Reported Road Casualties in Surrey 2013

www.drivesmartsurrey.org.uk

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Contents

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).

Billion vehicle miles: The Department for Transport produces estimates of annual average daily flow (AADF) for each link of the major road network. They are produced using 12-hour manual data counts from a large number of sites and traffic profiles derived from automatic counters at about 190 sites. Traffic estimates are calculated for each link of the network by multiplying the AADF by the corresponding length of road factored up by the numbers of days in the year. Therefore, a major road link of length 2 miles with an AADF of 50,000 has a traffic figure of 100,000 vehicle miles (2*50,000). This equates to 36.5 million vehicle miles a year. Because every major road link is counted, in principle, total traffic on major roads can be obtained by summing the traffic figures for every link. For minor roads the AADF is estimated based on a sample of traffic counts, including those projected forward from counts done in earlier years.

Executive Summary

In recent years there has been a substantial reduction in fatal road casualties in Surrey. In 2012 and again in 2013 there were 18 fatal road casualties, whereas seven years ago in 2007 the total was 60. A similar reduction has been observed in national road casualty data. Out of 151 English local authorities in 2013, Surrey was ranked:

- 51 in terms of fatal casualties per 100,000 population
- 24 in terms of fatal casualties per billion vehicle miles travelled
- 30 in terms of reduction in fatal casualties compared to 2005 to 2009 baseline average

In 2011 Surrey County Council commissioned TRL Ltd to investigate this accelerated reduction in fatal casualties. It was concluded that there had appeared to have been a link to the economic downturn which had resulted in reduced traffic, fewer HGVs and fewer young male drivers (who tend to be over represented in collisions). There also appears to have been changes in driver behaviour (for example speed choice and drink driving) which, in turn, make drivers safer and reduces collisions, and in particular, high severity collisions. The research also speculated that drivers might behave more cautiously when uncertain about their financial future, so reducing extreme behaviour that can lead to fatal collisions. The research also highlighted the possibility that more extreme cold weather in recent years has resulted in people driving less, and more cautiously.

There are signs that the economy is improving, and sadly this appears to have corresponded with a rise in fatal casualties in Surrey and Great Britain. At the time of writing (mid October 2014), there had been 31 fatal casualties in Surrey within the calendar year, already much more than in the whole of 2013. Also, nationally there was an increase in fatal casualties of 4 per cent in the year ending March 2014 compared with the year ending March 2013.

The trend in the number of killed and seriously injured (KSI) casualties has not been as good as the trend in fatal casualties. Out of 151 English local authorities in 2013, Surrey was ranked:

- 134 in terms of KSI casualties per 100,000 population
- 91 in terms of KSI casualties per billion vehicle miles
- 135 in term of percentage reduction in KSI casualties compared to 2005 to 2009 average

Surrey is one of only 19 local authorities out of 151 to have suffered an increase in KSI casualties in 2013 compared to the baseline average for 2005 to 2009. More detailed analysis within this report highlights that serious injury to cyclists accounts for the largest part of this overall increase. The number of cycling casualty KSIs has increased by 134 per cent, from an average of 62 during 2005 to 2009, to a total of 145 in the year 2013.

The trend in the total number of casualties has also not been so good. Out of 151 English local authorities in 2013, Surrey was ranked:

- 147 in terms of total casualties per 100,000 population
- 67 in terms of total casualties per billion vehicle miles
- 105 in terms of percentage reduction in total casualties compared to 2005 to 2009 average

The analysis within this report has again highlighted that an increase in injuries to cyclists in Surrey accounts for the largest part of this comparatively poor reduction in total casualties. In addition to the 134 per cent increase in cyclist KSIs described above, there was a 36 per cent increase in slight injuries to cyclists, from an average of 354 during 2005 to 2009, to a total of 482 in 2013.

This report only provides an overview of casualty trends in Surrey, along with Surrey's casualty reduction trend compared with other local authorities. More detailed analysis reports will be completed for specific road user groups and topics to identify the behaviours and reasons as to why collisions are occurring, to help inform what could be done to prevent them.

1. Introduction

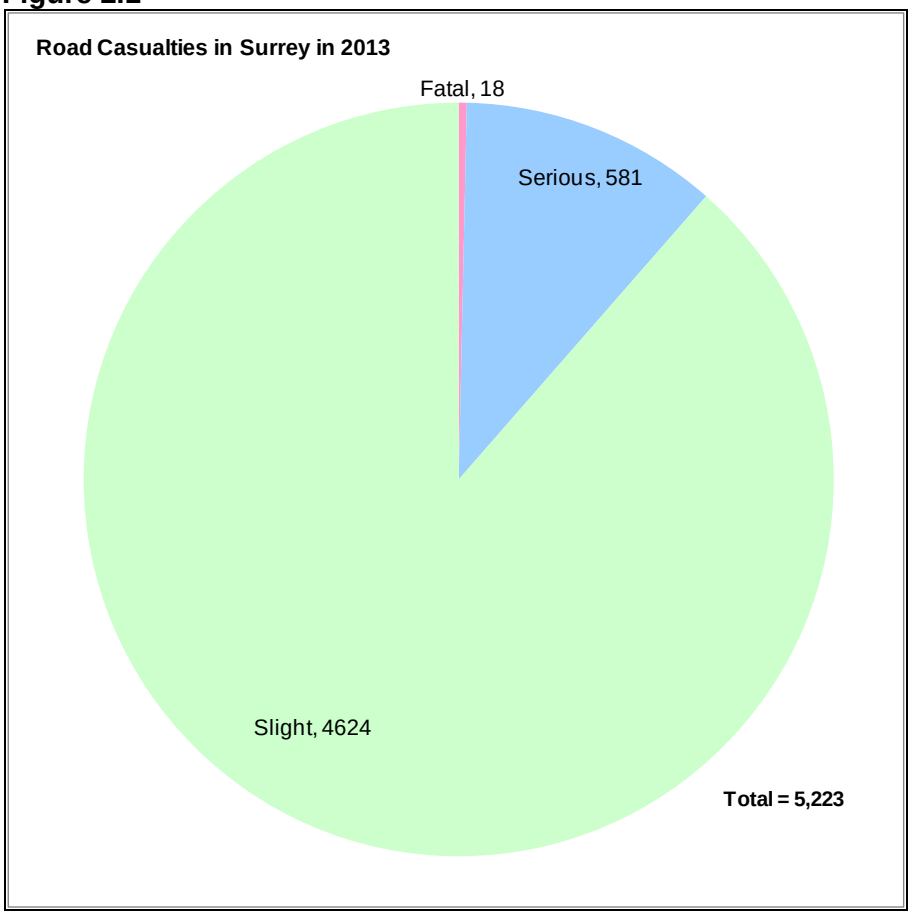
1.1.1. This report presents an overview of the trend in road casualties in Surrey by severity (fatal, serious, slight), followed by Surrey's overall road casualty reduction trend compared with other local authorities. This is followed by a summary of the trend in road casualties by road user age and road user type for each severity.

2. Road Casualties By Severity

2.1. Number of Fatal, Serious and Slight Road Casualties in Surrey in 2013

2.1.1. The chart in Figure 2.1 shows the total number of fatal, serious and slight injury casualties in Surrey in 2013. It can be seen that there were 18 fatal casualties, and these constituted 0.3 per cent of the total of 5,223 casualties. There were a total of 599 fatal and serious casualties combined, and these constituted 11 per cent of the total of 5,223 casualties.

Figure 2.1



2.2. Trend in Fatal Road Casualties

2.2.1. The chart in Figure 2.2 shows the trend in fatal road casualties in Surrey since 1994. It can be seen that there was a large drop in fatal casualties between 2008 and 2012. There were 18 fatal casualties in 2013 whereas there were 60 in 2007. A similar pattern has been experienced across both the southeast of England and Great Britain.

2.2.2. In 2011 Surrey County Council commissioned TRL Ltd to investigate this accelerated reduction in fatal casualties. It was concluded that there had appeared to have been a link to the economic downturn which had resulted in reduced traffic, fewer HGVs and fewer young male drivers (who tend to be over represented). There also appears to have been changes in driver behaviour (for example speed choice and drink driving) which, in turn, make drivers safer and reduces collisions, and in particular, high severity collisions. The research also speculated that drivers might behave more cautiously when uncertain about their financial future, so reducing the extreme behaviour that can lead to fatal collisions. The research also highlighted the possibility that more extreme cold weather in recent years has resulted in people driving less, and more cautiously.

2.2.3. It should be noted that at the time of writing (September 2014) there had been 23 fatal road casualties in Surrey during 2014. Therefore, already with only three quarters of the year of 2014 elapsed there had already been an increase in fatal casualties compared to 2013.

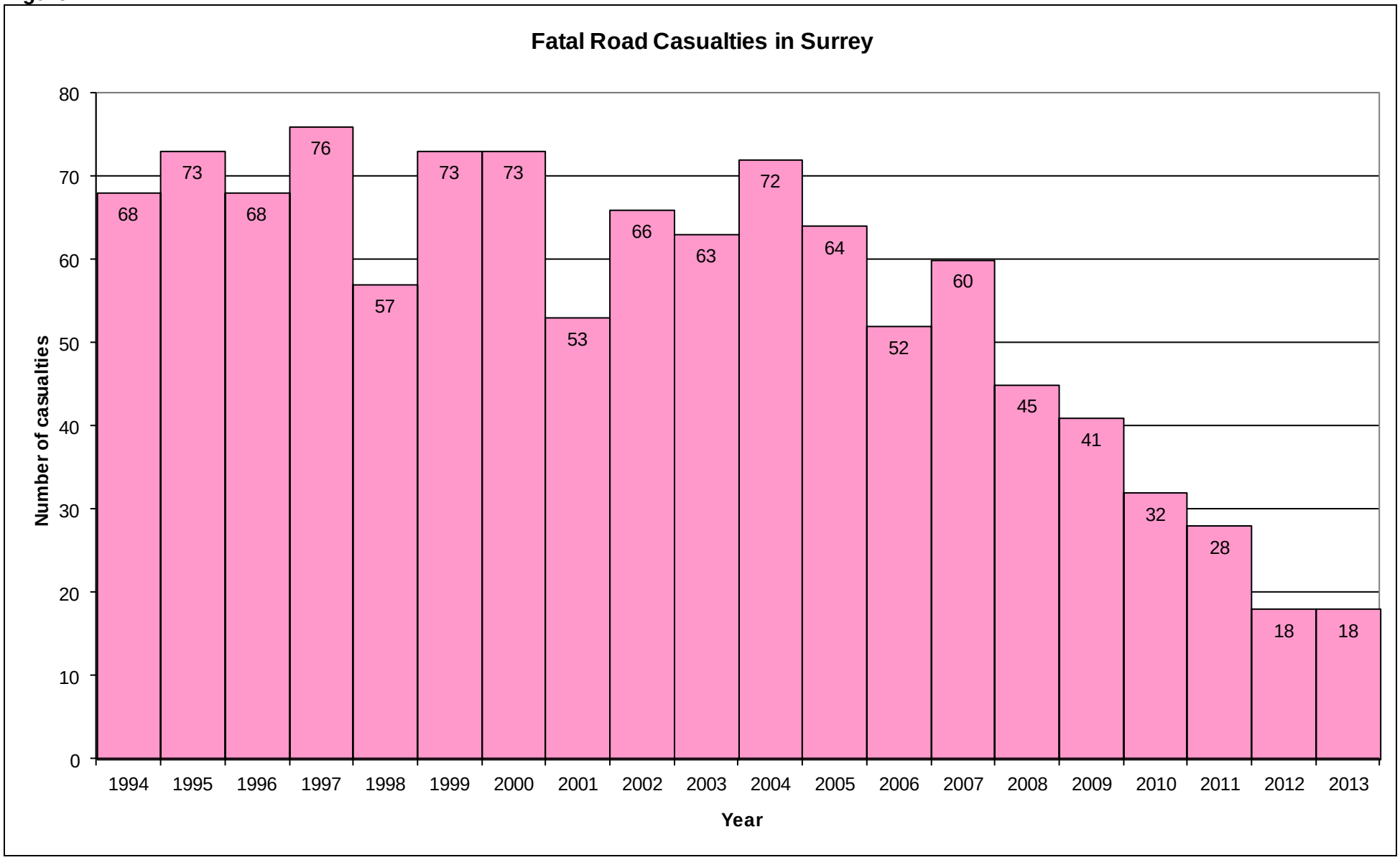
2.3. Trend in Serious Road Casualties

2.3.1. The chart in Figure 2.3 shows the trend in serious injury road casualties together with the trend in fatal road casualties in Surrey. It can be seen that in 2013 there was a total of 581 serious casualties, an increase of 25 compared to 2012 when there were 556. It can be seen that the numbers of serious injury casualties has remained fairly static since 2003.

2.4. Trend in Slight Road Casualties

2.4.1. The chart in Figure 2.4 shows the trend in slight injury road casualties together with the trend in serious and fatal casualties. It can be seen that in 2013 there was a total of 4,624 slight injury casualties, a decrease of 367 compared to 2012 when there was 4,991.

Figure 2.2


Fatal Road Casualties in Surrey
Number of casualties
Year
0
10
20
30
40
50
60
70
80
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
68
73
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18
18

Figure 2.3

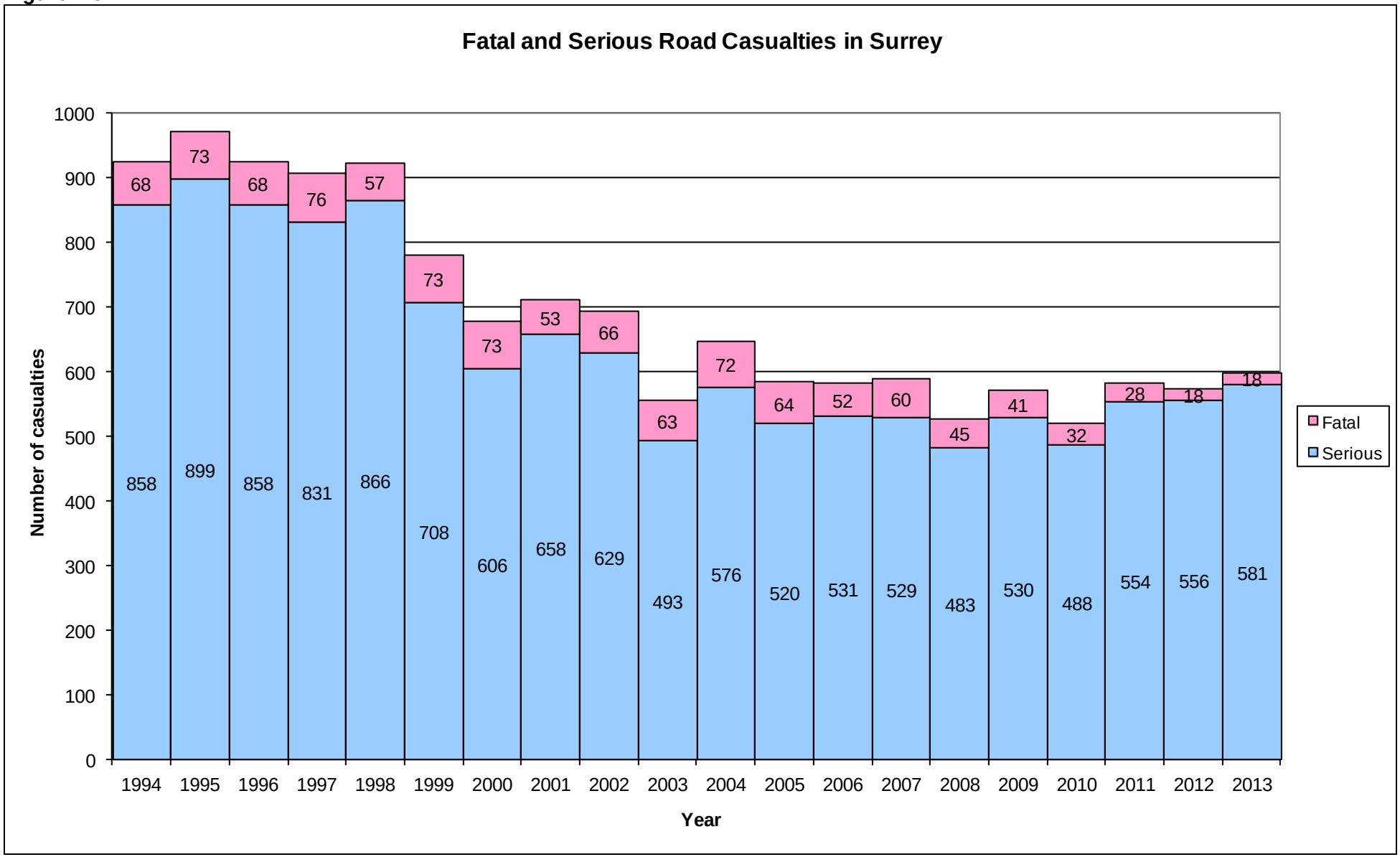
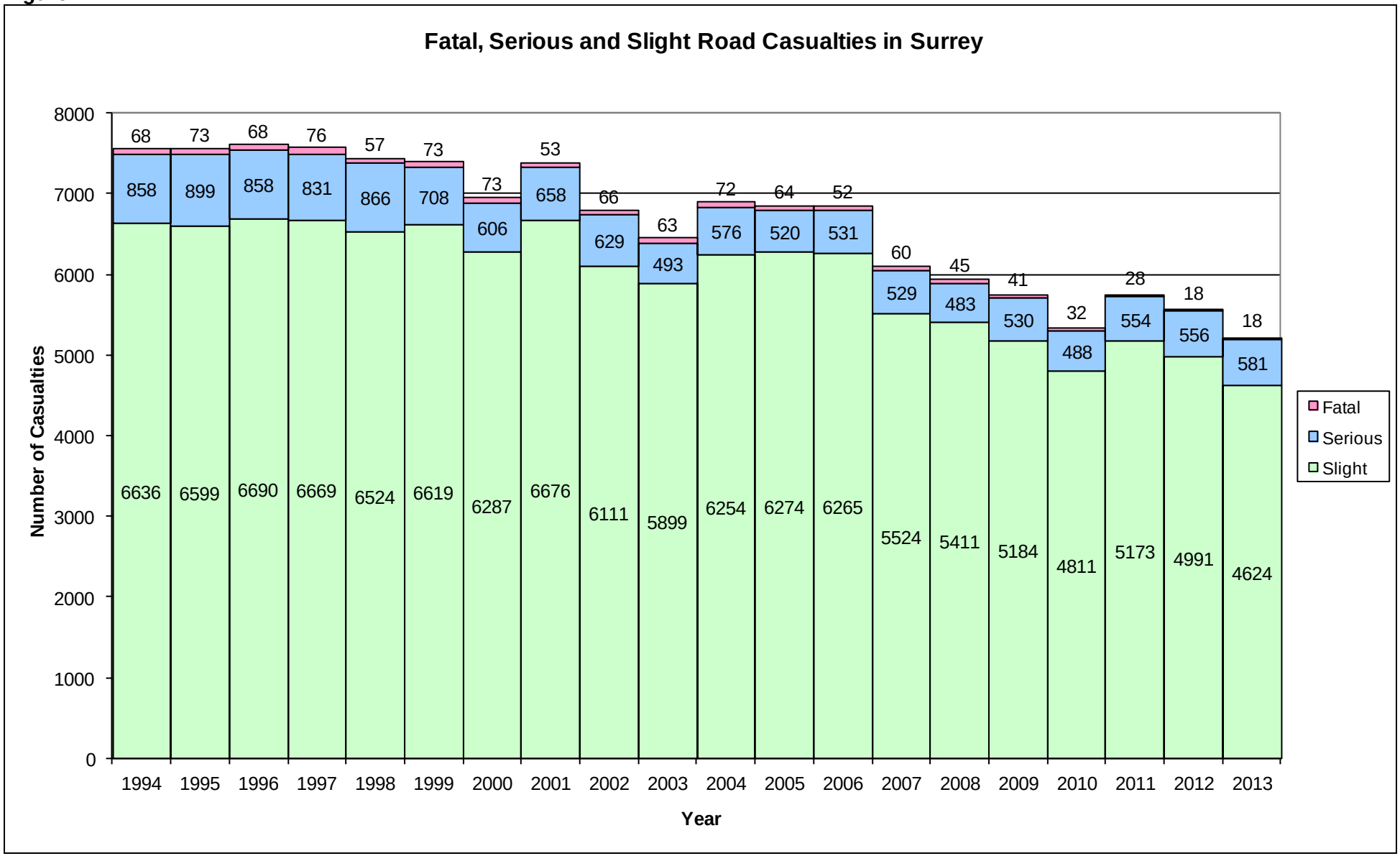

Fatal and Serious Road Casualties in Surrey
Number of casualties
Year
Fatal
Serious
1000
900
800
700
600
500
400
300
200
100
0
1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
68 73 68 76 57 73 73 53 66 63 72 64 52 60 45 41 32 28 18 18
858 899 858 831 866 708 606 658 629 493 576 520 531 529 483 530 488 554 556 581

Figure 2.4


Fatal, Serious and Slight Road Casualties in Surrey
Number of Casualties
Year
Fatal
Serious
Slight
1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
68 73 68 76 57 73 73 53 66 63 72 64 52 60 45 41 32 28 18 18
858 899 858 831 866 708 606 658 629 493 576 520 531 529 483 530 488 554 556 581
6636 6599 6690 6669 6524 6619 6287 6676 6111 5899 6254 6274 6265 5524 5411 5184 4811 5173 4991 4624

3. Surrey's Trends Compared to Other Local Authorities

3.1. Introduction

3.1.1. There are three main ways to measure casualty reduction trends. A comparison of casualties by level of resident population within an area provides a way of comparing different local authorities taking into account how large their populations are. However this measure does not take into account the level of traffic generated by that population within the area, or the level of traffic generated by other people from elsewhere travelling through that area. A large proportion of casualties taking place in an area may also involve people travelling in that area who are not resident in that area too.

3.1.2. Another measure is to compare the number of casualties per vehicle miles travelled. This takes into account the amount of travel by vehicles taking place within an area (irrespective of where they are resident). It could be argued that this provides a fairer comparison as it takes into account a more accurate measure of exposure to risk of travellers within an area. However it does not take into account the distance travelled by pedestrians.

3.1.3. A further comparison can be made using a measure of how the number of casualties has reduced compared to a baseline. For example a 20 per cent reduction in casualties in a local authority compared to a baseline might initially be considered a good result, but not if many other local authorities have achieved a 30 per cent reduction over the same time period. The following section presents an analysis of Surrey's trends compared to all the other English Local Highway Authorities using these three measures. Within the Charts from Figure 3.1 to 3.9, a number of Surrey's neighbouring local authorities are highlighted especially.

3.2. Casualties by population

3.2.1. Figure 3.1 shows how Surrey compares to other local authorities in terms of the number of fatal casualties per 100,000 population in 2013. On this measure Surrey is ranked close to the top one third of local authorities (51 out of 151). It should be noted that The City of London data is excluded from the charts 3.1 to 3.3 for presentational purposes as that area has a very small resident population.

3.2.2. Figure 3.2 shows how Surrey compares to other local authorities in terms of the number of KSI casualties per 100,000 population in 2013. On this measure Surrey is within the bottom quartile with a ranking of 134 out of 151.

3.2.3. Figure 3.3 shows how Surrey compares to other local authorities in terms of the total number of casualties per 100,000 population in 2013. On this measure Surrey is one of the bottom local authorities with a ranking of 147 out of 151.

3.3. Casualties by vehicle miles travelled

3.3.1. Figure 3.4 shows how Surrey compares to other local authorities in terms of the number of fatal casualties per billion vehicle miles travelled. On this measure Surrey is ranked among the best local authorities (24 out of 151).

3.3.2. Figure 3.5 shows how Surrey compares to other local authorities in terms of the number of KSI casualties per billion vehicle miles. On this measure Surrey has a middle ranking (61 out of 151).

3.3.3. Figure 3.6 shows how Surrey compares to other local authorities in terms of the total number of casualties per billion vehicle miles. On this measure Surrey has a middle ranking (67 out or 151).

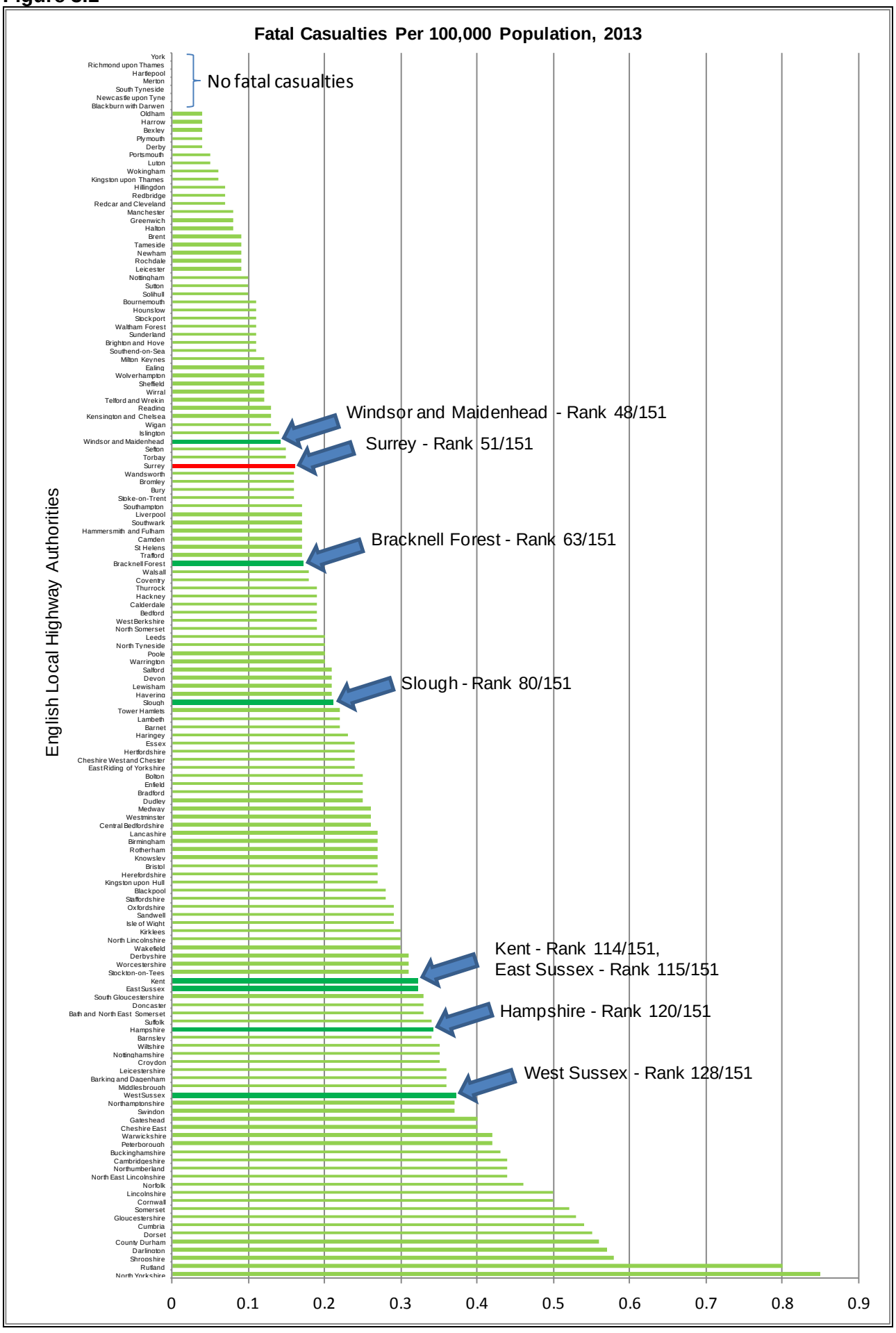
3.4. Reduction in casualties compared to 2005 to 2009 baseline average

3.4.1. The Government's Strategic Framework for Road Safety uses the five year baseline from 2005 to 2009 to monitor performance in reducing casualties. Figure 3.7 shows how Surrey compares to other local authorities in terms of the percentage change in the number of fatal casualties against this baseline. On this measure Surrey is ranked within the top quartile of local authorities (30 out of 151).

3.4.2. Figure 3.8 shows how Surrey compares to other local authorities in terms of percentage change in the number of KSI casualties. On this measure Surrey is one of the bottom local authorities (135 out of 151) and is one of the few local authorities to have suffered a small increase in KSI casualties in recent years. The number of KSIs in Surrey has remained fairly similar over the last 10 years at just under 600 per year.

3.4.3. Figure 3.9 shows how Surrey compares to other local authorities in terms of percentage change in the total number of road casualties. On this measure Surrey is within the bottom one third of local authorities (105 out of 151).

Figure 3.1


Fatal Casualties Per 100,000 Population, 2013
English Local Highway Authorities
No fatal casualties
York
Richmond upon Thames
Hartlepool
Merton
South Tyneside
Newcastle upon Tyne
Blackburn with Darwen
Windsor and Maidenhead - Rank 48/151
Surrey - Rank 51/151
Bracknell Forest - Rank 63/151
Slough - Rank 80/151
Kent - Rank 114/151,
East Sussex - Rank 115/151
Hampshire - Rank 120/151
West Sussex - Rank 128/151
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0.4
0.5
0.6
0.7
0.8
0.9

Figure 3.2

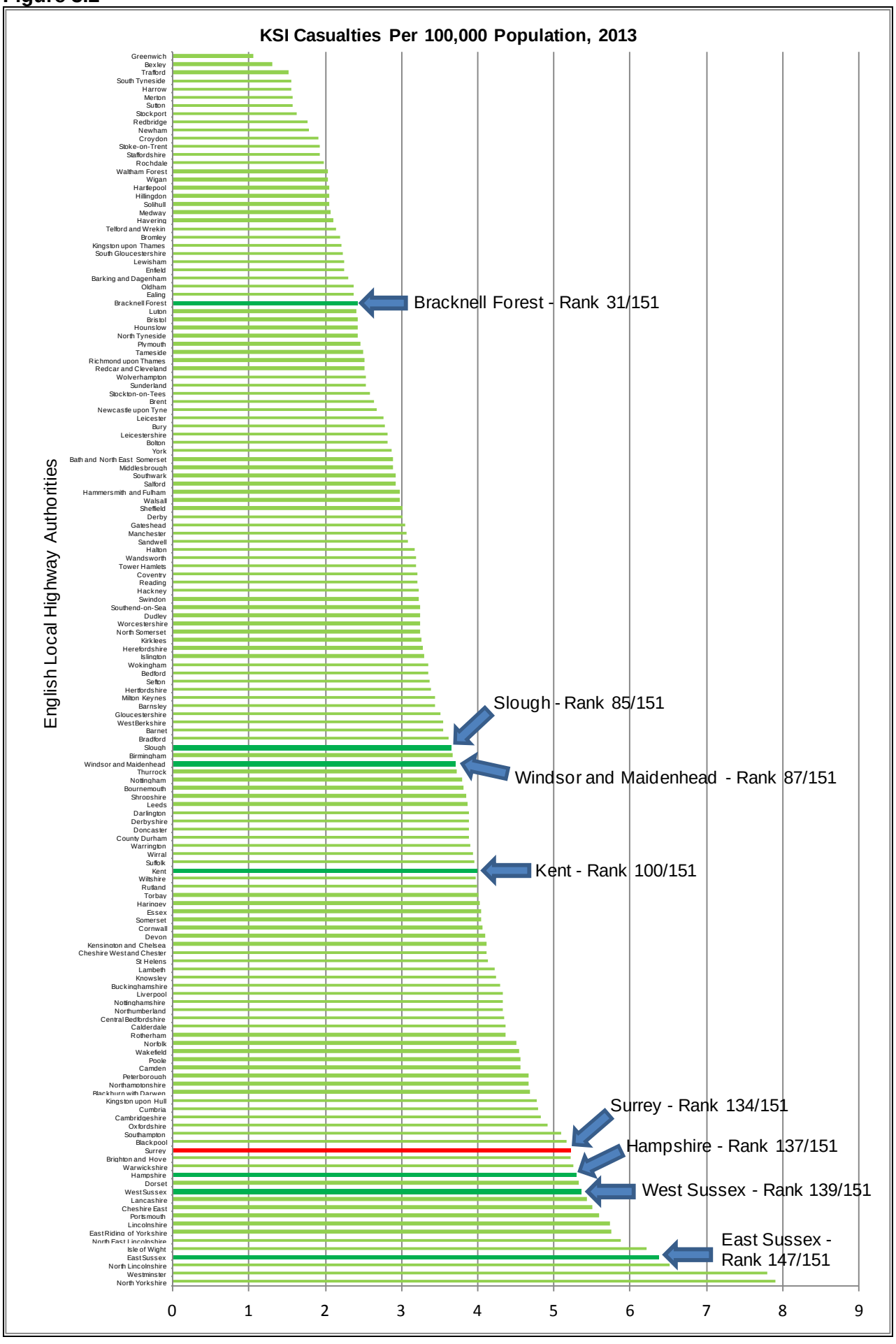
KSI Casualties Per 100,000 Population, 2013
English Local Highway Authorities
Greenwich
Bexley
Trafford
South Tyneside
Harrow
Merton
Sutton
Stockport
Redbridge
Newham
Croydon
Stoke-on-Trent
Staffordshire
Rochdale
Waltham Forest
Wigan
Hartlepool
Hillingdon
Solihull
Medway
Havering
Telford and Wrekin
Bromley
Kingston upon Thames
South Gloucestershire
Lewisham
Enfield
Barking and Dagenham
Oldham
Ealing
Bracknell Forest
Luton
Bristol
Hounslow
North Tyneside
Plymouth
Tameside
Richmond upon Thames
Redcar and Cleveland
Wolverhampton
Sunderland
Stockton-on-Tees
Brent
Newcastle upon Tyne
Leicester
Bury
Leicestershire
Bolton
York
Bath and North East Somerset
Middlesbrough
Southwark
Salford
Hammersmith and Fulham
Walsall
Sheffield
Derby
Gateshead
Manchester
Sandwell
Halton
Wandsworth
Tower Hamlets
Coventry
Reading
Hackney
Swindon
Southend-on-Sea
Dudley
Worcestershire
North Somerset
Kirklees
Herefordshire
Islington
Wokingham
Bedford
Sefton
Hertfordshire
Milton Keynes
Barnsley
Gloucestershire
West Berkshire
Barnet
Bradford
Slough
Birmingham
Windsor and Maidenhead
Thurrock
Nottingham
Bournemouth
Shropshire
Leeds
Darlington
Derbyshire
Doncaster
County Durham
Warrington
Wirral
Suffolk
Kent
Wiltshire
Rutland
Torbay
Harringey
Essex
Somerset
Cornwall
Devon
Kensington and Chelsea
Cheshire West and Chester
St Helens
Lambeth
Knowsley
Buckinghamshire
Liverpool
Nottinghamshire
Northumberland
Central Bedfordshire
Calderdale
Rotherham
Norfolk
Wakefield
Poole
Camden
Peterborough
Northamptonshire
Blackburn with Darwen
Kingston upon Hull
Cumbria
Cambridgeshire
Oxfordshire
Southampton
Blackpool
Surrey
Brighton and Hove
Warwickshire
Hampshire
Dorset
West Sussex
Lancashire
Cheshire East
Portsmouth
Lincolnshire
East Riding of Yorkshire
North East Lincolnshire
Isle of Wight
East Sussex
North Lincolnshire
Westminster
North Yorkshire
Bracknell Forest - Rank 31/151
Slough - Rank 85/151
Windsor and Maidenhead - Rank 87/151
Kent - Rank 100/151
Surrey - Rank 134/151
Hampshire - Rank 137/151
West Sussex - Rank 139/151
East Sussex - Rank 147/151
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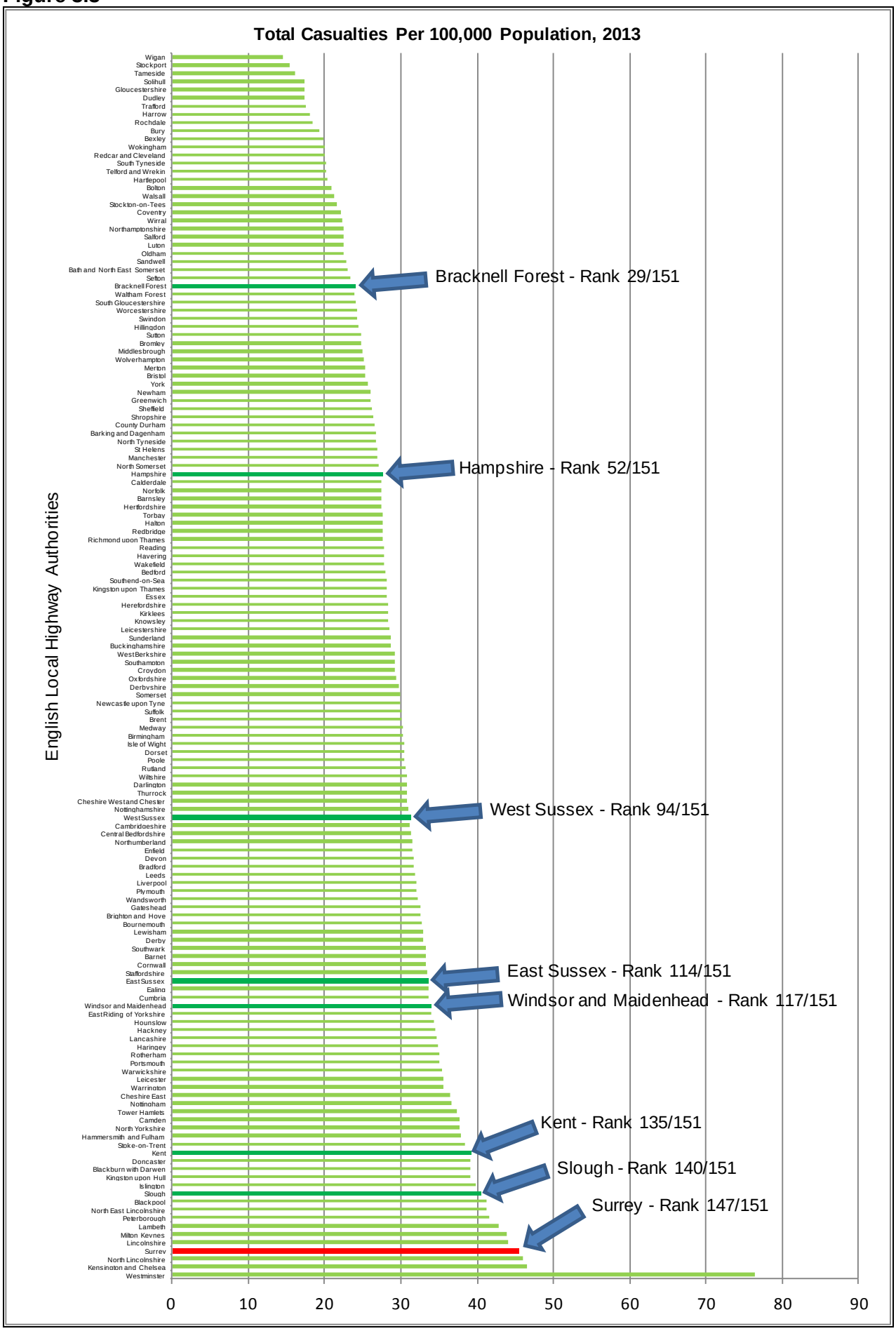
Figure 3.3


Total Casualties Per 100,000 Population, 2013
English Local Highway Authorities
Wigan
Stockport
Tameside
Solihull
Gloucestershire
Dudley
Trafford
Harrow
Rochdale
Bury
Bexley
Wokingham
Redcar and Cleveland
South Tyneside
Telford and Wrekin
Hartlepool
Bolton
Walsall
Stockton-on-Tees
Coventry
Wirral
Northamptonshire
Salford
Luton
Oldham
Sandwell
Bath and North East Somerset
Sefton
Bracknell Forest
Waltham Forest
South Gloucestershire
Worcestershire
Swindon
Hillingdon
Sutton
Bromley
Middlesbrough
Wolverhampton
Merton
Bristol
York
Newham
Greenwich
Sheffield
Shropshire
County Durham
Barking and Dagenham
North Tyneside
St Helens
Manchester
North Somerset
Hampshire
Calderdale
Norfolk
Barnsley
Hertfordshire
Torbay
Halton
Redbridge
Richmond upon Thames
Reading
Havering
Wakefield
Bedford
Southend-on-Sea
Kingston upon Thames
Essex
Herefordshire
Kirklees
Knowsley
Leicestershire
Sunderland
Buckinghamshire
West Berkshire
Southampton
Croydon
Oxfordshire
Derbyshire
Somerset
Newcastle upon Tyne
Suffolk
Brent
Medway
Birmingham
Isle of Wight
Dorset
Poole
Rutland
Wiltshire
Darlington
Thurrock
Cheshire West and Chester
Nottinghamshire
West Sussex
Cambridgeshire
Central Bedfordshire
Northumberland
Enfield
Devon
Bradford
Leeds
Liverpool
Plymouth
Wandsworth
Gateshead
Brighton and Hove
Bournemouth
Lewisham
Derby
Southwark
Barnet
Cornwall
Staffordshire
East Sussex
Ealing
Cumbria
Windsor and Maidenhead
East Riding of Yorkshire
Hounslow
Hackney
Lancashire
Haringey
Rotherham
Portsmouth
Warwickshire
Leicester
Warrington
Cheshire East
Nottingham
Tower Hamlets
Camden
North Yorkshire
Hammersmith and Fulham
Stoke-on-Trent
Kent
Doncaster
Blackburn with Darwen
Kingston upon Hull
Islington
Slough
Blackpool
North East Lincolnshire
Peterborough
Lambeth
Milton Keynes
Lincolnshire
Surrey
North Lincolnshire
Kensington and Chelsea
Westminster
Bracknell Forest - Rank 29/151
Hampshire - Rank 52/151
West Sussex - Rank 94/151
East Sussex - Rank 114/151
Windsor and Maidenhead - Rank 117/151
Kent - Rank 135/151
Slough - Rank 140/151
Surrey - Rank 147/151
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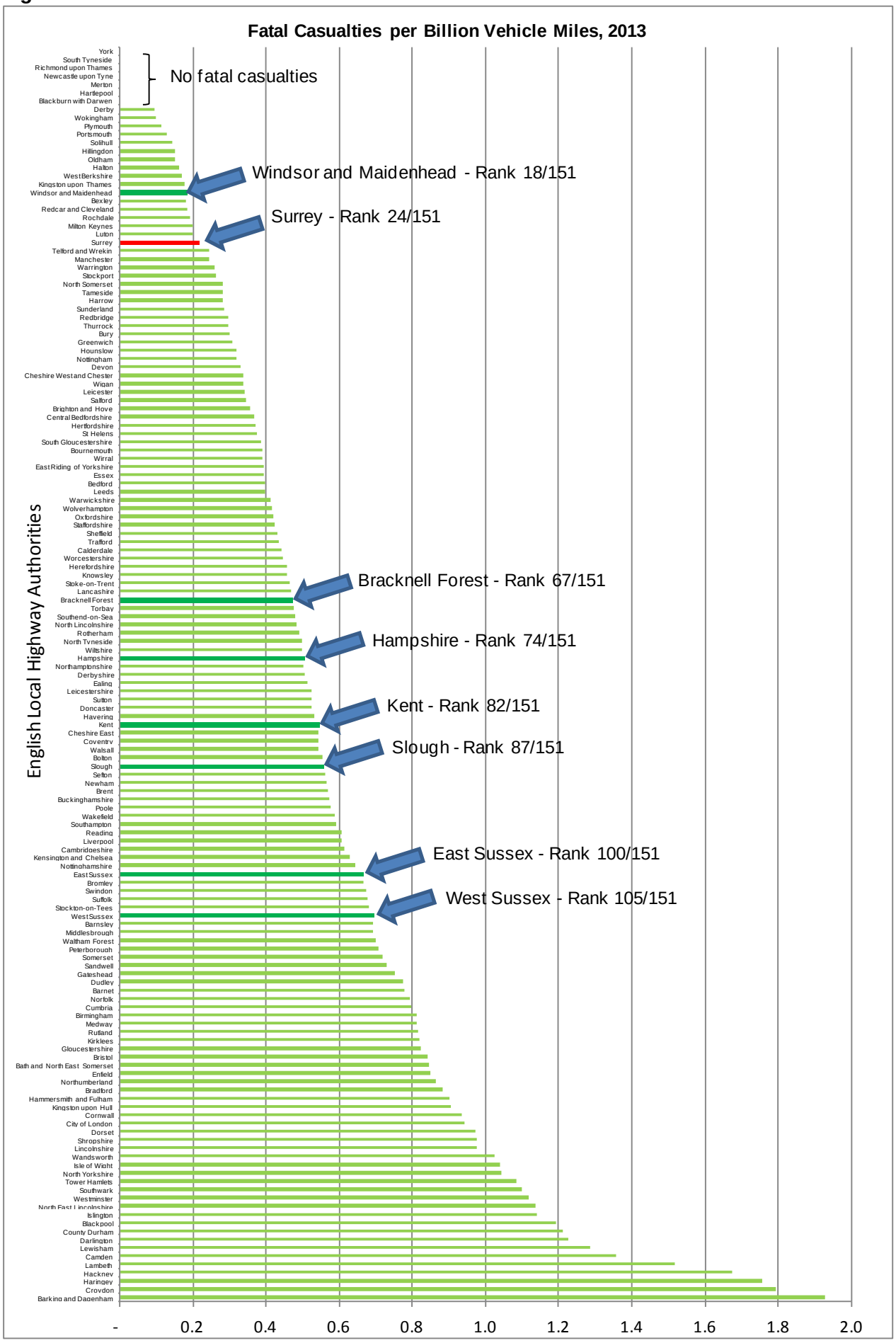
90

Figure 3.4


Fatal Casualties per Billion Vehicle Miles, 2013
English Local Highway Authorities
No fatal casualties
Windsor and Maidenhead - Rank 18/151
Surrey - Rank 24/151
Bracknell Forest - Rank 67/151
Hampshire - Rank 74/151
Kent - Rank 82/151
Slough - Rank 87/151
East Sussex - Rank 100/151
West Sussex - Rank 105/151
York
South Tyneside
Richmond upon Thames
Newcastle upon Tyne
Merton
Hartlepool
Blackburn with Darwen
Derby
Wokingham
Plymouth
Portsmouth
Solihull
Hillingdon
Oldham
Halton
West Berkshire
Kingston upon Thames
Windsor and Maidenhead
Bexley
Redcar and Cleveland
Rochdale
Milton Keynes
Luton
Surrey
Telford and Wrekin
Manchester
Warrington
Stockport
North Somerset
Tameside
Harrow
Sunderland
Redbridge
Thurrock
Bury
Greenwich
Hounslow
Nottingham
Devon
Cheshire West and Chester
Wigan
Leicester
Salford
Brighton and Hove
Central Bedfordshire
Hertfordshire
St Helens
South Gloucestershire
Bournemouth
Wirral
East Riding of Yorkshire
Essex
Bedford
Leeds
Warwickshire
Wolverhampton
Oxfordshire
Staffordshire
Sheffield
Trafford
Calderdale
Worcestershire
Herefordshire
Knowsley
Stoke-on-Trent
Lancashire
Bracknell Forest
Torbay
Southend-on-Sea
North Lincolnshire
Rotherham
North Tyneside
Wiltshire
Hampshire
Northamptonshire
Derbyshire
Ealing
Leicestershire
Sutton
Doncaster
Havering
Kent
Cheshire East
Coventry
Walsall
Bolton
Slough
Sefton
Newham
Brent
Buckinghamshire
Poole
Wakefield
Southampton
Reading
Liverpool
Cambridgeshire
Kensington and Chelsea
Nottinghamshire
East Sussex
Bromley
Swindon
Suffolk
Stockton-on-Tees
West Sussex
Barnsley
Middlesbrough
Waltham Forest
Peterborough
Somerset
Sandwell
Gateshead
Dudley
Barnet
Norfolk
Cumbria
Birmingham
Medway
Rutland
Kirklees
Gloucestershire
Bristol
Bath and North East Somerset
Enfield
Northumberland
Bradford
Hammersmith and Fulham
Kingston upon Hull
Cornwall
City of London
Dorset
Shropshire
Lincolnshire
Wandsworth
Isle of Wight
North Yorkshire
Tower Hamlets
Southwark
Westminster
North East Lincolnshire
Islington
Blackpool
County Durham
Darlington
Lewisham
Camden
Lambeth
Hackney
Haringey
Croydon
Barking and Dagenham
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1.0
1.2
1.4
1.6
1.8
2.0

Figure 3.5

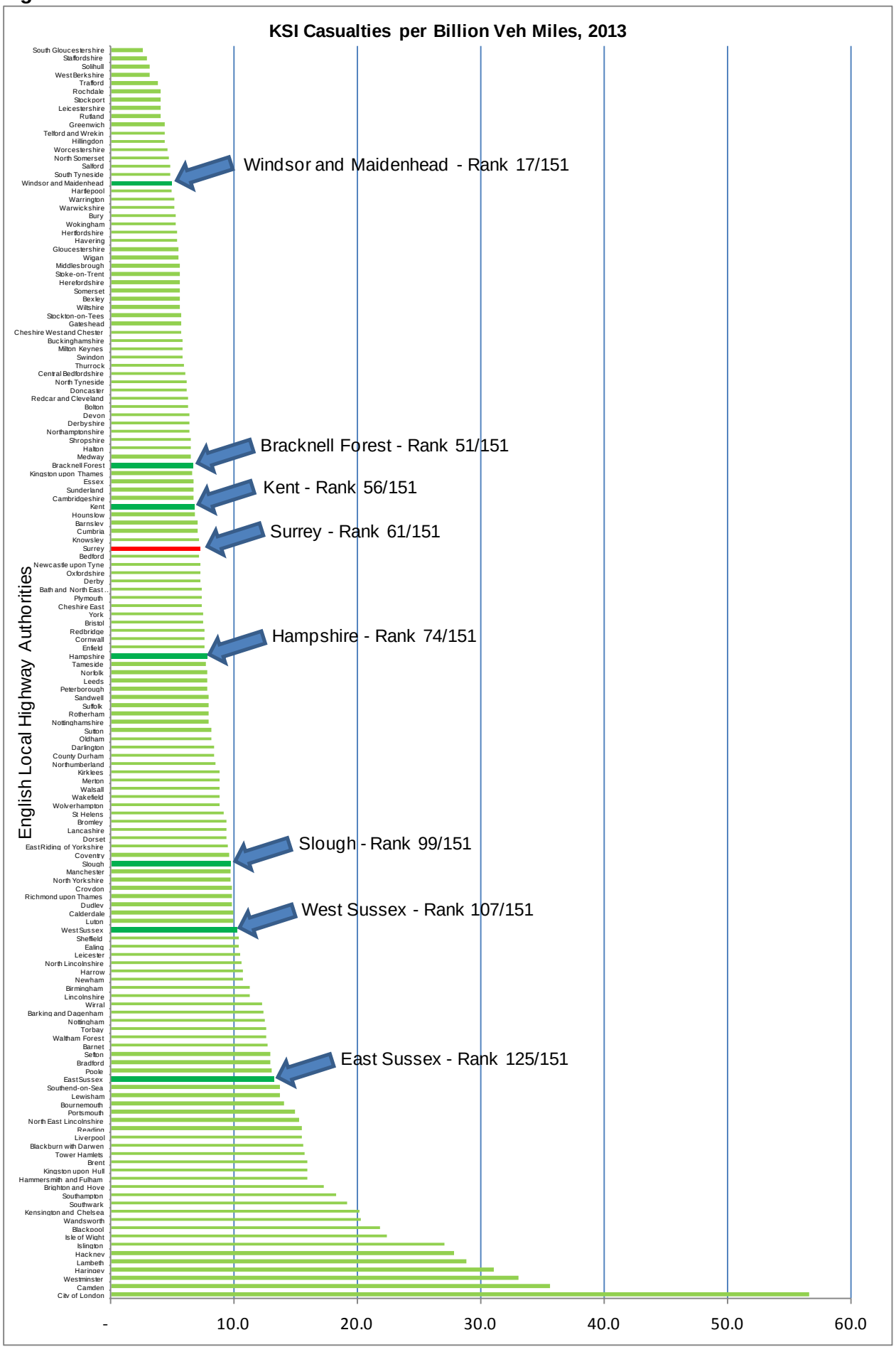

KSI Casualties per Billion Veh Miles, 2013
English Local Highway Authorities
Windsor and Maidenhead - Rank 17/151
Bracknell Forest - Rank 51/151
Kent - Rank 56/151
Surrey - Rank 61/151
Hampshire - Rank 74/151
Slough - Rank 99/151
West Sussex - Rank 107/151
East Sussex - Rank 125/151
South Gloucestershire
Staffordshire
Solihull
West Berkshire
Trafford
Rochdale
Stockport
Leicestershire
Rutland
Greenwich
Telford and Wrekin
Hillingdon
Worcestershire
North Somerset
Salford
South Tyneside
Windsor and Maidenhead
Hartlepool
Warrington
Warwickshire
Bury
Wokingham
Hertfordshire
Havering
Gloucestershire
Wigan
Middlesbrough
Stoke-on-Trent
Herefordshire
Somerset
Bexley
Wiltshire
Stockton-on-Tees
Gateshead
Cheshire West and Chester
Buckinghamshire
Milton Keynes
Swindon
Thurrock
Central Bedfordshire
North Tyneside
Doncaster
Redcar and Cleveland
Bolton
Devon
Derbyshire
Northamptonshire
Shropshire
Halton
Medway
Bracknell Forest
Kingston upon Thames
Essex
Sunderland
Cambridgeshire
Kent
Hounslow
Barnsley
Cumbria
Knowsley
Surrey
Bedford
Newcastle upon Tyne
Oxfordshire
Derby
Bath and North East ..
Plymouth
Cheshire East
York
Bristol
Redbridge
Cornwall
Enfield
Hampshire
Tameside
Norfolk
Leeds
Peterborough
Sandwell
Suffolk
Rotherham
Nottinghamshire
Sutton
Oldham
Darlington
County Durham
Northumberland
Kirklees
Merton
Walsall
Wakefield
Wolverhampton
St Helens
Bromley
Lancashire
Dorset
East Riding of Yorkshire
Coventry
Slough
Manchester
North Yorkshire
Croydon
Richmond upon Thames
Dudley
Calderdale
Luton
West Sussex
Sheffield
Ealing
Leicester
North Lincolnshire
Harrow
Newham
Birmingham
Lincolnshire
Wirral
Barking and Dagenham
Nottingham
Torbay
Waltham Forest
Barnet
Sefton
Bradford
Poole
East Sussex
Southend-on-Sea
Lewisham
Bournemouth
Portsmouth
North East Lincolnshire
Reading
Liverpool
Blackburn with Darwen
Tower Hamlets
Brent
Kingston upon Hull
Hammersmith and Fulham
Brighton and Hove
Southampton
Southwark
Kensington and Chelsea
Wandsworth
Blackpool
Isle of Wight
Islington
Hackney
Lambeth
Haringey
Westminster
Camden
City of London
-
10.0
20.0
30.0
40.0
50.0
60.0

Figure 3.6

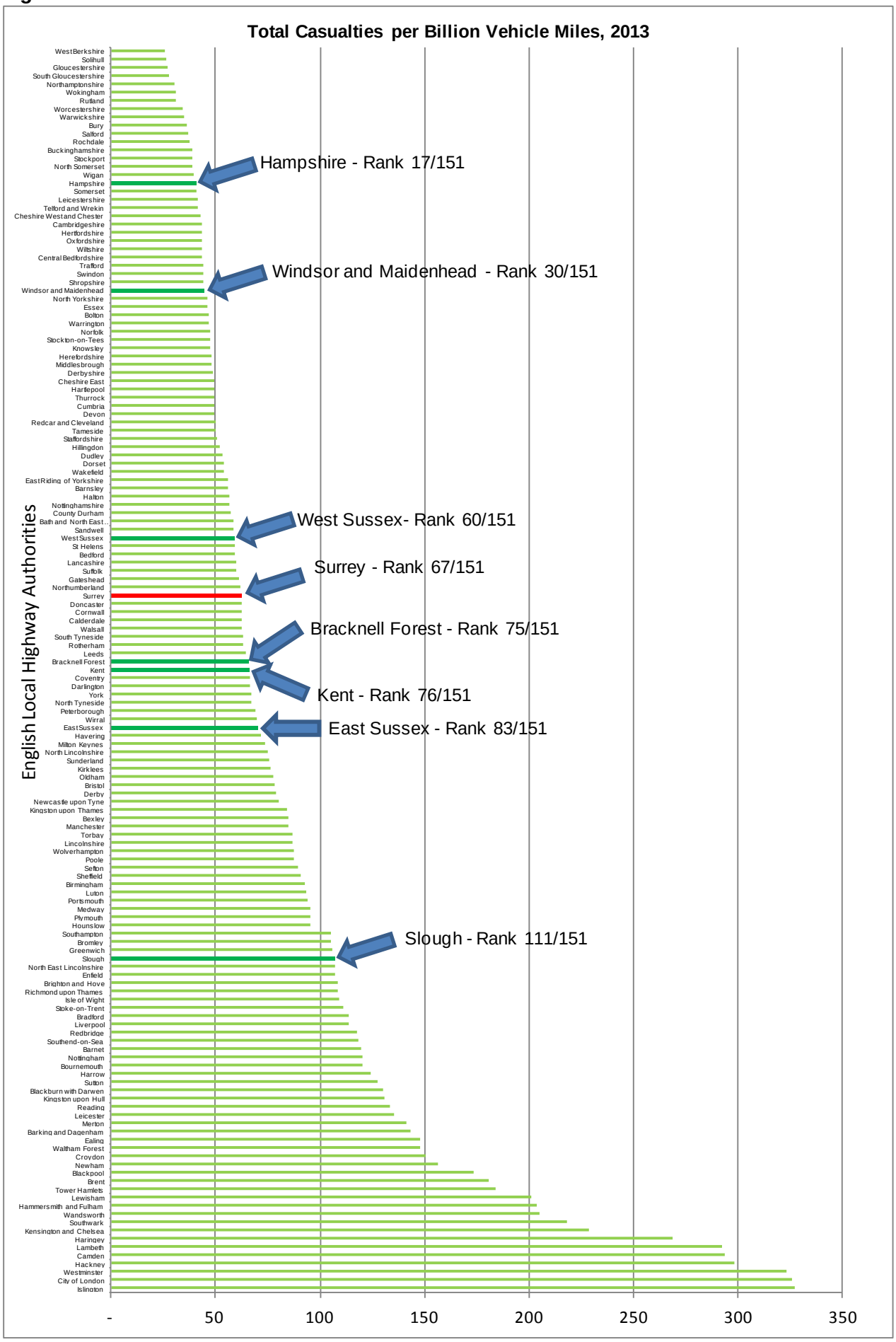

Total Casualties per Billion Vehicle Miles, 2013
English Local Highway Authorities
Hampshire - Rank 17/151
Windsor and Maidenhead - Rank 30/151
West Sussex- Rank 60/151
Surrey - Rank 67/151
Bracknell Forest - Rank 75/151
Kent - Rank 76/151
East Sussex - Rank 83/151
Slough - Rank 111/151
West Berkshire
Solihull
Gloucestershire
South Gloucestershire
Northamptonshire
Wokingham
Rutland
Worcestershire
Warwickshire
Bury
Salford
Rochdale
Buckinghamshire
Stockport
North Somerset
Wigan
Hampshire
Somerset
Leicestershire
Telford and Wrekin
Cheshire West and Chester
Cambridgeshire
Hertfordshire
Oxfordshire
Wiltshire
Central Bedfordshire
Trafford
Swindon
Shropshire
Windsor and Maidenhead
North Yorkshire
Essex
Bolton
Warrington
Norfolk
Stockton-on-Tees
Knowsley
Herefordshire
Middlesbrough
Derbyshire
Cheshire East
Hartlepool
Thurrock
Cumbria
Devon
Redcar and Cleveland
Tameside
Staffordshire
Hillingdon
Dudley
Dorset
Wakefield
East Riding of Yorkshire
Barnsley
Halton
Nottinghamshire
County Durham
Bath and North East...
Sandwell
West Sussex
St Helens
Bedford
Lancashire
Suffolk
Gateshead
Northumberland
Surrey
Doncaster
Cornwall
Calderdale
Walsall
South Tyneside
Rotherham
Leeds
Bracknell Forest
Kent
Coventry
Darlington
York
North Tyneside
Peterborough
Wirral
East Sussex
Havering
Milton Keynes
North Lincolnshire
Sunderland
Kirklees
Oldham
Bristol
Derby
Newcastle upon Tyne
Kingston upon Thames
Bexley
Manchester
Torbay
Lincolnshire
Wolverhampton
Poole
Sefton
Sheffield
Birmingham
Luton
Portsmouth
Medway
Plymouth
Hounslow
Southampton
Bromley
Greenwich
Slough
North East Lincolnshire
Enfield
Brighton and Hove
Richmond upon Thames
Isle of Wight
Stoke-on-Trent
Bradford
Liverpool
Redbridge
Southend-on-Sea
Barnet
Nottingham
Bournemouth
Harrow
Sutton
Blackburn with Darwen
Kingston upon Hull
Reading
Leicester
Merton
Barking and Dagenham
Ealing
Waltham Forest
Croydon
Newham
Blackpool
Brent
Tower Hamlets
Lewisham
Hammersmith and Fulham
Wandsworth
Southwark
Kensington and Chelsea
Haringey
Lambeth
Camden
Hackney
Westminster
City of London
Islington
-
50
100
150
200
250
300
350

Figure 3.7

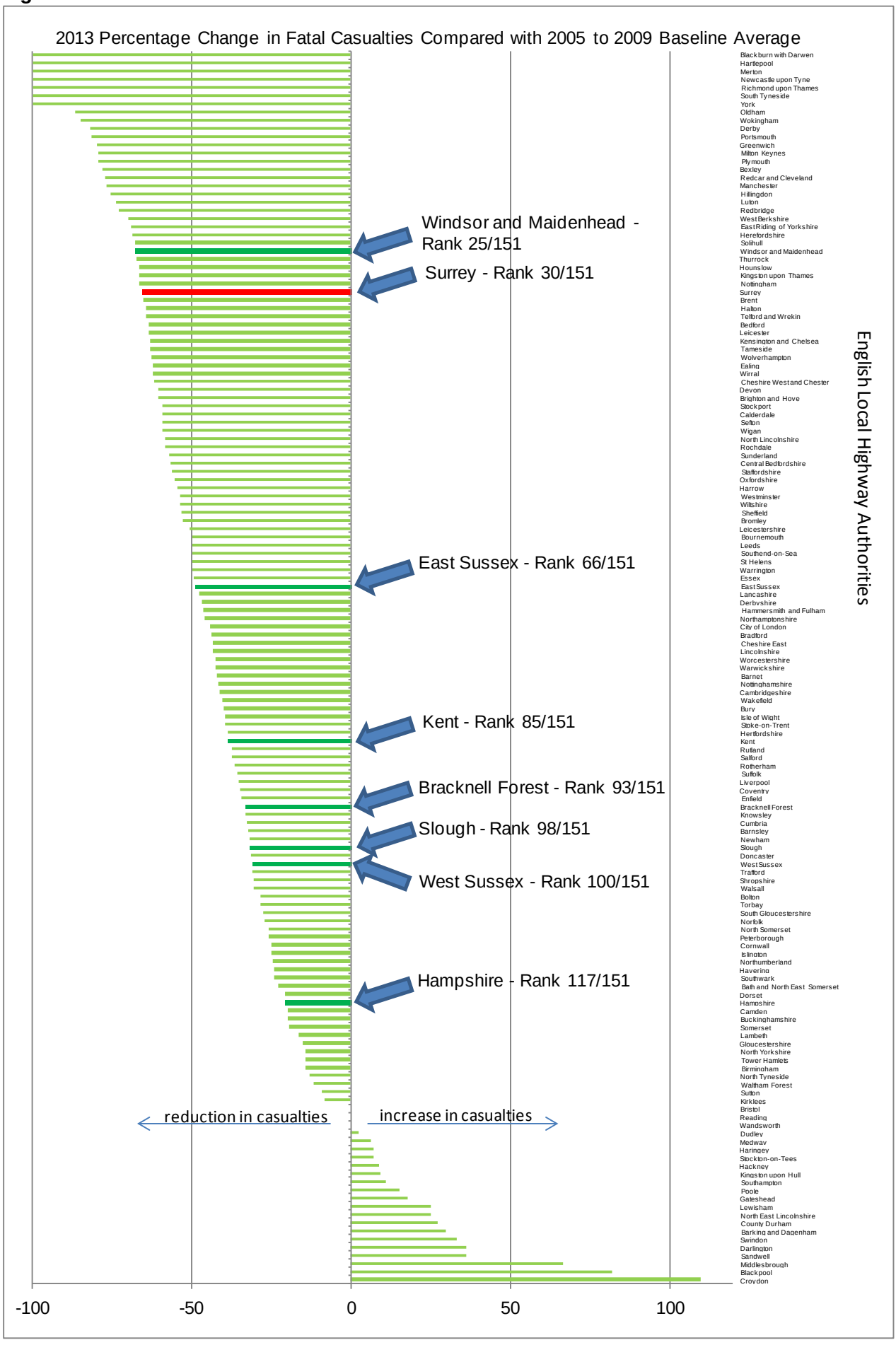

2013 Percentage Change in Fatal Casualties Compared with 2005 to 2009 Baseline Average
Windsor and Maidenhead - Rank 25/151
Surrey - Rank 30/151
East Sussex - Rank 66/151
Kent - Rank 85/151
Bracknell Forest - Rank 93/151
Slough - Rank 98/151
West Sussex - Rank 100/151
Hampshire - Rank 117/151
reduction in casualties
increase in casualties
-100
-50
0
50
100
English Local Highway Authorities
Blackburn with Darwen
Hartlepool
Merton
Newcastle upon Tyne
Richmond upon Thames
South Tyneside
York
Oldham
Wokingham
Derby
Portsmouth
Greenwich
Milton Keynes
Plymouth
Bexley
Redcar and Cleveland
Manchester
Hillingdon
Luton
Redbridge
West Berkshire
East Riding of Yorkshire
Herefordshire
Solihull
Windsor and Maidenhead
Thurrock
Hounslow
Kingston upon Thames
Nottingham
Surrey
Brent
Halton
Telford and Wrekin
Bedford
Leicester
Kensington and Chelsea
Tameside
Wolverhampton
Ealing
Wirral
Cheshire West and Chester
Devon
Brighton and Hove
Stockport
Calderdale
Sefton
Wigan
North Lincolnshire
Rochdale
Sunderland
Central Bedfordshire
Staffordshire
Oxfordshire
Harrow
Westminster
Wiltshire
Sheffield
Bromley
Leicestershire
Bournemouth
Leeds
Southend-on-Sea
St Helens
Warrington
Essex
East Sussex
Lancashire
Derbyshire
Hammersmith and Fulham
Northamptonshire
City of London
Bradford
Cheshire East
Lincolnshire
Worcestershire
Warwickshire
Barnet
Nottinghamshire
Cambridgeshire
Wakefield
Bury
Isle of Wight
Stoke-on-Trent
Hertfordshire
Kent
Rutland
Salford
Rotherham
Suffolk
Liverpool
Coventry
Enfield
Bracknell Forest
Knowsley
Cumbria
Barnsley
Newham
Slough
Doncaster
West Sussex
Trafford
Shropshire
Walsall
Bolton
Torbay
South Gloucestershire
Norfolk
North Somerset
Peterborough
Cornwall
Islington
Northumberland
Havering
Southwark
Bath and North East Somerset
Dorset
Hampshire
Camden
Buckinghamshire
Somerset
Lambeth
Gloucestershire
North Yorkshire
Tower Hamlets
Birmingham
North Tyneside
Waltham Forest
Sutton
Kirklees
Bristol
Reading
Wandsworth
Dudley
Medway
Haringey
Stockton-on-Tees
Hackney
Kingston upon Hull
Southampton
Poole
Gateshead
Lewisham
North East Lincolnshire
County Durham
Barking and Dagenham
Swindon
Darlington
Sandwell
Middlesbrough
Blackpool
Croydon

Figure 3.8

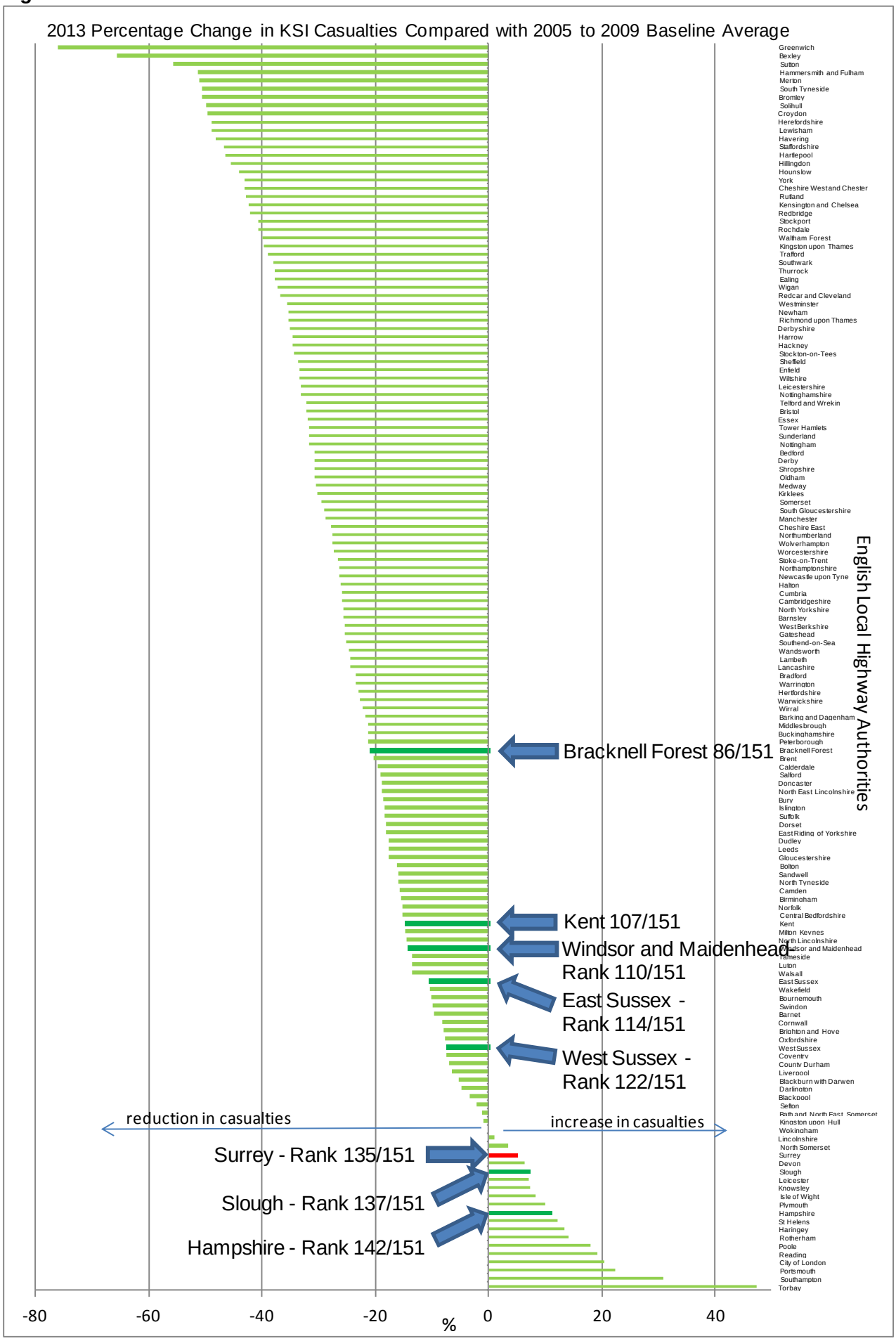
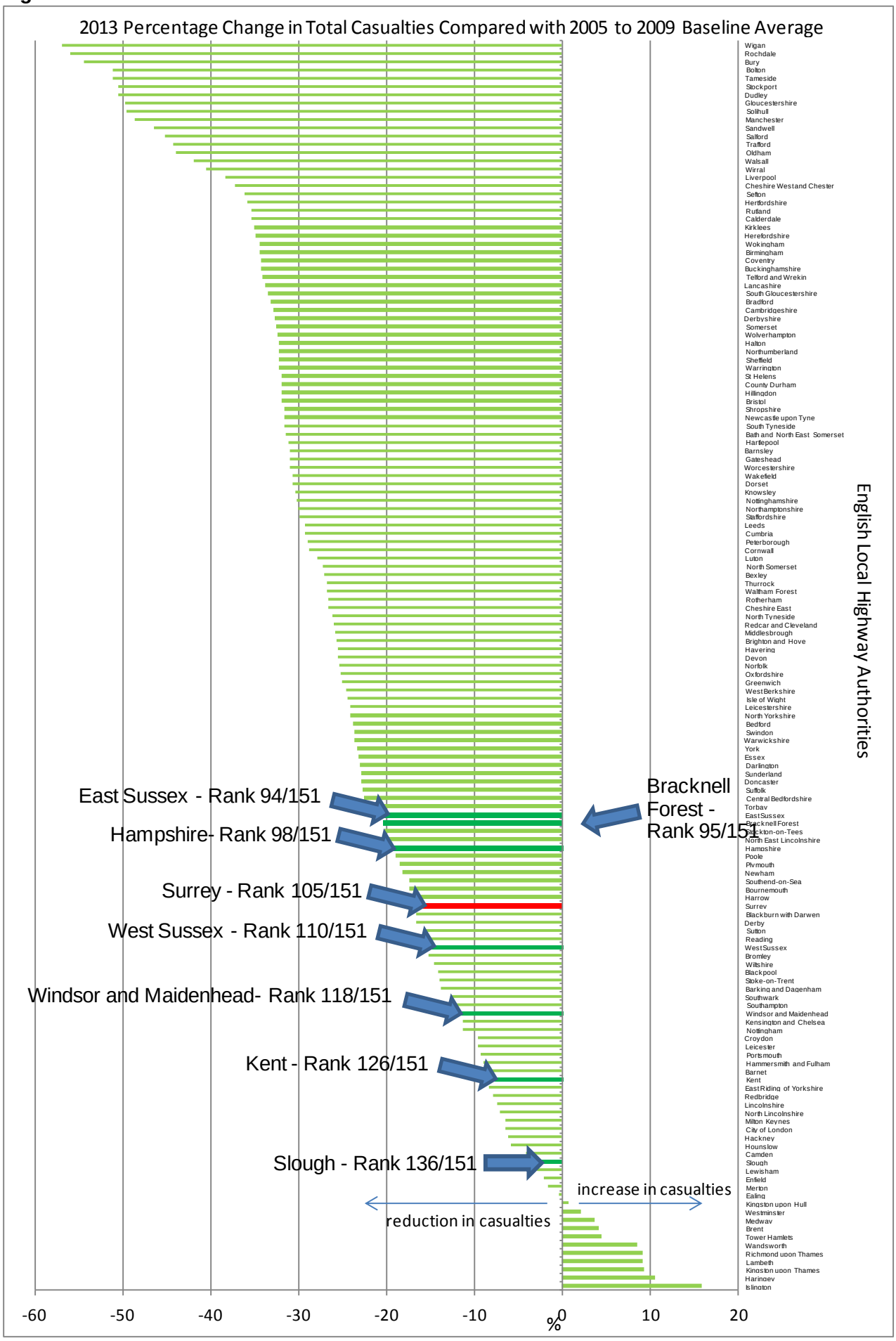

2013 Percentage Change in KSI Casualties Compared with 2005 to 2009 Baseline Average
Bracknell Forest 86/151
Kent 107/151
Windsor and Maidenhead
Rank 110/151
East Sussex -
Rank 114/151
West Sussex -
Rank 122/151
reduction in casualties
increase in casualties
Surrey - Rank 135/151
Slough - Rank 137/151
Hampshire - Rank 142/151
-80
-60
-40
-20
%
0
20
40
English Local Highway Authorities

Figure 3.9


2013 Percentage Change in Total Casualties Compared with 2005 to 2009 Baseline Average
East Sussex - Rank 94/151
Hampshire- Rank 98/151
Surrey - Rank 105/151
West Sussex - Rank 110/151
Windsor and Maidenhead- Rank 118/151
Kent - Rank 126/151
Slough - Rank 136/151
Bracknell Forest - Rank 95/151
increase in casualties
reduction in casualties
-60
-50
-40
-30
-20
-10
0
10
20
%
English Local Highway Authorities

4. Fatal Casualties By Age and Road User Type

4.1. Fatal Casualties by Age

4.1.1. Figure 4.1 shows the number of fatal casualties in Surrey by age group. It can be seen that the 40 to 49 and 50 to 59 age groups together constituted half of the fatal casualties in 2013. There were no child (under the age of 16) fatal casualties in 2013.

4.1.2. The data Table 4.1 and the chart in Figure 4.2 describe the trend in fatal casualties in Surrey by age of casualty. It can be seen that the total number of fatal casualties in Surrey in 2013 was 18. This is a 66 per cent reduction compared with the average for 2005 to 2009. Caution should be exercised before drawing any strong conclusions from trends within the numbers of fatal casualties because the numbers are small and subject to random fluctuation from year to year.

Figure 4.1

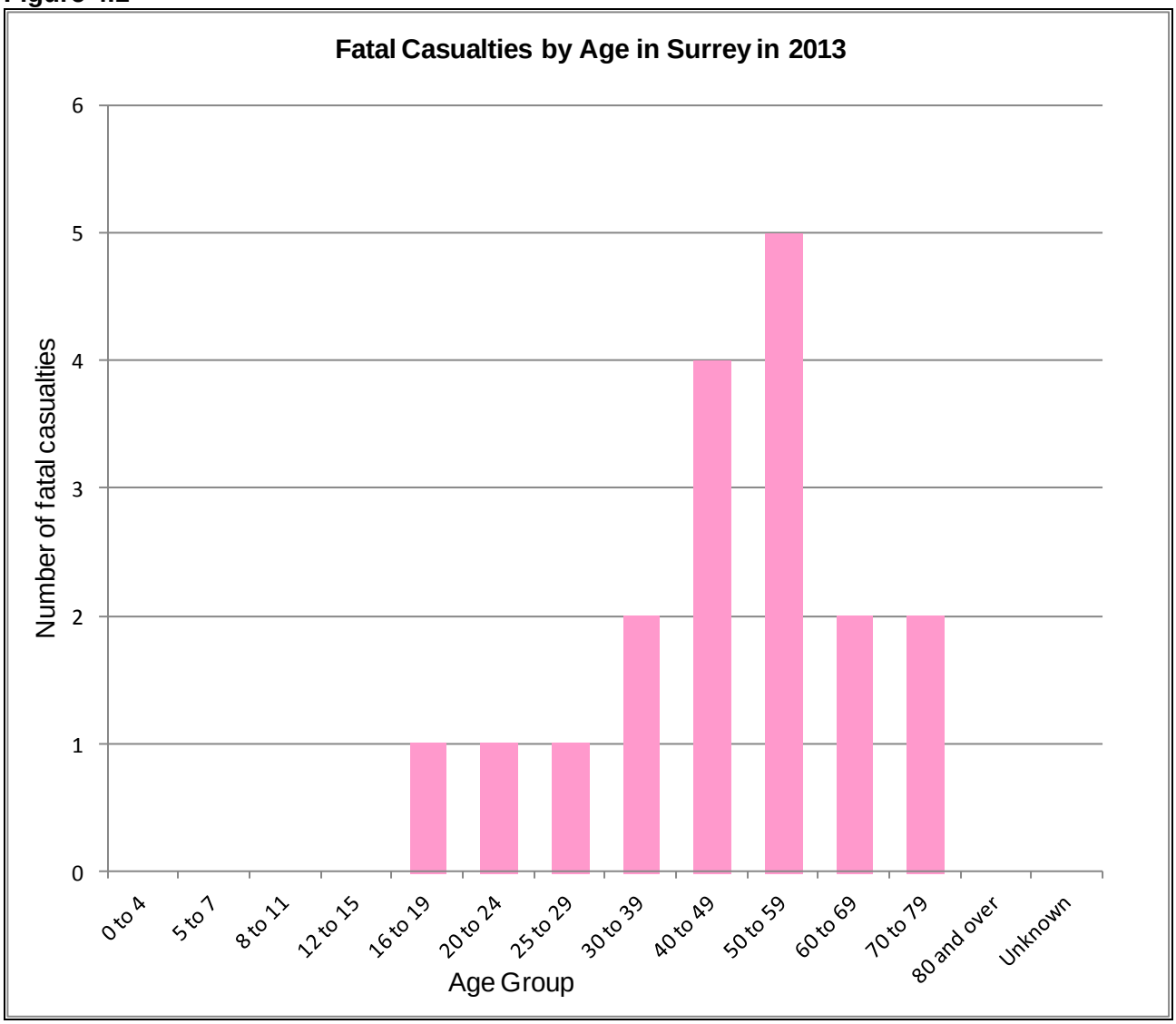
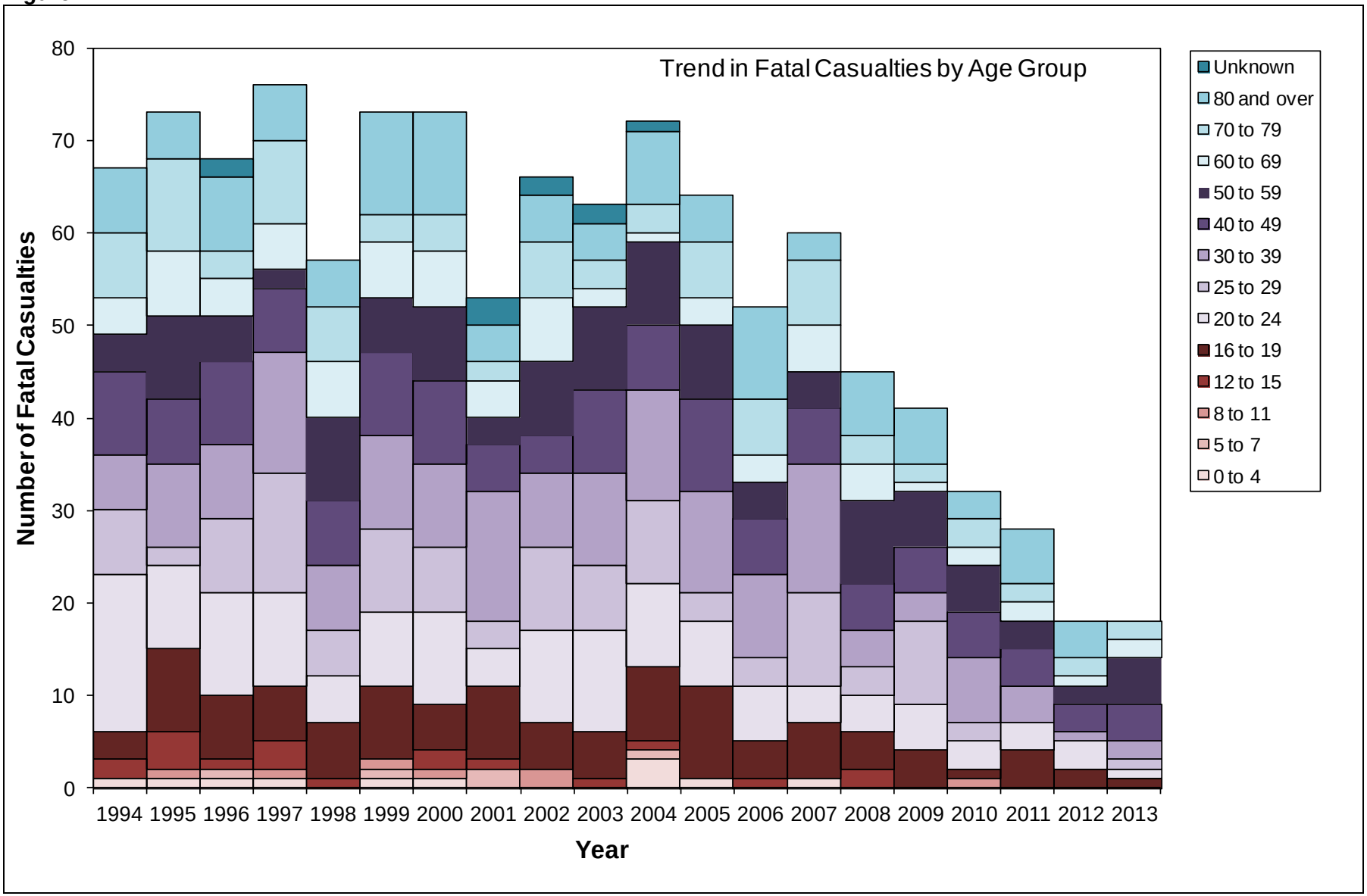


Table 4.1: Fatal Casualties by Age of Casualty

Age band	2005-2009 average	2010	2011	2012	2013	2013 percentage change over 2005-2009 average
0 to 4	0.4	0	0	0	0	-100
5 to 7	0.0	0	0	0	0	0
8 to 11	0.0	1	0	0	0	0
12 to 15	0.6	0	0	0	0	-100
16 to 19	5.6	1	4	2	1	-82
20 to 24	5.2	3	3	3	1	-81
25 to 29	5.6	2	0	0	1	-82
30 to 39	8.2	7	4	1	2	-76
40 to 49	6.4	5	4	3	4	-38
50 to 59	6.2	5	3	2	5	-19
60 to 69	3.2	2	2	1	2	-38
70 to 79	4.8	3	2	2	2	-58
80 and over	6.2	3	6	4	0	-100
Unknown	0.0	0	0	0	0	0
Total	52.4	32	28	18	18	-66

Figure 4.2:


Trend in Fatal Casualties by Age Group
Number of Fatal Casualties
Year
0
10
20
30
40
50
60
70
80
1994 1995 1996 1997 1998 1999 2000 2001 2002 2003 2004 2005 2006 2007 2008 2009 2010 2011 2012 2013
Unknown
80 and over
70 to 79
60 to 69
50 to 59
40 to 49
30 to 39
25 to 29
20 to 24
16 to 19
12 to 15
8 to 11
5 to 7
0 to 4

4.2. Fatal Casualties by Road User Type

4.2.1. The chart in Figure 4.3 shows the number of fatal casualties in Surrey in 2013 by road user type. It can be seen that one third of fatal casualties were car occupants and one third were motorcyclists. Just under a third were pedestrians, and there was one cyclist fatal casualty.

4.2.2. Figure 4.4 and the data in Table 4.2 show the trend in the numbers of fatal casualties by road user type. Although there have been reductions in fatalities for all the main road user categories including pedestrians, motorcyclists and car occupants, the reduction in car occupant fatal casualties appears to have contributed the most to the overall reduction in fatal casualties. Caution should be exercised before drawing any strong conclusions from trends within the numbers of fatal casualties because the numbers are small and subject to random fluctuation from year to year.

Figure 4.3

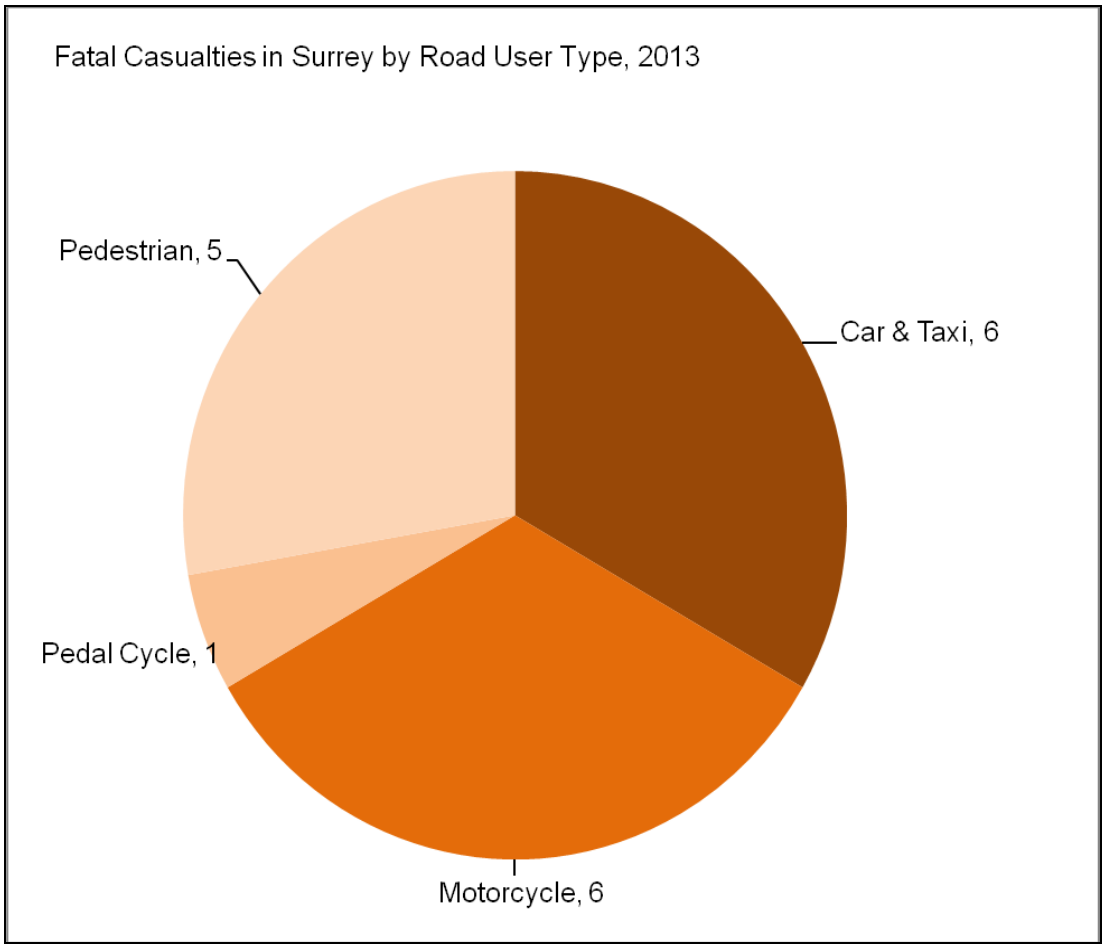
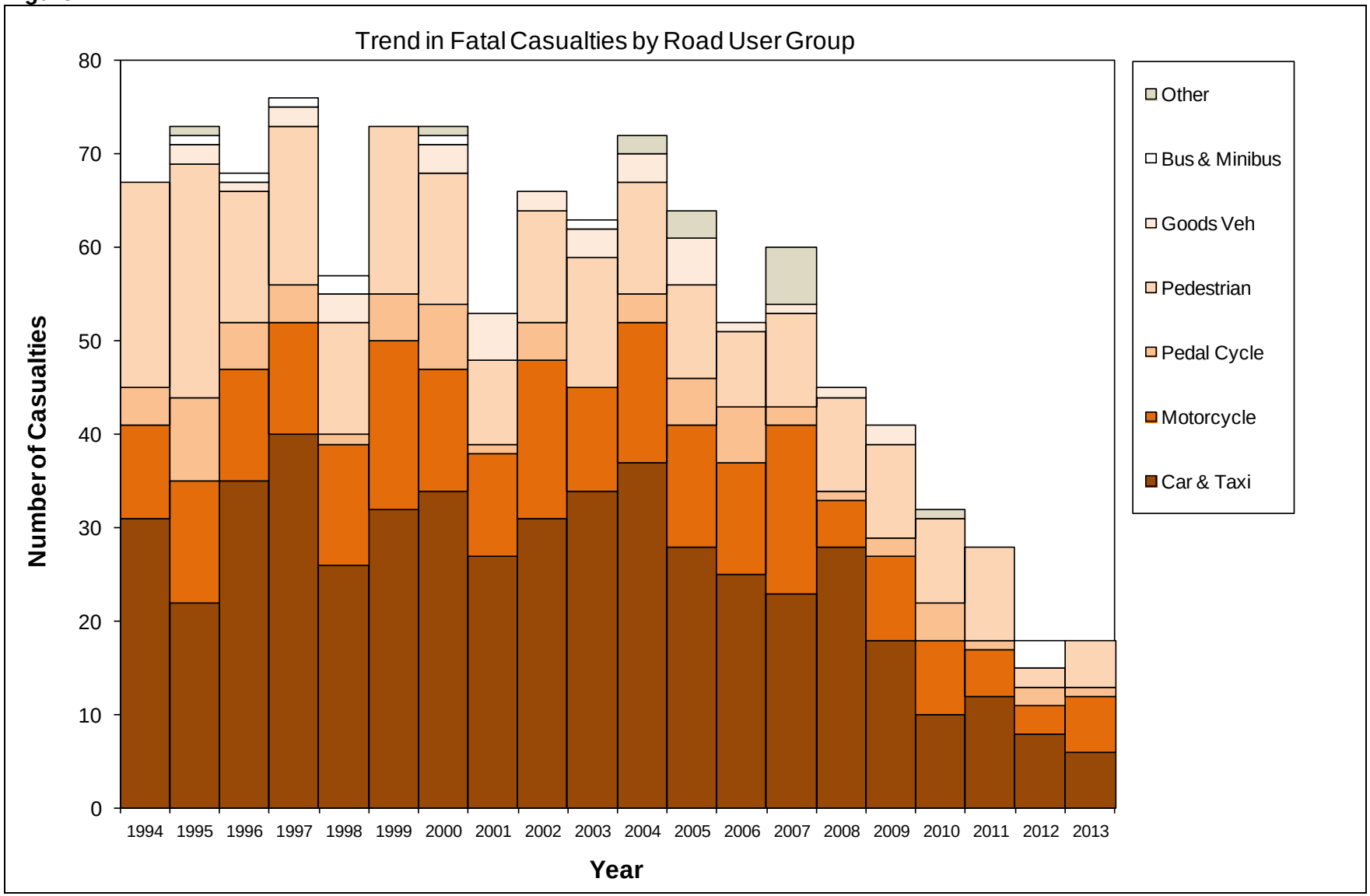


Table 4.2: Fatal Casualties by Road User Type

Road User Type	2005-2009 average	2010	2011	2012	2013	2013 Percentage change over 2005-2009 average
Pedestrian	9.6	9	10	2	5	-48
Pedal Cycle	3.2	4	1	2	1	-69
Motorcycle	11.4	8	5	3	6	-47
Car & Taxi	24.4	10	12	8	6	-75
Bus & Minibus	0.0	0	0	3	0	0
Goods Veh	2.0	0	0	0	0	-100
Other	1.8	1	0	0	0	-100
Total	52.4	32	28	18	18	-66

Figure 4.4


Trend in Fatal Casualties by Road User Group
Number of Casualties
0
10
20
30
40
50
60
70
80
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
Year
Other
Bus & Minibus
Goods Veh
Pedestrian
Pedal Cycle
Motorcycle
Car & Taxi

5. Casualties Killed and Seriously Injured by Age and Road User Type

5.1. Casualties Killed or Seriously Injured by Age

5.1.1. The chart in Figure 5.1 shows the number of KSI casualties in Surrey by age of casualty in 2013. It can be seen that the total number of children (under the age of 16) KSIs was 45, which is 8 per cent of the total of 599.

5.1.2. The Table 5.1 and the chart in Figure 5.2 shows the trend in the numbers of KSI in Surrey by age. It can be seen that the total of 599 KSIs in 2013 was an increase of 4 per cent compared with 2012, and an increase of 5 per cent compared with the average for 2005 to 2009.

5.1.3. The number of children (under the age of 16) KSIs was 45 which is a 36 per cent increase compared to 2012 (33 child KSIs) and a 31 per cent increase compared to the 2005 to 2009 average (34.4 child KSIs).

5.1.4. It can be seen that the age groups from 30 to 59 have the greatest number of KSI casualties and these age groups have suffered some of the biggest increases in casualties compared with previous years.

Figure 5.1

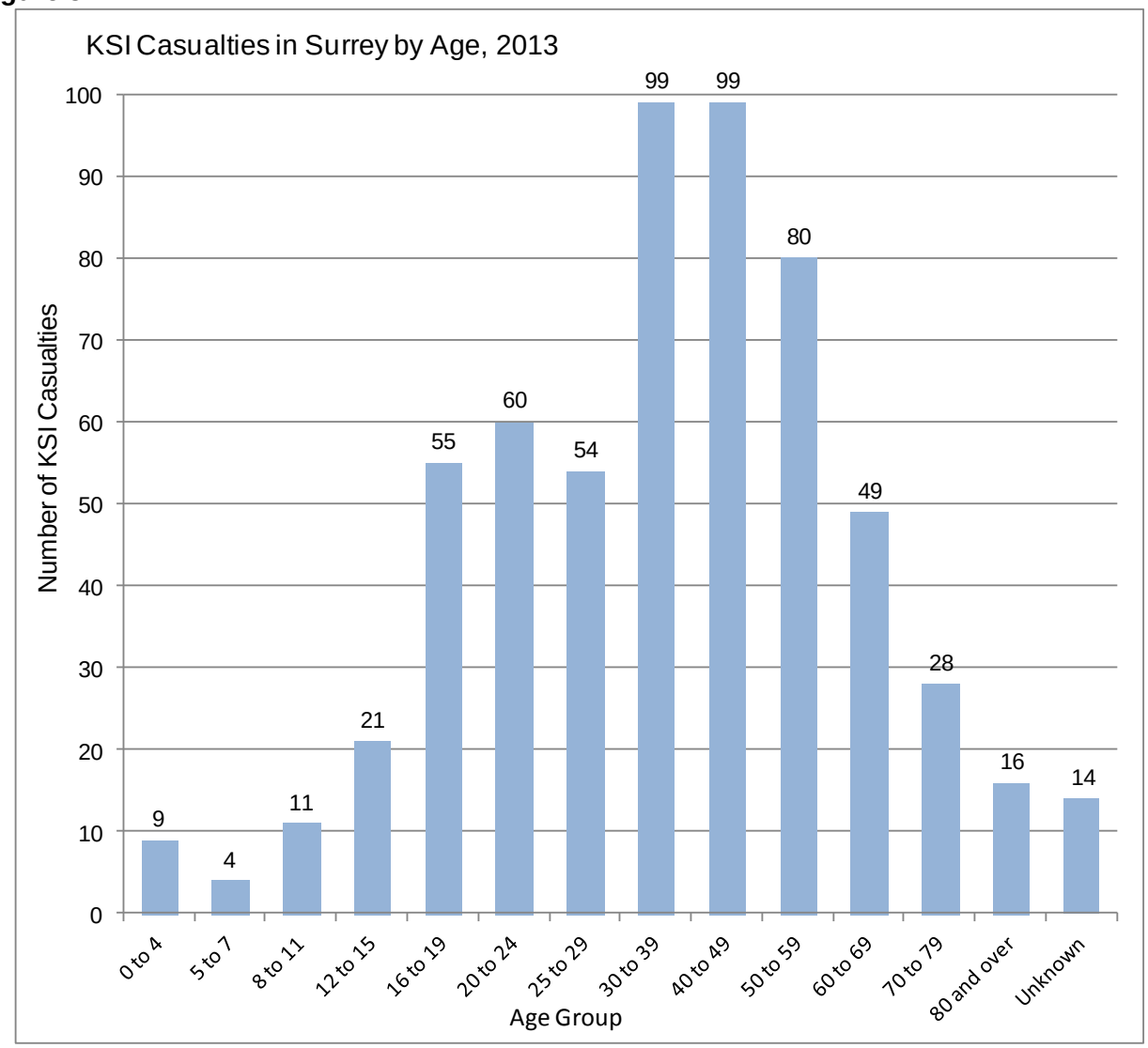
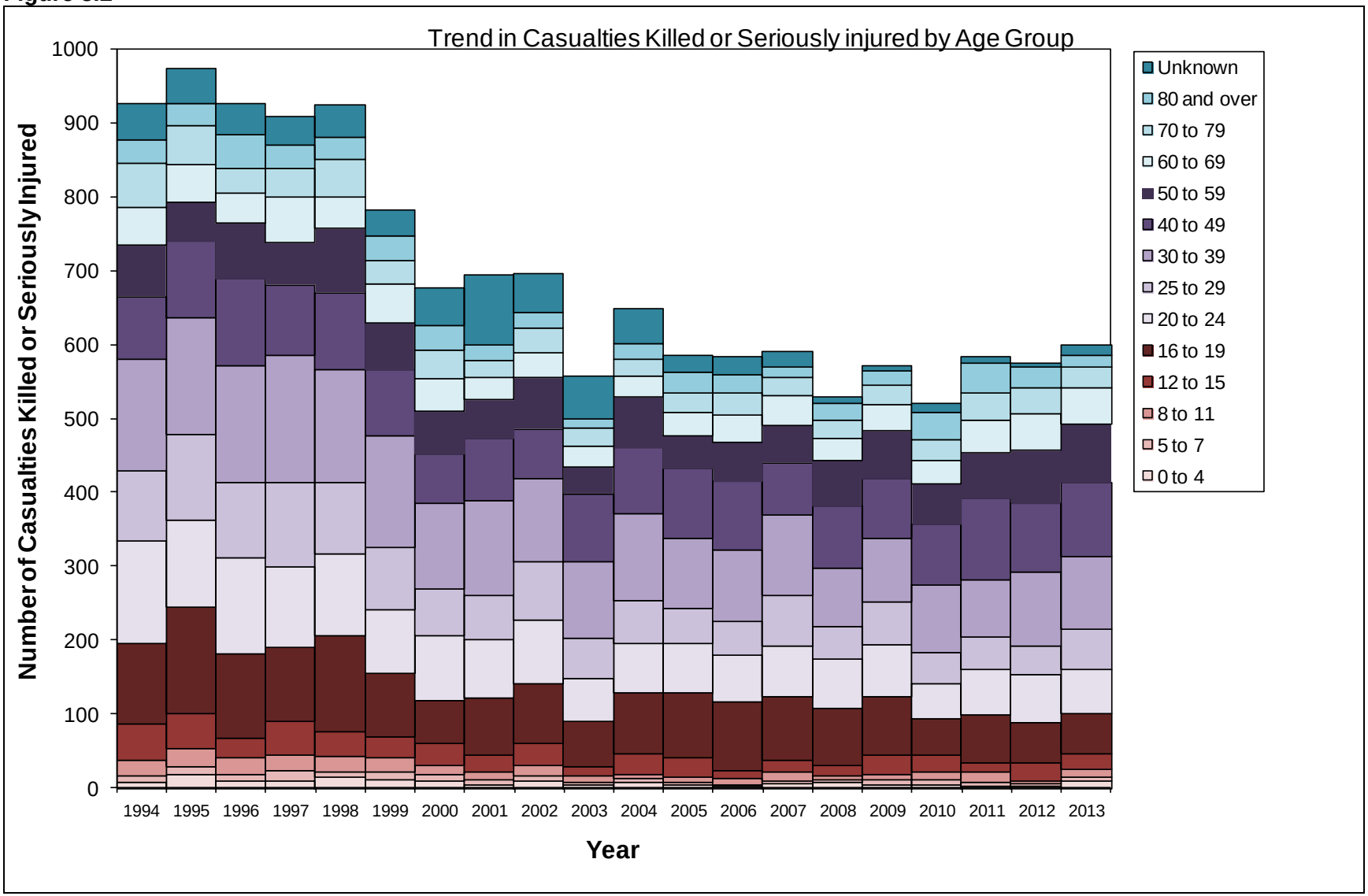


Table 5.1: Casualties Killed or Seriously Injured by Age of Casualty

Age band	2005-09 average	2010	2011	2012	2013	2013 Percentage change over 2005-09 average
0 to 4	3.8	4	1	1	9	137
5 to 7	4.2	7	5	4	4	-5
8 to 11	7.8	10	14	4	11	41
12 to 15	18.6	22	13	24	21	13
16 to 19	84.6	50	65	54	55	-35
20 to 24	66.6	48	62	65	60	-10
25 to 29	53.4	42	44	39	54	1
30 to 39	93.0	90	77	100	99	6
40 to 49	84.2	83	110	93	99	18
50 to 59	55.4	55	61	72	80	44
60 to 69	34.8	31	45	50	49	41
70 to 79	26.2	28	36	35	28	7
80 and over	21.8	37	41	28	16	-27
Unknown	16.6	13	8	5	14	-16
Total	571.0	520	582	574	599	5

Figure 5.2


Trend in Casualties Killed or Seriously injured by Age Group
Number of Casualties Killed or Seriously Injured
1000
900
800
700
600
500
400
300
200
100
0
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
Year
Unknown
80 and over
70 to 79
60 to 69
50 to 59
40 to 49
30 to 39
25 to 29
20 to 24
16 to 19
12 to 15
8 to 11
5 to 7
0 to 4

5.2. Casualties Killed or Seriously Injured by Road User Type

5.2.1. The chart in Figure 5.3 shows the number of KSI casualties in Surrey by road user type in 2013. It can be seen that car occupants constitute one third of the total KSIs, and pedal cyclists and motorcyclists constitute about one quarter each of the total KSIs.

5.2.2. The data in Table 5.2 and Chart 5.4 shows the trend in the numbers of KSIs by different types of road user. There has been a large increase (137 per cent) in pedal cycling KSI casualties in 2013 (144 casualties) compared to the average for 2005 to 2009 (62 casualties). It is likely that this is due to an increase in the amount of cycling. Increased cycling is something that Surrey County Council wish to encourage, as this is a sustainable mode of transport and can help to improve the health of those taking part. However care will be needed to improve the safety of cycling at the same time as promoting this mode of transport.

5.2.3. There has been a small increase of 17 per cent in pedestrian KSI casualties in 2013 (98 casualties) compared with the average for 2005 to 2009 (83.6 casualties). The number of motorcyclist KSI casualties has remained fairly similar over recent years (140 in 2013).

5.2.4. The number of car occupant KSIs has reduced by nearly a quarter in recent years, (from an average of 258.6 from 2005 to 2009, to 197 in 2013.

Figure 5.3

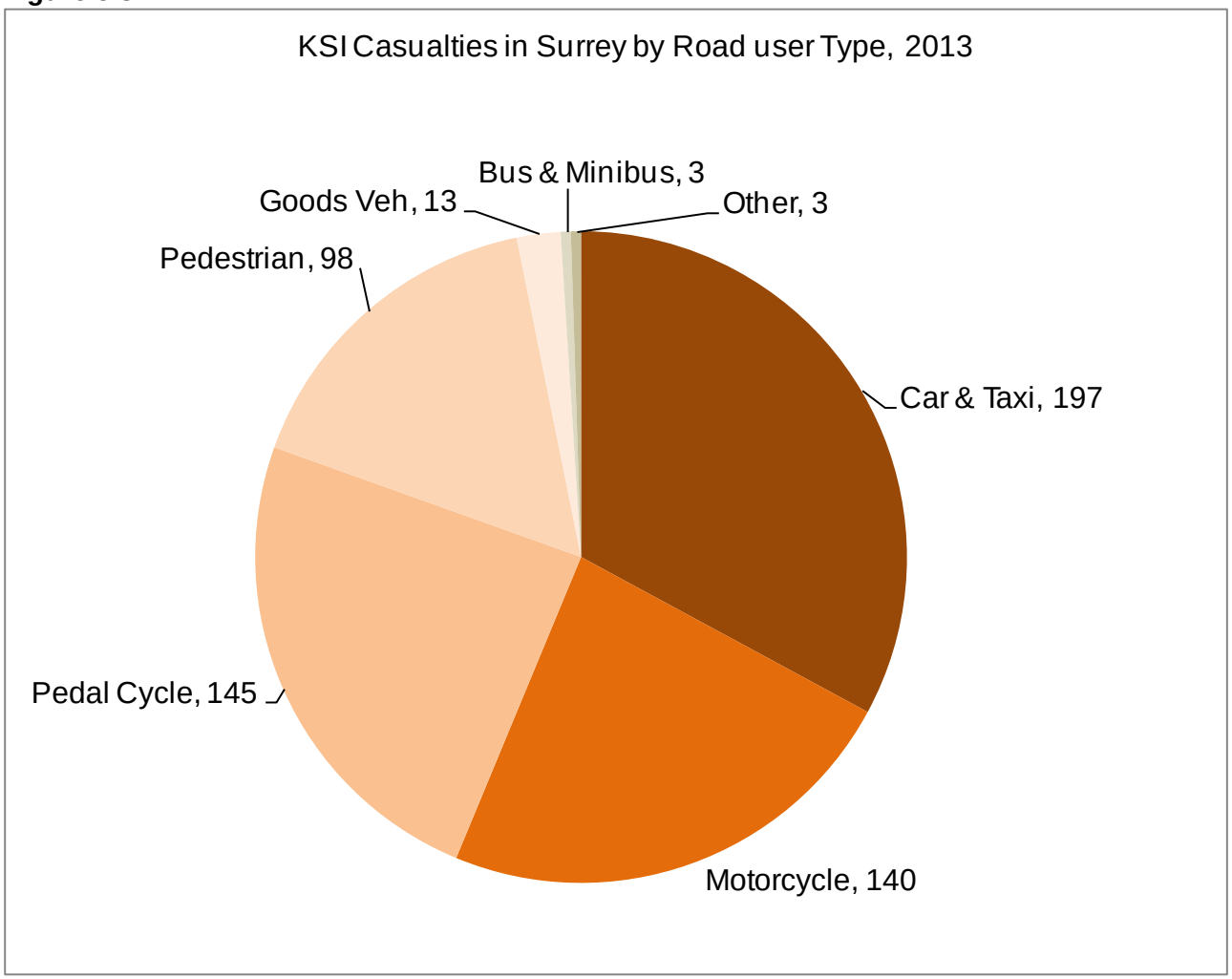
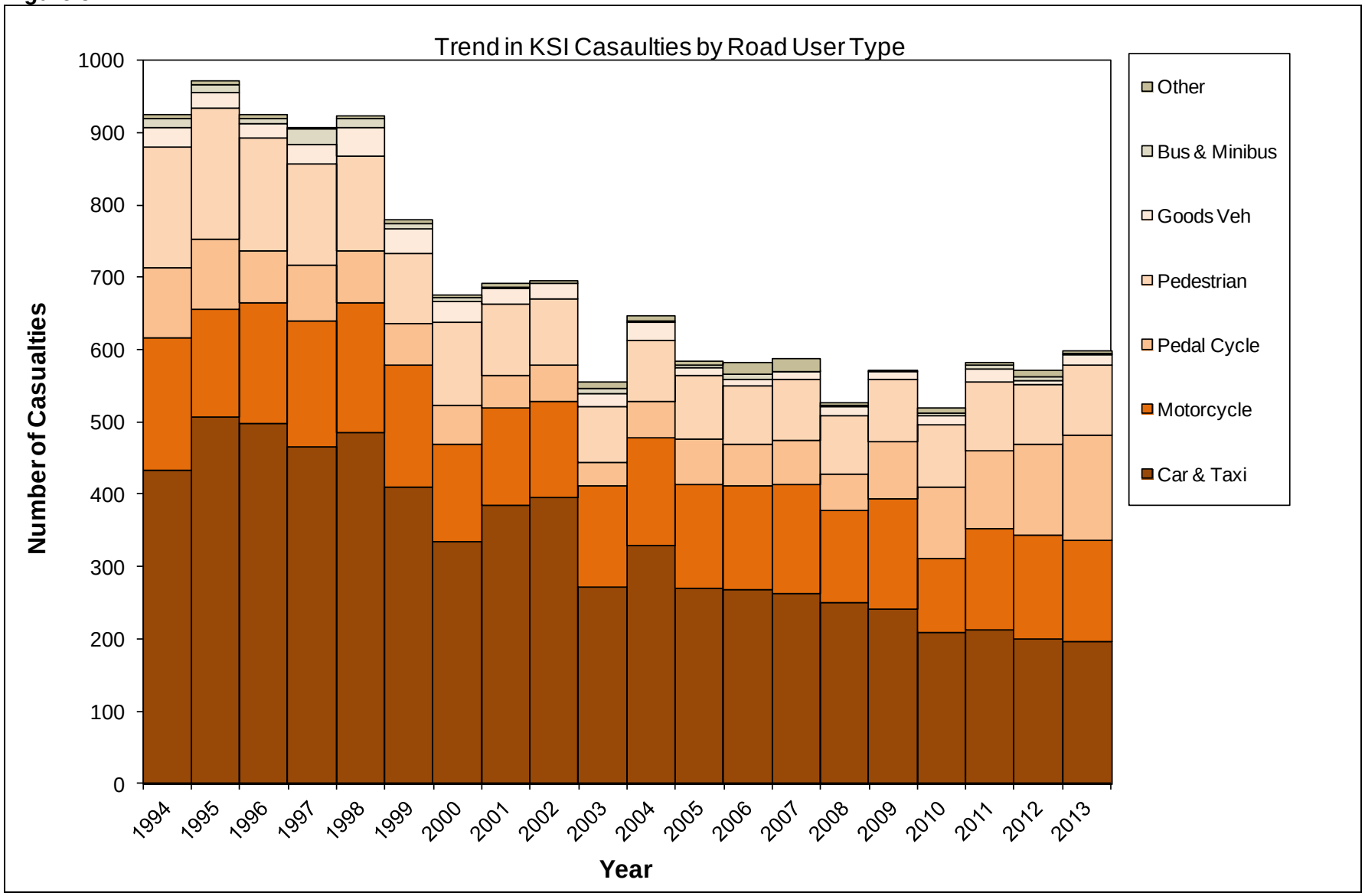


Table 5.2: Casualties Killed or Seriously Injured by Road User Type

Road User Type	2005-09 average	2010	2011	2012	2013	2013 Percentage change over 2005-09 average
Pedestrian	83.6	87	95	84	98	17
Pedal Cycle	62.0	98	107	124	145	134
Motorcycle	144.2	102	141	144	140	-3
Car & Taxi	258.6	210	213	201	197	-24
Bus & Minibus	2.8	2	5	6	3	7
Goods Veh	10.6	13	18	4	13	23
Other	9.2	8	3	9	3	-67
Total	571.0	520	582	572	599	5

Figure 5.4


Trend in KSI Casaulties by Road User Type
Number of Casualties
1000
900
800
700
600
500
400
300
200
100
0
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
Year
Other
Bus & Minibus
Goods Veh
Pedestrian
Pedal Cycle
Motorcycle
Car & Taxi

6. Slight Injury Casualties by Age and Road User Type

6.1. Casualties Slightly Injured by Age

6.1.1. The data in Table 6.1 and the charts in Figures 6.1 and 6.2 describe the trend in casualties slightly injured in Surrey by age of casualty. It can be seen that there were a total of 4,624 casualties slightly injured in 2013, which is a decrease of 7 per cent compared with 2012, and a decrease of 19 per cent compared with the average for 2005 to 2009.

6.1.2. It can be seen that the greatest reductions in slight injury casualties in 2013 compared to the 2005 to 2009 average have occurred for the 16 to 19 age group (a 48 per cent reduction from 757 to 396). There have been reductions of a third or more in other young age groups 0 to 4, 8 to 11 and 12 to 15.

Figure 6.1

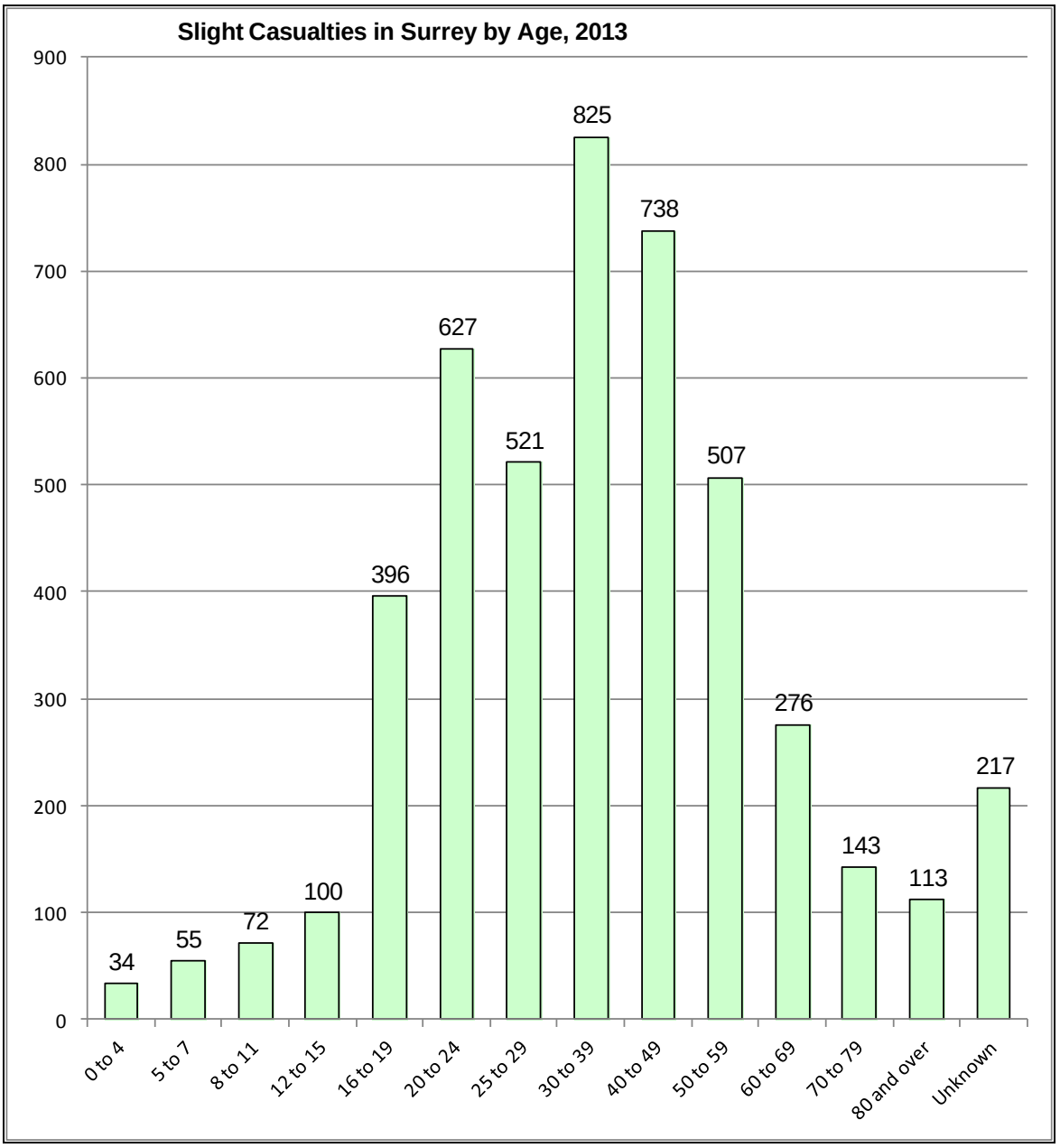
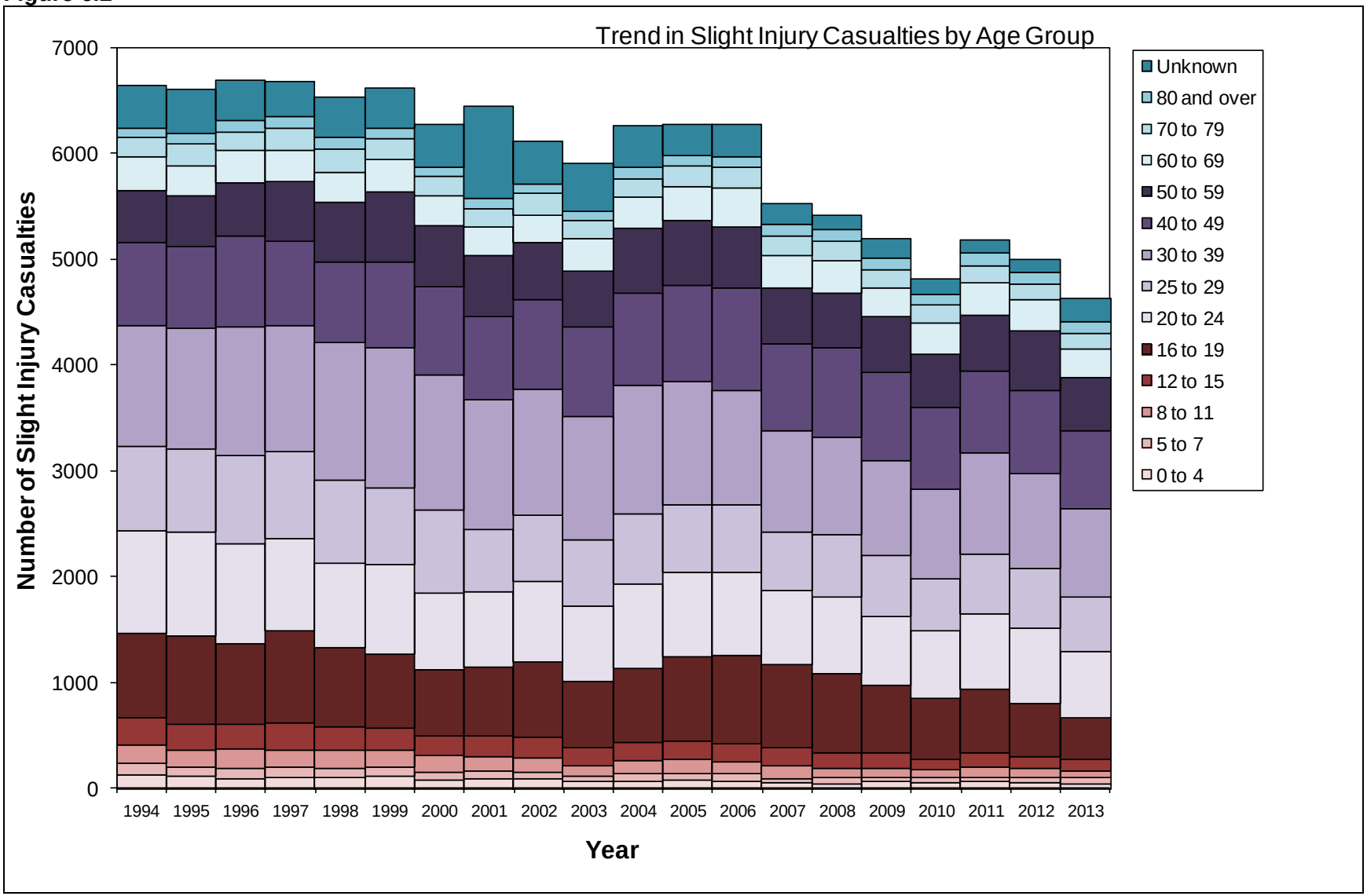


Table 6.1: Casualties Slightly Injured by Age of Casualty

Age band	2005-09 average	2010	2011	2012	2013	2013 percentage change over 2005-2009 average
0 to 4	53.0	45	55	41	34	-36
5 to 7	56.4	44	43	48	55	-2
8 to 11	106.8	78	96	88	72	-33
12 to 15	164.4	102	133	114	100	-39
16 to 19	757.0	578	597	509	396	-48
20 to 24	732.6	629	720	705	627	-14
25 to 29	600.8	495	563	570	521	-13
30 to 39	1001.0	854	959	889	825	-18
40 to 49	875.8	769	775	789	738	-16
50 to 59	554.8	502	519	567	507	-9
60 to 69	313.4	292	317	294	276	-12
70 to 79	183.0	173	158	149	143	-22
80 and over	109.6	105	116	102	113	3
Unknown	222.8	145	122	126	217	-3
Total	5731.4	4811	5173	4991	4624	-19

Figure 6.2


Trend in Slight Injury Casualties by Age Group
Number of Slight Injury Casualties
7000
6000
5000
4000
3000
2000
1000
0
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
Year
Unknown
80 and over
70 to 79
60 to 69
50 to 59
40 to 49
30 to 39
25 to 29
20 to 24
16 to 19
12 to 15
8 to 11
5 to 7
0 to 4

6.2. Slight Injury Casualties by Road User Type

6.2.1. The data in Table 6.2 and the charts in Figures 6.3 and 6.4 describe the trend in casualties slightly injured in Surrey by road user type. It can be seen that car & taxi users constitute the majority of slight injury casualties (72 per cent of the total in 2013). The number of car & taxi user slight injury casualties has reduced by 23 per cent in 2013 compared with the average for 2005 to 2009.

6.2.2. Pedal cyclists constitute about 10 per cent of the total number of slightly injured casualties in 2013. Pedal cyclists are the only road user type for which there has been an increase in casualties. There was an increase of 36 per cent in 2013 (482 casualties) compared to the average for 2005 to 2009 (354.2 casualties).

Figure 6.3

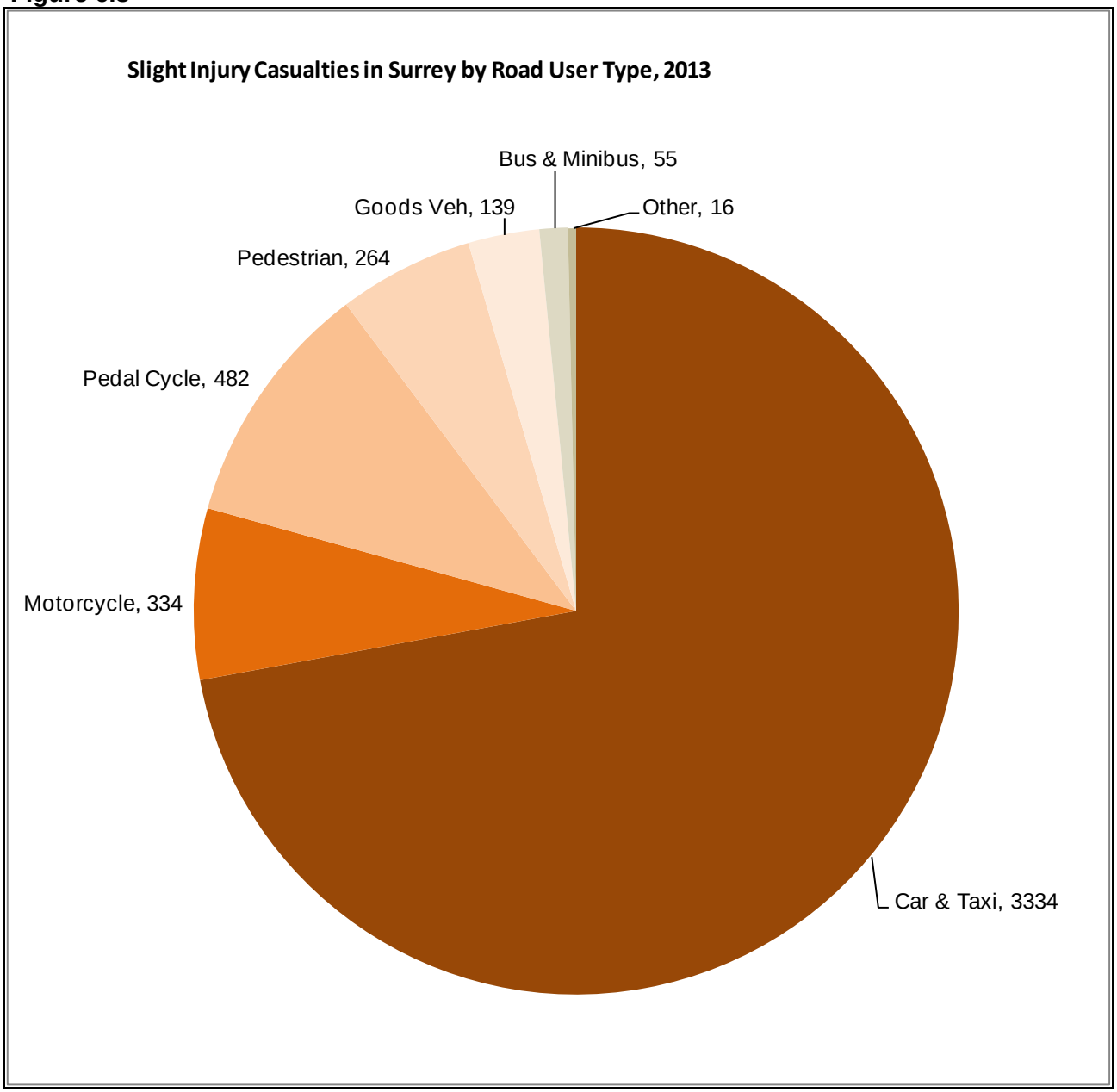
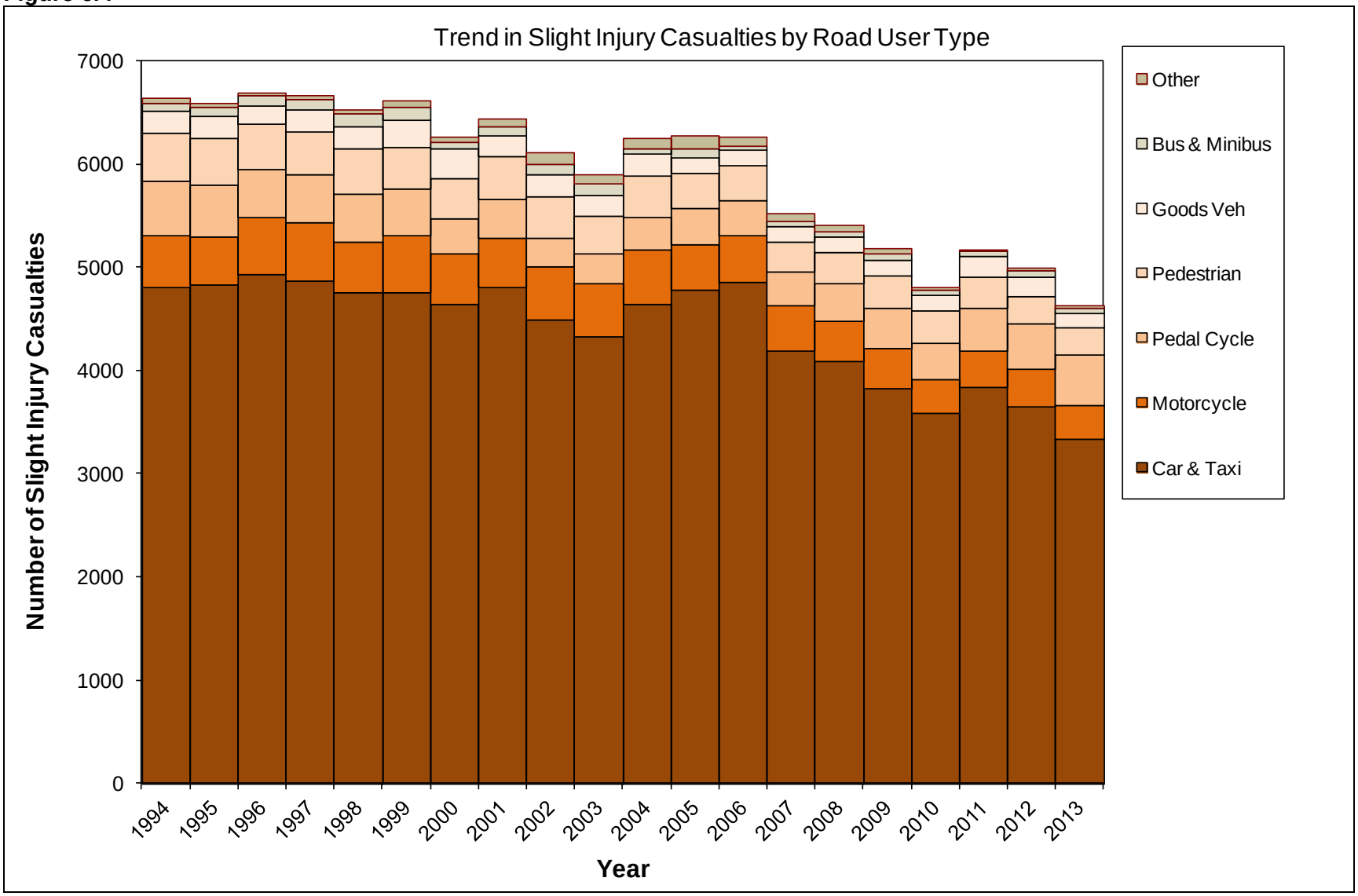


Table 6.2: Casualties Slightly Injured by Road User Type

Road User Type	2005-09 average	2010	2011	2012	2013	2013 Percentage change over 2005-09 average
Pedestrian	317.2	306	295	261	264	-17
Pedal Cycle	354.2	355	422	438	482	36
Motorcycle	421.0	330	343	363	334	-21
Car & Taxi	4,349.2	3,584	3,843	3,653	3,334	-23
Bus & Minibus	59.0	50	56	64	55	-7
Goods Veh	149.8	161	200	196	139	-7
Other	81.0	25	14	16	16	-80
Total	5,731.4	4811	5,173	4,991	4,624	-19

Figure 6.4


Trend in Slight Injury Casualties by Road User Type
Number of Slight Injury Casualties
7000
6000
5000
4000
3000
2000
1000
0
1994
1995
1996
1997
1998
1999
2000
2001
2002
2003
2004
2005
2006
2007
2008
2009
2010
2011
2012
2013
Year
Other
Bus & Minibus
Goods Veh
Pedestrian
Pedal Cycle
Motorcycle
Car & Taxi