

**WEST OF ENGLAND ROAD SAFETY PARTNERSHIP**

**TUESDAY 25<sup>th</sup> MARCH 2008**

**ITEM 8 - CASUALTY DATA REPORT**

**Introduction**

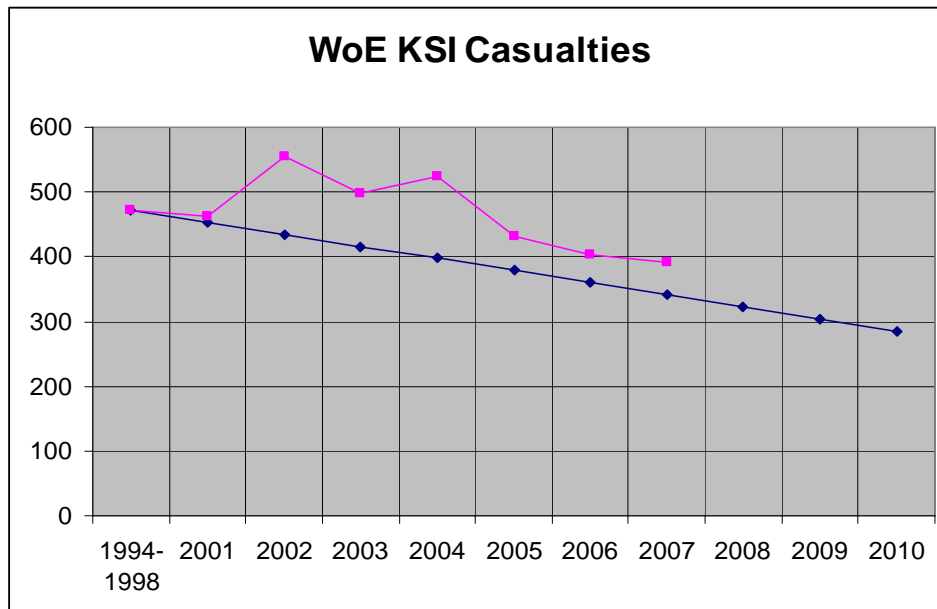
As reported at previous Partnership meetings, the Government’s casualty reduction targets for 2010 focus predominantly on killed and seriously injured (ksi) casualties. This report updates the one presented in November 2007, which primarily considered fatal and serious casualties. However, actions taken to address these casualties should also reduce the number of casualties involving slight injury.

NOTE: due to the time taken to process accident data, it is not possible to report on the full 2007 calendar year at this time. Throughout this report the figures used for 2007 are a projected 12 month total factored up from the actual total for the first 9 months of 2007.

**Killed and seriously injured casualties**

Ksi casualties in the West of England area are currently above the 2010 national casualty reduction target. However, the downward trend, from a peak of 554 in 2002 to 432 in 2005, continued in 2006 to 404. The provisional total for the first 9 months of 2007 was 294, giving a projected figure for the whole of 2007 of 392. This is a slight reduction on the 2006 figure, but remains above the 2007 target of 341. (Note – the 2002 peak coincides with the addition to the Police reporting form of the definition of a serious injury).

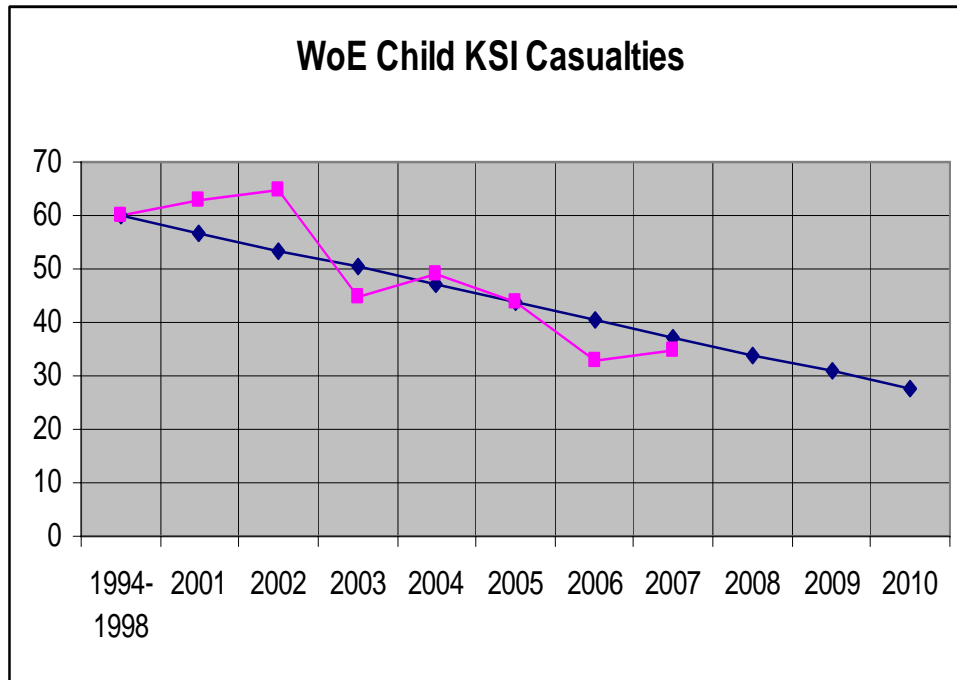
**Figure 1. Total ksi casualties in the WoE area**



## Child killed and seriously injured casualties

The projected 2007 figure for the WoE area (35) is higher than the 2006 total of 33, however the casualty report presented at the Partnership meeting of November 2007 anticipated this increase, as the 2006 figure was exceptionally low. A figure of 35 is still below the 2007 target of 37, and the downward trend is in line with the target trend.

Figure 2. Child ksi casualties in the WoE area



Historically about 40% of ksi's in the West of England area have occurred in Bristol. This is due to the urban nature of the Authority, and the fact that it has about 40% of the total population of the area. The statistics in this report should be viewed in this context.

	1994-98 Ave	% of total	2005	% of total	2006	% of total	2007 (projected)	% of total
<b>Bristol</b>	177	38	178	41	171	42	185	47
<b>South Glos</b>	124	26	102	24	92	23	87	22
<b>N Somerset</b>	101	21	81	19	77	19	64	16
<b>B&amp;NES</b>	72	15	71	16	64	16	56	15
<b>Total</b>	473	100	432	100	404	100	392	100

## Action Needed

The following road user groups were previously identified as being key to meeting the 2010 ksi casualty reduction targets in the West of England:

### 1. Car occupant casualties in all areas

Car occupant ksi casualties make up the largest user group. The projected 2007 figure (143) is slightly down on the 2006 figure of 146, and accounts for 36% of all ksi's. Car occupant ksi's are in line with the 2010 target.

## 2. Motorcyclist casualties in all areas

Motorcycle ksi figures have fallen from a peak of 137 in 2004 to 113 in 2006, and the projected 2007 figure (91) suggests a further significant reduction. This figure is still above the 1994-98 baseline however.

## 3. Pedestrian casualties

The projected 2007 figure for the WoE area (88) shows little change from the 2006 total of 87. The projected figure for Bristol (49) shows that this area continues to account for more than half of all pedestrian ksi's in the WoE area. Pedestrian ksi's are in line with the 2010 target.

## 4. Child pedestrian casualties

The projected figure for the WoE area (23) shows a marked increase from the 2006 total of 14. Apart from North Somerset, where the total remains the same, figures in the other authorities have approximately doubled. It should be noted that, due to the very small totals involved, the figures in this road user group are particularly volatile. They also remain below the baseline figures in all authorities, and in line with the 2010 target. Child pedestrian ksi casualties in Bristol constitute 50% of all child pedestrian ksi's in the WoE area, and 30% of child ksi's in all road user groups.

## 5. Cyclist casualties

The projected 2007 figure for the WoE area (49) is an increase on the 2006 total of 42, and remains above baseline figures. The projections show a considerable increase in casualties in Bristol, indicating that this area will account for two thirds of cyclist ksi's in the WoE area (33 out of 49).

Table 2 shows projected 2007 figures compared with baseline figures.

**Table 2. Ksi casualties by road user group – projected 2007 compared with 94-98 baseline**

	Car occupants		Motorcyclists		All Pedestrians		Child pedestrians		Cyclists	
	1994-98 Ave	2007	1994-98 Ave	2007	1994-98 Ave	2007	1994-98 Ave	2007	1994-98 Ave	2007
<b>Bristol</b>	53	<u>50</u>	32	<u>44</u>	68	<u>49</u>	21	<u>12</u>	21	<u>33</u>
<b>South Glos</b>	65	<u>36</u>	21	<u>24</u>	20	13	7	4	8	5
<b>N Somerset</b>	52	<u>27</u>	14	<u>16</u>	18	11	5	3	6	7
<b>BANES</b>	36	<u>30</u>	13	<u>7</u>	17	15	5	4	3	4
<b>Total</b>	206	<u>143</u>	80	<u>91</u>	123	88	38	23	38	<u>49</u>

Note: underlined figures show headline casualty figures to be addressed

**Table 3. Ksi casualties by road user group – projected 2007 compared with 2006**

	Car occupants		Motorcyclists		All Pedestrians		Child pedestrians		Cyclists	
	2006	2007	2006	2007	2006	2007	2006	2007	2006	2007
<b>Bristol</b>	46	<u>50</u>	44	<u>44</u>	46	<u>49</u>	7	<u>12</u>	25	<u>33</u>
<b>South Glos</b>	43	<u>36</u>	28	<u>24</u>	13	13	2	4	4	5
<b>N Somerset</b>	36	<u>27</u>	23	<u>16</u>	12	11	3	3	5	7
<b>BANES</b>	21	<u>30</u>	18	<u>7</u>	16	15	2	4	8	4
<b>Total</b>	146	<u>143</u>	113	<u>91</u>	87	88	14	23	42	<u>49</u>

A comparison of 2006 and projected 2007 figures shows little change in car occupants and all pedestrians, an encouraging reduction in motorcycle casualties, and increases in both child pedestrian and cyclist casualties. As stated above, the child pedestrian figures are volatile and large percentage changes can be expected year on year. Cyclist figures also experience some volatility, however the increase in cyclist casualties in Bristol, both in real numbers and as a percentage of the total, highlight this area for further investigation.

### **Conclusions**

The Casualty Data Report presented in April 2007 identified a number of road safety Education, Training and Publicity (ETP) activities aimed principally at the key road user groups above, and proposed how these would be financed from the additional funding available. Car occupants, all pedestrian and child pedestrian casualty trends are all in line with the 2010 target, however both motorcyclist and cyclist casualties remain above the baseline level, despite the continuing reduction in motorcycle casualties from a 2004 peak.

### **Recommendations**

a) That resources available to the Road Safety Partnership continue to be focussed on trying to achieve further reductions in casualties in the following user groups:-

- Car occupant casualties in all areas
- Motorcyclist casualties in all areas
- Pedestrian casualties in Bristol
- Child pedestrian casualties in Bristol
- Cyclist casualties in Bristol

b) That special attention be paid to reducing motorcyclist and cyclist casualties, to bring these closer to the 2010 target.

## WEST OF ENGLAND ROAD SAFETY PARTNERSHIP

### UPDATE SHEET

25 MARCH 2008

Item 8 – Casualty Data Report

The full 2007 casualty figures are now available<sup>1</sup>:-

	<b>Total KSI's</b>	<b>Child KSI's</b>
Bristol	188	18
South Glos	88	5
N Somerset	68	9
B&NES	64	11
<b>Total</b>	<b>408</b>	<b>43</b>
<b>Target</b>	<b>341</b>	<b>37</b>

---

<sup>1</sup> Figures were updated in the meeting.