SOMERSET Road Safety

SOMERSET County Council

ROAD CASUALTY REVIEW 2017

Contents

Introduction

Department for Transport (DfT) advice, sets out the values placed on the prevention of injury collisions as follows: a fatality £2,053,814; a serious injury £237,527; a slight injury £24,911; and an average cost of £83,893 per collision. Therefore, the average financial cost of the 1,000 reported injury collisions that occurred in Somerset over the course of 2017 was £83,893,000. 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, last updated on 27th April 2017, indicate that in Somerset, the Annual Average Daily Flow (AADF) or average number of vehicles daily using Somerset roads increased by 7% between 2012 to 2016. See: www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics.

The volume of traffic on Somerset roads has increased between 2012 and 2016 by 7%, from 3,838 to 4,107 million vehicle miles according to estimates from the Department for Transport (DfT). On local authority roads only, this was slightly higher at 9%, an increase in traffic volume of 269 million vehicle miles; trunk roads only demonstrated an incline of 37 million vehicle miles (a 3% increase) over the same period. Historically, traffic volumes in Somerset steadily climbed between 1993 and 2007, followed by a period of decline until 2012, they are now on the rise again. Overall volumes are currently just 3.9% higher than a decade ago but 26.6% higher than 20 years ago. Whilst traffic flows and population 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 casualty numbers. Instead, there are a number of influences such as:

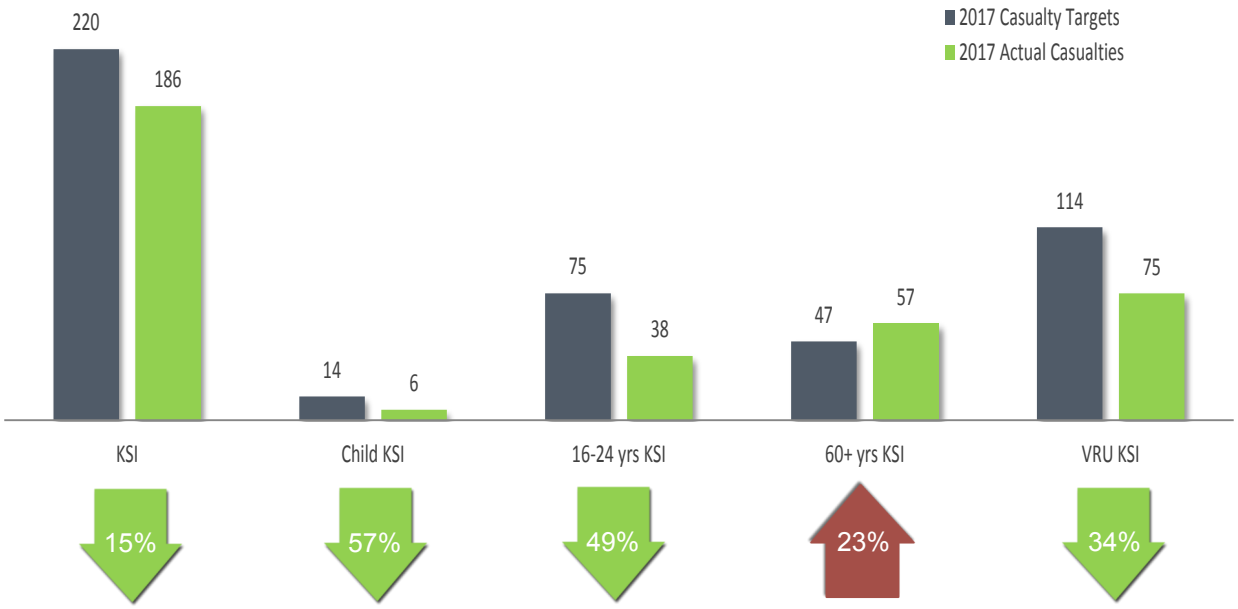
- The distance people drive
- The different vehicles people drive
- The varying behaviours of drivers, riders, pedestrians, cyclists etc.

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 2017 Somerset Road Safety met all of its casualty reduction targets except in the 60+ age group.



Percentage difference between 2017 casualty targets and actual casualties in Somerset in 2017

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, 2013 to 2017, collision and casualty numbers have remained highest on ‘A’ class roads across the county
- Car users continue to represent the greatest proportion of both collisions and casualties in comparison to other road users and there has been a fluctuating, but overall increase, in the number of KSI car user casualties in Somerset; total car user casualty numbers however, have undergone an overall downward trend
- Pedal cyclist casualties, along with serious and overall KSI casualties have inconsistently fluctuated year on year since 2013, showing a general decrease in overall casualties; however while there has been a downward trend in KSI casualties until 2016, the 2017 figures have undergone a sharp increase
- 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
- A slight increase in serious casualties between 2016 and 2017 by 4%, but overall decrease of 14% since 2013
- Increase in KSI in the 60+ age group, with the figure of 57 in 2017 being 10 (21%) higher than the target.

Casualties

	Severity			Total
	Fatal	Serious	Slight	
2013	28	190	1390	1608
2014	33	185	1405	1623
2015	22	188	1245	1455
2016	25	158	1370	1553
2017	22	164	1278	1464
% change 2016 - 2017	↓ 12%	↑ 4%	↓ 7%	↓ 6%
% change 2013 - 2017	↓ 21%	↓ 14%	↓ 8%	↓ 9%

There were 3 fewer fatalities in 2017 compared to 2016 .

- In 2017 there were 1,464 recorded casualties resulting from collisions on the roads of Somerset: 22 of these were fatal, 164 were serious and 1278 were slight severity casualties
- Overall, killed and seriously injured (KSI) collisions and casualty numbers have shown a downward trend in the last five years; slight severity injuries have fluctuated in contrast but demonstrate an overall decline
- There were 7 motorcyclist fatalities on Somerset's roads in 2017, 4 (57%) more than in 2016; motorcyclist fatal collisions constitute 32% of all fatal collisions from 2017
- Only 4% of all fatalities in 2017 (1 out of 22), occurred on the M5 or A303 trunk roads throughout Somerset, as opposed to 12% (3 out of 25) in 2016; collisions on trunk roads are reportable by local highway authorities, but Highways England is responsible for any collision reduction work
- Over the five-year period, 48% of all collisions were on 'A' class roads (including trunk roads) whilst 36% derived from collisions on unclassified roads
- In 2017, 50% (10) of all fatal collisions occurred on 'A' class roads, compared to 61% (14) in 2016

Collisions

	Severity			Total
	Fatal	Serious	Slight	
2013	28	170	959	1157
2014	32	158	972	1162
2015	22	158	842	1022
2016	23	138	893	1054
2017	20	134	846	1000
% change 2016-2017	13%	3%	5%	5%
% change 2013-2017	29%	21%	12%	14%

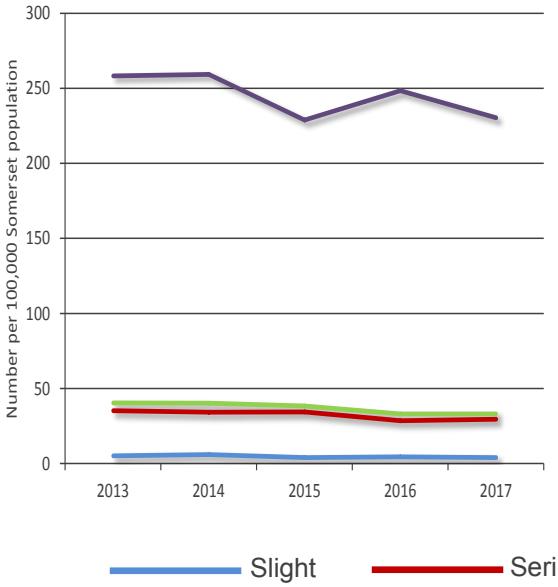
- 1,000 collisions resulting in personal injuries on Somerset roads were recorded in 2017: 20 of these were of fatal severity, 134 were serious and 846 were slight
- As above, the annual number of fatal collisions rose to a high of 32 in 2014, before falling to the lowest recorded number of 20 in 2017
- The number of serious collisions has declined or remained static, demonstrating a fall of over 21% compared to 2013
- The number of pedestrian collisions has steadily decreased from the highest figure of 163 in 2013, to its lowest of 142 in 2017
- In 2013 and 2014, there were 163 and 165 motorcycle collisions respectively, this figure greatly fell by 56 incidents in 2015 and remains steady at 111 in 2017; over this five-year period, the number of motorcycles licenced in Somerset has seen an annual growth of 4.2%
- Consistently over the five years, collision and casualty numbers have remained highest on all Somerset A roads, accounting for 54% of KSI casualties in 2017; car users represent the greatest proportion of road user types involved in these collisions, with a quarter of those occurring at a T junction
- In 2017, 49% of collisions on A roads occurred where there is a speed limit of 40 mph, or below
- 51% of collisions on A roads were recorded where the speed limit was greater than 40 mph in 2017; these collisions account for 68% of KSI casualties on A roads and 38% of all KSI casualties

1. County Statistics

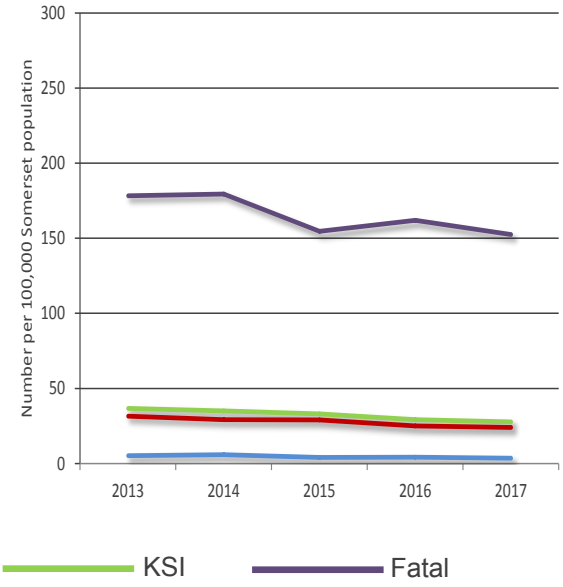
1.1 Collisions/Casualties by Population

- Somerset has an estimated population of 551,400, projected to pass 575,000 by 2023 and exceed 600,000 by 2031.

2017 Somerset Casualties by Population



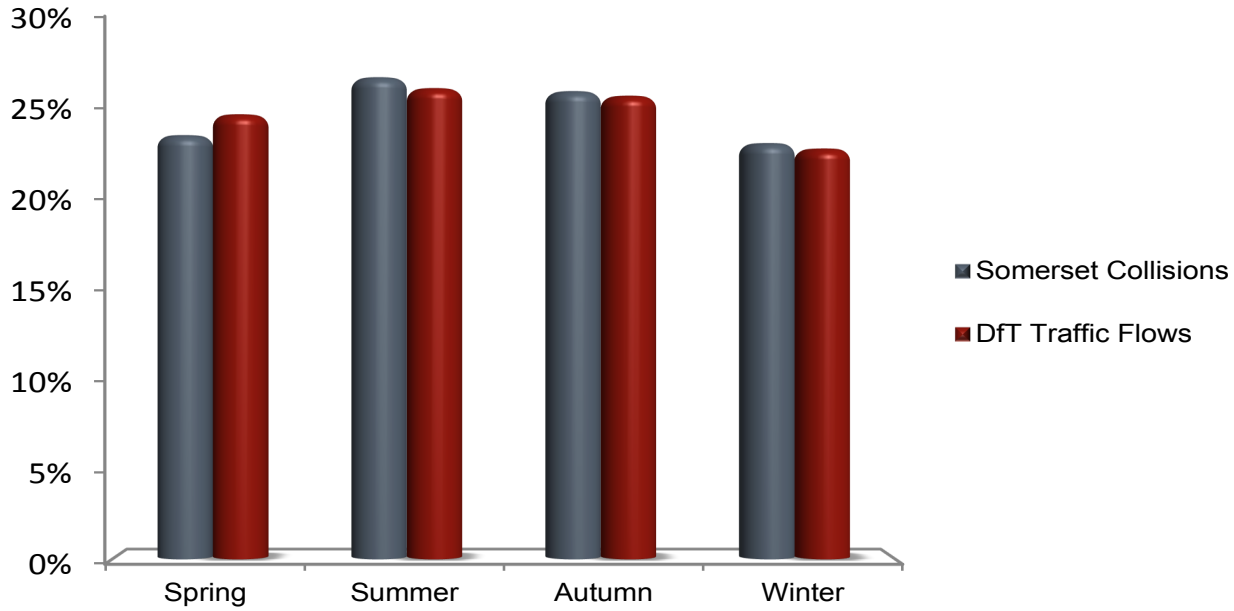
2017 Somerset Collisions by Population



- Per 100,000 of Somerset population, all severity classes of collisions and casualties have demonstrated an overall downward trend since 2013 despite natural fluctuations; consequently total collision and casualty figures follow suit
- Since 2016, all figures for each collision severity have also shown a decline
- In the same annual period however, serious casualties have risen by 0.9, pushing the umbrella KSI figure to also increase by a nominal 0.3; all other casualty numbers have fallen

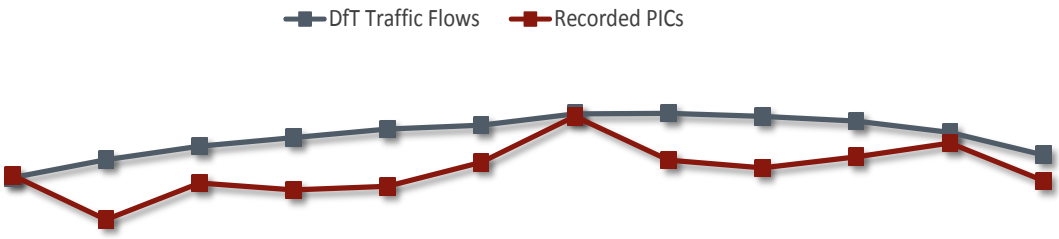
Although postcode analysis indicates that around 23% of drivers involved in a collision in Somerset originated from a different local authority, this situation can be considered to be balanced by those involving Somerset drivers elsewhere. This has not been included within the population analysis.

1.2 Collisions by Season and Month



- Between 2013 and 2017, the seasons of summer and autumn have recurrently demonstrated the highest percentage of collisions in Somerset
- DfT figures for the same period follow the same pattern and demonstrate a direct correlation between collision numbers and traffic volumes; the monthly breakdown below clearly shows this pattern as the highest traffic flows between June and November have a greater average rate of personal injury collisions than between December and May

Average Collisions per Month against Daily Traffic Flows 2013 - 17



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	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	88.4	75.6	86.2	84.2	85.2	92.2	105.6	92.8	90.6	93.8	97.8	86.8

PIC = Personal injury collision

2. Collisions/Casualties by Road Class

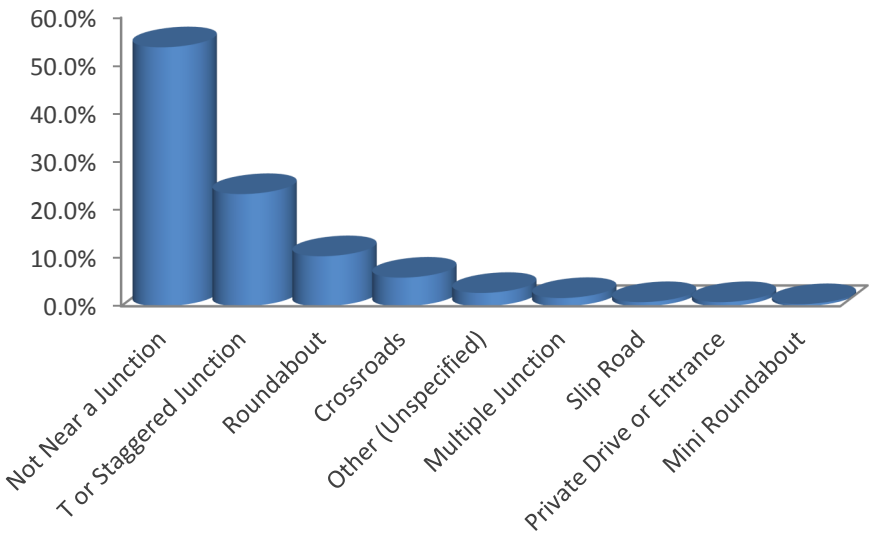
2.1 Collisions by Road Class

	2013	2014	2015	2016	2017	2016/17 change
Motorway	36	55	51	43	38	
A303 (T)	47	49	43	39	32	
A36 (T)	7	5	9	14	6	
A Class Roads	510	543	433	437	434	
B Class Roads	141	144	103	134	105	
C/Unclassified Roads	416	366	384	387	385	
Total	1157	1162	1022	1054	1000	

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

- In 2017: 8% of collisions in Somerset occurred on the DfT road network (M5, A303 and A36), 41% occurred on all other A roads, 12% on B roads and 39% on unclassified roads
- Consistently over the past five years, the majority of collisions in Somerset occurred on A roads, with or without the inclusion of A class trunk roads; however, there has been a general decline in A road collision figures since 2013 (excluding trunk roads), with a spike in 2014 and a marginal increase of four collisions in 2016 compared to the previous year
- B roads have followed the same trend of general decline with rising figures in 2014 and 2016; unclassified roads however, while demonstrating the same fall from 2013 to 2017, have alternately shown inclining figures in 2015 and 2016

2017 Location of Collisions on 'A' Roads



2.2 Fatal Collisions/Casualties by Road Class

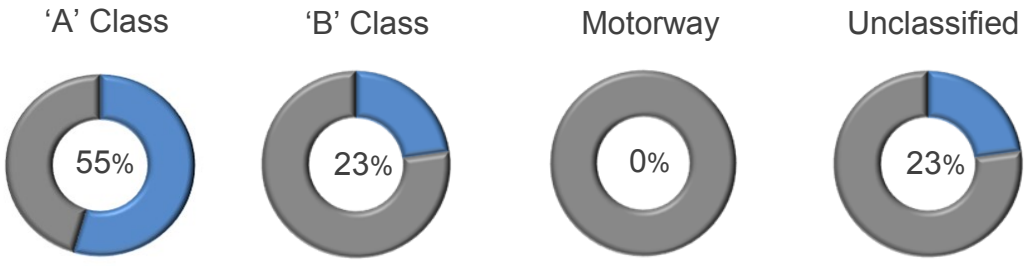
Fatal Collisions

	2013	2014	2015	2016	2017	2016/17 Change
Trunk Roads (M5, A303, A36)	5	4	6	2	1	
A Class Roads (Excl. Trunk)	14	17	10	12	9	
B Class Roads	2	5	1	3	5	
Unclassified Roads	7	6	5	6	5	
Total	28	32	22	23	20	

Fatal Casualties

	2013	2014	2015	2016	2017	2016/17 Change
Trunk Roads (M5, A303, A36)	5	4	6	3	1	
A Class Roads (Excl. Trunk)	14	18	10	14	11	
B Class Roads	2	5	1	3	5	
Unclassified Roads	7	6	5	5	5	
Total	28	33	22	25	22	

2017 Fatal Casualties by Road Class Percentage Split



- The Somerset section of the M5 had four fatal collisions in 2013 and 2014, two in 2015, one in 2016 and no fatalities in 2017
- The A303 had one fatal collision in 2013, four in 2015 and one in both 2016 and 2017; these resulted in eight fatal casualties
- The A36 through Somerset had no fatal collisions recorded over this five-year period

2.3 KSI Collisions/Casualties by Road Class

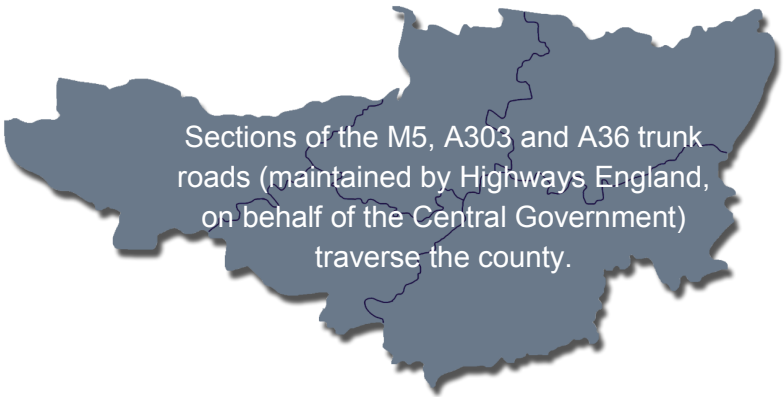
KSI Collisions

	2013	2014	2015	2016	2017	2016/17 Change
Trunk Roads (M5, A303, A36)	23	18	15	9	10	
A Class Roads (Excl. Trunk)	95	89	89	77	75	
B Class Roads	24	22	23	23	18	
Unclassified Roads	56	61	53	52	51	
Total	198	190	180	161	154	

KSI Casualties

	2013	2014	2015	2016	2017	2016/17 Change
Motorway	14	9	3	2	2	
A303 (T)	11	9	17	5	8	
A36 (T)	2	1	3	3	1	
A Class Roads (Excl. Trunk)	107	105	101	91	92	
B Class Roads	25	27	28	26	19	
Unclassified Roads	59	67	58	56	64	
Total	218	218	210	183	186	

- In Somerset, 55% of KSI casualties resulted from collisions on A roads between 2013 to 2017 (including trunk roads); there was a 2% decrease in A road KSI casualties between 2016 to 2017
- Sections of the M5, A303 and A36 trunk roads (maintained by Highways England) traverse the county, on which there has been a slight increase between 2016 and 2017 figures of one KSI casualty and one KSI collision: a 9% and 10% increase respectively
- Over the last five years, an average of 8.5% of all KSI collisions and 9% of KSI casualties in Somerset occurred on trunk roads; 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 average, between 2013 and 2017, 12% of KSI casualties occurred on B roads
- Over the same period, 30% of KSI casualties occurred on unclassified roads



3. Collisions/Casualties by User Type

3.1 Casualties by User Type

	2013	2014	2015	2016	2017	2016/17 Change
Pedestrian	169	154	146	154	146	
Pedal Cyclists	152	138	114	105	125	
Motorcyclists	168	165	111	109	110	
Car/Taxi	1,042	1,083	1,024	1,129	1,037	
Minibus/Bus	11	24	3	14	4	
Van/Goods Vehicle	56	48	44	37	33	
Other/Unknown Vehicle	10	11	13	5	9	
Total	1608	1623	1455	1553	1464	

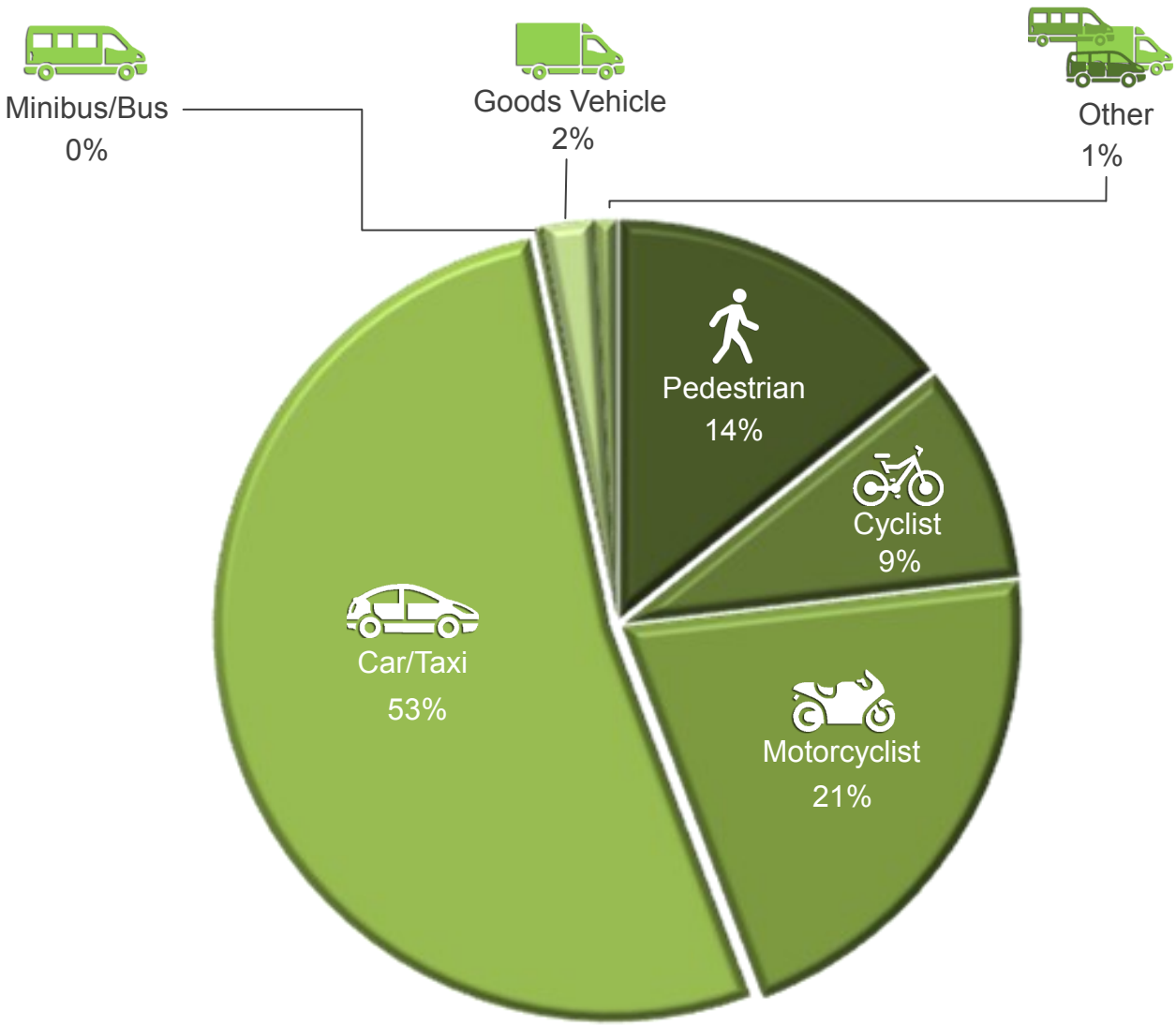
Pedestrians: In 2017, 10% (146) of casualties were pedestrians. Since 2013, their numbers have seen an overall decrease of 13%, from the highest figure of 169 in 2013, to the lowest of 146 in 2015 and 2017; there was a brief incline in 2016 with 154 pedestrian casualties. Overall fatalities have remained static between 2013 and 2017 at 2 casualties, with one spike of 8 fatalities in 2014; 2015 and 2016 saw 3 fatalities. Serious casualties and encompassing KSI casualties followed the same pattern as the overall pedestrian figures, generally decreasing (by 42%) over the five years with a brief incline in 2016 and dropping in 2017 (by 30%).

Pedal cyclists: 9% (125) of the casualties in 2017 were pedal cyclists. 2013 had the highest figure of 152 casualties in this user group, steadily decreasing every year until 2016 (105 casualties); 2017 has since seen a rise of 19% to 125 casualties. There have been no pedal cyclist fatalities in 2017, the only year with any related fatalities was 2015 (2). However, serious and overall KSI casualties have seen a year by year rise and fall, but still an overall declination between 2013 and 2016; following the overall trend, 2017 has demonstrated a 16% rise (3) since 2013. This however does follow the steadily increasing numbers of cyclists on Somerset roads.

Motorcyclists: In 2017, 8% (110) of casualties were motorcyclists. The number of motorcyclist casualties underwent a sharp decline after 2013 (168) and 2014 (165), currently remaining fairly consistent at 111, 109 and 110 casualties in 2015, 2016 and 2017 respectively; there was an overall decrease of 35% between 2013 and 2017. Both KSI and slight severity casualties have seen an annual fall in numbers, with a 45% decrease in KSI casualties between 2013 and 2017. Fatalities have also seen an overall decline of 36% over the same period, however there was an increase in fatalities between 2016 (3) and 2017 (7).

Car users: 71% (1,037) of casualties were in a car or taxi in 2017, an 8% decrease from 2016. Additionally, there has also been a general downward trend in casualties since 2013 (4%), despite the undulating annual figures; the highest was seen in 2016 (1,129) and the lowest in 2015 (1,024). The continual annual rise in cars on Somerset roads demonstrates an inverted trend. Despite this however, there has been an 11% rise in KSI casualties since 2013 and while fatalities have fallen by 28% between 2016 and 2017, the numbers have risen from 12 casualties in 2013 to 13 in 2017.

3.2 KSI Casualties by User Type



Pedestrians: There has been a general decline in the number of KSI casualties by 42% (36 to 21) since 2013. Between 2016 and 2017 there has been a 30% decrease.

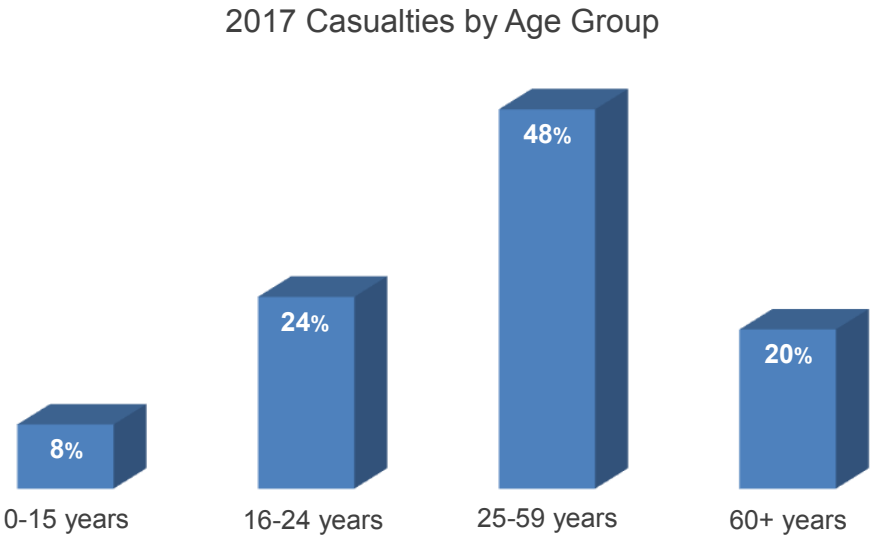
Pedal Cyclists: KSI casualties have increased by 16% (19 to 22) since 2013 and have undergone an annual rise and fall. There has also been a 69% rise in KSI casualties from the lowest figure of 13 in 2016 to 22 in 2017.

Motorcyclists: 2013 observed the highest number of KSI casualties (58) in five years; this figure has declined by 45% to 2017 (32); since 2016, KSI casualties have remained static.

Car users: Between 2013 and 2015, KSI casualties underwent an incline from 97 to 120 casualties; 2016 saw a fall to 103, but 2017 again saw a rise of 5% to 108. Since 2013, there has been an 11% rise in KSI casualties.

4. Collisions/Casualties by Age Group

4.1 Collisions/Casualties by Age Group



- Despite fluctuations, the number of child casualties, aged 0 to 15 years, has remained static between 2013 and 2017 at 118 casualties
- Casualty numbers in the 16 to 24 years age group have steadily decreased by 19% since 2013, despite a 4% increase between 2016 and 2017; however this age group is over represented at 24% of total casualties compared to comprising just 9% of the total Somerset population
- In the 60 years and over age group, casualties have decreased by 3% since 2013, and 4% since 2016, however KSI casualties have increased by 39% since 2013 (41 to 57); on a medical basis, this age group is more susceptible to severe injuries than others in comparison to Somerset's population demographics

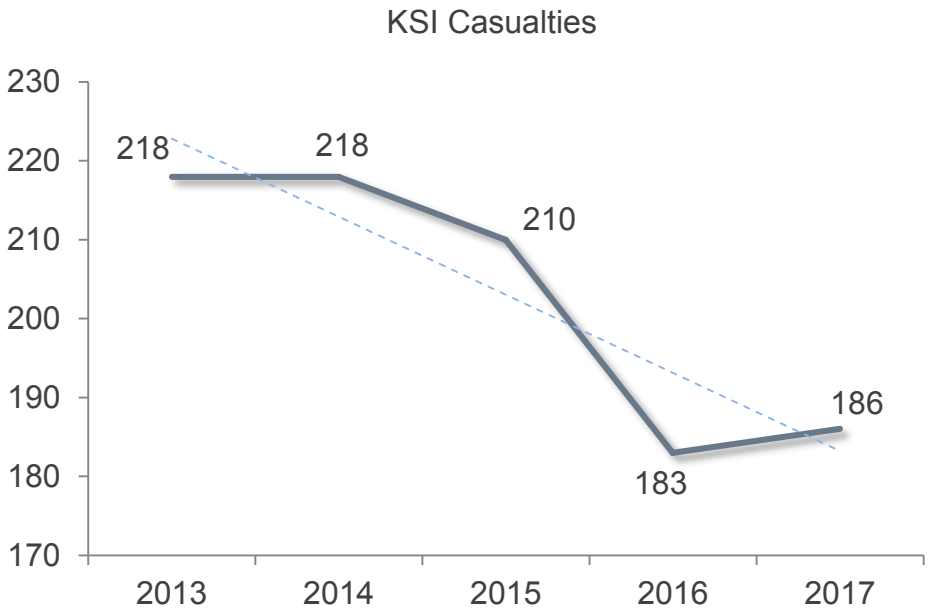
4.2 Fatal Casualties by Age Group

	2013	2014	2015	2016	2017	2016/17 Change
0 - 15 years	0	1	0	1	0	
16 - 24 years	9	7	4	3	3	
25 - 59 years	13	15	9	10	9	
60+ years	6	10	9	11	10	
Total	28	33	22	25	22	

- Apart from the 60 years and over age group, all other age groups have undergone a decline in fatalities since 2013
- Since 2016, all age groups have seen a decline in fatalities, apart from the 16 to 24 years age group whose figures have remained static
- Ratios have changed since 2013; whereas the 25 to 59 years age group had the highest figures, followed by the 16 to 24 years group, the 60 years and over group now has the highest fatalities, followed by the 25 to 59 years group

5. Killed or Seriously Injured

5.1 Annual Figures



- Despite the slight increase in KSI casualties between 2016 and 2017, they have declined by 15% since 2013

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

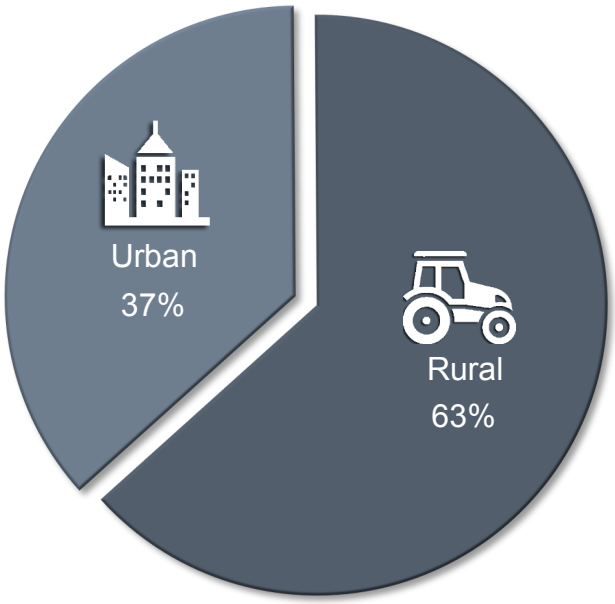
5.2 KSI Casualties by Age Group

	2013	2014	2015	2016	2017	2016/17 Change
0 - 15 years	6	8	13	15	6	
16 - 24 years	73	46	57	32	38	
25 - 59 years	95	119	93	81	85	
60+ years	41	45	41	54	57	
Age Unknown	3	0	6	1	0	
Total	218	218	210	183	186	

- While the overall figures for children killed or seriously injured have remained static between 2013 and 2017, the figures had been steadily increasing up until 2016, demonstrating a 150% incline from 2013
- The 16 to 24 years age group has undergone a steady 48% decline between 2013 and 2017; 2015 however broke the trend, observing a rise to 57 KSI casualties
- While there has been an overall 11% decrease in KSI casualties in the 25 to 59 years age group since 2013, this figure has fluctuated, with a high in 2014 of 119 and a low of 81 in 2016
- KSI casualties in the 60 years and over age group experienced an increase of 39% between 2013 and 2017

5.3 KSI Casualties: Urban and Rural

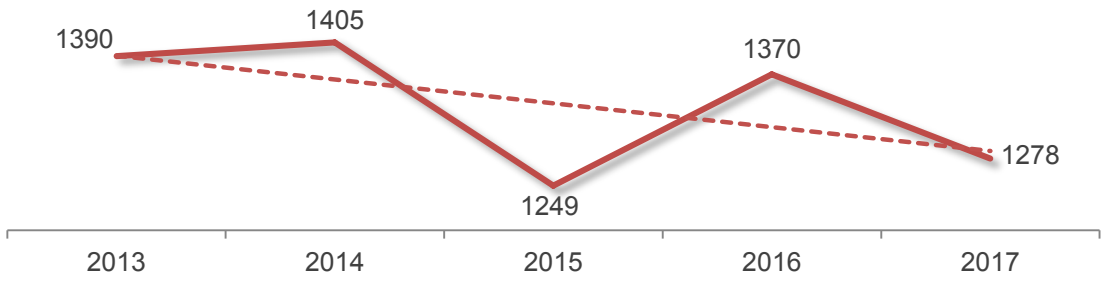
KSI Casualties 2017 Urban/Rural Split



- Under Department for Transport (DfT) guidelines, an urban road is one with a speed limit of 40 mph or less; a rural road has a speed limit greater than 40 mph
- The DfT have compiled the latest figures on road lengths in Somerset; there are approximately 491 miles of urban highway and 3733 miles of rural; Somerset has a total of 4225 miles of highway with a ratio of approximately 1:7 urban to rural; this does not include any privately owned roads
- The number of KSI casualties on urban roads has fallen by 28% since 2013; barring a small rise in 2015 to 97 casualties, the figures have continually dropped from 94 casualties in 2013 to 68 in 2017
- KSI casualties on rural roads have seen a smaller decline of 5% between 2013 (124) and 2017 (118); the figures have fluctuated, rising between 2013 (124) and 2014 (126), falling to 94 casualties in 2016 and all before again rising to 118 casualties in 2017
- Since 2013, the number of KSI casualties resulting from collisions on rural roads has been higher than that on urban roads; this is likely attributable to higher average speed limits and more challenging driving environments

6. Slightly Injured

6.1 Annual Figures



6.2 Slight Injury Casualties by User Type

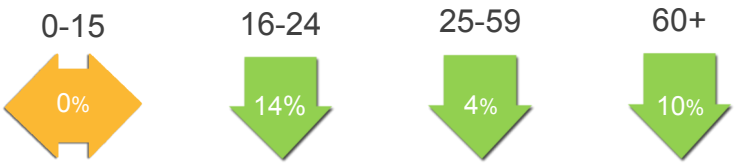
Pedestrian	Cyclist	Motorcyclist	Car/Taxi	Minibus/Bus	Goods Vehicle	Other
125	103	78	929	4	31	8

- Pedestrians with slight injuries declined in number by 6% between 2013 and 2017
- The number of pedal cyclists with slight injuries decreased between 2013 and 2016; despite 2017 undergoing a slight increase, there was still a 23% decline since 2013
- The number of motorcyclists with slight injuries declined by 29% since 2013
- Car users with slight injuries fluctuated since 2013, only seeing a 2% overall decrease

Bus and HGV slight injury casualties fell by 64% and 39% respectively between 2013 and 2017.

6.3 Slight Injury Casualties by Age Group

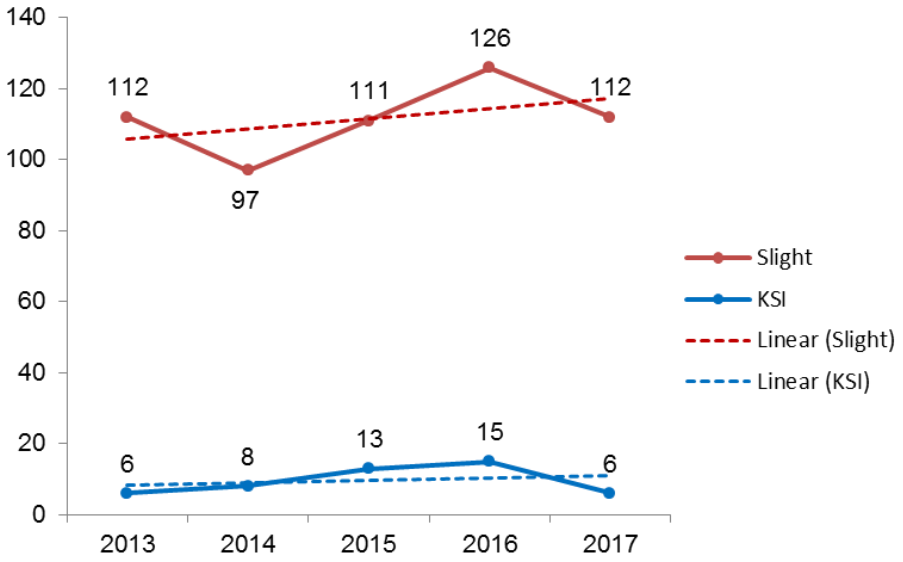
	2013	2014	2015	2016	2017	2016/17 Change
0 - 15 years	112	97	111	126	112	▼
16 - 24 years	365	328	283	307	315	▲
25 - 59 years	641	715	624	683	613	▼
60+ years	261	249	213	250	236	▼
Age Unknown	11	16	14	4	2	▼
Total	1390	1405	1245	1370	1278	▼



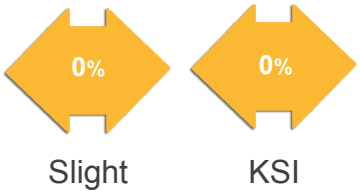
Percentage difference in slight casualties between 2013 and 2017 by age group.

7. Child Casualties

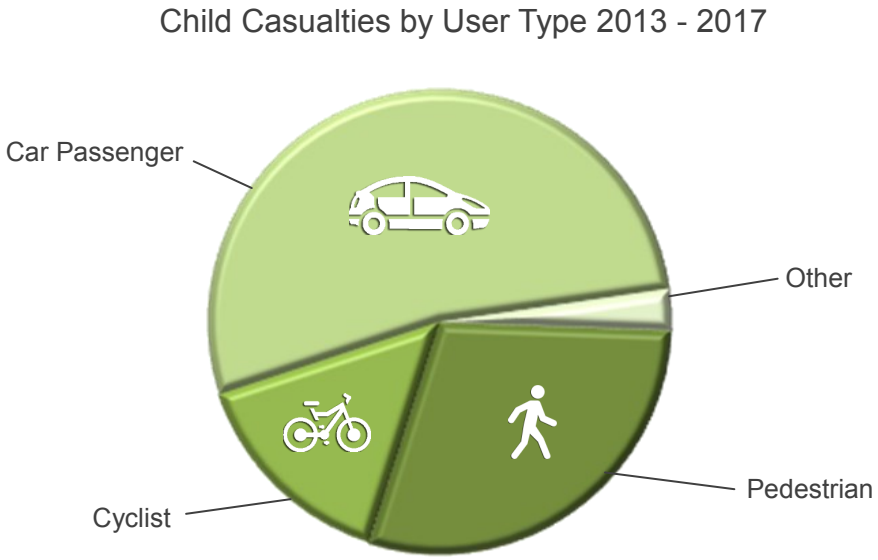
7.1 Annual Figures



Percentage difference in child slight/KSI casualties between 2013 and 2017 is zero despite a slight upward trend overall figures.



7.2 Child Casualties by User Type

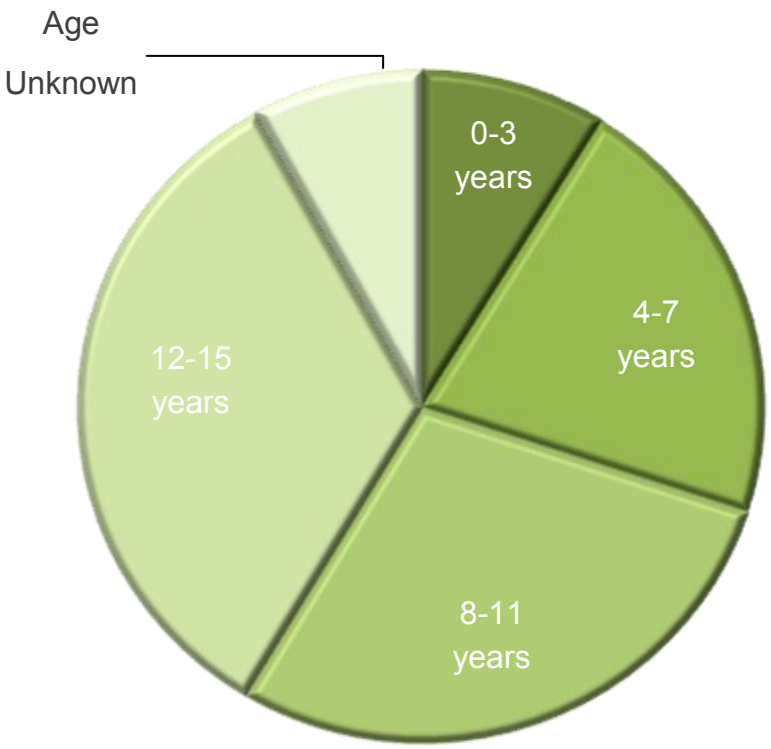


Pedestrians: The number of children injured as pedestrians fell by 15% since 2016. KSI casualties remained static between 2013 and 2017 despite a slight increase between 2015 and 2016

Pedal cyclists: Child pedal cyclist casualties fluctuated, but ultimately declined by 30% between 2013 and 2017 and between 2016 and 2017. KSI casualties fluctuated between one and three over the five years, but observed a 67% decline since 2013

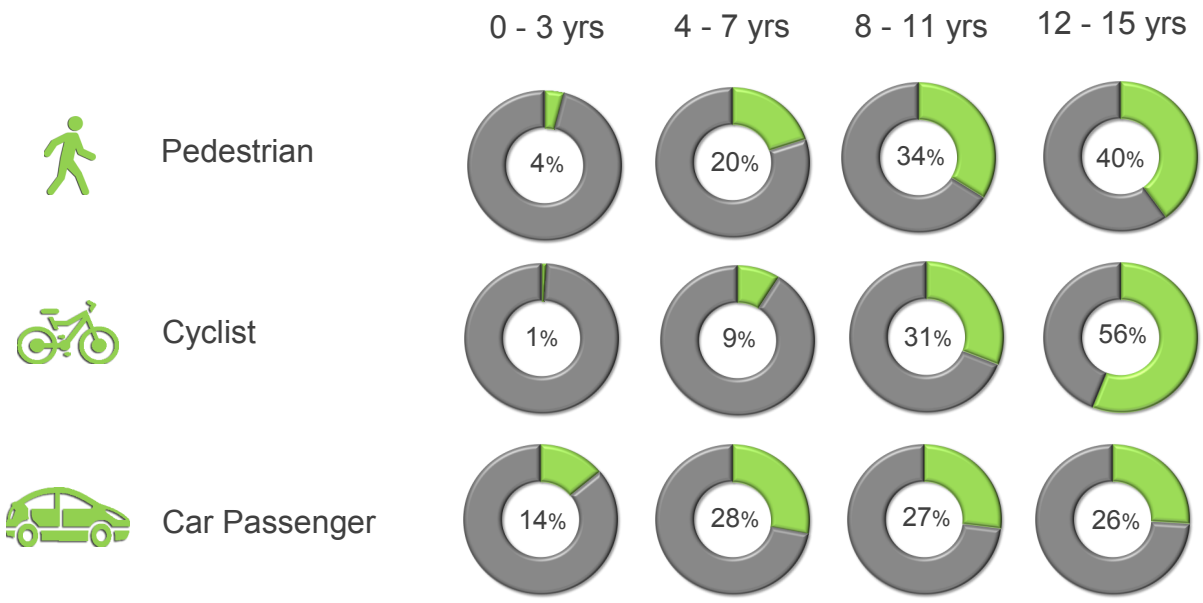
Car passengers: Child car passenger casualty figures have fluctuated between 2013 and 2017; there was an 8% overall increase during this period but an 11% decrease since 2016. KSI casualties were static between 2013 and 2017 with one casualty; this rose to a high of seven in 2015; 2014 and 2016 both had three casualties

7.3 Child Casualties by Age Group 2013 - 2017



7.4 Child Casualties by User Type and Age Group 2013 - 2017

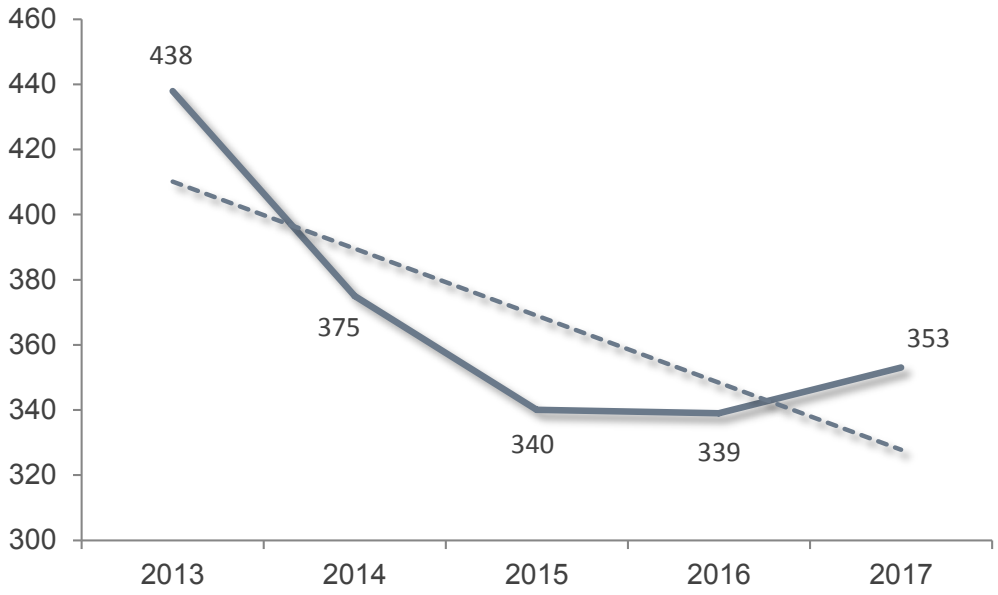
(Not including figures for unknown ages)



8. 16 - 24 Year Old Age Group

8.1 Annual Figures

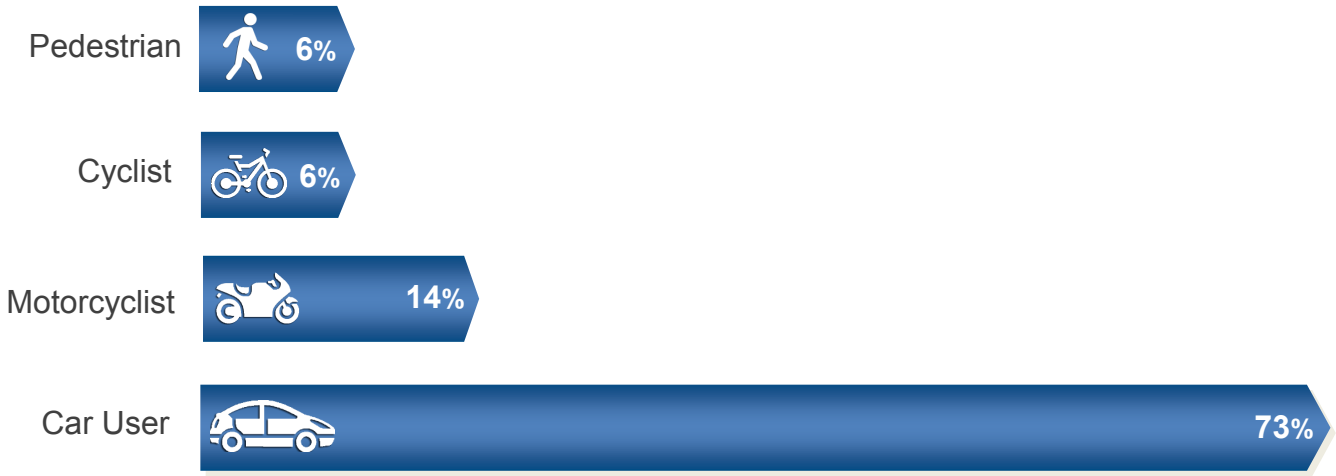
16 - 24 Year Old Age Group Casualty Figures 2013 - 2017



There was an overall decrease in 16 - 24 year old casualties from road collisions of 19% between 2013 and 2017.

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

16 - 24 Year Old Age Group by User Type Average Figures 2013 - 2017



8. 16 - 24 Year Old Age Group

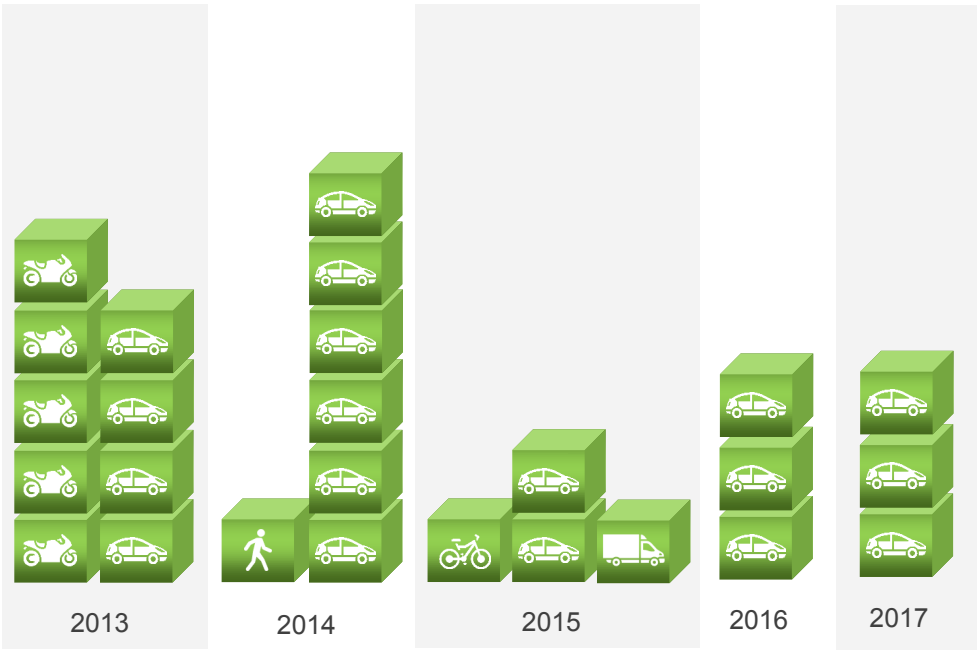
8.3 16 - 24 Year Old Age Group KSI Casualties by User Type

	2013	2014	2015	2016	2017	2016/17 Change
Pedestrian	5	3	5	3	3	
Pedal Cyclist	6	2	8	1	0	
Motorcyclist	23	15	14	7	4	
Car User	37	26	28	20	31	
Other	2	0	2	1	0	
Total	73	46	57	32	38	

- Between 2013 and 2017, there were significant changes to the composition of the 16 to 24 road user groups with regards to KSI casualties: pedal cyclist figures have gone from comprising 8% to 0%; motorcyclists from 32% to 11% and car users 51% to 82%
- All casualty figures in each user type were significantly lower than in 2013, with 16 to 24 year old motorcyclist casualties seeing the largest drop from 23 to 4 (82%) and pedestrians, the smallest drop by 2 casualties (40%)

8.4 16 - 24 Year Old Age Group Fatal Casualties

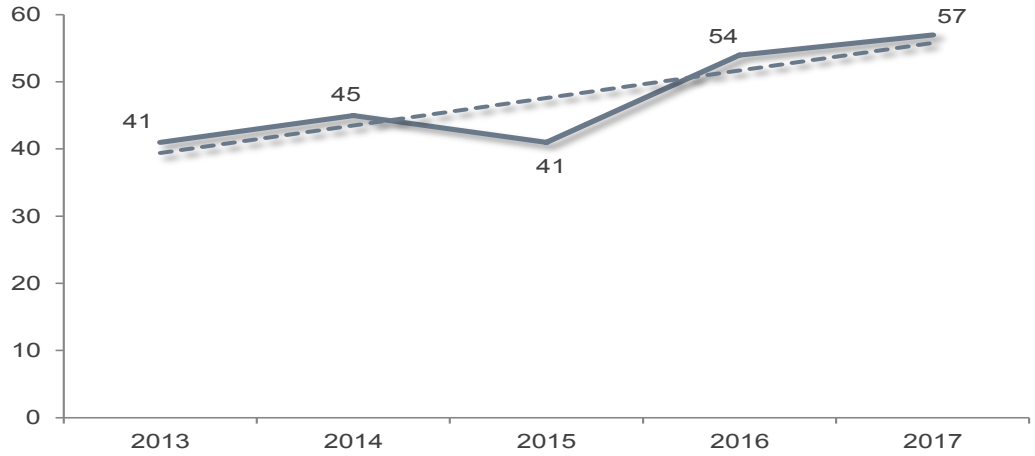
16 - 24 Year Old Age Group Fatal Casualties by User Type



- Between 2013 and 2017, 20% (26) of all Somerset fatalities were between 16 and 24 years old; there were 130 fatalities in total over this period; in 2017 there were 22 total fatalities with only 14% (3) between the ages of 16 and 24
- Between 2013 and 2017 there was a 67% decrease in 16 to 24 fatalities, but the figures have remained static since 2016
- In 2017, like 2016, all of the fatal casualties in the 16 to 24 years age group were in cars, as opposed to 2013 where the majority were on motorcycles

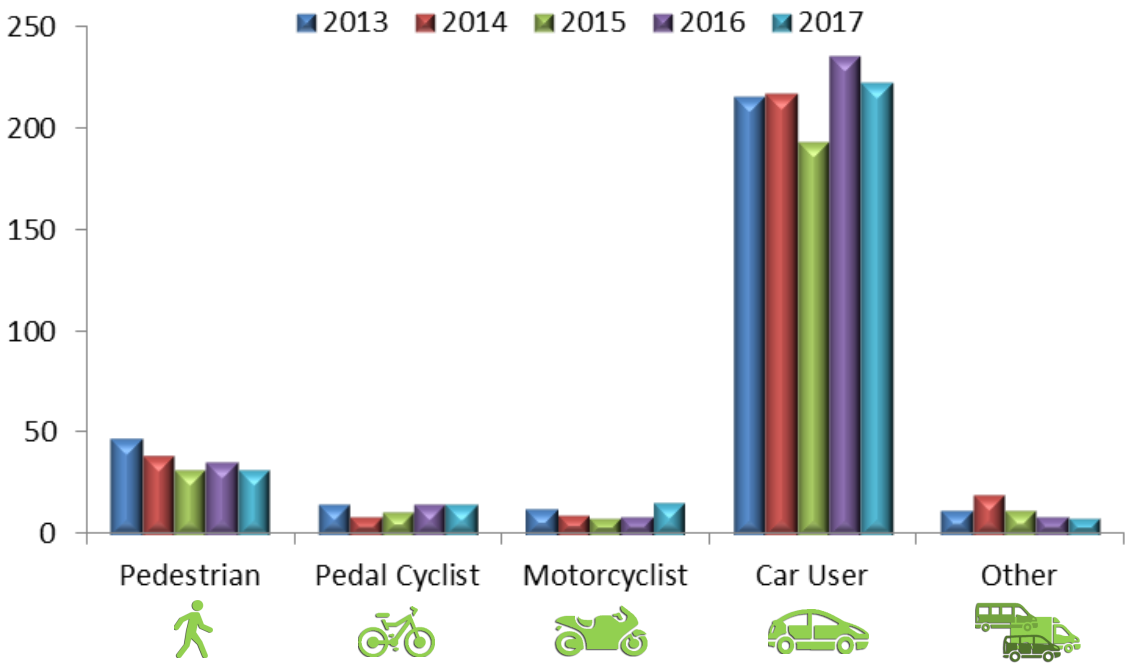
9. 60+ Years age Group

9.1 60+ Year Old Age Group KSI Casualties



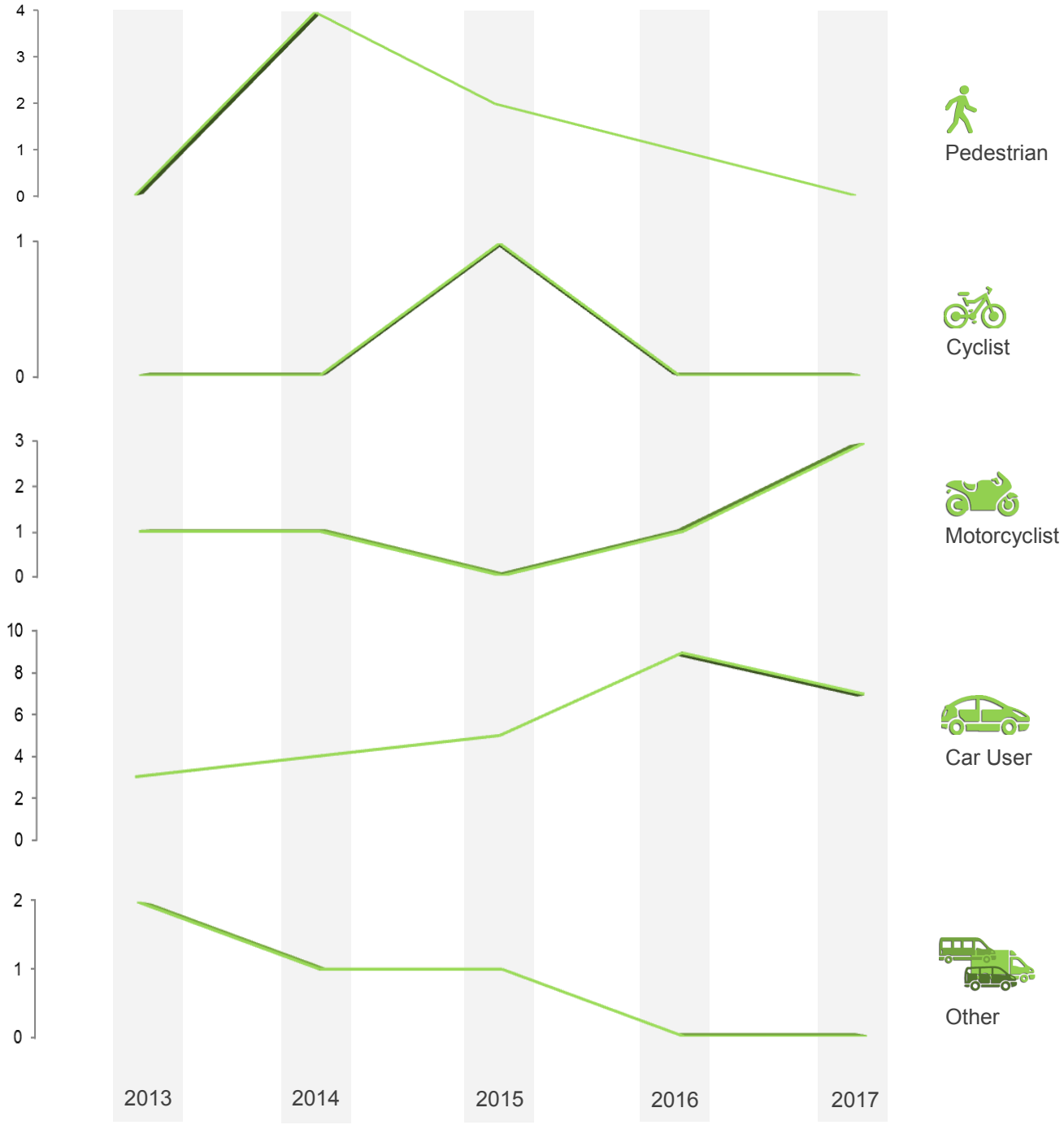
- In 2017, there were 293 casualties in the 60 year old or over age group (57 of which were KSI) this has declined by 4% since 2016 and 3% since 2013; during the same period however, there was a 39% increase in KSI casualties, from 41 in 2013 to 57 in 2017

9.2 60+ Year Old Age Group Casualties by User Type



- Pedestrian casualties were at their highest in 2013 (47) and their lowest in both 2015 and 2017 (32); compared to 2017, there was a 32% decline since 2013 and an 11% decline since 2016; pedestrians also comprise 11% of total 2017 casualties in this age group
- There has been no change between 2013 and 2017 in pedal cyclist casualty figures (15), nor between 2016 and 2017 (15), despite the slight dip in 2014 and 2015; pedal cyclists make up 5% of total casualties within this age group in 2017
- In 2017, motorcyclists comprised 5% of all casualties 60 or over; since 2013, figures have increased by 3; the lowest figure was in 2015 (8), highest in 2017 (16)
- Car user casualties within this age bracket inclined by 3% since 2013, declined by 6% since 2016 and make up 76% of total 2017 casualties

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



- Car users demonstrate a significantly higher number of fatal collisions amongst the 60 years and over age group between 2013 and 2017 (28) compared to: pedestrians (7), motorcyclists (6), other vehicles (4) and pedal cyclists (1) in descending order
- Older drivers, through their driving experience are more likely to be safer on the roads, however, if involved in a collision, the injury is likely to be more severe; this is demonstrated through comparison of 2017 population demographics, where there is an over-representation in the over 60 group figures, as 31% of Somerset residents are over 60, however 10 out of 22 (45%) fatalities fell into this age bracket in 2017

10. Somerset Road Safety Team Delivery

Somerset Road Safety is a team of road safety professionals committed to reducing injury on the county's roads. This is accomplished through working in partnership and by analysing casualty data to target the promotion of safer road use through engineering, education, training and road safety campaigns, using the Safer Systems approach.

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

The ETP team deliver 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 is welcomed. The ETP team also has a large social media presence, using Facebook, Twitter and Instagram.

The CIP team investigate collision data including fatal collisions throughout Somerset - defining causes and recommending suitable solutions through either education, engineering, or enforcement strategies. 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 focussed 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 spread further apart. Using the last five years worth of data, on roads with a speed limit of 40 mph or higher, 7 collisions within a 100 metre radius are identified; on roads less than 40 mph, 7 in 50 metres are found. In 2017, 20 clusters were identified on higher speed roads, and 35 on the lower speed ones for investigation. A more detailed analysis enables the removal of sites with: recent improvements; those being addressed by already scheduled improvements such as new developments; and those without a treatable pattern of collisions, resulting in identification of other 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 KSI (killed and serious injury) collisions. These areas are sometimes treated by enhancing the standard of signing and lining at the same time as regular maintenance work is undertaken.

The Urban Safety Management program has been prioritised by Somerset Road Safety, as urban areas, demonstrated nationally, suggest improved road safety results can be achieved through a holistic area-wide approach, rather than through the tackling of individual sites.

Ad-hoc requests that are road safety oriented are continuously received by Somerset Road Safety from members of the public, town and parish councils and the emergency services.

10. Somerset Road Safety Team Delivery

10.1 2017 Education Delivery Figures

In 2017 over **23,000** members of the public benefitted from road safety training or advice delivered by Somerset Road Safety

1,611
year 8 students attended a Ghost Street presentation

1,013
year 10 students attended a Too Soon To Die presentation

4,583
year 12 students attended a Contract 4 Life presentation

5,235 interactions at public events across Somerset

2,164
year 6 children passed a Bikeability course

1,181
senior drivers attended a Route 60+ workshop

3,310
motorcyclists received training or advice

Over **5,500** Children received the Truck and Child Safety (TACS) presentations

27,006
average weekly social media impressions

4,000
average monthly website page views

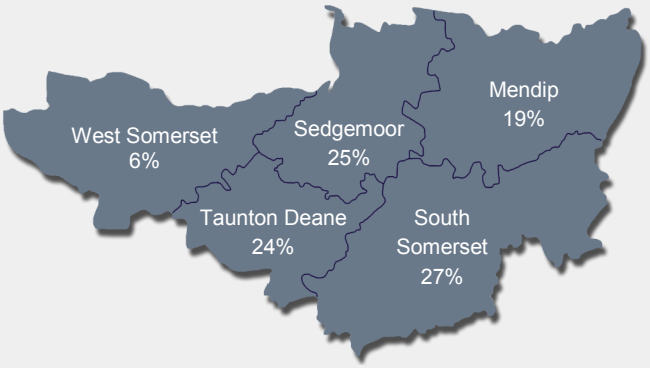
Over **1.2 million** impressions on Twitter in 2017

11. Summary

Somerset 2017 Casualties

Casualty type	No.	% change since 2017
Fatal	22	12% ↓
Serious	164	4% ↑
Slight	1278	7% ↓

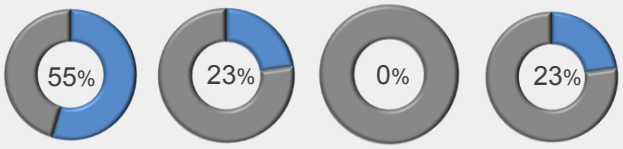
2017 Somerset Collisions by District



KSI Casualties by Age Group

0 - 15	0 - 15	6
16 - 59	16 - 59	123
60+	60+	57

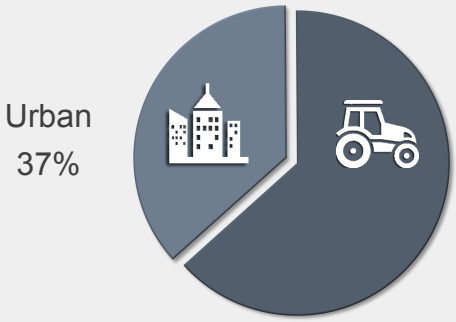
2017 Fatal Casualties by Road Class



All 2017 Casualties by User Type

Pedestrian	146
Cyclist	125
Car/Taxi	1037
Motorcycle	110
Minibus/Bus	4
Goods Vehicle	33
Other	9

KSI Casualties 2017 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

01823 423430