

Road Casualties in Kent

Annual review 2017

Published December 2018

Kent Collision Summary 2017

Section 2 Kent Collision Summary

Disclaimer

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 more than 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 figures since 2016 may have 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 in 2016 and 2017 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.

That said, throughout this document we have assumed no CRASH effect and have taken data since 2016 as being accurate and comparable to previous years; this may be updated in due course.

District name change

As of April 2018, Shepway District Council renamed as Folkestone and Hythe District Council. Please note that as this document reports collision data on calendar year basis, the district in question is still referred to as Shepway in this publication. This will be reviewed for next year's publication.

2017 Summary

2017 recorded **4165** personal injury collisions of which **54 were fatal**, **670 were serious** and **3441 were slight**.

These collisions resulted in **5791** casualties of whom **60 were fatal**, **751 were serious** and **4980 were slight**.

554 children under 16 were injured in Kent in 2017 of whom **0 were fatally injured**, **54 were seriously injured** and **500 received slight injuries**.

Table 1 Collisions and casualties in Kent by district and severity, 2017 only

2017	Collisions - all ages					Casualties - all ages				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	6	57	251	314	63	6	66	393	465	72
Canterbury	5	61	301	367	66	5	65	404	474	70
Dartford	5	61	339	405	66	5	66	521	592	71
Dover	3	48	211	262	51	4	57	310	371	61
Gravesham	3	33	232	268	36	3	35	324	362	38
Maidstone	6	66	378	450	72	7	78	549	634	85
Sevenoaks	4	52	297	353	56	5	63	461	529	68
Shepway	1	56	234	291	57	1	60	323	384	61
Swale	5	67	335	407	72	5	74	488	567	79
Thanet	4	67	331	402	71	5	74	465	544	79
Tonbridge and Malling	7	56	297	360	63	7	62	419	488	69
Tunbridge Wells	5	46	235	286	51	7	51	323	381	58
Total	54	670	3441	4165	724	60	751	4980	5791	811

Table 2 Collisions involving children and child casualties in Kent by district and severity, 2017 only

2017	Collisions - children < 16					Casualties - children < 16				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	0	5	23	28	5	0	6	31	37	6
Canterbury	0	6	30	36	6	0	4	35	39	4
Dartford	0	9	47	56	9	0	6	55	61	6
Dover	0	4	21	25	4	0	3	23	26	3
Gravesham	0	7	31	38	7	0	7	39	46	7
Maidstone	1	4	48	53	5	0	4	58	62	4
Sevenoaks	0	4	28	32	4	0	4	57	61	4
Shepway	0	3	25	28	3	0	4	29	33	4
Swale	0	9	45	54	9	0	6	52	58	6
Thanet	0	12	44	56	12	0	7	55	62	7
Tonbridge and Malling	0	1	33	34	1	0	1	39	40	1
Tunbridge Wells	1	3	20	24	4	0	2	27	29	2
Total	2	67	395	464	69	0	54	500	554	54

Diagram 1 Summary of KSI casualties in Kent in 2017

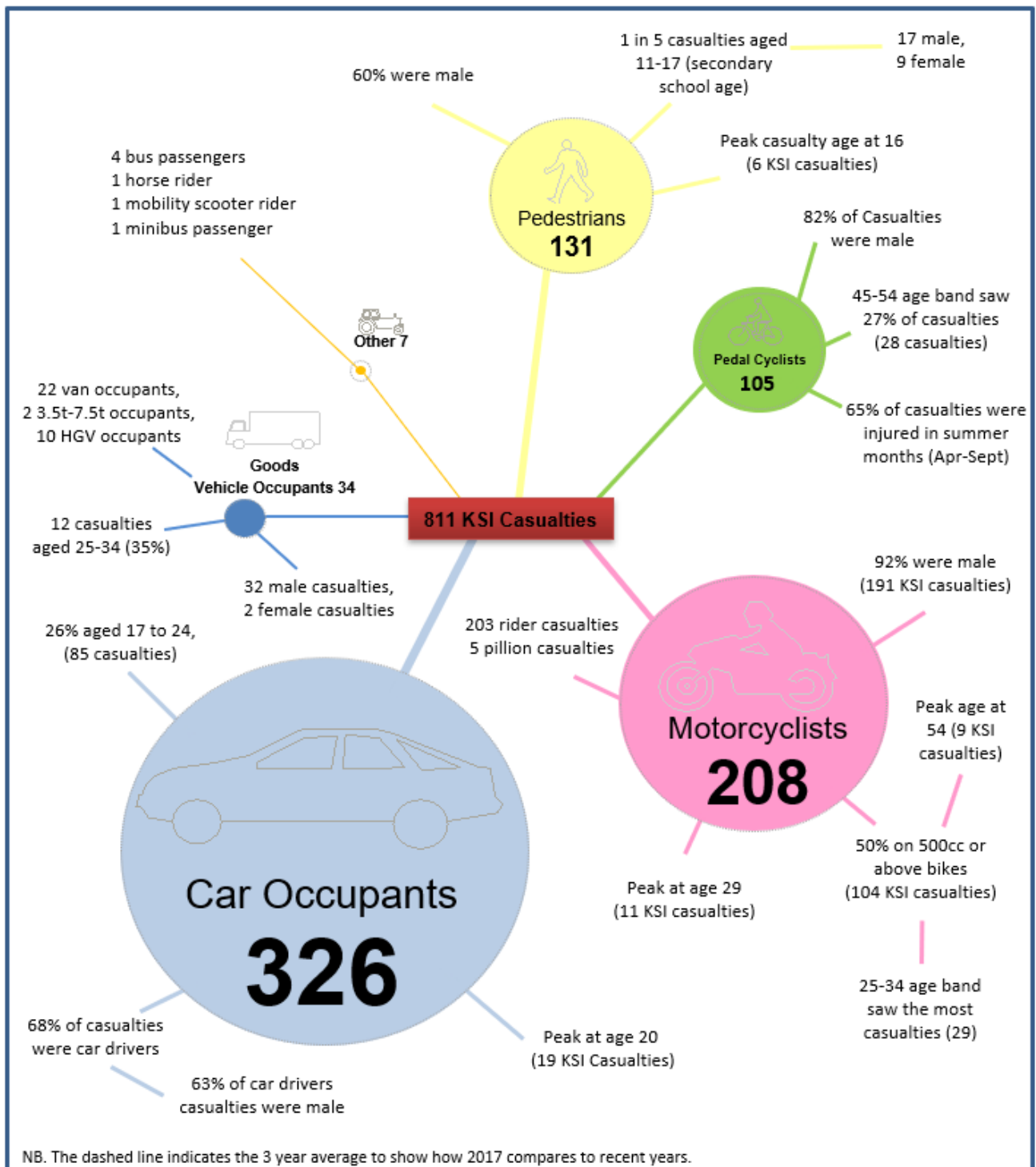
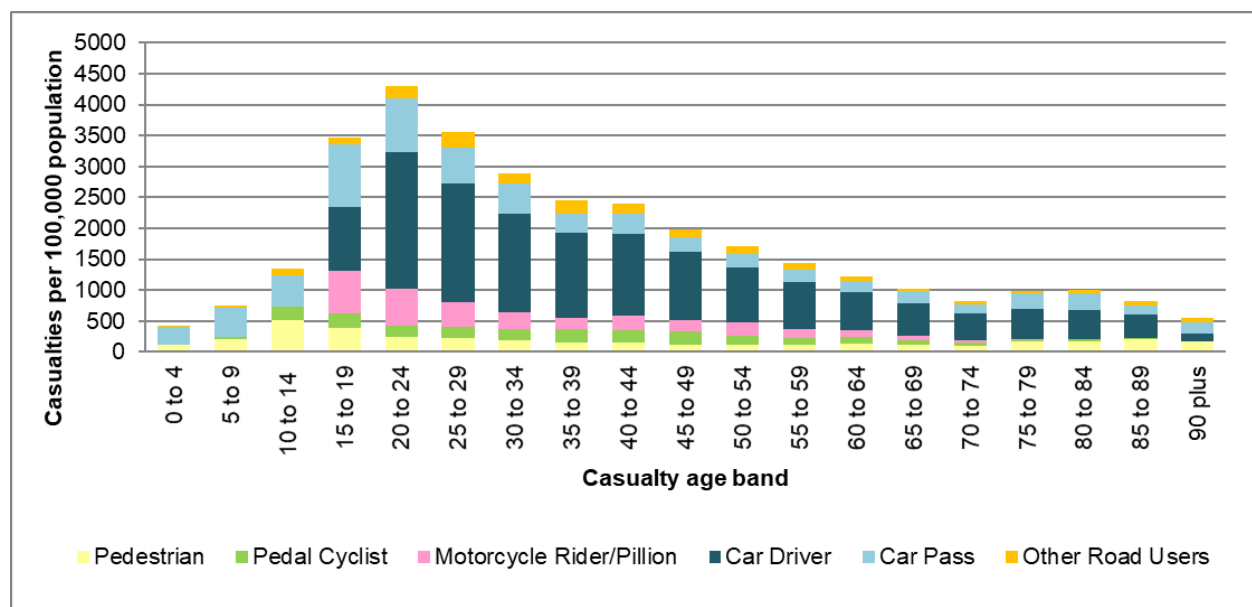


Figure 1 Kent casualties (all severity) per 100,000 population

NB Kent casualties (excluding Medway) for 2013 to 2017 compared to census population statistics for mid-year 2017.



2017 compared to 2016

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

Fatal ↑ increase of 10 fatal collisions and 15 fatal casualties in 2017

Serious ↓ decrease in both serious collisions (-83) and casualties (-91)

Slight ↓ decrease in slight collisions (-189) and casualties (-255)

As in 2016, there were no (0) child fatalities recorded in 2017. Seriously injured child casualties decreased from 77 in 2016 to 54 in 2017. Slight child casualties increased from 476 in 2016 to 500 in 2017.

Table 3 2016 and 2017 key casualty road user group comparison

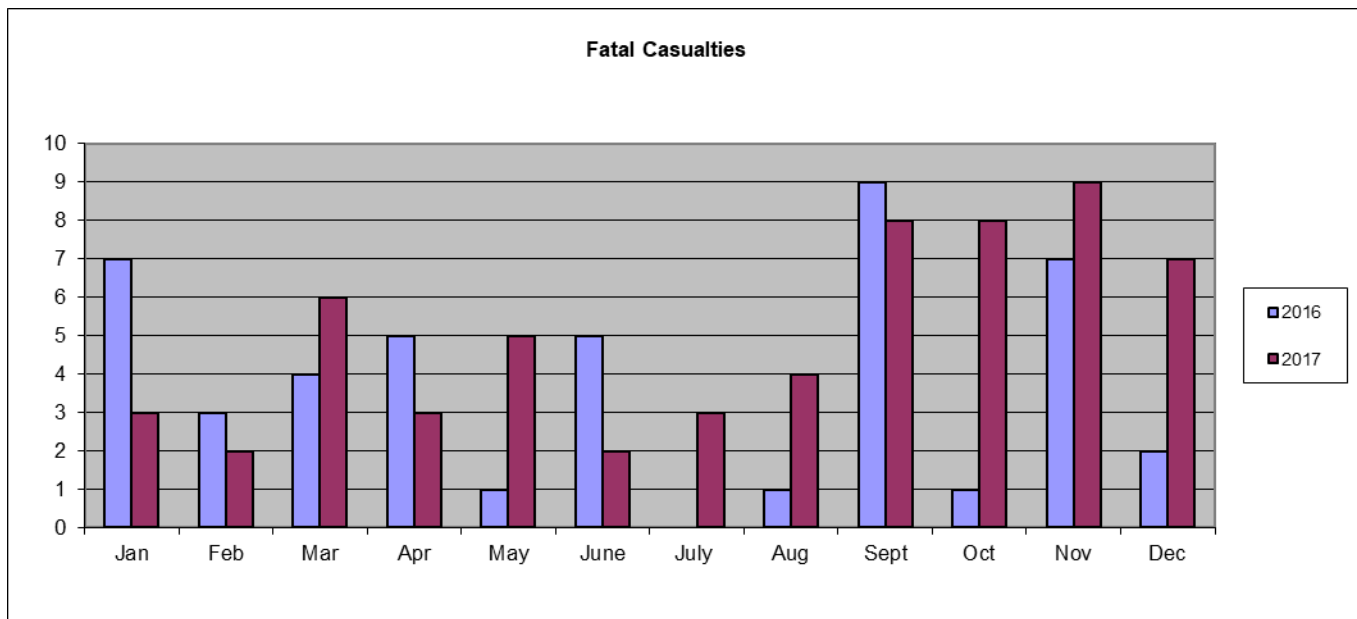
Road User	All casualties		Pedestrians		Cyclists		Motorcyclists		Car users	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
2015	632	5799	116	624	83	389	161	602	233	3813
2016	887	6122	127	579	97	413	233	662	379	4129
2017	811	5791	131	578	105	413	208	579	326	3777
Difference 2017 vs 2016	-76	-331	4	-1	8	0	-25	-83	-53	-352

Age	Child casualties (<16)		17 - 24 car drivers		>=65 Road users	
	KSI	Total	KSI	Total	KSI	Total
2015	61	570	35	613	81	593
2016	77	553	45	586	129	585
2017	54	554	56	522	112	599
Difference 2017 vs 2016	-23	1	11	-64	-17	14

Pedestrians and cyclists both saw a rise in KSI casualties but little change in the total number of casualties recorded. Motorcyclists and car users saw a reduction in all casualties in 2017. Child casualties and >=65 road users saw a reduction in KSI casualties but increase in total casualties whilst 17-24 year old car drivers saw an increase in KSI casualties and a reduction overall in 2017.

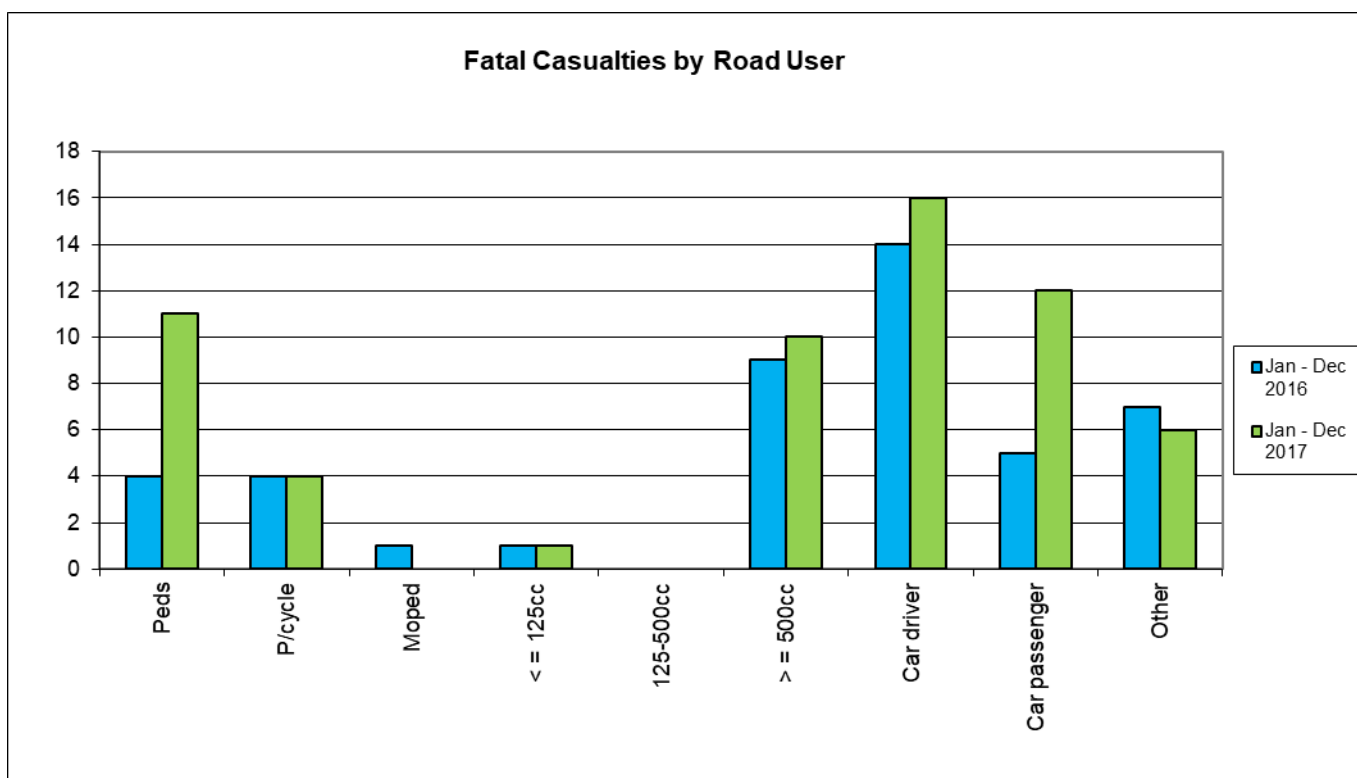
2017 Fatal Review

Figure 2 Fatal casualties by month in 2017 compared to 2016



2017 recorded an increase in fatal casualties from 45 in 2016 to 60 in 2017. November recorded the highest number of fatal casualties, 9 in 2017 and October the greatest increase on 2016 (6).

Figure 3 Fatal casualties by road user group in 2017 compared to 2016



As in 2016, the highest number of fatal casualties were car drivers in 2017. Pedestrians and car passengers both recorded an increase of 7 fatalities in 2017 whilst there was also an increase of 1 fatal casualty for 500cc and above motorcyclist road users. There was a reduction of one fatality in the 'others' and moped road user groups in 2017. All other road user groups remained level with casualty numbers recorded in 2016.

There were no child fatalities recorded in 2017.

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:

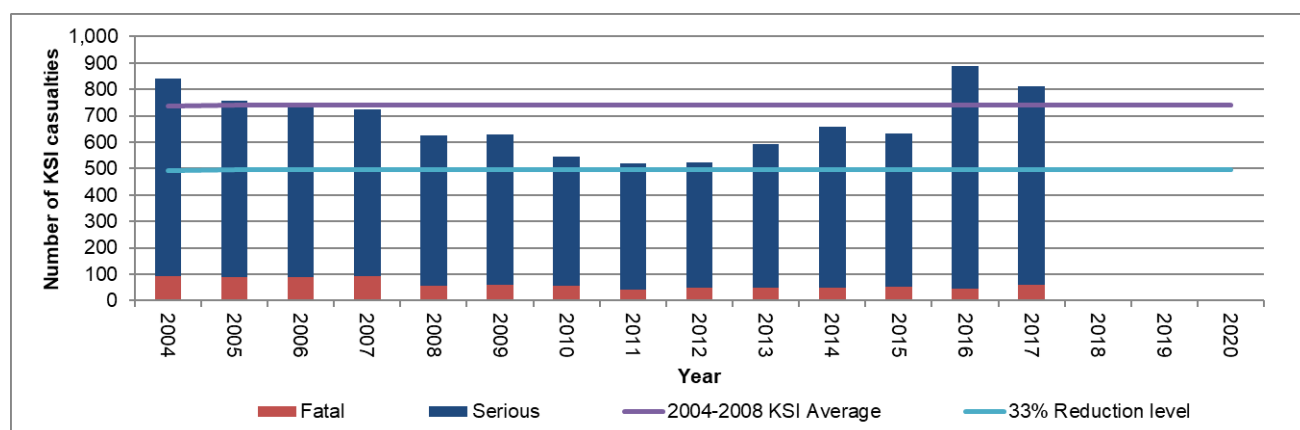
all those killed or seriously injured (KSI) on Kent's roads by 33%

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	2015	2016	2017	2017 percentage change compared to baseline	2017 percentage change compared to 2016
Total KSI	495	739	632	887	811	10%	-9%
Child KSI	39	65	43	77	54	-17%	-30%

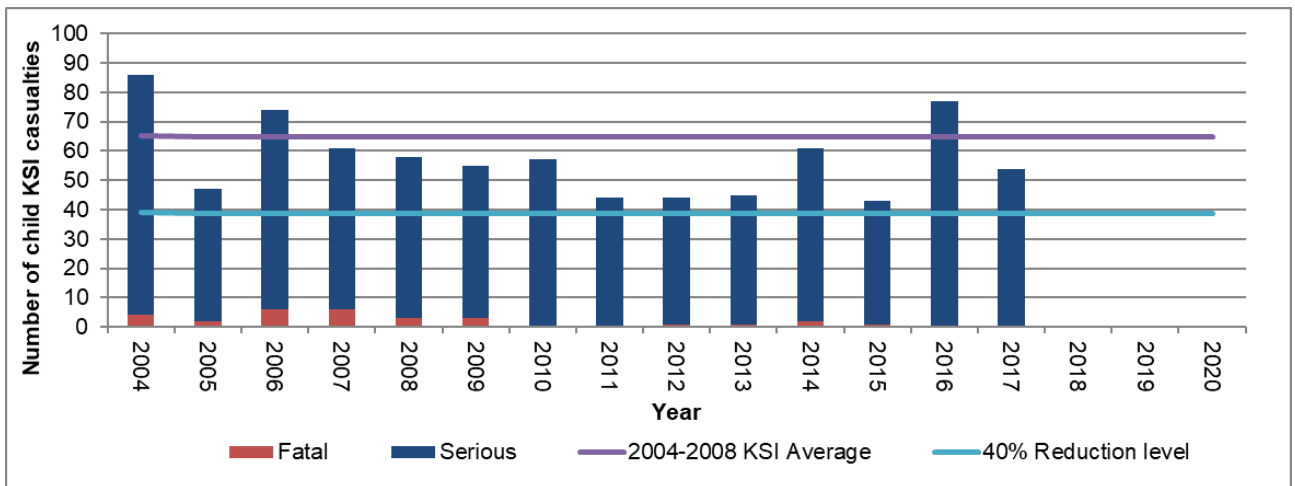
Figure 4 KSI casualties from 2004, progression to 2020 target



* Please note 2016 and 2017 figures were recorded using a different reporting system to previous years which may have inflated the number of serious injuries recorded. See the disclaimer section for further information.

In Kent, 2017 recorded a decrease in the number of killed or seriously injured casualties compared to the 2016 figures – from 887 to 811. This figure is 10% higher than the 2004-2008 KSI baseline and 64% higher than the 2020 reduction target.

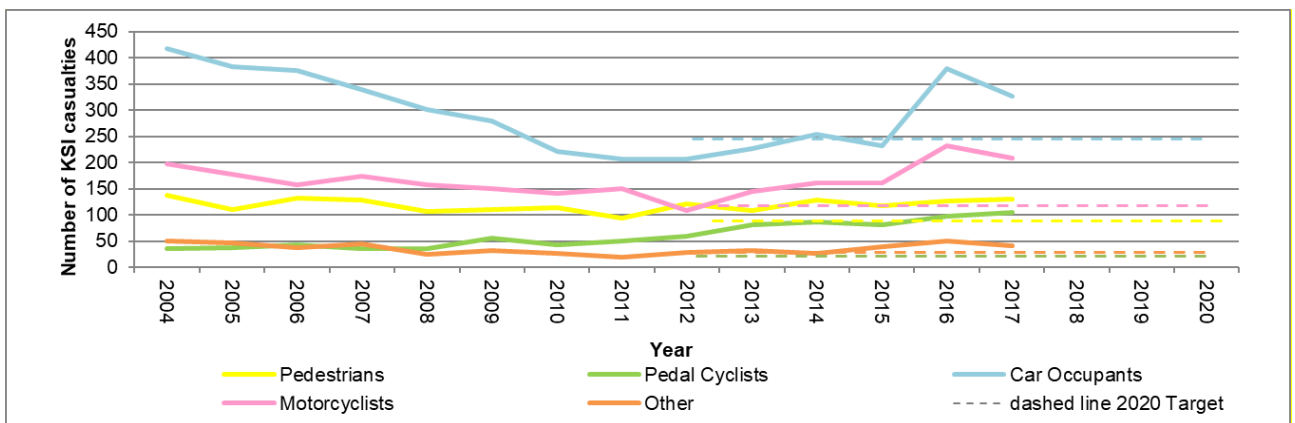
Figure 5 KSI child casualties from 2004, progression to 2020 target



* Please note 2016 and 2017 figures were recorded using a different reporting system to previous years which may have inflated the number of serious injuries recorded. See the disclaimer for further information.

There were 54 child KSI casualties recorded in 2017. This figure is 17% lower than the 2004-2008 baseline and 38% higher than the 2020 reduction target.

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



* Please note 2016 and 2017 figures were recorded using a different reporting system to previous years which may have inflated the number of serious injuries recorded. See the Introduction chapter for further information.

There was a reduction in car occupant and 'other' road user casualties in 2017 compared to 2016 with these road user groups dropping back under their respective 2004-2008 baseline values. Both user groups remain above their 33% reduction targets.

There was a reduction in motorcycle casualties in 2017 however the number of casualties remain above the baseline and the reduction target values.

Pedestrian and pedal cycle user groups continue to see a rise in KSI casualties and move further above their 2020 targets.

National trends compared to Kent trends

Road casualties in 2017 compared to 2016

The number of people killed or seriously injured on Kent's roads fell by 9% in 2017, in comparison to an 3% rise nationally.

Total casualties reduced by 5% in Kent, in line with a 6% reduction nationally.

Table 5 Percentage difference between KSI casualties 2016 and 2017, National vs. Kent

GB (All Roads)			
Severity	2016	2017	% Change from 2016
Fatal	1792	1793	0%
Serious	24101	24831	3%
KSI	25893	26624	3%
Slight	155491	144369	-7%
Total	181384	170993	-6%

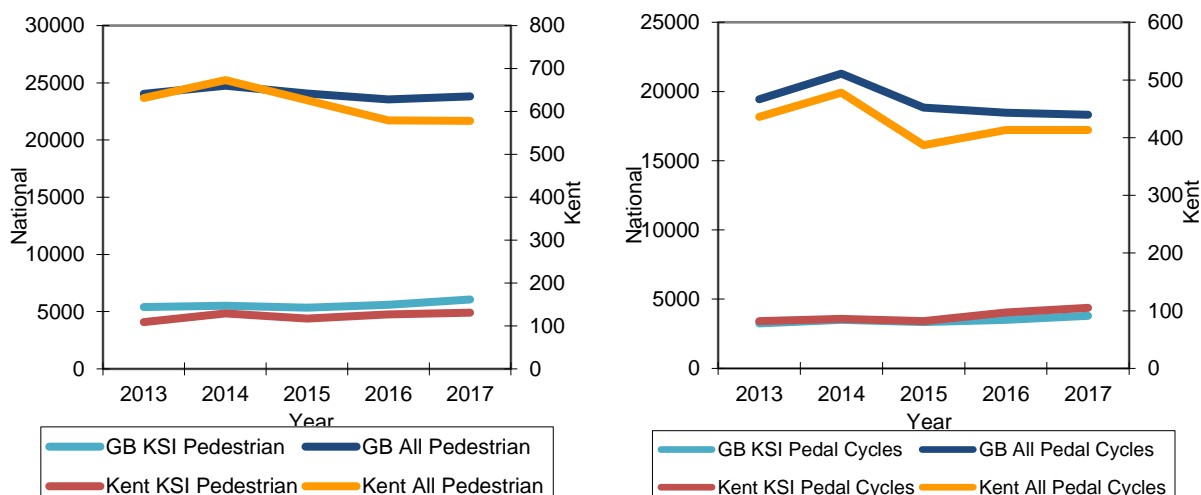
Kent (KCC & HA)			
Severity	2016	2017	% Change from 2016
Fatal	45	60	33%
Serious	842	751	-11%
KSI	887	811	-9%
Slight	5235	4980	-5%
Total	6122	5791	-5%

Kent (KCC Only)			
Severity	2016	2017	% Change from 2016
Fatal	33	44	33%
Serious	718	637	-11%
KSI	751	681	-9%
Slight	4272	4046	-5%
Total	5023	4727	-6%

Kent (HA Only)			
Severity	2016	2017	% Change from 2016
Fatal	12	16	33%
Serious	124	114	-8%
KSI	136	130	-4%
Slight	963	934	-3%
Total	1099	1064	-3%

National road user comparisons

Figure 7 Road user casualties, National compared to Kent, 2013 to 2017



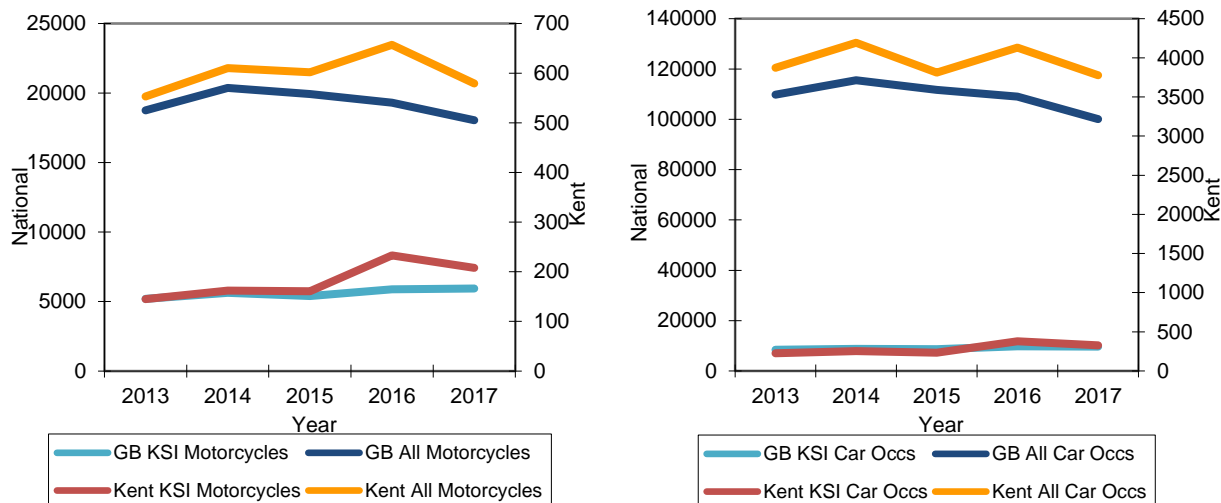


Figure 8 All casualties and child casualties, National compared to Kent, 2013 to 2017

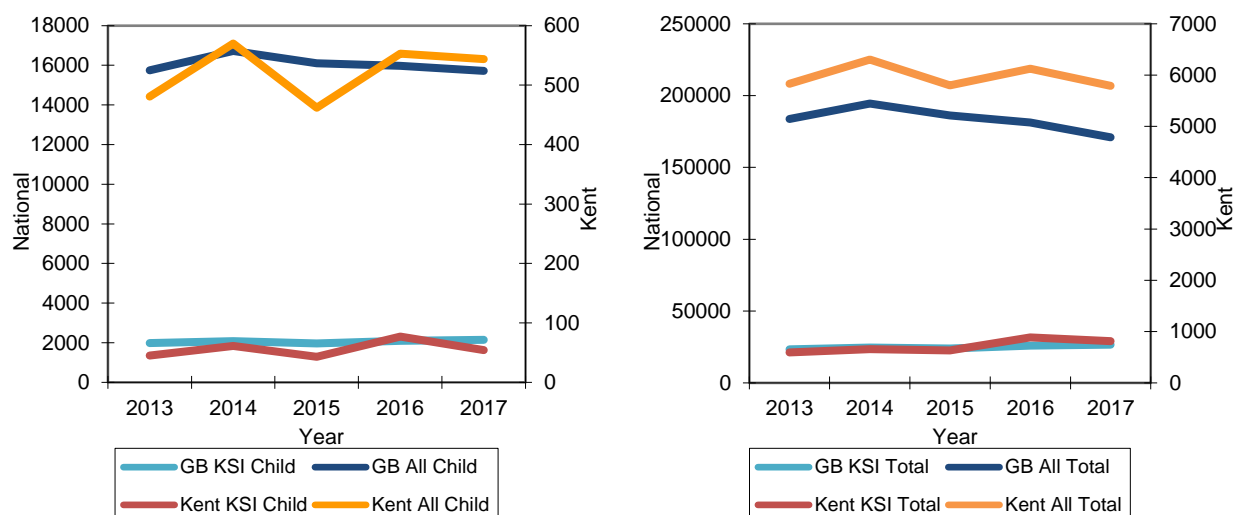


Table 6 2017 compared to 2016 by road user group, National vs. Kent

Road User	GB		Kent	
	KSI	All	KSI	ALL
Pedestrians	↑ 9%	↑ 1%	↑ 3%	↔ 0%
Pedal Cyclists	↑ 9%	↓ -2%	↑ 8%	↔ 0%
Motorcyclists	↑ 1%	↓ -7%	↓ -11%	↓ -12%
Car occupants	↓ -1%	↓ -8%	↓ -14%	↓ -9%
Other	↔ 0%	↓ -2%	↓ -20%	↑ 29%
Total	↑ 3%	↓ -6%	↓ -9%	↓ -5%
0-15yrs	↑ 2%	↓ -2%	↓ -30%	↓ -2%

Baring pedestrian and pedal cycle road users, Kent saw a reduction in the number of casualties in 2017 at a greater rate than was seen nationally. The increase in pedestrian casualties in Kent was not as steep as the increase seen nationally, whilst the pedal cycle casualty increase was at a similar rate. Across all casualty severities nationally there was a drop in pedal cycle casualties, where Kent saw no change and a drop in 'other' road user casualties where Kent saw a large increase. Otherwise, Kent saw similar reductions to those seen nationally in 2017.