

Reported Road Casualties in Surrey 2014



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Contents

Page

| | |
|--|----|
| Definition of Terms..... | 2 |
| Executive Summary..... | 3 |
| 1. Introduction..... | 5 |
| 2. Road Casualties by Severity..... | 5 |
| 3. Road Casualties by Road User Type..... | 7 |
| 4. Road Casualties by Age..... | 13 |
| 5. Road Casualties by Age and Road User Group..... | 17 |
| 6. Road Casualties by Road Type..... | 18 |

Definition of Terms

Collision: Involves personal injury occurring on the public highway (including footways) in which at least one road vehicle or a vehicle in collision with a pedestrian and which becomes known to the police within 30 days of its occurrence. One collision may give rise to several casualties. "Damage-only" collisions are not generally included in published statistics or analyses conducted by the police or local authorities, as the police do not compile "damage-only" collision data. Sometimes the word "collision" or "crash" is preferred by many in the road safety field instead of "accident" because they believe the word "accident" could be taken incorrectly as absolving anyone from blame. The word collision has been used within this report.

Fatal collision: A collision in which at least one person is killed.

Serious collision: One in which at least one person is seriously injured but no person (other than a confirmed suicide) is killed.

Slight collision: One in which at least one person is slightly injured but no person is killed or seriously injured.

Casualty: A person killed or injured in a collision. Casualties are sub-divided into killed, seriously injured and slightly injured.

Killed: Human casualties who sustained injuries which caused death less than 30 days after the collision. Confirmed suicides are excluded.

Serious injury: An injury for which a person is detained in hospital as an "in-patient", or any of the following injuries whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision. An injured casualty is recorded as seriously or slightly injured by the police on the basis of information available within a short time of the collision. This generally will not reflect the results of a medical examination, but may be influenced according to whether the casualty is hospitalised or not. Hospitalisation procedures will vary regionally.

Slight injury: An injury of a minor character such as a sprain (including neck whiplash injury), bruise or cut which are not judged to be severe, or slight shock requiring roadside attention. This definition includes injuries not requiring medical treatment.

KSI: Killed or seriously injured.

Children: Those who are aged 0 to 15 years old (under 16 years old).

Built-up roads: Built-up roads are those with speed limits of 40 mph or less. It is acknowledged that many 40 mph roads are in rural areas and do not have frontages with buildings. However this is an established definition used in national road safety statistics. A non built-up road has a speed limit of over 40mph. Motorway and trunk roads in Surrey are managed by Highways England rather than Surrey County Council and so are shown separately in the analysis by road type.

Executive Summary

In 2014 there were 38 fatal casualties in Surrey which is a large increase compared with 2013 when there were 18 fatal casualties. The Government's Strategic Framework for Road Safety uses the five year baseline from 2005 to 2009 to monitor performance in reducing casualties. Despite the increase in 2014, this is still 27 per cent lower than the baseline average. However there was a larger reduction in fatal casualties across Great Britain of 37 percent over the same time period.

The total of KSIs in 2014 was the highest (735) since 1999, and is 29 per cent higher than the baseline. In contrast the number of KSIs has reduced across Great Britain by 18 percent over the same period.

The total number of casualties in Surrey has been following a general long term downward trend. The total for 2014 was 5,408, which was 14 per cent lower than the baseline average. This compares with a reduction of 21 per cent for Great Britain as a whole over the same time period.

We cannot be certain as to why there has been such a comparatively large increase in the number of fatal and serious collisions in Surrey in 2014. However a number of factors may have contributed. These include the following:

- The Department for Transport have highlighted the effect of the weather on casualty numbers. Typically bad weather usually results in a reduction of collisions as the reduction in exposure (due to people postponing or cancelling trips) and reductions in speeds usually outweighs the increased inherent risk of poor road conditions. There could also be less travel by vulnerable groups like cyclists and pedestrians in bad weather too. The year 2014 was particularly unusual in being one of the wettest years on record with a large amount of flooding in the months of January and February in Surrey particularly. This extreme wet weather in the winter may have increased the risk of collision throughout the county, and this may have outweighed the reductions in exposure and less travel by vulnerable road users (of which there are less in the winter anyway). For example there were 6 fatal collisions in January of 2014 which is far more than usual for one month.
- The year of 2014 was also particularly unusual as being the hottest ever on record. Good weather almost always has the effect of increasing casualties because this can encourage extra trips, increasing exposure, and increases in trips by vulnerable road users such as motorcyclists, cyclists and pedestrians especially. Good weather throughout Surrey during the rest of the year after the flooding may have contributed to the increase in cycling, motorcycling and pedestrian casualties seen in Surrey in 2014. There was a greater increase in KSI casualties on built-up roads in 2014 compared with the baseline average, and these are the roads that are likely to have a greater proportion of vulnerable road users.
- In their annual report the Department for Transport have highlighted that there is evidence to suggest that economic recessions have accelerated decreases in road deaths, partly due to reductions in road traffic. Consequently as the economy improves the opposite could be the case. For example in Great Britain traffic volumes in 2014 were 2.4 per cent higher than in 2013, the largest growth since 1996.
- There has been an especially large increase in serious injuries to cyclists in Surrey over recent years. This is linked to a large increase in the amount of cycling in Surrey following the success of the Olympic cycle races and promotion of cycling throughout Surrey. The majority of casualties are during weekday commuting times and not purely associated with weekend sports cyclists.
- There have been particular increases in road casualties in older age groups nationally and locally in 2014. Although the proportion of the population in the older age groups is increasing, this is a gradual change rather than a sudden one. It is not clear therefore as to why there was such an increase nationally or in Surrey in 2014.
- There are random fluctuations in road safety statistics from year to year – the previous year 2013 may have been especially low, or 2014 may be unusually high. This is because there are

small differences between a collision occurring or not occurring or if a casualty is seriously or slightly injured. With such fine margins, casualty figures (especially with groups containing such small numbers), can change by relatively large amounts without the change being as a result of an underlying factor.

Whatever the reasons for the increase in fatal and serious casualties in Surrey in 2014, it is reassuring to note that at the time of writing (September 2015), emerging data for the first half of 2015 suggests that the numbers in 2015 will be far less than 2014. For example to the end of September in 2015 there were 16 fatal casualties compared with 28 to the end of September in 2014. To the end of June in 2015 there were 300 KSIs, compared with 365 to the end of June in 2014. This leaves no room for complacency and continued investment in improved infrastructure, enforcement and education and training with supporting campaigns and publicity by the Drive SMART partnership will be vital to continue to tackle the number of casualties on Surrey's roads.

1. Introduction

1.1.1. This report presents an overview of the trend in road casualties in Surrey by severity (killed, serious, slight), road user type and age, and by types of road. Where appropriate data for the whole of Great Britain is also provided for comparison. Factsheets that provide more detailed analysis on specific road user groups and topics are available separately.

2. Road Casualties By Severity

2.1. Trend in Killed, Serious and Slight Road Casualties in Surrey

2.1.1. The Government’s Strategic Framework for Road Safety uses the five year baseline from 2005 to 2009 to monitor performance in reducing casualties. Table 1 and Chart 1 below show the trend in road casualties in Surrey and highlights the percentage change over the 2005 to 2009 baseline average for different severity of casualty. Chart 2 provides a comparison between Surrey and Great Britain.

Table 1: Trend in road casualties in Surrey by severity

| Severity | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|----------|-------------------|-------|-------|-------|-------|-------|---|---|
| Killed | 52.4 | 32 | 28 | 18 | 18 | 38 | -27 | ↓ |
| Serious | 518.6 | 488 | 554 | 556 | 581 | 697 | +34 | ↑ |
| Slight | 5,731.4 | 4,811 | 5,173 | 4,991 | 4,624 | 4,673 | -18 | ↓ |
| KSI | 571.0 | 520 | 582 | 574 | 599 | 735 | +29 | ↑ |
| Total | 6,302.6 | 5,331 | 5,755 | 5,565 | 5,223 | 5,408 | -14 | ↓ |

Chart 1: Trend in road casualties in Surrey by severity

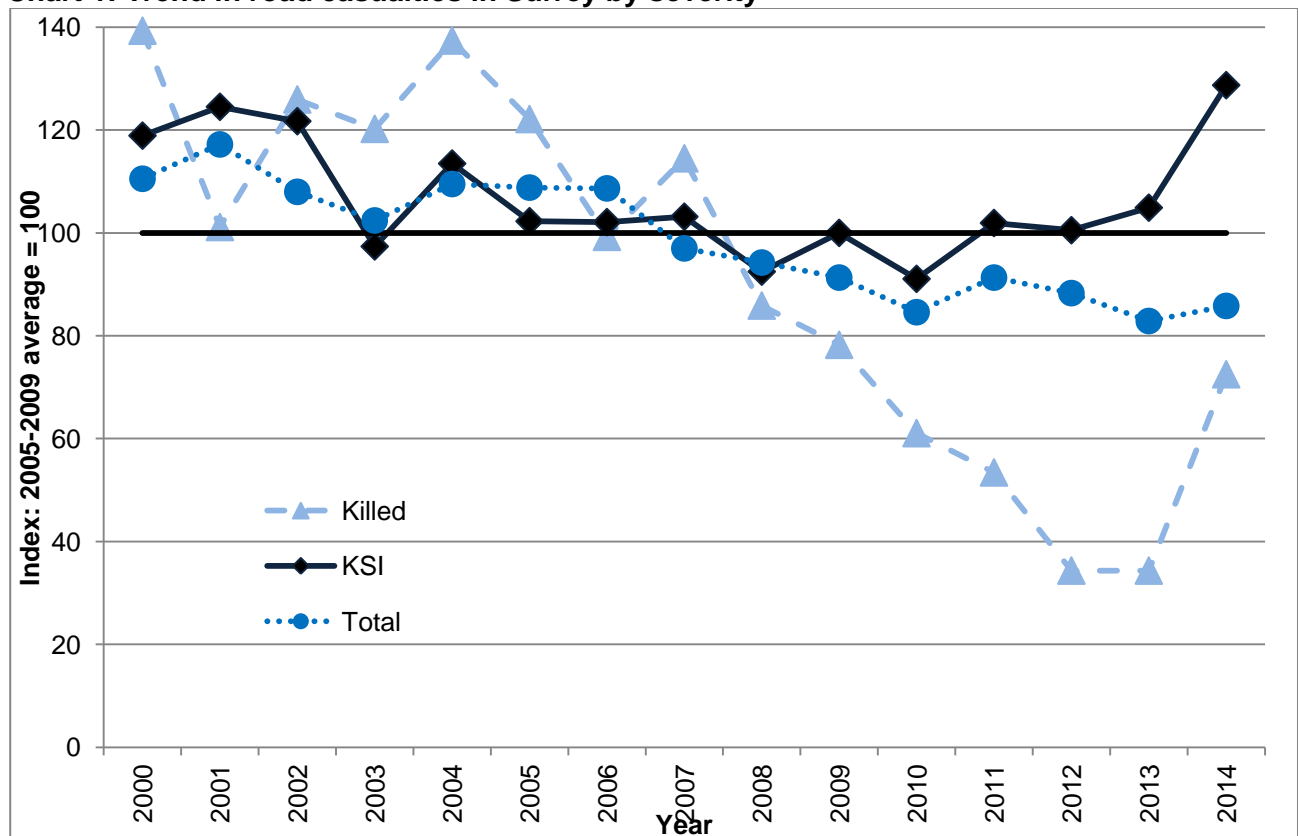
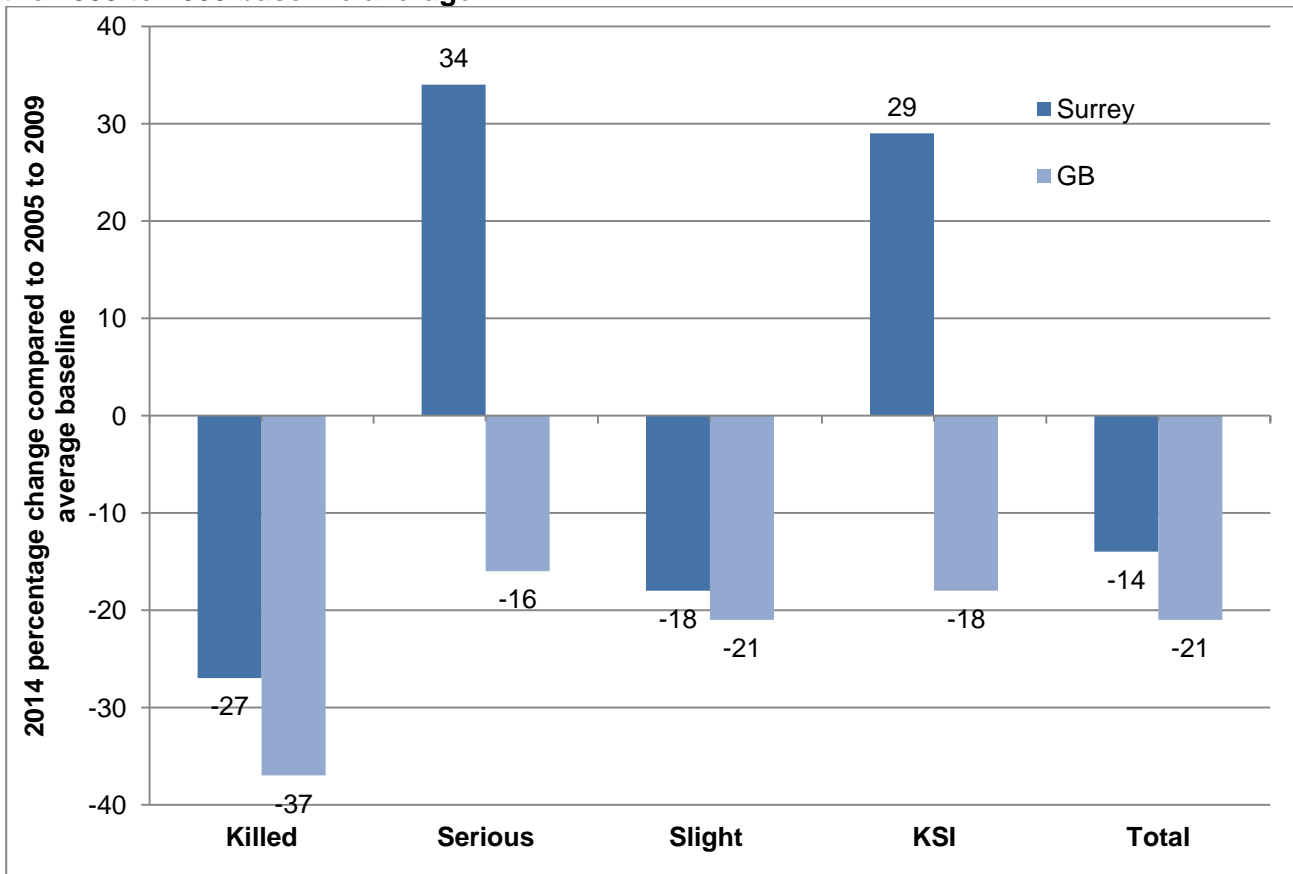


Chart 2: Percentage change in casualties in Surrey and Great Britain in 2014 compared with the 2005 to 2009 baseline average.



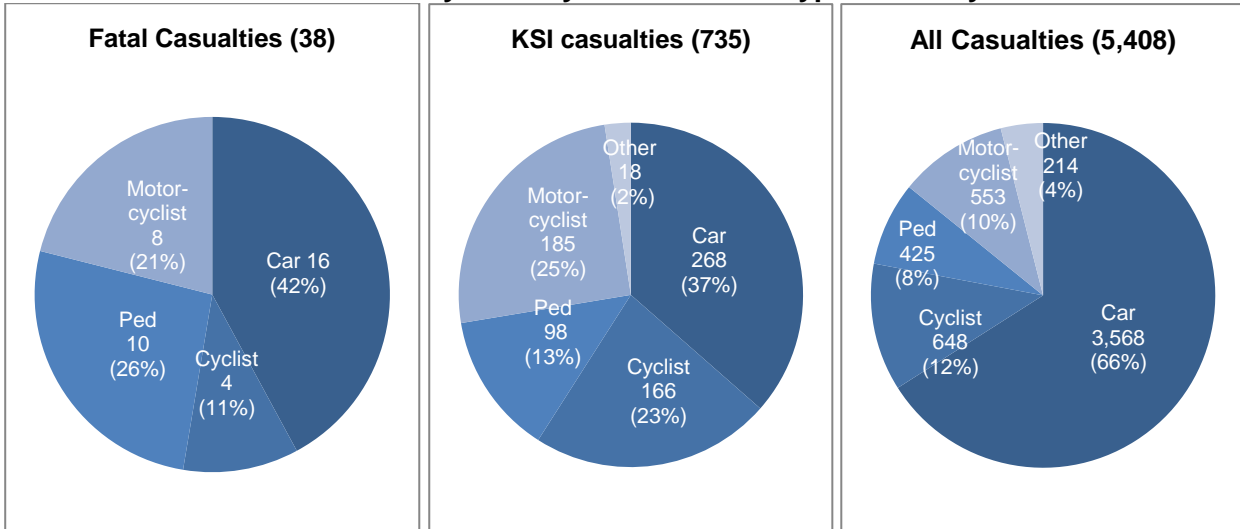
- 2.1.2. Fatal casualties reduced considerably in the years prior to 2013 to a record low of 18 fatal casualties. There was an increase in 2014 to 38 fatal casualties, but this is still 27 per cent less than the 2005-2009 baseline average of 52.4. There was a larger reduction across Great Britain of 37 percent over the same time period.
- 2.1.3. Between 2003 and 2011 the number of serious casualties remained similar to the baseline and then increased in more recent years after 2011 to a total of 697 (34 per cent above the baseline). This is the highest number of serious casualties since 1999. Consequently the total of KSIs is also the highest (735) since 1999 and is 29 per cent higher than the baseline. In contrast the number of serious injuries and hence the number of KSIs has reduced across Great Britain by 16 and 18 percent respectively.
- 2.1.4. The number of slight injury casualties has been following a general long term downward trend despite a small increase in 2014 compared to 2013. The total for 2014 was 4,673, which was 18 per cent below the baseline average. There was a slighter greater reduction across Great Britain of 21 per cent over the same time period.
- 2.1.5. The total number of casualties has been following a general long term downward trend. The total for 2014 was 5,408, which was 14 per cent lower than the baseline average. This compares with a reduction of 21 per cent for Great Britain as a whole over the same time period.

3. Road Casualties by Road User Type

3.1. Introduction

3.1.1. The pie charts in Chart 3 below show the number of casualties by each main road user type for each severity of casualty in 2014. As would be expected the vulnerable road users (motorcyclists, pedestrians and cyclists) make up a greater proportion of the higher severity fatal and KSI categories. The following sections consider the trends in the number of casualties for each of the main road user groups.

Chart 3: Number of casualties by severity and road user type in Surrey 2014



3.2. Car Occupants

3.2.1. Table 2 and Chart 4 show the trend in car occupant (including taxi) casualties in Surrey and highlights the percentage change over the 2005 to 2009 baseline average for different severity of casualty.

Table 2: Trend in car occupant road casualties in Surrey by severity

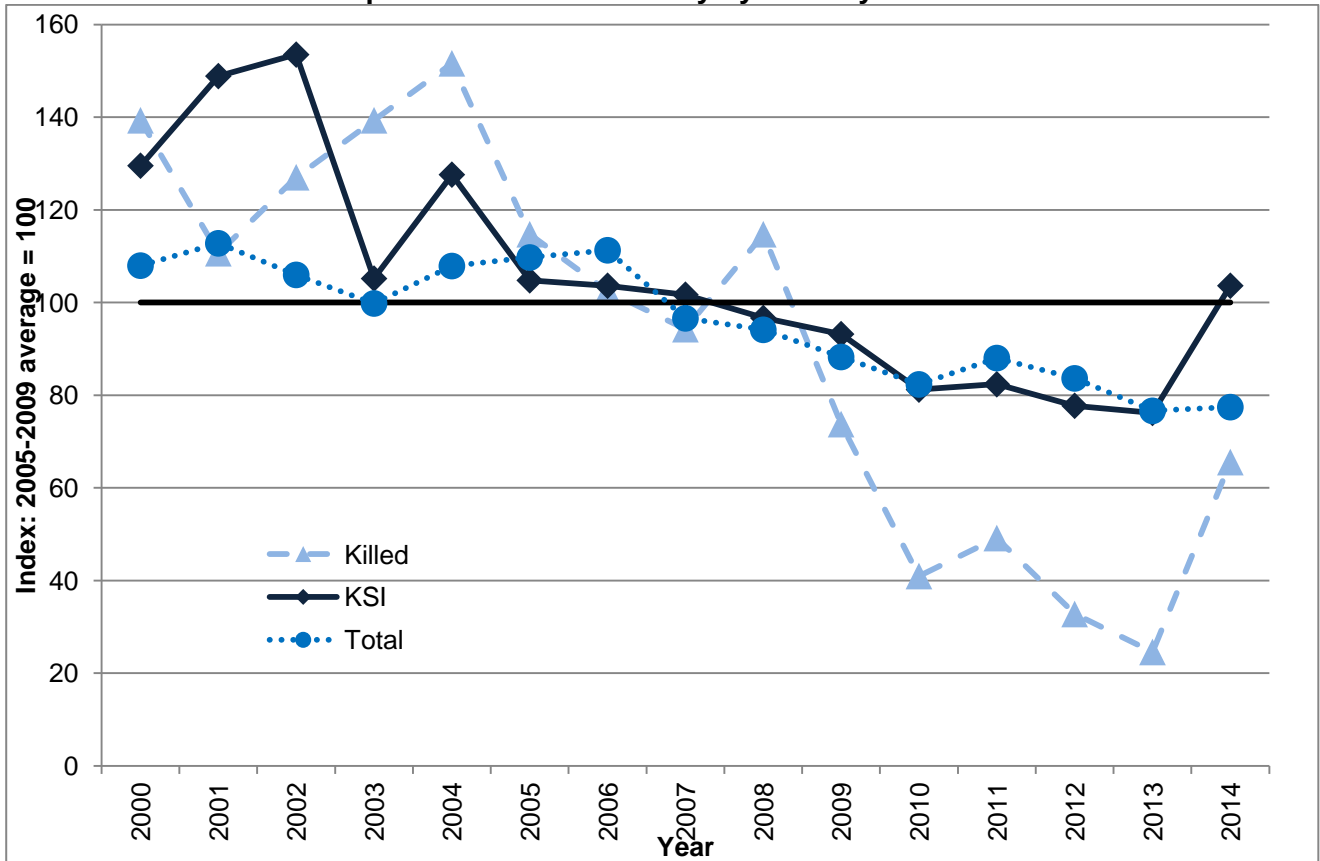
| Severity | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|----------|-------------------|-------|-------|-------|-------|-------|---|---|
| Killed | 24.4 | 10 | 12 | 8 | 6 | 16 | -34 | ↓ |
| Serious | 234.2 | 200 | 201 | 193 | 191 | 252 | +8 | ↑ |
| Slight | 4,349.2 | 3,584 | 3,843 | 3,653 | 3,334 | 3,300 | -24 | ↓ |
| KSI | 259.0 | 210 | 213 | 201 | 197 | 268 | +4 | ↑ |
| Total | 4,607.8 | 3,794 | 4,056 | 3,854 | 3,531 | 3,568 | -23 | ↓ |

3.2.2. Fatal car occupant casualties reduced in recent years to a record low of 6 in 2013. There was an increase in 2014 to 16 fatal casualties, but this is still 34 per cent lower than the 2005 to 2009 baseline average.

3.2.3. Prior to 2014 there appeared to be a small long-term downward trend in serious injury to car occupants up to 2013. This was followed by a sharp increase in 2014 to 252 casualties, which is 8 per cent greater than the baseline average. This is the highest number of serious injuries to car occupants since 2004. Consequently the total number of KSI casualties is the

highest since 2006 and is 4 per cent greater than the baseline average. For Great Britain as a whole, there has been a 32 per cent reduction over the same period.

Chart 4: Trend in car occupant casualties in Surrey by severity



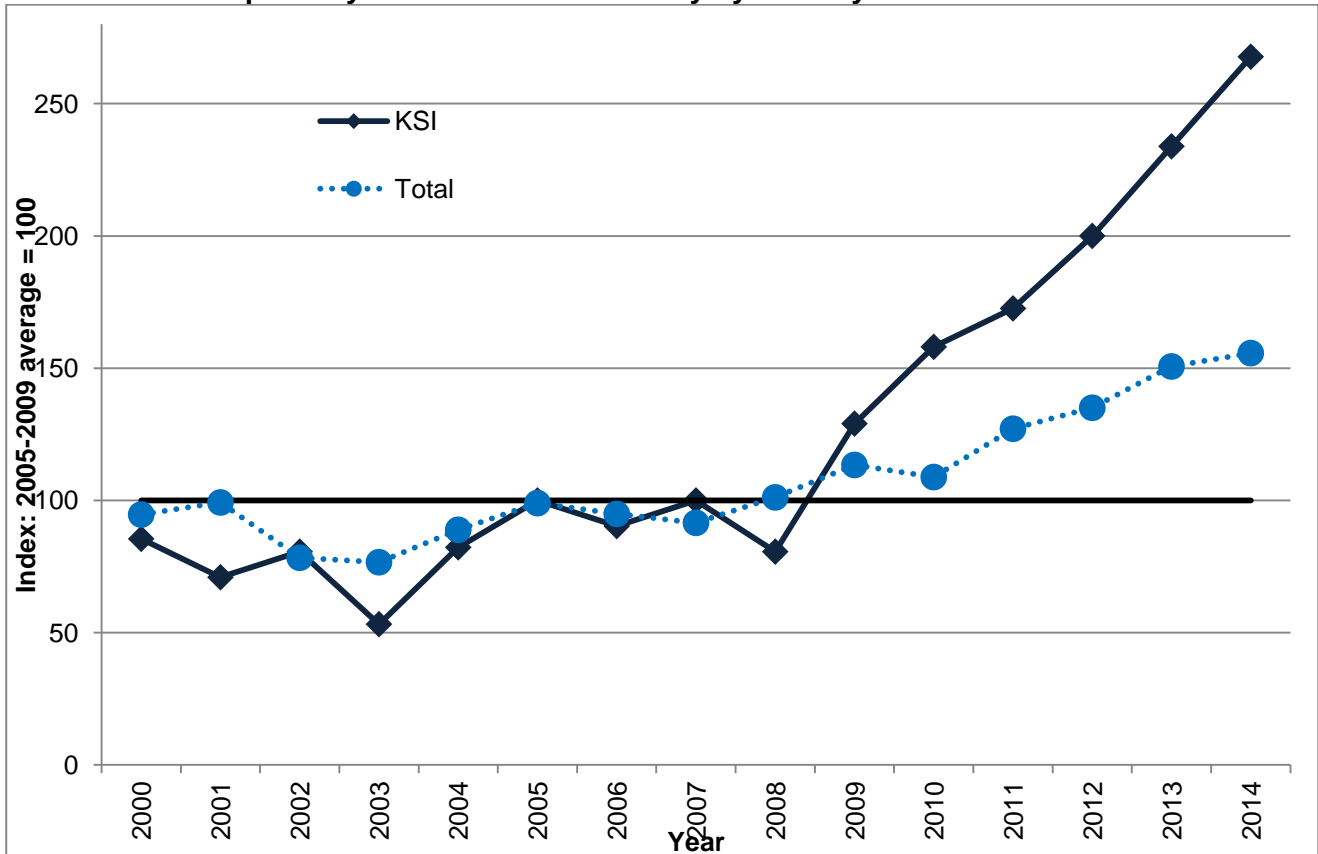
3.2.4. The number of slight injury car occupant casualties has been following a general long term downward trend. The total for 2014 was 3,300, which was 24 per cent below the baseline average. The total number of car occupant casualties has followed a general long term downward trend despite a small increase in 2014. The total for 2014 was 3,568, which was 23 per cent lower than the baseline average. For Great Britain as a whole, there has been a 28 per cent reduction over the same period.

3.3. Pedal Cyclists

3.3.1. Table 3 and Chart 5 show the trend in pedal cyclist casualties in Surrey and highlights the percentage change over the 2005 to 2009 baseline average for different severity of casualty. The fatal casualty trend is not included in the chart as the numbers are small and so are subject to large random fluctuation from year to year.

Table 3: Trend in pedal cycle road casualties in Surrey by severity

| Severity | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average |
|----------|-------------------|------|------|------|------|------|---|
| Killed | 3.2 | 4 | 1 | 2 | 1 | 4 | +25 |
| Serious | 58.8 | 94 | 106 | 122 | 144 | 162 | +176 |
| Slight | 354.2 | 355 | 422 | 438 | 482 | 482 | +36 |
| KSI | 62.0 | 98 | 107 | 124 | 145 | 166 | +168 |
| Total | 416.2 | 453 | 529 | 562 | 627 | 648 | +56 |

Chart 5: Trend in pedal cyclist casualties in Surrey by severity

- 3.3.2. Annual fatal pedal cyclist casualties have ranged between 1 and 4 over the last five years and therefore constitute a small proportion of the total number of casualties each year.
- 3.3.3. Since 2008 there has been a continual increase in pedal cyclist serious injuries leading to a total of 162 in 2014, which is a large 176 per cent increase compared with the baseline average. Consequently the KSI casualties have also suffered a large increase to 166 in 2014, which is a 168 per cent increase compared with the baseline average. Across Great Britain pedal cyclist KSI casualties have increased by 39 per cent over the same period.
- 3.3.4. The number of slight injuries to pedal cyclists has also followed an increasing trend since 2008 with a total of 482 in 2014 which is a 36 per cent increase compared with the base line average.
- 3.3.5. The total number of pedal cyclist casualties has followed an increasing trend since 2008. There was a total of 648 in 2014 which is an increase of 56 per cent compared with the baseline average. Across Great Britain pedal cyclist casualties have increased by 29 per cent over the same period.

3.4. Pedestrians

- 3.4.1. Table 4 and Chart 6 show the trend in pedestrian casualties in Surrey and highlights the percentage change over the 2005 to 2009 baseline average for different severity of casualty. The fatal casualty trend is not included in the chart as the numbers are small and so are subject to large random fluctuation from year to year.

Table 4: Trend in pedestrian road casualties in Surrey by severity

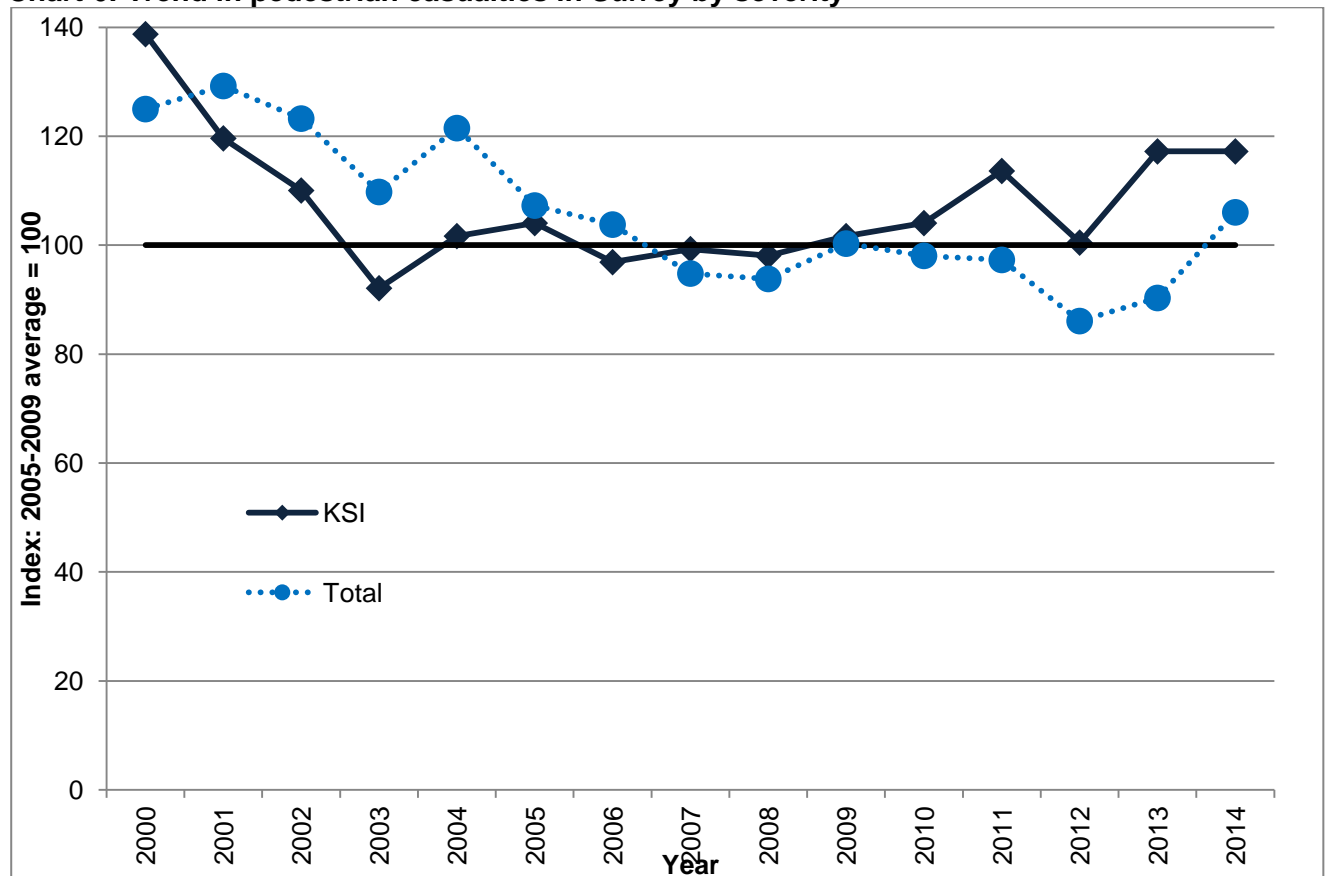
| Severity | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|----------|-------------------|------|------|------|------|------|---|---|
| Killed | 9.6 | 9 | 10 | 2 | 5 | 10 | +4 | ↑ |
| Serious | 74.0 | 78 | 85 | 82 | 93 | 88 | +19 | ↑ |
| Slight | 317.2 | 306 | 295 | 261 | 264 | 327 | +3 | ↑ |
| KSI | 84.0 | 87 | 95 | 84 | 98 | 98 | +17 | ↑ |
| Total | 400.8 | 393 | 390 | 345 | 362 | 425 | +6 | ↑ |

3.4.2. Annual fatal pedestrian casualties have ranged between 2 and 10 over the last five years. The number of serious casualties and the number of killed and serious casualties combined has remained at a similar level since 2005, with a slight increase in the last two years. Consequently the number of serious and KSI casualties has increased by 19 and 17 per cent respectively in comparison with the baseline. The number of pedestrian KSIs across Great Britain has reduced by 18 per cent over the same period.

3.4.3. The number of slight injury pedestrian casualties increased from 264 in 2013 to 327 in 2014. The total for 2014 is 3 per cent greater compared with the baseline average for 2005 to 2009.

3.4.4. The total number of pedestrian casualties has remained fairly similar to the baseline average since 2005, with a slight increase in recent years to 425 casualties, which is 6 per cent higher than the baseline average. The total number of pedestrian casualties across Great Britain has reduced by 17 per cent over the same period.

Chart 6: Trend in pedestrian casualties in Surrey by severity



3.5. Motorcyclists

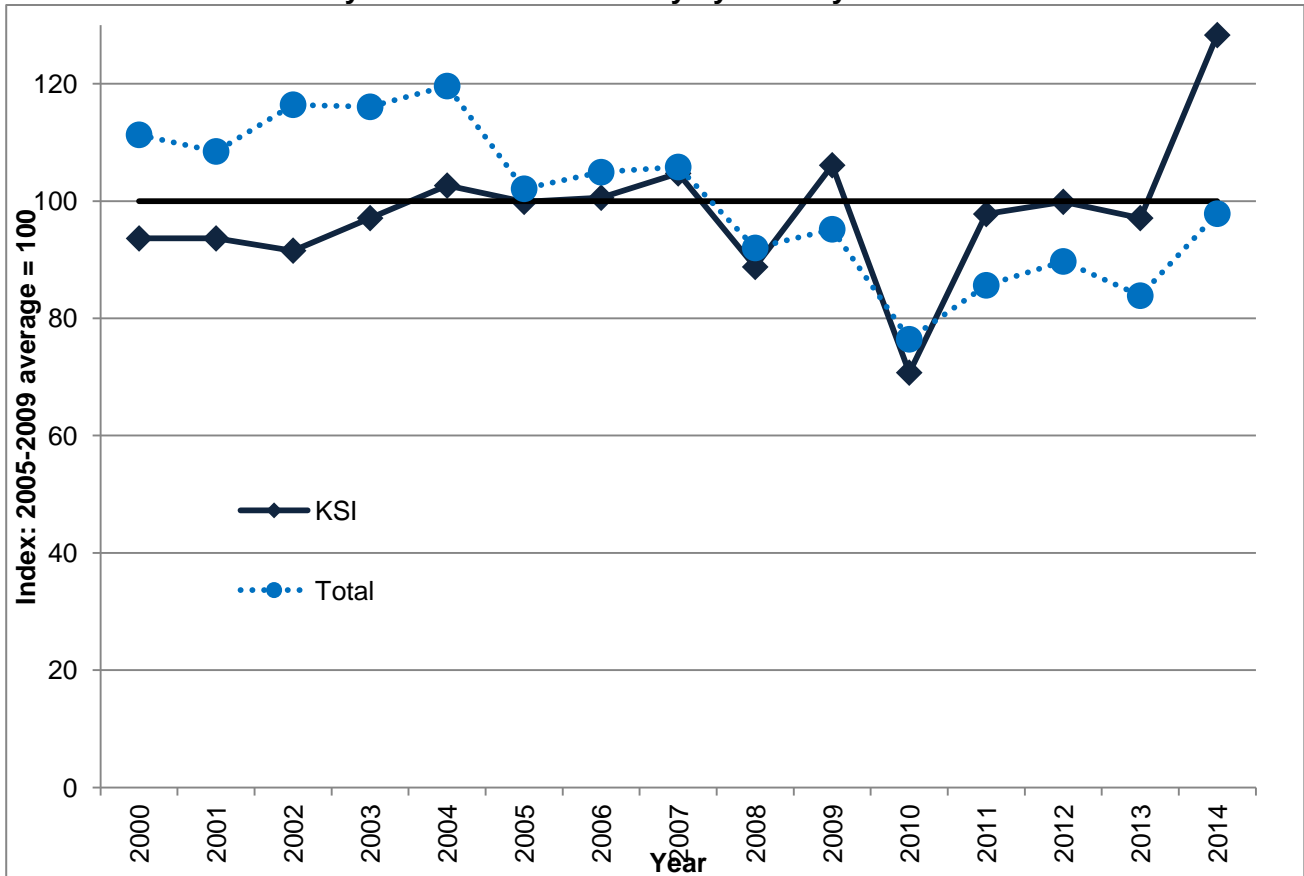
3.5.1. Table 5 and Chart 7 show the trend in motorcycle casualties in Surrey and highlights the percentage change over the 2005 to 2009 baseline average for different severity of casualty. The fatal casualty trend is not included in the chart as the numbers are small and so are subject to large random fluctuation from year to year.

Table 5: Trend in motorcycle road casualties in Surrey by severity

| Severity | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|----------|-------------------|------|------|------|------|------|---|---|
| Killed | 11.4 | 8 | 5 | 3 | 6 | 8 | -30 | ↓ |
| Serious | 132.8 | 94 | 136 | 141 | 134 | 177 | +33 | ↑ |
| Slight | 421.0 | 330 | 343 | 363 | 334 | 368 | -13 | ↓ |
| KSI | 144.2 | 102 | 141 | 144 | 140 | 185 | +28 | ↑ |
| Total | 565.2 | 432 | 484 | 507 | 474 | 553 | -2 | ↓ |

3.5.2. Annual fatal motorcyclist casualties have ranged between 3 and 8 over the past five years. The number of serious, and therefore the number of killed and serious casualties combined (KSI) have remained at a similar level to the baseline apart from a temporary dip in 2010, and then an increase in 2014. Consequently the number of serious and KSI casualties increased in 2014 by 33 and 28 per cent respectively in comparison with the baseline. The number of motorcyclist KSIs across Great Britain has reduced by 11 per cent over the same period.

Chart 7: Trend in motorcycle casualties in Surrey by severity



3.5.3. The number of slight injury motorcycle casualties increased from 334 in 2013 to 368 in 2014. Despite this increase the total for 2014 is 13 per cent lower than the baseline average for 2005 to 2009.

3.5.4. The total number of motorcycle casualties also increased between 2013 and 2014 (from 474 to 553). Consequently the total for 2014 is very similar (2 per cent lower) to the baseline average. The total number of motorcyclist casualties across Great Britain has reduced by 11 per cent over the same period.

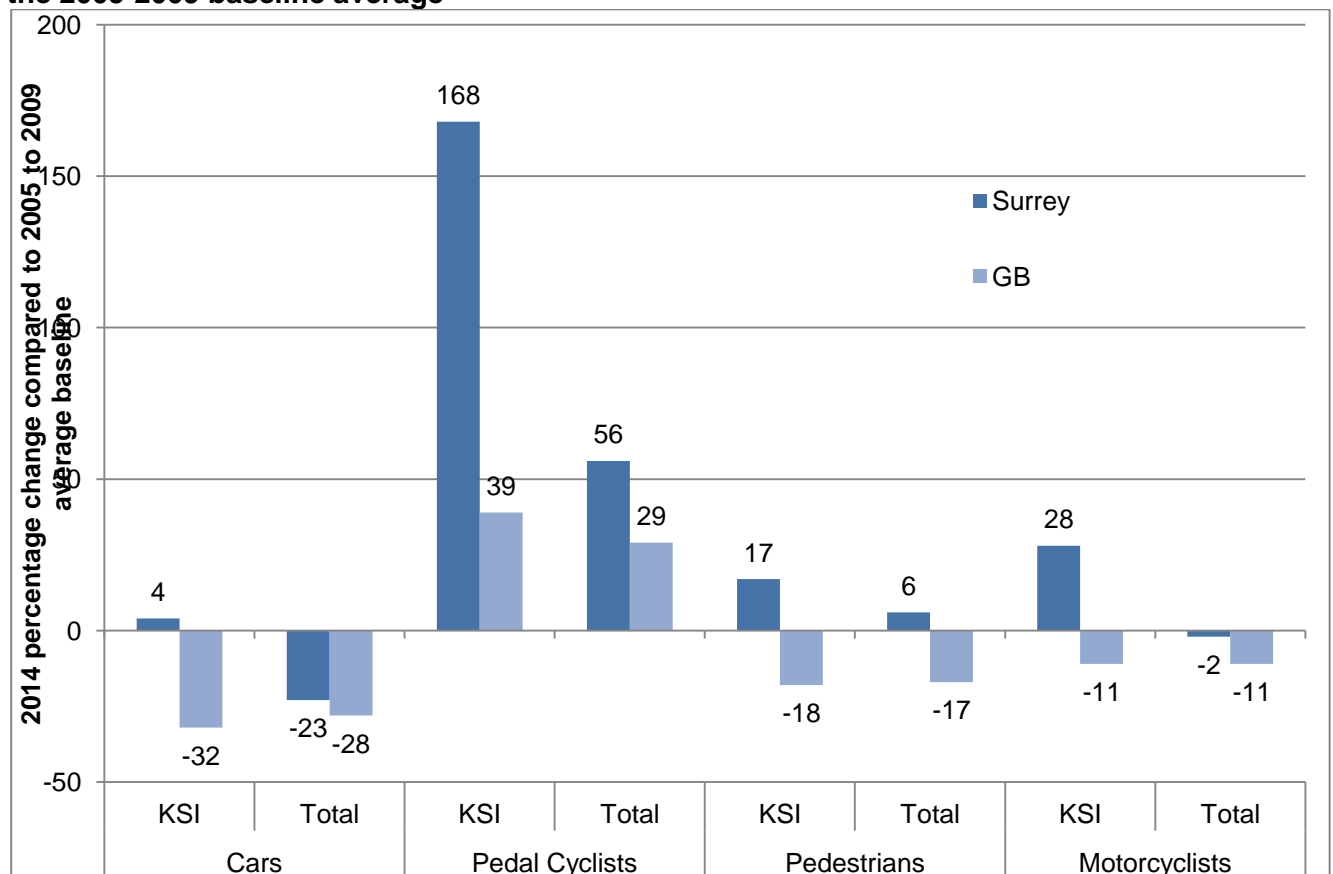
3.6. Summary and Comparison with Great Britain

3.6.1. Table 6 below summarises the percentage change over the 2005 to 2009 baseline average by road user type for different severity of casualty. Chart 7 provides a comparison between Surrey and Great Britain. The numbers of casualties for “other” road user types (such as bus, lorry and equestrians) are so small they have not been included in this analysis (for example, there were 14 KSIs across all other road user groups in 2014).

Table 6: Percentage change in casualties compared with the 2005-2009 average

| Severity | 2014 percentage change over 2005-2009 average | | | | | | | |
|----------|---|---|---------------|---|------------|---|--------------|---|
| | Car | | Pedal Cyclist | | Pedestrian | | Motorcyclist | |
| Killed | -34 | ↓ | +25 | ↑ | +4 | ↑ | -30 | ↓ |
| Serious | +8 | ↑ | +176 | ↑ | +19 | ↑ | +33 | ↑ |
| Slight | -24 | ↓ | +36 | ↑ | +3 | ↑ | -13 | ↓ |
| KSI | +4 | ↑ | +168 | ↑ | +17 | ↑ | +28 | ↑ |
| Total | -23 | ↓ | +56 | ↑ | +6 | ↑ | -2 | ↓ |

Chart 7: Percentage change in casualties in Surrey and Great Britain in 2014 compared with the 2005-2009 baseline average



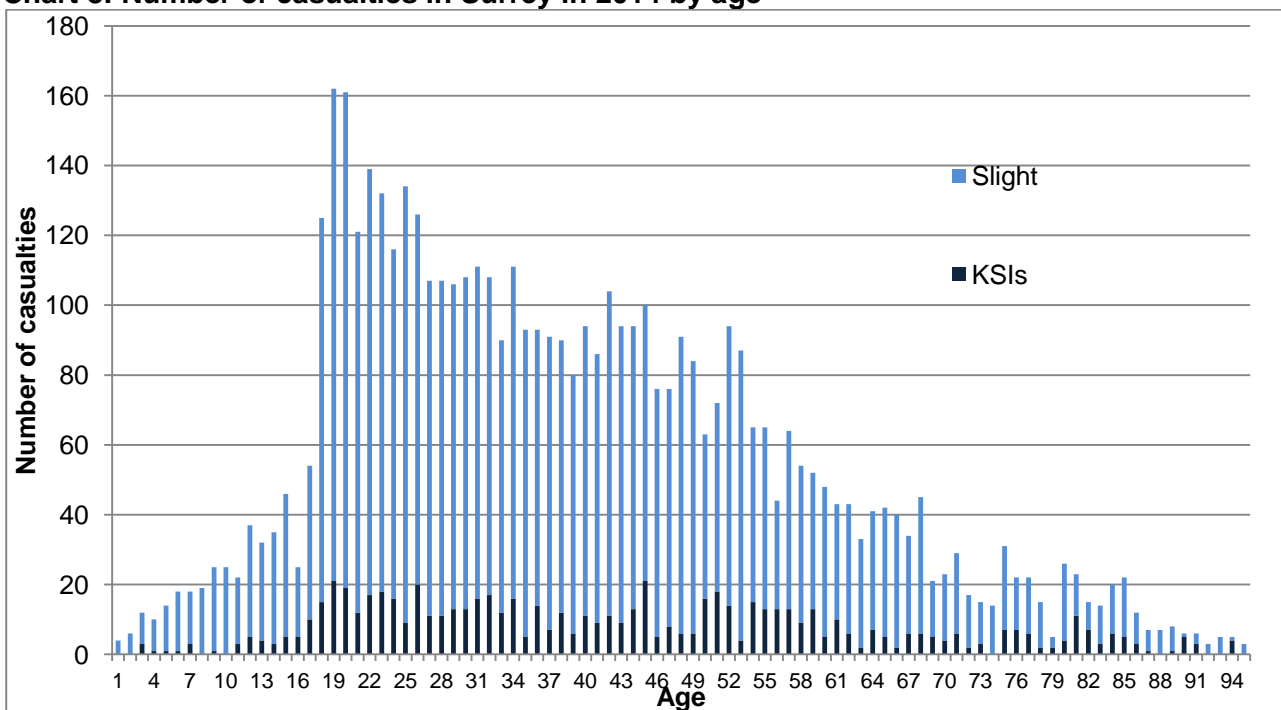
3.6.2. It can be seen that Surrey has had an increase in the number of KSIs for every road user type. There have also been increases in total casualties for pedal cyclist and pedestrian road users. Consequently Surrey does not compare well with Great Britain, which apart from pedal cyclists, has had a reduction in casualties for each of the road user types.

3.6.3. With regard to pedal cyclist casualties there has been an increase in Great Britain, but the increase in Surrey has been substantially greater.

4. Road Casualties by Age

4.1.1. Chart 8 shows the number of casualties in Surrey in 2014 by age, by KSI and slight severity of casualty. It can be seen that for children the total number of casualties generally increases with increasing age. The total number of casualties is highest for young adults around 19 years of age, and then generally decreases with increasing age. The pattern for higher severity casualties (KSI) is slightly different. There are comparatively small numbers of children seriously injured or killed and then a higher number of young adult KSIs. There are varying levels of KSIs among middle aged people up to the age of about 60 and then a general reduction among over 60s.

Chart 8: Number of casualties in Surrey in 2014 by age



4.1.2. Table 7, and Charts 8 and 9 describe the trend in KSI casualties for different age groupings.

Table 7: Trend in KSI road casualties in Surrey by age group (excludes age unknown)

| Age Group | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|-------------|-------------------|------|------|------|------|------|---|---|
| 0 to 15 | 34.4 | 43 | 33 | 33 | 45 | 35 | +2 | ↑ |
| 16 to 24 | 151.2 | 98 | 127 | 119 | 115 | 137 | -9 | ↓ |
| 25 to 29 | 53.4 | 42 | 44 | 39 | 54 | 68 | +27 | ↑ |
| 30 to 39 | 93.0 | 90 | 77 | 100 | 99 | 116 | +25 | ↑ |
| 40 to 49 | 84.2 | 83 | 110 | 93 | 99 | 104 | +24 | ↑ |
| 50 to 59 | 55.4 | 55 | 61 | 72 | 80 | 117 | +111 | ↑ |
| 60 and over | 82.8 | 96 | 122 | 113 | 93 | 141 | +70 | ↑ |

Total | 554.4 | 507 | 574 | 569 | 585 | 718 | +30 ↑

Chart 8: Trend in KSI casualties in Surrey by age groups (0 to 29) (excludes age unknown)

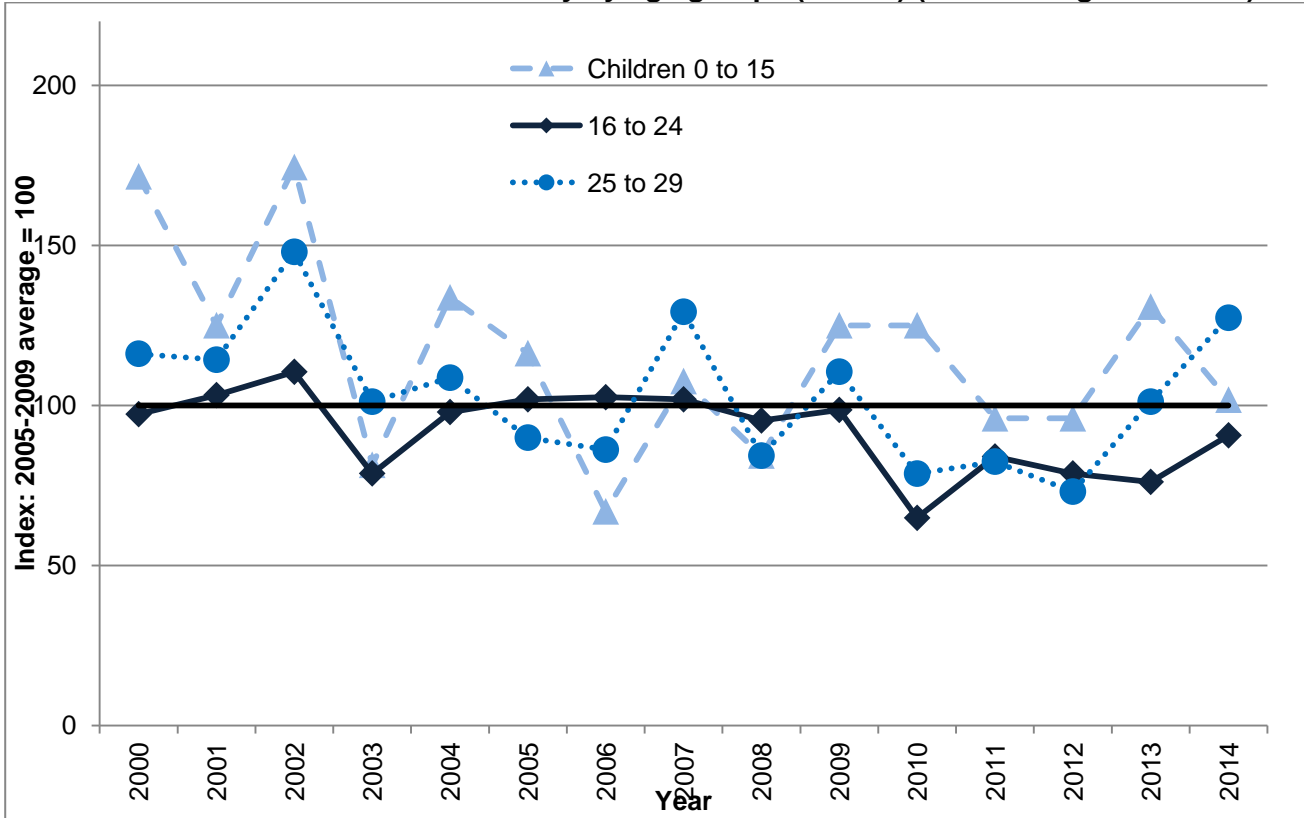
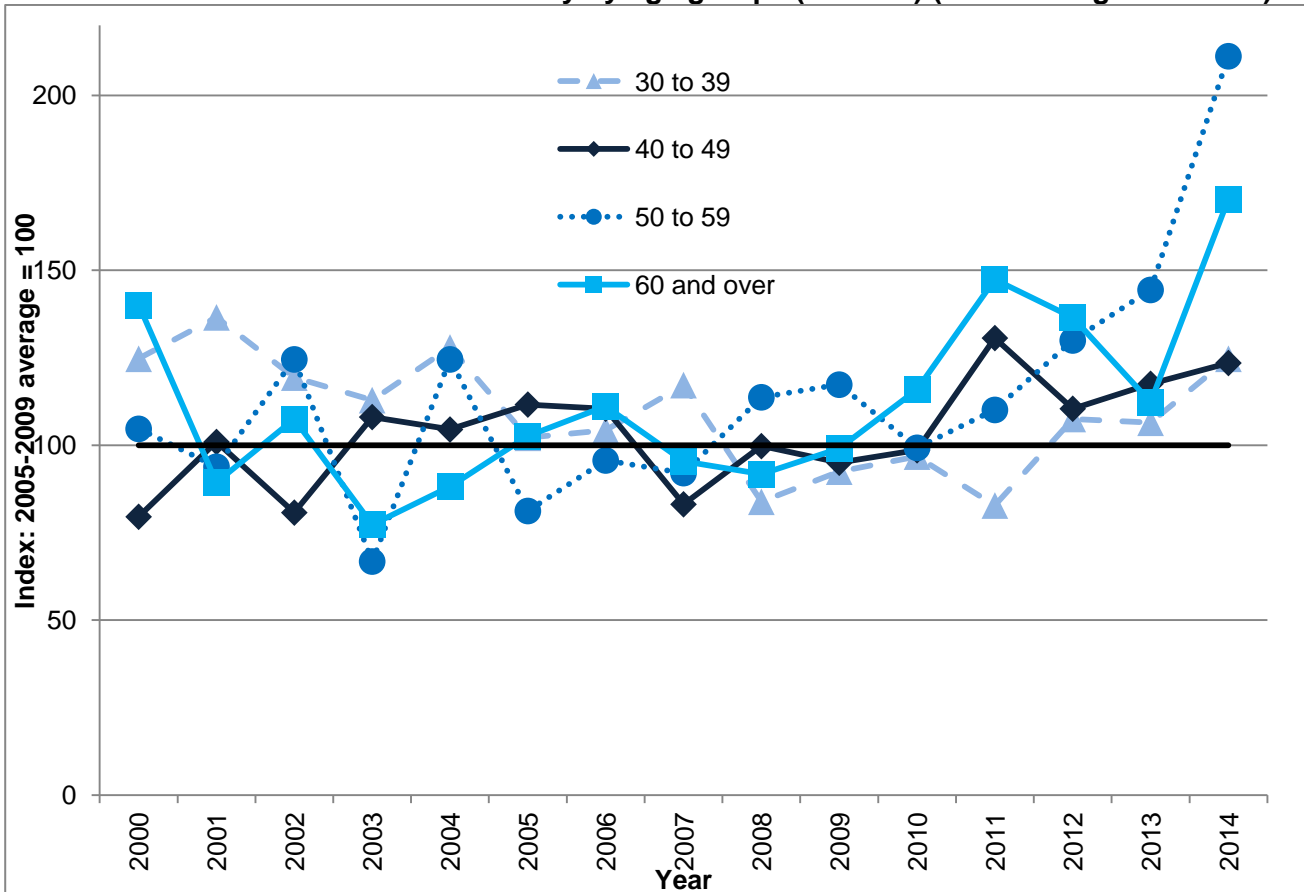


Chart 9: Trend in KSI casualties in Surrey by age groups (30 to 99) (excludes age unknown)



4.1.3. It can be seen from Table 7, and Charts 8 and 9 that there has been an increase in KSI for all age groups apart from the “16 to 24” age group. There has been a particular increase in the number of KSI casualties in the “50 to 59” and “60 and over” age groups.

4.1.4. Table 8, and Charts 10 and 11 describe the trend in total casualties for different age groupings. It can be seen that there has been a reduction in total casualties for most age groups with the biggest decrease for the 16 to 24 age group. There has been an increase in the total number of casualties in the “50 to 59” and “60 and over” age groups.

Table 8: Trend in road casualties (all severities) in Surrey by age group (excluding age unknown)

| Age Group | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|-------------|-------------------|-------|-------|-------|-------|-------|---|---|
| 0 to 15 | 415.0 | 312 | 360 | 324 | 306 | 348 | -16 | ↓ |
| 16 to 24 | 1,640.8 | 1,305 | 1,444 | 1,333 | 1,138 | 1,144 | -30 | ↓ |
| 25 to 29 | 654.2 | 537 | 607 | 609 | 575 | 554 | -15 | ↓ |
| 30 to 39 | 1,094.0 | 944 | 1036 | 989 | 924 | 961 | -12 | ↓ |
| 40 to 49 | 960.0 | 852 | 885 | 882 | 837 | 868 | -10 | ↓ |
| 50 to 59 | 610.2 | 557 | 580 | 639 | 587 | 645 | 6 | ↑ |
| 60 and over | 688.8 | 666 | 713 | 658 | 625 | 717 | 4 | ↑ |
| Total | 6,063.0 | 5,173 | 5,625 | 5,434 | 4,992 | 5,237 | -14 | ↓ |

Chart 10: Trend in total casualties (all severities) in Surrey by age groups (0 to 29) (excludes age unknown)

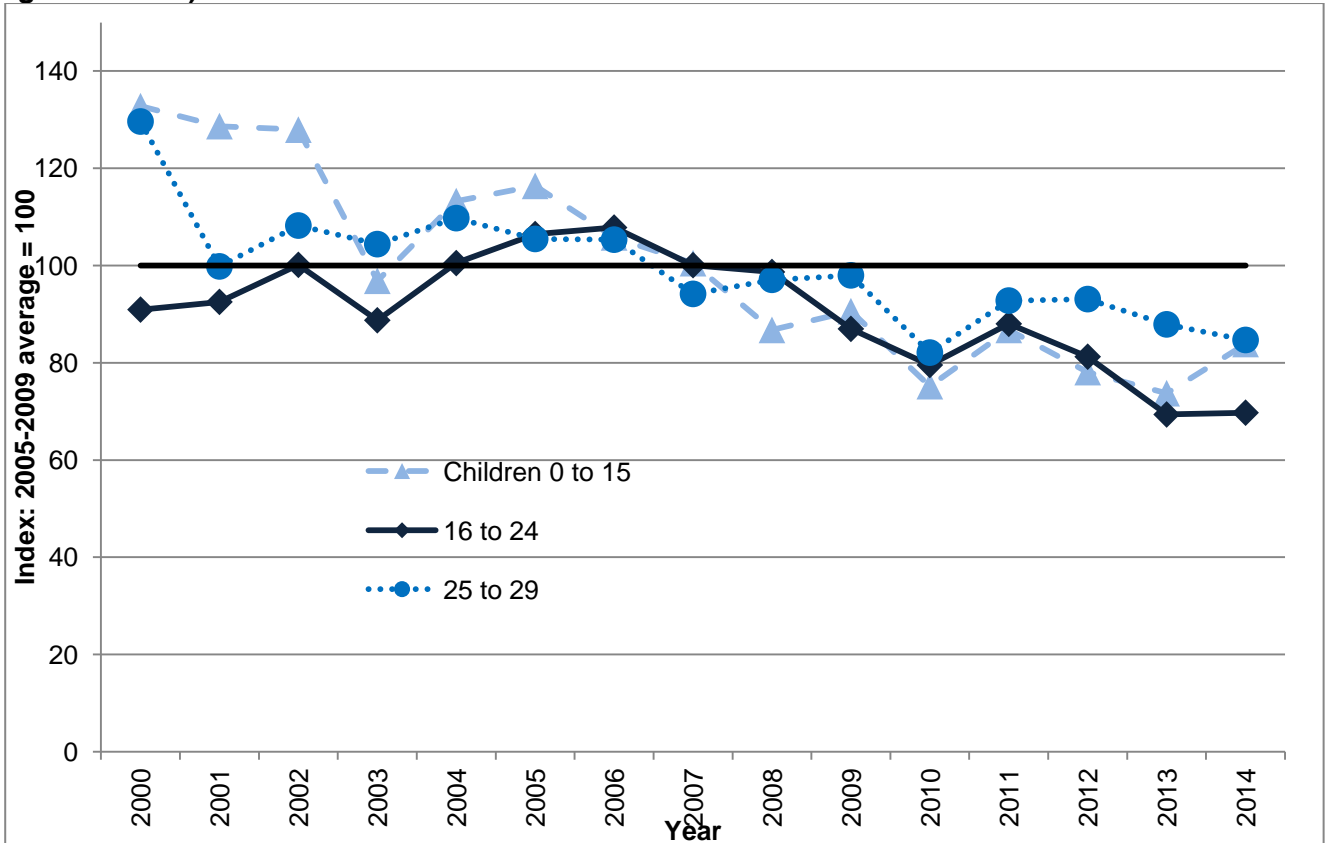
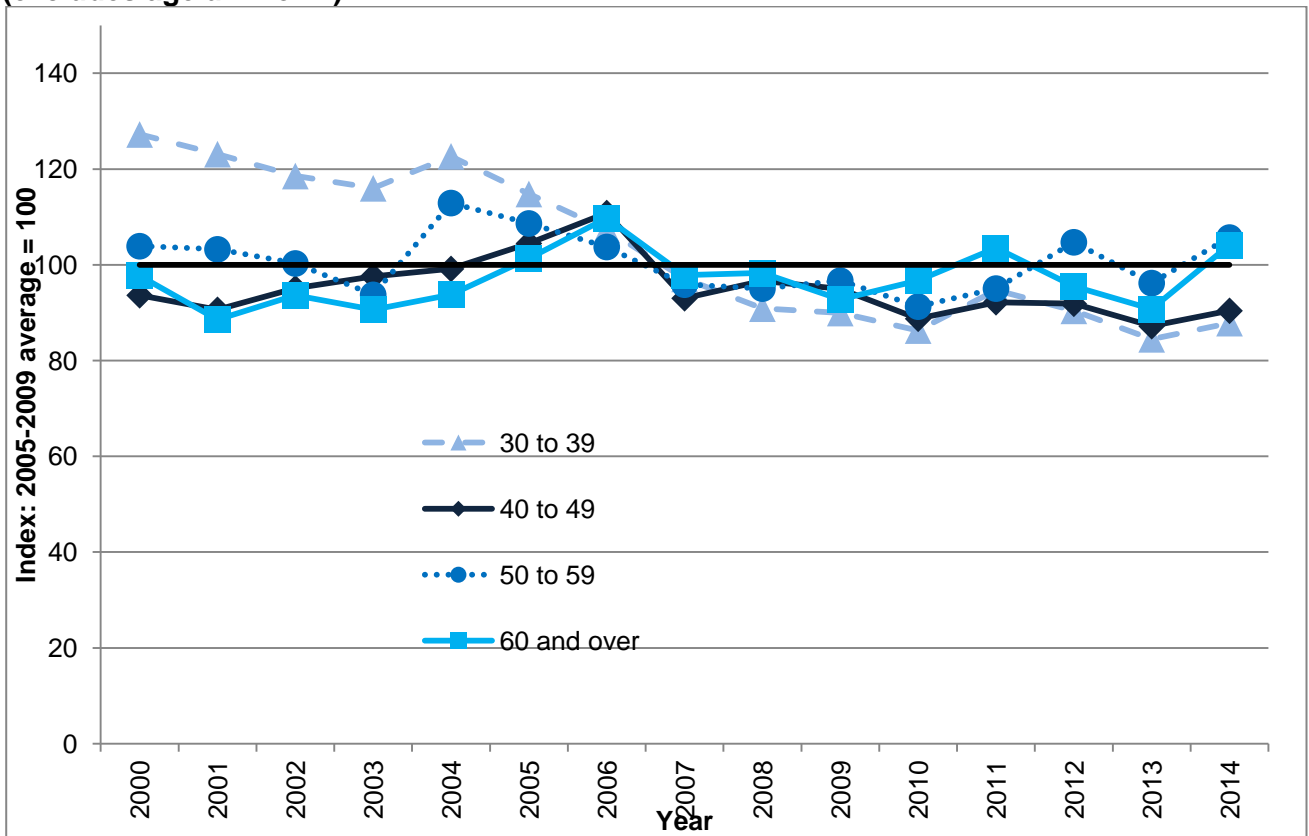


Chart 11: Trend in total casualties in Surrey (all severities) by age groups (30 to 99) (excludes age unknown)



5. Road Casualties by Age and Road User Group

- 5.1.1. Tables 9 and 10 show the number KSI and total casualties in 2014 by age groups and road user type and the percentage change compared with the 2005-2009 baseline average. These tables exclude casualties where the age was unknown and not recorded.
- 5.1.2. It can be seen from table 9 that the overall number of child (0 to 15 years old) KSI car occupants in 2014 is relatively small (15 KSIs), despite a large percentage increase for this age group. The number of car occupant KSIs over 50 is comparatively large and there has been a large percentage increase for these older age groups too.
- 5.1.3. There have been increases in pedal cycle KSIs for all age groups apart from children, with particularly large rises in the over 50 age groups. For pedestrian KSIs the largest percentage increase has also been for the over 50 age groups. For motorcyclists the age group with the largest number of KSIs is the 16 to 24 year olds. The largest increase has been in the 50 to 59 age group.

Table 9: KSI casualties by age and road user type 2014 and percentage change compared with 2005-2009 baseline average (excludes age unknown)

| Age Group | Number of KSI casualties (percentage change over 2005-2009 average) | | | | | | | | | | | |
|-------------|---|--------|---|---------------|--------|---|------------|-------|---|--------------|--------|---|
| | Car | | | Pedal Cyclist | | | Pedestrian | | | Motorcyclist | | |
| 0 to 15 | 15 | (+178) | ↑ | 6 | (-32) | ↓ | 13 | (-31) | ↓ | 0 | (-100) | ↓ |
| 16 to 24 | 46 | (-45) | ↓ | 19 | (+171) | ↑ | 15 | (+15) | ↑ | 55 | (+25) | ↑ |
| 25 to 29 | 28 | (+1) | ↑ | 12 | (+114) | ↑ | 3 | (-25) | ↓ | 23 | (+74) | ↑ |
| 30 to 39 | 37 | (-2) | ↓ | 28 | (+155) | ↑ | 9 | (+25) | ↑ | 37 | (+11) | ↑ |
| 40 to 49 | 34 | (+10) | ↑ | 36 | (+190) | ↑ | 9 | (+15) | ↑ | 23 | (-21) | ↓ |
| 50 to 59 | 31 | (+29) | ↑ | 39 | (+427) | ↑ | 10 | (+47) | ↑ | 36 | (+169) | ↑ |
| 60 and over | 69 | (+64) | ↑ | 25 | (+229) | ↑ | 35 | (+56) | ↑ | 10 | (+32) | ↑ |
| Total | 260 | (+3) | ↑ | 165 | (+176) | ↑ | 94 | (+18) | ↑ | 184 | (+30) | ↑ |

- 5.1.4. From table 10 it can be seen that there have reductions in the total number of casualties for car occupants for all age groups. However the smallest reduction was for the 60 and over age group. There have been increases in the total number of pedal cycle casualties for all age groups apart from children. The largest increases were for the 30 to 59 age groups. For pedestrians the largest increase was for the 50 to 59 age group. For motorcyclists the age group suffering by far the largest number of casualties is the 16 to 24 age group, but there has been a reduction compared to the baseline. The age groups with the largest increases were the 50 to 59 and 60 and over groups.

Table 10: Total casualties by age and road user type 2014 and percentage change compared with 2005-2009 baseline average (excludes age unknown)

| Age Group | Total number of casualties (percentage change over 2005-2009 average) | | | | | | | | | | | |
|-------------|---|-------|---|---------------|--------|---|------------|-------|---|--------------|--------|---|
| | Car | | | Pedal Cyclist | | | Pedestrian | | | Motorcyclist | | |
| 0 to 15 | 193 | (-13) | ↓ | 64 | (-14) | ↓ | 84 | (-17) | ↓ | 0 | (-100) | ↓ |
| 16 to 24 | 758 | (-40) | ↓ | 91 | (+50) | ↑ | 73 | (+8) | ↑ | 192 | (-9) | ↓ |
| 25 to 29 | 389 | (-22) | ↓ | 57 | (+57) | ↑ | 20 | (-7) | ↓ | 64 | (+3) | ↑ |
| 30 to 39 | 629 | (-22) | ↓ | 133 | (+86) | ↑ | 46 | (+21) | ↑ | 99 | (-10) | ↓ |
| 40 to 49 | 577 | (-18) | ↓ | 130 | (+91) | ↑ | 41 | (+23) | ↑ | 79 | (-17) | ↓ |
| 50 to 59 | 404 | (-10) | ↓ | 91 | (+118) | ↑ | 45 | (+47) | ↑ | 73 | (+49) | ↑ |
| 60 and over | 517 | (-3) | ↓ | 58 | (+58) | ↑ | 79 | (+14) | ↑ | 41 | (+99) | ↑ |
| Total | 3,467 | (-23) | ↓ | 624 | (+60) | ↑ | 388 | (+7) | ↑ | 548 | (-1) | ↓ |

6. Road Casualties by Road Type

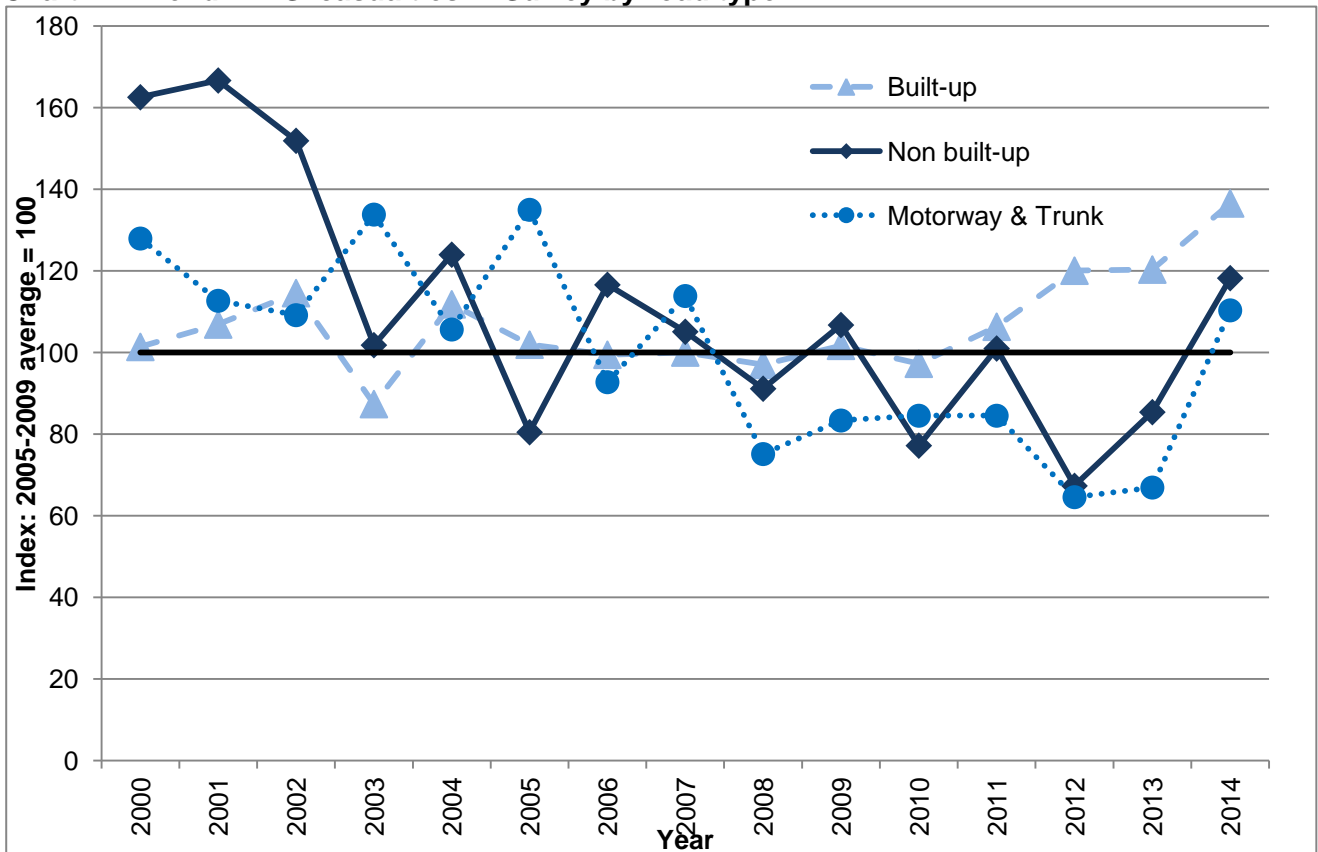
6.1.1. Table 11 and Chart 12 show the trend in the number of KSI road casualties and total casualties by type of road. The standard definitions of “built-up”, and “non built-up” are used – a built up road is one with a speed limit of 40 mph or less whereas a non built-up road is one with a speed limit greater than 40 mph. Collision data for motorways and trunk roads is shown separately as these are roads managed by Highways England, whereas Surrey County Council manage all other local roads.

Table 11: Trend in KSI road casualties in Surrey by road type

| Road Type | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average |
|--------------|-------------------|------|------|------|------|------|---|
| Built-up | 364.0 | 354 | 387 | 437 | 438 | 497 | +37 |
| Non built-up | 121.8 | 94 | 123 | 82 | 104 | 144 | +18 |
| Mway & Trunk | 85.2 | 72 | 72 | 55 | 57 | 94 | +10 |
| Total | 571.0 | 520 | 582 | 574 | 599 | 735 | +29 |

6.1.2. It can be seen from table 11 that in 2014 about two thirds of KSI casualties took place on built-up roads (497 KSIs out of a total of 735). This is unsurprising as these roads will be the busiest and will have a greater proportion of vulnerable road users such as pedestrians and cyclists. Built-up roads suffered the greatest increase in KSI casualties in 2014 compared to the 2005 to 2009 base-line average (a 37 per cent increase).

Chart 12: Trend in KSI casualties in Surrey by road type



6.1.3. Table 12 and Chart 13 show the trend in the total number of road casualties (all severities) by type of road. It can be seen from table 12 that in 2014 about two thirds of the total number of casualties took place on built-up roads (3,699 casualties out of a total of 5,408). All the different types of road had a decrease in casualties compared to the baseline. The greatest decrease was on non built-up roads and the smallest decrease was on built-up roads.

Table 12: Trend in road casualties (all severities) in Surrey by road type

| Road Type | 2005-2009 average | 2010 | 2011 | 2012 | 2013 | 2014 | 2014 percentage change over 2005-2009 average | |
|--------------|-------------------|-------|-------|-------|-------|-------|---|---|
| Built-up | 4,111.0 | 3,535 | 3,724 | 3,671 | 3,380 | 3,699 | -10 | ↓ |
| Non built-up | 1,007.4 | 834 | 938 | 818 | 847 | 739 | -27 | ↓ |
| Mway & Trunk | 1,184.0 | 962 | 1,093 | 1,076 | 996 | 970 | -18 | ↓ |
| Total | 6,302.4 | 5,331 | 5,755 | 5,565 | 5,223 | 5,408 | -14 | ↓ |

Chart 13: Trend in total casualties (all severities) in Surrey by road type

