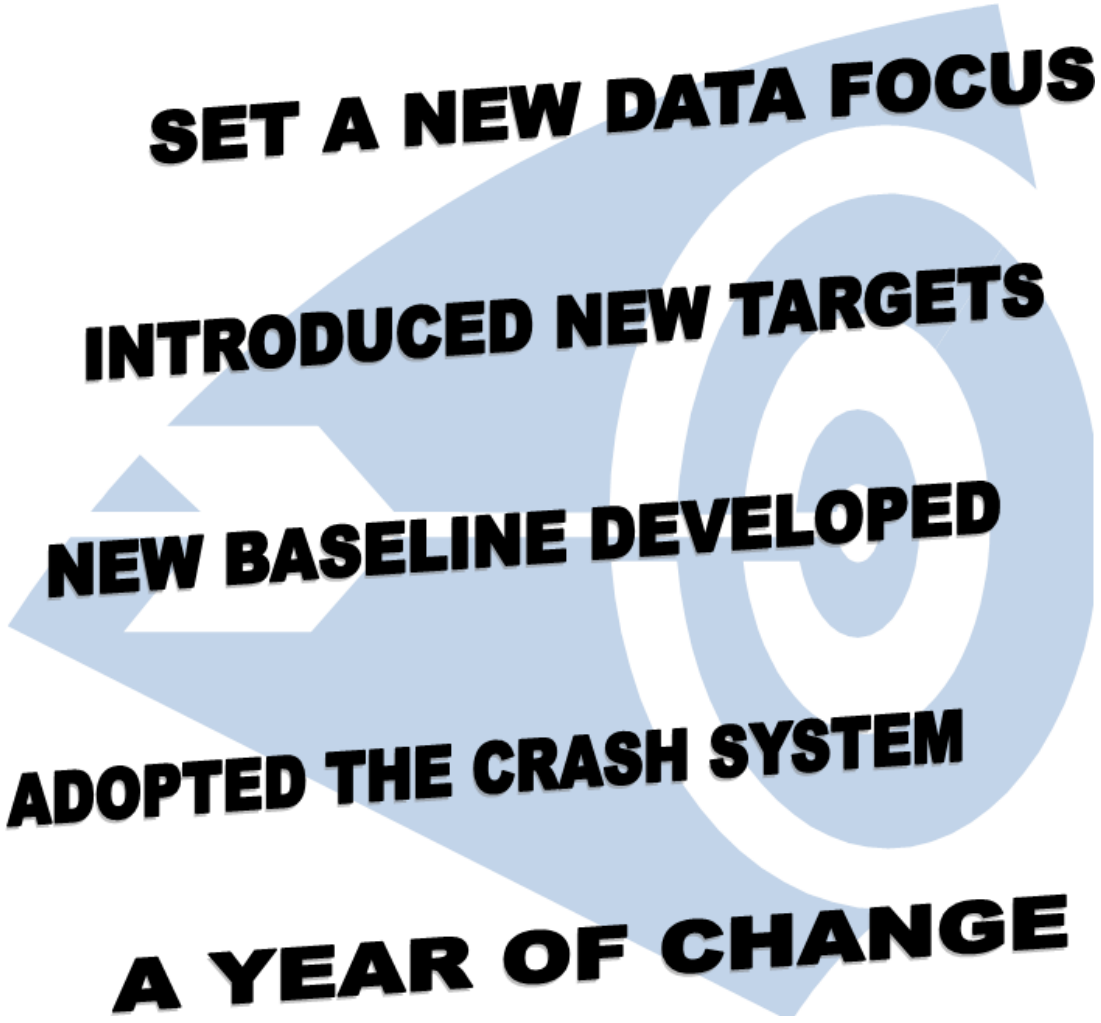
South Yorkshire

2016 - Year End Statistics



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April 2017

MAKING SOUTH YORKSHIRE ROADS SAFER

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Executive Summary

- The fatal, slight and overall collision totals have decreased this year, unfortunately this is heavily offset by the massive increase in the “serious” category. Increases in this category have been seen in each of the old user groups.

- Casualties showed a similar pattern to the collision totals, with decreases in the fatal, slight and overall numbers but an increase of 227 serious casualties in the year ending Dec 2016. The increase in this category is some 65% higher than the total last year and 33% higher than the 2010/14 baseline.

- Once again in 2016 the 17 to 24 year old group has the highest total number of casualties. These make up over 21% of the total in the three severity groups; this indicates that they are over represented in terms of the overall population.

- As previously stated, fatal casualties fell in 2016 and within the total of 37, 51% were car users, with the majority of these, 68% being drivers. This year saw a fall in the proportion of 17 to 24 year olds with only three of the 19 involving someone of this group, a much larger number, seven, being recorded by those in the 65+ age group.

- As with previous year, when highlighting who we need to concentrate on in the pedestrian category in order to make the most gains, it is those groupings at the younger end that are more at risk in terms of serious and slight casualties, but in terms of fatal casualties the 50+ bracket is the most prevalent. As the aging population becomes more prominent this will be an area that we need to keep an eye on in order to make sure that there is a continued push to reduce the incidence of this type of casualty in the overall picture.

- 2016 saw the lowest recorded number of casualties for Pedal Cycle casualties in the 10 year period under review. Although there was a rise in the KSI total from last year, it is not dissimilar to many we have seen recently and slightly less than the 2012 and 2014 year end totals.

- Total numbers of P2W casualties have reduced this year. Whilst other categories have seen large increases in serious numbers this has not been replicated in this user type leading to the all total being some 12% less than last year.

- 2016 saw a large increase in serious car casualties, with the total of 260 being the highest for many years and well above all the comparative baselines we have used previously, in reality the last time we had this many KSI car user casualties was back in the 1990’s.

Introduction

2016 has been a year of change for all involved in the provision of collision and casualty data, not only in South Yorkshire, but across the Country. The introduction of the long awaited, once failed, CRASH system is now upon us and it has been a very testing year for all concerned.

Data quality has, at best, been worse than average, with the ability to correct this poor quality product being seriously hampered by the onerous procedures needed to get access to the system and a slimming down of the police resource that in the past helped to deal with our questions relating to such problems as poor locations, incorrect speed limits, no ages etc.

Long delays have been encountered in getting validated information onto the CRASH system and this in turn has led to delays on our local system and the inability to analyse the most up to date information until later than would have been liked.

One of the major changes in CRASH is the way that severity is now assigned to a particular collision, in the past this was the opinion of the reporting Officer, this is now done by entering an injury type and the system decides from a pre-populated list, rather than the severity of the casualty being chosen by the person filling in the Stats19 form.

DfT will be conducting research into how this has affected the makeup of the severities as on initial results it appears that there has been a major step change in the number now being reported as “Serious” for forces using CRASH. This has certainly had an effect on the data in SY and will be discussed in a section later in this report.

2016 has also seen work being undertaken on a revamp of the existing “Road Safety Strategy” which in turn will adapt the accompanying delivery documents on ETP and Communications, our most recent working documents that have been in circulation since 2011, into revised strategies focused around what the latest data is telling us.

In this revisited document avenues have been explored in terms of how interventions can be better targeted and more VFM gained by being even more data focused and SMART about which categories, areas and age groups need to be addressed.

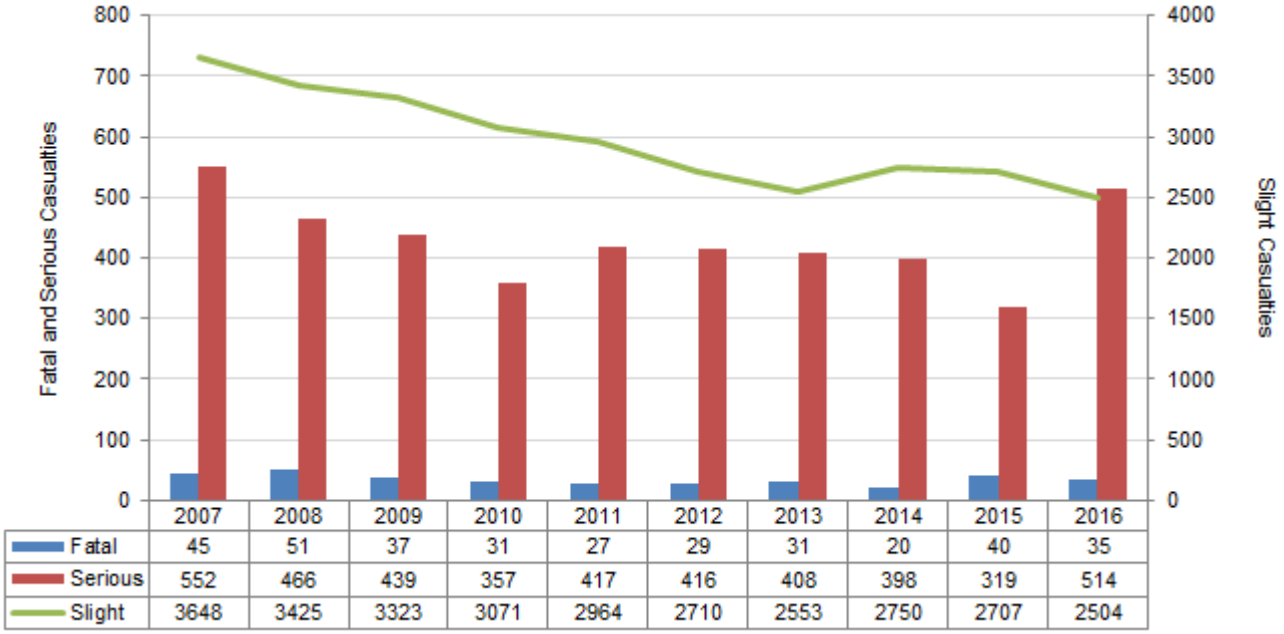
A decision was also made to include a number of “Targets” for 2020 and an extended one for 2025 in this revised document, the first time since the DfT removed the need in 2010.This again will be looked at in more detail as we report on the overall picture in SY accompanied with specific “infographic” reports on each of the Local Authorities within the South Yorkshire border.

The main body of this document will follow the principles set out in previous years, looking at categories of road users, this will be last time that this is presented in this style as we adopt the new reporting structure from the revised SRP Strategy that is being adopted in July.

This year’s figures will not make easy reading, especially in terms of KSI, but we should not lose focus on the fact that overall both collisions and casualties are still reducing in the face of the onslaught of wholesale growth in the number of miles that are driven on the network each year.

General Trends in South Yorkshire – 2007 to 2016

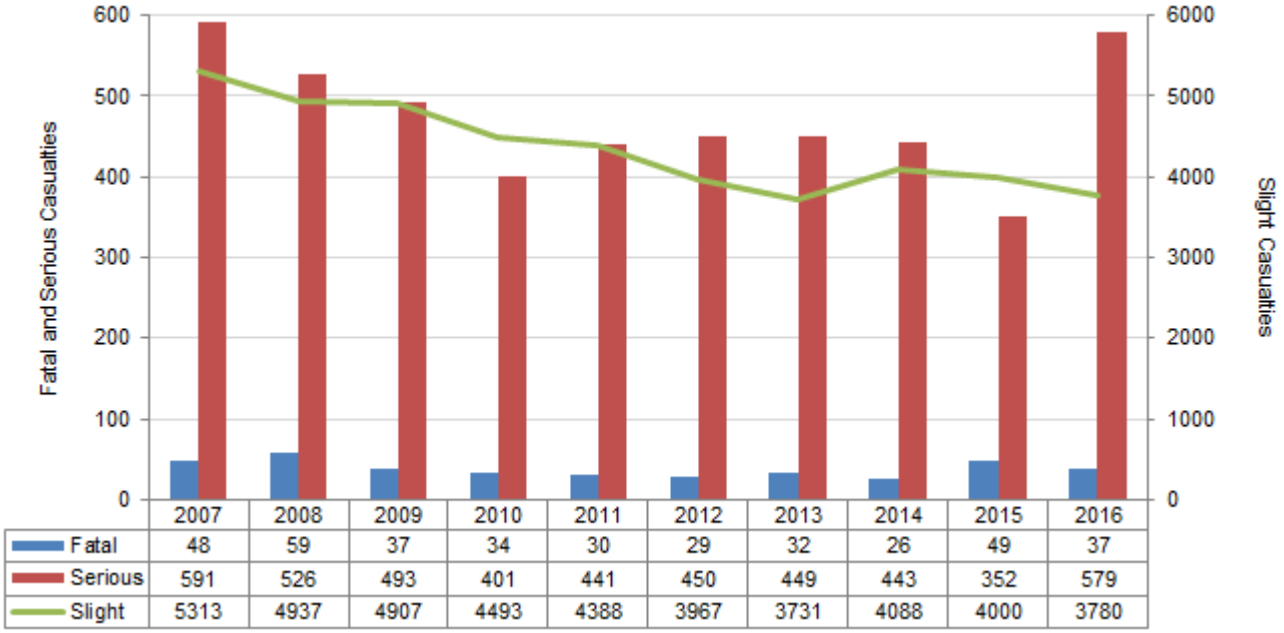
All Collisions in the period by year and Severity



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	45	51	37	31	27	29	31	20	40	35
Serious	552	466	439	357	417	416	408	398	319	514
Slight	3648	3425	3323	3071	2964	2710	2553	2750	2707	2504

The fatal, slight and overall collision totals have decreased this year, unfortunately this is heavily offset by the massive increase in the “serious” category. Increases in this category have been seen in each of the old user groups.

All Casualties in the period by year and Severity



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	48	59	37	34	30	29	32	26	49	37
Serious	591	526	493	401	441	450	449	443	352	579
Slight	5313	4937	4907	4493	4388	3967	3731	4088	4000	3780

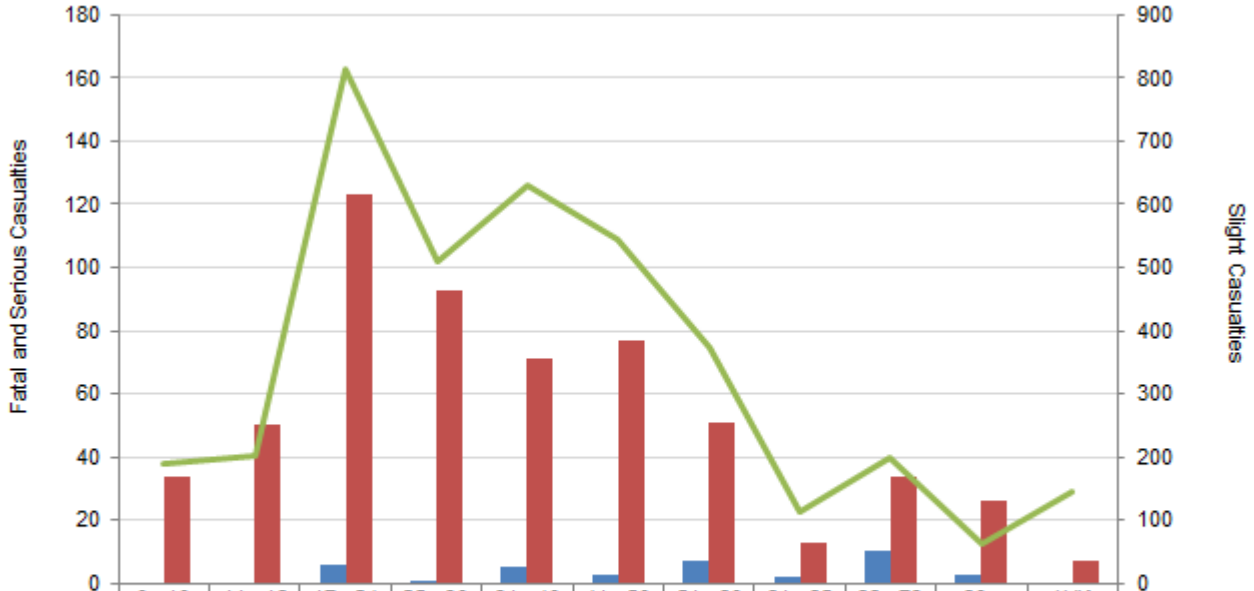
Figure 1 and 2 –South Yorkshire - All collisions / casualties, 2007-2016

Casualties showed a similar pattern to the collision totals, with decreases in the fatal, slight and overall numbers but an increase of 227 serious casualties in the year ending Dec 2016.

The increase in this category is some 65% higher than last year's total and 33% higher than the 2010/14 baseline.

As the reporting of KSI casualties is one of the main targets in the new strategy it was felt perhaps somewhat foolhardy to use the long term trends seen from 2010 to 2014 and review the reasons behind the large increase and revise the predictions for 2020 and 2025 to be more in line with what we might expect the totals to be over the next 2/3 years. DfT will be undertaking a project to address this in the next 12 months as they also have worries about the scale of the increase. As such we have chosen to use the 2016 KSI figure as the baseline for our targeted reductions for the foreseeable future.

Distribution of all casualties using standard age groups

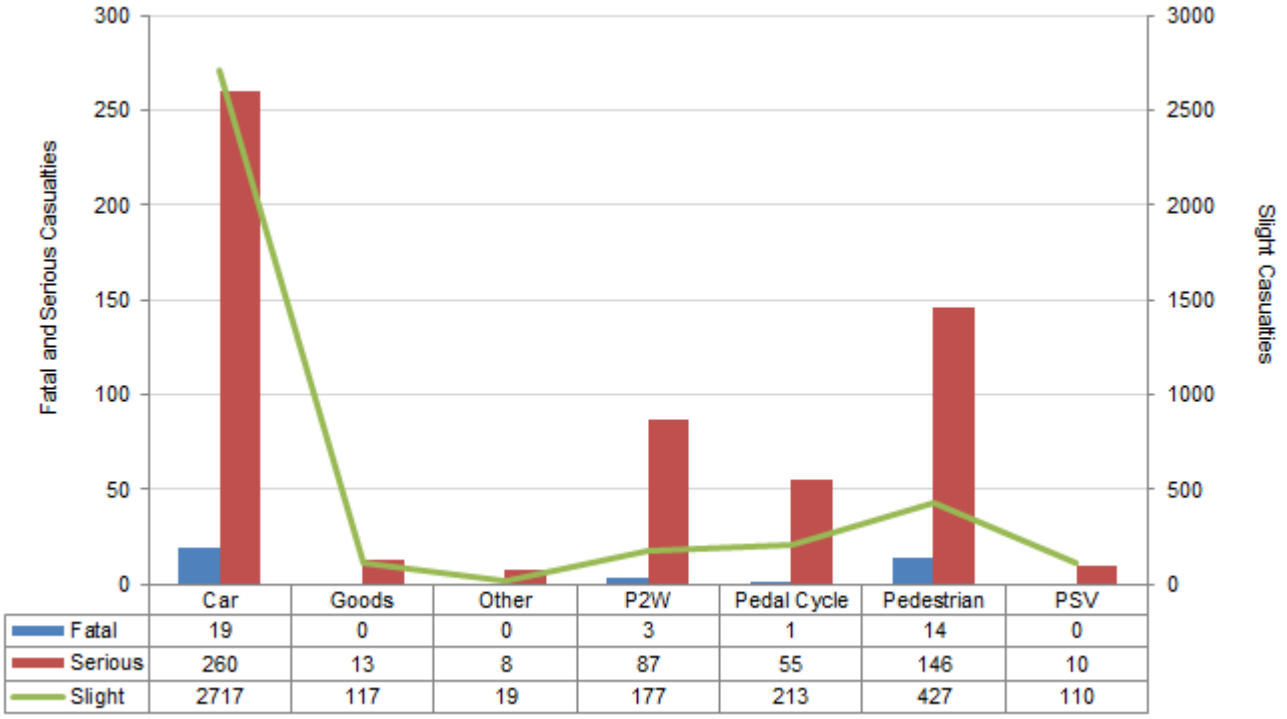


	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	6	1	5	3	7	2	10	3	0
Serious	34	50	123	93	71	77	51	13	34	26	7
Slight	189	201	813	508	631	544	374	113	199	63	145

Figure 3 – South Yorkshire - All casualties by age groups, 2016.

Once again in 2016 the 17 to 24 year old group has the highest total number of casualties. These make up over 21% of the total in the overall severity groups; this indicates that they are over represented in terms of the overall population, as they only constitute around 10% of this figure. This has been consistently the case for a number of years and whilst much work has been carried out to alleviate the problem, the problem continues. On the positive side there has been a slightly better reduction in the number of casualties from both the original and new baselines than for the all KSI casualty figures when comparing to 2015, which hopefully indicates that the efforts put into this area have been beneficial and should be continued.
It should also be noted that the 25 to 30 age group seems to be coming more into prominence than in past years, we are seeking to address rises in this group in the future. Initially it is thought that this could be down to young people waiting to take driving tests and the experience curve shifting to a later cohort.

All Casualties by main user groups



	Car	Goods	Other	P2W	Pedal Cycle	Pedestrian	PSV
Fatal	19	0	0	3	1	14	0
Serious	260	13	8	87	55	146	10
Slight	2717	117	19	177	213	427	110

Figure 4 – South Yorkshire - All Casualties by User Group, 2016

As in previous years, far more people are injured in cars than any other mode of transport, this year has seen the percentage of KSI casualties in this category rise by 11 percentage points compared to last year.

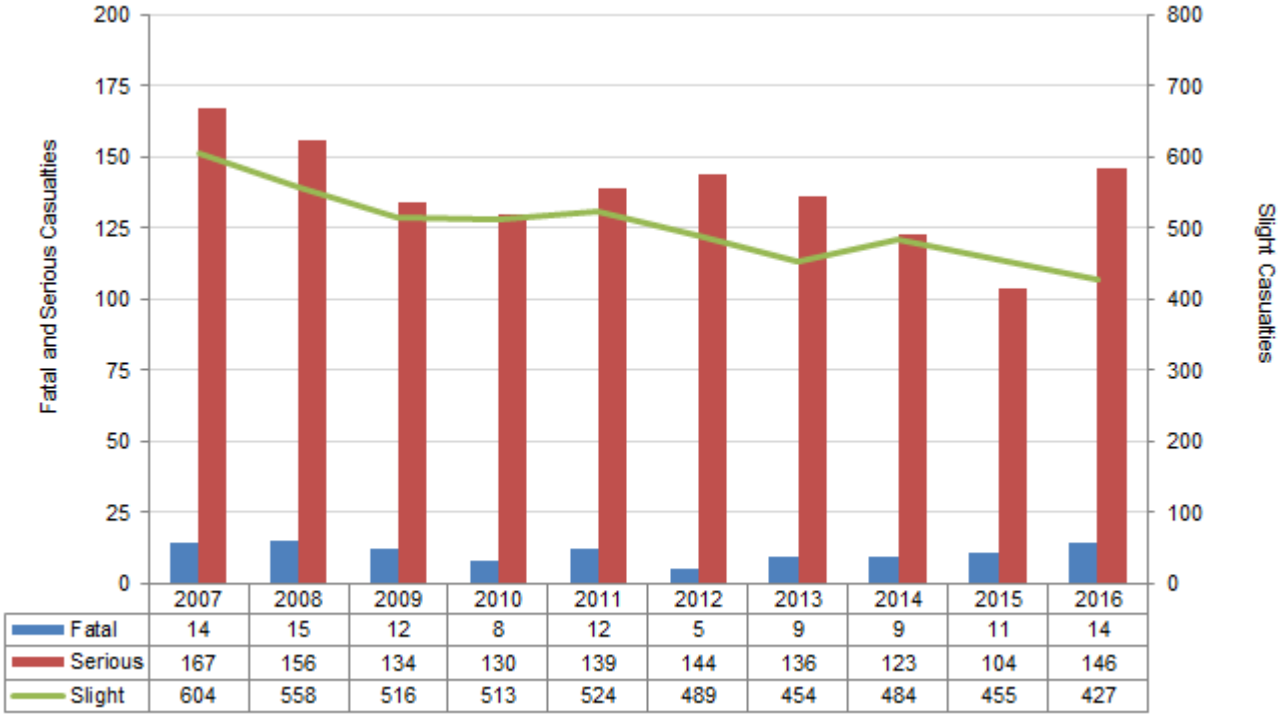
Both P2W and Pedal Cycle, as a mode of travel, make up a small part of the million vehicle miles covered on the network but were involved as casualties in 24% of the above totals and whilst this is much lower than the last few years, as such would be deemed to be over represented in these figures for the amount of road usage.

Pedestrians are particularly vulnerable and account for just over a quarter of all KSI casualties in this period, again this is a reduction on the figure from last year, but high in comparison with the annual miles walked per person.

These vulnerable user groups are explored further in the later sections of this report.

As previously stated fatal casualties fell in 2016 and within the total of 37, 51% were car users, with the majority of these, 68% being drivers. This year saw a fall in the proportion of 17 to 24 year olds with only three of the 19 involving someone of this group, a much larger number, seven, being recorded by those in the 65+ age group. This is unusual for this category and is something that needs to be watched as we move into the next reporting year.

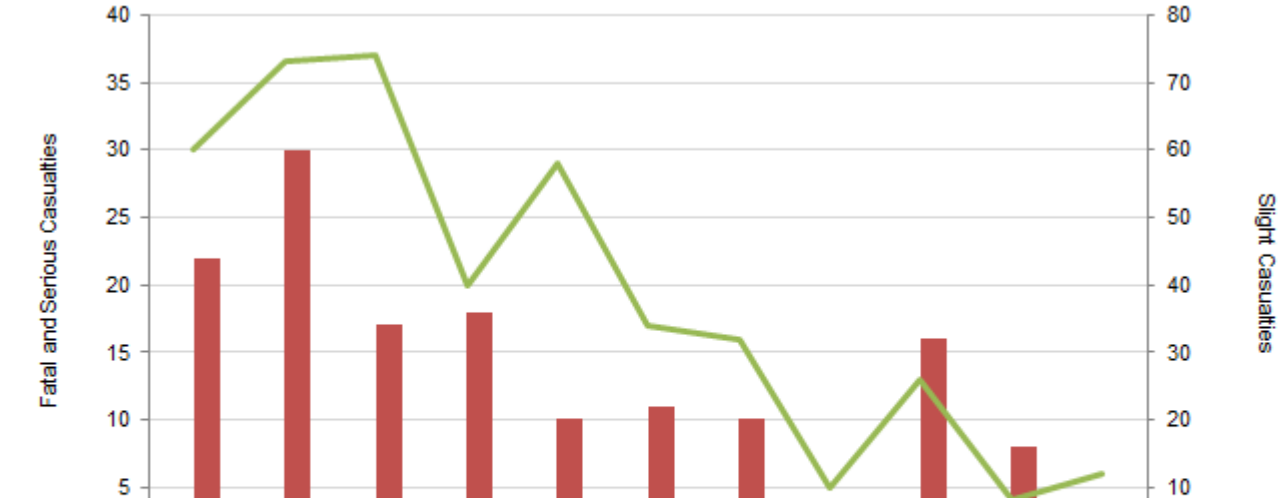
Pedestrian Casualties



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	14	15	12	8	12	5	9	9	11	14
Serious	167	156	134	130	139	144	136	123	104	146
Slight	604	558	516	513	524	489	454	484	455	427

Figure 5 – South Yorkshire - Pedestrian Casualties, 2007 – 2016

KSI Pedestrian casualties, as with the majority of categories, have risen in 2016 with the total being more like a pre-2009 figure. Slight casualties have followed a similar pattern to the reductions from the previous year leading to the overall total being only slightly higher than in 2015.



	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	2	1	1	0	3	1	4	2	0
Serious	22	30	17	18	10	11	10	4	16	8	0
Slight	60	73	74	40	58	34	32	10	26	8	12

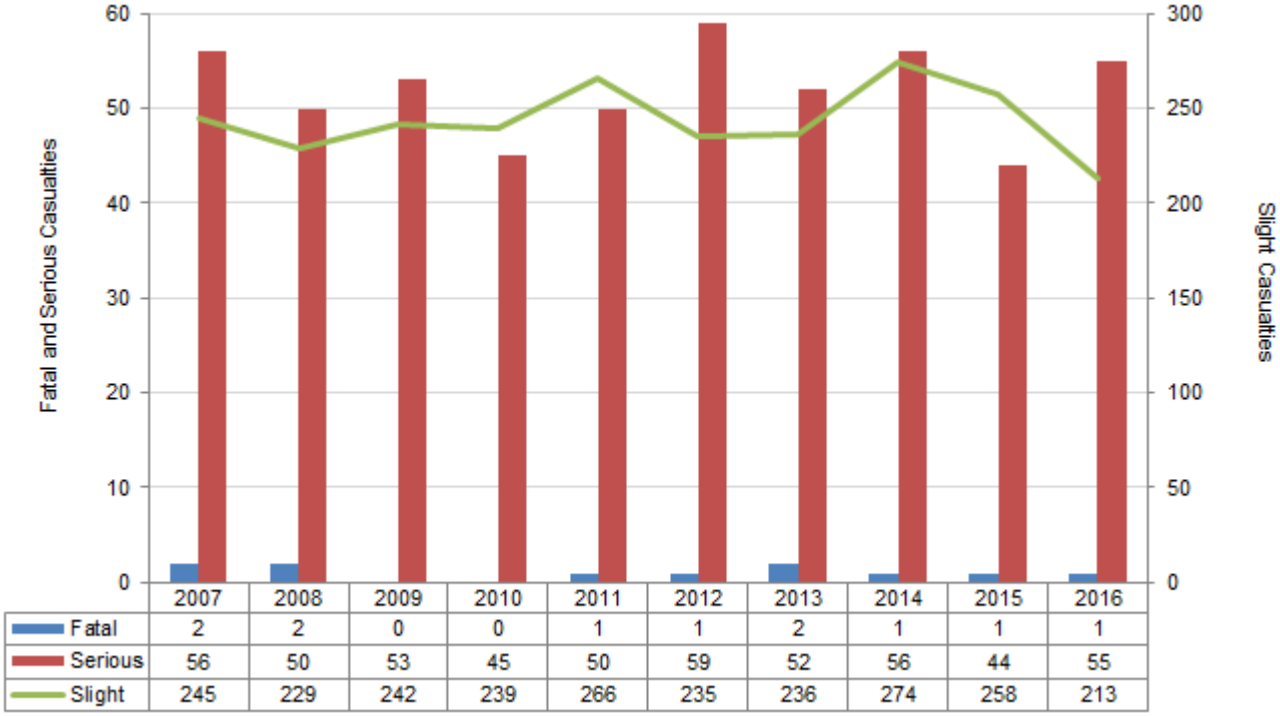
Figure 6 –South Yorkshire - Pedestrian Casualties by Age Group, 2016

As with last year, when highlighting who we need to concentrate on in order to make the most gains it is fairly obvious those groupings at the younger end are more at risk in terms of serious and slight casualties, but in terms of fatal casualties the 50+ bracket is the most prevalent. As the aging population becomes more prominent this will be an area that we need to keep an eye on in order to make sure that there is a continued push to reduce the incidence of this type of casualty in the overall picture.

Pedal Cycle Casualties

2016 saw the lowest recorded number of casualties for this category in the 10 year period under review. Although there was a rise in the KSI total from last year, it is not dissimilar to many we have seen recently and slightly less than the 2012 and 2014 year end totals.

Of course we should accept these figures with caution, previous comparisons with Hospital Episode Statistics (HES) seem to suggest that this category is under reported, other data sets such as the “on-line” tool asking cyclists to record any incident on the tram lines in Sheffield also show that many such single vehicle loss of control incidents are not recorded on our Stats19 system.

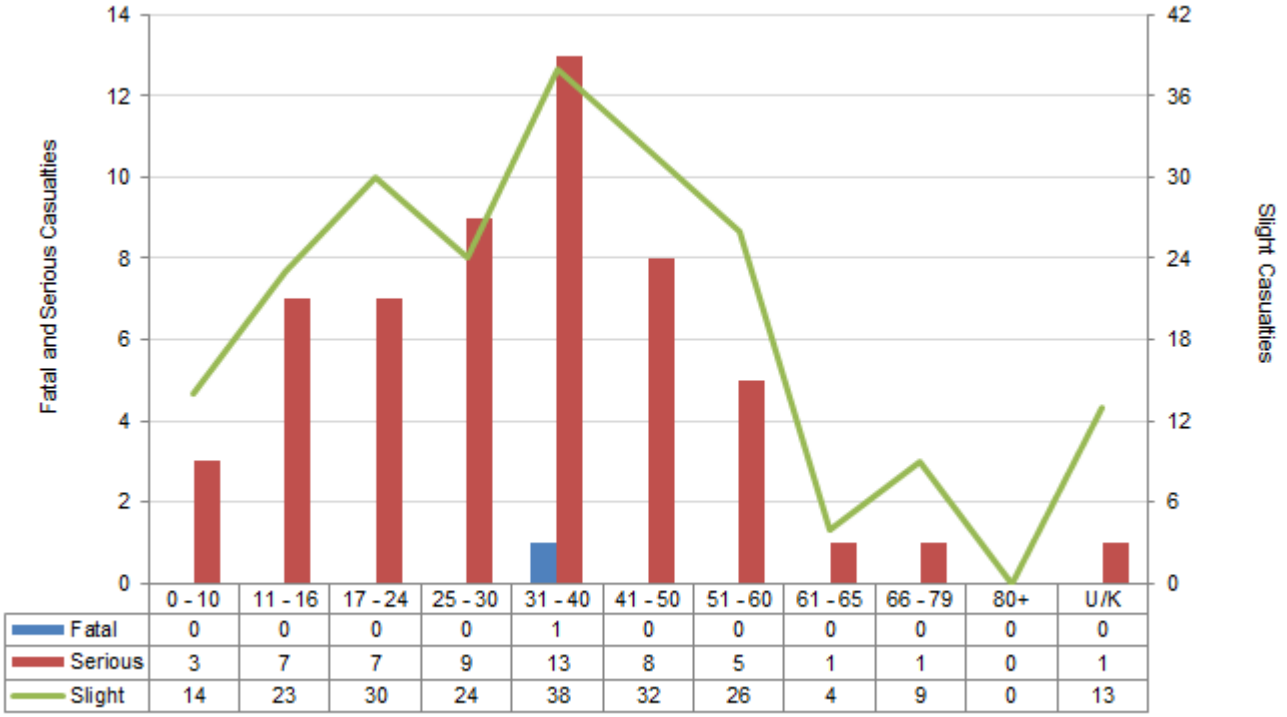


	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	2	2	0	0	1	1	2	1	1	1
Serious	56	50	53	45	50	59	52	56	44	55
Slight	245	229	242	239	266	235	236	274	258	213

Figure 7 –- South Yorkshire - Pedal Cycle Casualties, 2007 - 2016

Fortunately very few cyclists have been killed on the roads in South Yorkshire over the period under consideration. This year saw a change in emphasis on the age category, with not only the largest total, but also the only fatal casualty occurring in the 31 to 40 year old group. This may be a continuing theme as more people take to two wheels to commute and cycle for leisure as is being advocated by Central Government as a permanent change to travel modes.

Pedal Cycle Casualties Standard Age Groups



	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	0	0	1	0	0	0	0	0	0
Serious	3	7	7	9	13	8	5	1	1	0	1
Slight	14	23	30	24	38	32	26	4	9	0	13

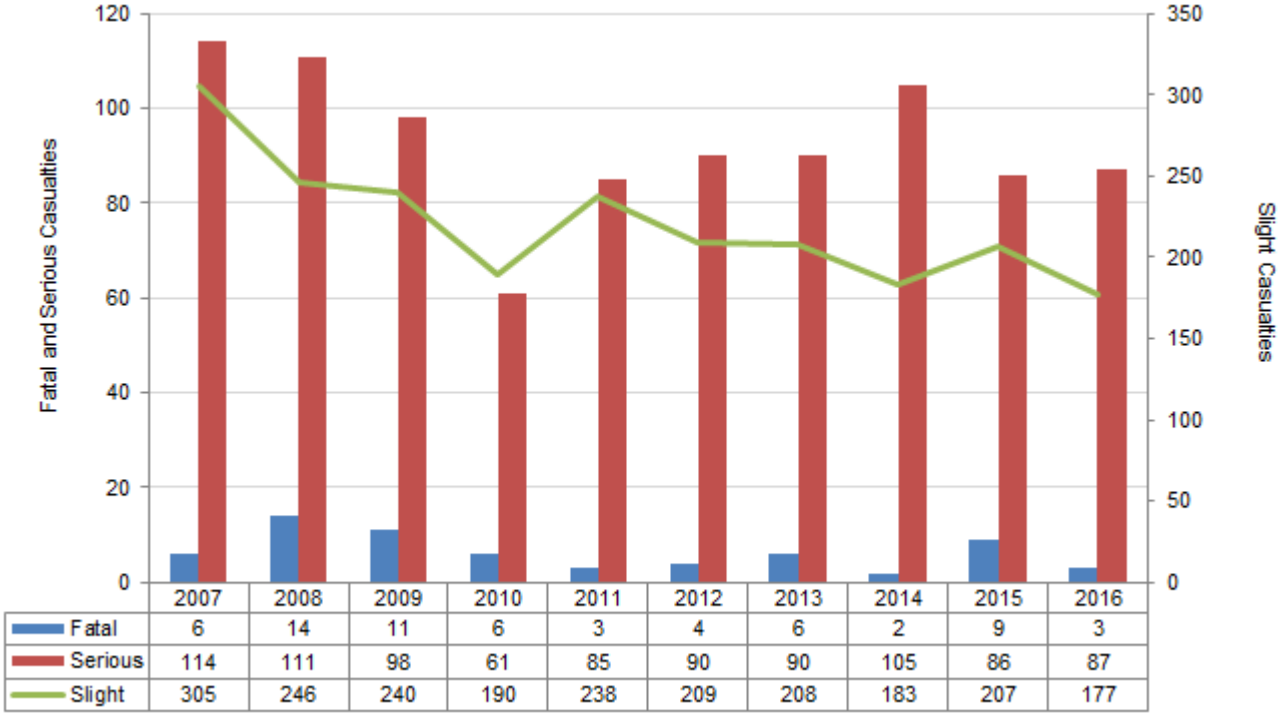
Figure 8 – South Yorkshire - Pedal Cycle Casualties by Age Group, 2016

Powered 2 Wheelers

Total numbers of P2W casualties have reduced this year. Whilst other categories have seen large increases in serious numbers there was only one more serious P2W user casualty than in 2015.

Fatal casualties decreased to three in 2016. On average in the 2007 to 2015 there have been seven fatal casualties per year on P2Ws, 2016 is much lower than this long term average, which is interesting as the weather in 2016 would have been viewed favourably for riding through a much longer season than is usually encountered. With the change in recording process this year it is difficult to have a definitive graph showing engine size against standard age groups and so at this stage just an overall total is shown. This will be updated as we receive better data from DfT following a vehicle licensing check that is carried out annually by them to enable better classifications to be detailed in the RCGB.

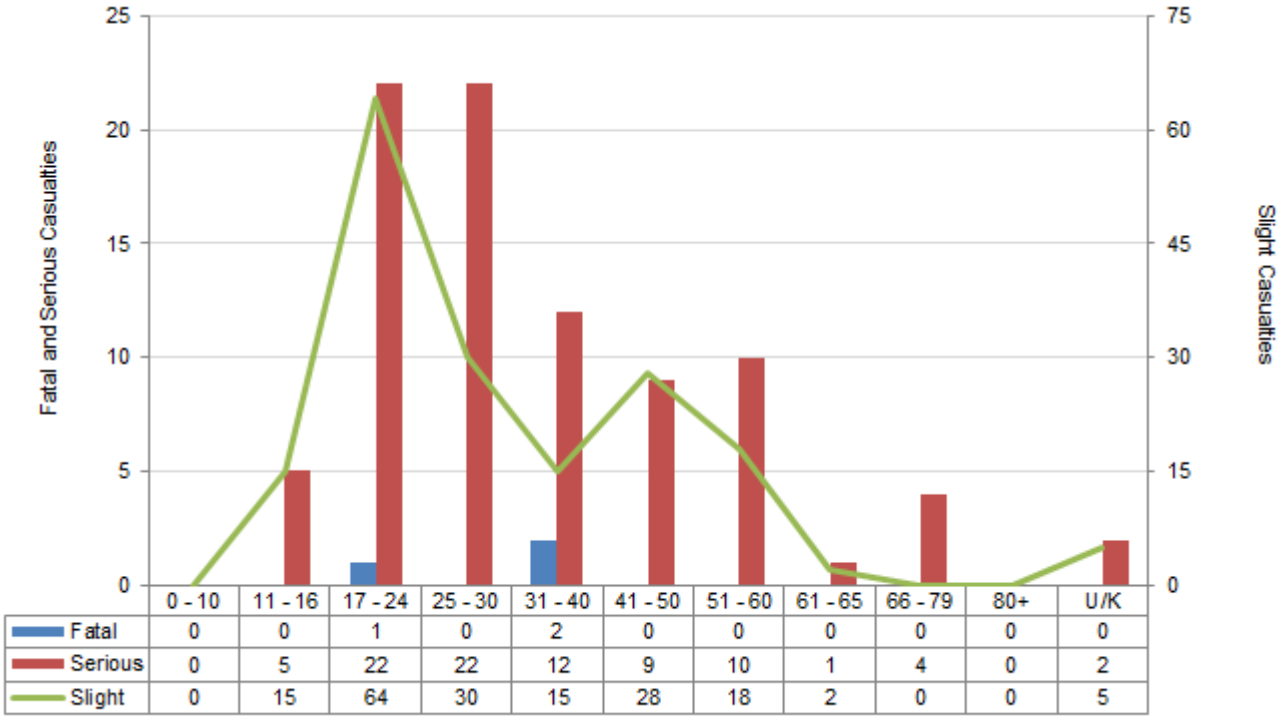
However, in terms of age alone it still pretty obvious that the main area of concern would be the 17 to 24 year old category, with a watching brief being kept on the next category of 25 to 30 which has already been highlighted in previous commentary.



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	6	14	11	6	3	4	6	2	9	3
Serious	114	111	98	61	85	90	90	105	86	87
Slight	305	246	240	190	238	209	208	183	207	177

Figure 9 – South Yorkshire - P2W casualties, 2007 - 2016

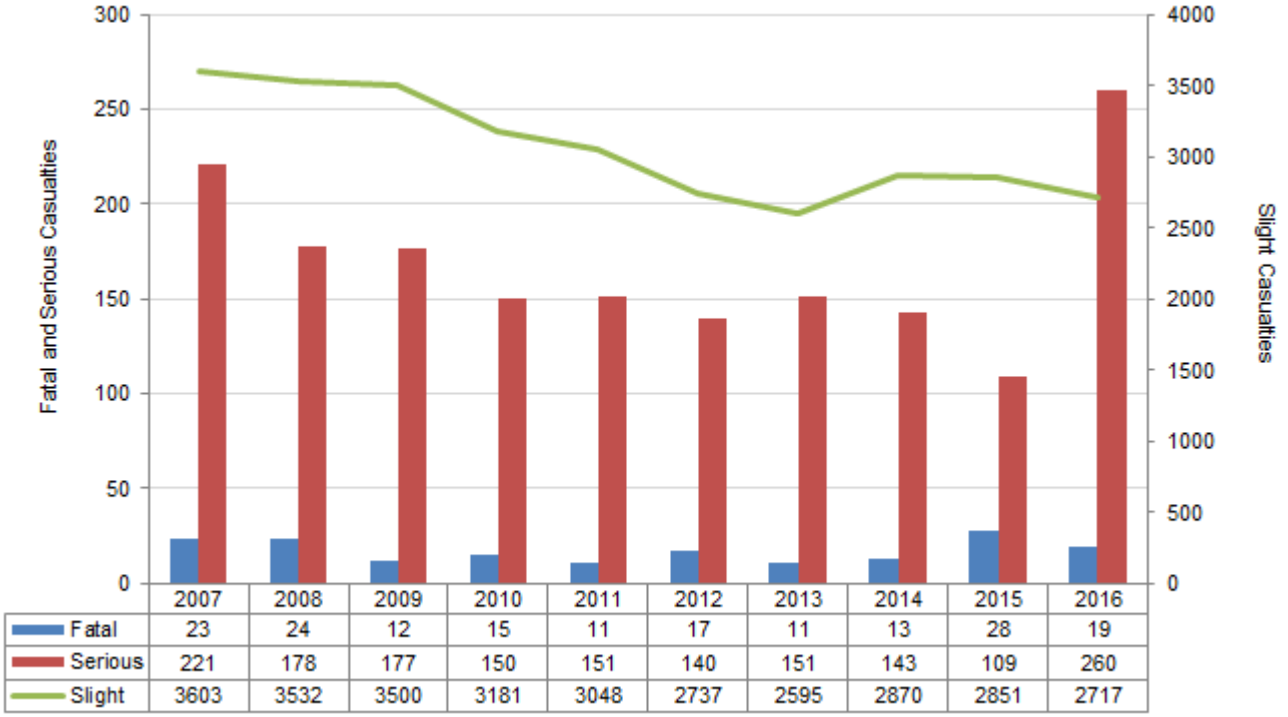
P2W by standard age



	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	1	0	2	0	0	0	0	0	0
Serious	0	5	22	22	12	9	10	1	4	0	2
Slight	0	15	64	30	15	28	18	2	0	0	5

Figure 10 – South Yorkshire - P2W Casualties by Age Group, 2016

Car Users



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	23	24	12	15	11	17	11	13	28	19
Serious	221	178	177	150	151	140	151	143	109	260
Slight	3603	3532	3500	3181	3048	2737	2595	2870	2851	2717

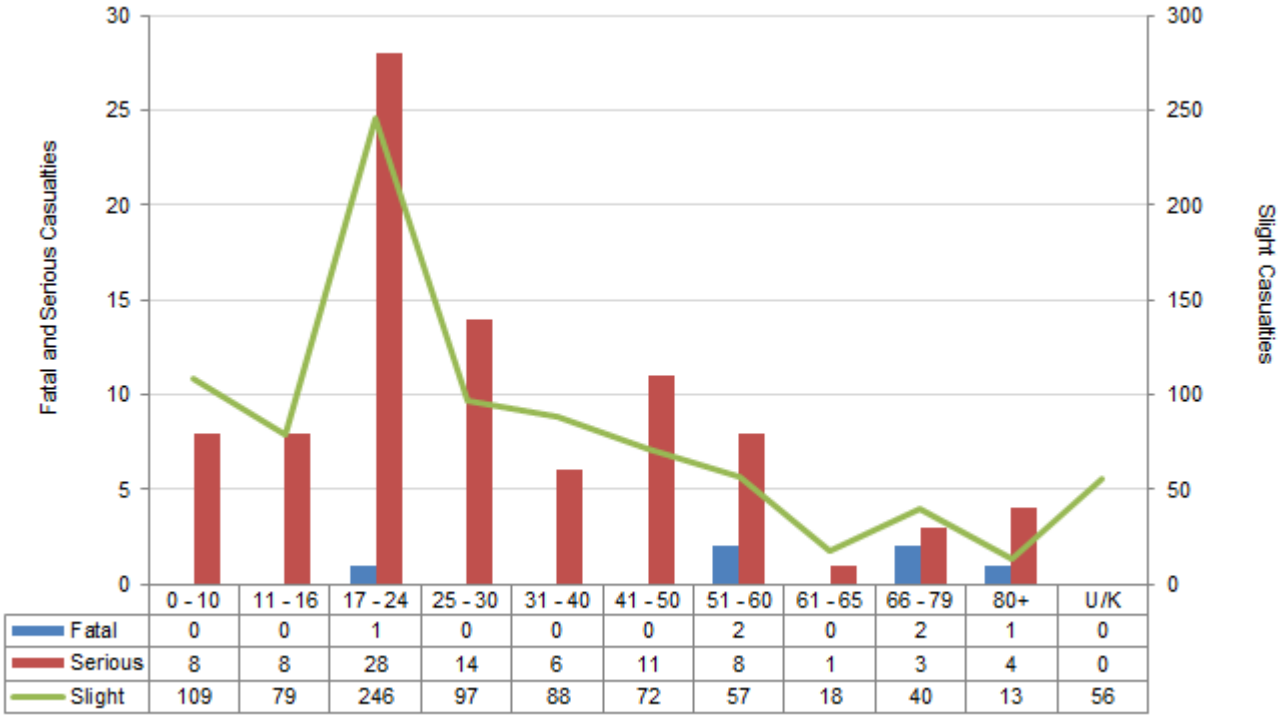
Figure 11 – South Yorkshire - Car User Casualties, 2007 - 2016

2016 saw a large increase in serious casualties, with the total of 260 being the highest for many years and well above all the comparative baselines we have used previously, in reality the last time we had this many KSI car user casualties was back in the 1990's.

Of course this large increase appears to have been incurred due to the changes in the recording process that SYP have implemented this year, with the overall total for casualties being very similar to the number recorded in 2015.

Once again the 17 to 24 year olds feature highly in 2015 in both driver and passenger numbers (see figures 12 and 13), with 16% of fatal car users and 28% of the serious car user casualties being made up of this age group.

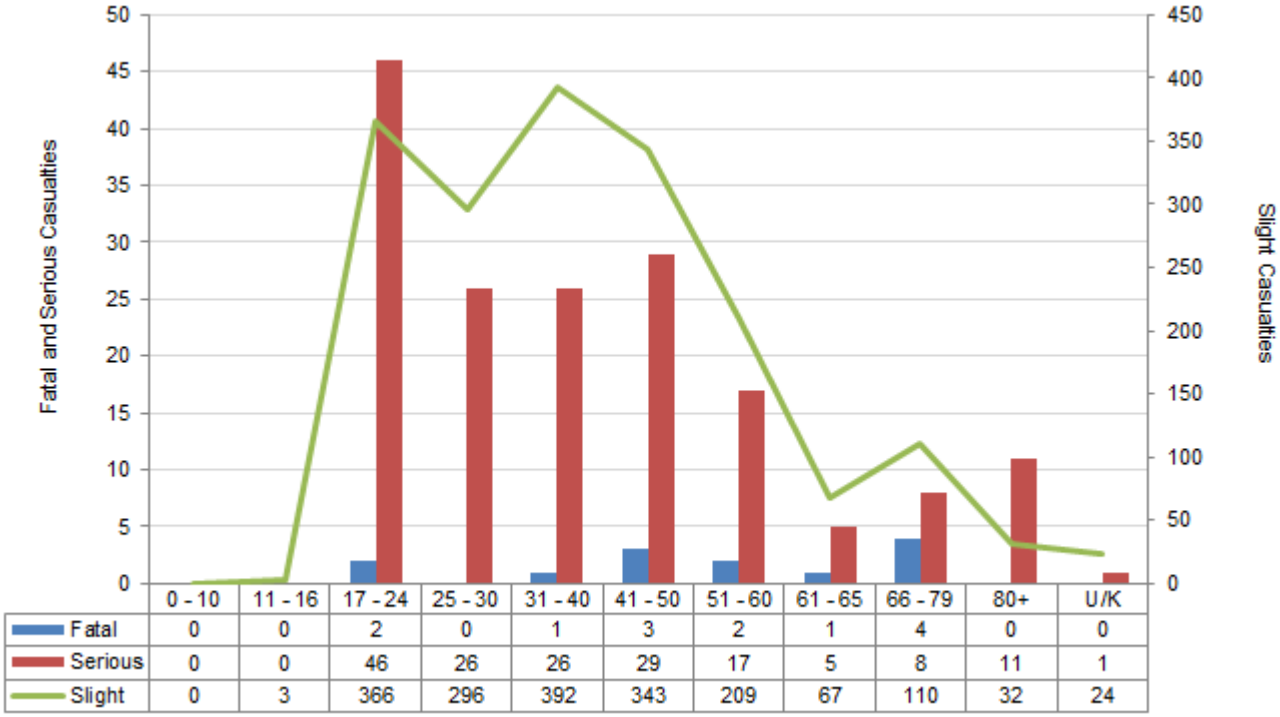
Car Passengers by Standard Age Group



	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	1	0	0	0	2	0	2	1	0
Serious	8	8	28	14	6	11	8	1	3	4	0
Slight	109	79	246	97	88	72	57	18	40	13	56

Figure 12– South Yorkshire - Car Passengers Casualties by Age Group, 2016

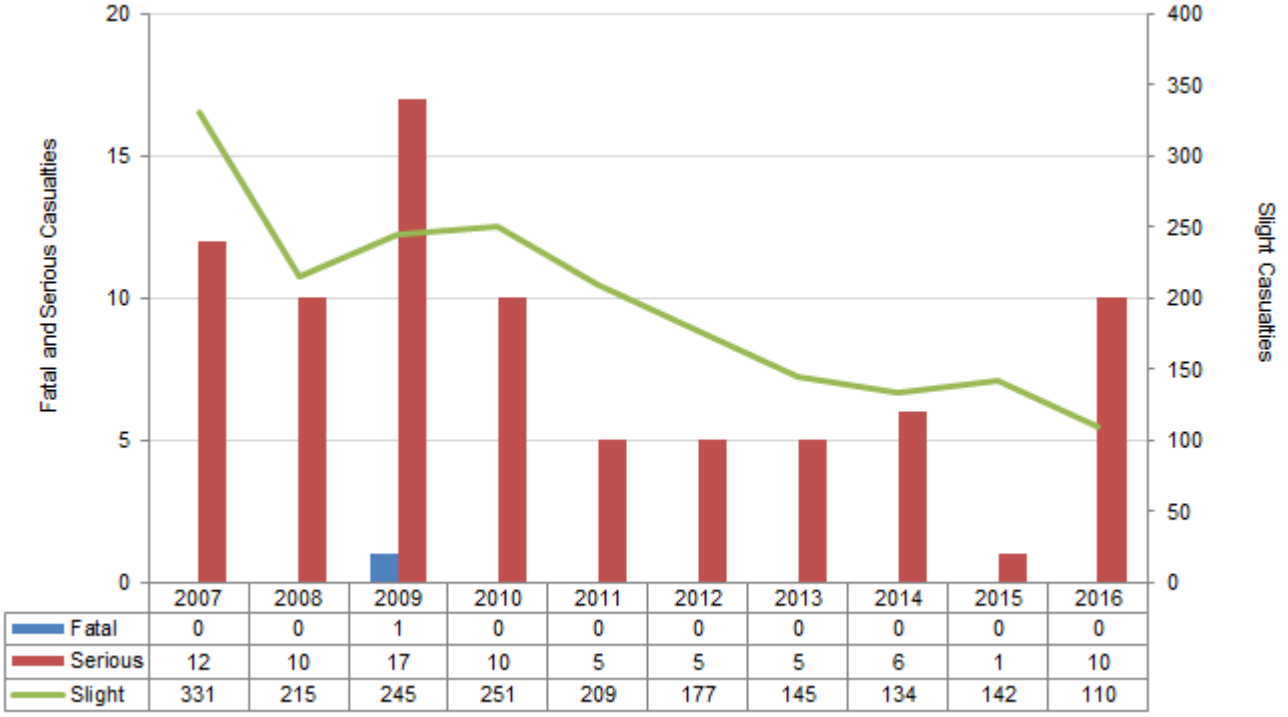
Car Drivers by Standard Age Group



	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	2	0	1	3	2	1	4	0	0
Serious	0	0	46	26	26	29	17	5	8	11	1
Slight	0	3	366	296	392	343	209	67	110	32	24

Figure 13 – South Yorkshire - Car Driver Casualties by Age Group, 2016

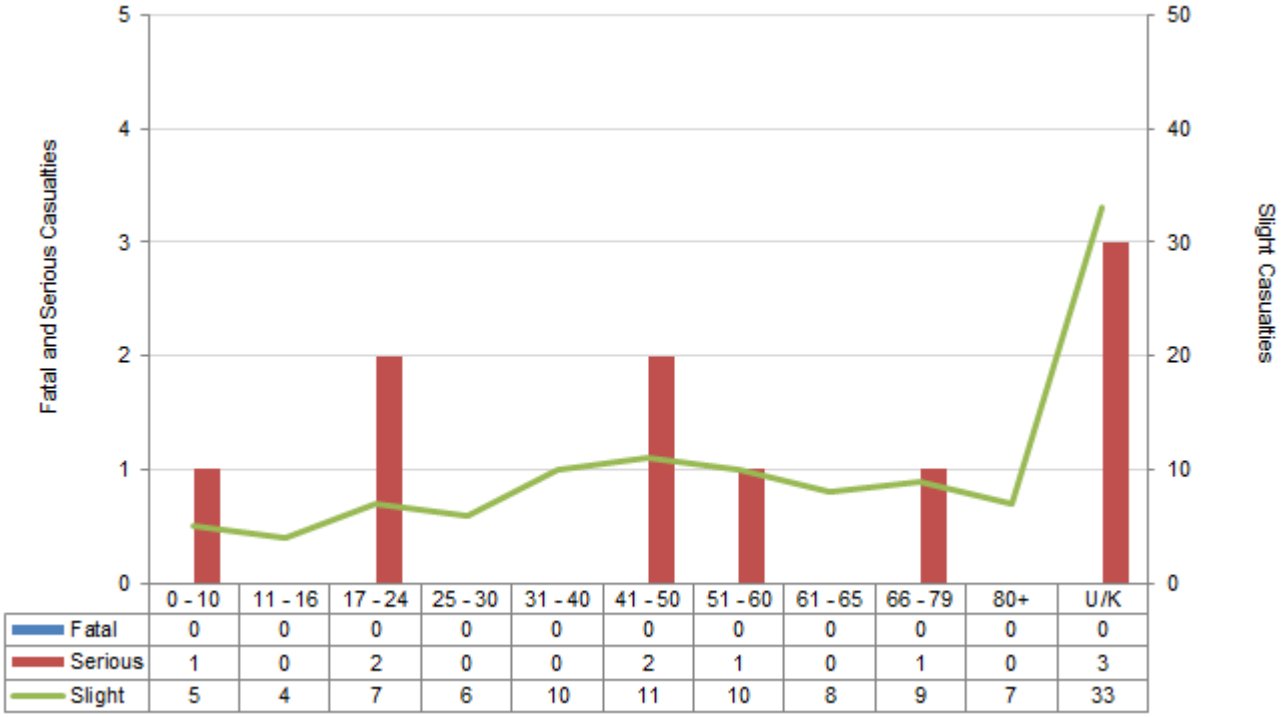
Public Service Vehicles



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	0	0	1	0	0	0	0	0	0	0
Serious	12	10	17	10	5	5	5	6	1	10
Slight	331	215	245	251	209	177	145	134	142	110

Figure 14 –South Yorkshire - PSV Casualties, 2007 – 2016

PSV by Standard Age Group



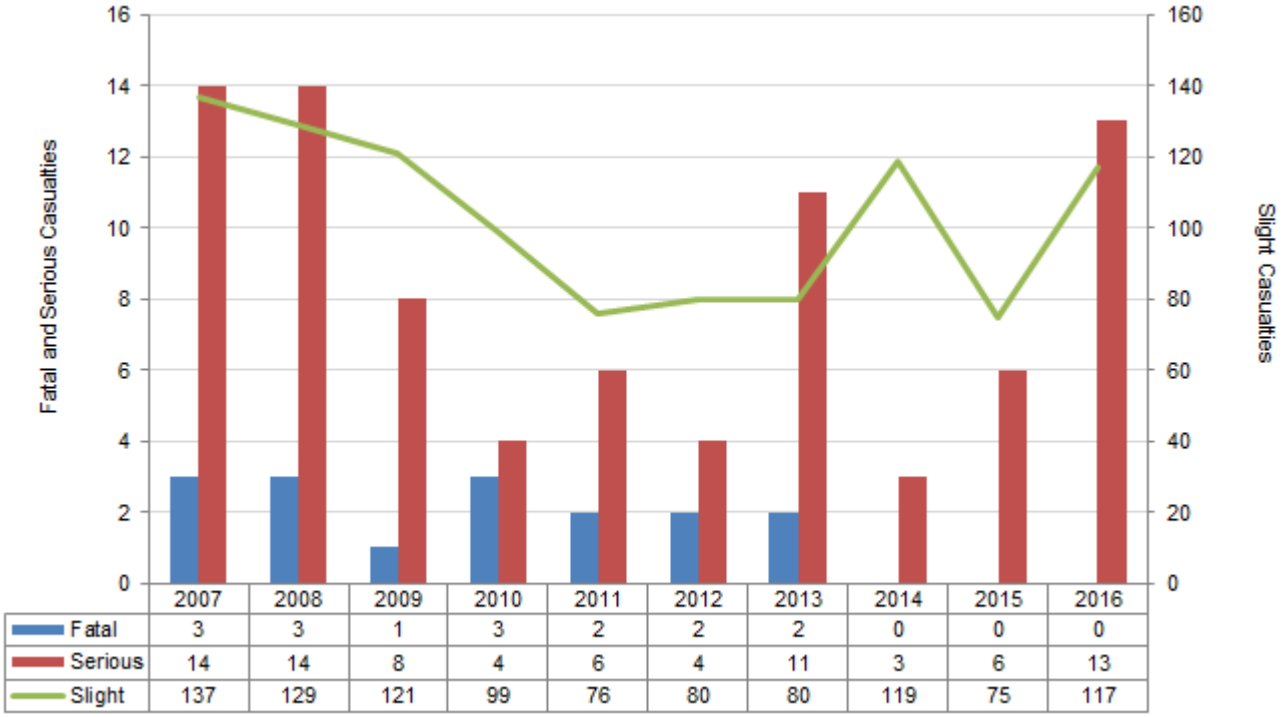
	0 - 10	11 - 16	17 - 24	25 - 30	31 - 40	41 - 50	51 - 60	61 - 65	66 - 79	80+	U/K
Fatal	0	0	0	0	0	0	0	0	0	0	0
Serious	1	0	2	0	0	2	1	0	1	0	3
Slight	5	4	7	6	10	11	10	8	9	7	33

Figure 15 – South Yorkshire - PSV Casualties by Age Group, 2016

The data shown in Figures 14 and 15 relate to passengers and drivers in PSV's, although there has been a rise in the serious category, overall there has been a further reduction in the totals in 2016.

A large number of the casualty ages are unknown this year with almost a third of the overall serious being of this type. In the past the main category has been the younger end of the age ranges, last year this was the 11 to 16 year old bracket, there has been a massive reduction this year in this category this could be due to the number of unknown ages, in previous years only around 10 unknown. With this large percentage of unknown it would be difficult to make any conclusions about gender/age this year.

Goods Vehicles



	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Fatal	3	3	1	3	2	2	2	0	0	0
Serious	14	14	8	4	6	4	11	3	6	13
Slight	137	129	121	99	76	80	80	119	75	117

Figure 16 – Goods Vehicle Casualties by severity, 2007-2016.

The above data looks at casualties that have been injured whilst driving or being a passenger in a goods vehicle. Again the number of serious casualties has risen in 2016, unfortunately there have been more slight injuries as well and this is one of the few user groups where this has happened.

Data deficiencies in the coding of the type of HGV involved this year are very high making any commentary on categories worthless. Of the 130 casualties in the 2016 dataset, 108 have been coded as HGV unknown weight, this is a similar situation to the P2W data, hopefully this will be rectified by DfT in the future and we can report better on this category.

Appendices A to E – Infographics for SY and Individual Local Authorities are available as supplementary information to this document.