

NORTH EAST Regional Road Safety Resource

Project Report: 29

Reported Road Casualties in North East England Regional Main Results 2010

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**Peter Slater
Data Analyst
Road Safety Monitoring Project
0191 433 3165**



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Introduction

On 4 August 2011, the Department for Transport (DfT) published their revised version of the 2010 statistical release on road casualties in Great Britain in 2010 that became known to the police. The intention of this report is to look at the data from the same period as the DfT's report, but rather than the overall view of Great Britain as a whole, this report will focus in on the North East.

The figures used in this report are obtained from the 'STATS 19' forms that are completed by the police. These forms are completed by the reporting police officer and provide detailed information on road traffic collisions, including the vehicles involved and the resulting casualties. This data is then supplied to local authorities for analysis.

Figures for fatalities refer to persons who sustained injuries that caused death within 30 days of the collision.

As with the DfT's report, this report contains the summary information from the 2010 statistical release with figures also included for performance in 2009 and the 1994 – 1998 baseline average.

Key Findings

The key findings from the Regional Main Results 2010 include:

- There were 8,405 total casualties in 2010 on the North East's road network, which is 9% less than in 2009, when there were 9,254 casualties reported. Nationally there was a drop of 6% on 2009's rates.
- The number of people reported by the police as being killed or seriously injured has also fallen since 2009, with a reduction of 16% from 1,027 in 2009 to 859 in 2010. This is again a greater decrease than at the national level, where a fall of 9% has been reported.
- The number of people killed in road traffic collisions also fell by 30% from 73 in 2009 to 51 in 2010. This is a greater decrease than at the national level, which fell by 17% over the same period.
- Total reported child casualties (ages 0-15) decreased by 14% from 2009's figure of 1,029 to 888 in 2010. Of this, the number of children who were killed or seriously injured also reduced from 145 in 2009 to 133 in 2010 (a fall of 8%). Nationally, these percentages stand at 5 and 6 per cent respectively.
- The total number of casualties in cars driven by young drivers (ages 17-25) has also fallen in 2010 by 17% over 2009 (1,786 to 1,475). Furthermore, the number of young drivers who were killed or seriously injured has reduced by 16%, from 128 in 2009 to 108 in 2010.
- Overall therefore there can be seen to have been a positive decrease in most casualties resulting from road traffic collisions from 2009 to 2010, and in addition to this, the situation has generally been improving in the North East at a faster rate than in Great Britain as a whole over this period.

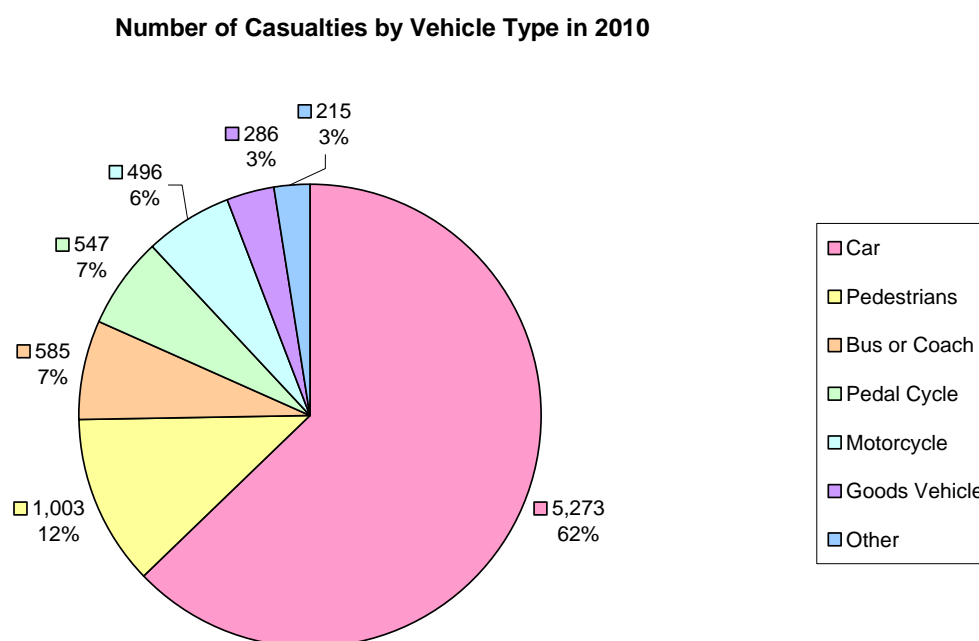
Summary of Casualty Severity by Road User Type

The total number of people who were injured in a road traffic collision in 2010 on the North East's road network has fallen from 9,254 in 2009 to 8,405 in 2010 (a 9% reduction).

There is a significant difference between the types of vehicles that were involved in the collisions that caused these casualties. When looking at casualties associated with vehicle type, it is important to note that the Stats 19 form requires the reporting police officer to record the vehicle type that the casualty occupied, rather than the vehicle type that they presume caused the collision. In addition to this, in the case of a pedestrian casualty, the vehicle type is recorded as the vehicle that first struck the pedestrian, which would not necessarily be the same vehicle that was responsible for the situation that caused the pedestrian casualty.

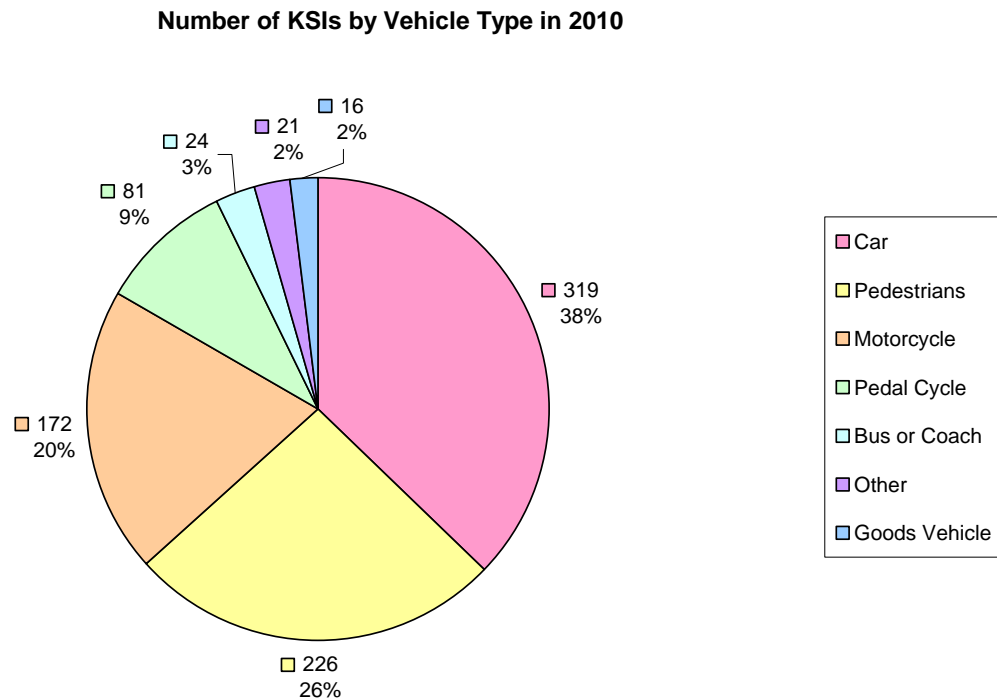
Almost two thirds of total casualties in 2010 were car occupants, while 'vulnerable' road user groups (motor cyclists, pedal cyclists and pedestrians) account for one quarter of total casualties. It is interesting to note that there were more total casualties amongst bus and coach occupants than with motorcyclists or pedal cyclists. This may indicate an issue with occupants of these public transportation vehicles that should be investigated further.

Figure 1: Total Casualties by Vehicle Type



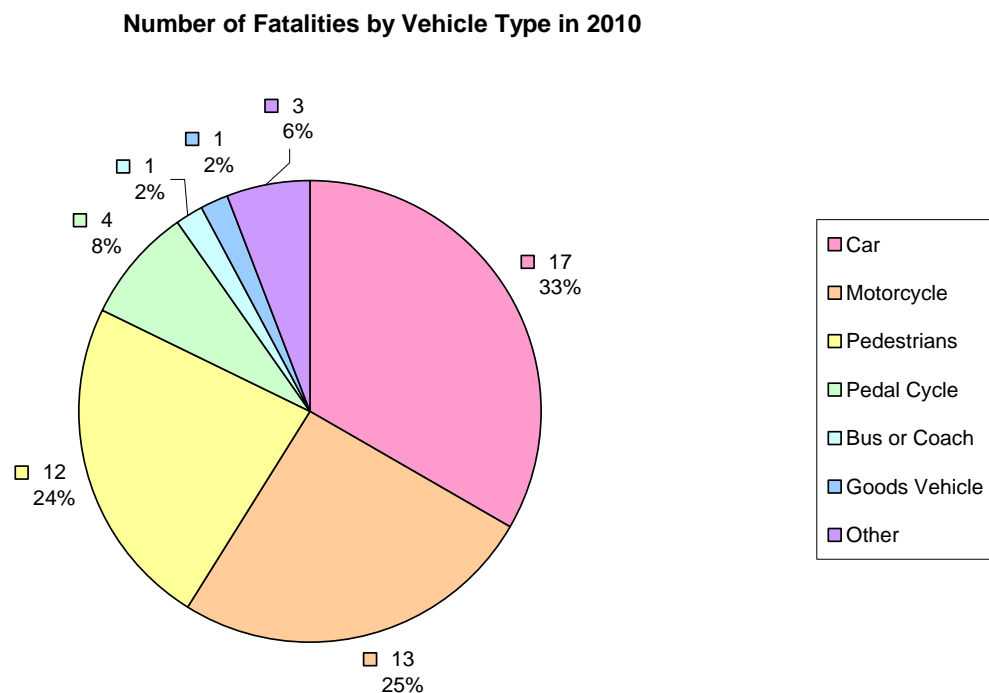
The number of people who were killed or seriously injured (KSI) in road traffic collisions has also fallen in 2010 from 1,027 in 2009 to 859 – a reduction of 16%. The percentage makeup of the vehicle type for these casualties is significantly different from that of total casualties. Whilst car occupants still individually make up the majority of KSI casualties, the number of casualties amongst the three vulnerable road user groups increases to account for over half of all KSIs. This would imply that if an individual from one of these vulnerable road user groups is involved in a collision, it is much more likely that the outcome will be more severe than it would have been for a car occupant.

Figure 2: Total KSI Casualties by Vehicle Type



Finally, the number of people killed in road traffic collisions fell by 30% from 73 in 2009 to 51 in 2010. One third of these fatalities were car occupants, while vulnerable road users accounted for over half of the total deaths (57%). The percentage make up of these fatalities is similar to that in Figure 2, but the notable difference is that the percentage of motorcyclists who were killed increased to 25% while the other three major categories all decreased slightly.

Figure 3: Total Fatal Casualties by Vehicle Type



Results by Road User Type

Car Occupants

The total number of car occupants (drivers and passengers) who were injured in collisions in 2010 was 5,273. This is 12% less than in 2009 when the total number of casualties was 5,976. The number of people killed or seriously injured in collisions fell by 15% from 2009's figure to 319, and the number of fatalities dropped by 41% to 17. It should also be noted that car traffic in the North East fell by 2.1% over the same period, which would have also contributed to this reduction.

Casualties in Cars Driven by Young Drivers

The total number of casualties in cars driven by young drivers was 1,786 in 2009, and this has reduced by 17% to 1,475 in 2010. The number of occupants in cars driven by young drivers who were killed or seriously injured also fell by 16% from 128 in 2009 to 108, and the number of fatalities dropped by 45% to 6.

Pedestrians

There were 1,003 pedestrian casualties in 2010, a drop of 5% from 1,057 in 2009. Furthermore, the number of pedestrians killed or seriously injured fell by 14% from 263 to 226, and the amount of fatalities reduced by 29% to 12.

Pedal Cyclists

The number of pedal cyclists injured reduced by 5% overall compared to 2009 (dropping from 578 to 547), however, the number of slight injuries increased by 1% from 461 to 466. The number of pedal cyclists who were killed or seriously injured dropped by 31% from 117 to 81, and in addition to this, the number of fatalities also fell by 33% to 4.

Motorcyclists

There were 496 motorcyclists injured in the North East in 2010, a 20% drop from 619 in 2009. Furthermore, the number of Motorcyclists who were killed or seriously injured fell by 18% from 211 to 172, and the amount of fatalities reduced by 7% to 13. However, it should also be noted that the levels of all casualty severities have increased when compared to the 1994 – 1998 baseline average.

Goods Vehicle Occupants

The number of goods vehicle occupants injured increased by 8% from 266 in 2009 to 286 in 2010. In addition, the number killed or seriously injured stayed level at 16, although the number of fatalities did fall by 67% to 1. The number of casualties for all severities (apart from fatalities) has also increased when compared to the 1994 – 1998 baseline average.

Children

The total number of children who were injured on the North East's road network has reduced by 14% in 2010, from 1,029 in 2009 to 888. Similarly, the number of children who were killed or seriously injured also dropped by 8%, from 145 in 2009 to 133 in 2010, although the number of fatalities remained the same at 4.

Comparison of 2010 casualty levels by Road User Type and Severity with the 1994 – 1998 Baseline Average and 2009

	1994 - 1998 Average	2009	2010	Percent change over 1994 - 1998 average	Percent change from last year
Pedestrians					
Killed	45.2	17	12	-73%	-29%
Seriously Injured	413.8	246	214	-48%	-13%
KSI	459.0	263	226	-51%	-14%
Slightly Injured	1,371.8	794	777	-43%	-2%
All Casualties	1,830.8	1,057	1,003	-45%	-5%
Pedal cyclists					
Killed	6.2	6	4	-35%	-33%
Seriously Injured	90.2	111	77	-15%	-31%
KSI	96.4	117	81	-16%	-31%
Slightly Injured	551.2	461	466	-15%	1%
All Casualties	647.6	578	547	-16%	-5%
Motorcycle users					
Killed	8.2	14	13	59%	-7%
Seriously Injured	114.0	197	159	39%	-19%
KSI	122.2	211	172	41%	-18%
Slightly Injured	234.2	408	324	38%	-21%
All Casualties	356.4	619	496	39%	-20%
Car occupants					
Killed	55.4	29	17	-69%	-41%
Seriously Injured	514.8	348	302	-41%	-13%
KSI	570.2	377	319	-44%	-15%
Slightly Injured	6,126.0	5,599	4,954	-19%	-12%
All Casualties	6,696.2	5,976	5,273	-21%	-12%
of whom occupants in cars driven by young drivers: 17 - 25 years					
Killed	20.8	11	6	-71%	-45%
Seriously Injured	175.6	117	102	-42%	-13%
KSI	196.4	128	108	-45%	-16%
Slightly Injured	1,793.0	1,658	1,367	-24%	-18%
All Casualties	1,989.4	1,786	1,475	-26%	-17%
Bus and coach occupants					
Killed	1.2	1	1	-17%	0%
Seriously Injured	24.8	28	23	-7%	-18%
KSI	26.0	29	24	-8%	-17%
Slightly Injured	513.0	573	561	9%	-2%
All Casualties	539.0	602	585	9%	-3%
Goods vehicle occupants					
Killed	1.2	3	1	-17%	-67%
Seriously Injured	13.4	13	15	12%	15%
KSI	14.6	16	16	10%	0%
Slightly Injured	154.2	250	270	75%	8%
All Casualties	168.8	266	286	69%	8%
All road users					
Killed	119.6	73	51	-57%	-30%
Seriously Injured	1,199.0	954	808	-33%	-15%
KSI	1,318.6	1,027	859	-35%	-16%
Slightly Injured	9,223.4	8,227	7,546	-18%	-8%
All Casualties	10,542.0	9,254	8,405	-20%	-9%
of whom children: 0 - 15 years					
Killed	12.2	4	4	-67%	0%
Seriously Injured	253.2	141	129	-49%	-9%
KSI	265.4	145	133	-50%	-8%
Slightly Injured	1,540.4	884	755	-51%	-15%
All Casualties	1,805.8	1,029	888	-51%	-14%