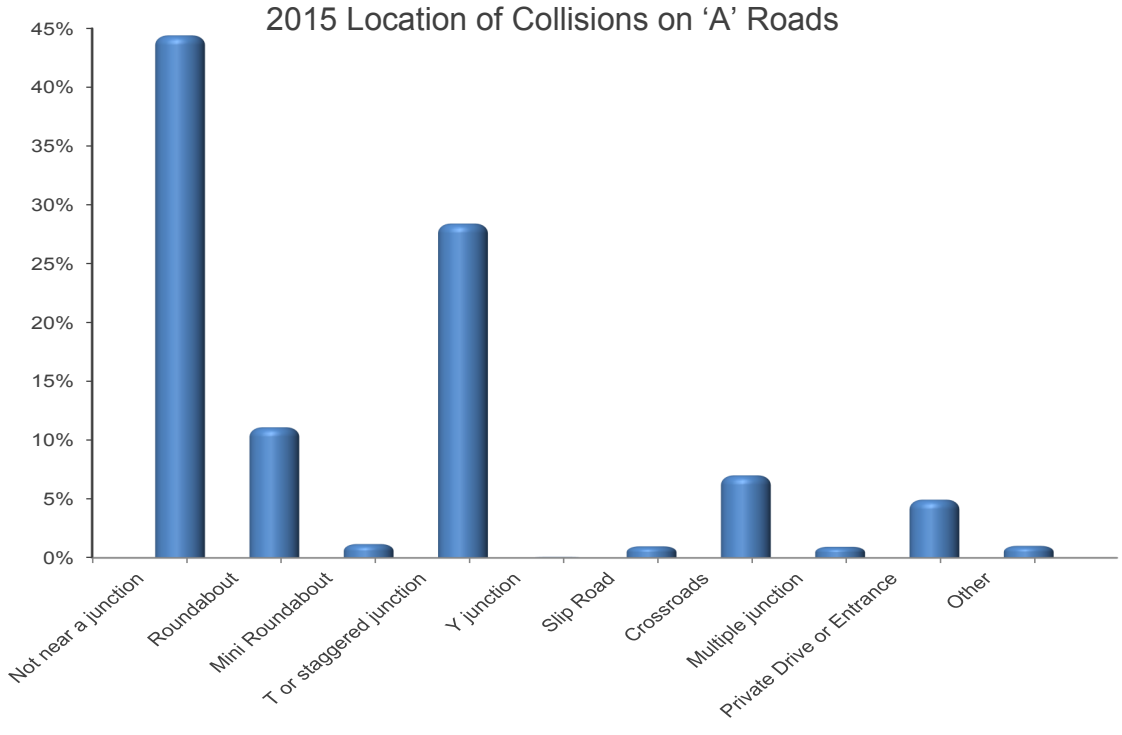
2. Collisions/Casualties by Road Class

2.1 Collisions by Road Class

	2011	2012	2013	2014	2015	2014/15 % change
Motorway	47	44	36	55	51	
A303 (T)	48	41	47	49	43	
A36 (T)	15	5	7	7	9	
A class (inc A303 and A36)	570	539	563	595	479	
A class roads	507	493	509	539	427	
B class roads	137	105	141	144	103	
Unclassified roads	398	387	416	368	389	
Total	1152	1075	1156	1162	1022	

- Consistently, during the 5 year period, the majority of collisions in Somerset occurred on "A" class roads. A class Trunk Road numbers have been duplicated in the table firstly to show their individual issues and secondly to illustrate the contribution they make to the overall 'A' road collision statistics.
- In 2015, 11% of collisions occurred on the DfT Trunk Road network through the county (M5, A303 and A36), 47% occurred on all "A" class roads, 10% on "B" class roads and 38% on unclassified roads.
- There has been a downward trend in the year on year figures for casualties resulting from collisions on "A" class roads during the 5 years of just over 15%.
- From 2011 to 2015 casualties resulting from collisions on unclassified roads fluctuated. The actual number of casualties on unclassified roads ranged from a low of 510 in 2011 to a high of 543 in 2013.

Although the number of collisions has remained relatively consistent there has been an overall downward trend in motorway casualties leading to a 41% reduction over the 5 year period.



2. Collisions/Casualties by Road Class

2.2 Fatal Collisions/Casualties by Road Class

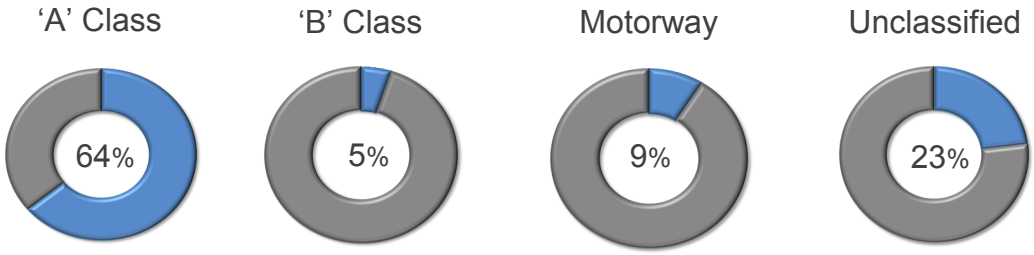
Fatal Collisions

	2011	2012	2013	2014	2015	2014/15 % change
Trunk Roads (M5, A303 & A36)	2	1	5	4	6	
A class roads	12	17	14	18	10	
B class roads	4	3	2	4	1	
Unclassified roads	2	6	7	5	5	
Total	20	27	28	31	22	

Fatal Casualties

	2011	2012	2013	2014	2015	2014/15 % change
Trunk Roads (M5, A303 & A36)	8	2	5	4	6	
A class roads	12	23	15	18	10	
B class roads	5	3	2	5	1	
Unclassified roads	2	7	7	6	5	
Total	27	35	29	33	22	

2015 Fatal Casualties by Road Class Percentage Split



- The A303 had one fatal collision a year for the first three years, none in 2014 and then 4 in 2015. The seven collisions resulted in 8 fatal casualties.
- The A36 through Somerset had no fatal collisions recorded over the five year period.

2. Collisions/Casualties by Road Class

2.3 KSI Collisions/Casualties by Road Class

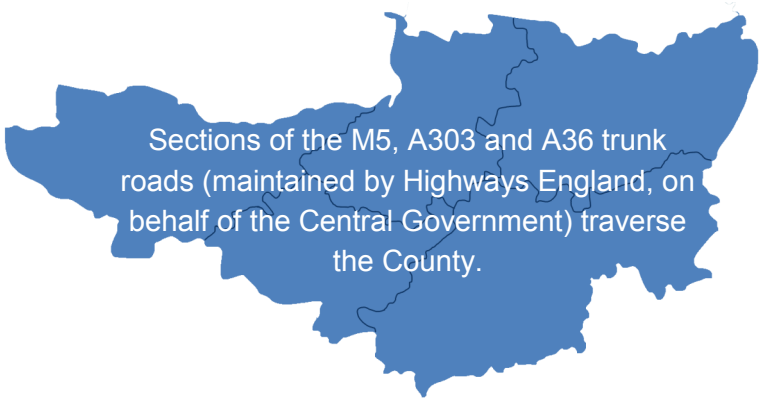
KSI Collisions

	2011	2012	2013	2014	2015	2014/15 % change
Trunk Roads (M5, A303, A36)	12	13	23	18	15	
A class roads	91	81	95	89	89	
B class roads	37	29	24	22	23	
Unclassified roads	53	60	56	61	53	
Total	193	183	198	190	180	

KSI Casualties

	2011	2012	2013	2014	2015	2014/15 % change
Motorway	21	7	14	9	3	
A303 (T)	9	7	11	9	17	
A36 (T)	2	1	2	1	3	
A class (A303 and A36)	108	87	107	115	121	
A class roads	97	97	94	105	101	
B class roads	39	31	25	27	28	
Unclassified roads	56	69	59	67	58	
Total	224	212	205	218	210	

- In Somerset, over the 5 year period, an average of 48% of all KSI casualties occurred on A roads. In 2015, 49% - 101 out of 258 KSI casualties occurred on A class roads.
- It is notable that whilst the overall number of KSI for 2015 was 3% lower than in 2014, for the last two years there has been a sustained increase on what appeared to be a downward trending figure.
- Over the last five years an average of 9% of all KSI collisions in Somerset occurred on trunk roads, making up almost 11% of KSI casualties. Highways England has a set mechanism for identifying and prioritising safety improvements on their roads but liaises with Somerset County Council over improvement programs that impact on Local Authority highways.
- On B class roads there was a 5 year average of 14% of all KSI casualties occurring.
- The 5 year average for KSI casualties occurring on unclassified roads was 29%.



3. Collisions/Casualties by User Type

3.1 Casualties by user Type

	2011	2012	2013	2014	2015	2014/15 % change
Pedestrian	136	138	170	154	146	
Pedal cyclists	136	120	151	138	114	
Motorcyclists	162	133	168	165	111	
Car/Taxi	1131	1063	1042	1083	1024	
Minibus/Bus	12	17	11	25	3	
Goods vehicle	60	48	56	48	44	
Other motor vehicle	15	10	10	10	13	
Total	1652	1529	1608	1623	1455	

Pedestrians: In 2015, almost 11% (146) of casualties were pedestrians. There has been a fluctuation in the numbers of pedestrian casualties over the 5 years from 2011 to 2015, ranging from a low of 136 in 2011 to a high of 170 casualties in 2013. The 2015 figure shows a decrease of 5% when compared with the previous year. The largest increase in user group fatalities from 2013 to 2014 was in pedestrians. There were 2 pedestrian fatalities in 2013 and 8 fatal casualties in 2014, a figure that fell to 3 in 2015.

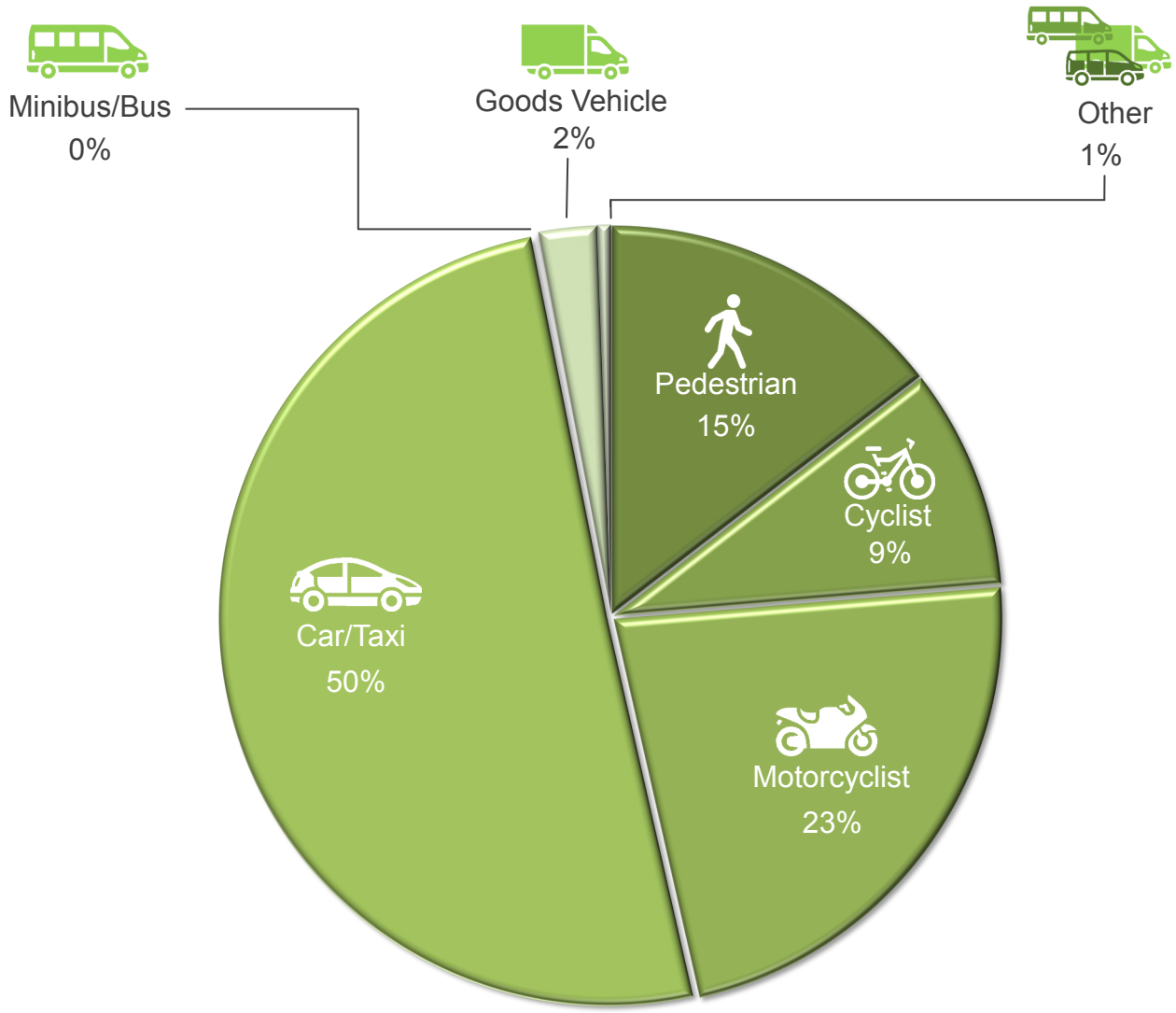
Pedal cyclists: Almost 8% (114) of the casualties in 2015 were pedal cyclists. 2013 had the highest figure (151) in this user group for the 5 years from 2011 to 2015. The numbers of pedal cyclist casualties has fallen in the last three years to be 16% lower than 2011. In the same period the number of cyclists using the roads increased by 5% since 2012, plateauing between 2014 and 2015, indicating an improvement in the ratio of cyclists to casualties.

Motorcyclists: In 2015, just fewer than 8% (111) of casualties were motorcyclists. The number of motorcyclists injured in collisions fluctuated from 2011 to 2015. In 2012 the number of motorcyclist casualties fell to 133, a reduction of 18% when compared with the previous year. 2014 saw the second highest total over the 5 year period. Department for Transport figures indicate that whilst nationally motorcycle rider fatalities increased in 2015, serious and slight severity casualties fell. Somerset experienced falls in casualty numbers more pronounced than nationally.

Car users: Over 71% (1024) of casualties were in a car or taxi. There has been a steady downward trend in the number of casualties over the 5 years from 2011 to 2015, despite a 4% increase in 2014. Overall, there has been a 9% decrease in casualties since 2011. In 2015 the number of car users killed in road collisions decreased by 5% compared to 2014. There had been a fluctuation in the number of car user fatalities from 2011 but the number appears to have settled at about 13 per annum.

3. Collisions/Casualties by User Type

3.2 KSI Casualties by User Type



Pedestrians: From 2011 to 2012 there was a reduction in the number of pedestrians killed or seriously injured but, in 2013, there was an increase of 27%. This had fallen by 8% by 2015.

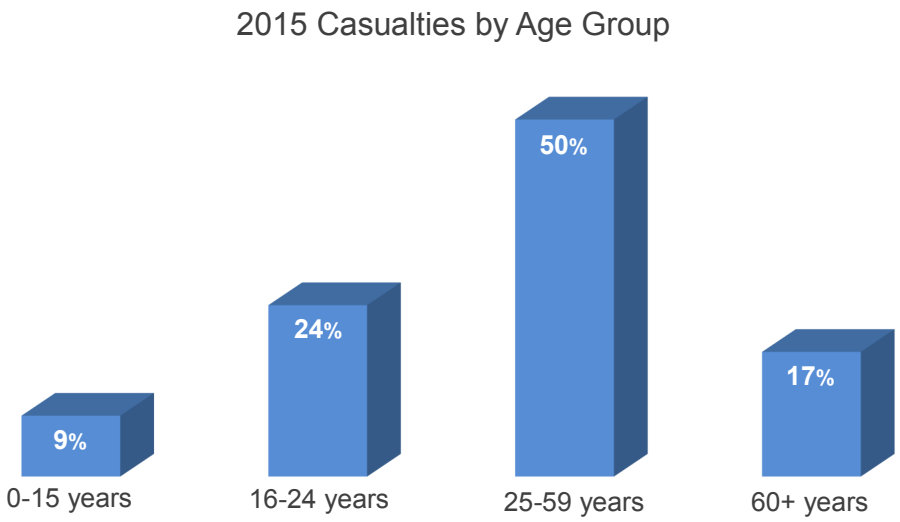
Pedal cyclists: Over the 5 year period, the number of pedal cyclists killed or seriously injured in road collisions had steadily fallen but increased by 25% between 2014 and 2015.

Motorcyclists: 2013 was the worst year during the 5 year period for motorcyclist casualties. However, with a five year average of 50 motorcyclists killed or seriously injured each year, 2015 showed a marked decrease to 40, a 25% fall compared to 2014.

Car users: Until the end of 2013, there had been a definite downward trend in the number of car users killed or seriously injured in Somerset during the 5 years. By 2015 these figures demonstrated a 6% increase over the period.

4. Collisions/Casualties by Age Group

4.1 Collisions/Casualties by Age Group



- During the 5 years from 2011 to 2015, on average, 50% of all casualties were aged 25 to 59 years, 24% were 16 to 24 years old, 17% were aged 60 years or over and 9% were children under 16 years of age.
- The number of child casualties, aged 0 to 15 years, was highest in 2011 when there were 133 injuries; this represented 8% of all injuries for that year. By 2014, casualties in the 0 -15 years age group had fallen by 21% compared to 2011 and although the figure in 2015 was down over the five year period there was an 18% increase on the previous year.
- Casualty numbers in the 16 to 24 years age group fell each year from 2011 to 2012, increased in 2013, and then fell to be 12% lower than 2011 by 2015. This age group is disproportionate and is over represented in the KSI figures at 27% of the total.
- In the 60 years and over age group, the number of people injured in road collisions has fluctuated each year. The highest number of casualties in this age group during the 5 years was in 2013 when there were 302 people injured.

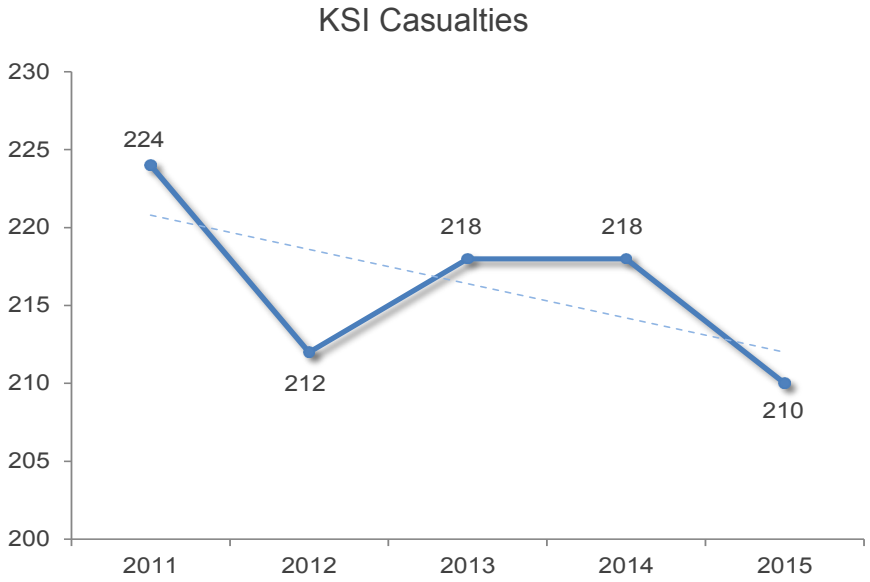
4.2 Fatal Casualties by Age Group

	2011	2012	2013	2014	2015	2014/15 % change
0-15 years	2	0	0	1	0	
16-24 years	6	10	9	7	4	
25-59 years	12	14	13	15	9	
60+ years	7	11	6	10	9	
Total	27	35	28	33	22	

- Over the 5 year period 2011 to 2015, there was an overall decrease of 25% (3) in the number of people killed in the 25 to 59 years age group.
- Fatalities in the 60 years and over age group total finished 2 higher than the start of the five year period, demonstrating a 28% increase.

5. Killed or Seriously Injured

5.1 Annual Figures



- Between 2011 and 2015 there was a reduction of 7% in KSI collisions and a reduction of 6% in KSI casualties.

In 2015 Somerset had the lowest number of KSI casualties ever recorded in the county.

5.2 KSI Casualties by Age Group

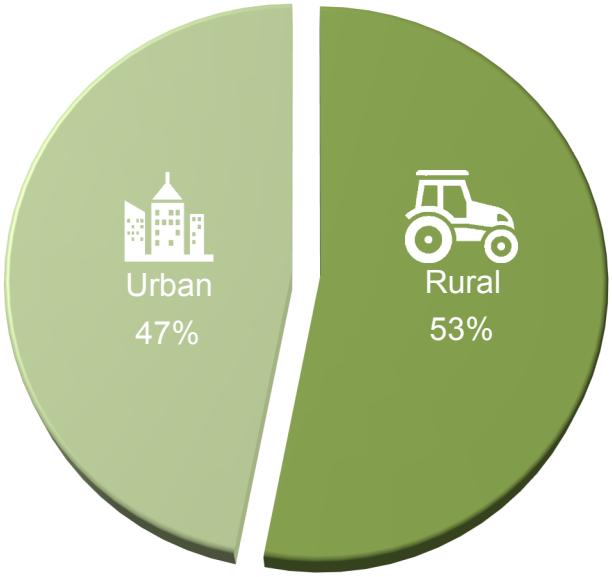
	2011	2012	2013	2014	2015	2014/15 % change
0-15 years	13	7	6	8	13	
16-24 years	66	60	73	46	57	
25-59 years	96	98	95	119	92	
60+ years	46	45	41	45	41	
Unknown age	3	2	3	0	2	
Total	224	212	218	218	205	

- For most of the period there was a significant reduction in the number of children killed or seriously injured each year in Somerset. However, the 2015 figure was more than double the 2014 figure and as 40% larger than 2011.
- Figures for KSI casualties in the 16 to 24 years age range rose and fell during the last five years and finished 2015 at 57, almost 14% (9) below the 2011 figure. The average figure for this age group over the period was just over 60, and although the 2015 figure is lower than this it is still 13% higher than 2014.
- There have been minor fluctuations in the number of 25 to 59 year old people killed or seriously injured in road collisions over the last 5 years and 2015 was only 3% down on 2011.

5. Killed or Seriously Injured

5.3 KSI Casualties: Urban and Rural

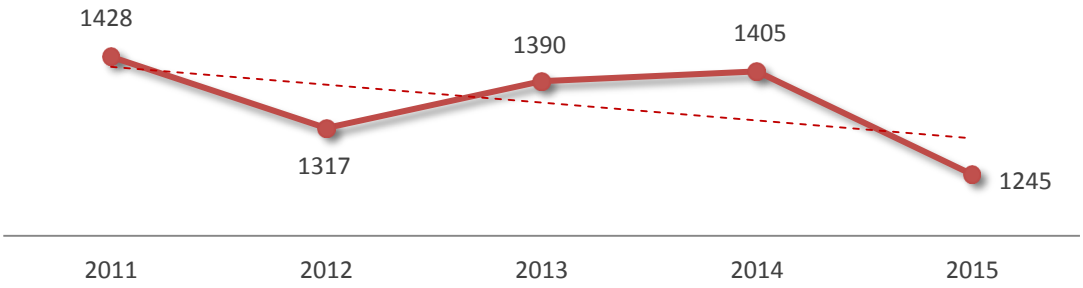
KSI Casualties 2015 Urban/Rural Split



- Under Department for Transport guidelines, an urban road is one with a speed limit of 40 mph, or less, and a rural road greater than 40 mph. In 2014, Somerset had 1977 km (1236 miles) of urban highway and 4697 km (2935 miles) of rural. A ratio of approximately 1 to 2.4.
- The number of people killed or seriously injured in collisions on urban roads fell from 109 in 2011 steadily to 92 casualties in 2014, and then rising to 98, an increase of over 6%.
- Figures for KSI Casualties on rural roads remained static to 2012 before rising to 126 casualties in 2014. A fall of 14 in 2015 meant that the final figure was almost 3% lower over the period.
- Consistently throughout the 5 years the number of KSI casualties resulting from collisions on rural roads was higher than that on urban roads. This is likely to be because of the higher average speed limits that result in a worse severity of injury if a collision occurs.
- It is interesting to note that the Urban/Rural split for all casualties in this period is exactly opposite to the KSI split, with 47% being recorded on rural roads and 53% urban. As mentioned above, this reinforces the message that increased severity of injury often results from collisions that occur at higher speeds.

6. Slightly Injured

6.1 Annual Figures



In 2015 Somerset recorded the lowest ever level of slight injury casualties.

6.2 Slight Injury Casualties by user Type

Pedestrian	Cyclist	Motorcyclist	Car/Taxi	Minibus/Bus	Goods Vehicle	Other
122	94	71	907	3	44	4

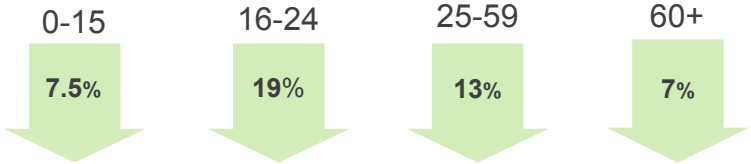
- There was an increase in the number of pedestrians slightly injured over the 5 years. At 122 in 2015, this figure was over 18% above the 2010 figure.
- Pedal cyclist slight injury casualties fell by just over 17% between 2011 and 2015.
- Car user slight injury casualties fell by 11% between 2011 and 2015.

Motorcyclist slight injury casualties fell by 38% between 2011 and 2015

6.3 Slight Injury Casualties by Age Group

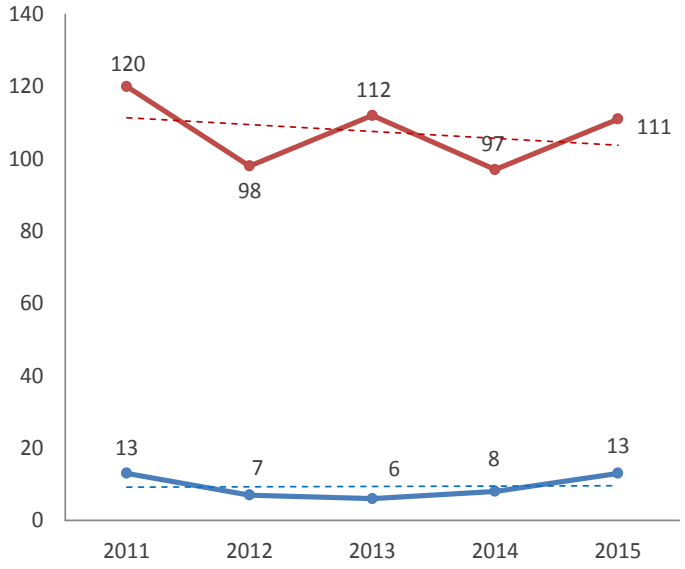
	2011	2012	2013	2014	2015	2014/15 % change
0-15 years	120	98	112	97	111	
16-24 years	349	343	365	328	283	
25-59 years	719	632	641	715	624	
60+ years	228	236	261	249	213	
Unknown age	12	8	11	16	14	
Total	1428	1317	1390	1405	1245	

Percentage difference in slight casualties between 2011 and 2015 by age group.

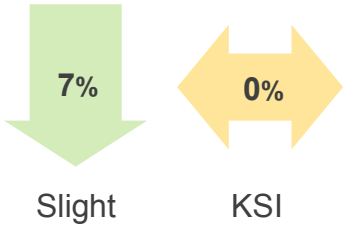


7. Child Casualties

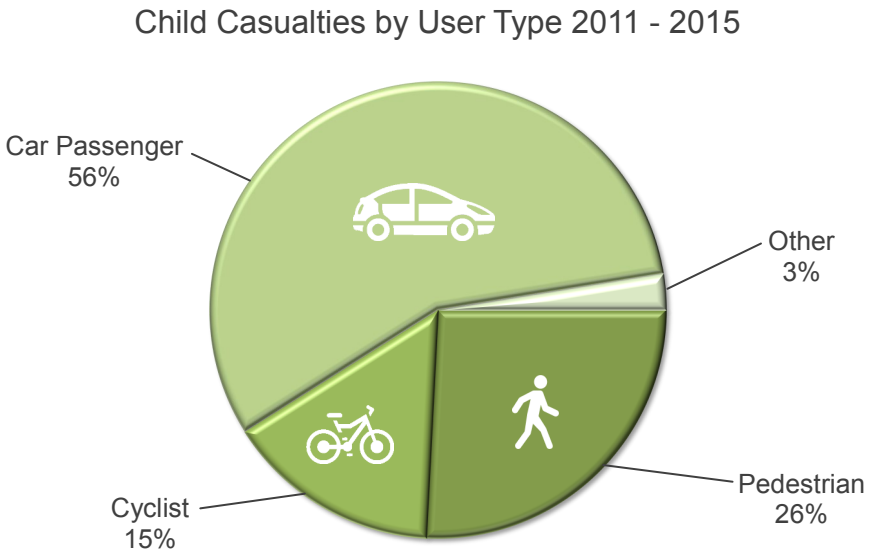
7.1 Annual Figures



Percentage difference in child slight/KSI casualties between 2011 and 2015.



7.2 Child Casualties by User Type



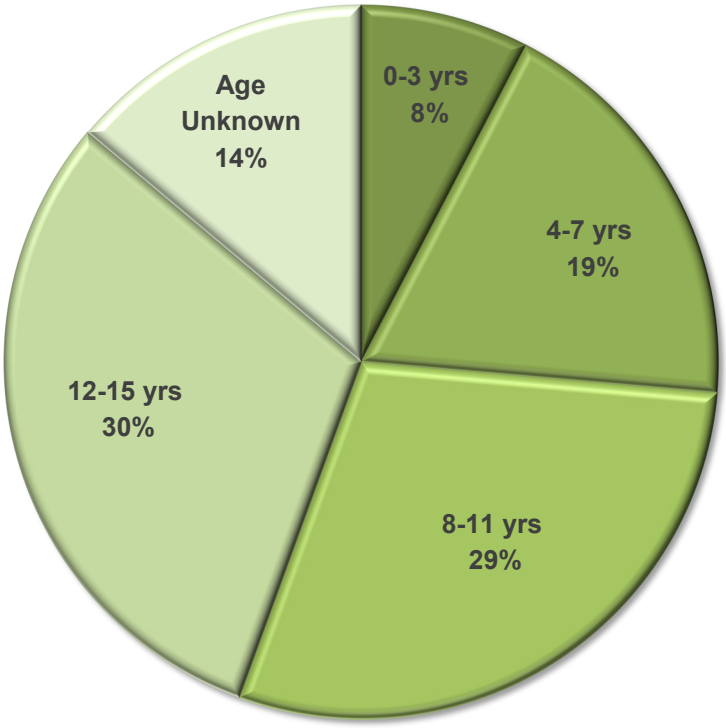
Pedestrians: The number of children killed or seriously injured as pedestrians, whilst remaining relatively low, fluctuated by 2 or 3 during the 5 years, finishing with 6 casualties in 2015, an increase of 33% compared to the previous year. All Child pedestrian casualty figures increased by 35% from 37 in 2011 to 50 in 2015.

Pedal cyclists: KSI child cyclist casualties fell from 4 in 2011 to 1 in 2015. The total number of child cyclists injured in collisions fell by 15% between 2011 and 2015.

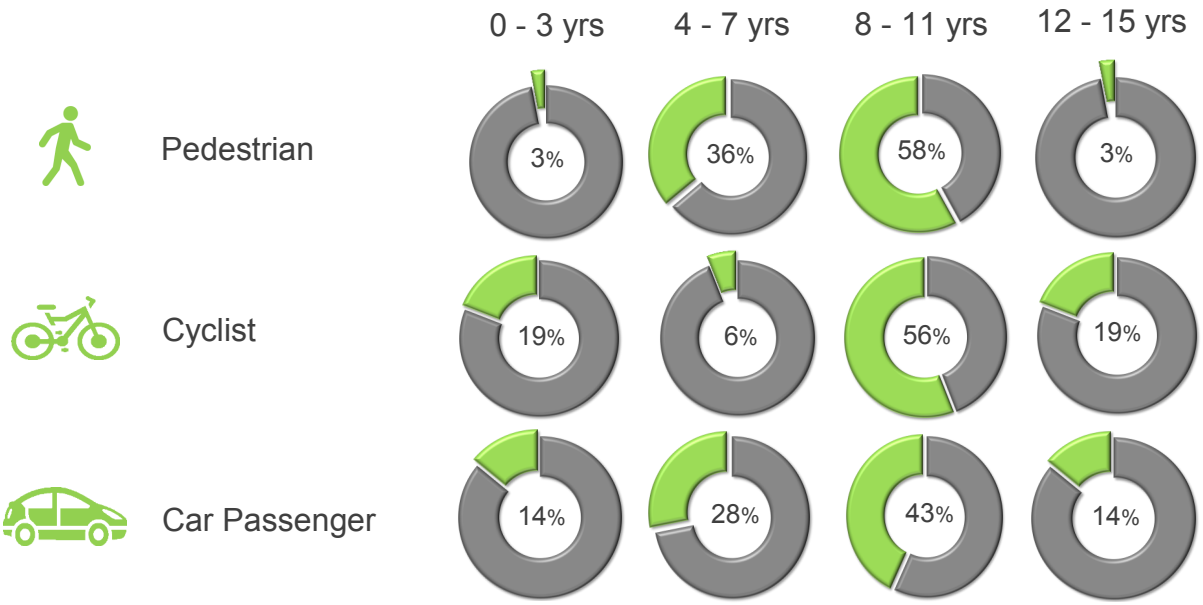
Car passengers: Figures for children injured as car passengers remained at roughly the same level from 2011 to 2014 but experienced a big increase to 129 in 2015. The number of children killed or seriously injured as car passengers remained at the same level.

7. Child Casualties

7.3 Child Casualties by Age Group

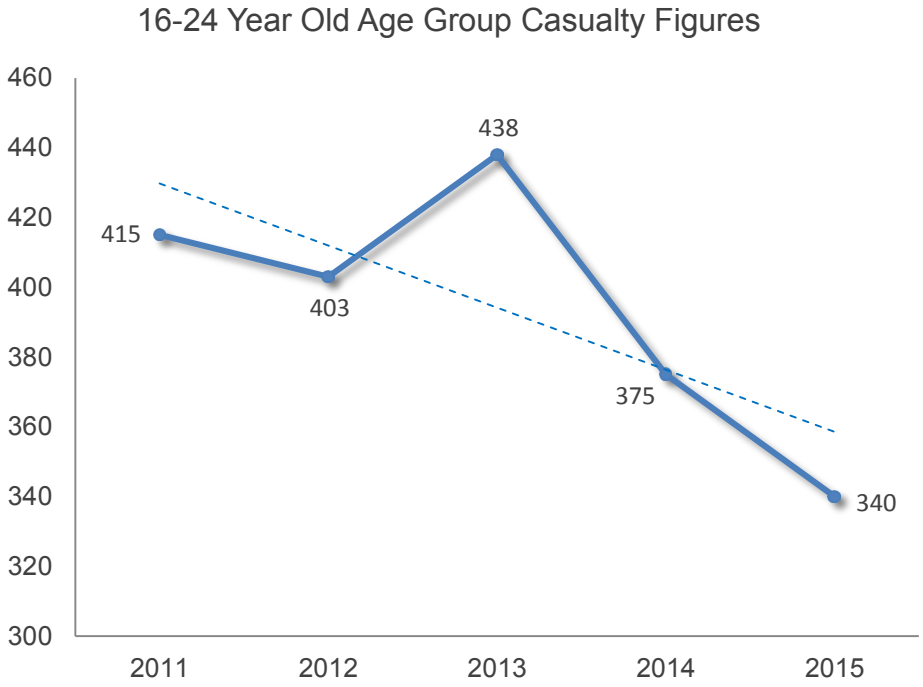


7.4 Child Casualties by User Type and Age Group



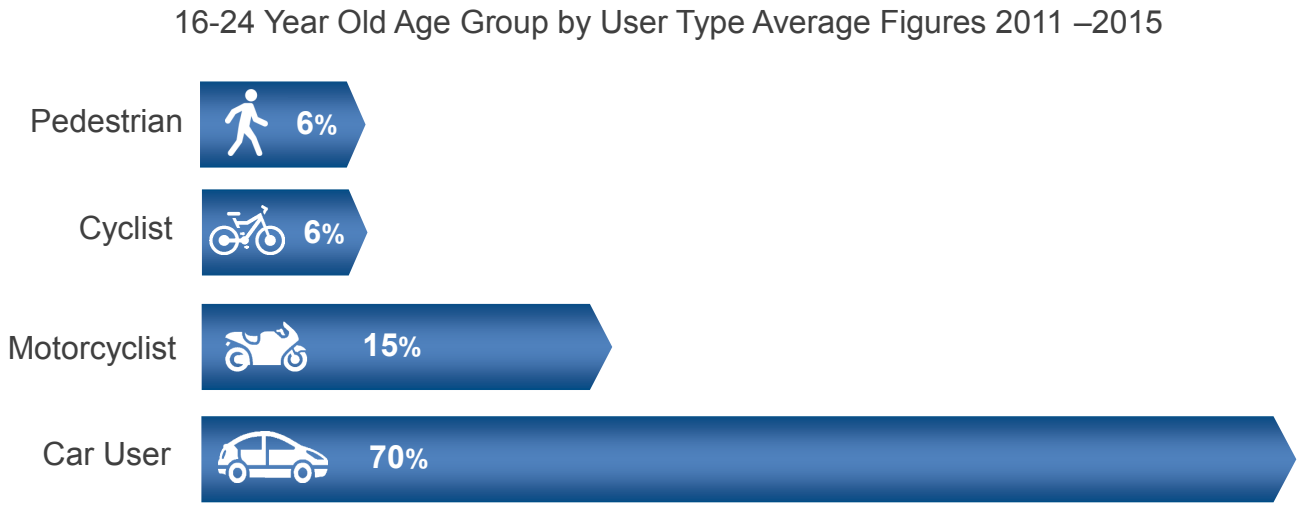
8. 16-24 Year Old Age Group

8.1 Annual Figures



There was an overall decrease in 16-24 year old casualties from road collisions of 18% between 2011 and 2015.

8.2 16-24 Year Old Age Group Casualties by User Type



- There was a 36% increase in the number of car user casualties among 16-24 year old during the 5 years from 2011 to 2015.

8. 16-24 Year Old Age Group

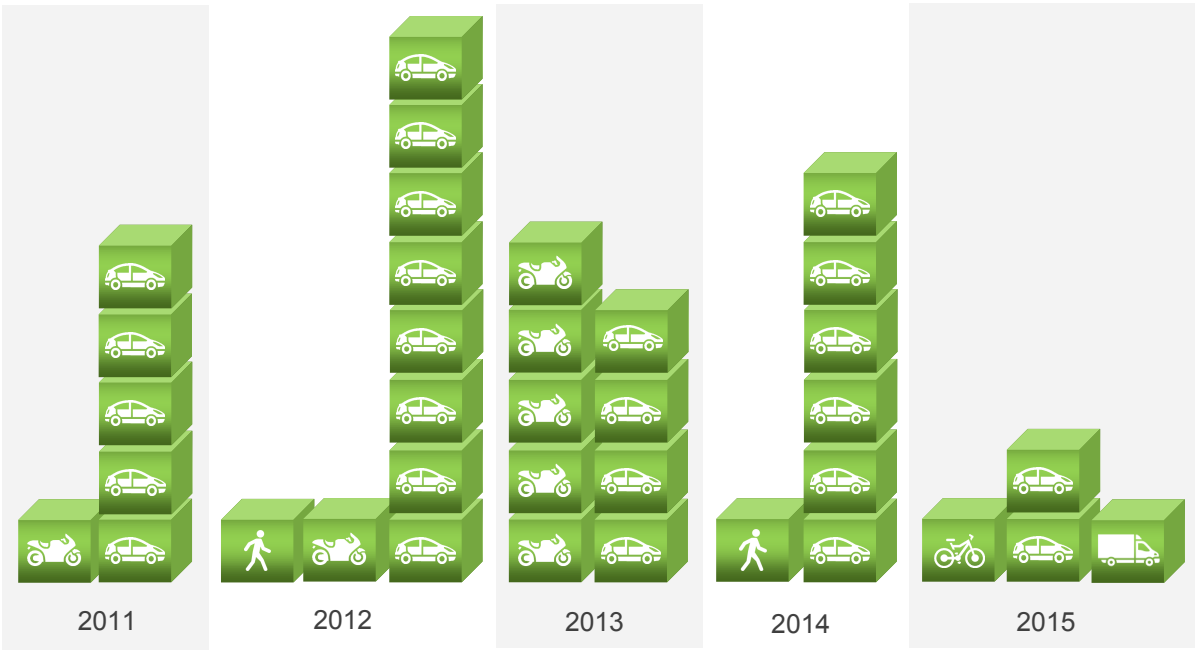
8.3 16-24 Year Old Age Group KSI Casualties by User Type

	2011	2012	2013	2014	2015	2014/15 % Change
Pedestrian	6	5	5	3	5	
Pedal cyclist	1	4	6	2	8	
Motorcycle user	19	17	23	15	14	
Car user	38	34	37	26	28	
Other	2	0	2	0	2	
Total	66	60	73	46	57	

- In 2011, 29% of the KSI casualties in the 16-24 years age group were motorcycle users and 58% were car users. By 2015 this had changed to 25% motorcycle and 49% car users.
- 2014 was an abnormally low year for most user type KSI casualties in this age group and levels in 2015 returned to levels consistent with those of the first three years.
- Pedal cyclist KSI casualties started at a low of 1 in 2011 and rose steadily to 8 in 2015.

8.4 16-24 Year Old Age Group Fatal Casualties

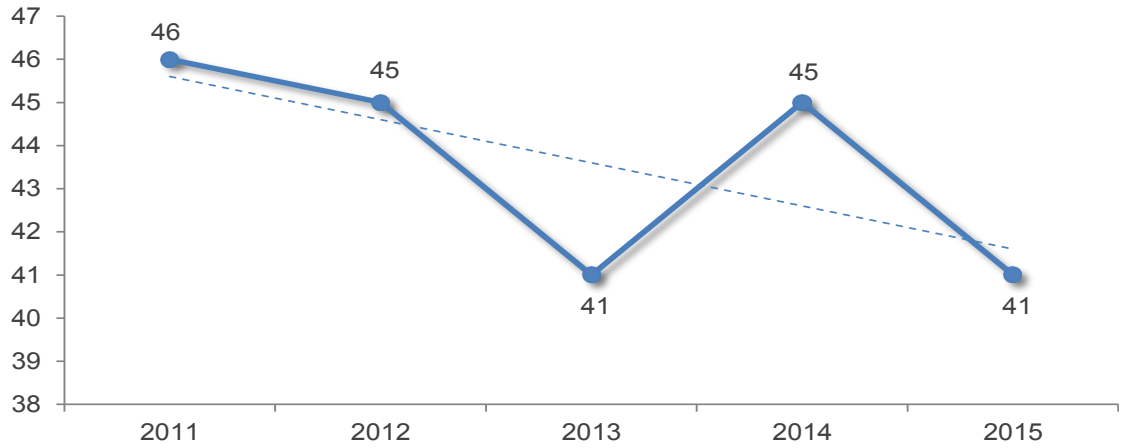
16-24 Year Old Age Group Fatal Casualties by User Type



- 36 (25% approx.) of all Somerset fatal casualties were from the 16-24 years age group. In total, over the 5 year period there were 145 fatal casualties resulting from 129 fatal collisions.
- 2011 was a low year for fatal casualties and subsequently the numbers have gradually fallen from a high of 10 in 2012 to 6 in 2015.
- In 2015, 1 (25%) of the 4 fatalities in the16-24 years age group was a pedal cyclist, and 3 (75%) were vehicle users or occupants.

9. 60+ Years Age Group

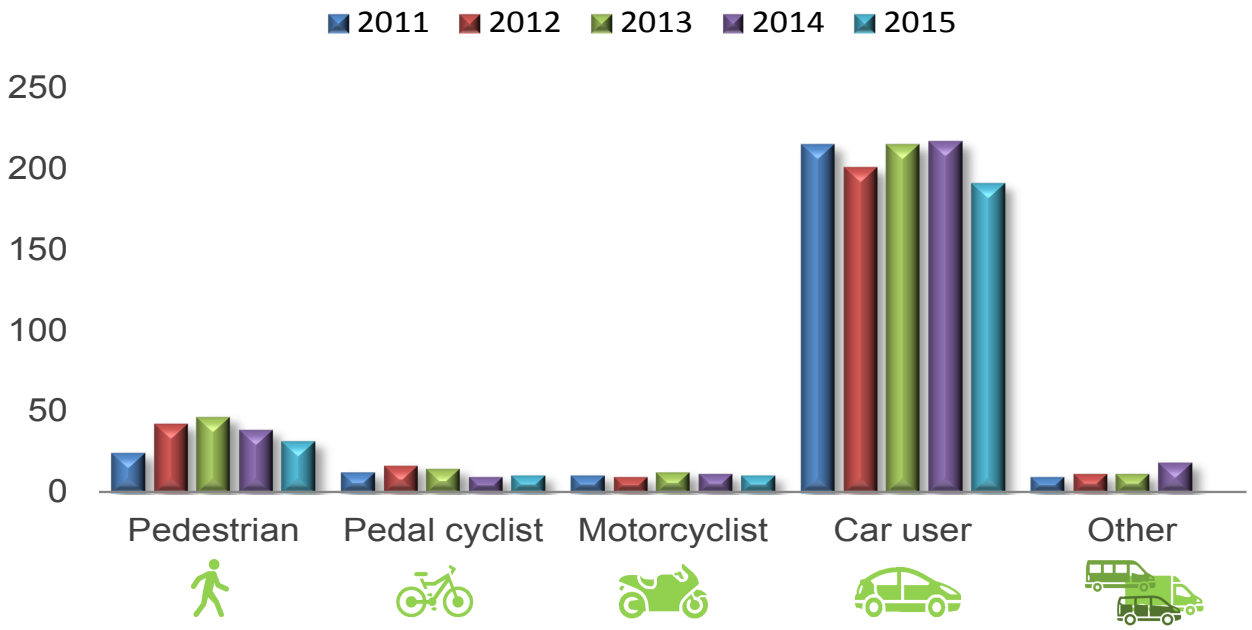
9.1 60+ Year Old Age Group KSI Casualties



- In 2015 there were 254 injuries to people aged 60 or over. During the 5 year period, although reaching a high of 302 in 2013, the overall figures demonstrate a downward trend of about 7%.

KSI casualties in the 60+ year group fell by 11% between 2011 and 2015

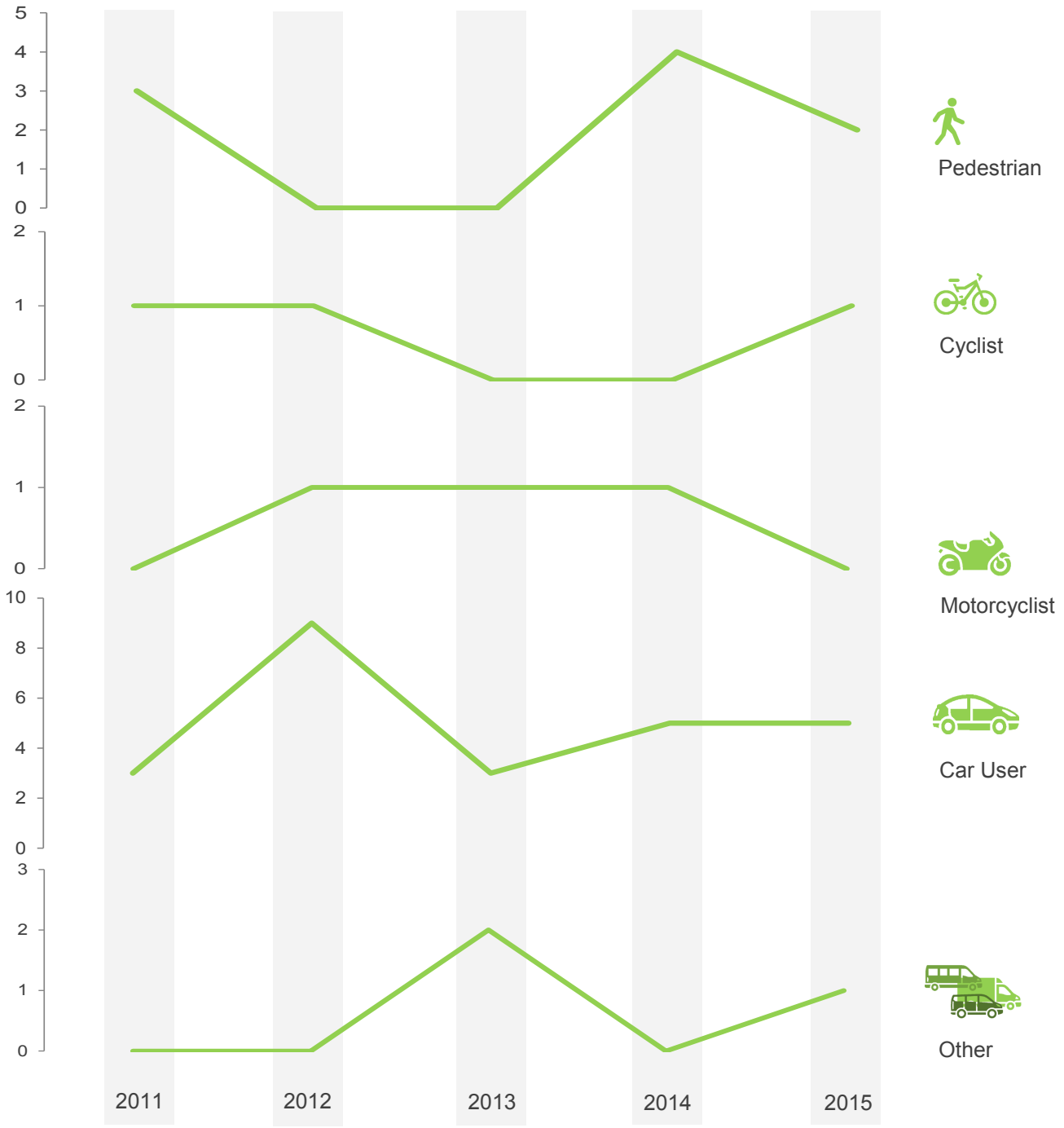
9.2 60+ Year Old Age Group Casualties by User Type



- Pedestrian casualties increased to a peak of 47 in 2013 before falling to 32 in 2015.
- Pedal cyclist casualties fluctuated over the 5 years, with a low of 10 casualties in 2014 and ending with 11 in 2015.
- The 5 year average for the number of motorcyclists from this age group who were injured was approximately 11. During the 5 years there was a deviation of plus or minus 2 from this average.
- The number of car user casualties in the 60 years or over age group decreased by almost 11% (24) between 2011 and 2015.

9. 60+ Years Age Group

9.3 60+ Year Old Age Group Fatal Casualties by User Type



- Car users have shown to have the highest number of fatal collisions amongst the 60+ years age group.
- Older drivers, through their driving experience are more likely to be safer on the roads. However, if they are involved in an injury collision the injury is more likely to be serious and recovery takes longer than with a younger person. 21% of the resident population of Somerset is over 65 and of the fatal casualties recorded in 2015, 9 out of 22 (40%) were in this group. This figure is disproportionally high.

2015 saw the lowest casualty figures in the 60+ year age group in five years.

10. Somerset Road Safety Team Delivery

Somerset Road Safety is made up of a team of road safety professionals committed to reducing the number of collisions and casualties on the county's roads. This is done through analysing casualty data and targeting the promotion of safer road use through engineering, education, training and road safety campaigns.

The team is made up of Collision Investigation and Prevention (AIP), Education, Training and Publicity (ETP), Road Safety Trainers and Project Support Officers.

The AIP team's remit covers the investigation of fatal crashes occurring in Somerset - defining a cause and recommending suitable solutions through either engineering, enforcement or education strategies. They also compile and analyse data for all injury collisions in the county. This data is used to help focus the objectives of the ETP team and the work of other Somerset County Council Teams, such as Engineering, Highways and Traffic Management.

The AIP Team uses bespoke GIS Collision Data analysis software to identify treatable collision patterns across the county to enable identification and prioritisation of improvements.

Road Safety Improvements are identified through several different approaches over the course of each year:

- Collision Clusters, or sites with concentrations of collisions are identified by software using different search radii according to the existing speed limit. Experience in Somerset has shown that on roads with a higher speed limit, collisions with similar causes are more likely to be more spread apart. Using the last five years' worth of data, on roads with a speed limit of 40 mph or higher, seven collisions within a 100 metre radius are identified, and on roads less than 40 mph, 7 in 50 metres is used. In 2015 29 clusters were identified on higher speed roads, and 32 on the lower speed ones. A more detailed analysis enables the removal of sites treated in recent years, being addressed by other planned improvements such as new developments and those without a treatable pattern of collisions, resulting in identification of potential remedial schemes.
- Road Length Analysis is carried out on 258 identified road sections across Somerset to help identify and prioritise treatable patterns on our most travelled routes. The need for safety improvement work is prioritised on the number of Killed and Serious Collisions and on a length basis these are treated by using engineering improvements targeted at the collision problems.
- It has been demonstrated nationally that in Towns and Urban areas, a holistic area wide approach to considering road safety can achieve better results than tackling individual sites. With this in mind Somerset Road Safety have a prioritised Urban Safety Management program underway.

Each week Somerset Road Safety receives a number of Ad Hoc road safety related requests from Members of the Public, Local and Parish Councils and the Emergency Services.

The ETP team deliver workshops and presentations to all age groups, covering all types of road user from pre-school aged pedestrians to older drivers wishing to drive safely for longer. Whilst a large proportion of the work is focussed in schools and colleges, the team are also available to support ad hoc events run in the local community, where road safety advice would be welcomed.

10. Somerset Road Safety Team Delivery

10.1 2015 Education Delivery Figures

In 2015 almost **19,000** members of the public benefitted from road safety training or advice delivered by Somerset Road Safety

1,500
year 8 students attended a Ghost Street presentation

1,600
year 10 students attended a Too Soon To Die presentation

3,200
year 12 students attended a Contract 4 Life presentation

6,000 interactions at public events across Somerset

2,300
year 6 children passed a Bikeability course

1,300
senior drivers attended a Route 60+ workshop

2,700
motorcyclists received training or advice

Over **200** Cubs and Brownies provided with talks supporting road safety badges

4,000
average weekly social media impressions

3,000
average monthly website page views

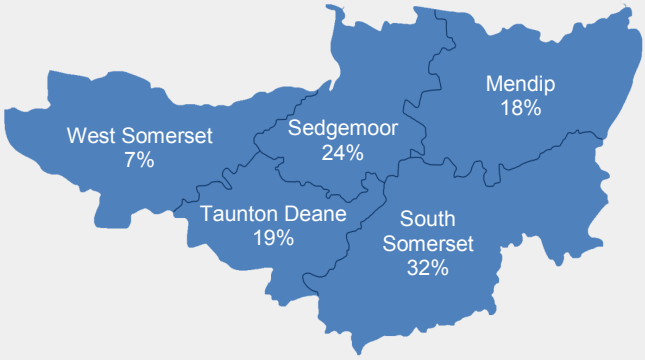
Over **70,000** impressions on Twitter in 2015

11. Summary

Somerset 2015 Casualties

Casualty type	No.	% change since 2014
Fatal	22	33% ↓
Serious	188	2% ↑
Slight	1245	11% ↓

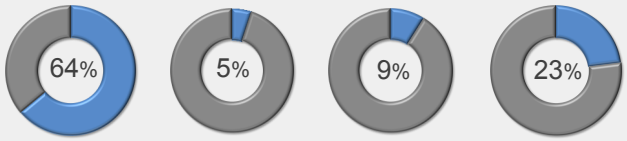
2015 Somerset Collisions by District



KSI Casualties by Age Group

0 - 15	0 - 15	13
16 - 59	16 - 59	150
60+	60+	41

2015 Fatal Casualties by Road Class



All Casualties by User Type

Pedestrian	146
Cyclist	114
Car/Taxi	1024
Motorcycle	111
Minibus/Bus	3
Goods Vehicle	44
Other	13

KSI Casualties 2015 Urban/Rural Split

For more information on the services and training packages offered by Somerset Road Safety visit:

www.somersetroadsafety.org

roadsafety@somerset.gov.uk

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