

# Road Casualties in Kent

## Annual review 2016

Published August 2017

## Kent Collision Summary 2016

## Section 2 Kent Collision Summary

### Disclaimer

**2016 collision and casualty figures appear to have been affected by the introduction of a new collision reporting system.**

In January 2016 Kent Police adopted a new system for recording and reporting road traffic collision and casualty information called CRASH (Collision Recording and SHaring). The CRASH reporting system was devised by the Home Office with the purpose of reducing the 'lag time' taken to report collision data nationally and make use of technological developments to improve data capture and quality. At the time of writing it has been adopted by half of the police authorities in England.

Since the roll out of CRASH a number of highway authorities using the system (including Kent County Council) have seen an uplift in the number of serious casualties being reported. The Department for Transport (DfT) have advised that part of the increase is likely to be related to the CRASH system where previous categorisation of some slight injuries may now mean they are recorded as serious injuries.

However, it is important to note the move to CRASH may have reduced an historical underreporting of serious injuries. So whilst 2016 has seen a departure from previous serious injury trends reducing, it is possibly a more accurate reflection of the severity of injuries suffered on the road network according to DfT definition.

As a result of this; the collision and casualty figures recorded for Kent for 2016 are not directly comparable against figures recorded in previous years and therefore the current 04-08 base line figure and 2020 targets are not suitable comparators for progress for 2016 data.

The Department for Transport are due to release further information regarding the effect that CRASH has had on casualty figures nationally as part of their annual review (due for publication in September 2017), at which time we may have a better understanding of how 2016 data compares to previous years.

Without a CRASH factor to apply, throughout this document we have assumed no CRASH effect and have taken 2016 data as being accurate and comparable to previous years; this may be updated in due course.

## 2016 Summary

2016 recorded 4427 personal injury collisions of which **44 were fatal**, **753 were serious** and **3630 were slight**.

These collisions resulted in 6122 casualties of whom **45 were fatal**, **842 were serious** and **5235 were slight**.

553 children under 16 were injured in Kent in 2016 of whom **0 were fatally injured**, **77 were seriously injured** and **476 received slight injuries**.

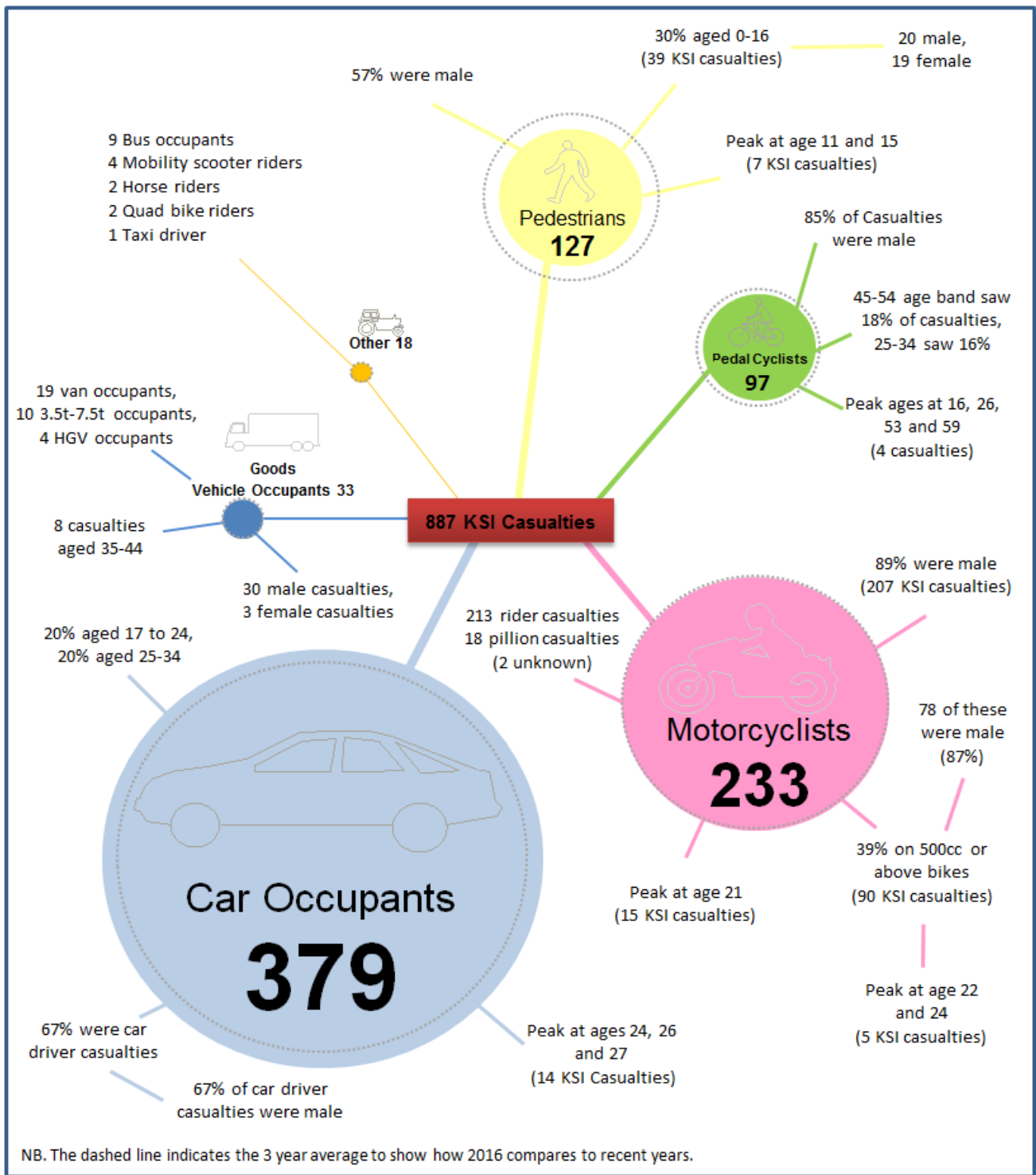
**Table 1 Collisions and casualties in Kent by district and severity, 2016 only**

2016	Collisions - all ages					Casualties - all ages				
	Fat	Ser	SlT	Tot	KSI	Fat	Ser	SlT	Tot	KSI
Ashford	3	61	254	318	64	3	71	375	449	74
Canterbury	5	59	273	337	64	5	67	390	462	72
Dartford	7	57	361	425	64	7	62	551	620	69
Dover	4	58	255	317	62	4	70	367	441	74
Gravesham	2	52	291	345	54	2	52	404	458	54
Maidstone	2	105	391	498	107	2	116	564	682	118
Sevenoaks	2	58	305	365	60	2	65	455	522	67
Shepway	4	72	248	324	76	4	81	347	432	85
Swale	3	58	302	363	61	4	63	429	496	67
Thanet	5	75	357	437	80	5	81	519	605	86
Tonbridge and Malling	6	67	360	433	73	6	79	511	596	85
Tunbridge Wells	1	31	233	265	32	1	35	323	359	36
Total	44	753	3630	4427	797	45	842	5235	6122	887

**Table 2 Collisions involving children and child casualties in Kent by district and severity, 2016 only**

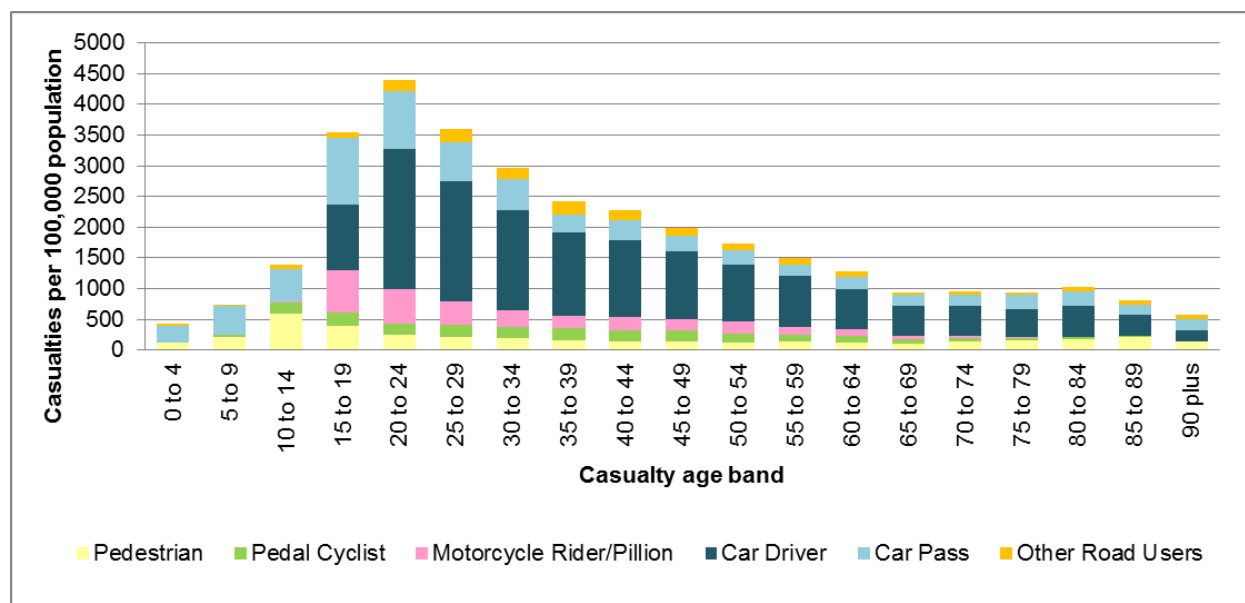
2016	Collisions - children < 16					Casualties - children < 16				
	Fat	Ser	SlT	Tot	KSI	Fat	Ser	SlT	Tot	KSI
Ashford	0	4	21	25	4	0	2	29	31	2
Canterbury	1	4	25	30	5	0	4	29	33	4
Dartford	0	6	38	44	6	0	5	43	48	5
Dover	1	14	27	42	15	0	12	36	48	12
Gravesham	0	3	28	31	3	0	1	34	35	1
Maidstone	0	12	46	58	12	0	12	58	70	12
Sevenoaks	1	7	24	32	8	0	6	32	38	6
Shepway	0	8	22	30	8	0	6	28	34	6
Swale	0	5	40	45	5	0	6	55	61	6
Thanet	0	14	41	55	14	0	11	54	65	11
Tonbridge and Malling	0	7	35	42	7	0	9	39	48	9
Tunbridge Wells	0	4	20	24	4	0	3	39	42	3
Total	3	88	367	458	91	0	77	476	553	77

Diagram 1 Summary of KSI casualties in Kent in 2016



**Figure 1 Kent casualties (all severity) per 100,000 population**

NB Kent casualties (excluding Medway) for 2012 to 2016 compared to census population statistics for mid-year 2015.



### 2016 compared to 2015

A full comparison of statistics can be found in Appendix A and Appendix B.

**Fatal** ↓ Decrease of 6 fatal collisions and 9 fatal casualties in 2016

**Serious** ↑ Increase in both serious collisions (+236) and casualties (+264)

**Slight** ↓↑ Decrease in slight collisions (-25) but increase in casualties (+68)

2016 recorded no (0) child fatalities, the first year to do so since 2011. Seriously injured child casualties recorded an increase of 35 from 42 in 2015 to 77 in 2016. Slight child casualties increased from 419 in 2015 to 476 in 2016.

**Table 3 2015 and 2016 key casualty road user group comparison**

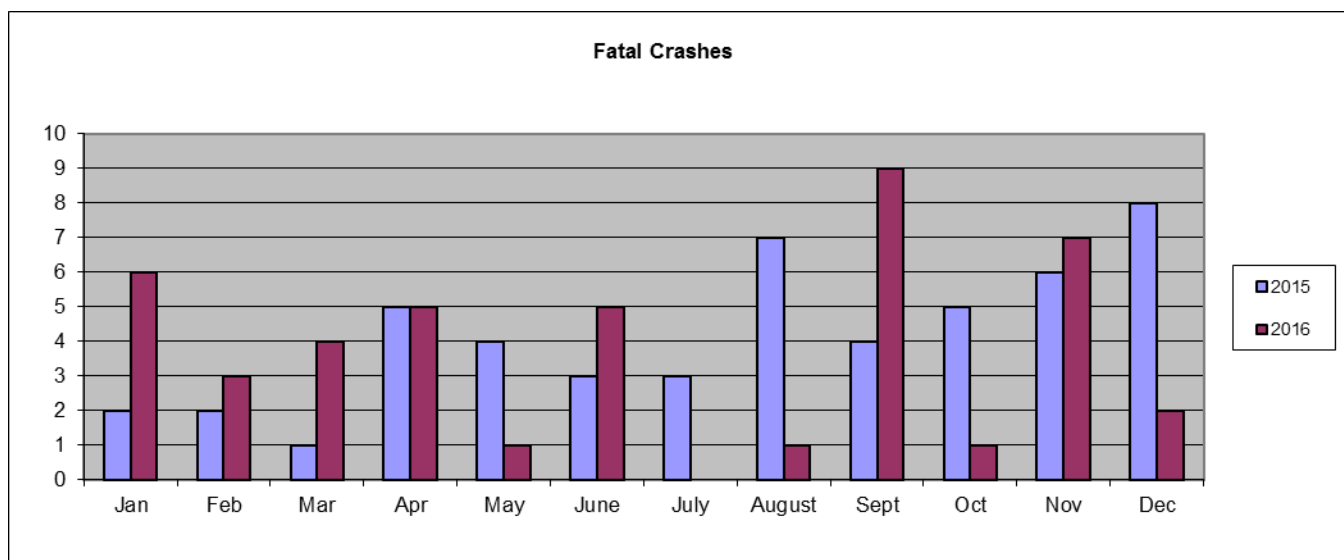
Road User	All casualties		Pedestrians		Cyclists		Motorcyclists		Car users	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
2014	658	6303	129	673	86	478	162	610	254	4192
2015	632	5799	117	626	82	387	161	602	233	3813
2016	887	6122	127	578	97	413	233	657	379	4130
Difference 2016 vs 2015	<b>255</b>	<b>323</b>	<b>10</b>	<b>-48</b>	<b>15</b>	<b>26</b>	<b>72</b>	<b>55</b>	<b>146</b>	<b>317</b>

Age	Child casualties (<16)		17 - 24 car drivers		≥65 Road users	
	KSI	Total	KSI	Total	KSI	Total
2014	61	570	35	613	81	593
2015	43	462	35	562	72	564
2016	77	553	45	586	129	585
Difference 2016 vs 2015	<b>34</b>	<b>91</b>	<b>10</b>	<b>24</b>	<b>57</b>	<b>21</b>

All road user groups (pedestrians, cyclists, motorcyclists and car users) and key age groups have recorded an increase in the number of KSI casualties since 2015, albeit there has been a reduction in the total number of pedestrian casualties recorded.

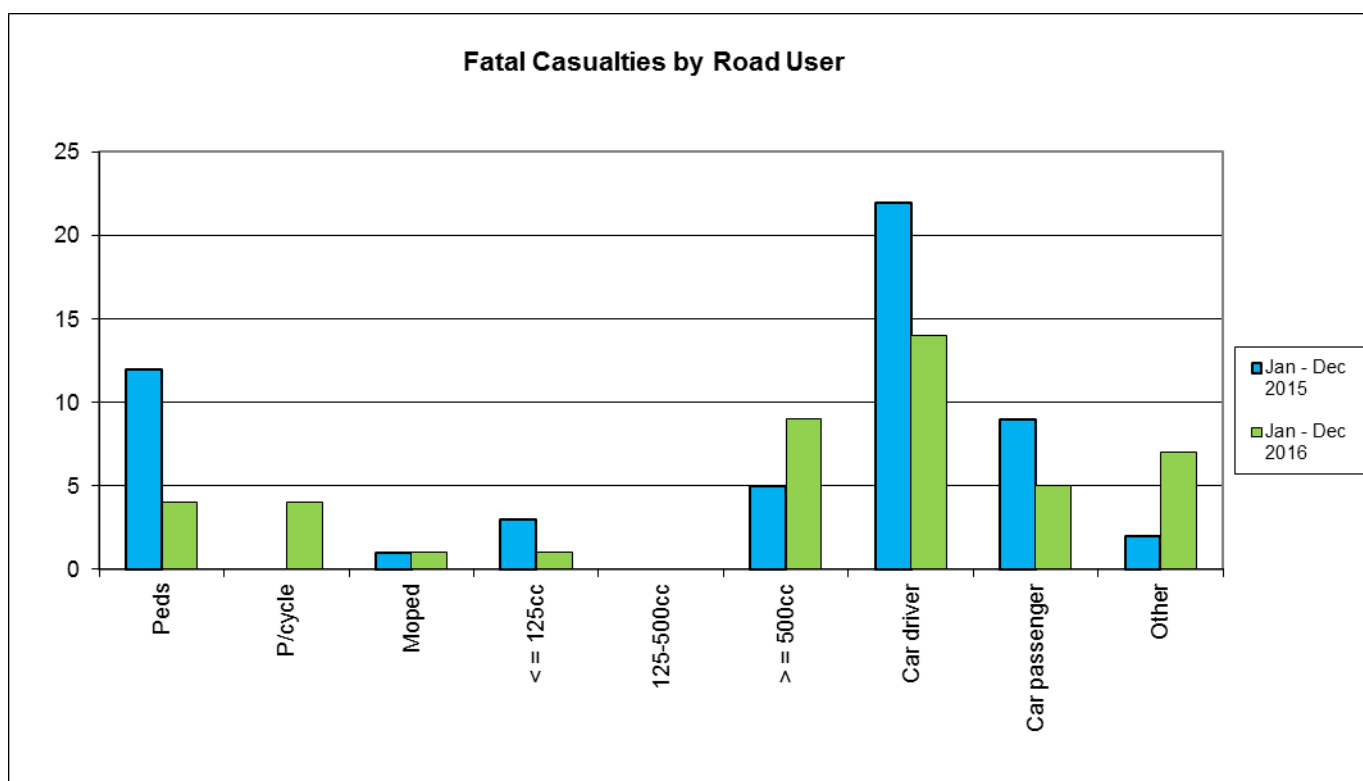
## 2016 Fatal Review

Figure 2 Fatal casualties by month in 2016 compared to 2015



2016 recorded a decrease in fatal casualties from 54 in 2015 to 45 in 2016. September recorded the highest number of fatal casualties, 10 in 2016.

Figure 3 Fatal casualties by road user group in 2016 compared to 2015



Other road users recorded an increase of 5 fatalities in 2016 whilst there was an increase of 4 fatal casualties for both pedal cycle and 500cc and above motorcyclist road users. There was a reduction of 14 car occupant fatalities in 2016 (the car driver user group saw a reduction of 8 fatal casualties whilst the car passenger group saw a reduction of 4 fatalities) compared to 2015. There were also 8 fewer pedestrian fatalities recorded in 2016 and 2 less <=125cc motorcycle fatal casualties compared to 2015.

## 2020 Targets

The 2020 targets set by the Casualty Reduction (CaRe) Group aim to reduce KSI casualties compared to the 2004 to 2008 average. These targets are being reviewed by the Casualty Reduction Partnership.

The targets are to reduce the numbers of:

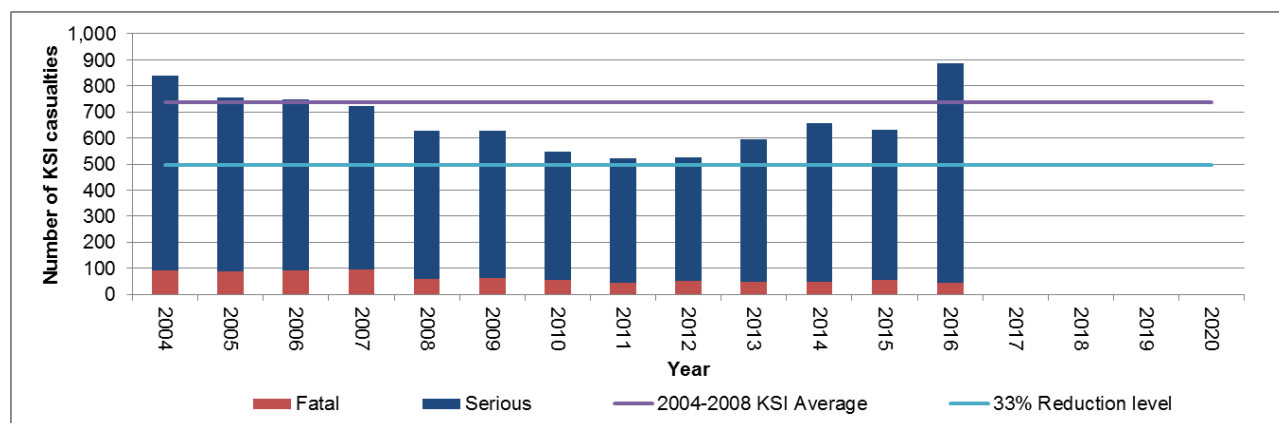
**all those killed or seriously injured (KSI) on Kent's roads by 33%**

**children killed or seriously injured on Kent's roads by 40%**

Table 4 Progress towards the 2020 targets

Kent Casualties	2020 Target	2004-08 Baseline	2014	2015	2016	2016 percentage change compared to baseline	2016 percentage change compared to 2015
Total KSI	495	739	658	632	887	20%	40%
Child KSI	39	65	61	43	77	18%	79%

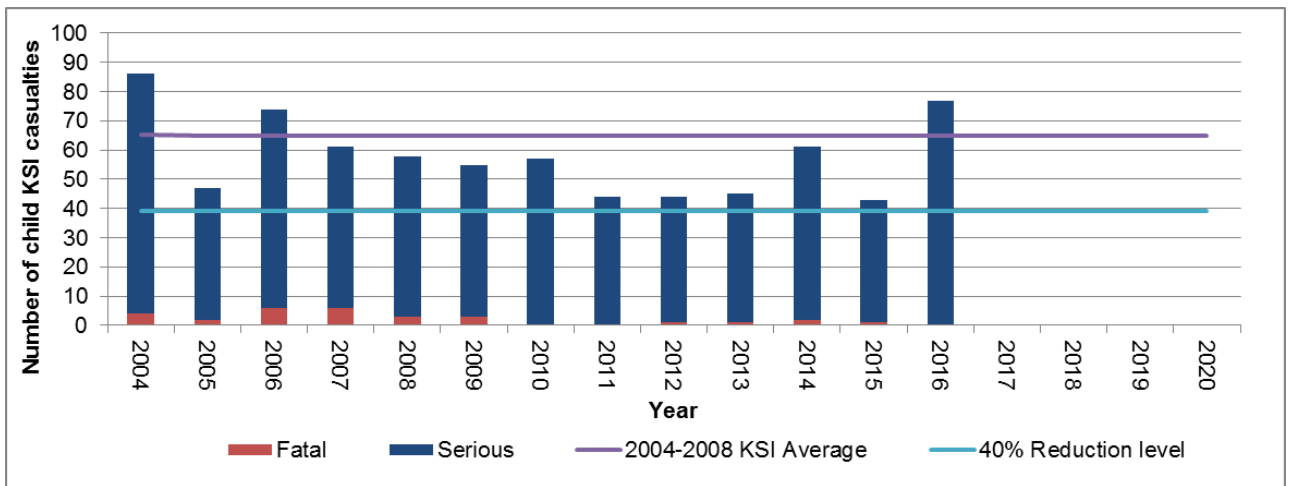
Figure 4 KSI casualties from 2004, progression to 2020 target



\* Please note 2016 figures were recorded using a different reporting system to previous years which may have inflated the number serious injuries recorded. See the disclaimer section for further information.

In Kent, 2016 recorded an increase in the number of killed or seriously injured casualties compared to the 2015 figures – from 632 to 887. This figure is higher than the 2004-2008 KSI average.

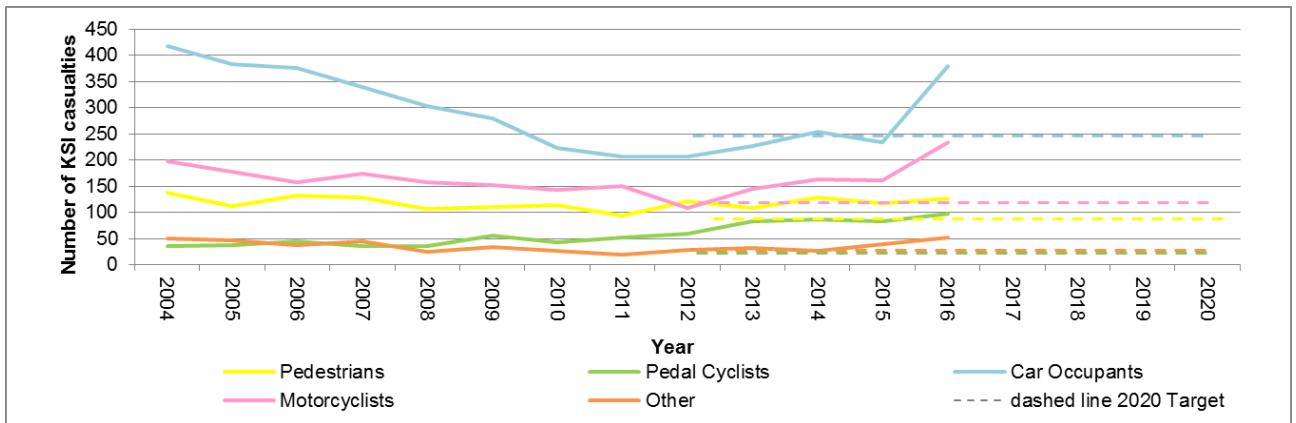
Figure 5 KSI child casualties from 2004, progression to 2020 target



\* Please note 2016 figures were recorded using a different reporting system to previous years which may have inflated the number serious injuries recorded. See the disclaimer for further information.

Child KSI casualties have risen to 77 in 2016. This is the highest figure recorded since 2004 and is higher than the 2004-2008 KSI baseline average.

Figure 6 KSI casualties in Kent by road user group from 2004, progression to 2020 target



\* Please note 2016 figures were recorded using a different reporting system to previous years which may have inflated the number serious injuries recorded. See the Introduction chapter for further information.

Increases in the number of KSI casualties recorded in 2016 have meant all road user groups remain above their respective 2020 target lines.



## National trends compared to Kent trends

### Road casualties in 2016 compared to 2015

The number of people killed or seriously injured on Kent's roads rose by 40% in 2016, in comparison to an 8% rise nationally. This increase locally appears to have been affected by the implementation of a new collision reporting system which may not have affected the national figures as strongly, as not all authorities nationally have adopted the new system (see the disclaimer on pg.2 for further information).

Total casualties increased 6% in Kent, whilst they reduced by 3% nationally.

Table 5 Percentage difference between KSI casualties 2015 and 2016, National vs. Kent

GB (All Roads)			
Severity	2015	2016	% Change from 2015
Fatal	1732	1792	3%
Serious	22137	24101	9%
<b>KSI</b>	<b>23869</b>	<b>25893</b>	<b>8%</b>
Slight	162340	155491	-4%
<b>Total</b>	<b>186209</b>	<b>181384</b>	<b>-3%</b>

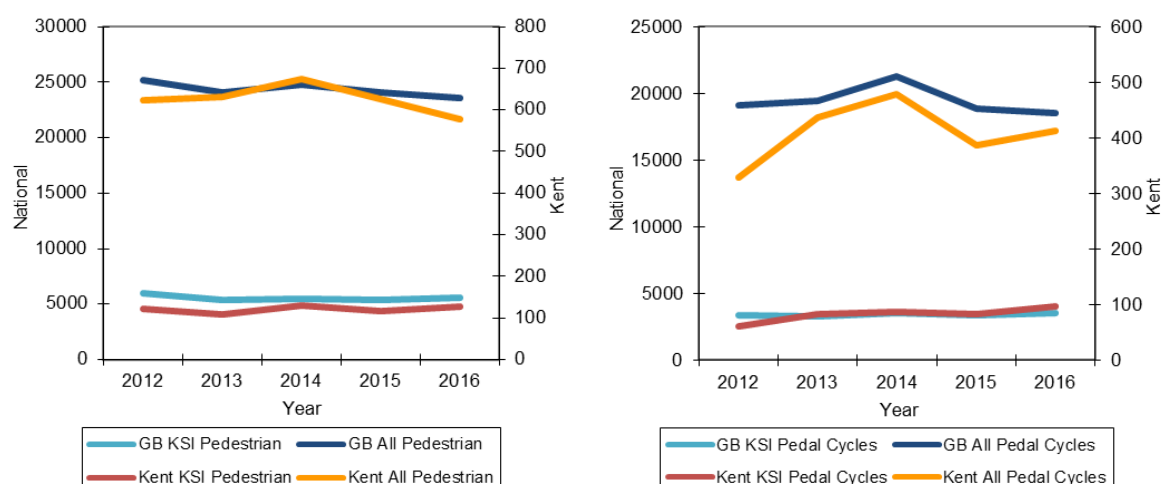
Kent (KCC & HA)			
Severity	2015	2016	% Change from 2015
Fatal	54	45	-17%
Serious	578	842	46%
<b>KSI</b>	<b>632</b>	<b>887</b>	<b>40%</b>
Slight	5167	5235	1%
<b>Total</b>	<b>5799</b>	<b>6122</b>	<b>6%</b>

Kent (KCC Only)			
Severity	2015	2016	% Change from 2015
Fatal	39	33	-15%
Serious	475	721	52%
<b>KSI</b>	<b>514</b>	<b>754</b>	<b>47%</b>
Slight	4134	4274	3%
<b>Total</b>	<b>4648</b>	<b>5028</b>	<b>8%</b>

Kent (HA Only)			
Severity	2015	2016	% Change from 2015
Fatal	15	12	-20%
Serious	103	121	17%
<b>KSI</b>	<b>118</b>	<b>133</b>	<b>13%</b>
Slight	1033	961	-7%
<b>Total</b>	<b>1151</b>	<b>1094</b>	<b>-5%</b>

### National road user comparisons

Figure 7 Road user casualties, National compared to Kent, 2012 to 2016



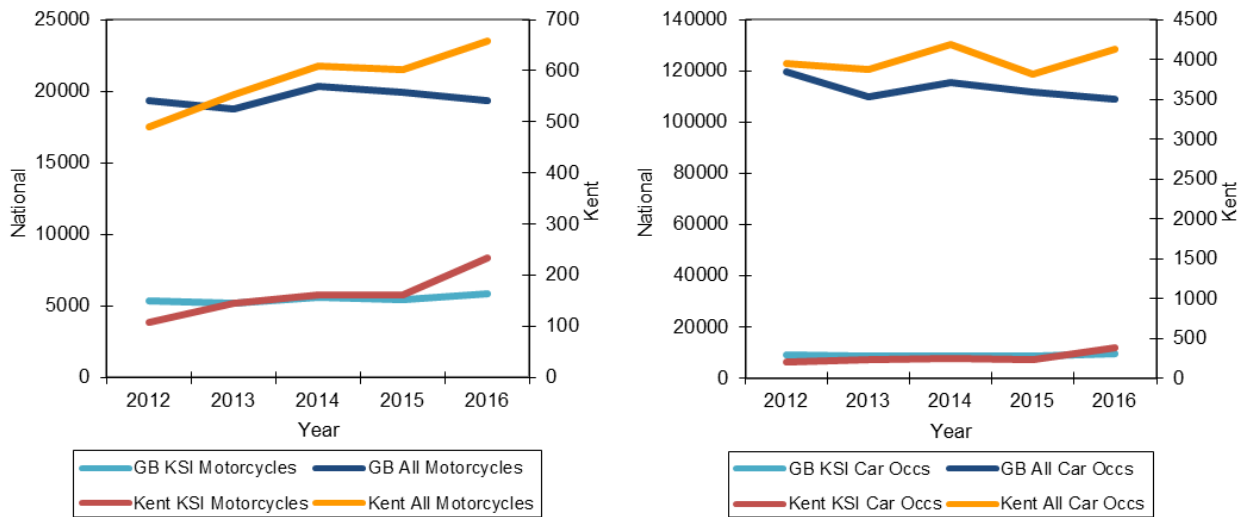


Figure 8 All casualties and child casualties, National compared to Kent, 2012 to 2016

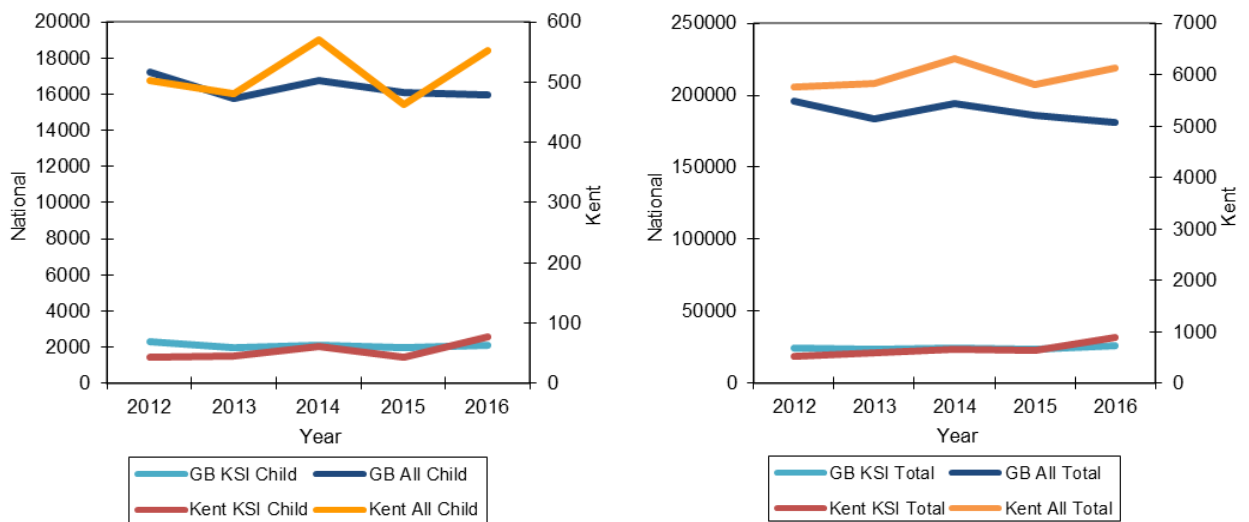


Table 6 2016 compared to 2015 by road user group, National vs. Kent

Road User	GB		Kent	
	KSI	All	KSI	ALL
Pedestrians	↑ 4%	↓ 2%	↑ 9%	↓ 8%
Pedal Cyclists	↑ 5%	↓ 2%	↑ 18%	↑ 7%
Motorcyclists	↑ 9%	↓ 3%	↑ 45%	↑ 9%
Car occupants	↑ 13%	↓ 2%	↑ 63%	↑ 8%
Other	↔ 0%	↓ 6%	↑ 31%	↓ 7%
Total	↑ 8%	↓ 3%	↑ 40%	↑ 6%
0-15yrs	↑ 7%	↓ 1%	↑ 79%	↑ 20%

Kent has recorded an increase in KSI casualties in all road user groups. Baring ‘Other’ road users this is reflective of a national upward trend. Kent saw a greater reduction in ‘Pedestrian’ (8%) and ‘Other’ (7%) casualties than the reduction seen nationally. All other road user groups saw an increase in Kent whilst a reduction nationally in 2016 compared to 2015.