

# ROAD CASUALTY REVIEW 2018

## Contents

P2	Introduction	P14	Section 4: Collisions/Casualties by Age Group
P3	Targets	P15	Section 5: Killed or Seriously Injured
P4	Areas of Concern	P17	Section 6: Slightly Injured
P5	Annual Statistics/Data Comparison	P18	Section 7: Child Casualties
P7	Section 1: County Statistics	P20	Section 8: 16 to 24 Year Old Age Group
P9	Section 2: Collisions/Casualties by Road Class	P22	Section 9: 60+ Years Age Group
P12	Section 3: Collisions/Casualties by User Type	P24	Somerset Road Safety Team Delivery
		P26	Summary

# Introduction

Department for Transport (DfT) advice, sets out the values placed on the prevention of injury collisions as follows: a fatality £2,196,534; a serious injury £251,458; a slight injury £26,087; and an average cost of £98,232 per collision. Therefore, the average financial cost of the 971 reported injury collisions that occurred in Somerset over the course of 2018 was £95,383,272. 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 14th May 2019, indicate that in Somerset, the Annual Average Daily Flow (AADF) or average number of vehicles daily using Somerset roads increased by 10.2% between 2014 to 2018. See: [www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics](http://www.gov.uk/government/organisations/department-for-transport/series/road-traffic-statistics).

The volume of traffic on Somerset roads has increased between 2014 and 2018 by 11%, from 3,899 to 4,310 million vehicle miles according to estimates from the Department for Transport (DfT). On local authority roads only, this was lower at 6.8%, an increase in traffic volume of 186 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 2008, followed by a period of decline until 2012, they are now on the rise again. Overall volumes are currently 7.9% higher than a decade ago but 30% 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](http://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.



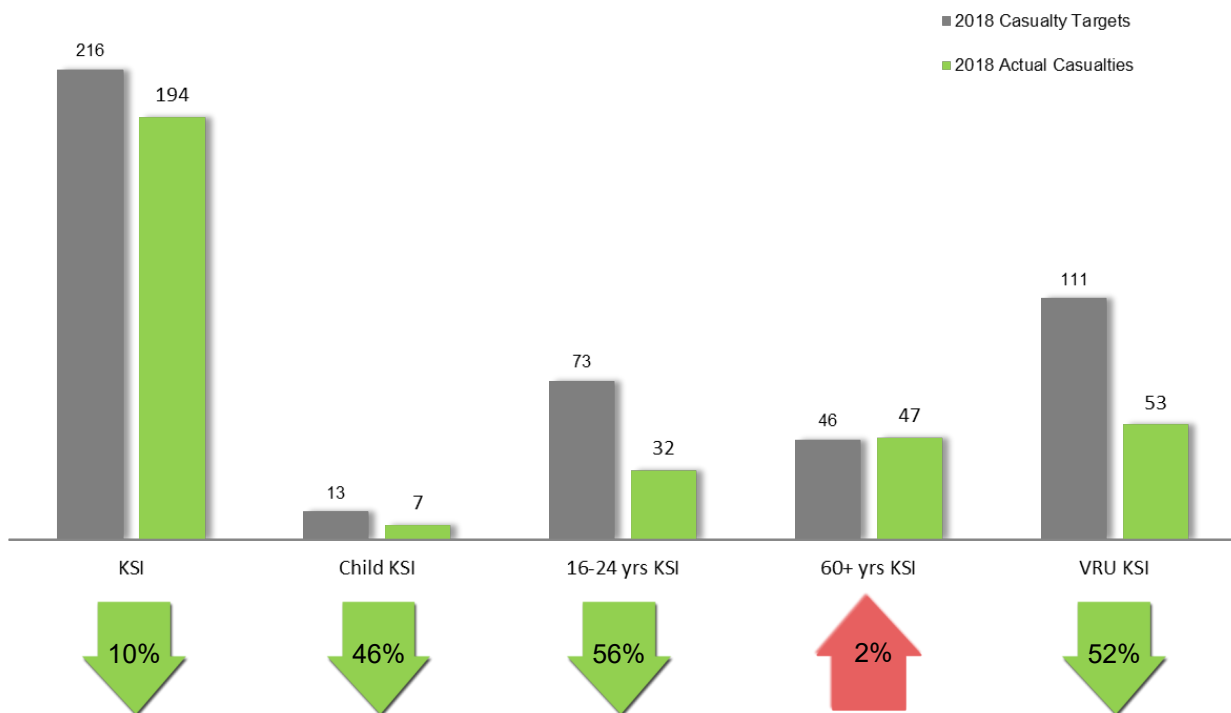


# Targets

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

In 2018, Somerset Road Safety met all of its casualty reduction targets except in the 60+ age group.



Percentage difference between 2018 casualty targets and actual casualties in Somerset in 2018









# 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, 2014 to 2018, collision and casualty numbers have remained highest on 'A' class roads compared to other road classes 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, with a general decrease in overall casualties; and KSI figures have fallen since 2017.
- 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
- Whilst showing a gradual decline from 2014 to 2016, KSI figures for the 25 to 59 years age range showed a sudden increase in 2018.
- Increase in KSI in the 60+ age group, with the figure of 57 in 2017 being 10 (21%) higher than the target. This age group has previously been identified as a casualty issue and a detailed analysis report recommending road safety improvements targeted specifically at mature drivers was rolled out in early 2019.



## Casualties








	Severity			Total
	Fatal	Serious	Slight	
2014	33	185	1405	1623
2015	22	188	1245	1455
2016	25	158	1370	1553
2017	22	164	1278	1464
2018	26	168	1179	1373
% change 2017 - 2018	 18%	 2%	 8%	 6%
% change 2014 - 2018	 21%	 9%	 16%	 15%

There were 8 more KSI casualties, but 99 fewer slight casualties in 2018 compared to 2017.

- In 2018, there were 1,373 recorded casualties resulting from collisions on the roads of Somerset: 26 of these were fatal, 168 were serious and 1179 were slight severity casualties
- Overall, both killed and seriously injured (KSI) and slight severity collisions and casualty numbers have shown a fluctuating but general downward trend in the last five years
- There were 6 motorcyclist fatalities on Somerset's roads in 2018, one fewer than 2017 and 3 fewer than 2014; motorcyclist fatalities constituted 23% of all fatal collisions in 2018, the highest vehicle group user fatalities after cars
- This year, the M5 and both A303 and A36 trunk roads have had the highest number of fatalities in the past five years (8), constituting 31% of Somerset's fatal casualties in 2018; collisions on trunk roads are reportable by local highway authorities, but Highways England is responsible for any collision reduction work
- On average over the five-year period, 48% of all collisions were on 'A' class roads (excluding trunk roads), whilst 20% derived from collisions on unclassified roads and 17% on the motorway and trunk roads; in 2018 alone however, 35% of fatalities occurred on A roads, 31% on motorway and trunk roads and 15% on unclassified roads
- In 2018, the casualty figures from both A and unclassified road collisions declined from both the previous year of 2017 and the five year period of 2014, while B roads retained a static figure over both of these periods

# Annual Statistics/Data Comparison

## Collisions

	Severity			Total
	Fatal	Serious	Slight	
2014	32	158	972	1162
2015	22	158	842	1022
2016	23	138	893	1054
2017	20	134	846	1000
2018	23	131	817	971
% change 2017 - 2018	 15%	 2%	 3%	 3%
% change 2014 - 2018	 28%	 17%	 16%	 16%

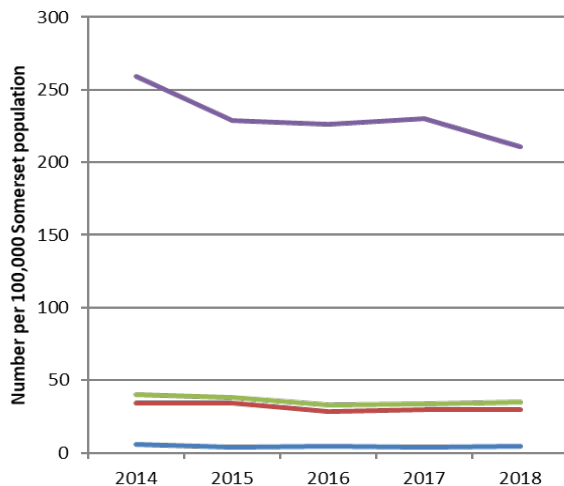
- 971 collisions resulting in personal injuries on Somerset roads were recorded in 2018; 23 of these were of fatal severity, 131 were serious and 817 were slight
- As above, the annual number of fatal collisions rose to a high of 32 in 2014, before falling to the lowest recorded number of 20 in 2017
- The number of serious collisions has declined or remained static, demonstrating a fall of 17% between 2014 and 2018
- The number of pedestrian collisions has steadily decreased from the highest figure of 154 in 2014, to its lowest of 126 in 2018
- 2014 saw a spike in motorcycle collisions at 165, however this dropped between 2015-18 where the figures range between 108-114 collisions annually; despite the overall declining trend over this five-year period, the number of motorcycles licenced in Somerset has seen a growth of 7.3%
- Consistently over the five years, collision and casualty numbers have remained highest on all Somerset A roads (including trunk roads), accounting for 52% of KSI casualties in 2018; 33% of A road collisions also occur at a T junction; additionally, car users represent the far greatest proportion of road user types involved in collisions along these roads
- In 2018, 47% of collisions on A roads occurred where there is a speed limit of 40 mph, or below
- 53% of collisions on A roads were recorded where the speed limit was greater than 40 mph in 2018; these collisions account for 61% of KSI casualties on A roads and 34% of all KSI casualties

# 1. County Statistics

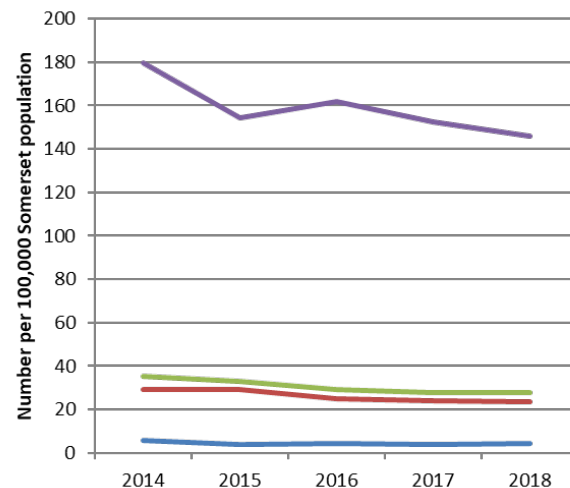
## 1.1 Collisions/Casualties by Population

- Somerset has an estimated population of 559,399, projected to pass 575,000 by 2023 and exceed 600,000 by 2031.

2018 Somerset Casualties by Population



2018 Somerset Collisions by Population



— Fatal — Serious — KSI — Slight

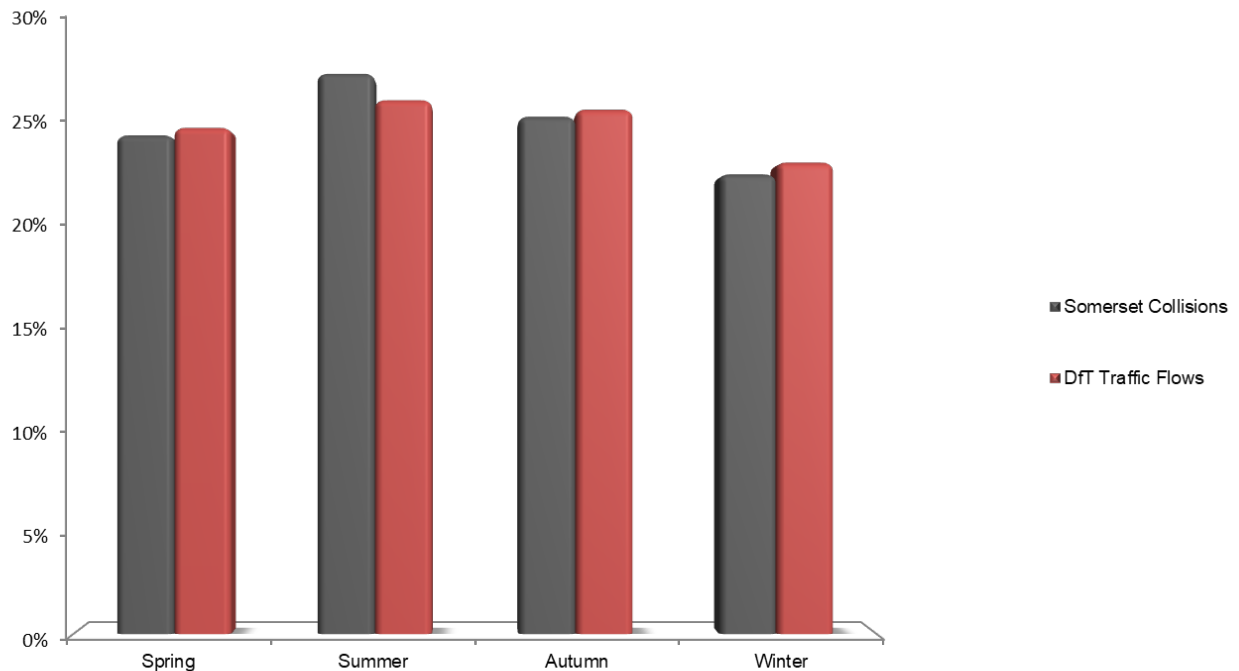
- Per 100,000 of Somerset population, all severity classes of collisions and casualties have demonstrated an overall downward trend since 2014 despite natural fluctuations
- Since 2017, the number of both KSI and slight collisions by population have fallen despite a minor incline in fatalities; slight casualties by Somerset population have also declined; however both fatal and serious casualty numbers rose by 0.6 and 0.4 respectively, pushing the KSI figure to increase from 33.5 to 34.7 KSI casualties per 100,000 of the Somerset population during the same annual period

Although postcode analysis indicates that around 21% 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.



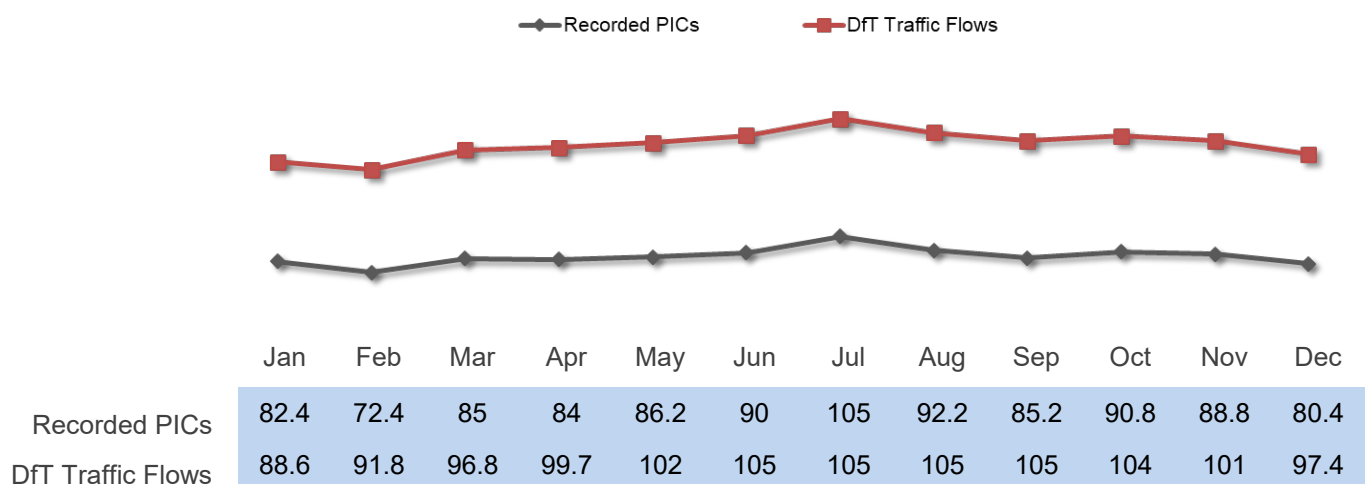
# 1. County Statistics

## 1.2 Collisions by Season and Month



- Between 2014 and 2018, 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 2014 - 18



PIC = Personal injury collision

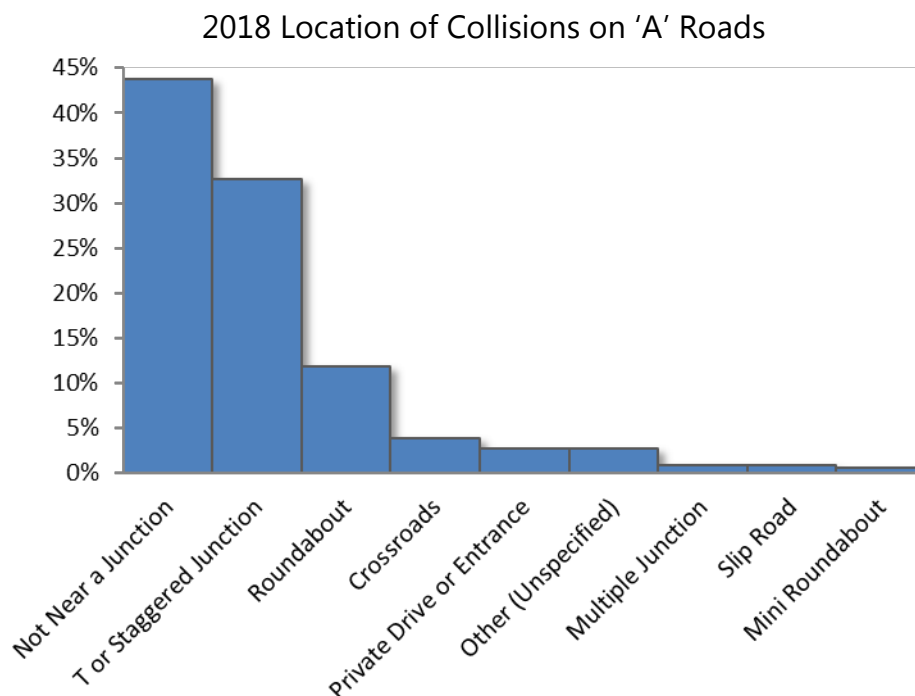
## 2. Collisions/Casualties by Road Class

### 2.1 Collisions by Road Class

	2014	2015	2016	2017	2018	2017/18
Motorway	55	51	43	38	41	
A303 (T)	49	43	39	32	35	
A36 (T)	5	9	14	6	7	
A Class Roads	543	433	437	434	424	
B Class Roads	144	103	134	105	113	
C/Unclassified Roads	366	384	387	385	351	
Total	1162	1022	1054	1000	971	

*NB: The A roads total above excludes the separately accounted for A36 and A303 trunk roads figures*






- In 2018: 8.5% of collisions in Somerset occurred on the DfT road network (M5, A303 and A36), 44% occurred on all other A roads, 11.5% on B roads and 36% 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 2014 (excluding trunk roads), with a marginal spike of 4 collisions in 2016 compared to the previous year
- B roads have shown more inconsistent annual trends despite demonstrating the same overall decline in collision figures since 2014, with inclining figures shown for both 2016 and 2018; unclassified roads, while demonstrating the same fall from 2014 to 2018, have alternately undergone a rise in both 2015 and 2016








## 2. Collisions/Casualties by Road Class

### 2.2 Fatal Collisions/Casualties by Road Class

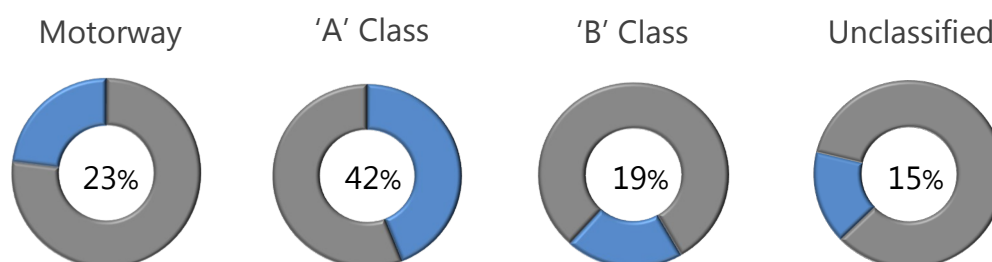
#### Fatal Collisions

	2014	2015	2016	2017	2018	2017/18 change
Trunk Roads (M5, A303, A36)	4	6	2	1	7	
A Class Roads (Excl. Trunk)	17	10	12	9	7	
B Class Roads	5	1	3	5	5	
Unclassified Roads	6	5	6	5	4	
Total	32	22	23	20	23	

#### Fatal Casualties

	2014	2015	2016	2017	2018	2017/18 change
Trunk Roads (M5, A303, A36)	4	6	3	1	8	
A Class Roads (Excl. Trunk)	18	10	14	11	9	
B Class Roads	5	1	3	5	5	
Unclassified Roads	6	5	5	5	4	
Total	33	22	25	22	26	

2018 Fatal Casualties by Road Class Percentage Split








- The section of the M5 that falls within Somerset borders had an inconsistent but overall incline in fatal collisions between 2014-18 with: four fatal collisions in 2014, two in 2015, one in 2016, no fatalities in 2017 and five in 2018
- The A303 had no fatal collisions in 2014, four in 2015 and one in 2016, 2017 and 2018 respectively; these resulted in eight fatal casualties
- The section of the A36 running through Somerset had only one fatal collision recorded during this five-year period in 2018










## 2. Collisions/Casualties by Road Class

### 2.3 KSI Collisions/Casualties by Road Class

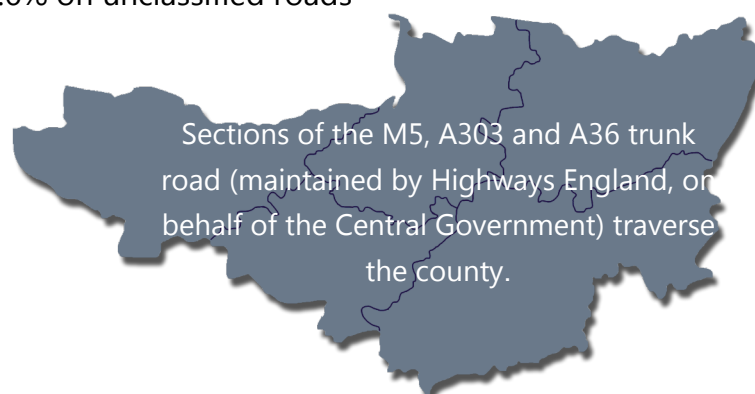
#### KSI Collisions

	2014	2015	2016	2017	2018	2017/18 change
Trunk Roads (M5, A303, A36)	18	15	9	10	18	
A Class Roads (Excl. Trunk)	89	89	77	75	71	
B Class Roads	22	23	23	18	28	
Unclassified Roads	61	53	52	51	37	
Total	190	180	161	154	154	

#### KSI Casualties









	2014	2015	2016	2017	2018	2017/18 change
Motorway	9	3	2	2	15	
A303 (T)	9	17	5	8	11	
A36 (T)	1	3	3	1	5	
A Class Roads (Excl. Trunk)	105	101	91	92	92	
B Class Roads	27	28	26	19	32	
Unclassified Roads	67	58	56	64	39	
Total	218	210	183	186	194	

- In Somerset, 55% of all KSI casualties between 2014 and 2018 resulted from collisions on A roads (including trunk roads); excluding trunk roads, there was a 12.4% decline in A road KSI casualties over the same period and a static trend between 2017 and 2018
- Sections of the M5, A303 and A36 trunk roads (maintained by Highways England) traverse the county, on which there has been an increase between both 2014 and 2018 figures from 19 to 31 (63.2% increase) and 2017 to 2018 figures from 11 to 31 KSI casualties (182% incline)
- Over the last five years, an average of 8.3% of all KSI collisions and 9.5% 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 2014 and 2018, 13% of KSI casualties occurred in collisions on B roads and 28.6% on unclassified roads



## 3. Collisions/Casualties by User Type

### 3.1 Casualties by User Type

	2014	2015	2016	2017	2018	2017/18 change
Pedestrian	154	146	154	146	126	
Pedal Cyclists	138	114	105	125	109	
Motorcyclists	165	111	109	110	113	
Car/Taxi	1,083	1,024	1,129	1,037	991	
Minibus/Bus	24	3	14	4	5	
Van/Goods Vehicle	48	44	37	33	18	
Other/Unknown Vehicle	11	13	5	9	11	
Total	1623	1455	1553	1464	1373	



**Pedestrians:** In 2018, 9% (126) of casualties were pedestrians. Since 2014, despite the inconsistent boomerang between 154 and 146 casualties between 2014 and 2017, their numbers have seen an overall decline of 18% to 126 in 2018. Overall fatalities have fallen by 50% since 2014 to four in 2018; 2015 and 2016 saw three fatalities and 2017 had two. Serious casualties and encompassing KSI casualties followed the same pattern as the overall pedestrian figures; inconsistent annual trends between 2014 and 2017, but demonstrating a general decline (of 44%) over the five years and between 2017 and 2018 (9.5% decrease).



**Pedal cyclists:** 8% (109) of the casualties in 2018 were pedal cyclists. 2014 had the highest figure of 138 casualties in this user group, this steadily decreased until 2017 which saw a spike in casualties to 125; there was a 13% decline in casualties between 2017 and 2018 however. There were no pedal cyclist fatalities in 2018, the only year with any related fatalities was 2015 (2). Serious and overall KSI casualties however have seen a year by year rise and fall, but still an overall declination between 2014 and 2018 (19%) and a 41% decline between 2017 (22) and 2018 (13). Despite the steadily increasing numbers of cyclists on Somerset roads, the percentage of KSI and overall casualties that are pedal cyclist users in 2018 has declined since both 2014 and 2017.



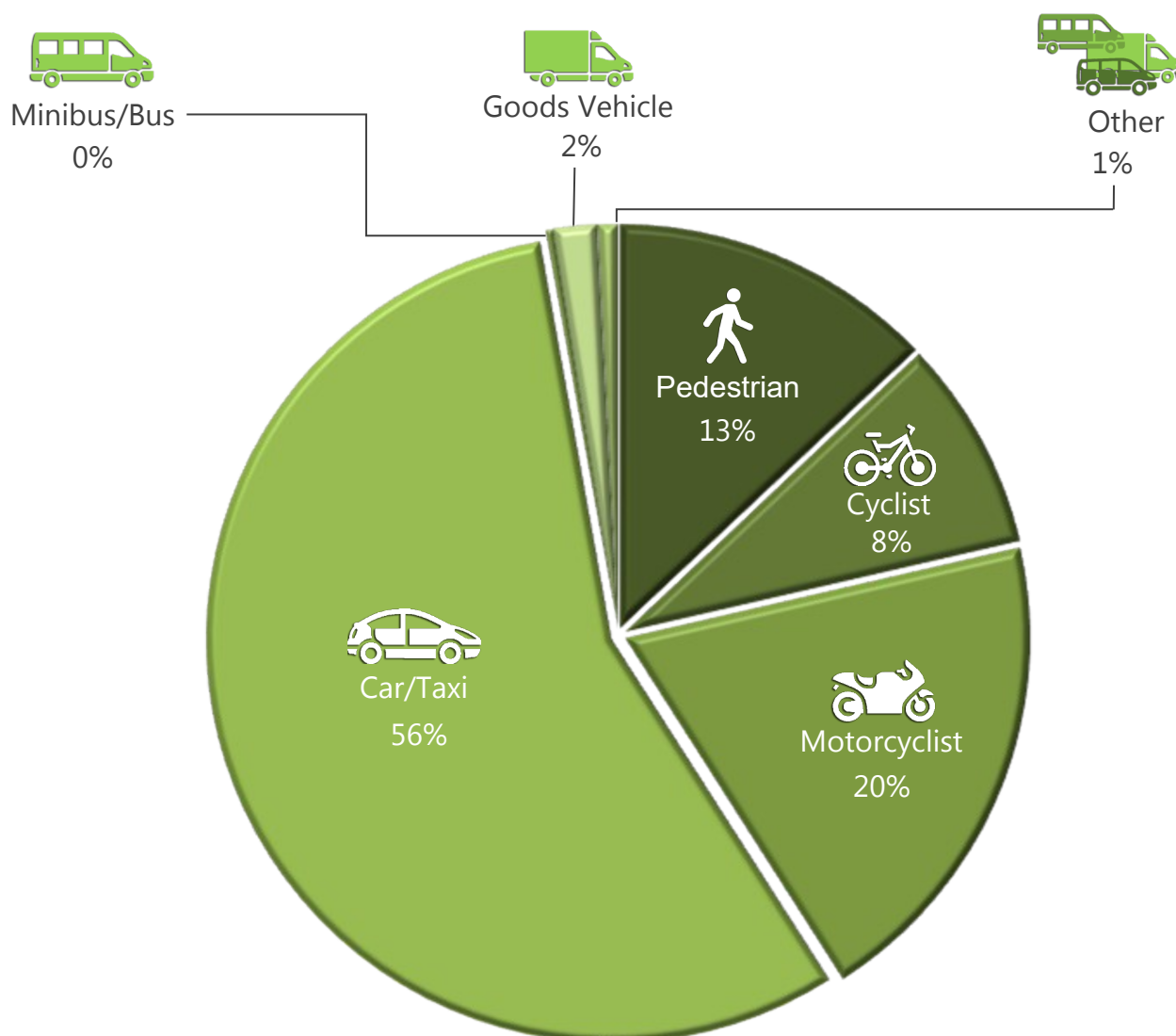
**Motorcyclists:** In 2018, 8% (113) of casualties were motorcyclists. Between 2014 and 2018, there was an overall decrease in motorcyclist casualties by 31.5%; the casualty figures underwent a sharp decline after 2014 (165), currently remaining fairly consistent, hovering between 109 and 113 since 2015. Both KSI and slight severity casualties have seen a consistent fall in numbers, with a 27% decline in KSI casualties between 2014 and 2018. Fatalities have also seen an overall decline of 33% over the same period, despite the spike in 2017 (7 fatalities).



**Car users:** 72% (991) of casualties were in a car or taxi in 2018, an 4% decrease from 2017. Additionally, there has also been a general downward trend in casualties since 2014 (8.5%), despite the undulating annual figures; the highest figure was seen in 2016 (1,129) and the lowest in 2018 (991). The continual annual rise in cars on Somerset roads demonstrates an inverted trend. Despite this overall declination however, there has been a 15% rise in KSI casualties since 2014 and while fatalities have remained fairly consistent between 2014 and 2018 (between 13 to 18), there is one more fatality in 2018 (15) compared to 2014 (14).

# 3. Collisions/Casualties by User Type

## 3.2 KSI Casualties by User Type 2014-18



**Pedestrians:** There has been a general decline in the number of KSI casualties by 44% (34 to 19) since 2014. Between 2017 and 2018 there has been a 9.5% decrease.



**Pedal Cyclists:** KSI casualties have decreased by 19% (16 to 13) since 2014 and 41% since 2017 and have undergone an annual rise and fall. There was also a 69% rise in KSI casualties from the lowest figure of 13 in 2016 to 22 in 2017.



**Motorcyclists:** 2014 observed the highest number of KSI casualties (52) in five years; this figure has declined by 27% to 2018 (38); the lowest figure of 32 KSI casualties was seen by both 2016 and 2017.



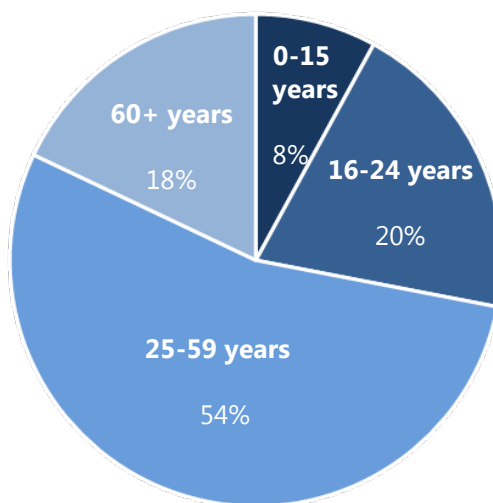
**Car users:** Between 2014 and 2015, KSI casualties underwent an incline from 105 to 120 casualties; 2016 saw a fall to 103, but 2017 again saw a rise of 5% to 108 and 12% again to 121 in 2018. Since 2014, there has been a 15% rise in KSI casualties.



## 4. Collisions/Casualties by Age Group






### 4.1 Collisions/Casualties by Age Group

2018 Casualties by Age Group



- The number of child casualties between 0 to 15 years has inclined by 4 casualties between 2014 to 2018, despite an overall decreasing trend since 2015; the highest figure was 141 casualties in 2016 and the lowest was 105 casualties in 2014
- Casualty numbers in the 16 to 24 years age group have steadily decreased by 27% since 2014 and 22% since 2017; however this age group is over represented at 20% 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 17% since 2014, and 16% since 2017, however KSI casualties have increased by 4% since 2014 (45 to 47); on a medical basis, this age group is more susceptible to severe injuries than others in comparison to Somerset's population demographics

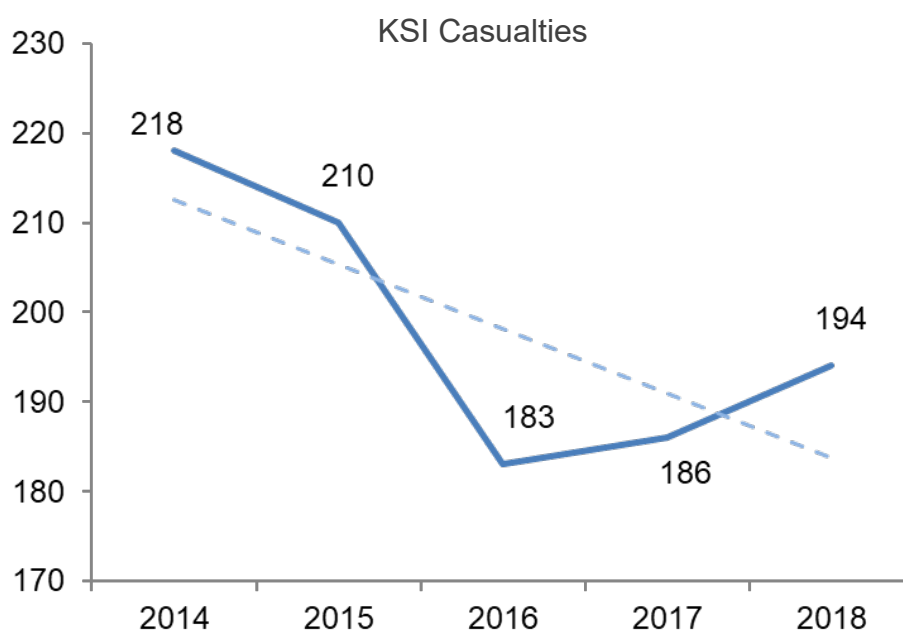
### 4.2 Fatal Casualties by Age Group

	2014	2015	2016	2017	2018	2017/18
0 - 15 years	1	0	1	0	0	
16 - 24 years	7	4	3	3	2	
25 - 59 years	15	9	10	9	14	
60+ years	10	9	11	10	10	
Total	33	22	25	22	26	

- Apart from the 60 years and over age group, whose trend in casualty numbers between 2014 and 2018 has remained static, all other age groups have undergone a decline
- Since 2017, all age groups have seen a declining or static trend in fatalities
- The two largest age groups have consistently retained the highest percentage of overall fatalities, followed by the 16 to 24 years, then the 0 to 15 years age groups

# 5. Killed or Seriously Injured

## 5.1 Annual Figures



- Despite the increase in KSI casualties to 2017 and 2018, they have declined by 11% since 2014

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

## 5.2 KSI Casualties by Age Group

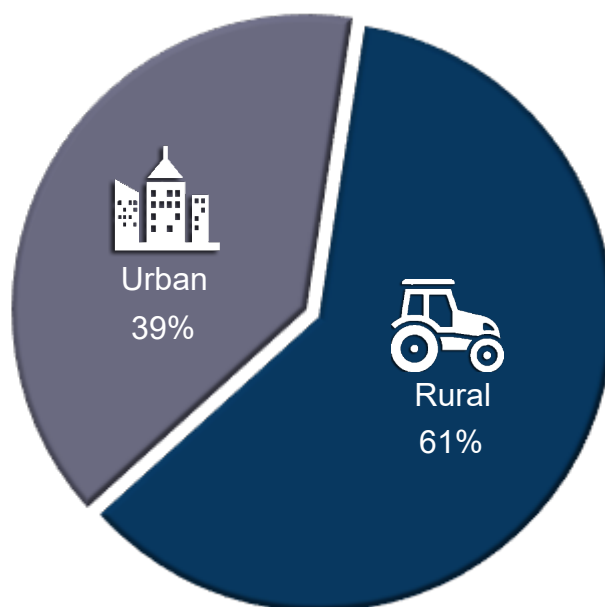
	2014	2015	2016	2017	2018	2017/18 change
0 - 15 years	8	13	15	6	7	▲
16 - 24 years	46	57	32	38	32	▼
25 - 59 years	119	93	81	85	107	▲
60+ years	45	41	54	57	47	▼
Age Unknown	0	6	1	0	1	▲
Total	218	210	183	186	194	▲

- While the overall figures for children killed or seriously injured have declined by 11% between 2014 and 2018, the figures demonstrate an incline of 4% since 2017
- The 0 to 15 years age group has undergone similar movement with a 12.5% decrease in KSI casualties since 2014 (by 1 casualty) and a 16.7% increase since 2017 (1 casualty)
- The 16 to 24 years age group has undergone a steady 30% decline since 2014; 2015 however countered said trend by observing an unexpected rise to 57 KSI casualties
- While there has been an overall 10% decrease in KSI casualties in the 25 to 59 years age group since 2014, the fluctuating figures have resulted in a 26% rise since 2017
- KSI casualties in the 60 years and over age group experienced an overall increase of 4% between 2014 and 2018 and a 17.5% decline since 2017

## 5. Killed or Seriously Injured

### 5.3 KSI Casualties: Urban and Rural

KSI Casualties 2018 Urban/Rural Split



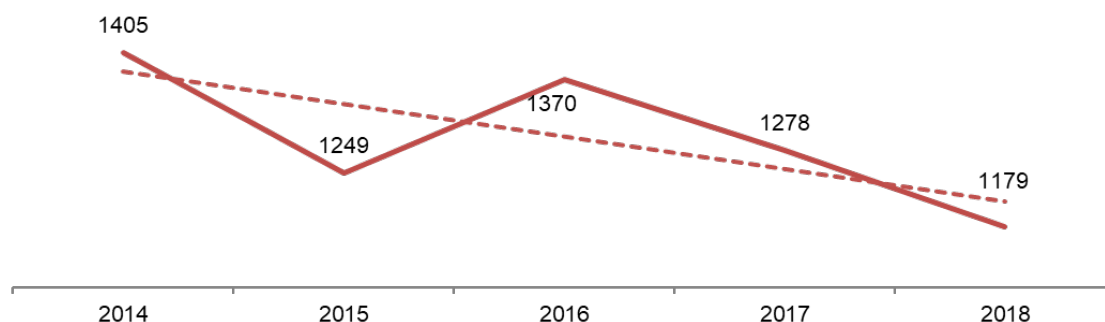
**Under Department for Transport (DfT) guidelines, an urban road is one with a speed limit of 40 mph or less; a rural road has a speed limit greater than 40 mph**

- The DfT have compiled the latest figures on road lengths in Somerset; there are approximately 580 miles of urban highway and 3,645 miles of rural; Somerset has a total of 4,225 miles of highway with a ratio of approximately 1:6 urban to rural; this does not include any privately owned roads
- The number of KSI casualties on urban roads has fallen by 17% since 2014, dropping from 92 casualties in 2014 to 76 in 2018
- KSI casualties on rural roads have seen a smaller decline of 6% between 2014 (126) and 2018 (118); the figures have fluctuated over this period, with the lowest figure of 95 in 2016, the highest of 126 in 2014 and an incline of 0.9% (1 casualty) between 2017 and 2018
- Since 2014, the number of KSI casualties resulting from collisions on rural roads has been consistently higher than the numbers on urban roads; this is likely attributable to higher average speed limits and more challenging driving environments

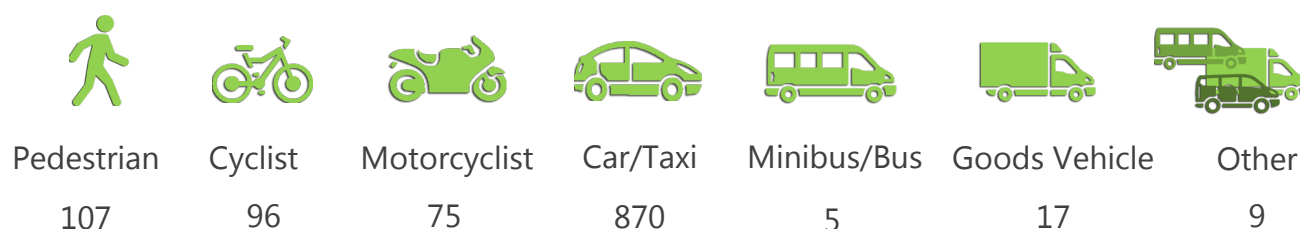


# 6. Slightly Injured

## 6.1 Annual Figures



## 6.2 Slight Injury Casualties by User Type



- All Vulnerable Road Users (VRUs) demonstrated a decline in slight injury casualty figures between 2014 and 2018; pedestrians by 11%, pedal cyclists by 21% and motorcyclists by 34%
- Car users also underwent a decline in slight injury casualty figures by 11% between 2014 and 2018; all other motor vehicles groups and therefore the total number of slight casualties also fell during this period

Bus and HGV slight injury casualties fell by 78% and 58% respectively between 2014 and 2018.

## 6.3 Slight Injury Casualties by Age Group

	2014	2015	2016	2017	2018	2017/18
0 - 15 years	97	111	126	112	102	↓
16 - 24 years	328	283	307	315	243	↓
25 - 59 years	715	624	683	613	633	↑
60+ years	249	213	250	236	199	↓
Age Unknown	16	14	4	2	2	↓
Total	1405	1245	1370	1278	1179	↓

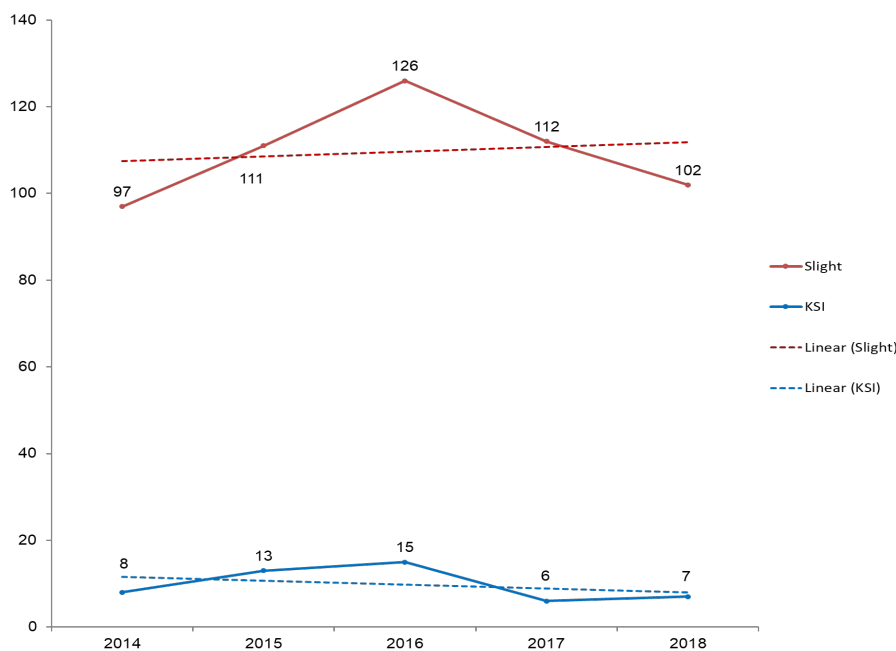
  

Age Group	0-15	16-24	25-59	60+
Percentage difference	5%	26%	12%	20%

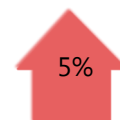
Percentage difference in slight casualties between 2014 and 2018 by age group.

# 7. Child Casualties

## 7.1 Annual Figures



Despite the percentage differences in child slight/KSI casualties between 2014 and 2018, there is an overall upward trend in the total annual figures (4%).



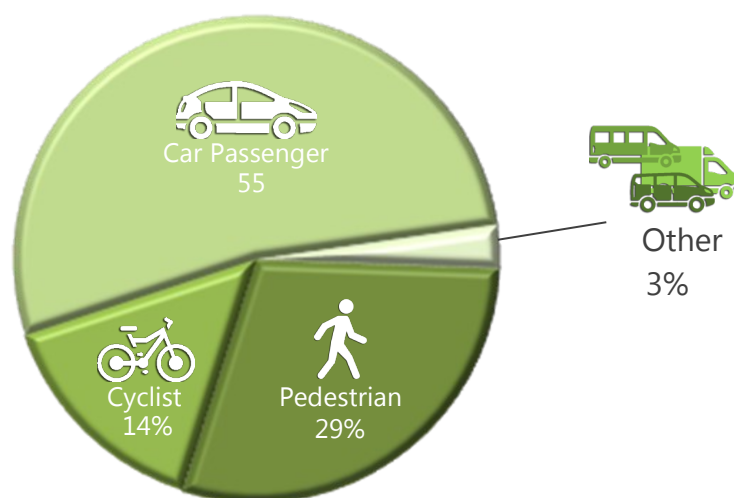
Slight



KSI

## 7.2 Child Casualties by User Type

Child Casualties by User Type 2014 - 2018



**Pedestrians:** The number of children injured as pedestrians has fallen by 18% since 2014 and 30% since 2017, despite the 2015 spike in the figures.



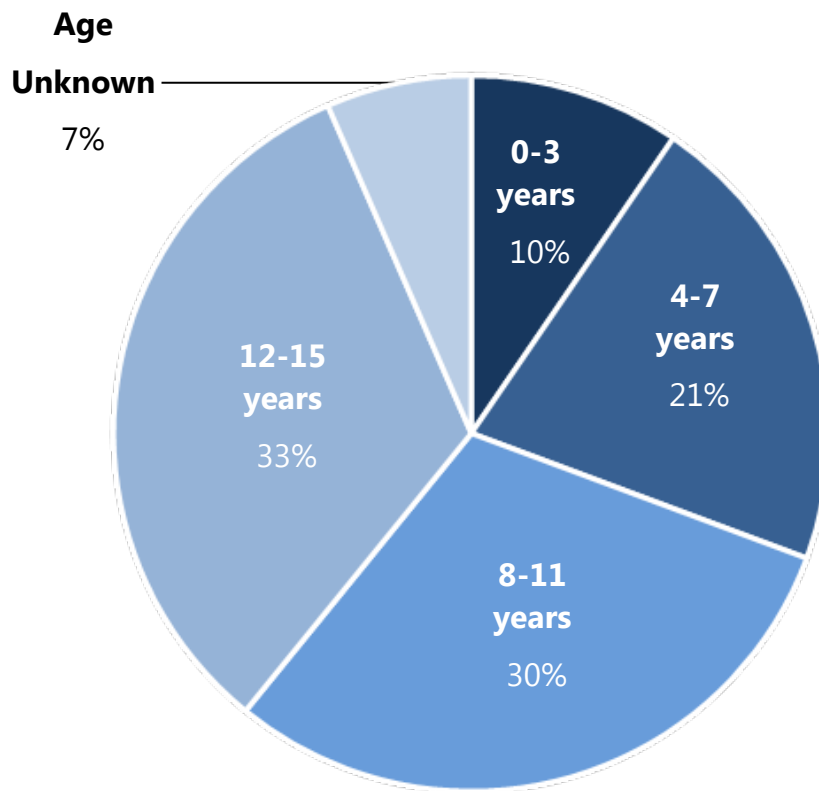
**Pedal cyclists:** Child pedal cyclist casualties fluctuated, rising from the lowest of 11 casualties in 2014, to the highest of 23 in 2016, before declining once again to 13 in 2018. KSI casualties also fluctuated between zero and three over the five years, but observed a static trend between 2014 and 2018 as both had zero KSI casualties.



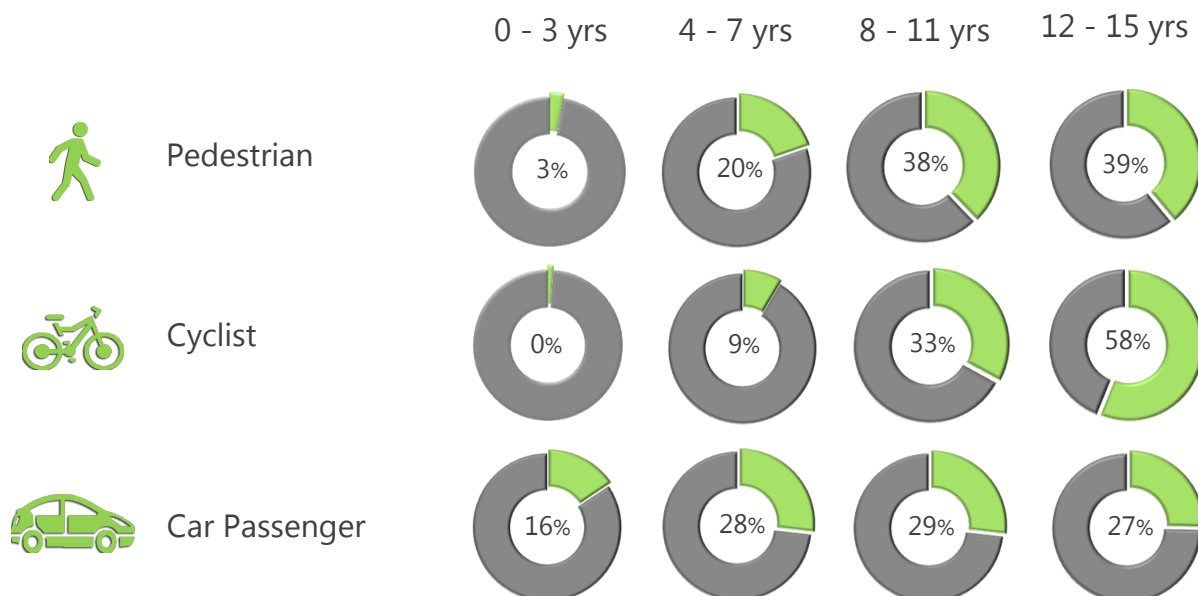
**Car passengers:** Child car passenger casualty figures have demonstrated a fluctuating, but inclining trend between 2014 and 2018; there was a 15% overall increase during this period and a 8% increase since 2017. KSI casualties have also seen an overall incline, from three to six casualties from 2014 to 2018.

## 7. Child Casualties

### 7.3 Child Casualties by Age Group 2014 - 2018



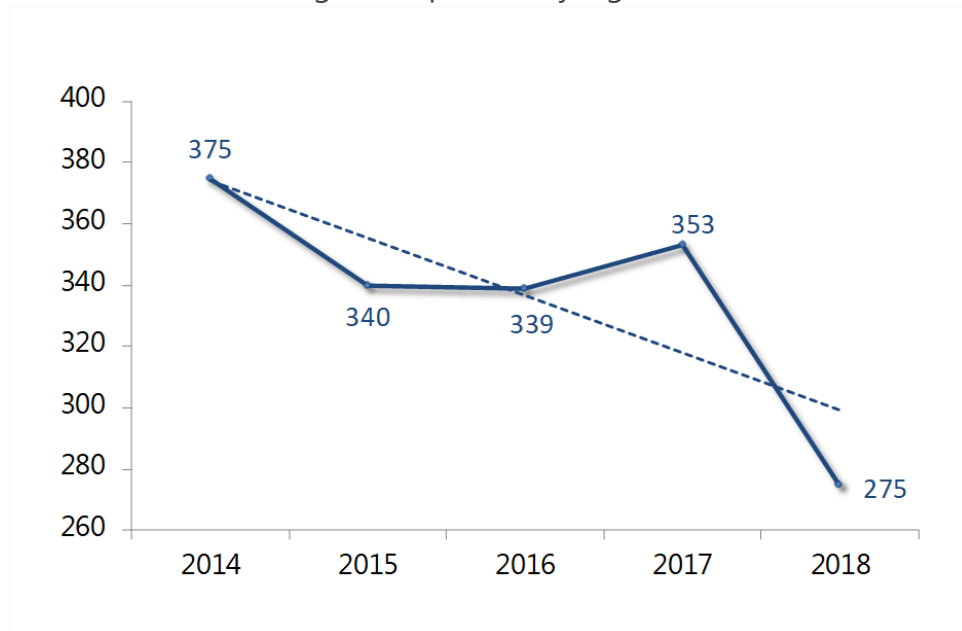
### 7.4 Child Casualties by User Type and Age Group 2014 - 2018 (Not including figures for unknown ages)



## 8. 16 - 24 Year Old Age Group

### 8.1 Annual Figures

16 - 24 Year Old Age Group Casualty Figures 2014 - 2018



There was an overall 27% decrease in the number of 16 - 24 year old casualties involved in road collisions between 2014 and 2018.

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







16 - 24 Year Old Age Group by User Type Average Figures 2014 - 2018





## 8. 16 - 24 Year Old Age Group

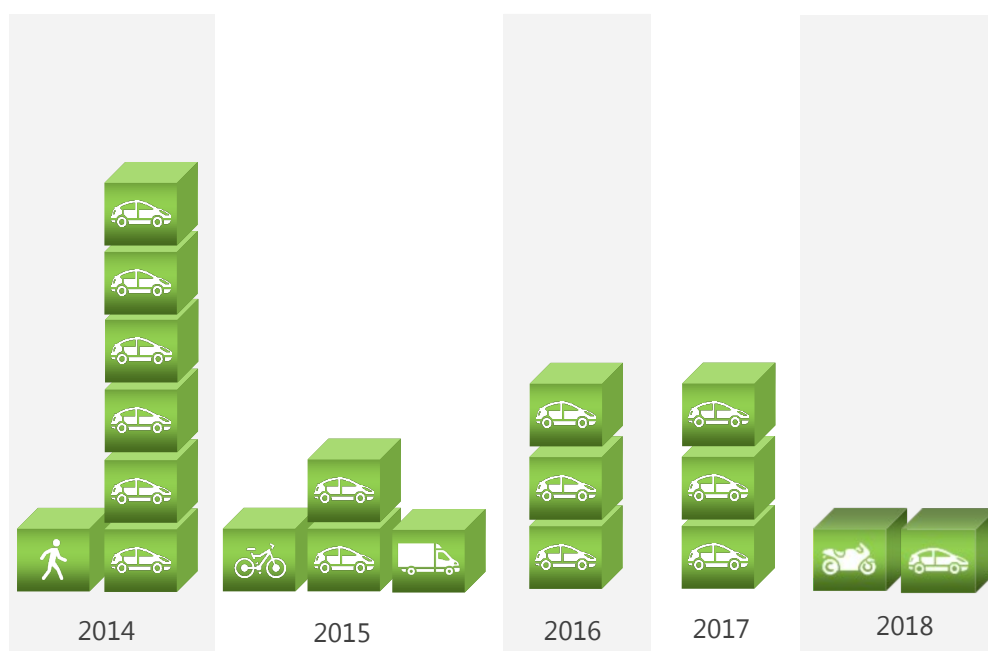
### 8.3 16 - 24 Year Old Age Group KSI Casualties by User Type

	2014	2015	2016	2017	2018	2017/18
Pedestrian	3	5	3	3	5	
Pedal Cyclist	2	8	1	0	0	
Motorcyclist	15	14	7	4	6	
Car User	26	28	20	31	20	
Other	0	2	1	0	1	
Total	46	57	32	38	32	

- Between 2014 and 2018, there were changes to the composition of the 16 to 24 road user groups with regards to KSI casualties; pedestrian casualties have increased from 7% of 16 to 24 year old KSI's to 16%, pedal cyclist from 4% to 0%, motorcyclists from 33% to 19% and car users from 57% to 63%
- Pedal cyclist, motorcyclist and car user KSI casualty figures have all fallen since 2014, pedestrian figures however have varied but seen a slight overall increase; the total number of 16 to 24 year old KSI casualties however has seen a 30% overall reduction

### 8.4 16 - 24 Year Old Age Group Fatal Casualties

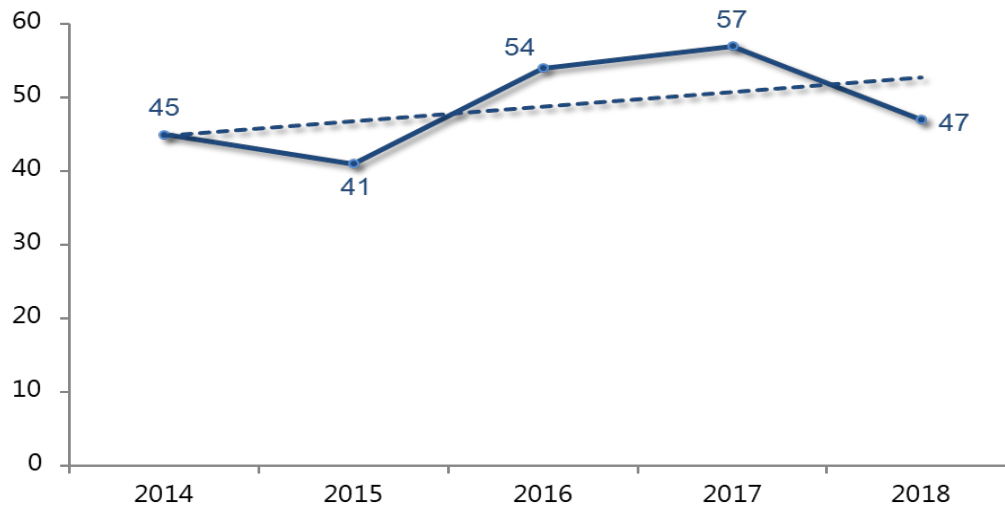
16 - 24 Year Old Age Group Fatal Casualties by User Type



- Between 2014 and 2018, 15% (19) of all Somerset fatalities were between 16 and 24 years old; there were 128 fatalities in total over this period; in 2018 there were 26 total fatalities with only 8% (2) between the ages of 16 and 24
- Between 2014 and 2018 there was a 71% decrease in 16 to 24 fatalities, from seven to two; there was also a fall in fatalities from three to two between 2017 and 2018
- In 2018, there were two fatalities: one on a motorcycle, the first over the past five years; the other was a car user, which accounts for the majority of fatalities in this age group

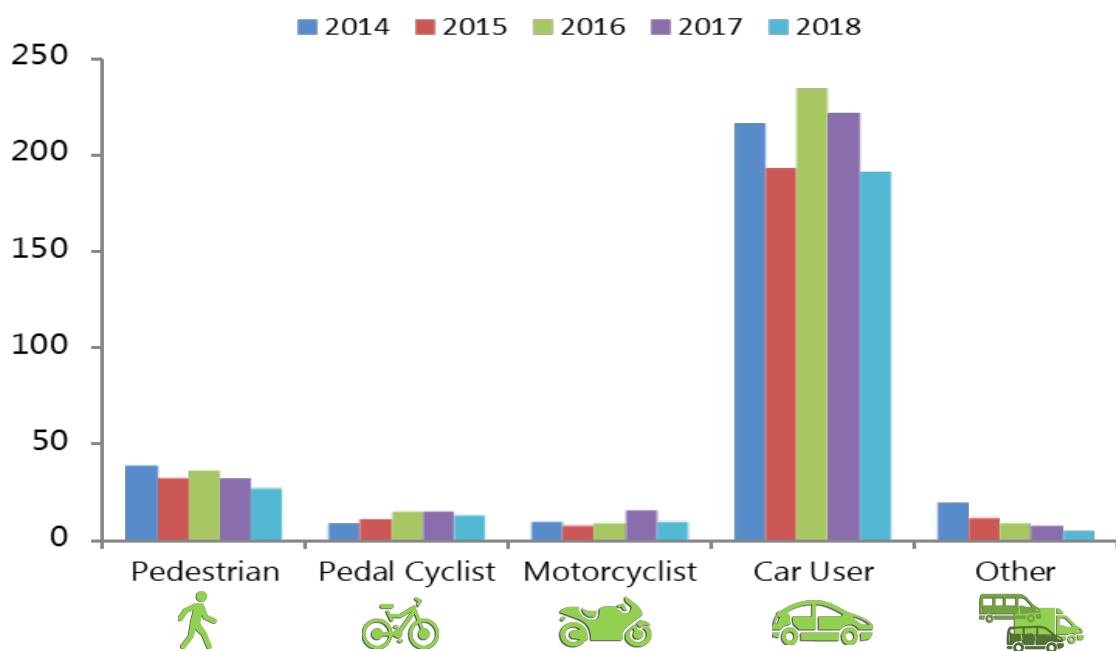
## 9. 60+ Years age Group

### 9.1 60+ Year Old Age Group KSI Casualties



- In 2018, there were 246 casualties in the 60 year old or over age group, this has declined by 17% since both 2017 and 2014; during the same period in this age group however, there was a 4% increase in KSI casualties, from 45 in 2014 to 47 in 2018, but a decrease of 18% since 2017 (57)

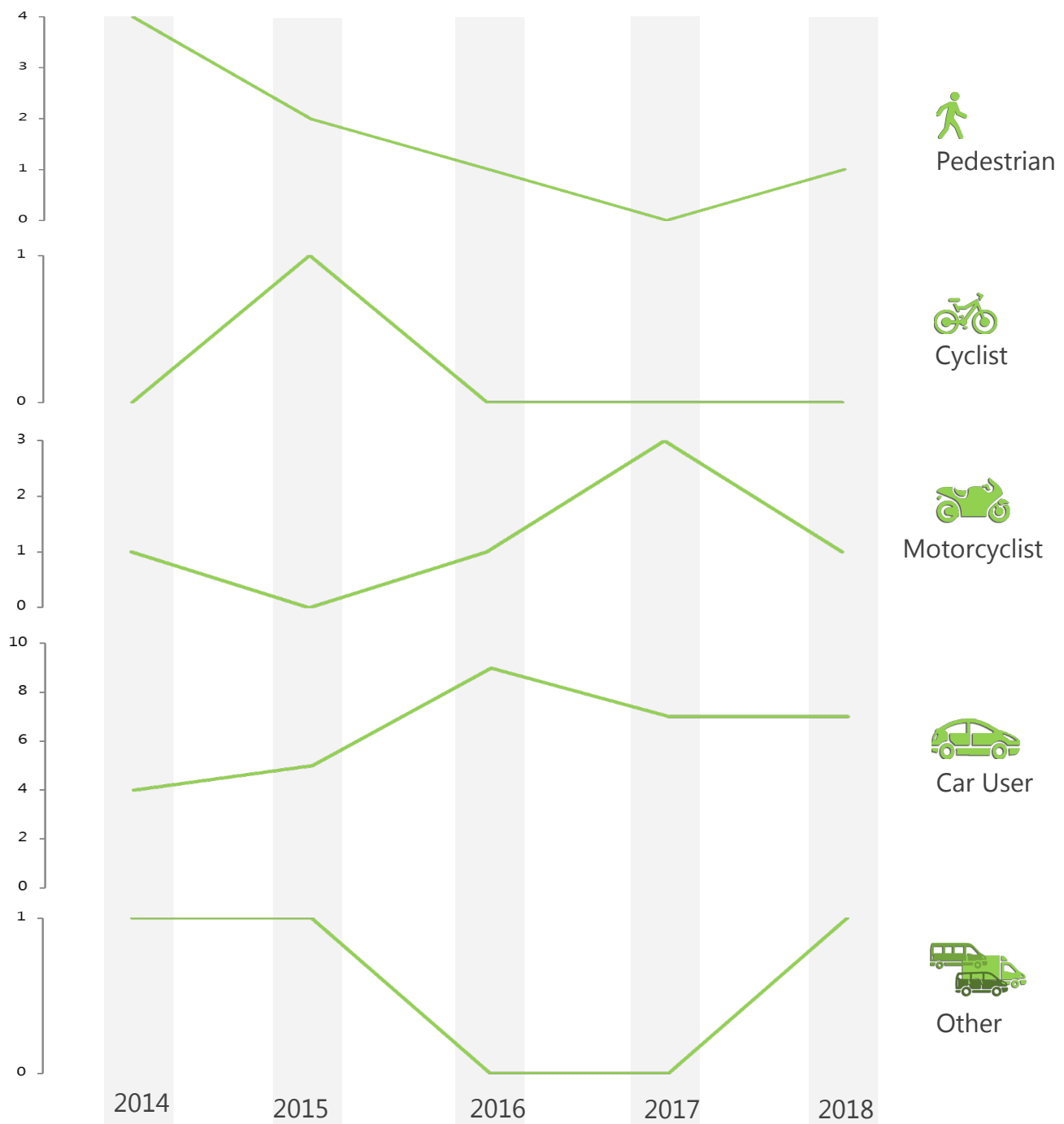
### 9.2 60+ Year Old Age Group Casualties by User Type



- Pedestrian casualties were at their highest in 2014 (39) and their lowest in 2018 (27), demonstrating a 31% decline over the five years and a 16% decline since the previous year of 2017; pedestrians also comprise 11% of total 2018 casualties in this age group
- There has been an incline in the 60 years and over age group pedal cyclist casualty figures between 2014 (9) and 2018 (13), but there are two fewer casualties since 2017 (15); pedal cyclists also make up 5% of total casualties within this age group in 2017
- In 2018, motorcyclists comprised just 4% of all casualties aged 60 or over; motorcyclist casualties within this group have not moved at ten casualties in both 2014 and 2018, but they have seen a 38% reduction since the previous year of 2017 (16)

## 9. 60+ Years Age Group

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



- Car users have a significantly higher number of fatal collisions amongst the 60 years and over age group between 2014 and 2018 (32 total fatalities) compared to: pedestrians (8), pedal cyclists (1), motorcyclists (6) and other vehicles (4)
- Older drivers, through their driving experience are more likely to be safer on the roads, however, any injury incurred in a potential collision is also more likely to be of increased severity; this is demonstrated through comparison to 2018 population demographics, where there is slight over-representation in the over 60 group figures as they comprise 31% of Somerset residents however, 10 out of 26 (38%) fatalities fell into this age bracket in 2018

# 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. Using the available 2018 data, 26 clusters have been identified on higher speed roads, and 23 on the lower speed ones for further 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 2018 Education Delivery Figures

In 2018 over **28,000** members of the public benefitted from road safety training or advice delivered by Somerset Road Safety

**2,986**

year 8 students  
attended a Ghost Street  
presentation

**1,416**

year 10 students attended  
a Too Soon To Die  
presentation

**2,637**

year 12 students attended  
a Contract 4 Life presen-  
tation

**5,130** interactions at public events across Somerset

**1,936**

year 6 children passed a  
Bikeability course

**910**

senior drivers attended a  
Route 60+ workshop

**1,710**

motorcyclists  
received training or  
advice

Over **10,578** Children received the Truck and Child Safety (TACS) presentations

**36,006**

average weekly social me-  
dia impressions

**4,000**

average monthly  
website page views

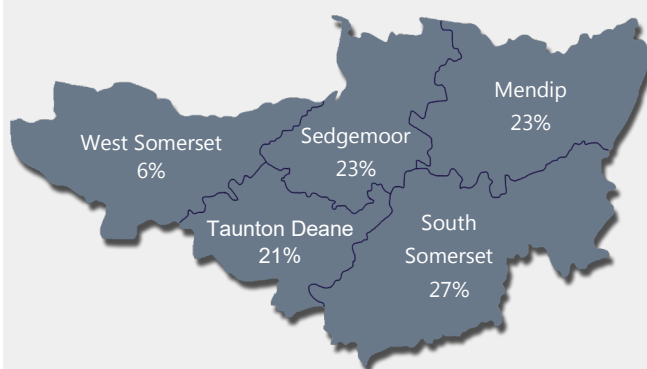
Over **1.9 million** impressions on Twitter in 2018

# 11. Summary

## Somerset 2018 Casualties

Casualty	No.	% change since 2017
Fatal	26	↑ 18%
Serious	168	↑ 2%
Slight	1179	↓ 8%

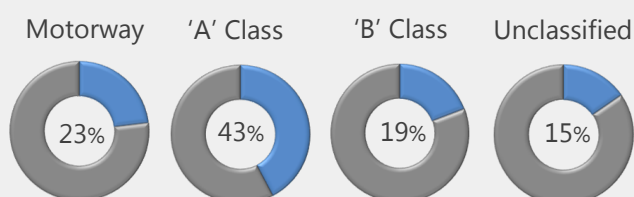
## 2018 Somerset Collisions by District



## KSI Casualties by Age Group

	0 - 15	7
	16 - 59	139
	60+	47

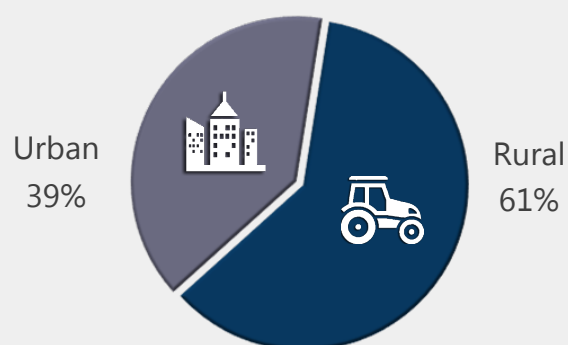
## 2018 Fatal Casualties by Road Class



## All 2018 Casualties by User Type

	Pedestrian	126
	Cyclist	109
	Motorcycle	113
	Car/Taxi	991
	Minibus/Bus	5
	Goods Vehicle	18
	Other	11

## KSI Casualties 2018 Urban/Rural Split



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

[www.somersetroadsafety.org](http://www.somersetroadsafety.org)



[roadsafety@somerset.gov.uk](mailto:roadsafety@somerset.gov.uk)



01823 423430

