



# ROAD CASUALTY REVIEW 2019

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# Introduction

Department for Transport (DfT) advice, sets out the values placed on the prevention of injury collisions as follows: a fatality £2,260,633; a serious injury £261,498; a slight injury £26,840; and an average cost of £105,156 per collision. Therefore, the average financial cost of the 987 reported injury collisions that occurred in Somerset over the course of 2019 was £103,788,972. 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 10th September 2020, indicate that in Somerset, the Annual Average Daily Flow (AADF) or average number of vehicles daily using Somerset roads increased by 12.2% between 2015 to 2019. 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 2015 and 2019 by 13%, from 4,168 to 4,704 million vehicle miles according to estimates from the Department for Transport (DfT). On local authority roads only, this was lower at 10.6%, an increase in traffic volume of 317 million vehicle miles; trunk roads only demonstrated an incline of 219 million vehicle miles (an 18% increase) over the same period. Historically, traffic volumes in Somerset steadily climbed between 1993 and 2008, followed by a period of decline until 2010, they are now on the rise again. Overall volumes are currently 20% higher than a decade ago but 39% 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 25 miles of road compared to ten years ago, an overall increase of 0.6% (by comparison, the national increase over the same period has been 0.8%).

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.



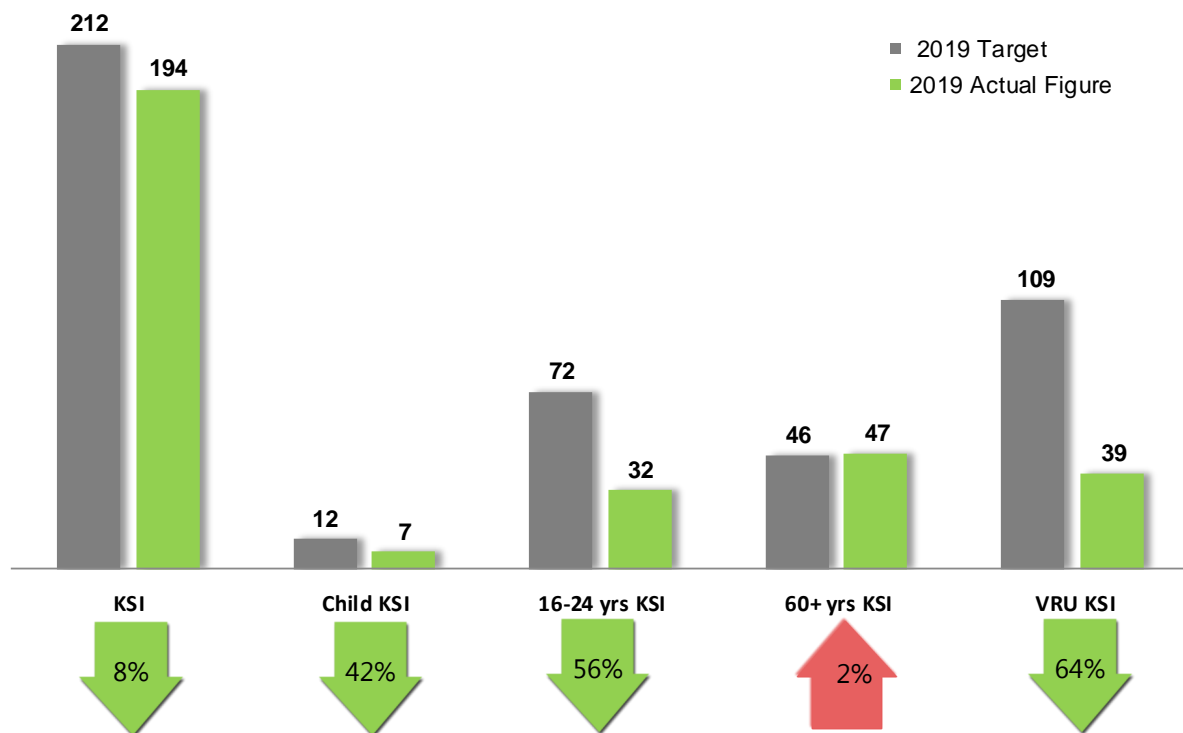
# Targets

In 2012 Somerset Road Safety set annual targets to 2020 in key categories, new targets for the period 2021 to 2030 will be set at the end of this period:

- 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 2019, Somerset Road Safety exceeded all of its casualty targets by at least 20%, except in the 60+ age group.**

## 2019 Targets: Casualties



Percentage difference between 2019 casualty targets and actual casualties in Somerset in 2019

# 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, 2015 to 2019, 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 casualty numbers, including serious and overall KSI casualties have inconsistently fluctuated year on year since 2015, showing a general decrease in overall casualties from 114 to 111; however 2017 saw an unexpected jump overall and serious before number fell once more.
- There was an overall fall in the number of casualties in the 16-24 years age group but they remain over represented in the KSI figures compared to some other age groups
- Over time, the 25-39 and 40-59 age groups have become more over represented in the KSI figures than the 16-24's.
- Despite a slight increase in serious casualties in 2018 of 4%, overall this category showed a decrease of 21% since 2015, falling from 188 to 148.

# Annual Statistics/Data Comparison

## Casualties




	Severity			Total
	Fatal	Serious	Slight	
2015	22	188	1245	1455
2016	25	158	1370	1553
2017	22	164	1278	1464
2018	26	168	1179	1373
2019	22	148	1207	<b>1377</b>
% change 2018 - 2019	15%	12%	2%	<1%
% change 2015 - 2019	0%	21%	3%	5%

There were 24 less KSI casualties and 28 more slight casualties in 2019 compared to 2018.

- In 2019, there were 1,377 recorded casualties resulting from collisions on the roads of Somerset: 22 of these were fatal, 148 were serious and 1,207 were slight severity casualties
- Overall, both killed and seriously injured (KSI) and slight severity collisions and casualty numbers were showing a fluctuating but general downward trend in the last five years which appears to have continued in 2019
- There were 2 motorcyclist fatalities on Somerset's roads in 2019, however there were 7 in 2017 and 6 in 2018; in 2019 motorcyclist fatalities constituted 9% of all fatal collisions in 2019, the highest vehicle group user fatalities after cars
- The M5, A303 and A36 trunk roads have previously demonstrated a relatively high number of fatalities and casualties but numbers have dropped noticeably over the period; however 27% (7 out of a total of 26) of Somerset's fatal casualties in 2018 were on the trunk road network for which Highways England is responsible for any collision reduction work
- On average over the five-year period, 43% (2172 out of total of 5035) of all collisions were on 'A' class roads (excluding trunk roads), whilst 37% (1859 out of 5035) derived from collisions on unclassified roads and approximately 8% on the motorway and trunk roads; in 2019 alone however, and although 41% (9 out of 22) of fatalities occurred on A roads only 5% (1 out of 22) were recorded on motorway and trunk roads and 18% on unclassified roads

# Annual Statistics/Data Comparison

## Collisions

	Severity			Total
	Fatal	Serious	Slight	
2015	22	158	842	1022
2016	23	138	893	1054
2017	20	134	846	1000
2018	23	131	817	971
2019	22	127	838	987
% change 2018 - 2019	 4%	 3%	 3%	 2%
% change 2015 - 2019	 0%	 20%	 <b>&lt;1%</b>	 3%

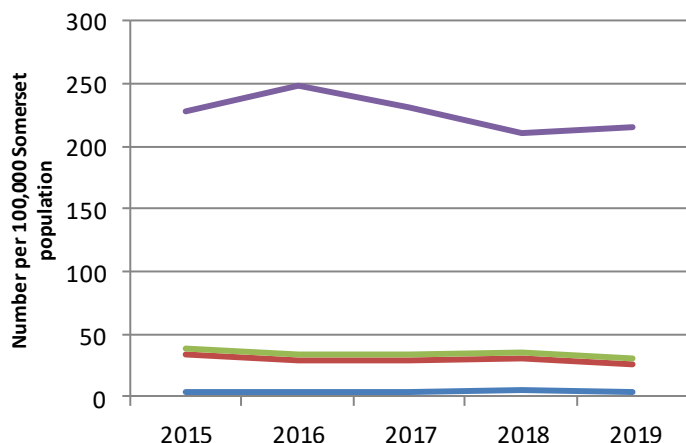
- 987 collisions resulting in personal injuries on Somerset roads were recorded in 2019: 22 of these were of fatal severity, 127 were serious and 838 were slight
- The annual number of fatal collisions fluctuated to highs of 23 in 2016 and 2018, fell to a low of 20 in 2017 and settled at 22 in 2019
- The number of serious collisions has fallen gradually, demonstrating a drop of almost 20% between 2015 and 2019
- The number of pedestrian collisions increased to 154 in 2016 before steadily decreasing to a low of 126 in 2018 and then finishing 2019 at 143. Effectively meaning that there was little change over the five years.
- 2018 saw a spike in motorcycle collisions over the period of 113, however this dropped to a low point of 102 the following year (2019); despite the overall declining trend over this five-year period, the number of motorcycles licenced in Somerset has seen an a growth of 7%
- Consistently over the five years, collision and casualty numbers have remained highest on all Somerset A roads (including A303 & A36 trunk roads), accounting for 59% (100 out of 170) of KSI casualties in 2019; 29% 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 2019, 45% (265 out of 481) of collisions on A roads occurred where there is a speed limit of 40 mph, or below
- 55% of collisions on A roads were recorded where the speed limit was greater than 40 mph in 2019; these collisions account for 73% (62 out of 85) of KSI casualties on just A roads and 42% (62 out of 149) of all KSI casualties on the whole network.

# 1. County Statistics

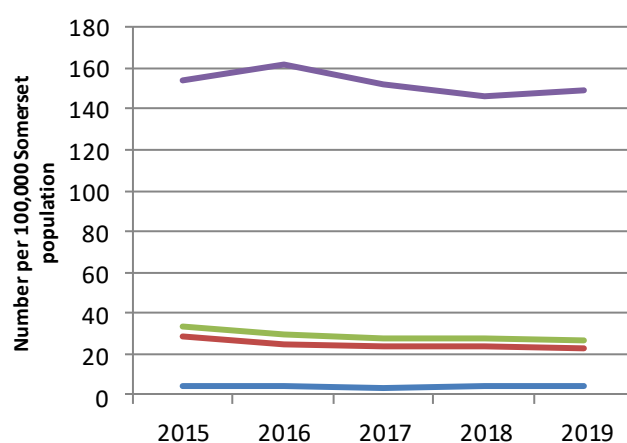
## 1.1 Collisions/Casualties by Population

- Somerset has an estimated population of 562,225 projected to pass 575,000 by 2023 and exceed 600,000 by 2031.

2019 Somerset Casualties by Population



2019 Somerset Collisions by Population

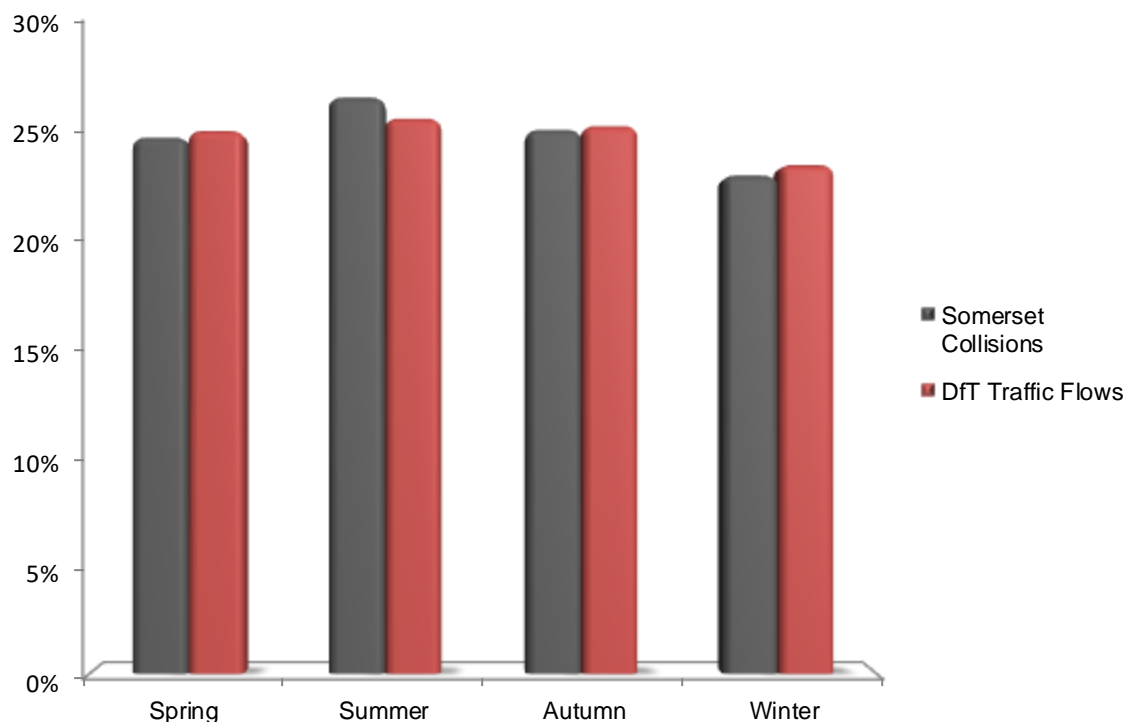


— Fatal — Serious — KSI — Slight

- 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 regionally by those involving Somerset drivers elsewhere. Collection of postcode data is not recorded by the Police for every injury collision so this indication has not been included within the population analysis.

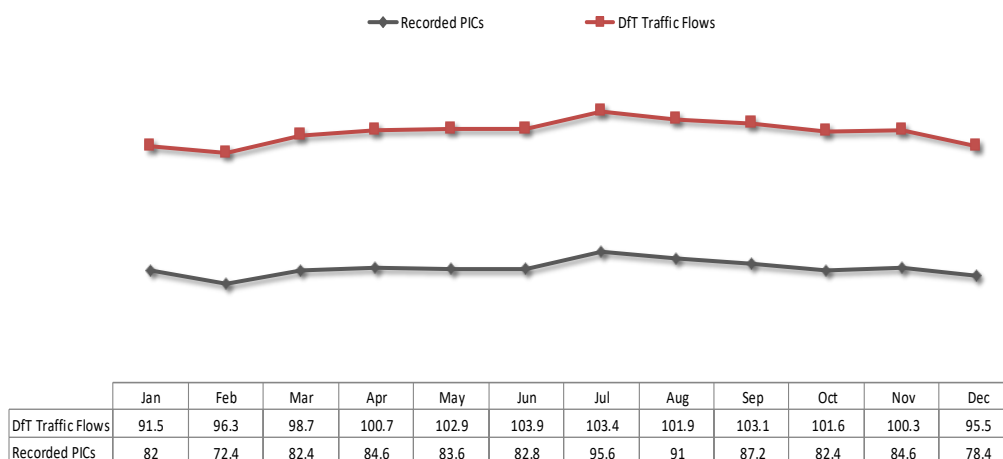
# 1. County Statistics

## 1.2 Collisions by Season and Month



- Between 2015 and 2019, 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 2015 - 19










PIC = Personal injury collision



## 2. Collisions/Casualties by Road Class

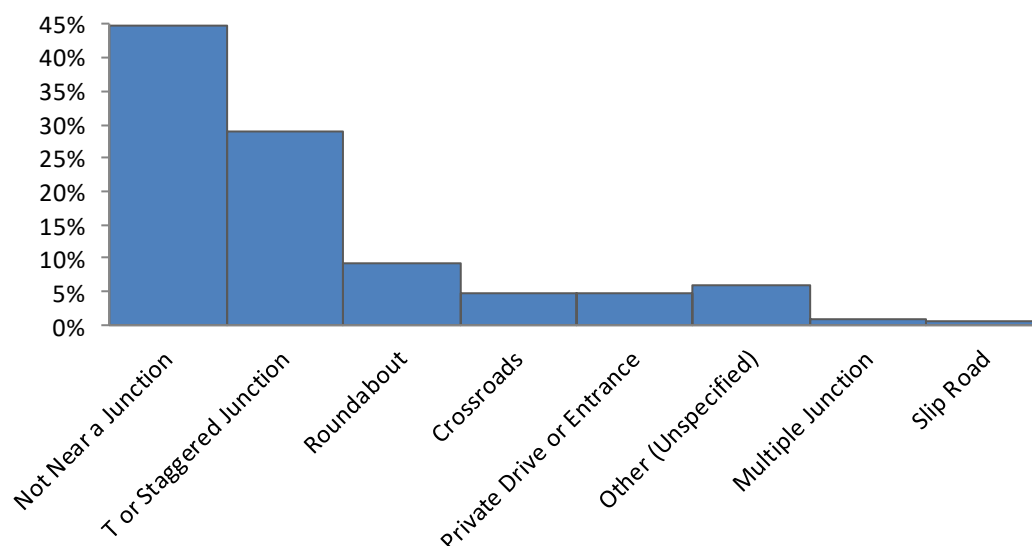
### 2.1 Collisions by Road Class

	2015	2016	2017	2018	2019	2018/19 change
M5 Motorway (T)	51	43	38	41	28	
A303 (T)	43	39	32	35	29	
A36 (T)	9	14	6	7	11	
A Class Roads	433	438	434	424	441	
B Class Roads	103	134	105	113	121	
C/Unclassified Roads	384	386	385	351	356	
Total	1023	1054	1000	971	986	

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

- In 2019: 7% of collisions in Somerset occurred on the Highways England Trunk Road network (M5, A303 and A36), 45% occurred on all other A roads, 12% 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 fluctuation in A road collision figures since 2015 (excluding the A303 and M5 trunk roads), with 2018 showing a marginal downwards spike compared to the previous year.
- B roads have shown inconsistent annual trends despite demonstrating a gradual increase in figures since 2015, with a large upwards spike in 2016.
- Unclassified roads, similar to the B roads showed an upward spike in 2016 and over the course of the period have shown a decrease of 28 collisions.






#### 2019 Location of Collisions on 'A' Roads, including the A303 and A36








## 2. Collisions/Casualties by Road Class

### 2.2 Fatal Collisions/Casualties by Road Class

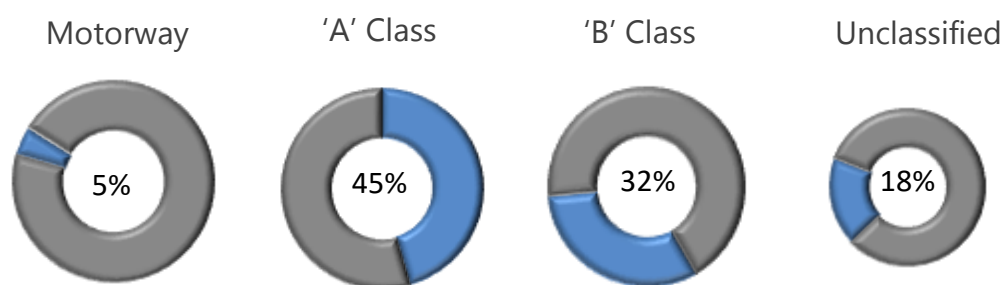
#### Fatal Collisions

	2015	2016	2017	2018	2019	2018/19 change
Trunk Roads (M5, A303, A36)	6	2	1	7	1	
A Class Roads (Excl. Trunk)	10	12	9	7	10	
B Class Roads	1	3	5	5	7	
Unclassified Roads	5	6	5	4	4	
Total	22	23	20	23	22	

#### Fatal Casualties

	2015	2016	2017	2018	2019	2018/19 change
Trunk Roads (M5, A303, A36)	6	3	1	8	1	
A Class Roads (Excl. Trunk)	10	14	11	9	10	
B Class Roads	1	3	5	5	7	
Unclassified Roads	5	5	5	4	4	
Total	22	25	22	26	22	

#### 2019 Fatal Casualties by Road Class Percentage Split








- The section of the M5 that falls within Somerset borders had an inconsistent but generally low number of fatal collisions between 2015-19 with: two fatal collisions in 2015, one in 2016, none in 2017, an unexpected five in 2018 and one in 2019
- The A303 had successively low levels of fatal collisions; four in 2015, one a year between 2016 and 2018 respectively and then none in 2019; 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

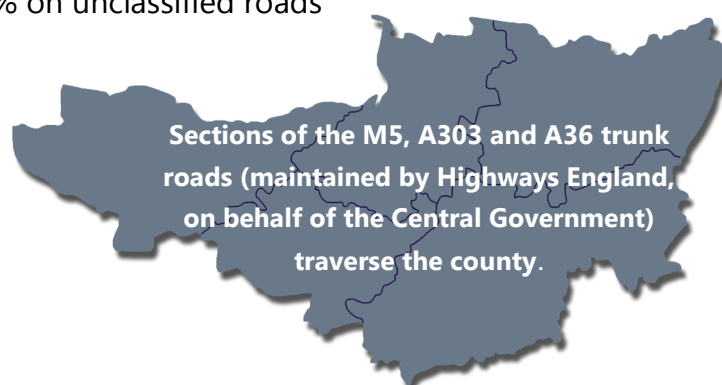
#### KSI Collisions

	2015	2016	2017	2018	2019	2018/19 change
Trunk Roads (M5, A303, A36)	15	9	10	18	16	
A Class Roads (Excl. Trunk)	91	77	75	71	75	
B Class Roads	23	23	18	28	24	
Unclassified Roads	51	52	51	37	34	
Total	180	161	154	154	149	

#### KSI Casualties










	2015	2016	2017	2018	2019	2018/19 change
Trunk Roads (M5, A303, A36)	23	10	11	31	18	
A Class Roads (Excl. Trunk)	103	91	92	92	88	
B Class Roads	28	26	19	32	27	
Unclassified Roads	56	56	64	39	37	
Total	210	183	186	194	170	

- In Somerset, 49% of all KSI casualties between 2015 and 2019 resulted from collisions on A roads, 56% with the trunk roads; excluding which meant there was an almost static trend over the period.
- Sections of the M5, A303 and A36 trunk roads (maintained by Highways England) traverse the county, and there has been a notable decrease between 2015 and 2019 casualty figures from 23 to 18 (a 22% decrease) despite there being a spike in the figures recorded in 2018.
- Over the last five years, an average of 8.5% of all KSI collisions and 9.9% 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 2015 and 2019, 14% of KSI casualties occurred in collisions on B roads and 27% on unclassified roads



# 3. Collisions/Casualties by User Type

## 3.1 Casualties by User Type

	2015	2016	2017	2018	2019	2018/19 change
Pedestrian	146	154	146	126	143	
Pedal Cyclists	114	105	125	109	111	
Motorcyclists	111	109	110	113	102	
Car/Taxi	1,024	1,129	1,037	991	970	
Minibus/Bus	3	14	4	5	4	
Van/Goods Vehicle	44	37	33	18	31	
Agricultural Vehicle	2	1	4	0	5	
Other/Unknown Vehicle	11	4	5	11	11	
Total number of vehicles	1455	1553	1464	1373	1377	



**Pedestrians:** In 2019, 10% (143) of casualties were pedestrians. Since 2015, numbers have fluctuated to a high of 154 in 2016 and low in 2018 of 126. Fatalities have increased by 33% 25% since 2015; three in 2015 and 2016, two in 2017 and four in both 2018 and 2019. Serious casualties and KSI casualties followed the same pattern as the overall pedestrian figures: inconsistent annual trends between 2015 and 2017, a notable drop in numbers in 2018 before increasing again in 2019, finishing 2% lower than the start of the period.



**Pedal cyclists:** Around 8% (111) of all casualties in 2019 were pedal cyclists. 2017 had the highest figure of 125 casualties in this user group, this fluctuated slightly to 2019. There were no pedal cyclist fatalities in the period apart from the two in 2015. Serious and overall KSI casualties however have fluctuated from 20 in 2015 to a high of 22 in 2017 and then down to 16 in 2019. Despite the steadily increasing numbers of cyclists on Somerset roads, the percentage of KSI and overall casualties that are pedal cycle users to 2019 has declined since 2015.



**Motorcyclists:** In 2019, 7% (102) of casualties were motorcyclists. Between 2015 and 2019, there was an overall decrease in motorcyclist casualties by 8%; the casualty figures underwent a fluctuating and gradual decline after 2015 (111), mostly remaining between 109 and 113. Both KSI and slight severity casualties have seen a consistent fall in numbers, with a 42% decline in KSI casualties from 40 in 2015 to 23 in 2019. Fatalities have also fluctuated widely starting and ending the period at 2. There was a high spike in 2017 (7 fatalities).

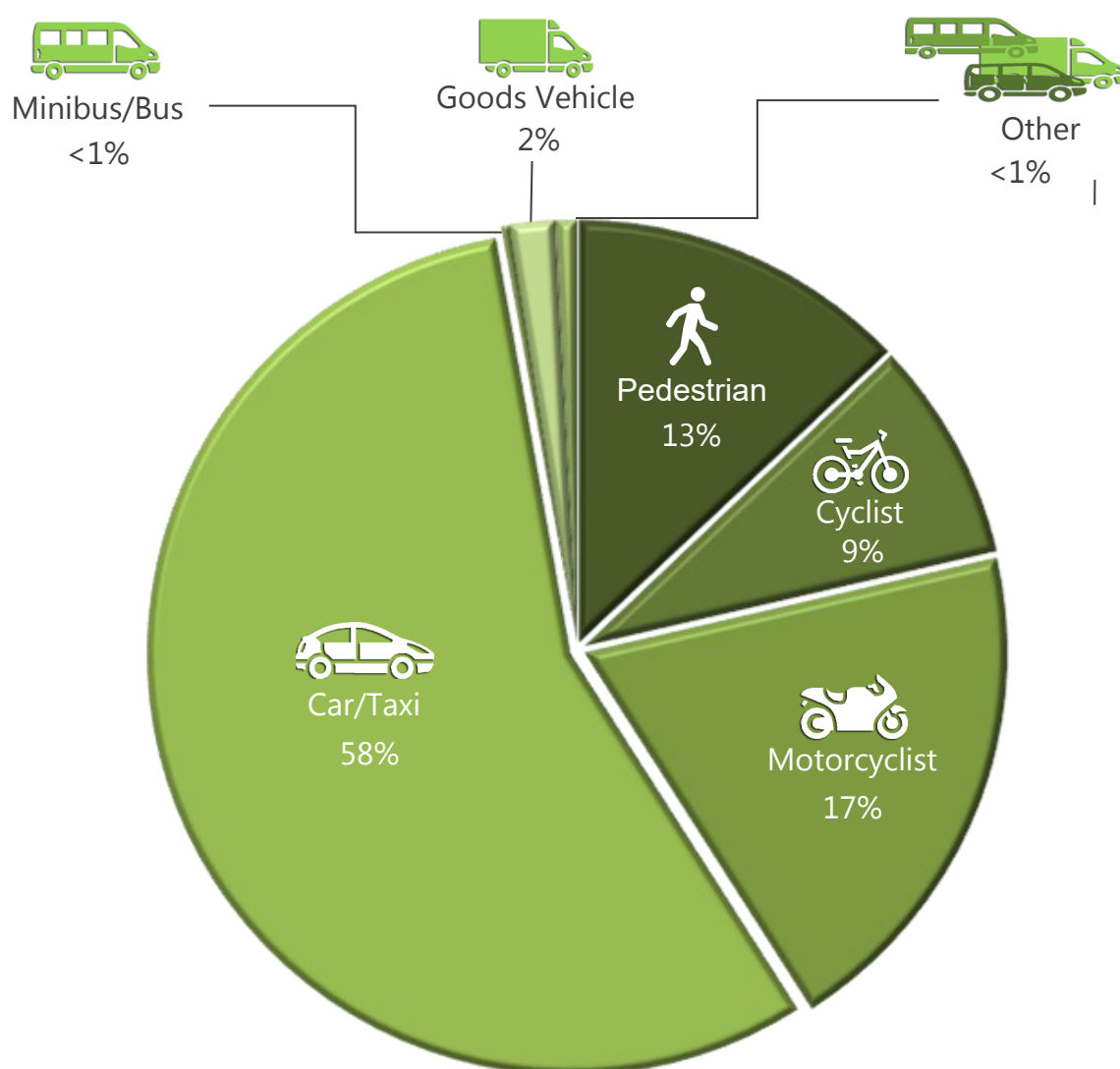


**Car users:** 66% (970) of casualties were in a car or taxi in 2019. There has also been a general downward trend in casualties since 2015, despite the undulating annual figures; the highest figure was seen in 2016 (1,129) and the lowest in 2019 (970). The continual annual rise in car use on Somerset roads demonstrates an inverted trend. Despite this overall declination however, there was a 0.8% rise in KSI casualties from 2015 to 2018 and while fatality numbers remained fairly consistent between 2015 and 2019 (between 13 to 16), there was a spike to 18 in 2016.



# 3. Collisions/Casualties by User Type

## 3.2 KSI Casualties by User Type 2015-19



**Pedestrians:** There has been fluctuating numbers of Pedestrian KSI casualties since 2015. By 2019 the final KSI figure, although only two higher than 2015, was statistically just over 8% higher.



**Pedal Cyclists:** KSI casualties have decreased by 20% (20 to 16) since 2015 and 27% since 2017 as well as some fluctuations. There was also a 69% rise in KSI casualties from the lowest figure of 13 in 2016 to 22 in 2017.



**Motorcyclists:** 2015 observed the highest number of KSI casualties (40) in five years; this figure has declined by just over 42% to 2019 (23), the lowest annual figure of KSI casualties seen during this five year period.

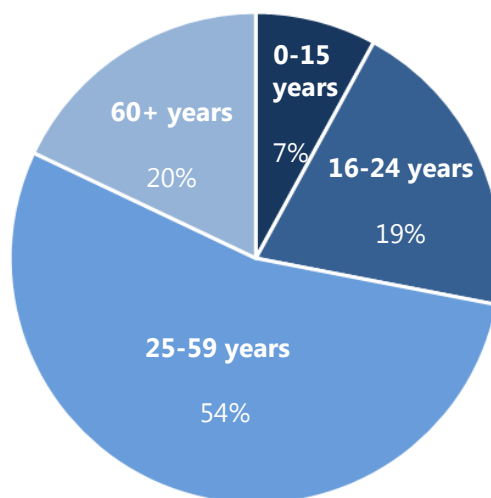


**Car users:** Beset with fluctuations, between 2015 and 2019, the KSI casualty number fell by 14%, from 120 in 2015 to 103 in 2016. This was followed by an increase of over 17% to 121 in 2018. 2019 saw the annual figure fall by 19% to a low of 98.

## 4. Collisions/Casualties by Age Group






### 4.1 Collisions/Casualties by Age Group

2019 Casualties by Age Group



- The number of child casualties between 0 to 15 years increased for the first two years to 141, with 2016 seeing the highest number followed by a gradual fall to 100 in 2019.
- Casualty numbers in the 16 to 24 years age group have steadily decreased by almost 26% since 2015, falling from 340 to 253; however this age group is over represented at 19% of total casualties compared to comprising just 9% of the total Somerset population
- In the 60 years and over age group, overall casualty numbers have increased by 7% since 2015 however KSI casualties have fluctuated and finished 2019 at the same level as 2015; on a medical basis, this age group is more susceptible to severe injuries than others in comparison to Somerset's population demographics

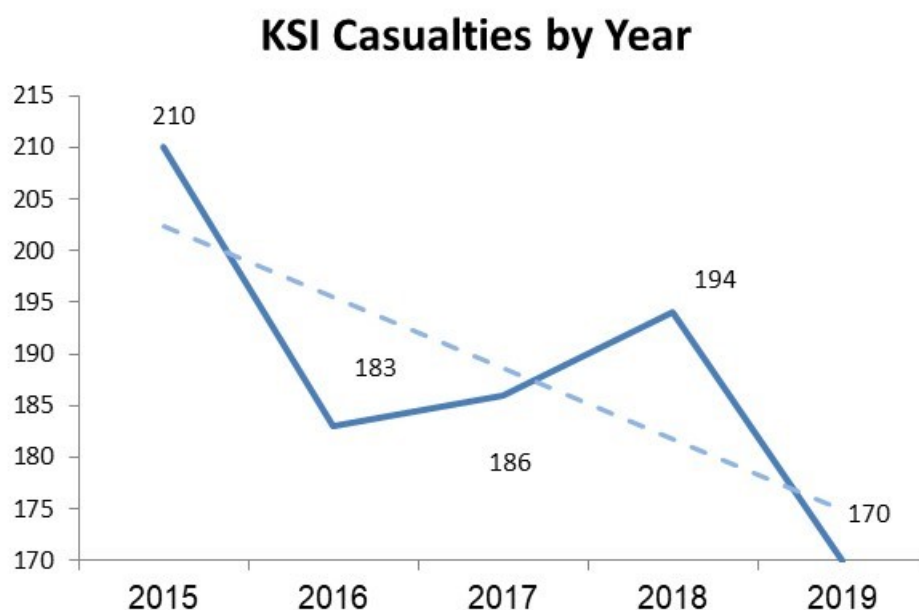
### 4.2 Fatal Casualties by Age Group

	2015	2016	2017	2018	2019	2017/18 change
0 - 15 years	0	1	0	0	0	
16 - 24 years	4	3	3	2	3	
25 - 59 years	9	10	9	14	10	
60+ years	9	11	10	10	9	
Total	22	25	22	26	22	

- The number of 60 years and over age group fatalities has remained largely static, as has the 25 to 59 years group, despite an upwards spike in 2018 whilst the other two groups have undergone a slight decline.
- Since 2016, there have been no reported fatalities in the 0 to 15 years age group.
- 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 fallen by 19% (40) since 2015, to 170 in 2019.

In 2019, Somerset had the lowest number of KSI casualties ever recorded in the county.

## 5.2 KSI Casualties by Age Group

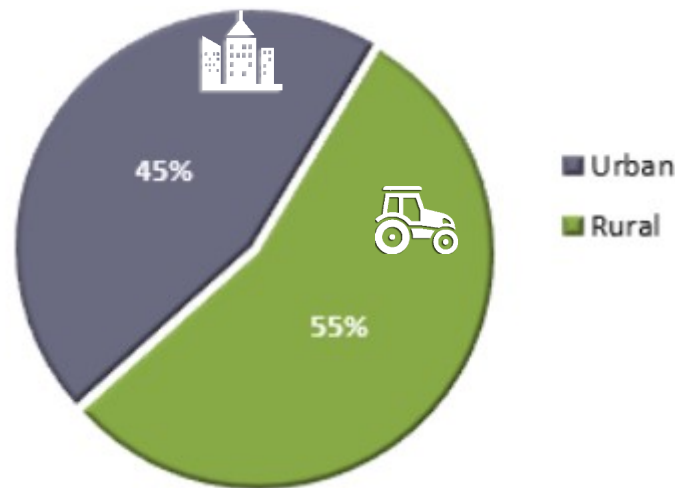
	2015	2016	2017	2018	2019	2018/19 change
0 - 15 years	13	15	6	7	6	▼
16 - 24 years	57	32	38	32	26	▼
25 - 59 years	93	81	85	107	97	▼
60+ years	41	54	57	47	41	▼
Age Unknown	6	1	0	1	0	▼
Total	210	183	186	194	170	▼

- The 0 to 15 years age group has fallen by almost 54% between 2015 and 2019
- The 16 to 24 years age group has undergone a fluctuating annual KSI decline of about 54% (31) since 2015, even given that the 2015 total was an unexpected increase compared to the previous year.
- While there has been an overall 4% increase in KSI casualties in the 25 to 59 years age group since 2015, the fluctuating figures also saw an unexpected 26% (22) rise between 2017 and 2018.
- Between 2015 and 2017, KSI casualties in the 60+ years rose by 39% (16) but by 2019 had returned to the same level as the start of the five year period.

# 5. Killed or Seriously Injured

## 5.3 KSI Casualties: Urban and Rural

KSI Casualties 2019 Urban/Rural Split



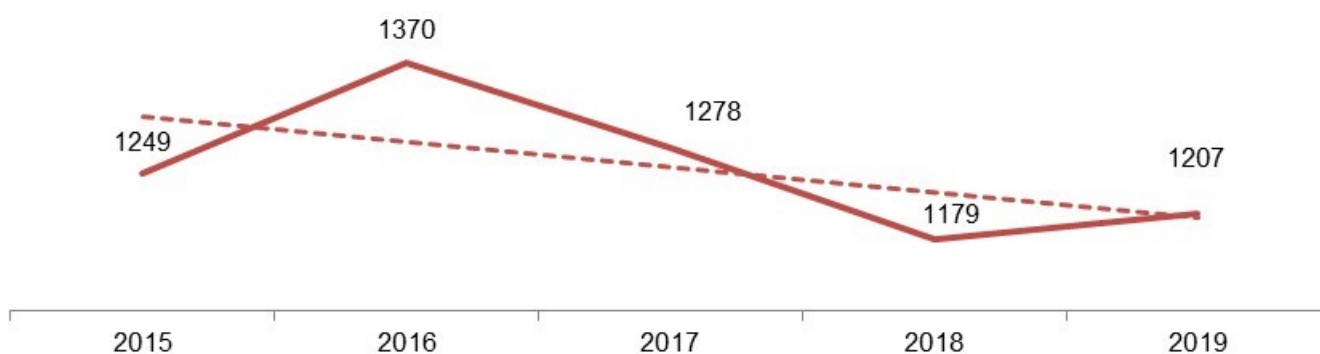
Under Department for Transport (DfT) guidelines, an urban road is one with a speed limit of 40 mph or less; a rural road has a speed limit greater than 40 mph

- The DfT have compiled the latest figures on road lengths in Somerset; there are approximately 491 580 miles of urban highway and 3733 3650 miles of rural; Somerset has a total of 4230 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 20% since 2015, dropping from 97 casualties to 77 in 2019
- KSI casualties on rural roads have seen a smaller decline of 17% between 2015 (113) and 2019 (93); the figures have fluctuated over this period, with the highest of 118 in 2018 following a gradual rise after 2016.
- Since 2015, 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

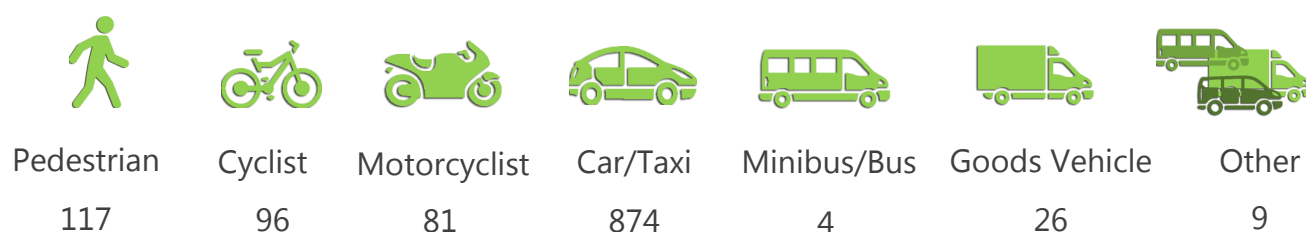


# 6. Slightly Injured

## 6.1 Annual Figures



## 6.2 Slight Injury Casualties by User Type



- All Vulnerable Road Users (VRUs) demonstrated inconsistent fluctuations in slight injury casualty figures between 2015 and 2019: pedestrians fell by 4% whilst pedal cyclists increased by 1% and motorcyclists by 14%
- Car users also underwent a decline in slight injury casualty figures by just over 4% between 2015 and 2019; all remaining motor vehicles groups fell during this period, except for Buses and minibuses.

Bus and minibus occupant slight injury casualties increased by 33% between 2015 and 2019, although this only represents an increase of 1 casualty.

## 6.3 Slight Injury Casualties by Age Group

	2015	2016	2017	2018	2019	2018/19 change
0 - 15 years	111	126	112	102	94	↓
16 - 24 years	283	307	315	243	227	↓
25 - 59 years	624	683	613	633	651	↑
60+ years	213	250	236	199	233	↑
Age Unknown	14	4	2	2	2	↓
Total	1245	1370	1278	1179	1207	↑

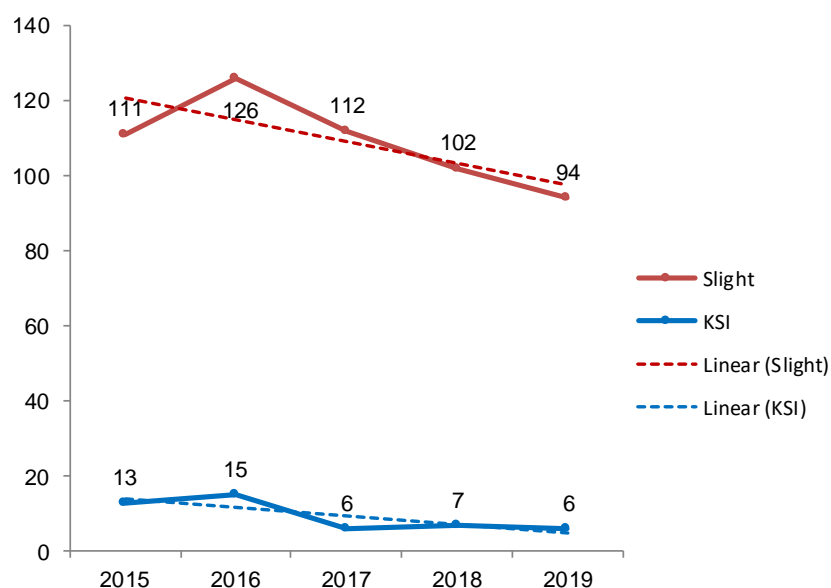
  

0-15	16-24	25-59	60+
↓ 15%	↓ 20%	↑ 4%	↑ 9%

Percentage difference in slight casualties between 2015 and 2019 by age group.

# 7. Child Casualties

## 7.1 Annual Figures



Despite the numerical differences in child slight/KSI casualties between 2015 and 2019, there is an overall downward trend in both sets of figures.



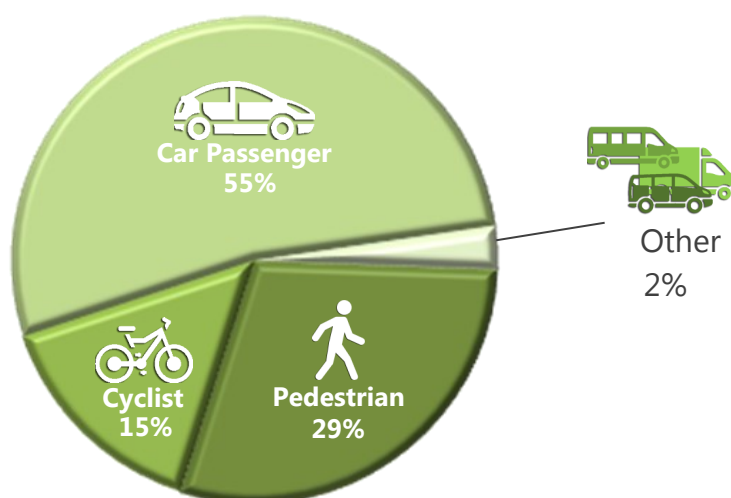
Slight



KSI

## 7.2 Child Casualties by User Type

Child Casualties by User Type 2015 - 2019



**Pedestrians:** The number of children injured as pedestrians has fallen by 44% since 2015, from 48 to 27.



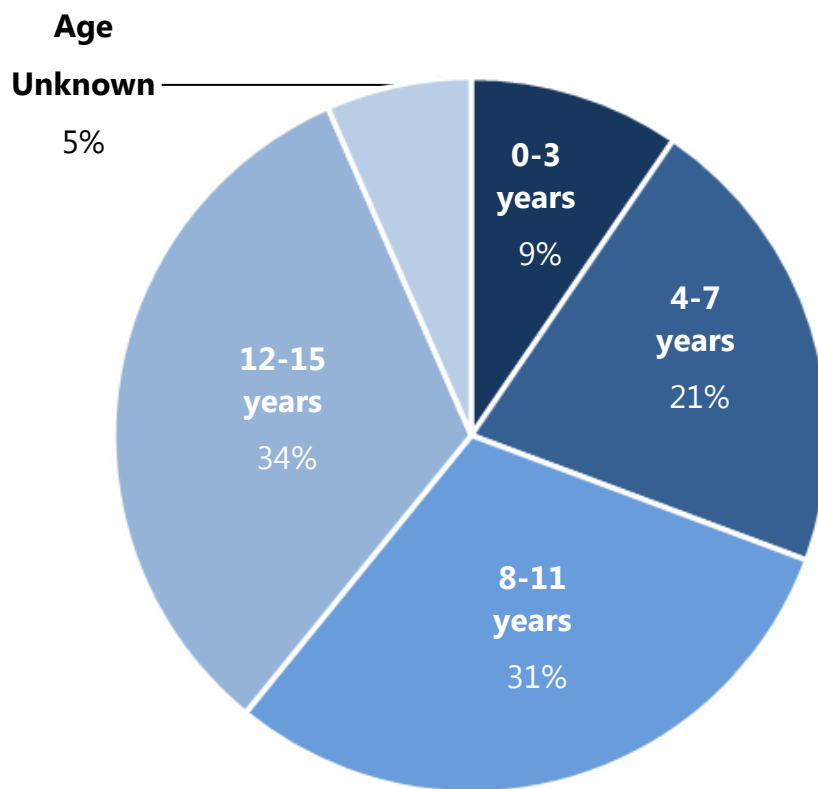
**Pedal cyclists:** Child pedal cyclist casualties fluctuated, rising from 18 casualties in 2015, to 23 in 2016, before declining once again to 17 in 2019. KSI casualties remained low and fluctuated between zero and three each year over the five years, following the same trend as the total figures. 2018 had zero KSI casualties.



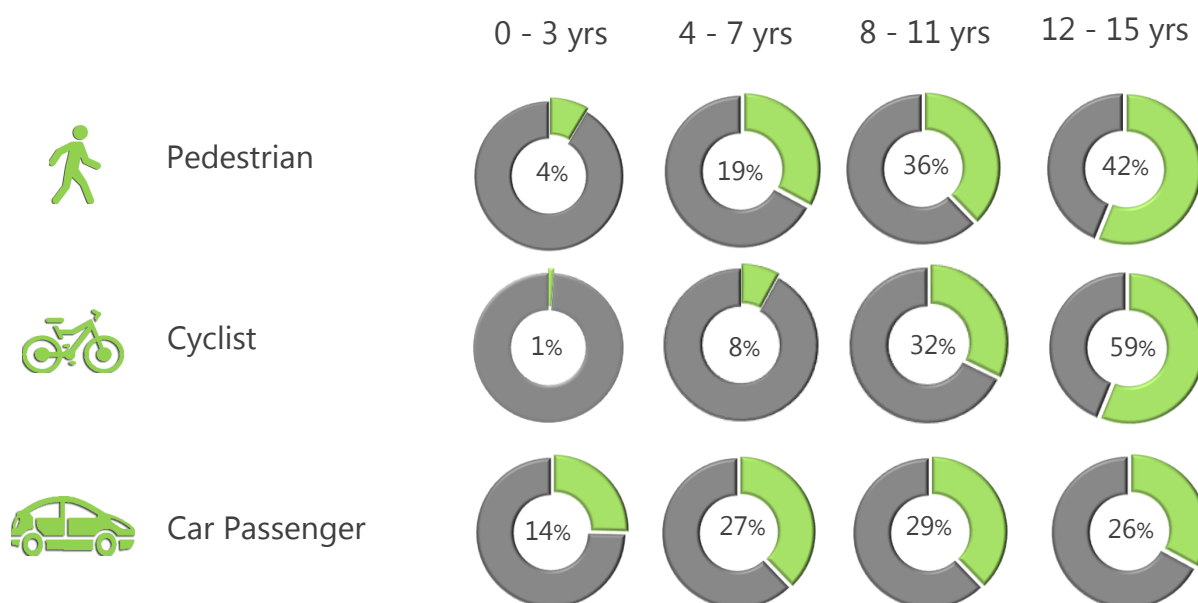
**Car passengers:** Child car passenger casualty figures have been fluctuating, showing a general increase every other year but between 2015 and 2019 there was a 2% fall in overall numbers. KSI casualties demonstrated similar fluctuations and fell by over 71%, from 7 to 2, over the period.

## 7. Child Casualties

### 7.3 Child Casualties by Age Group 2015 - 2019

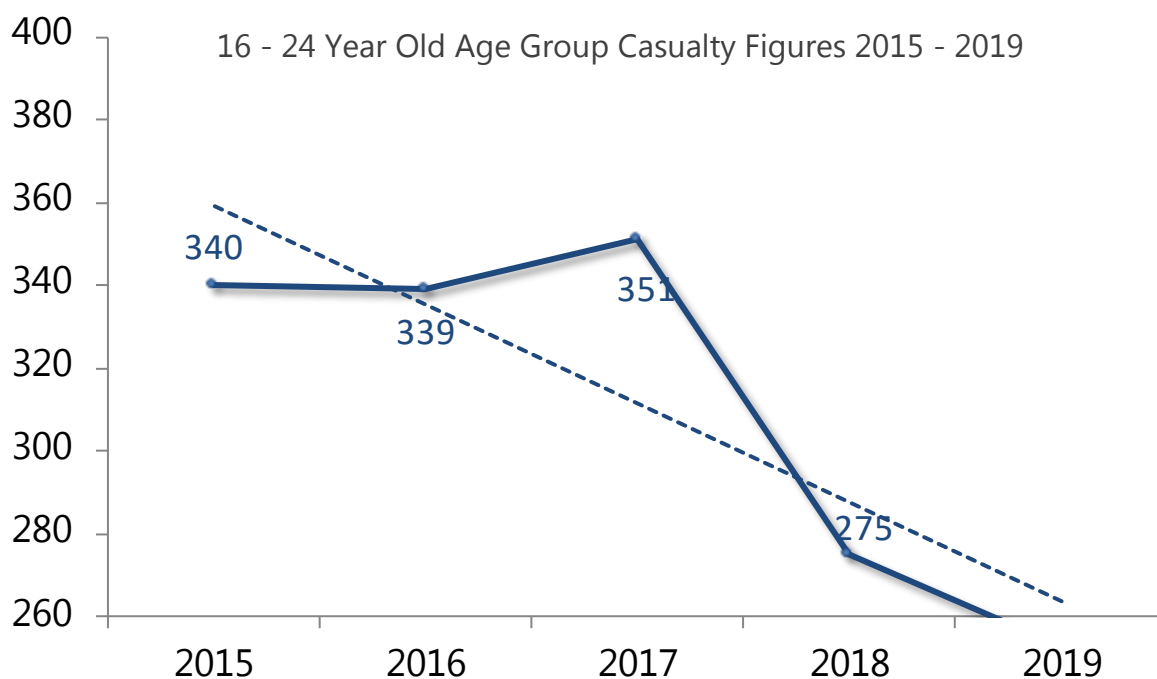


### 7.4 Child Casualties by User Type and Age Group 2015 - 2019 (Not including figures for unknown ages)



## 8. 16 - 24 Year Old Age Group

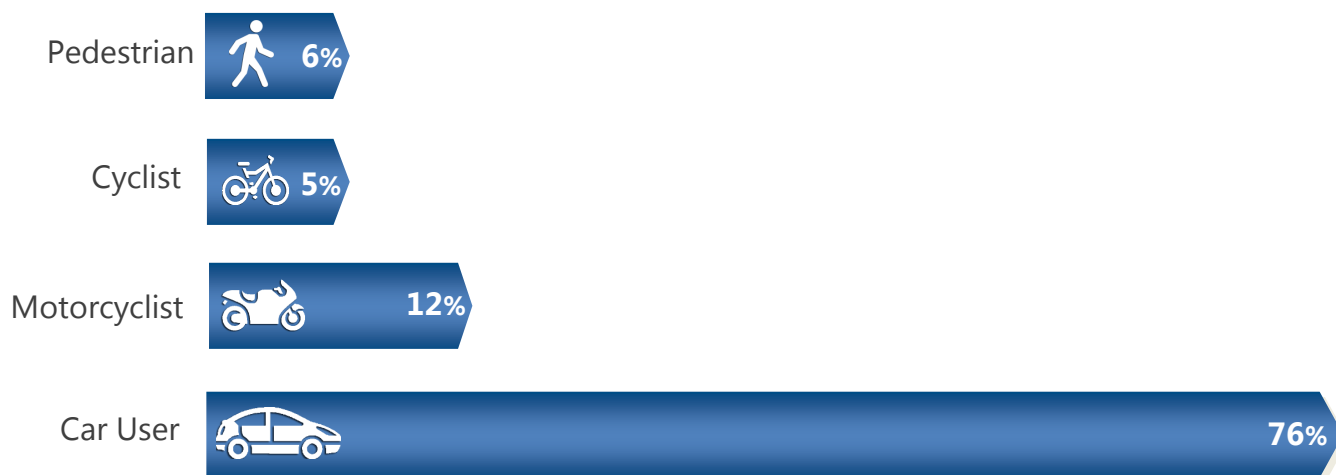
### 8.1 Annual Figures



There was an overall 29% decrease in the number of 16 - 24 year old casualties involved in road collisions between 2015 and 2019.

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







16 - 24 Year Old Age Group by User Type Average Casualty Figures 2015 - 2019





## 8. 16 - 24 Year Old Age Group

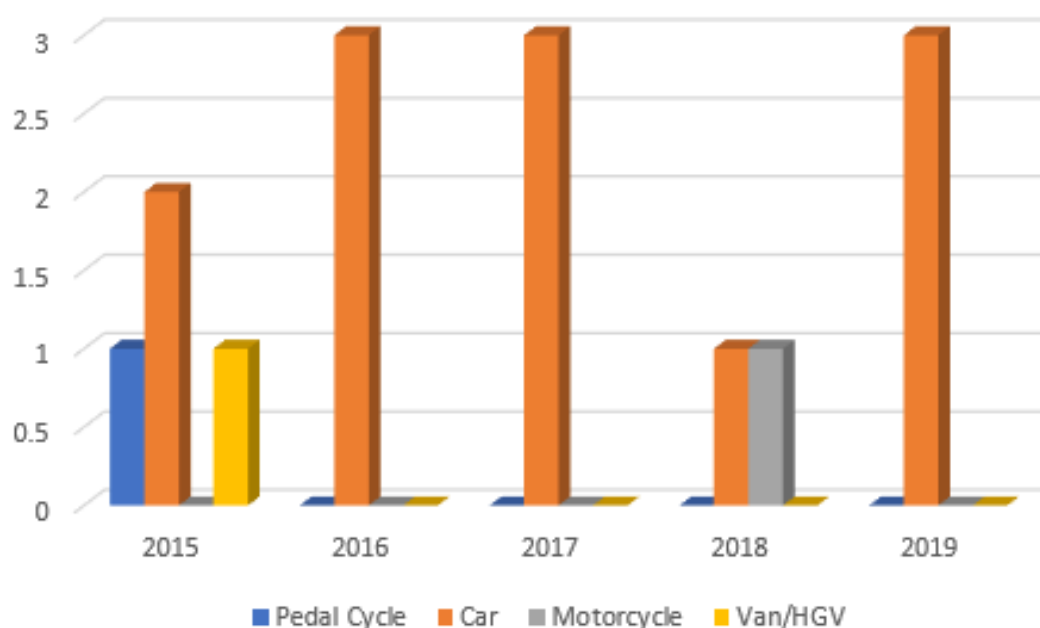
### 8.3 16 - 24 Year Old Age Group KSI Casualties by User Type

	2015	2016	2017	2018	2019	2018/19b Change
Pedestrian	5	3	3	5	1	
Pedal Cyclist	8	1	0	0	0	
Motorcyclist	14	7	4	6	11	
Car User	28	20	31	20	14	
Other	2	1	0	1	0	
Total	57	32	38	32	26	

- Between 2015 and 2019, there were changes to the composition of the 16 to 24 road user groups with regards to KSI casualties: pedestrian casualties have fallen from comprising 9% of 16 to 24 year old KSIs to 4%, pedal cyclist from 14% to 0%, motorcyclists from 14% to 42% and car users from 49% to 53%
- Pedestrian, Pedal cyclist and car user KSI casualty figures have all fallen since 2015, motorcycle user figures however have fluctuated and although fallen over the period increased in 2019. KSI casualties have seen a 45% overall reduction in this period.

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

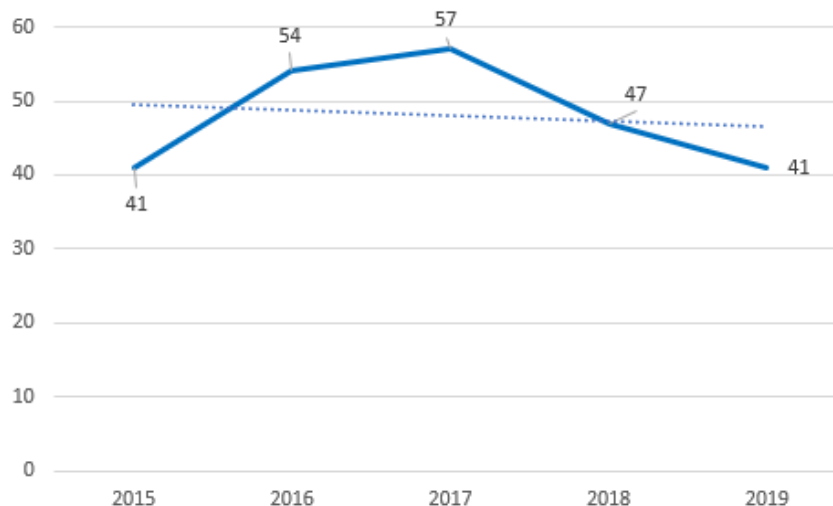
16 - 24 Year Old Age Group Fatal Casualties by User Type



- Between 2015 and 2019, 13% (19) of all Somerset fatalities were between 16 and 24 years old; there were 117 fatalities in total over this period; in line with this, 2019 saw 22 fatalities in total and 13% (3) were between the ages of 16 and 24
- Between 2015 and 2019 there was a 25% decrease in 16 to 24 fatalities, from four to three; there was also an increase in fatalities from two to three between 2018 and 2019
- In 2019, there were three fatalities, all three of which were in cars, which accounts for the majority of fatalities in this age group

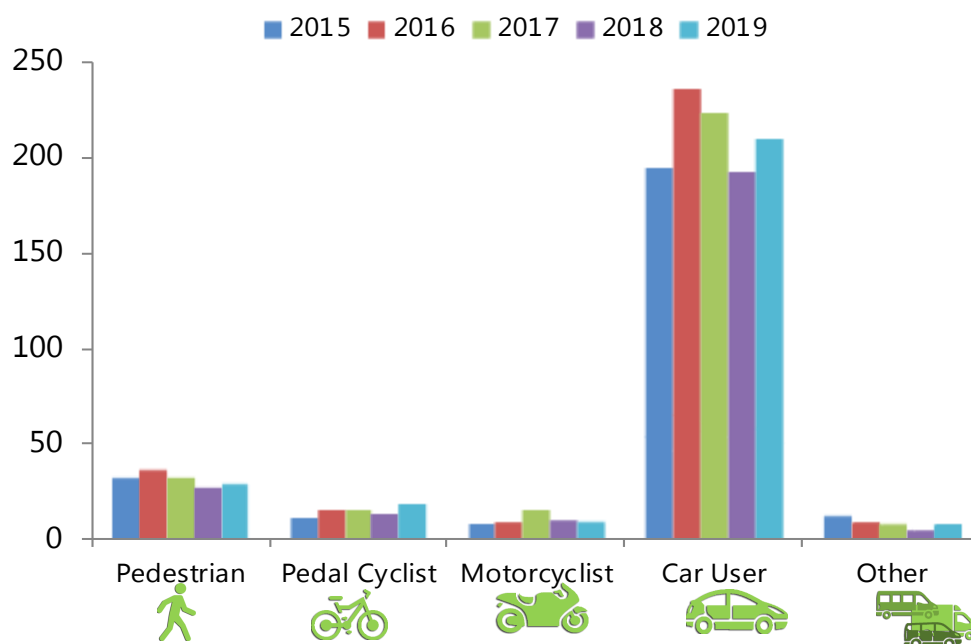
## 9. 60+ Year Old Age Group

### 9.1 60+ Year Age Group KSI Casualties



- In 2019, there were 274 casualties in the 60 year old or over age group, an increase of 7% over the five year period; during the same time in this age group however, despite an increase of 39% rising from 41 to 57 by 2017, KSI casualties fell to the same level as they started by 2019.

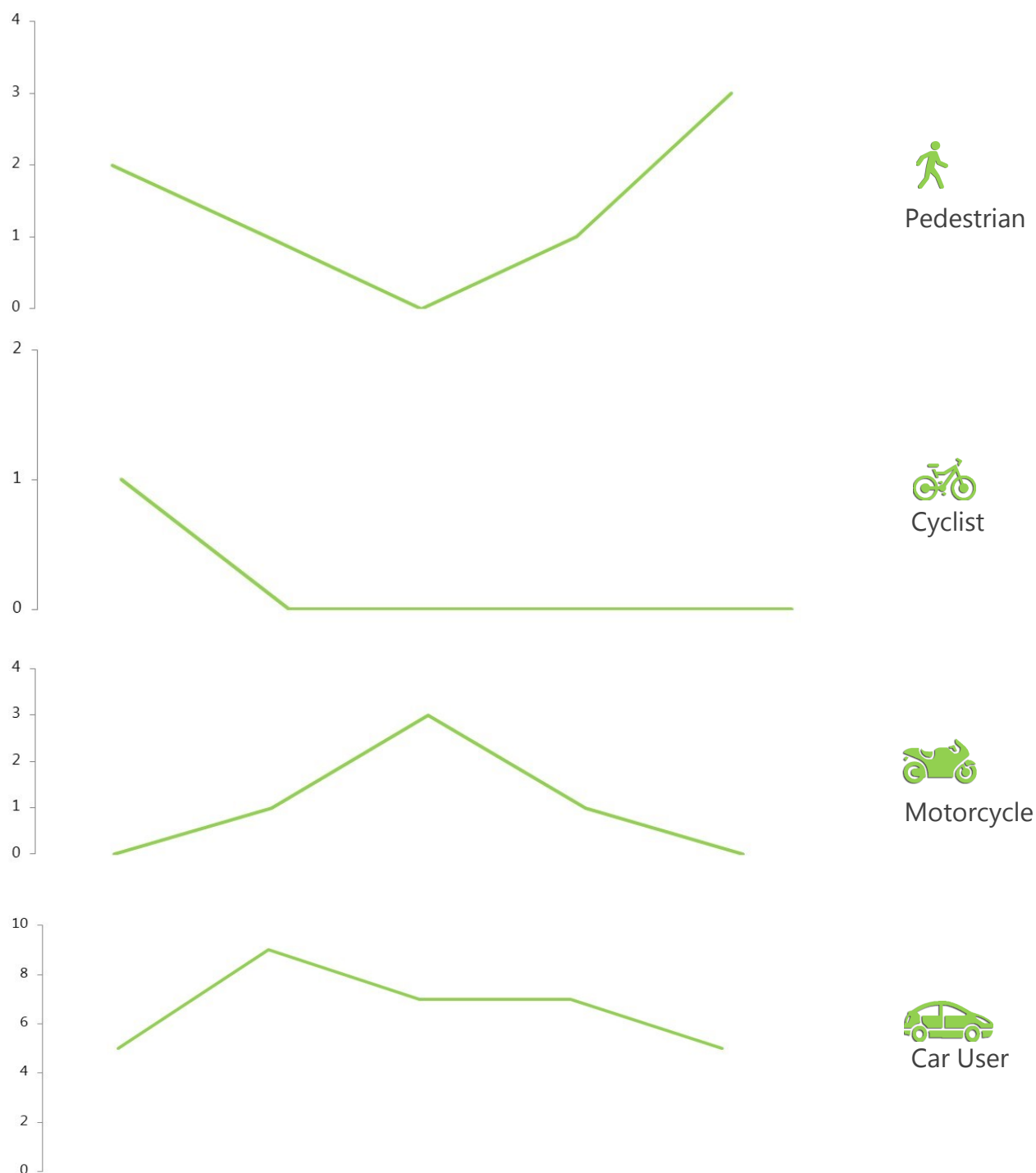
### 9.2 60+ Year Old Age Group Casualties by User Type



- Pedestrian casualties were at their highest in 2016 (36) and their lowest in 2018 (27), demonstrating a 9% decline over the whole five years but a 20% decline since the high in 2016; pedestrians also comprise 11% of total 2019 casualties in this age group, the same as in 2018.
- There has been a growth in the 60 years and over age group pedal cyclist casualty figures between 2015 (11) and 2019 (19), with a slightly lower level being recorded in 2018; pedal cyclists also make up 7% of total casualties within this age group in 2019.
- In 2019, motorcyclists comprised just 3% of all casualties aged 60 or over; motorcyclist casualties within this group reached their highest level in 2017(16) and although they have seen a 12% increase since 2015 this is only 1 additional casualty.

## 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 2015 and 2019 (33 total fatalities) compared to: pedestrians (7), pedal cyclists (1), and motorcyclists (5). There were no fatalities associated with 'other vehicles' recorded.
- Older drivers, through their driving experience are more likely to be safer on the roads, however, any injury incurred in a collision is also more likely to be of increased severity; this is demonstrated through comparison to population demographics, where there is slight over-representation in the over 60 group figures, as they comprise 31% of Somerset residents however 8 out of 22 (36%) fatalities fell into this age bracket in 2019.

## 10. Collision Investigation and Data 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 2019, 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 2019 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 2019 Education Delivery Figures

In 2019 over **27,000** members of the public benefitted from road safety training or advice delivered by Somerset Road Safety

**2,041**

year 8 students  
attended a Ghost Street

**1,523**

year 10 students  
attended a Too Soon To  
Die presentation

**3,942**

year 12 students  
attended a Contract 4 Life  
presentation

**8,414** interactions at public events across Somerset

**2,008**

year 6 children passed a  
Bikeability course

**616**

senior drivers attended a  
Route 60+ workshop

**2,607**

motorcyclists  
received training or  
advice

Over **7,310** Children received the Truck and Child Safety (TACS) presentations

**30,008**

average weekly social  
media impressions




**4,000**

average monthly  
website page views

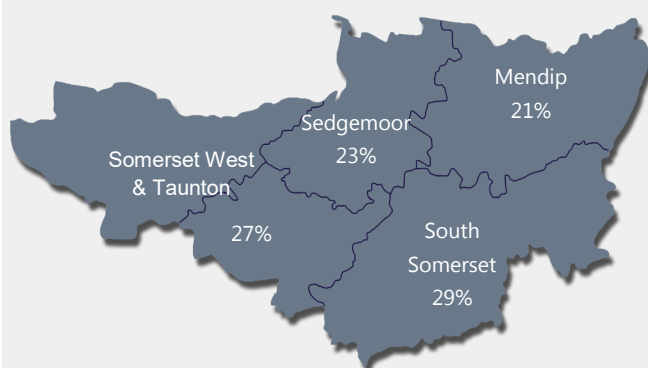
Over **1.4million** impressions on Twitter in 2019

# 11. Summary

## Somerset 2019 Casualties

Casualty	No.	change since 2018
Fatal	22	
Serious	148	
Slight	1207	

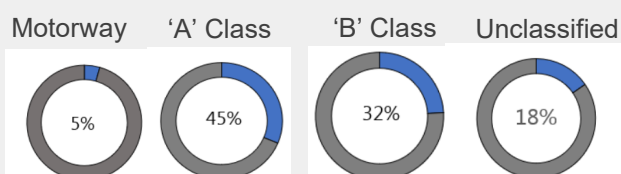
## 2019 Somerset Collisions by District





## KSI Casualties by Age Group

	0 - 15	6
	16 - 59	123
	60+	41

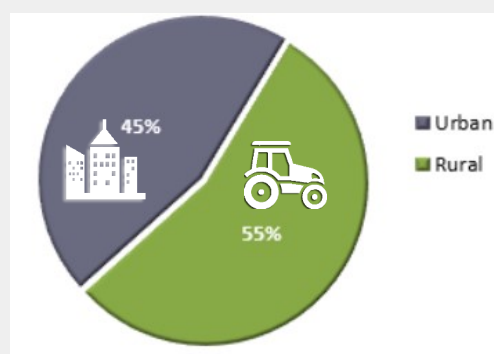
## 2019 Fatal Casualties by Road Class



## All 2019 Casualties by User Type

	Pedestrian	143
	Cyclist	111
	Motorcycle	103
	Car/Taxi	970
	Minibus/Bus	5
	Goods Vehicle	34
	Other	11

## KSI Casualties 2019 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)



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