Road Casualty Review 2016

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 2016, 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 September 2017, the values placed on the prevention of injury collisions are as follows; a fatal collision £2,053,814; a serious collision £237,527; and a slight injury collision £24,911, with an average cost of £83,893 per collision. Therefore, the average financial cost of the 1,054 reported injury collisions that occurred in Somerset in 2016 was £88,423,222. 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 Crash Map or Collision Map, free to use web sites that allow you to view where crashes have occurred nationally: **http://www.crashmap.co.uk** or **http://www.collisionmap.uk**

DfT statistics, published on 27 April 2017, indicate that in Somerset vehicular traffic using Local Authority roads increased by 7% over the five years 2012 to 2016, whilst traffic on Trunk roads through Somerset fell by 6% over the same period.

The volume of traffic on Somerset's roads increased in 2016 according to estimates from the Department for Transport (DfT). A total of 4,107 million vehicle miles were travelled during the year, compared to 3,985 million vehicle miles in 2015 (an increase of 3.1%). Regionally and nationally, the rate of increase was lower (at 2.6% and 2.2% respectively). Historically, traffic volumes in Somerset rose steadily between 1993 and 2007, followed by a period of decline until 2012 and are now on the increase again. Overall volumes are currently just 3.9% higher than a decade ago but 26.6% higher than 20 years ago. Whilst traffic flows are increasing, collision numbers are showing a generally downward trend through local and national road safety work, as well as safer vehicles and investments in road improvements. The county has an additional 19 miles of road compared to ten years ago, an overall increase of 0.45% (by comparison, the national increase over the same period 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.

Other data sources that have now become available have also been considered during the preparation of this report. This includes information regarding serious casualties recorded by the Trauma Area Regional Network that covers Somerset.

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
- The varying behaviours of drivers, riders, pedestrians, cyclists etc

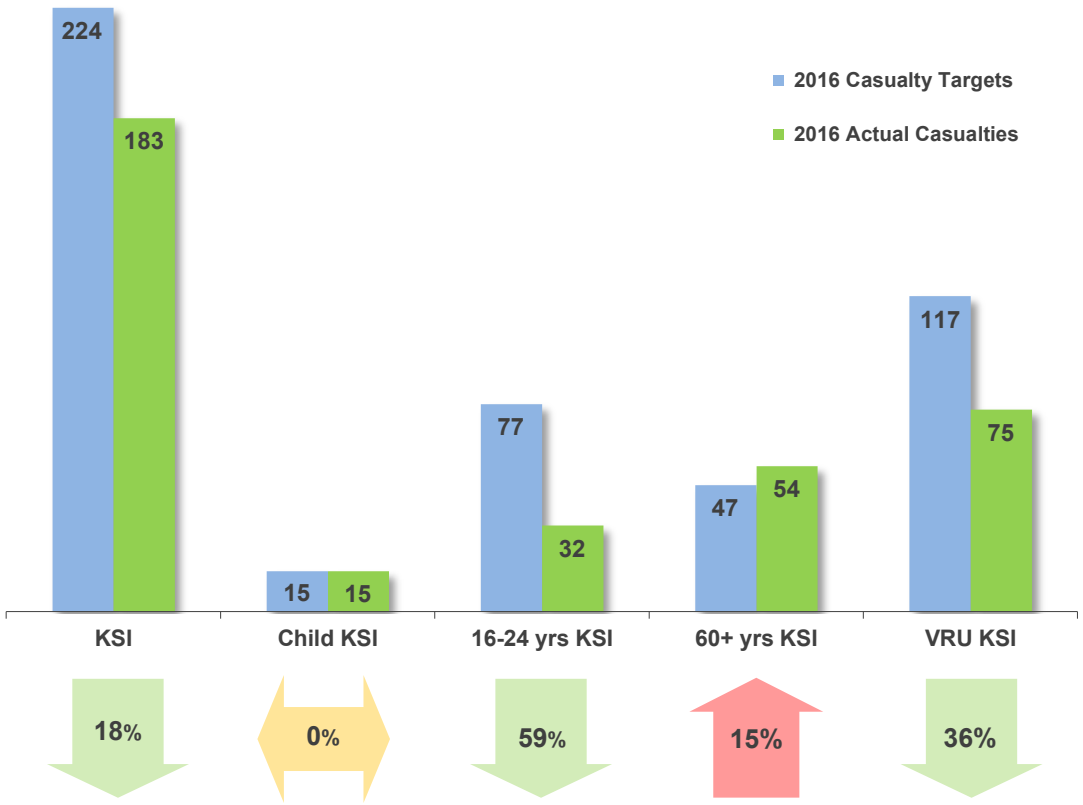
Targets

In 2012 Somerset Road Safety set new annual targets for 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
- Child 0 – 15 years KSI casualties

In 2016 Somerset Road Safety met all bar one of it's casualty reduction targets

Somerset 2016 Targets and Actual 2016 Casualties



Percentage difference between 2016 casualty targets and actual casualties in Somerset in 2016.

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 more detailed analysis will be undertaken.

- Consistently over the five years, 2012 to 2016, collision and casualty numbers have remained highest on 'A' class roads across the county.
- There has been a fluctuating, but downward trend in the number of car users killed or seriously injured in Somerset. Car users continue to represent the greatest proportion of collisions compared to other road users.
- Despite an overall fall in the number of casualties in the 16-24 years age group they are still over represented in the KSI figures compared to other age groups.
- Over the 5 year period, the number of KSI pedal cyclists in road collisions has steadily decreased from 23 to 13, a 44% reduction.
- Increase in slight severity casualties between 2015 and 2016.
- Overall increase in child casualties.
- Increase in KSI in the 60+ age group, with the figure of 54 in 2016 being 7 (15%) higher than the target.

Annual Statistics/Data Comparison

Casualties

	Severity			Total
	Fatal	Serious	Slight	
2012	35	177	1317	1529
2013	28	190	1390	1608
2014	33	185	1405	1623
2015	22	188	1245	1455
2016	25	158	1370	1553
% change 2015 - 2016	↑ 14%	↓ 16%	↑ 10%	↑ 7%
% change 2012 - 2016	↓ 29%	↓ 11%	↑ 4%	↑ 2%

There was a decrease of 27 KSI casualties in 2016 compared to 2015

- In 2016 there were 1,553 recorded casualties resulting from collisions on the roads of Somerset: 25 of these were fatal, 158 were serious and 1370 were slight severity casualties.
- Overall, killed and seriously injured collisions and casualty numbers have shown a downward trend in the last five years. Slight severity injuries however have fluctuated over that period culminating in an end of period increase.
- There were 3 motorcyclist fatalities on Somerset's roads in 2016, 1 more than in 2015 (an increase of 50%). Motorcyclist fatal collisions made up 13% of all fatal collisions in 2016.
- 12% of all fatal casualties in 2016 (3 out of 25), occurred on the M5 or A303 trunk roads through Somerset, as opposed to 27% (6 out of 22) in 2015. Collisions on trunk roads are reportable by Local Highway Authorities, but Highways England is responsible for any collision reduction work on these roads.
- Over the period, 50% of all casualties resulted from collisions on 'A' class roads (Inc. Trunk) whilst 33% were from collisions on unclassified roads.
- In 2016, 57% (13) of all fatal collisions occurred on 'A' class roads, compared to 64% (14) in 2015.

Annual Statistics/Data Comparison

Collisions

	Severity			Total
	Fatal	Serious	Slight	
2012	27	156	892	1075
2013	28	170	959	1157
2014	32	158	973	1163
2015	22	158	842	1022
2016	23	138	893	1054
% change 2015-2016	5%	13%	6%	3%
% change 2012-2016	15%	12%	1%	2%

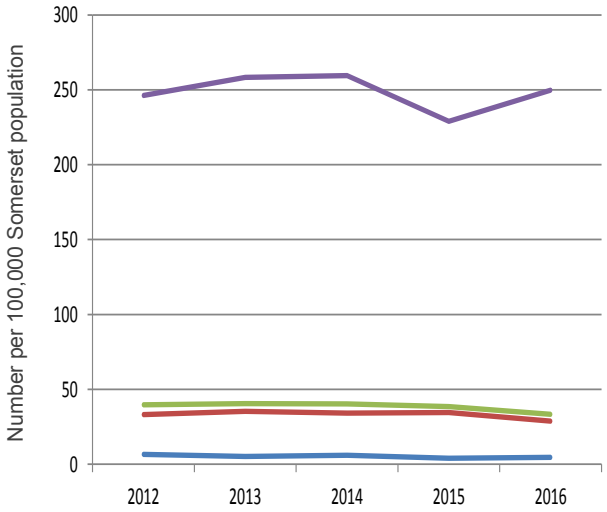
- 1,054 collisions resulting in personal injury on Somerset roads were recorded in 2016. 23 of these were fatal, 138 serious and 893 slight severities.
- As the tables show, the annual number of fatal collisions has fluctuated over the past 5 years, increasing from 27 in 2012 to 32 in 2014, before falling to 23 in 2016.
- The number of serious casualties, whilst fluctuating over the five years, has demonstrated a fall compared to 2012.
- The number of pedestrian casualties rose from 138 in 2012 to a high of 170 in 2013, before fluctuating and finishing at 154 in 2016.
- In 2013 the number of motorcycle collisions fell by around 18% from the previous year before increasing 26% the following year. The 2015 figure for motorcycle collisions remained at a similar level to the 2014 figure before dropping by 60 incidents (36%) in 2016. During the 5 year period the number of licensed motorcycles owned in the Southwest increased by 2.4%.
- Consistently over the five years, collision and casualty numbers have remained highest on ‘A’ class roads across the county and, in 2016, 54% of KSI casualties occurred on this class of road. Car users represent the greatest proportion of road user types involved in these collisions, with one third of those occurring at a ‘T’ junction.
- 52% of collisions on ‘A’ roads occur where there is a speed limit of 40 mph, or below.
- 48% of collisions on ‘A’ roads were recorded where the speed limit was greater than 40 mph, 55% of KSI casualties occurred on these rural sections.

1. County Statistics

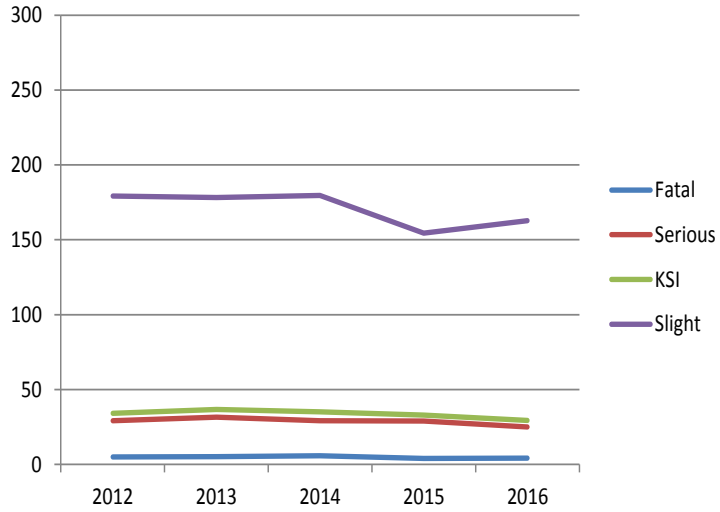
1.1 Collisions/Casualties by Population

- Somerset has an estimated population of 548,720 based on the growth trend over the previous 4 years from 534,950 in 2012.

2016 Somerset Casualties by Population



2016 Somerset Collisions by Population



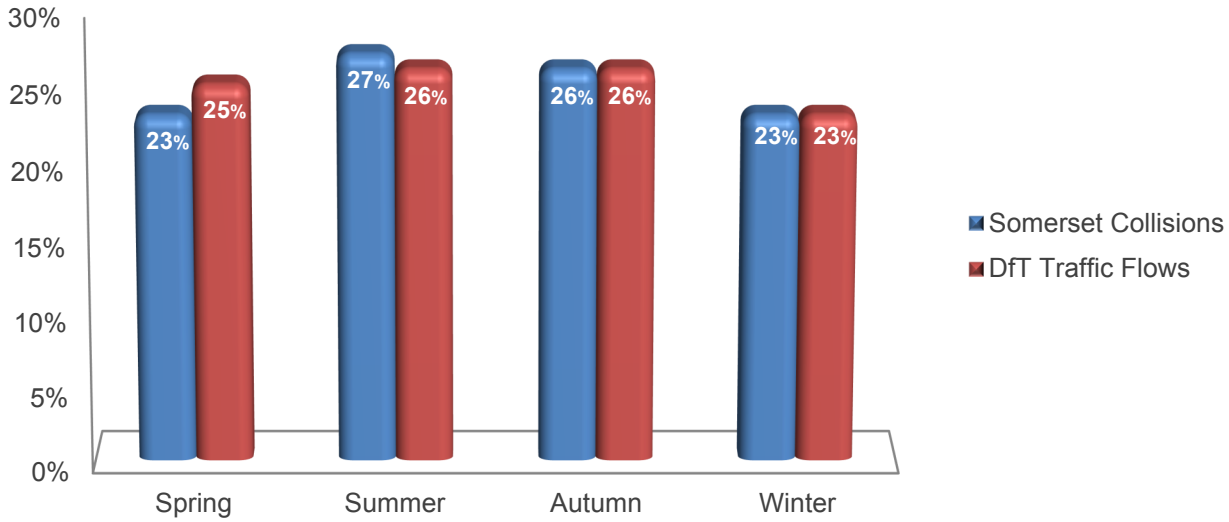
- Per 100,000 of Somerset population, both fatal severity collision and overall casualty numbers have shown a general downward trend since 2012, despite a small increase in 2016 compared to 2015.
- In the same period serious severity collision and casualty numbers both demonstrated a gradual increase followed by a fall to below the 2012 figure.
- Slight severity collisions and casualties performed similarly from 2012 to 2015 and then increased for the first time in five years. Although not a specific reduction target, this increase is a concern that will be monitored.

Although postcode analysis indicates that around 23% of drivers involved in a collision in Somerset originated from a different local authority, this situation can be considered to be balanced by those involving Somerset drivers elsewhere. This has not been considered within the population analysis.

1. County Statistics

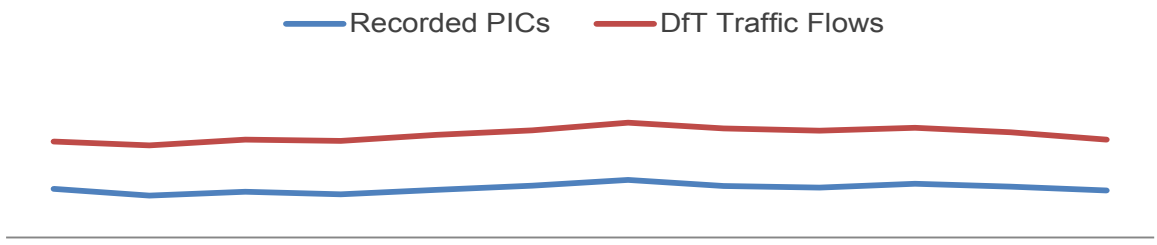
1.2 Collisions by Season and Month

Collisions and Daily Traffic Flow by Season Average over 5 Years



- During the 5 years from 2012 to 2016, there has been a recurring pattern in Somerset of the highest percentages of collisions occurring in summer and autumn. By overlaying figures recorded by DfT during the same period for average daily traffic flows there appears to be a direct correlation 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 July.

Average Collisions per month against Daily Traffic Flows



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec
DfT Traffic Flows	87.8	93	96.9	99.4	101.9	103	106.3	106.5	105.6	104.2	100.9	94.4
Recorded PICs	90.2	77.8	85	80.2	88.6	96	107	95.8	92.6	99.6	94.4	87

PIC = Personal injury collision

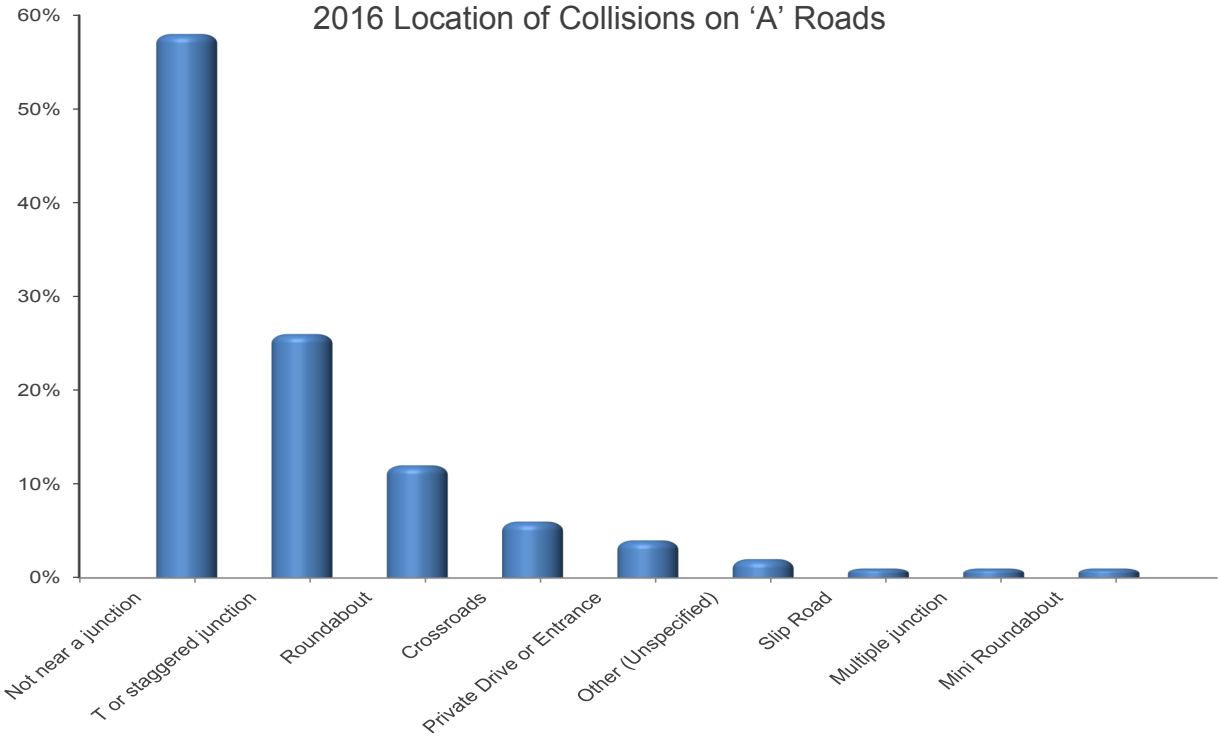
2. Collisions/Casualties by Road Class

2.1 Collisions by Road Class

	2012	2013	2014	2015	2016	2015/16 % change
Motorway	44	36	55	51	43	
A303 (T)	41	47	49	43	39	
A36 (T)	5	7	7	9	14	
A class (inc A303 and A36)	539	563	595	479	543	
A class roads	493	509	539	427	490	
B class roads	105	141	144	103	134	
Unclassified roads	387	416	368	389	334	
Total	1075	1156	1162	1022	1054	

NB: The above totals exclude the combined 'A' road and Trunk road figures as these have been accounted for separately

- Consistently during the 5 years, the majority of collisions in Somerset occurred on 'A' class roads. Even without the inclusion of the 'A' class Trunk roads shown on the table above, the other 'A' roads recorded the highest number of collisions.
- In 2016, 9% of collisions occurred on the DfT Trunk road network throughout the county (M5, A303 and A36), 46% occurred on all other 'A' class roads, 13% on 'B' class roads and 32% on unclassified roads.
- There had been a downward turn in the year on year figures for collisions on 'A' class roads (not including trunk road figures) until 2015; however there was a negative spike in 2016 when numbers increased by 15% (63 collisions) compared to the previous year.
- From 2012 to 2016 casualties resulting from collisions on unclassified roads fluctuated. The actual number of casualties on unclassified roads ranged from a low of 473 in 2014 to a high of 543 in 2013.



2. Collisions/Casualties by Road Class

2.2 Fatal Collisions/Casualties by Road Class

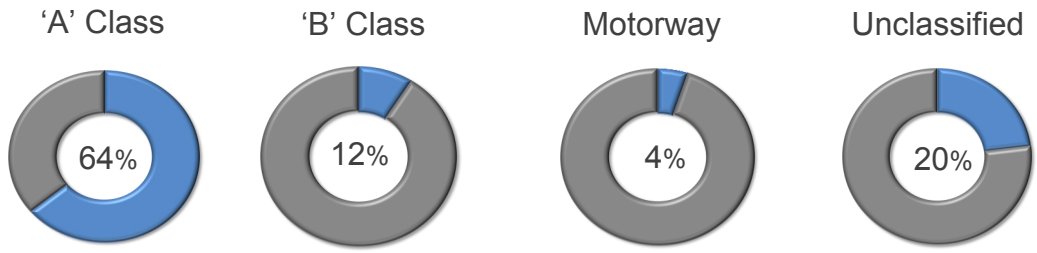
Fatal Collisions

	2012	2013	2014	2015	2016	2015/16 % change
Trunk Roads (M5, A303 & A36)	1	5	4	6	2	
A class roads	17	14	17	10	12	
B class roads	3	2	5	1	3	
Unclassified roads	6	7	6	5	6	
Total	27	28	32	22	23	

Fatal Casualties

	2012	2013	2014	2015	2016	2015/16 % change
Trunk Roads (M5, A303 & A36)	2	5	4	6	3	
A class roads	23	15	18	10	14	
B class roads	3	2	5	1	3	
Unclassified roads	7	7	6	5	5	
Total	35	29	33	22	25	

2016 Fatal Casualties by Road Class Percentage Split



- The A303 had one fatal collision a year for the first two years, none in 2014, four in 2015 and one in 2016. The seven A303 collisions resulted in nine 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

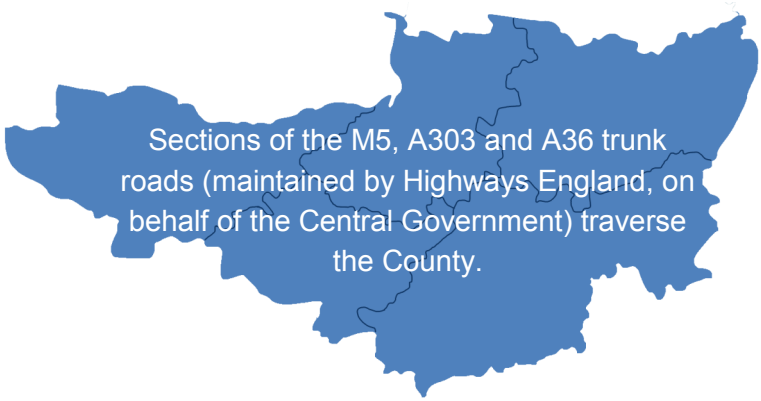
KSI Collisions

	2012	2013	2014	2015	2016	2015/16 % change
Trunk Roads (M5, A303, A36)	13	23	18	15	9	
A class roads	81	95	89	89	84	
B class roads	29	24	22	23	23	
Unclassified roads	60	56	61	53	45	
Total	183	198	190	180	161	

KSI Casualties

	2012	2013	2014	2015	2016	2015/16 % change
Motorway	7	14	9	3	2	
A303 (T)	7	11	9	17	5	
A36 (T)	1	2	1	3	3	
A class roads	97	107	105	101	99	
B class roads	31	25	27	28	26	
Unclassified roads	69	59	67	58	48	
Total	212	218	218	210	183	

- In Somerset, most KSI casualties resulted from collisions on ‘A’ class roads. Over the 5 year period, on average, 54% of all KSI casualties occurred on ‘A’ roads (including Trunk roads). In 2016 the percentage decreased by around 12% on the 2015 figures.
- Sections of the M5, A303 and A36 trunk roads (maintained by Highways England, on behalf of the central government) traverse the county. It is notable that whilst there has been a fluctuation in the number of KSI casualties on these three routes during the five years, the number of KSI for 2016 on the same routes was over 56% lower than in 2015.
- Over the last five years an average of 8.5% of all KSI collisions in Somerset occurred on trunk roads, making up 9% 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 interact with local authority highways.
- On ‘B’ class roads the average of all KSI casualties occurring was 13%.
- 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

	2012	2013	2014	2015	2016	2015/16 % change
Pedestrian	138	170	154	146	154	
Pedal cyclists	120	151	138	114	105	
Motorcyclists	133	168	165	111	109	
Car/Taxi	1063	1042	1083	1024	1129	
Minibus/Bus	17	11	25	3	14	
Goods vehicle	48	56	48	44	37	
Other motor vehicle	10	10	10	13	5	
Total	1529	1608	1623	1455	1553	

Pedestrians: In 2016, almost 10% (154) of casualties were pedestrians. There has been a fluctuation in the numbers of pedestrian casualties over the 5 years from 2012 to 2016, ranging from a low of 138 in 2012 to a high of 170 casualties the following year. The 2016 figure shows an increase of almost 6% when compared with the previous year. Whilst overall casualty numbers fell between 2013 and 2014, fatalities showed their biggest increase. There were 2 pedestrian fatalities in 2013 and 8 fatal casualties in 2014, a figure that fell to 3 per year for the next two years.

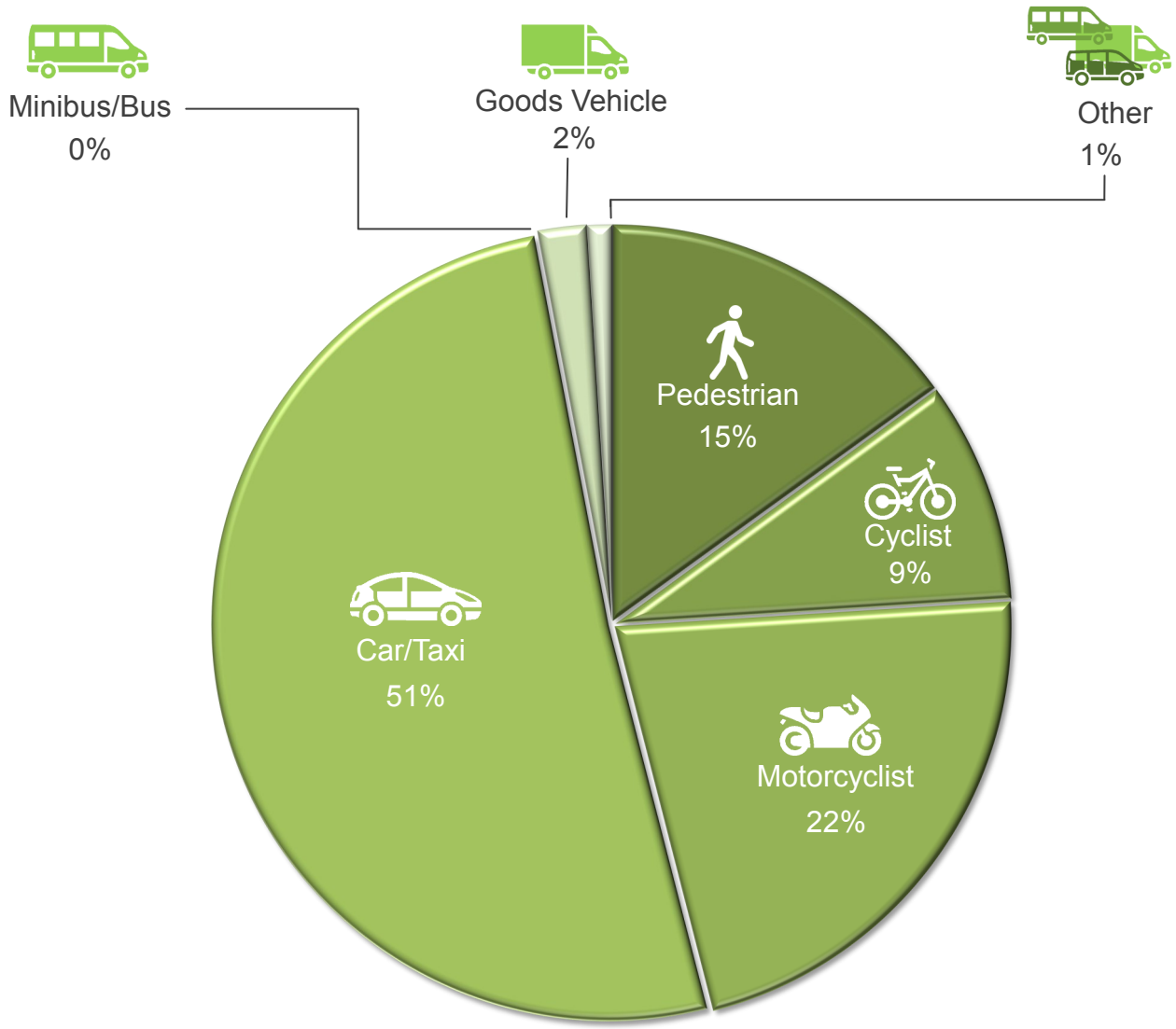
Pedal cyclists: Almost 9% (105) of the casualties in 2016 were pedal cyclists. 2013 had the highest figure (151) in this user group for the 5 years from 2012 to 2016. The numbers of pedal cyclist casualties has fallen in the last three years to be almost 13% (15 no.) lower than 2012. In the same period 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 2016, 7% (109) of casualties were motorcyclists. The number of motorcyclists injured in collisions fluctuated from 2012 and ended 18% (24) lower in 2016 compared to the start of the 5 year period. In 2013 the number of motorcyclist casualties increased to 168, a rise of 26% when compared to the previous year. 2014 then 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 the national figures.

Car users: Almost 73% (1,129) of casualties were in a car or taxi in 2016. There had been a steady downward trend in the number of casualties over the 5 years from 2012 to 2015, despite a 4% increase in 2014. Overall, there has been a 6% (66) increase in casualties since 2012. In 2016, the number of car users killed in road collisions increased from 13 in 2015 to 18 in 2016, an increase of 38%.

3. Collisions/Casualties by User Type

3.2 KSI Casualties by User Type



Pedestrians: From 2013 to 2015 there was a 17% (5) reduction in the number of KSI pedestrian casualties but, in 2016 there was an increase of almost 25% (6).

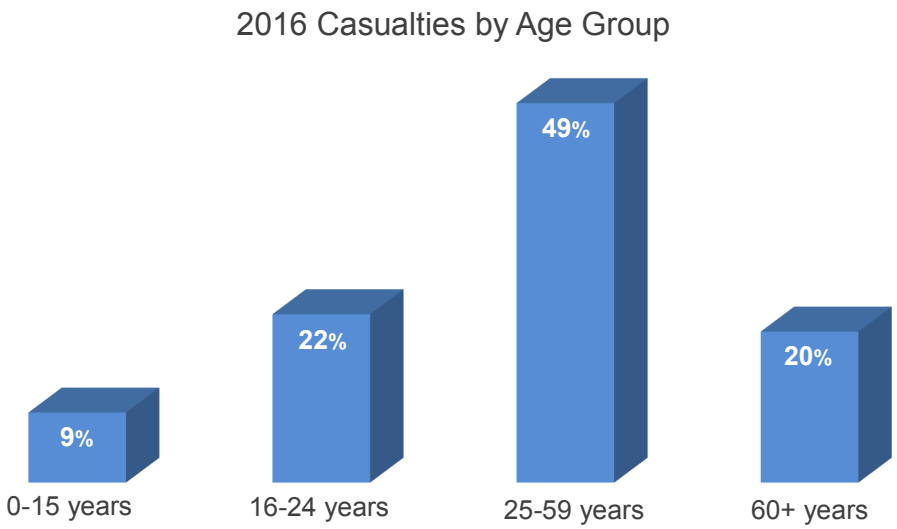
Pedal Cyclists: Over the 5 year period, the number of KSI pedal cyclists injured in road collisions had fluctuated but fallen to 13 in 2016, almost 43% (10) lower than 2012.

Motorcyclists: 2013 was the worst year during the 5 year period with 58 motorcyclist KSI casualties. However, with a five year average of 46 motorcyclists killed or seriously injured each year, 2016 showed a marked decrease to 32, a 20% fall compared to 2015.

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. Despite a gradual increase up to 2015, by 2016 these figures demonstrated a 7% fall over the complete period.

4. Collisions/Casualties by Age Group

4.1 Collisions/Casualties by Age Group



- Despite slight fluctuations, the number of child casualties, aged 0 to 15 years, has risen to its highest level for five years.
- Casualty numbers in the 16 to 24 years age group increased in 2013, and then fell to be 16% lower than 2012 by 2016. Despite the fall, this age group is disproportionate and is over represented in the KSI figures at just fewer than 26% of the total.
- In the 60 years and over age group, the number of people injured in road collisions has fluctuated each year. 2016 showed the highest number of casualties in this age group during the period since 2013, when there were 302 people injured.

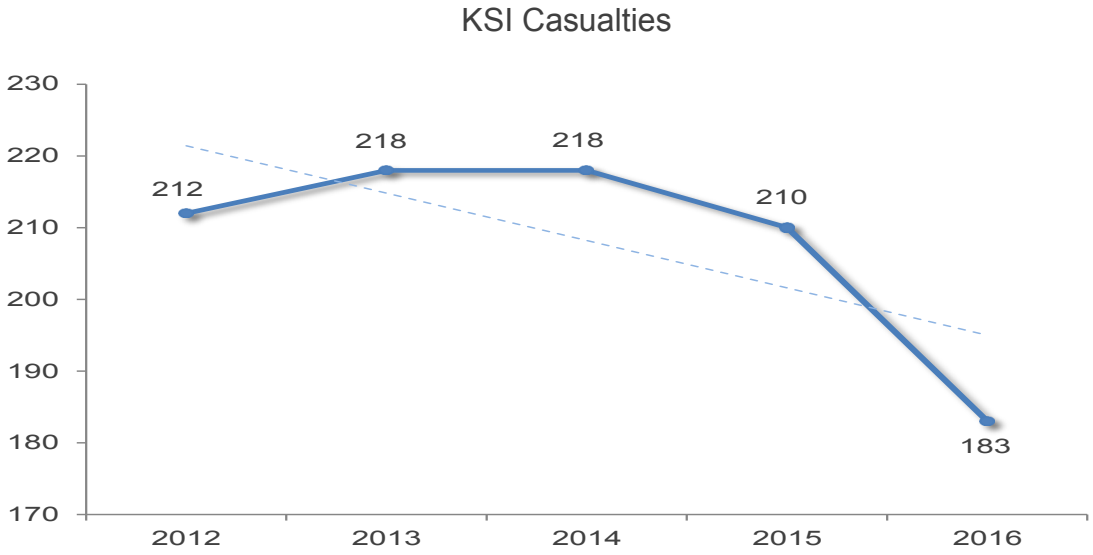
4.2 Fatal Casualties by Age Group

	2012	2013	2014	2015	2016	2015/16 % change
0-15 years	0	0	1	0	1	
16-24 years	10	9	7	4	3	
25-59 years	14	13	15	9	10	
60+ years	11	6	10	9	11	
Total	35	28	33	22	25	

- 2015 was a noticeably low year for fatal collisions across all ages.
- The 16 to 24 year age group has averaged 7 fatal collisions a year over the five year period. In 2016 the figure had dropped to a total of 3 casualties, lower than the 2015 figure which had showed the smallest number of casualties up until that time.

5. Killed or Seriously Injured

5.1 Annual Figures



- KSI casualties, despite increasing over the first two years of the period, reduced in number by almost 14% by the end of 2016.

In 2016 Somerset had the lowest number of KSI casualties ever recorded in the County.

5.2 KSI Casualties by Age Group

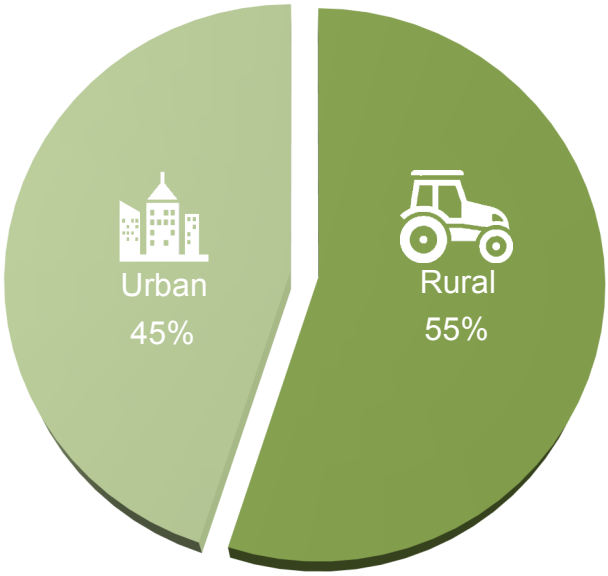
	2012	2013	2014	2015	2016	2015/16 % change
0-15 years	7	6	8	13	15	
16-24 years	60	73	46	57	32	
25-59 years	98	95	119	93	81	
60+ years	45	41	45	41	54	
Unknown age	2	3	0	6	1	
Total	212	218	218	210	183	

- For the first two years there were fewer children killed or seriously injured each year in Somerset. However by 2015, the 0 to 15 age group figure increased by over 60% compared to 2014; by 2016, the annual figure of 15 was over 114% higher than the 7 at the start of the period in 2012.
- Figures for KSI casualties in the 16 to 24 years age range rose to 73 in 2013 and then fluctuated and fell to 32 in 2016, 47% (28) below the 2012 figure. The average figure for this age group over the period was just over 53, and the 2016 figure is almost 40% lower than this.
- 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, with a sudden upwards spike in 2014 before steadily falling to 81 in 2016 which was only 17% lower than in 2012.

5. Killed or Seriously Injured

5.3 KSI Casualties: Urban and Rural

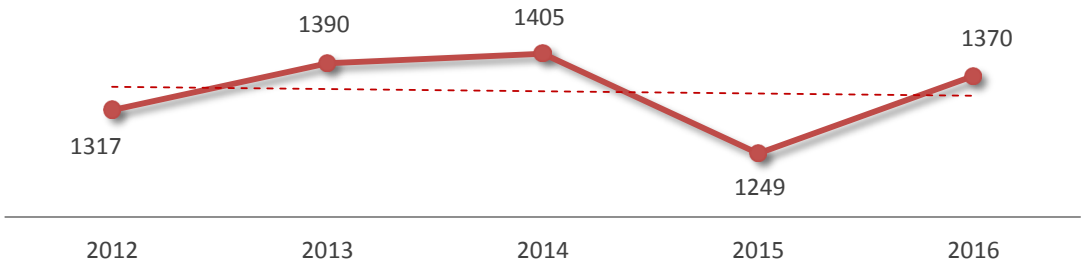
KSI Casualties 2016 Urban/Rural Split



- 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 2016, Somerset had 2,227 km (1,392 miles) of urban highway and 4,449 km (2,781 miles) of rural. A ratio of approximately 1 to 1.8.
- The number of people killed or seriously injured in collisions on urban roads fell from 97 in 2012 steadily to 92 casualties in 2014, and then after rising to 98 in 2015, fell to 89 the following year, demonstrating an overall fall of almost 9% (8).
- Figures for KSI casualties on rural roads increased from 115 in 2012 to 126 casualties in 2014. However, following a fall in both 2015 and 2016 to 94 the final figure was 18% lower over the period.
- Since 2012, the number of KSI casualties resulting from collisions on rural roads was higher than that on urban roads. This could be because of higher average speed limits and challenging driving environment on rural roads resulting in a higher severity of injury if a collision occurs.

6. Slightly Injured

6.1 Annual Figures



6.2 Slight Injury Casualties by User Type

Pedestrian	Cyclist	Motorcyclist	Car/Taxi	Minibus/Bus	Goods Vehicle	Other
124	92	77	1026	12	36	2

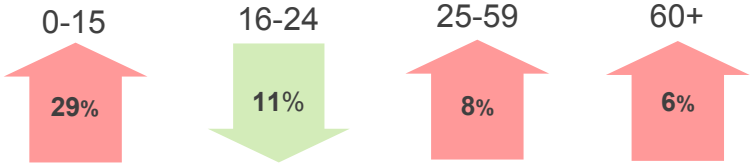
- There was an increase in the number of pedestrians slightly injured over the 5 years.
- The number of pedal cyclists sustaining slight injuries in road collisions fluctuated over the 5 years ending just over 5% lower than 2012.
- Car user slight injury casualties decreased each year from 952 in 2012 to 907 in 2015, before increasing to 1,026 in 2016, demonstrating an almost 8% increase.

Motorcyclist slight injury casualties fell by 11% between 2012 and 2016

6.3 Slight Injury Casualties by Age Group

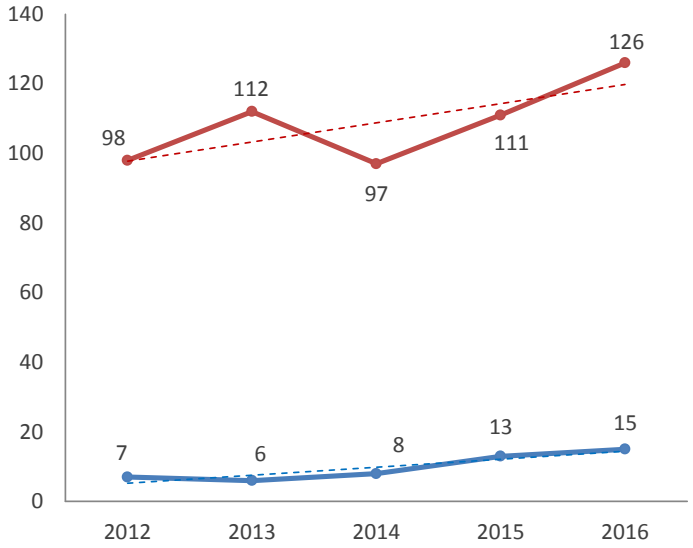
	2012	2013	2014	2015	2016	2015/16 % change
0-15 years	98	112	97	111	126	↑
16-24 years	343	365	328	283	307	↑
25-59 years	632	641	715	624	683	↑
60+ years	236	261	249	213	250	↑
Unknown age	8	11	16	14	4	↓
Total	1317	1390	1405	1245	1370	↑

Percentage difference in slight casualties between 2012 and 2016 by age group.

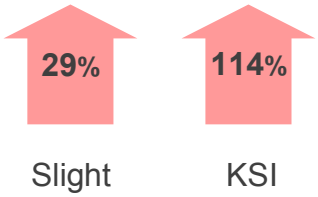


7. Child Casualties

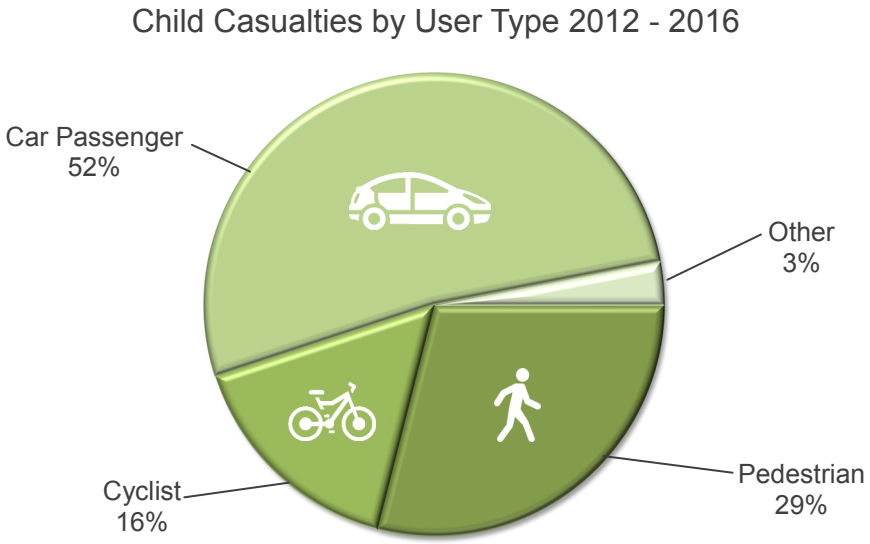
7.1 Annual Figures



Percentage difference in child slight/KSI casualties between 2012 and 2016.



7.2 Child Casualties by User Type



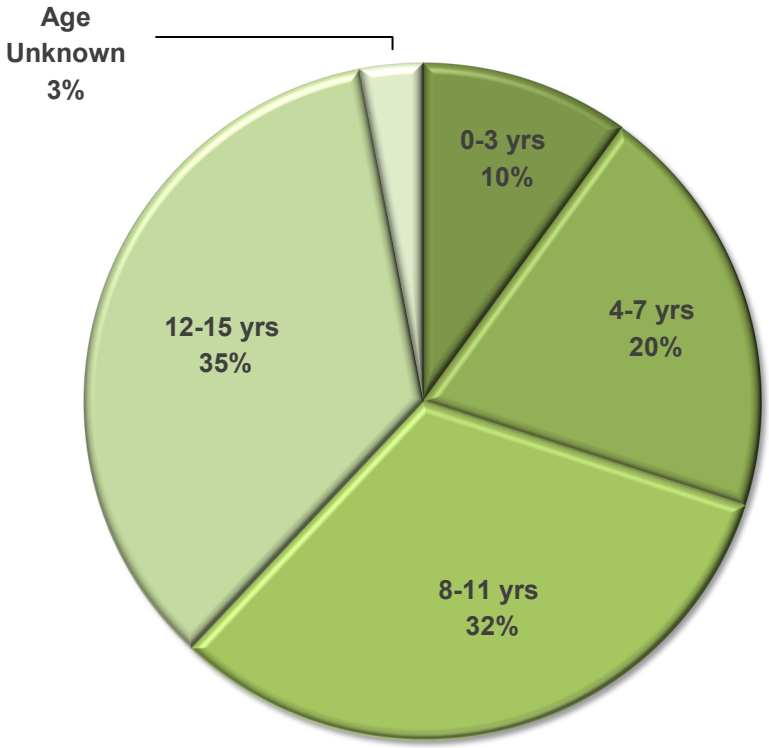
Pedestrians: The number of children injured as pedestrians in 2016 fell by 19% from the previous year. Children killed or seriously injured as pedestrians, whilst remaining relatively low, fluctuated during the 5 years, and increased by 50% to 9 in 2016 from the previous year.

Pedal cyclists: KSI child cyclist casualty figures increased from 1 in 2012 to 3 in 2016. The total number of child cyclists injured in road collisions increased gradually over the 5 years, the final figure of 23 casualties in 2016 was 21% (4 casualties) above the number in 2012.

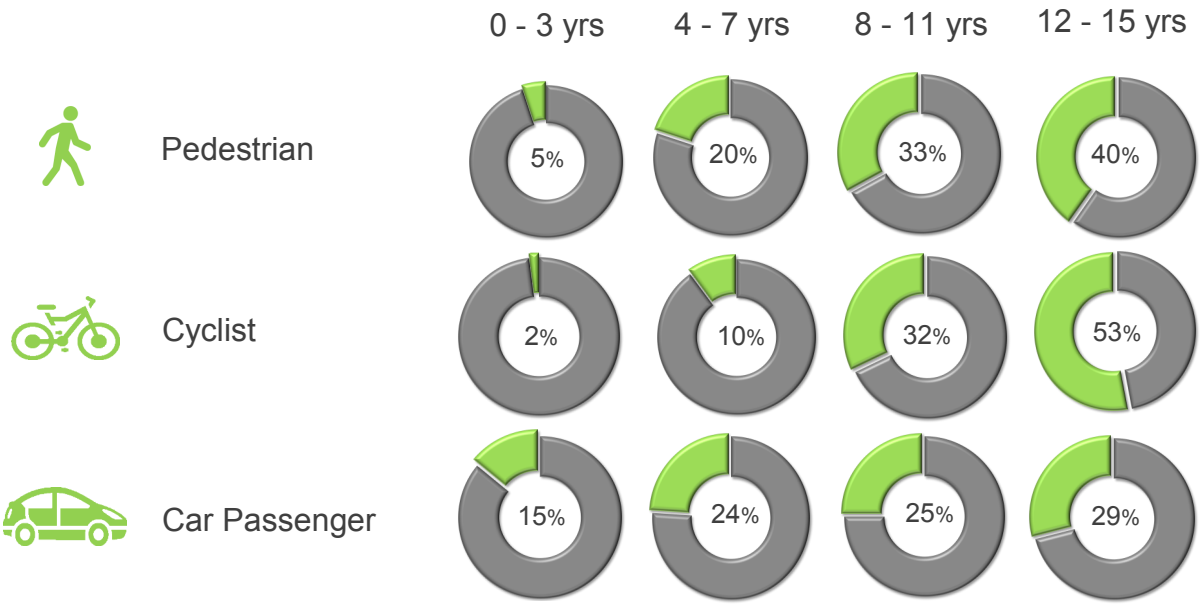
Car passengers: Figures for children injured as car passengers remained at roughly the same level from 2012 to 2015, but experienced a big increase to 74 in 2016. The number of children killed or seriously injured as car passengers fluctuated to a high of 6 casualties in 2015 before returning to 2, the same level as in 2012.

7. Child Casualties

7.3 Child Casualties by Age Group

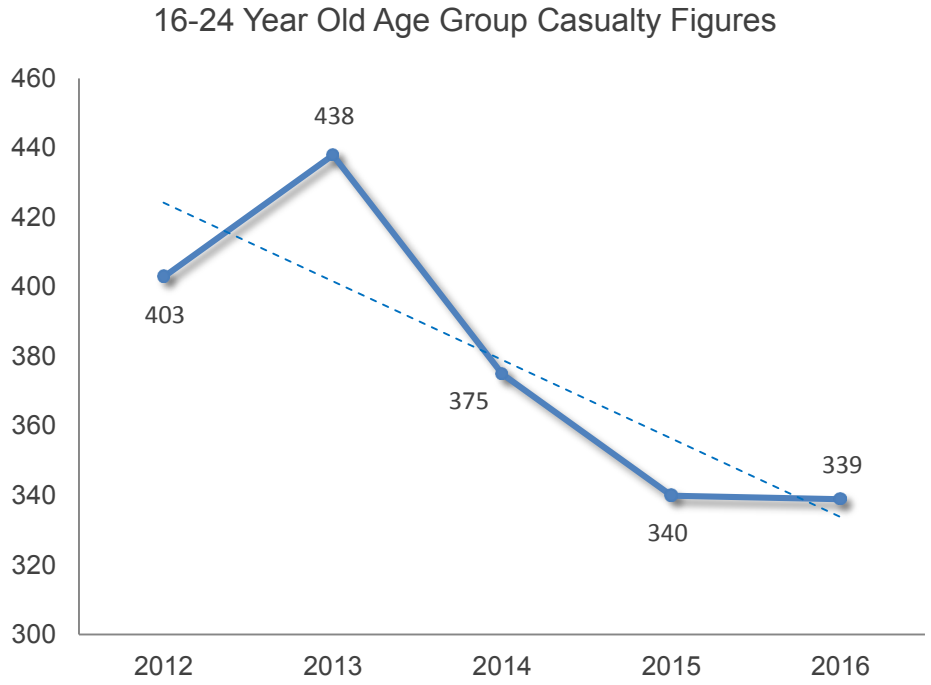


7.4 Child Casualties by User Type and Age Group



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 16% between 2012 and 2016.

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

8. 16-24 Year Old Age Group

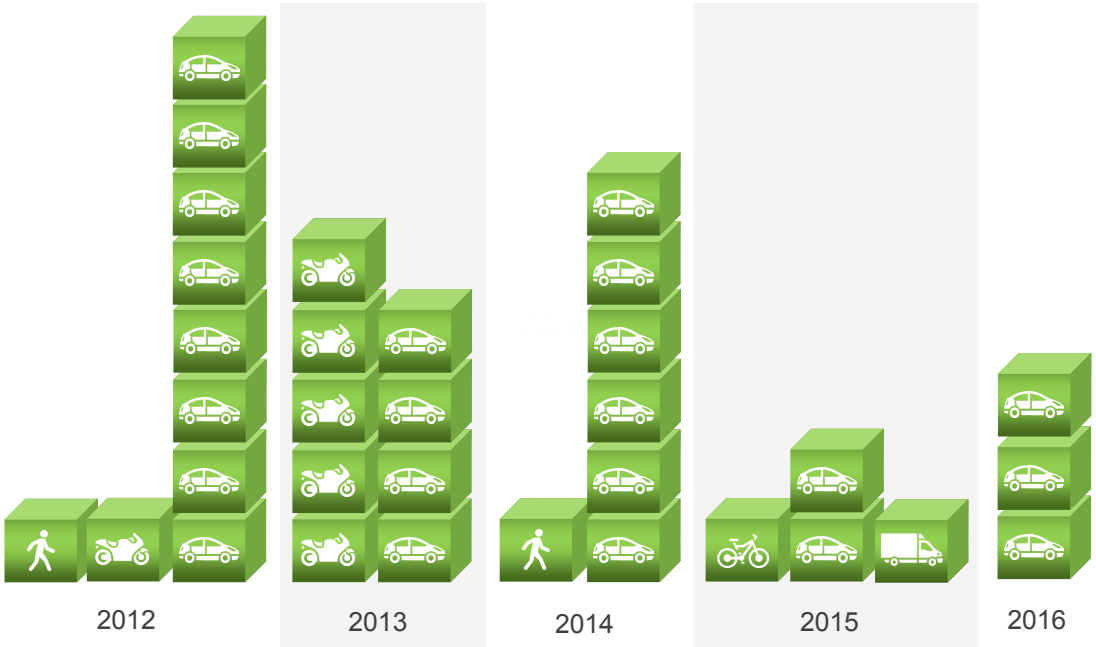
8.3 16-24 Year Old Age Group KSI Casualties by User Type

	2012	2013	2014	2015	2016	2015/16 % Change
Pedestrian	5	5	3	5	3	
Pedal cyclist	4	6	2	8	1	
Motorcycle user	17	23	15	14	7	
Car user	34	37	26	28	20	
Other	0	2	0	2	1	
Total	60	73	46	57	32	

- In 2012, 28% of the KSI casualties in the 16-24 years age group were motorcycle users and 57% were car users. By 2016 this had changed to 22% motorcycle and 63% car users.
- 2014 appeared to be an abnormally low year for most user type KSI casualties in this age group but the 2016 figure was lower again.
- Pedal cyclist KSI casualties finished 2016 at their lowest level for five years.

8.4 16-24 Year Old Age Group Fatal Casualties

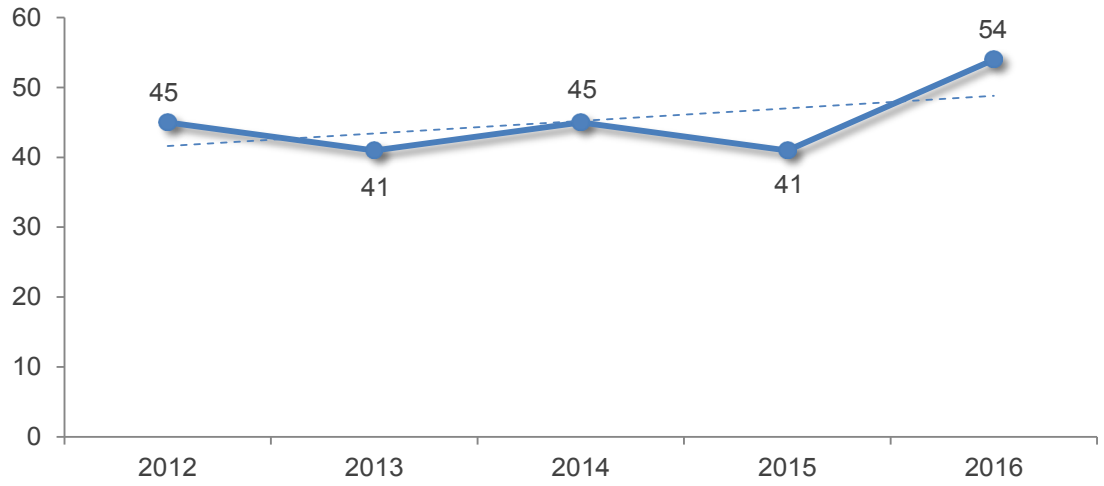
16-24 Year Old Age Group Fatal Casualties by User Type



- 33 (23% approx.) of all Somerset fatal casualties were from the 16-24 years age group. In total, over the 5 year period there were 143 fatal casualties resulting from 132 fatal collisions.
- 2015 was an exceptionally low year for fatal casualties in this age group but 2016 was lower again, falling to end 25% lower than the year before.
- In 2016, all of the fatalities in the16-24 years age group were car users or occupants.

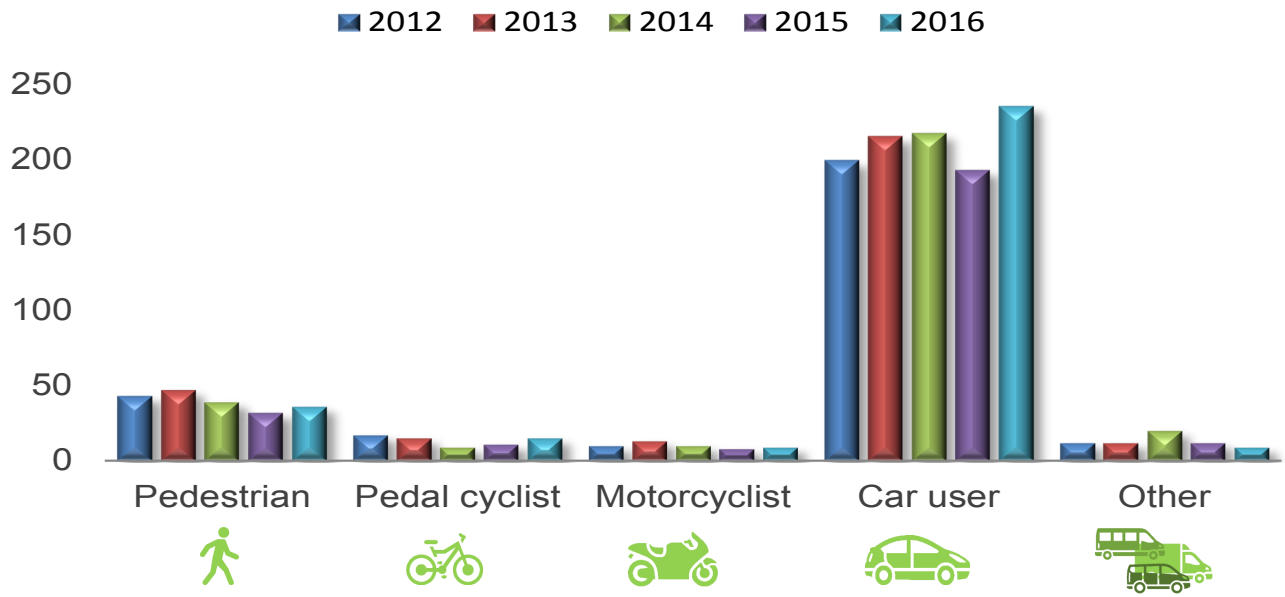
9. 60+ Years Age Group

9.1 60+ Year Old Age Group KSI Casualties



- In 2016, there were 304 injuries to people aged 60 or over, 8% (23) higher than the start of the period. During the 5-year period, although reaching a high of 302 in 2013, the over-all figures demonstrate a downward trend until the end of 2015.

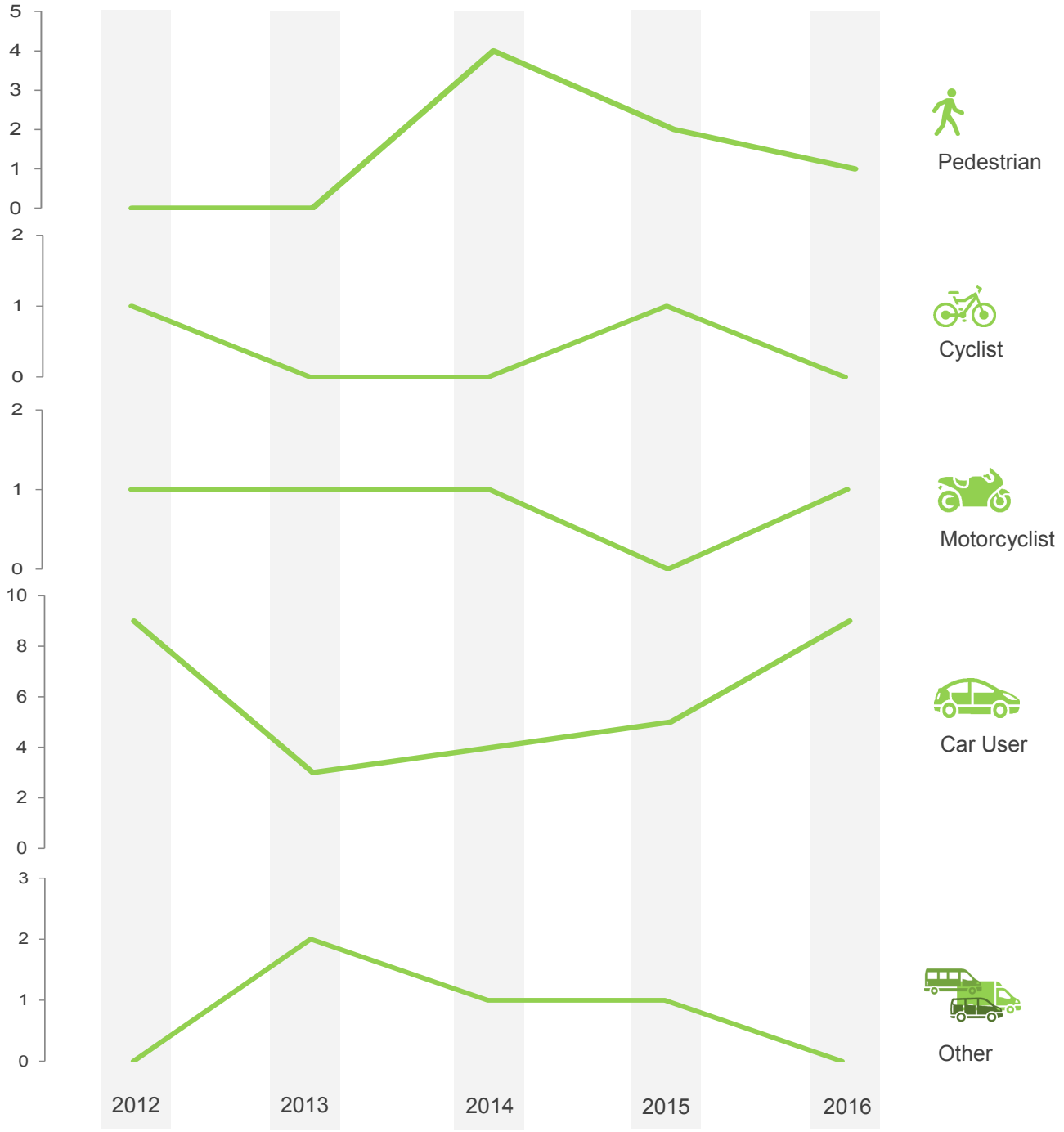
9.2 60+ Year Old Age Group Casualties by User Type



- Pedestrian casualties, after peaking in 2013 at 47 casualties, fell to 32 in 2015 and then increased by almost 13% to 36 in 2016.
- Pedal cyclist casualties fell to 9 in 2014 before climbing to 15 in 2016. Although only two casualties different, overall there was a 12% fall in numbers over the five year period.
- The 5 year average for the number of motorcyclists from this age group who were injured was approximately 10. Apart from the 13 recorded in 2013, there was generally a deviation of plus or minus 2 from this average.
- The number of car user casualties in the 60 years or over age group increased by 18% (36) between 2012 and 2016.

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 over the period.
- Older drivers, through their driving experience are more likely to be safer on the roads. However, if they are involved in a 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 2016, 11 out of 25 (44%) were in this group. This figure is disproportionally high.

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 (CIP), Education, Training and Publicity (ETP), Road Safety Trainers and Project Support Officers.

The CIP team's remit covers the investigation of fatal crashes occurring in Somerset - defining a cause and recommending suitable solutions through either education, engineering, or enforcement 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 CIP 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 2016 26 clusters were identified on higher speed roads, and 33 on the lower speed ones for investigation. 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 219 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 sometimes treated by enhancing the standard of signing and lining at the same time as regular maintenance work is undertaken.
- 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, town 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. The ETP team also has a large social media presence, using Facebook, Twitter and Instagram.

10. Somerset Road Safety Team Delivery

10.1 2016 Education Delivery Figures

In 2016 over **13,000** members of the public benefitted from road safety training or advice delivered by Somerset Road Safety

1,600
year 8 students attended a Ghost Street presentation

1,200
year 10 students attended a Too Soon To Die presentation

2,200
year 12 students attended a Contract 4 Life presentation

2,500 interactions at public events across Somerset

2,700
year 6 children passed a Bikeability course

1,400
senior drivers attended a Route 60+ workshop

1,300
motorcyclists received training or advice

Over **300** Cubs and Brownies provided with talks supporting road safety badges

8,000
average weekly social media impressions

4,000
average monthly website page views

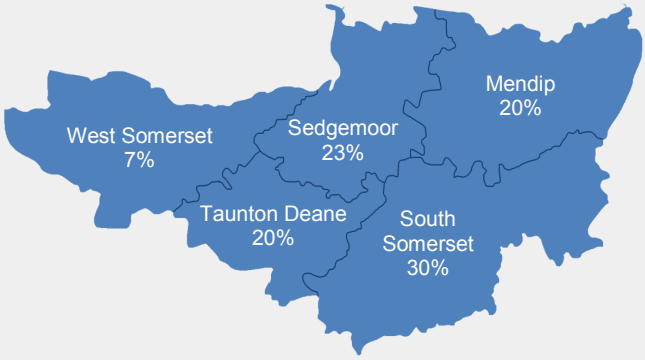
Over **250,000** impressions on Twitter in 2016

11. Summary

Somerset 2016 Casualties

Casualty type	No.	% change since 2015
Fatal	25	▲ 14%
Serious	158	▼ 16%
Slight	1370	▲ 10%

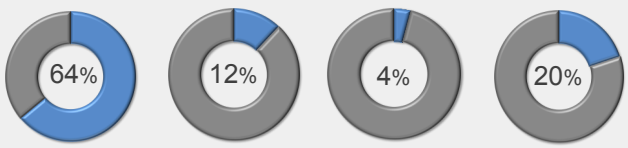
2016 Somerset Collisions by District



KSI Casualties by Age Group

0 - 15	15
16 - 59	113
60+	54

2016 Fatal Casualties by Road Class



All Casualties by User Type

Pedestrian	154
Cyclist	105
Car/Taxi	1129
Motorcycle	109
Minibus/Bus	14
Goods Vehicle	37
Other	5

KSI Casualties 2016 Urban/Rural Split

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

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