

# **Reported Road Casualties in Surrey 2016**

## **How are We Doing Compared to Other Local Authorities?**

### **1. Introduction**

In May 2011 the former coalition government published a Strategic Framework for Road Safety<sup>1</sup>. Within this the following key indicators were proposed for use in comparing performance between different local authorities:

- Number of killed or seriously injured (KSI) casualties
- Rate of KSI casualties per million people
- Rate of KSI casualties per billion vehicle miles

The Department for Transport have continued to publish annual results for each local authority for each of these key indicators, the most recent of which was on 28 September 2017<sup>2</sup>. This note provides a summary of how Surrey is doing in comparison to the rest of England, and in comparison to the 19 local authorities in the South East region (excluding London). The data is presented in Charts 1 to 3 overleaf.

### **2. Number of killed and seriously injured casualties**

It can be seen from Chart 1 that there was a reduction of 8 per cent in Surrey in 2016 compared to the baseline average for 2010 to 2014 (which is used by the Department for Transport for comparison purposes). This reduction in Surrey is far better than the 8 per cent increase across England, and the 12 per cent increase across the South East. Surrey was the best performing local authority out of the 19 local authorities in the South East on this measure.

### **3. Rate of killed or seriously injured casualties per million people**

It can be seen from Chart 2 that Surrey had a greater number of KSIs per million population (470) compared to the whole of England (414), but fewer compared to the whole of the South East (514). Surrey was ranked 10<sup>th</sup> out of 19 local authorities in the South East on this measure.

### **4. Rate of killed or seriously injured casualties per billion vehicle miles**

It can be seen from Chart 3 that Surrey had a lower number of KSIs per billion vehicle miles (62) compared to the whole of England (82) and the South East (83). Surrey was ranked 5<sup>th</sup> out of 19 local authorities on this measure.

### **5. Conclusions**

The Department for Transport have advised that a large number of police forces changed their reporting systems in 2016, (Surrey changed in 2012), and this appears to have resulted in an increase in the proportion of casualties that are recorded as serious. This has made time series comparison of recent years problematical and may partly explain Surrey's comparatively good performance in the percentage change in KSIs in 2016 compared to the 2010 to 2014 baseline average.

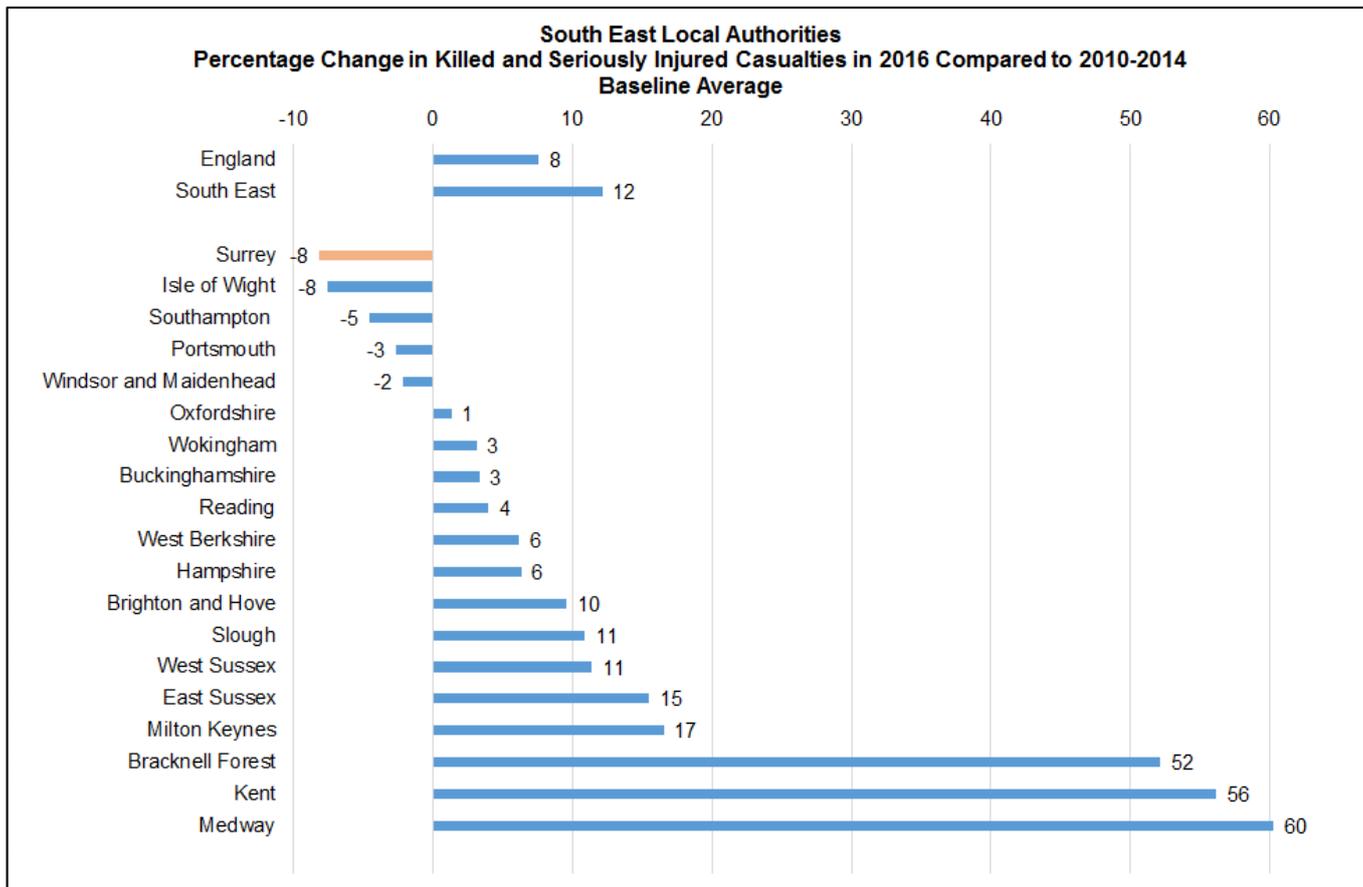
Surrey was a middle ranking local authority compared with the rest of the South East when considering the rate of KSIs per million people (10<sup>th</sup> out of 19 local authorities). However a large proportion of Surrey's casualties involve people who live outside of Surrey, so perhaps this measure is not as valid as the rate per billion vehicle miles of traffic travelling within Surrey. On this latter measure Surrey was ranked as one of the best local authorities in the South East (5<sup>th</sup> out of 19).

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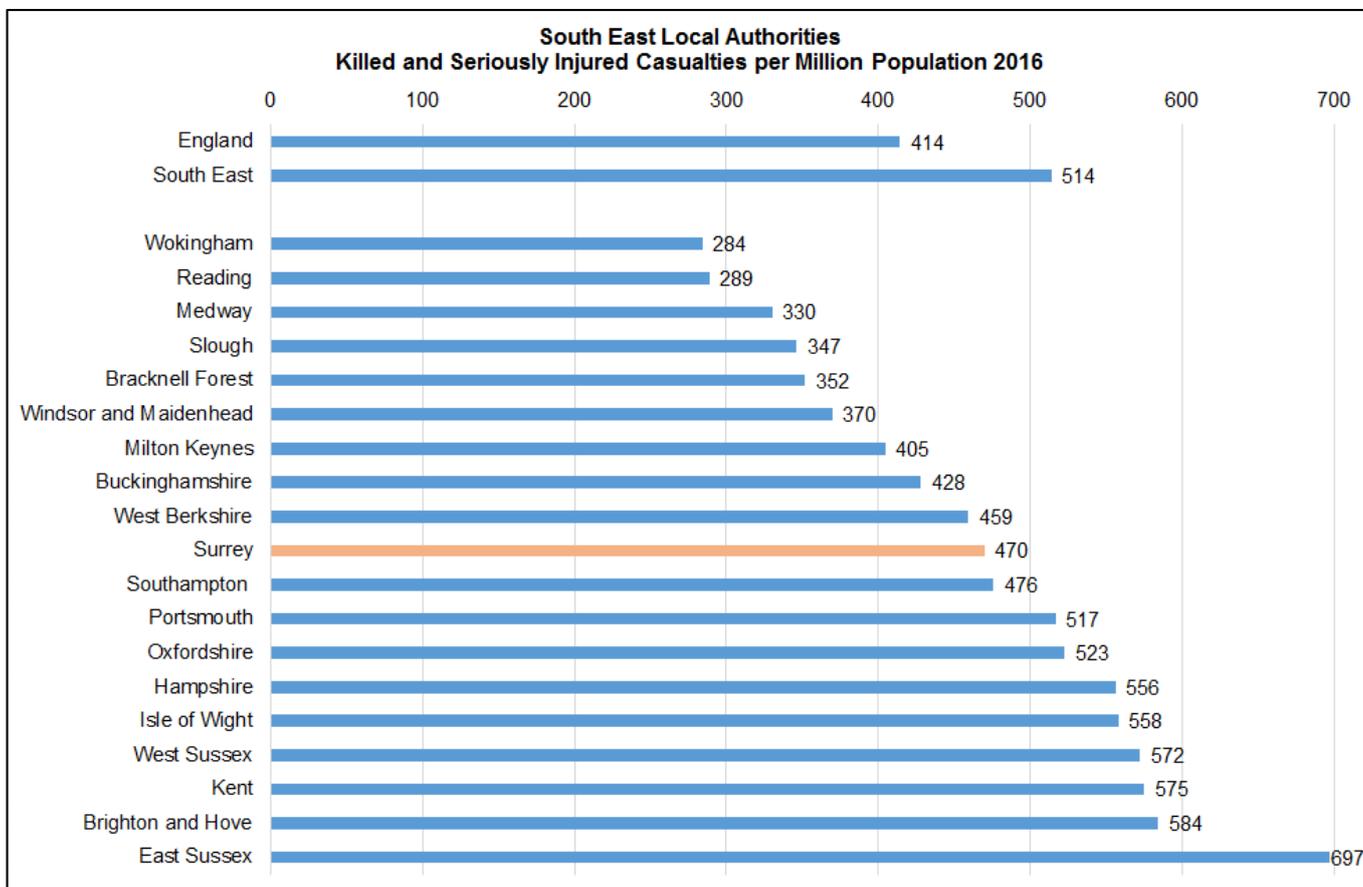
<sup>1</sup> <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>

<sup>2</sup> <https://www.gov.uk/government/statistical-data-sets/ras41-reported-casualties-rates>

**Chart 1**



**Chart 2**



**Chart 3**

