

Reported Road Casualties in Surrey 2015



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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

Introduction

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, Surrey's performance has been compared against the five-year baseline average from 2005 to 2009. This is the baseline set by the Government's Strategic Framework for Road Safety published in 2011. Where appropriate the level of casualty reduction in Surrey has been compared with Great Britain. The main findings are summarised below.

Headline figures

- **Long term performance in reducing fatal casualties appears to be fairly good.** It should be borne in mind that due to the small numbers involved there can be random fluctuation from year to year. In 2015 there were 28 fatal casualties, which was lower than the previous year 2014 when there were 38, but not as low as in 2012 and 2013 when there were 18 fatal casualties. The 28 fatal casualties in 2015 was 47 per cent lower than the baseline average. This was greater than the reduction of 38 per cent across Great Britain over the same period.
- **Long term performance in reducing KSI (killed or seriously injured) casualties has not been good in recent years.** In 2015 there were 679 KSI casualties. This was fewer than the previous year 2014 when there were 735, but still higher than any other year since 2002, and 19 per cent higher than the baseline average. This was not as good as the reduction of 21 per cent across Great Britain over the same period.
- **Long term performance in reducing the total number of casualties in Surrey appears to be fairly good.** The total for 2015 was 5,099, which was 19 per cent lower than the baseline average and lower than any previous year since modern records began. This was not quite as good as the reduction of 24 per cent across Great Britain over the same period.

Car Occupants

- **Long term performance in reducing car occupant casualties appears to be generally good compared with other road user types.** There were 10 car occupants killed in 2015, which was more than the record low of 6 in 2013, but still 59 per cent lower than the baseline average of 24.4. There were 211 car occupant KSIs in 2015. This was much less than the previous year 2014 when there were 268, and 18 per cent lower than the baseline average. However this was not as good as the reduction of 33 percent across Great Britain over the same period. The total number of car occupant casualties (all severities) has been following a long term downward trend. The total of 3,207 in 2015 was 30 per cent lower than the baseline average, the same as the reduction across Great Britain over the same period.
- The older age group of "60 and over" constitute over a quarter of all car occupant casualties, and are the only significant age group to have suffered an increase in KSI casualties. The younger age group "16 to 24" constitute a fifth of all car occupant casualties (all severities), despite experiencing the greatest reduction (of 45 per cent) compared with the baseline.

Pedal Cyclists

- **Long term performance in reducing pedal cyclist casualties has not been good.** There has been a general upward trend since 2008. In 2015 there were 139 KSIs (three of which were fatal). This was less than the record high of 166 the year before 2014, but still 124 per cent higher than the baseline average. This was worse than the 32 per cent increase across Great Britain over the same period. The total number of pedal cycling casualties (all severities)

was 586, which was 41 per cent higher than the baseline average which was again worse than the 14 per cent increase across Great Britain over the same period.

- There has been a reduction in child pedal cyclist injuries compared with the baseline average, whereas all adult age groups have suffered an increase. The largest increases were experienced by age groups over 40 years old.

Pedestrians

- **There has been an increase in pedestrian casualties in recent years.** The number of pedestrian KSIs of 126 (nine of which were fatal) in 2015 was a stark increase compared with the previous year when there were 98. This was 51 per cent higher than the baseline average. There was an increase in the total number of pedestrian casualties (all severities) in recent years too. In 2015 there were 443, which was 11 per cent higher than the baseline average.
- For pedestrian KSIs there were increases for all age groups compared with the baseline average, with the largest being for the “30 to 39” age group. For all severities there were increases for age groups above age 25, with the largest increase again being for the “30 to 39” age group.

Motorcyclists

- **There has been an increase in motorcycle casualties in recent years.** The number of motorcycling KSIs in 2015 was 176 (six of which were fatal). This was less than the record high in 2014 when there were 185, but still 22 per cent higher than the baseline average. There has been an increase in the total number of casualties (all severities) in recent years too. The total of 575 was the highest since 2007 and 2 per cent higher than the baseline average.
- The “16 to 24” age group constitute about a third of all KSI and total motorcycle casualties (all severities), but the numbers are fairly similar to the baseline. There were comparatively large percentage increases experienced by older age groups over 50, but the total numbers of casualties in these age groups are smaller (about a fifth of KSI and total motorcycle casualties).

Road Type

- Over two thirds of KSI casualties took place on built-up roads (with speed limits 40 mph or less). In 2015, 492 KSIs out of a total of 679 took place on built-up roads. 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. This was the only combination of road type and category of severity to suffer an increase in casualties compared to the base line.

Conclusion

This analysis of the main trends in road casualties in Surrey has highlighted that there have been increases in casualties to the vulnerable road user types consisting of pedal cyclists, pedestrians and motorcyclists, and that most of the increase in KSIs took place on built-up roads (those with a 40 mph speed limit or less).

Separate factsheets that provide more detailed analysis on these specific road user groups and topics will be published separately. These will highlight in more detail the predominant types of people, circumstances and locations for these casualties so as to inform future deployment of resources by county council and police colleagues, and investment by the Drive SMART partnership.

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 the trend in Surrey has been compared with that for Great Britain. 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	2015	2015 percentage change over 2005-2009 average	
Killed	52.4	32	28	18	18	38	28	-47	↓
Serious	518.6	488	554	556	581	697	651	+26	↑
Slight	5,731.4	4,811	5,173	4,991	4,624	4,673	4,420	-23	↓
KSI	571.0	520	582	574	599	735	679	+19	↑
Total	6,302.6	5,331	5,755	5,565	5,223	5,408	5,099	-19	↓

Chart 1: Trend in road casualties in Surrey by severity

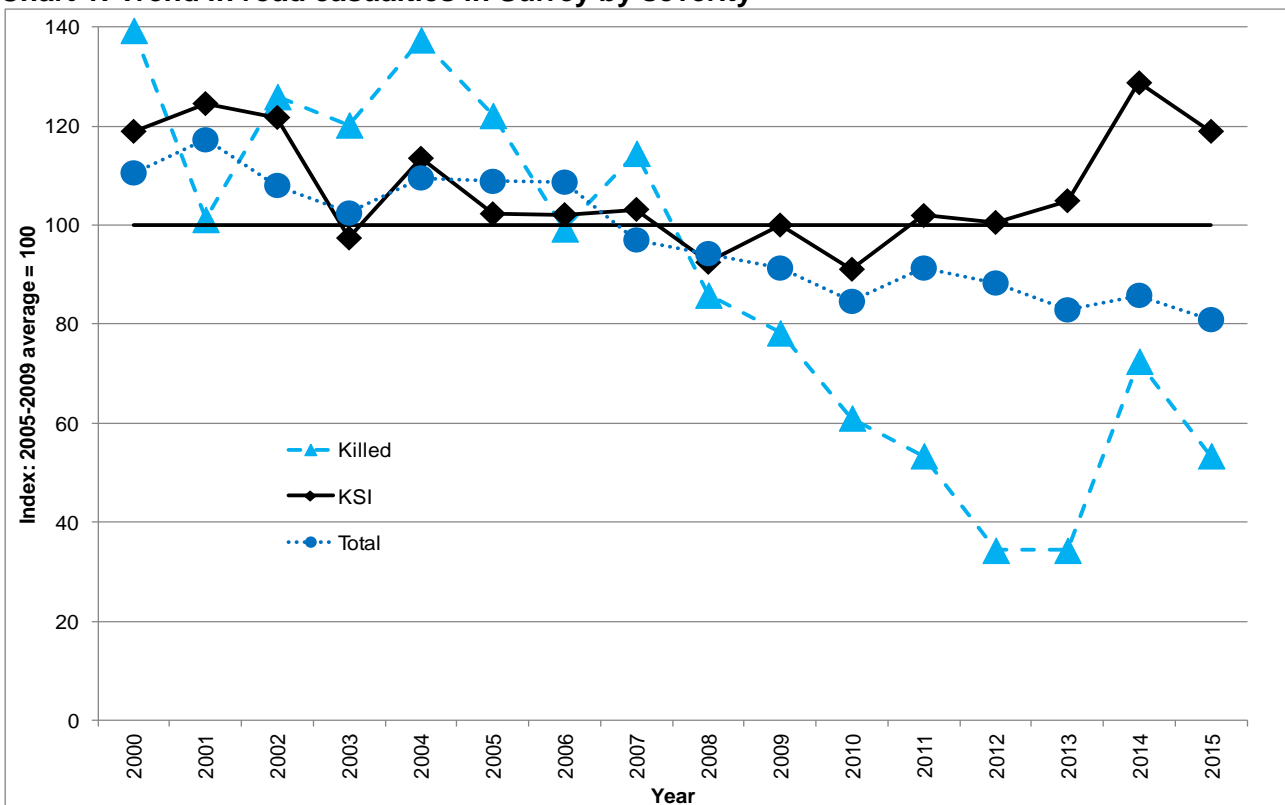
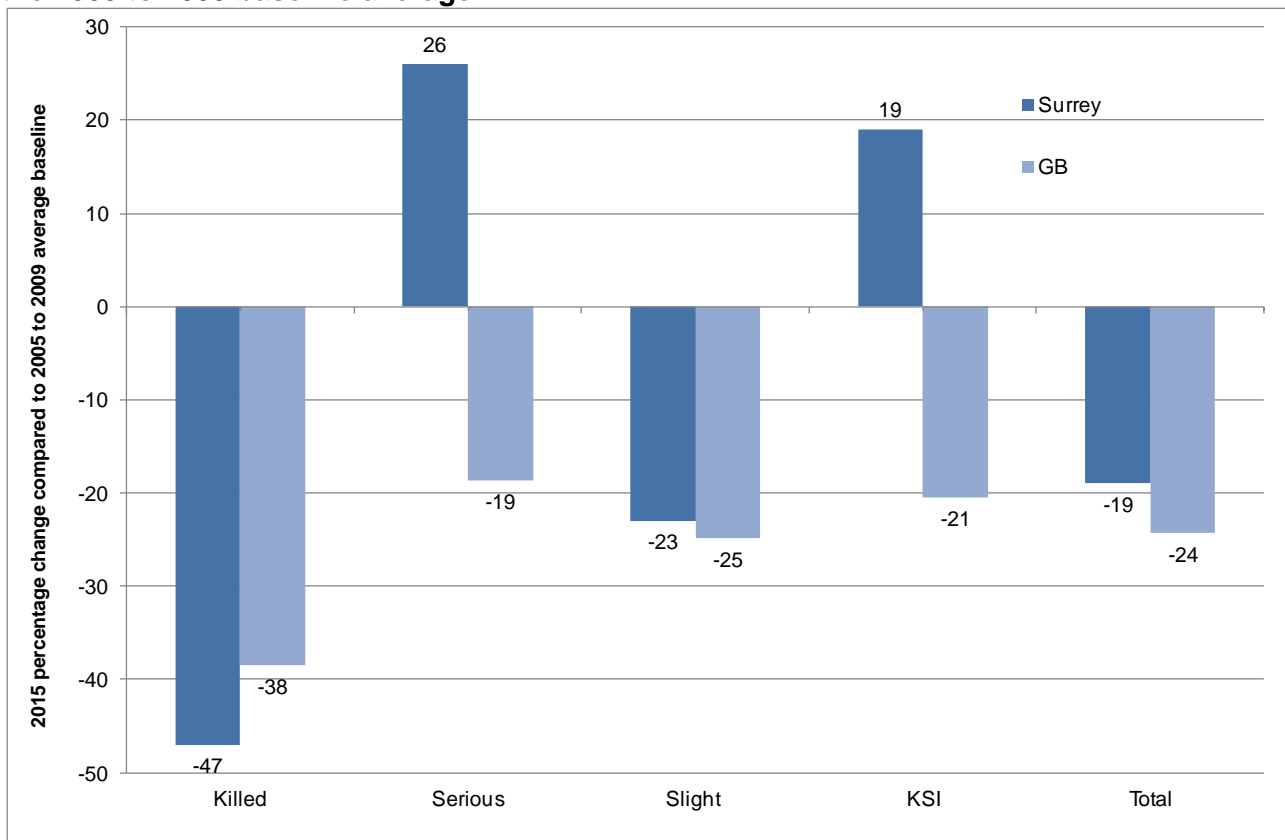


Chart 2: Percentage change in casualties in Surrey and Great Britain in 2015 compared with the 2005 to 2009 baseline average



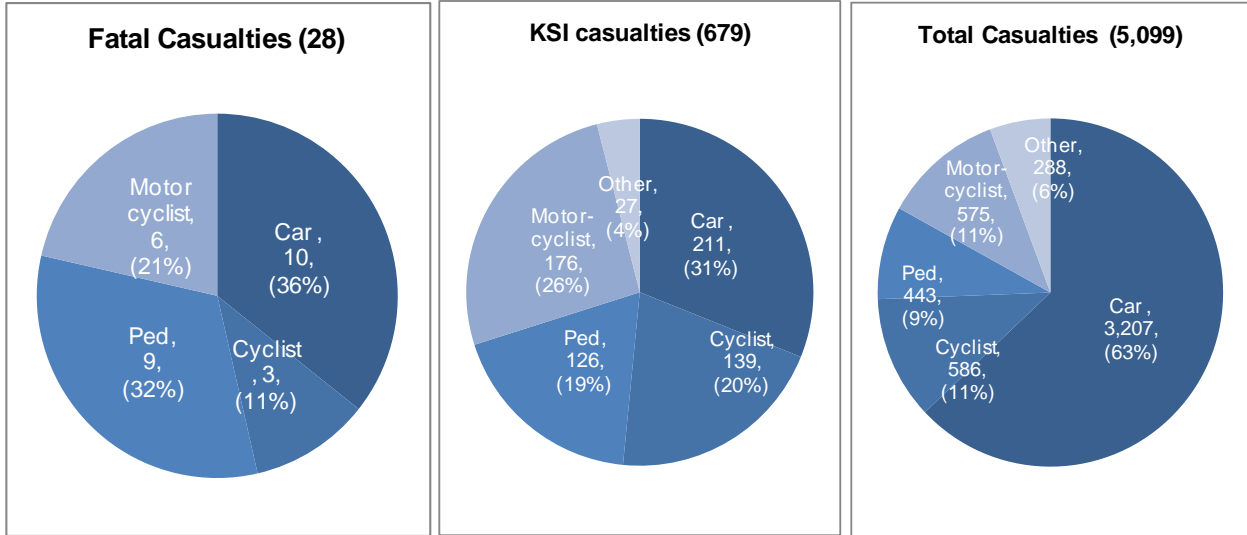
- 2.1.2. Fatal casualties reduced considerably in the years prior to 2012 to a record low of 18 fatal casualties in 2012 and 2013. There was an increase in 2014 to 38 fatal casualties, followed by a reduction to 28 in 2015. This is 47 per cent less than the 2005-2009 baseline average of 52.4. This is a greater reduction than that for Great Britain (38 per cent decrease). The large increase that took place in Surrey in 2014 also took place throughout Great Britain. Central government analysis has highlighted the fact that this was the hottest year on record, and also one of the wettest years on record. This extreme weather is thought to have contributed to varying amounts of traffic by different road users compared to more typical years, and therefore increased levels of exposure to risk and more casualties.
- 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 in 2014, followed by a reduction to 651 in 2015 (26 per cent above the baseline). Across Great Britain there was a 19 per cent decrease compared to the baseline. The total of KSIs (fatal and serious casualties combined) in 2015 was 697 which was 19 per cent higher than the baseline. Despite the reduction in 2015 compared to 2014, this is still higher than any other year since 2002. Across Great Britain there was a 21 per cent decrease compared to the baseline.
- 2.1.4. The number of slight injury casualties has been following a general long term downward trend. The total for 2015 was 4,420, which was 23 per cent below the baseline average. The total for Great Britain was 25 per cent below the baseline.
- 2.1.5. The total number of casualties has been following a general long term downward trend. The total for 2015 was 5,099, which was 19 per cent lower than the baseline average. The total for Great Britain was 24 per cent below the baseline.

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 2015. 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 2015



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

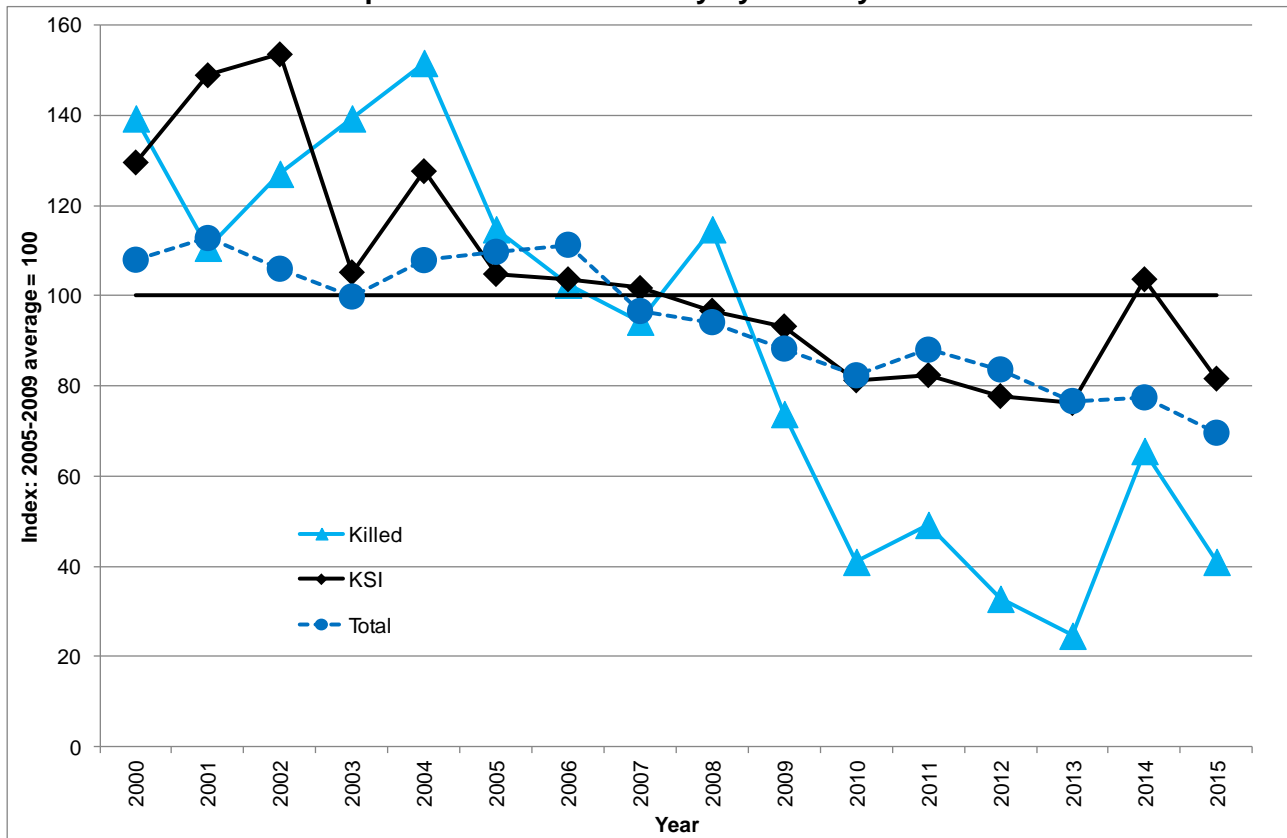
Severity	2005-2009 average	2010	2011	2012	2013	2014	2015	2015 percentage change over 2005-2009 average	
Killed	24.4	10	12	8	6	16	10	-59	↓
Serious	234.2	200	201	193	191	252	201	-14	↓
Slight	4,349.2	3,584	3,843	3,653	3,334	3,300	2,996	-31	↓
KSI	258.6	210	213	201	197	268	211	-18	↓
Total	4,607.8	3,794	4,056	3,854	3,531	3,568	3,207	-30	↓

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 followed by a reduction to 10 in 2015. This is 59 per cent less than the 2005-2009 baseline average of 24.4.

3.2.3. Prior to 2014 there appeared to be a small long-term downward trend in serious injury to car occupants followed by a sharp increase in 2014 to 252 casualties. This reduced in 2015 to 201 which is 14 per cent lower than the baseline average. It would appear that the comparatively large number in 2014 was unusual and the number for 2015 has reduced to be at a level closer to the longer term trend. A similar pattern has occurred for KSI

casualties. The total number of KSI casualties in 2015 was 211, which was 18 per cent lower than the baseline average. For Great Britain as a whole, there has been a 33 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 2015 was 2,996, which was 31 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 2015 was 3,207, which was 30 per cent lower than the baseline average. For Great Britain as a whole, there has also been a 30 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.

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. Between 2008 and 2014 there was a continual increase in pedal cyclist serious injuries leading to a total of 162 in 2014. This was followed by a small reduction to 136 in 2015 which is 131 per cent greater than the baseline average. KSI casualties have followed a similar pattern with a total in 2015 of 139 which is 124 per cent greater than the baseline average. For Great Britain as a whole, there was a 32 per cent increase over the same period.

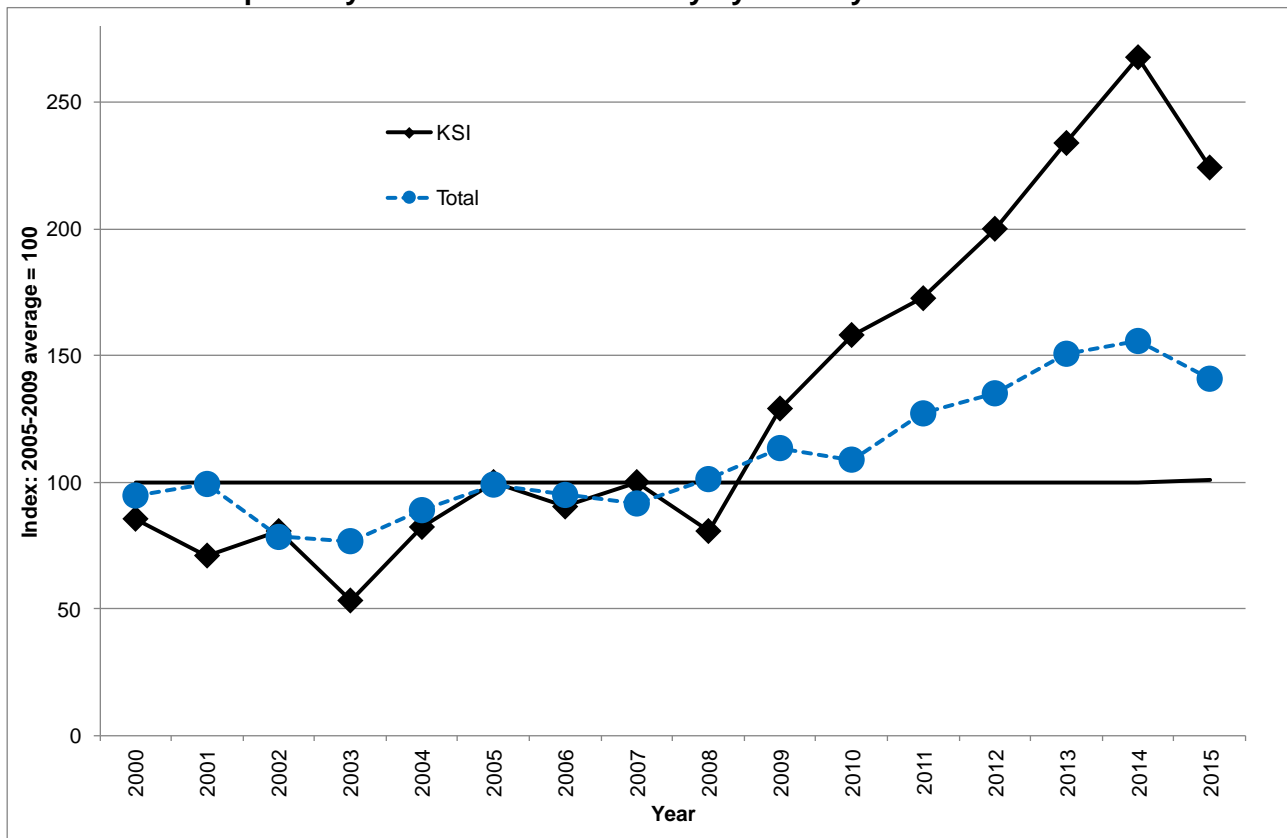
3.3.4. The number of slight injuries to pedal cyclists followed an increasing trend from 2008 to 2014 followed by a small reduction in 2015 to 447. This is 26 per cent greater than the base-line average.

3.3.5. The total number of pedal cyclist casualties has also followed an increasing trend between 2008 and 2014 followed by a small reduction in 2015. There was a total of 586 in 2015 which is an increase of 41 per cent compared with the baseline average. For Great Britain as a whole, there was a 14 per cent increase over the same period.

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

Severity	2005-2009 average	2010	2011	2012	2013	2014	2015	2015 percentage change over 2005-2009 average	
Killed	3.2	4	1	2	1	4	3	-6	↓
Serious	58.8	94	106	122	144	162	136	+131	↑
Slight	354.2	355	422	438	482	482	447	+26	↑
KSI	62.0	98	107	124	145	166	139	+124	↑
Total	416.2	453	529	562	627	648	586	+41	↑

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



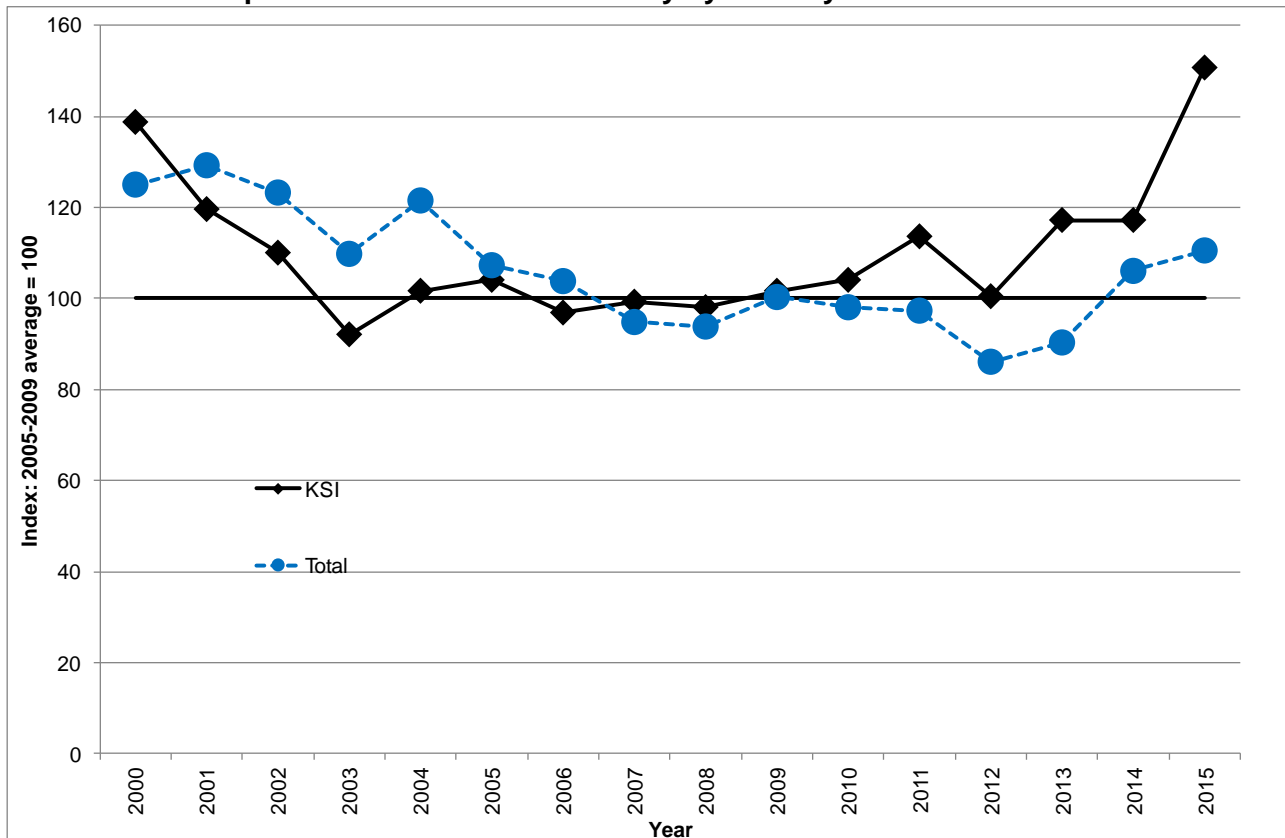
3.4. Pedestrians

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	2015	2015 percentage change over 2005-2009 average	
Killed	9.6	9	10	2	5	10	9	-6	↓
Serious	74.0	78	85	82	93	88	117	+58	↑
Slight	317.2	306	295	261	264	327	317	0	-
KSI	83.6	87	95	84	98	98	126	+51	↑
Total	400.8	393	390	345	362	425	443	+11	↑

Chart 6: Trend in pedestrian casualties in Surrey by severity



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 increased markedly in 2015 compared to previous years. In 2015 there were 117 pedestrian KSIs which was 51 per cent greater than the baseline average. For Great Britain as a whole, there was a 21 per cent reduction over the same period.

3.4.3. The number of slight injury pedestrian casualties reduced slightly in 2015 compared to 2014, but was still greater than any of the other years since 2005. The number of 317 for 2015 was similar to 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 an increase in recent years to 443 casualties, which is 11 per cent higher than the baseline average. For Great Britain as a whole, there was a 20 per cent reduction over the same period.

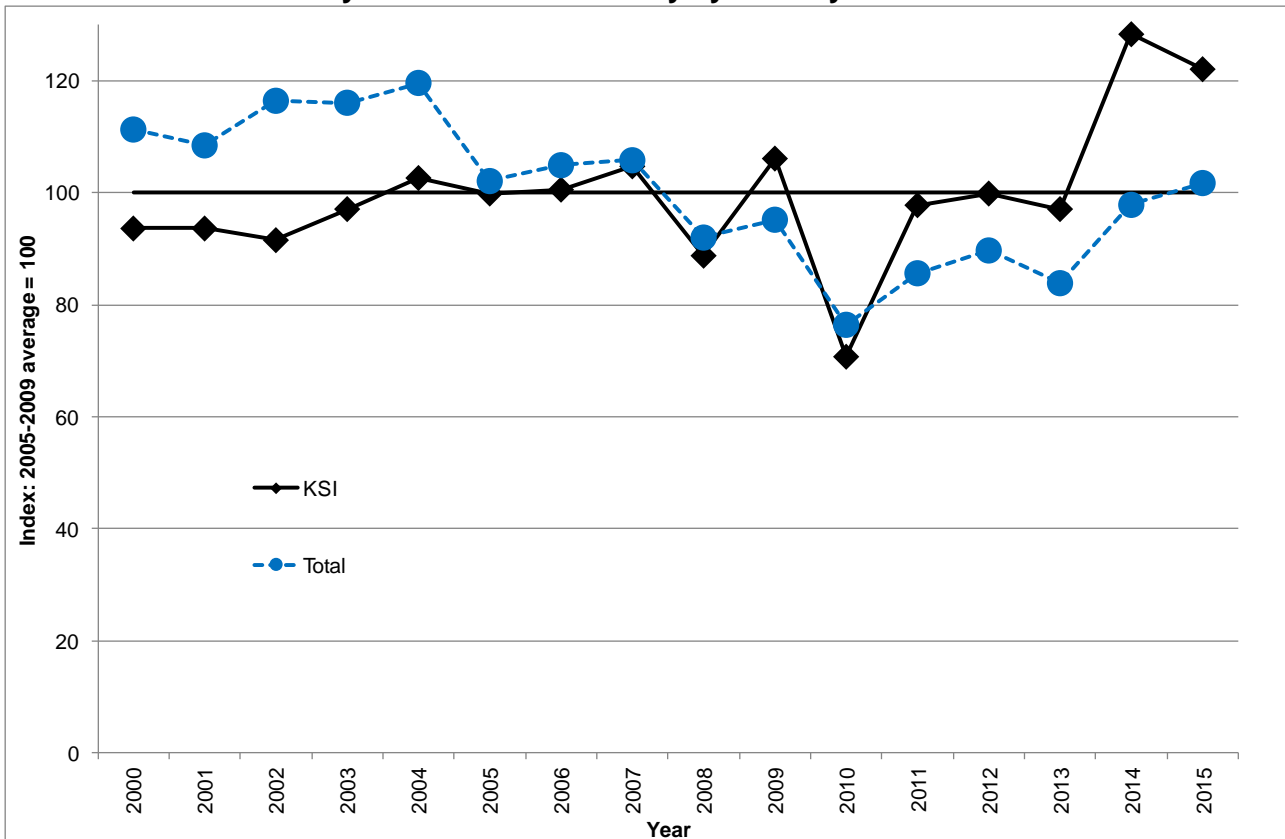
3.5. Motorcyclists

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	2015	2015 percentage change over 2005-2009 average	
Killed	11.4	8	5	3	6	8	6	-47	↓
Serious	132.8	94	136	141	134	177	170	+28	↑
Slight	421.0	330	343	363	334	368	399	-5	↓
KSI	144.2	102	141	144	140	185	176	+22	↑
Total	565.2	432	484	507	474	553	575	+2	↑

Chart 7: Trend in motorcycle casualties in Surrey by severity



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) increased markedly in 2014. Although there was a small reduction in 2015 they have remained high compared with previous years. In 2015 the number of serious and KSI casualties were 28 and 22 per cent greater respectively in comparison with the baseline. For Great Britain as a whole, there was a 15 per cent reduction over the same period.

3.5.3. The number of slight injury motorcycle casualties has increased since 2013 to 399 in 2015. This is 5 per cent lower than the baseline average for 2005 to 2009. The overall total number of motorcycle casualties is very similar (2 per cent greater) to the baseline average. For Great Britain as a whole, there was a 13 per cent reduction over the same period.

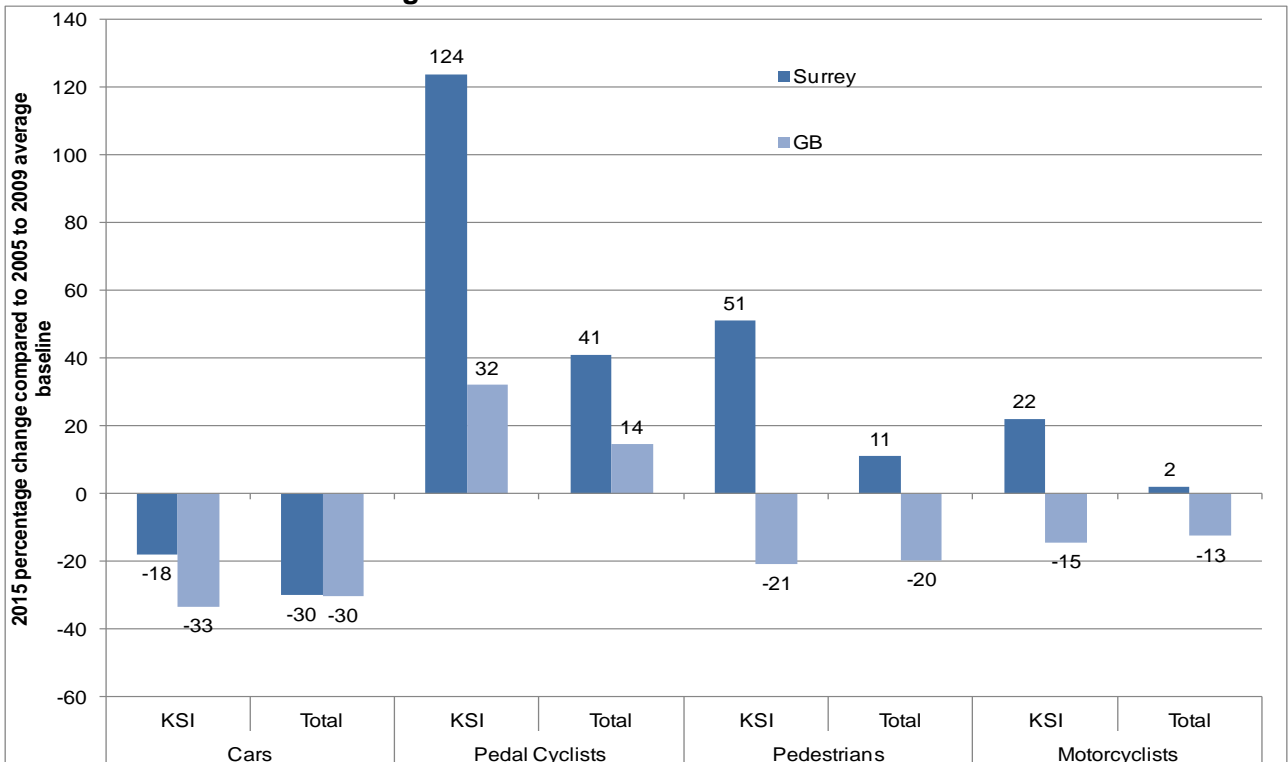
3.6. Summary and Comparison with Great Britain

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 27 KSIs across all other road user groups in 2015).

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

Severity	2015 percentage change over 2005-2009 average							
	Car		Pedal Cyclist		Pedestrian		Motorcyclist	
Killed	-59	↓	-6	↓	-6	↓	-47	↓
Serious	-14	↓	+131	↑	+58	↑	+28	↑
Slight	-31	↓	+26	↑	0	-	-5	↓
KSI	-18	↓	+124	↑	+51	↑	+22	↑
Total	-30	↓	+41	↑	+11	↑	+2	↑

Chart 7: Percentage change in casualties in Surrey and Great Britain in 2015 compared with the 2005-2009 baseline average

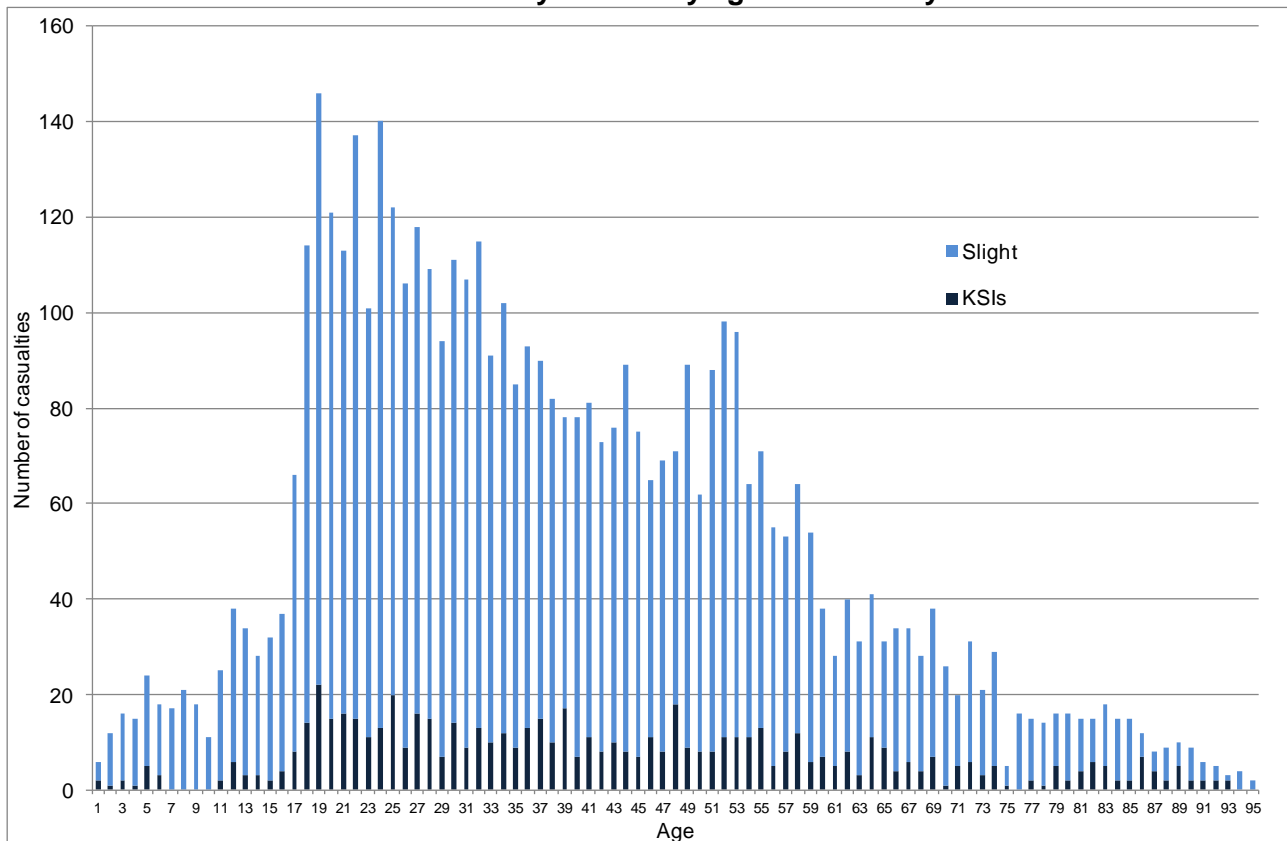


3.6.2. It can be seen that Surrey has had an increase in the number of KSIs and total casualties for pedal cyclists, pedestrians and motorcyclists compared with the baseline. There has been a reduction in the number of car occupant KSIs and total number of car occupant casualties. Surrey is not performing as well as Great Britain for any of these road user types and severity, and there were comparatively large increases for pedal cyclist and pedestrian KSIs compared with Great Britain.

4. Road Casualties by Age

4.1.1. Chart 8 shows the number of casualties in Surrey in 2015 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 with an additional increase around 11 to 12 years of age when children start secondary school. The total number of casualties is highest for young adults around 19 years of age, and then generally decreases with increasing age. There is a small peak between the ages of 50 and 53. 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 2015 by age and severity



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	2015	2015 percentage change over 2005-2009 average	
0 to 15	34.4	43	33	33	45	35	34	-1	↓
16 to 24	151.2	98	127	119	115	137	134	-11	↓
25 to 29	53.4	42	44	39	54	68	61	+14	↑
30 to 39	93.0	90	77	100	99	116	115	+24	↑
40 to 49	84.2	83	110	93	99	104	98	+16	↑
50 to 59	55.4	55	61	72	80	117	92	+66	↑
60 and over	82.8	96	122	113	93	141	134	+62	↑
Total	554.4	507	574	569	585	718	668	+20	↑

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

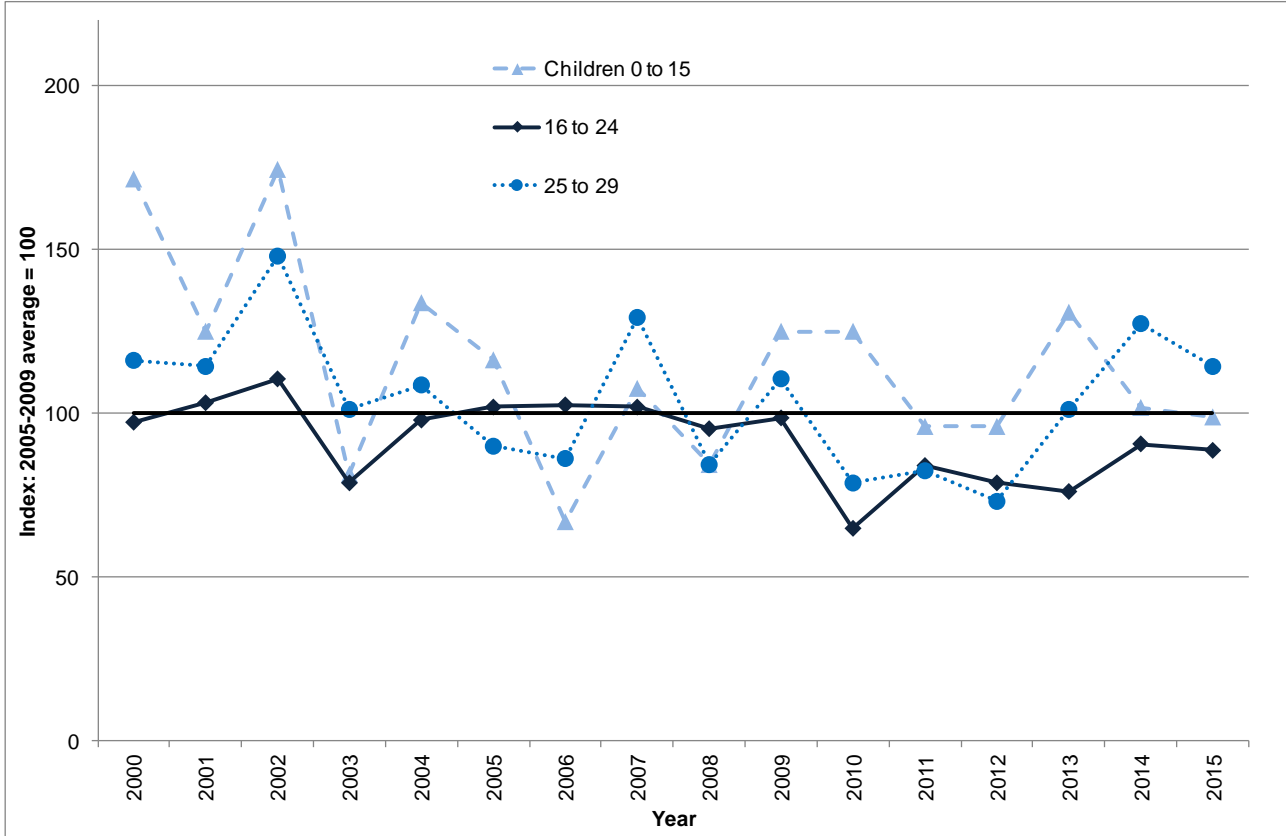
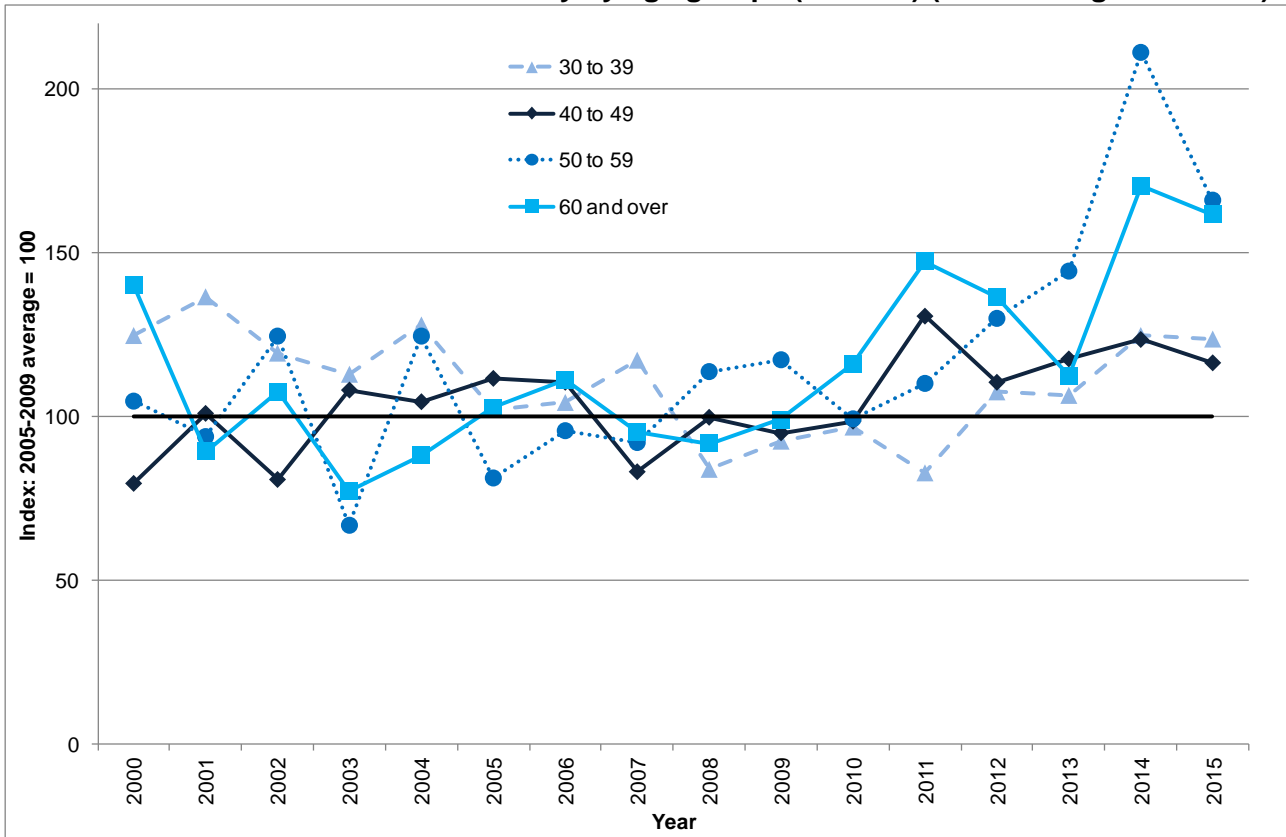


Chart 9: Trend in KSI casualties in Surrey by age groups (30 to 99) (excludes age unknown)



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 “0 to 15” and “16 to 24” age groups. There has been a particular increase in the number of KSI casualties in the “50 to 59” and “60 and over” age groups of 62 and 66 per cent respectively.

4.1.4. Table 8, and Charts 10 and 11 describe the trend in total casualties (all severities) 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 of 35 per cent. There has been an increase in the total number of casualties in the “50 to 59” age group of 12 per cent.

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	2015	2015 percentage change over 2005-2009 average	
0 to 15	415.0	312	360	324	306	348	352	-15	↓
16 to 24	1,640.8	1,305	1,444	1,333	1,138	1,144	1,060	-35	↓
25 to 29	654.2	537	607	609	575	554	538	-18	↓
30 to 39	1,094.0	944	1036	989	924	961	921	-16	↓
40 to 49	960.0	852	885	882	837	868	750	-22	↓
50 to 59	610.2	557	580	639	587	645	681	+12	↑
60 and over	688.8	666	713	658	625	717	661	-4	↓
Total	6,063.0	5,173	5,625	5,434	4,992	5,237	4,963	-18	↓

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

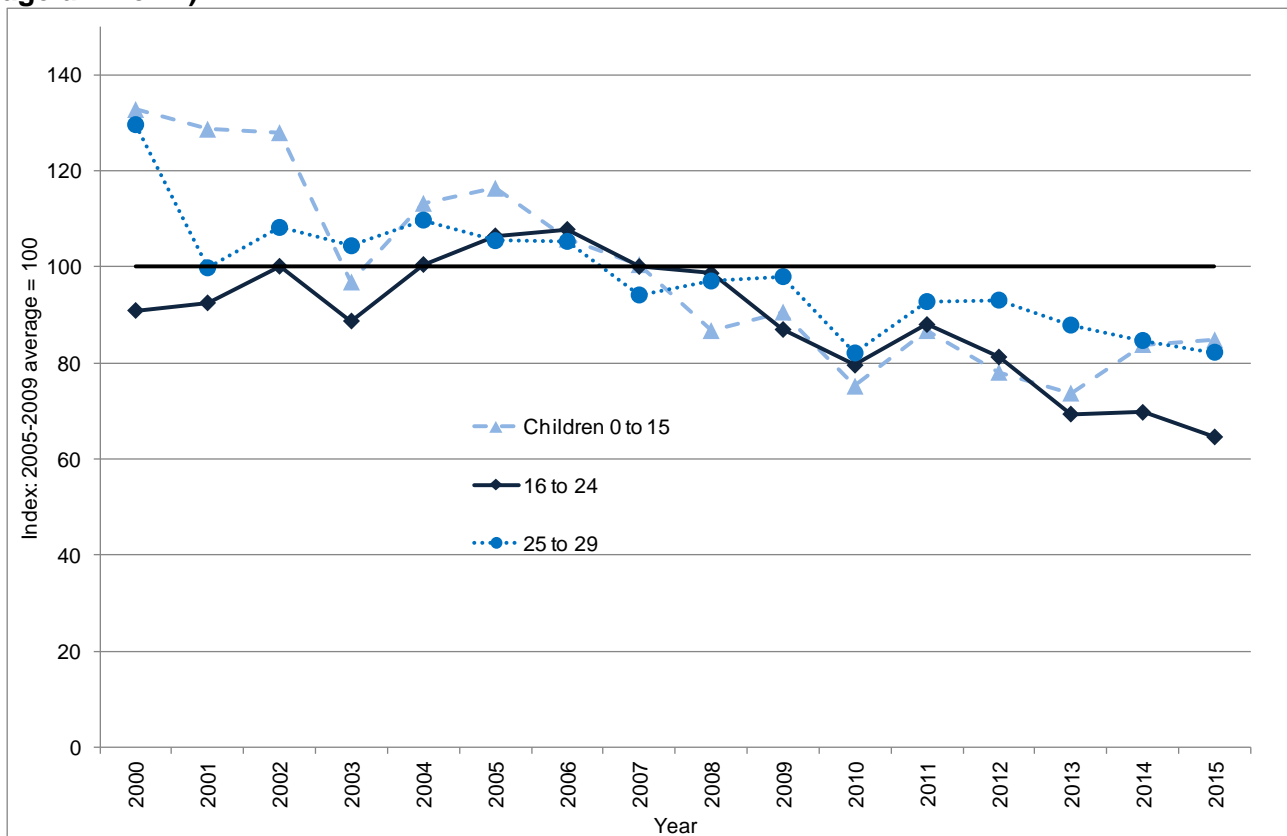
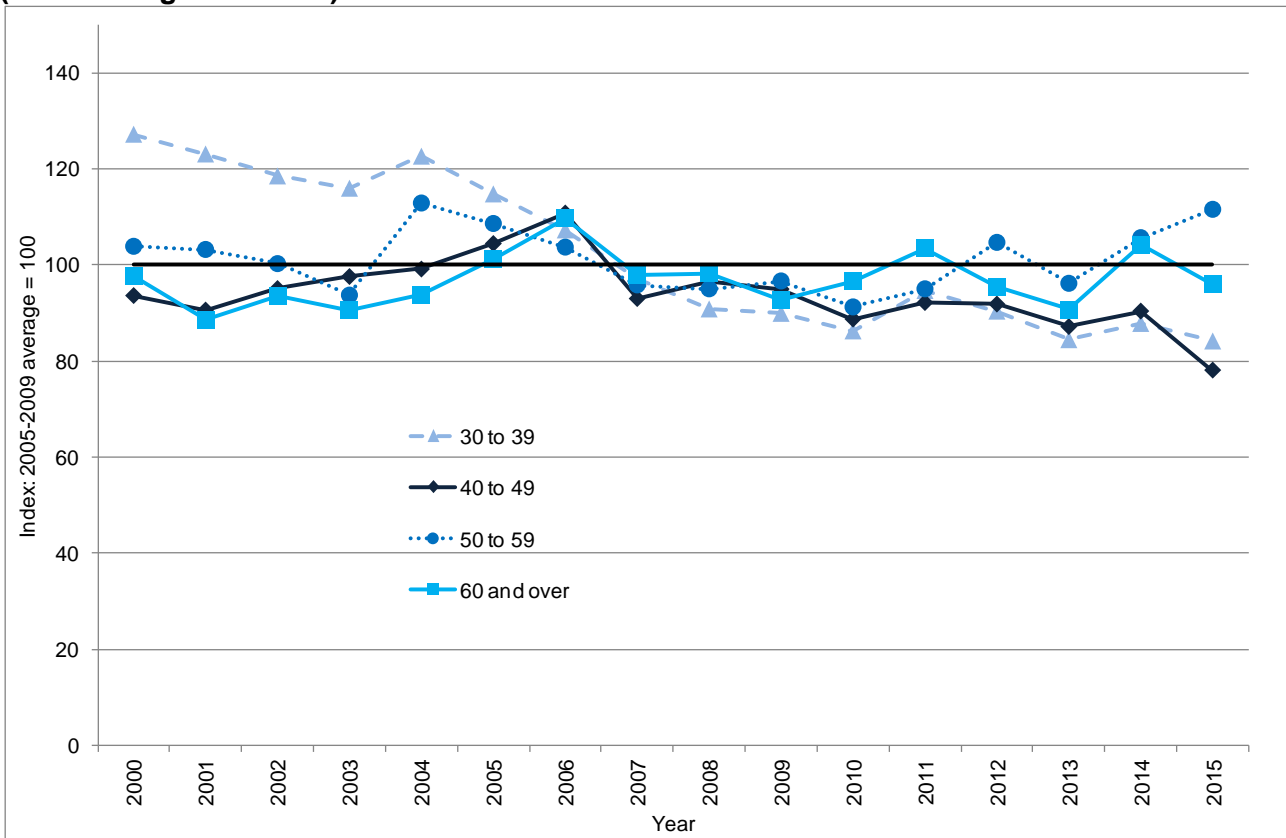


Chart 11: Trend in total casualties in Surrey (all severities) by age groups (30 to 99) (excludes age unknown)



5. Road Casualties by Age and Road User Group

- 5.1.1. Tables 9 and 10 show the number KSI and total casualties in 2015 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 there was an increase in the number of child (0 to 15 years old) KSI car occupants in 2015 compared with the baseline, but that the number is still comparatively small (eight casualties).
- 5.1.3. The number of car occupant KSIs “60 and over” is comparatively large (57 casualties) and this group has suffered the largest percentage increase too (36 per cent increase).
- 5.1.4. There have been increases in pedal cycle KSIs for all age groups apart from children, with particularly large rises in the age groups over 40 years old.
- 5.1.5. For pedestrian KSIs there have been increases for all age groups with the largest percentage increase being for the “30 to 39” age group.
- 5.1.6. For motorcyclists the age group with the largest number of KSIs is the “16 to 24” year olds, and this has increased by 18 per cent. There have also been increases for the older motorcyclist age groups over 50 years of age.

Table 9: KSI casualties by age and road user type 2015 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	8	(+48)	↑	4	(-55)	↓	21	(+12)	↑	0	(-100)	↓
16 to 24	52	(-38)	↓	12	(+71)	↑	15	(+15)	↑	52	(+18)	↑
25 to 29	17	(-39)	↓	13	(+132)	↑	7	(+75)	↑	24	(+82)	↑
30 to 39	29	(-23)	↓	23	(+109)	↑	22	(+206)	↑	33	(-1)	↓
40 to 49	18	(-42)	↓	40	(+223)	↑	11	(+41)	↑	26	(-11)	↓
50 to 59	25	(+4)	↑	24	(+224)	↑	13	(+91)	↑	25	(+87)	↑
60 and over	57	(+36)	↑	21	(+176)	↑	37	(+65)	↑	13	(+71)	↑
Total	206	(-18)	↓	137	(+129)	↑	126	(+58)	↑	173	(+23)	↑

- 5.1.7. From table 10 it can be seen that there have been reductions in the total number of casualties for car occupants for all age groups. The greatest reduction (of 45 per cent) was for the “16 to 24” age group. This age group is still the largest with over a fifth of all car occupant casualties. The smallest reduction was for the “50 to 59” age group (a five per cent reduction).
- 5.1.8. 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 “40 to 49” and “50 to 59” age groups of 87 and 142 per cent respectively.
- 5.1.9. For pedestrians there were decreases for the younger age groups under 24 years old and increases for all the other age groups. The largest increase was for the “30 to 39” age group of 71 per cent.
- 5.1.10. For motorcyclists the age group suffering by far the largest number of casualties is the “16 to 24” age group (over a third of the total), but there has been a small reduction compared to the baseline. There were increases for the “25 to 29” age group of 13 per cent and for the older age groups “50 to 59” and “60 and over” of 24 and 75 per cent respectively.

Table 10: Total casualties (all severities) by age and road user type 2015 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	187	(-15)	↓	48	(-35)	↓	93	(-8)	↓	0	(-100)	↓
16 to 24	687	(-45)	↓	68	(+12)	↑	65	(-4)	↓	200	(-6)	↓
25 to 29	348	(-31)	↓	55	(+51)	↑	30	(+40)	↑	70	(+13)	↑
30 to 39	594	(-26)	↓	106	(+48)	↑	65	(+71)	↑	104	(-6)	↓
40 to 49	441	(-37)	↓	127	(+87)	↑	44	(+32)	↑	92	(-3)	↓
50 to 59	427	(-5)	↓	101	(+142)	↑	47	(+54)	↑	61	(+24)	↑
60 and over	466	(-13)	↓	56	(+53)	↑	72	(+4)	↑	36	(+75)	↑
Total	3,150	(-30)	↓	561	(+44)	↑	416	(+15)	↑	563	(+2)	↓

6. Road Casualties by Road Type

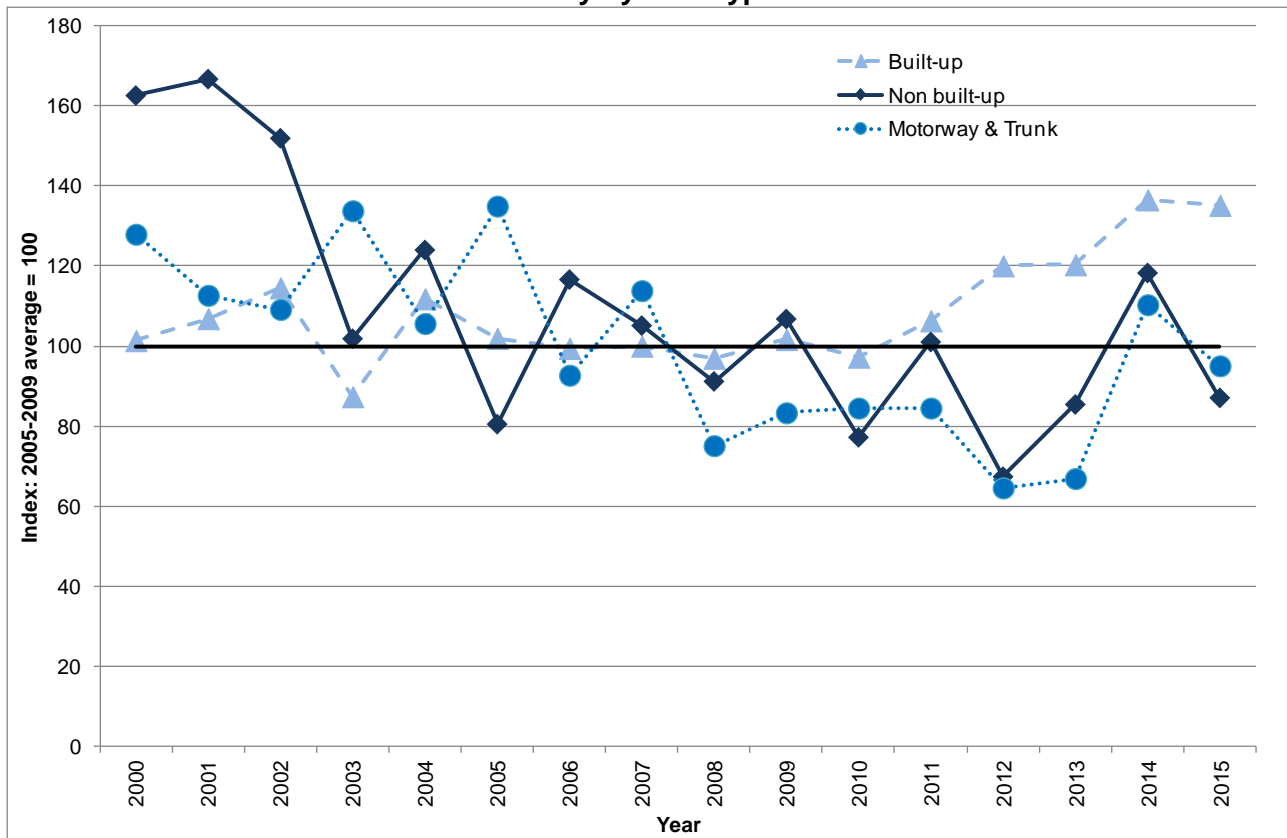
6.1.1. Table 11 and Chart 12 show the trend in the number of KSI road casualties and total casualties by type of road. The standard definitions of “built-up”, and “non built-up” are used – a built up road is one with a speed limit of 40 mph or less whereas a non built-up road is one with a speed limit 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	2015	2015 percentage change over 2005-2009 average	
Built-up	364.0	354	387	437	438	497	492	+35	↑
Non built-up	121.8	94	123	82	104	144	106	-13	↓
Mway & Trunk	85.2	72	72	55	57	94	81	-5	↓
Total	571.0	520	582	574	599	735	679	+19	↑

6.1.2. It can be seen from table 11 that in 2015 over two thirds of KSI casualties took place on built-up roads (492 KSIs out of a total of 679). 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 2015 compared to the 2005 to 2009 base-line average (a 35 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 2015 about two thirds of the total number of casualties took place on built-up roads (3,479 casualties out of a total of 5,099). All the different types of road had a decrease in casualties compared to the baseline. The greatest decrease was on non 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	2015	2015 percentage change over 2005-2009 average
Built-up	4,111.0	3,535	3,724	3,671	3,380	3,699	3,479	-15
Non built-up	1,007.4	834	938	818	847	739	626	-38
Mway & Trunk	1,184.0	962	1,093	1,076	996	970	994	-16
Total	6,302.4	5,331	5,755	5,565	5,223	5,408	5,099	-19

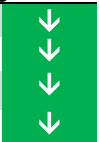


Chart 13: Trend in total casualties (all severities) in Surrey by road type

