

Appendix B - Road Casualty Data Overview

West Sussex 2018 Casualty Figures

20 people were killed on West Sussex Highways in 2018 compared to 24 in 2017; this is one of the lowest outturns on record and substantially lower than the 2005-2009 base line average of 43 people killed.

2018 saw a slight increase in the number of people reported as killed or seriously injured (KSI) in road traffic accidents in West Sussex compared to 2017. KSIs rose by 4 from 479 to 483, an increase of 1%.

The number of car occupants KSIs dropped by 8% (203 to 187). Motorcycle KSIs at 110 were unchanged from 2017 and remain similar to previous years. The number of pedal cycle KSIs increased slightly from 87 to 91 and they continue to be the only main class of casualties that remain significantly higher than the 2005-2009 base line average (see table on page 2).

Date	Casualties				
	Fatal	Serious	Slight	KSI	Total
2018	20	463	2050	483	2533
2017	24	455	2055	479	2534
2016	28	455	2148	483	2631
2015	19	439	2286	458	2744
2014	21	461	2226	482	2748
2013	30	407	2117	439	2554
2012	25	396	1976	421	2397
2011	33	422	2048	455	2503
2010	27	347	2009	374	2382
2009	39	412	2289	451	2740
2008	34	451	2371	485	2856

Of the 1915 reported collisions that occurred in 2018:

- 77% occurred in daylight
- 23% occurred when the road surface was wet
- 66% were on a road with a speed limit of 40mph or less
- 63% occurred at a junction
- 12% involved a pedestrian
- 16% involved a cyclist
- 13% involved a motorcyclist
- 90% involved a car

These percentages adhere to the norms with no significant changes to longer term trends.

West Sussex (whole county)

Casualty Figures Comparisons

Killed or seriously injured casualties by road user types

	<u>2005-2009</u>								2018		
	<u>Average</u>	<u>Average</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	2018	<u>2017</u>	2005-2009	<u>2010-2014</u>
										Average	<u>Average</u>
Pedestrian	71	70	79	74	73	61	62	81	-30.6%	-14.41%	-16.05%
Pedal Cyclists	46	65	76	96	79	81	87	91	-4.6%	-99.56%	-40.00%
Powered two-wheeler	114	103	96	106	97	107	110	110	0.0%	3.17%	-6.59%
Car/Taxi/Minibus	218	180	169	197	186	217	203	187	7.9%	14.14%	-3.89%
PSV	6	3	3	3	3	3	1	1	0.0%	83.33%	68.75%
Goods Vehicle	16	10	13	5	16	9	10	9	10.0%	42.31%	10.00%
Other Vehicle/User	4	2	2	1	5	5	6	4	33.3%	-11.11%	-66.67%
Total	473	434	438	482	459	483	479	483	-0.8%	-2.11%	-11.39%

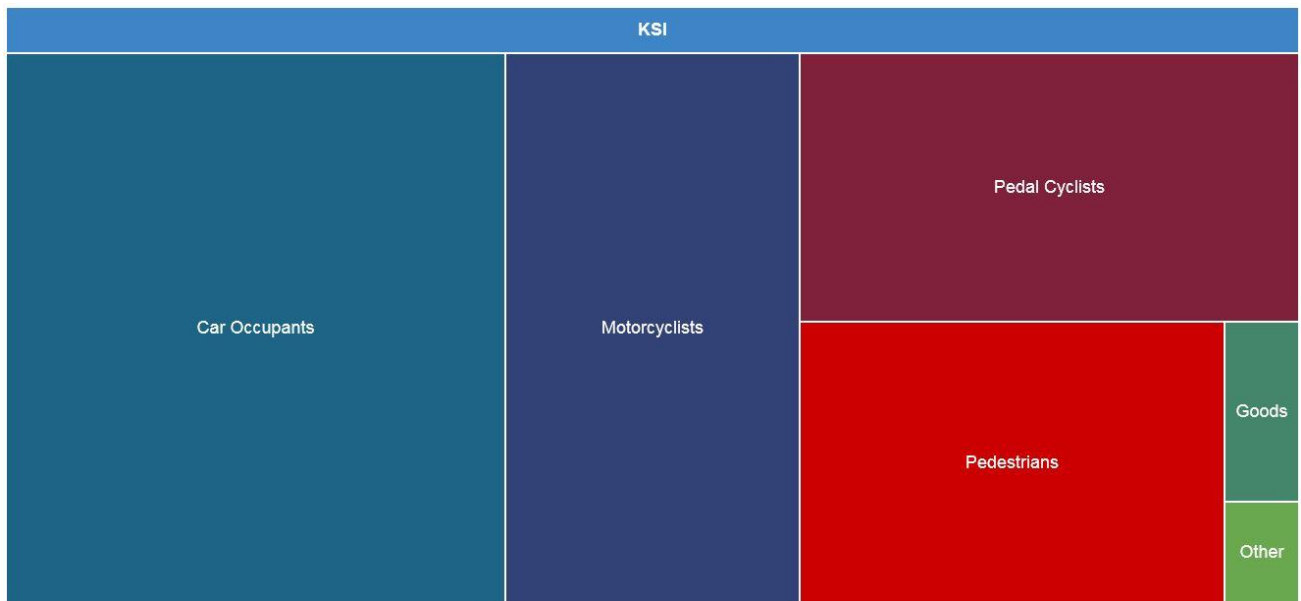
Slightly injured casualties by road user types

	<u>2005-2009</u>								2018		
	<u>Average</u>	<u>Average</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	2018	<u>2017</u>	2005-2009	<u>2010-2014</u>
										Average	<u>Average</u>
Pedestrian	192	164	163	175	177	161	143	152	-6.3%	21.00%	7.32%
Pedal Cyclists	208	229	222	259	205	221	226	225	0.4%	-7.97%	1.57%
Powered two-wheeler	219	171	176	200	202	176	161	147	8.7%	32.94%	13.83%
Car/Taxi/Minibus	1791	1414	1451	1483	1584	1466	1410	1414	-0.3%	21.03%	-0.03%
PSV	40	23	18	31	12	27	24	20	16.7%	49.49%	13.79%
Goods Vehicle	84	76	80	113	95	89	81	79	2.5%	6.40%	-3.40%
Other Vehicle/User	12	7	6	5	10	9	9	13	-44.4%	-12.07%	-91.18%
Total	2546	2083	2116	2266	2285	2149	2054	2050	0.2%	19.49%	1.59%

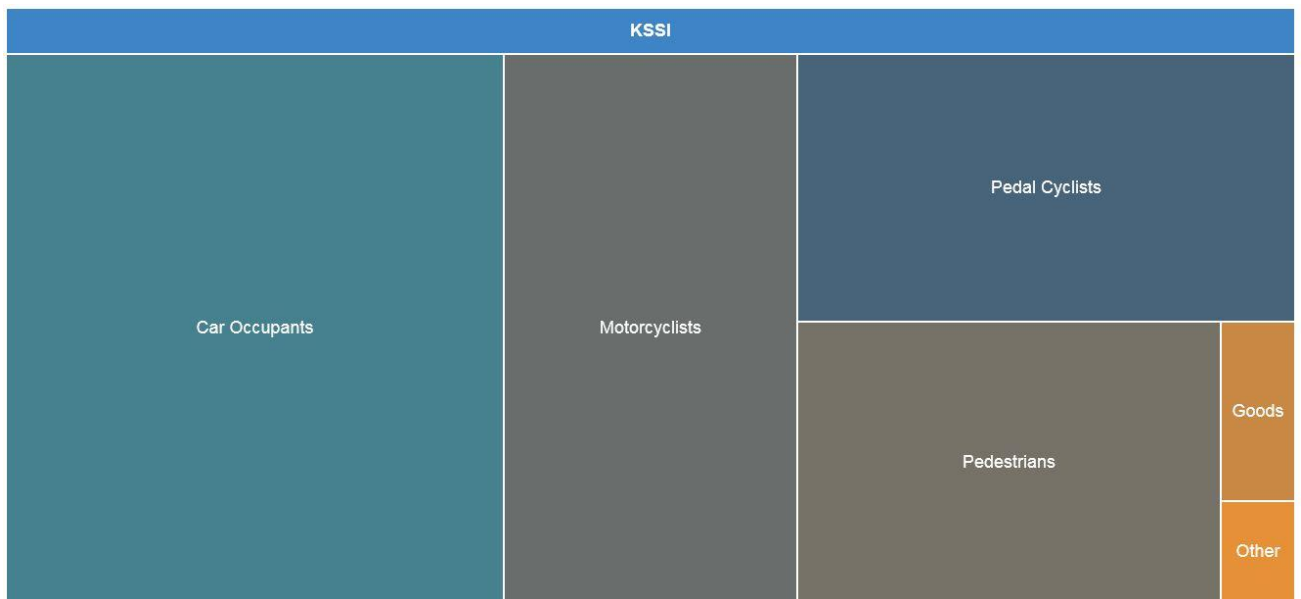
All casualties by road user types

	<u>2005-2009</u>								2018		
	<u>Average</u>	<u>Average</u>	<u>2013</u>	<u>2014</u>	<u>2015</u>	<u>2016</u>	<u>2017</u>	2018	<u>2017</u>	2005-2009	<u>2010-2014</u>
										Average	<u>Average</u>
Pedestrian	263	234	242	249	250	222	205	233	-13.7%	11.47%	0.34%
Pedal Cyclists	254	294	298	355	284	302	313	316	-1.0%	-24.41%	-7.63%
Powered two-wheeler	333	274	272	306	299	283	271	257	5.2%	22.78%	6.14%
Car/Taxi/Minibus	2008	1594	1620	1680	1770	1683	1613	1601	0.7%	20.28%	-0.46%
PSV	46	26	21	34	15	30	25	21	16.0%	53.95%	20.45%
Goods Vehicle	100	86	93	118	111	98	91	88	3.3%	12.00%	-1.85%
Other Vehicle/User	15	9	8	6	15	14	15	17	-13.3%	-11.84%	-84.78%
Total	3019	2517	2554	2748	2744	2632	2533	2533	0.0%	16.10%	-0.64%

KSI Casualty 2018



All Casualty 2018



Trends and Patterns in the data

Contributory Factors

From 2005, all police forces across Great Britain reported contributory factors as part of the stats19 collection. These were developed to provide insight into why and how road accidents occur. Their aim is to help identify the key actions and failures that led directly to the actual impact: to aid investigation of how it might have been prevented. A reporting officer attending the scene of a road accident may select up to 6 contributory factors (from a list of 77) to assign to that accident. Multiple factors may be listed against any participant or vehicles in the accident.

Care needs to be taken when considering the factors as they:

- reflect the reporting officer's opinion at the time of reporting the accident
- are based on the information which was available at that time, so may not be the result of subsequent extensive investigation

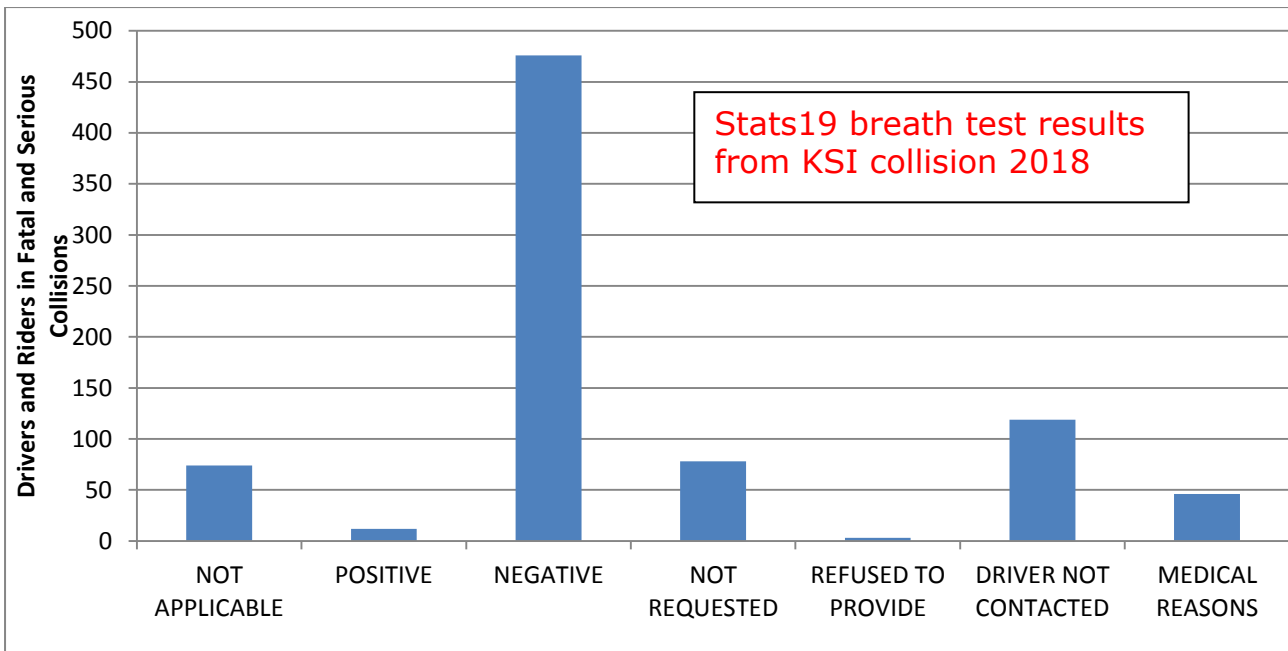
The top 6 contributory factors most commonly assigned to KSI collisions in West Sussex in 2018 were:

- | | |
|--|----------------|
| • <i>Failed to look properly</i> 31.5% | 138 collisions |
| • <i>Careless/reckless or in a hurry</i> 18.5% | 81 collisions |
| • <i>Failed to judge other person's path/speed</i> 15.8% | 69 collisions |
| • <i>Poor turn/manoeuvre</i> 13.7% | 60 collisions |
| • <i>Loss of control</i> 13% | 57 collisions |
| • <i>Pedestrian Failed to look properly</i> 7.5% | 33 collisions |

Drink and Drugs

Around 10% of all KSI collisions recorded in the 5yr period 2014-2018 (208 of 2157 collisions). On average 5 people a year died on the roads of West Sussex where drink or drugs was considered a factor.

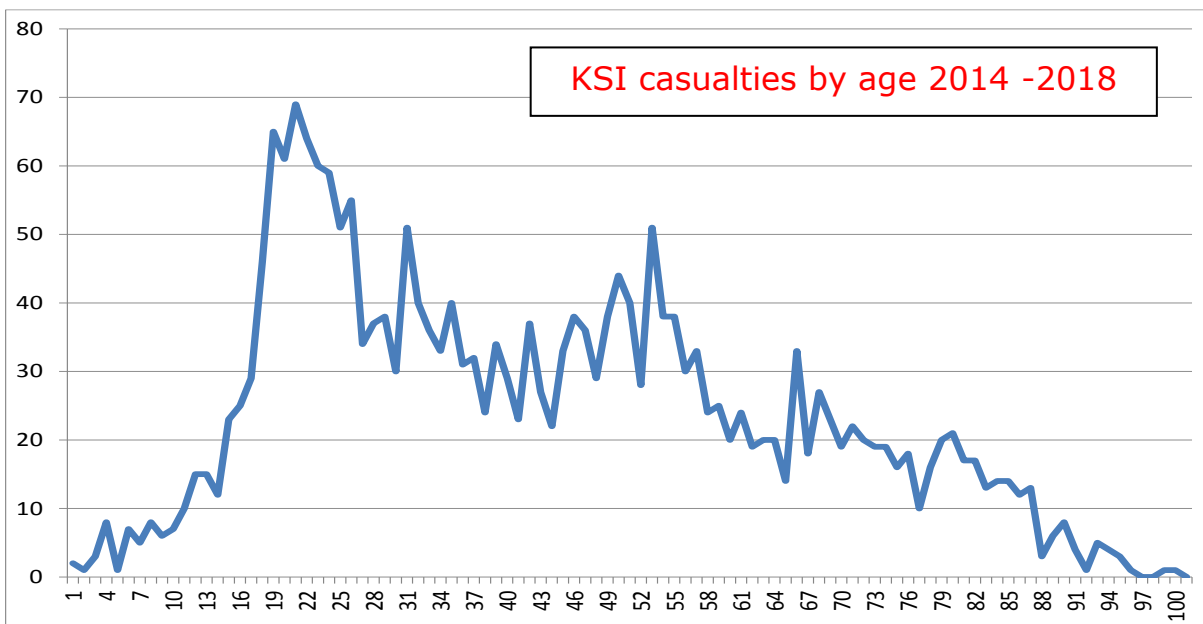
The number of positive breath tests recorded in reported KSI collisions in 2018 is relatively low; this is not dissimilar to longer term figures. This does not reflect the true impact of drink and drugs in collisions. The 10% figure is derived from breath test results, contributory factors assigning drink or drugs which also consider blood tests and tests to determine drug use. Pedestrians and pedal cyclist are also not subject to breath tests.



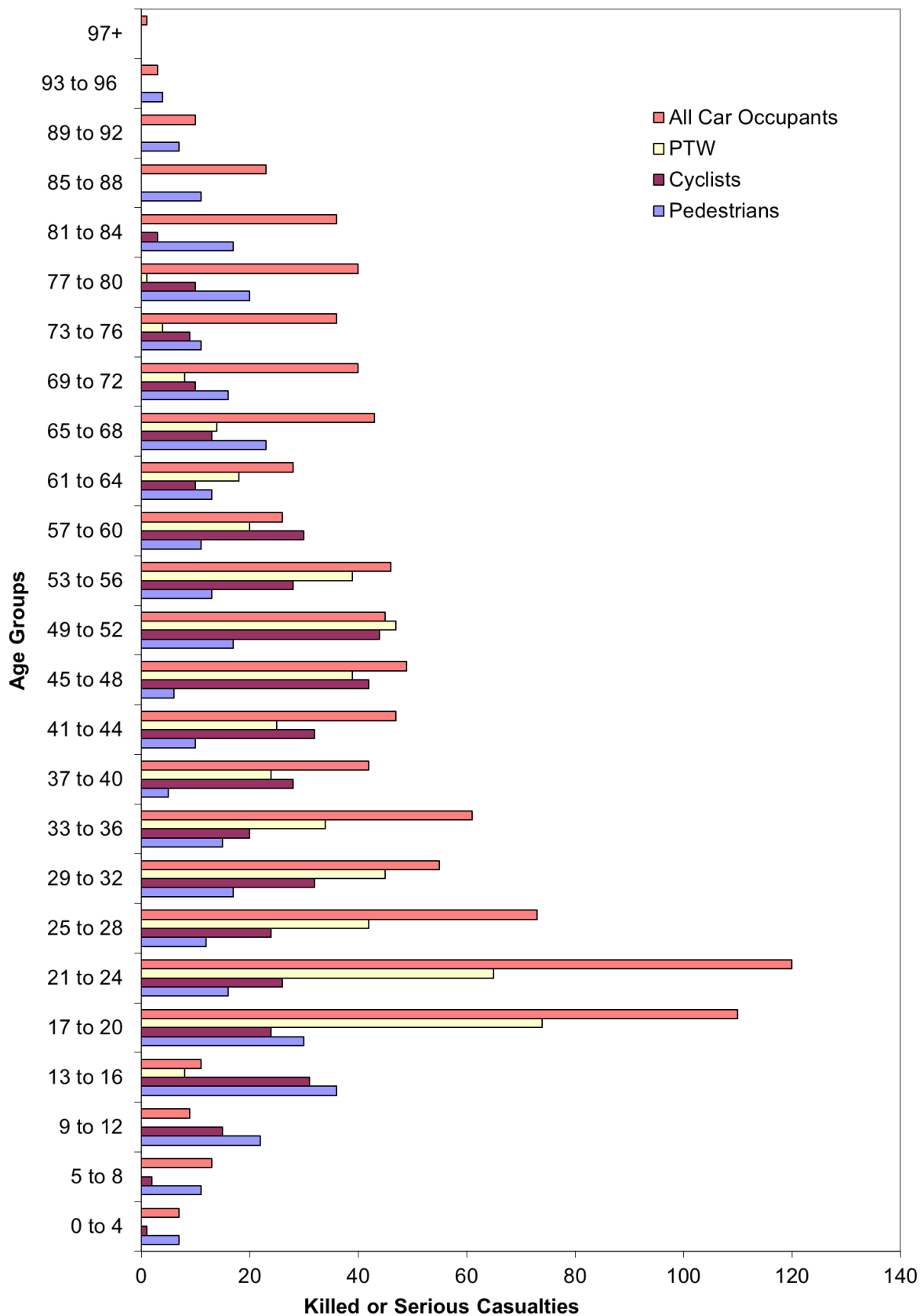
KSI Casualties by Age and Class

Young adults continue to be the group at most risk in almost all forms of travel, though the numbers being injured as car occupants has declined from the base line average, in part this thought to be a result in a reduction in the number of young people delaying learning to drive since the economic down turn.

The main exceptions to this trend are found in pedal cycle injuries and high power motorcycles which are more prominent in the 45 to 60 age bands.



KSI Casualties by Age and Class 2014 - 2018



In terms of trends within our set indicators and key groups and areas, pedal cycle KSI casualties have increased by 100% against the 2005-2009 baseline. This is partly explained by an increase in pedal cyclist traffic in Great Britain of 17% from 2008 to 2018

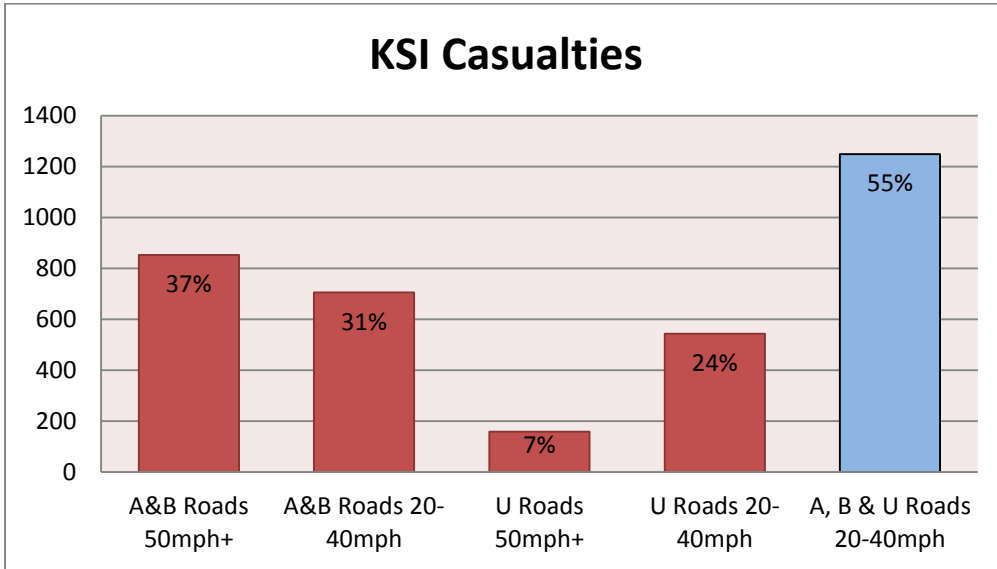
Child KSIs have also seen an increase over baseline in 2018; the figures have been fairly stable though with anomalies in 2008 and 2012. It is not clear at this stage whether the 2018 represents the start of an increasing trend or is another statistical outlier.

KSI casualties on the trunk road network have also increased over the baseline by 62% (29-47).

	05/09 Ave	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2018 v Baseline	2018 v Baseline
Pedestrian	71	67	79	62	92	54	62	63	71	79	74	73	61	62	81	-31%	-14%
Pedal Cycle	46	42	41	42	47	56	45	54	54	76	96	79	81	87	91	-5%	-100%
Motorcycles	114	112	109	121	110	116	84	125	105	96	106	97	107	110	110	0%	3%
Cars/Taxi/Minibus	218	241	212	217	211	208	167	195	172	169	197	186	217	203	187	8%	14%
Bus	6	6	3	14	5	2	2	3	5	3	3	3	3	1	1	0%	83%
Goods	16	18	16	15	18	11	10	12	10	13	5	16	9	10	9	10%	42%
Other	4	3	4	5	2	4	3	3	3	2	1	5	5	6	4	33%	-11%
National Indicators																	
KSI casualties - RAS41002	473	489	464	476	485	451	373	455	420	438	482	459	483	479	483	-1%	-2%
KSI casualties per million people - RAS41004	605	635	597	608	615	569	466	563	515	533	582	549	572	562	562	0%	7%
KSI casualties per billion vehicle miles - RAS41003	102	101	96	102	101	106	84	102	96	101	108	101	103	102	104	-2%	-2%
Local Indicators																	
Child (0-15) KSI casualties	29	28	30	20	45	23	26	30	22	26	30	29	24	27	38	-41%	-31%
Young Persons (13-24) KSI casualties	140	148	154	148	131	117	104	121	106	116	115	119	108	121	102	16%	27%
Older people (70+) KSI casualties	51	58	47	54	50	44	54	59	53	53	54	66	73	61	64	-5%	-25%
KSI casualties in collisions involving car drivers aged 17-24	117	134	128	104	128	93	81	90	79	97	85	78	93	94	71	24%	39%
KSI single vehicle collisions involving a young car driver aged 17-24	40	43	48	35	40	35	26	33	28	29	26	27	22	20	17	15%	58%
Key Groups and Locations																	
Vulnerable road users	265	261	262	260	284	259	224	278	267	286	317	285	308	311	329	-6%	-24%
People in cars...	264	232	203	211	209	202	166	193	168	166	193	185	210	202	184	9%	30%
People in cars, particularly the young	76	85	77	78	73	65	52	57	42	52	48	57	48	51	32	37%	58%
Rural routes (mainly A and B class roads with speed limits of 50 miles per hour (mph) and above)	156	171	143	153	159	153	121	161	141	132	154	142	149	136	129	5%	17%
Main roads in urban areas (mainly A and B class roads with speed limits of 40mph and below)	114	106	117	121	102	126	101	109	111	134	143	125	148	136	153	-13%	-34%
Urban residential and commercial areas	100	93	114	104	110	79	89	98	102	104	113	111	96	114	119	-4%	-19%
Trunk Roads within West Sussex (KSI Collisions)	29	39	24	-	40	44	43	43	36	28	43	40	34	39	47	-21%	-62%
Pedal Cyclists - 37 to 52 age band	14	12	9	11	15	23	19	14	16	25	40	27	22	30	27	10%	-93%
37 to 52 age band	107	105	84	111	117	120	93	103	108	92	120	94	100	101	118	-17%	-10%
People in cars - drivers and passengers age 17 to 24	70	71	64	70	65	51	47	56	42	52	48	57	48	56	32	43%	54%
People in cars - drivers age 17 to 24	72	82	72	74	71	60	55	56	40	51	49	53	47	44	39	11%	46%
People in cars - passengers age 17 to 24	28	34	24	30	26	26	16	17	12	17	12	17	12	24	10	58%	64%
People in cars - passengers age 13 to 16	5	9	6	1	5	6	5	1	3	3	3	2	0	0	0	#DIV/0!	100%
People on PTW - Young male moped riders (16-24)	12	15	11	18	7	7	4	10	7	4	3	4	0	3	1	67%	92%

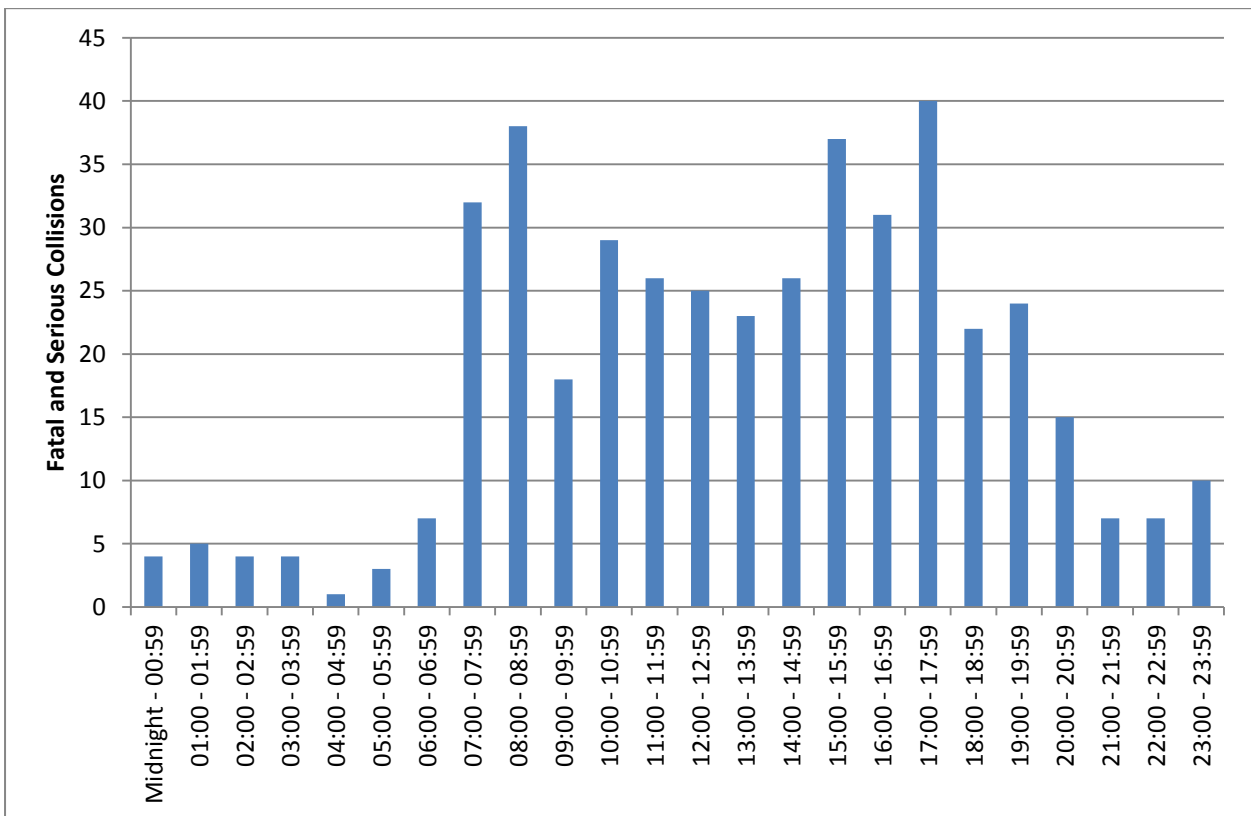
KSI Casualties - Speed limit

37% of KSI casualties occurred on high speed (50mph +) A & B roads, predominately these are cross county rural routes which make up around 12% of the county's network.



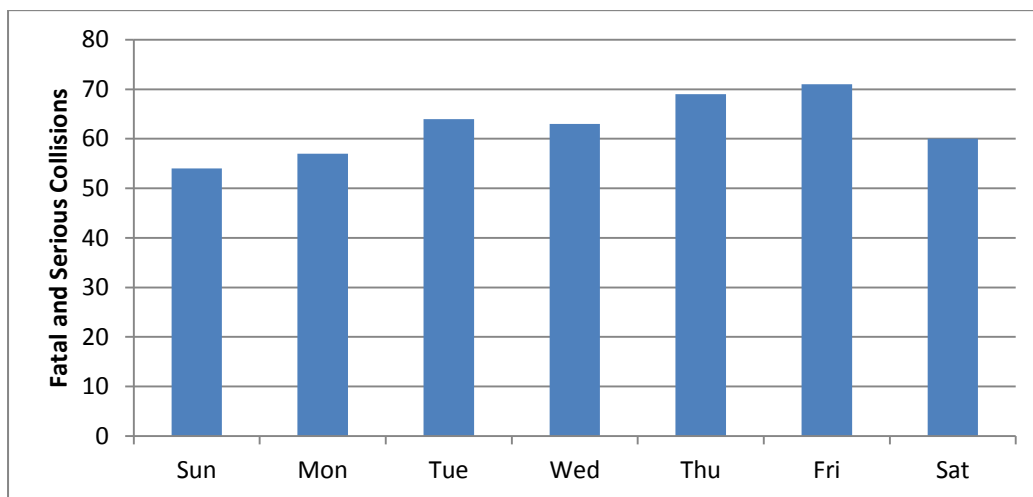
KSI Collisions 2018 - Time of Day

Road traffic collisions follow traffic patterns with more collision occurring during peak periods



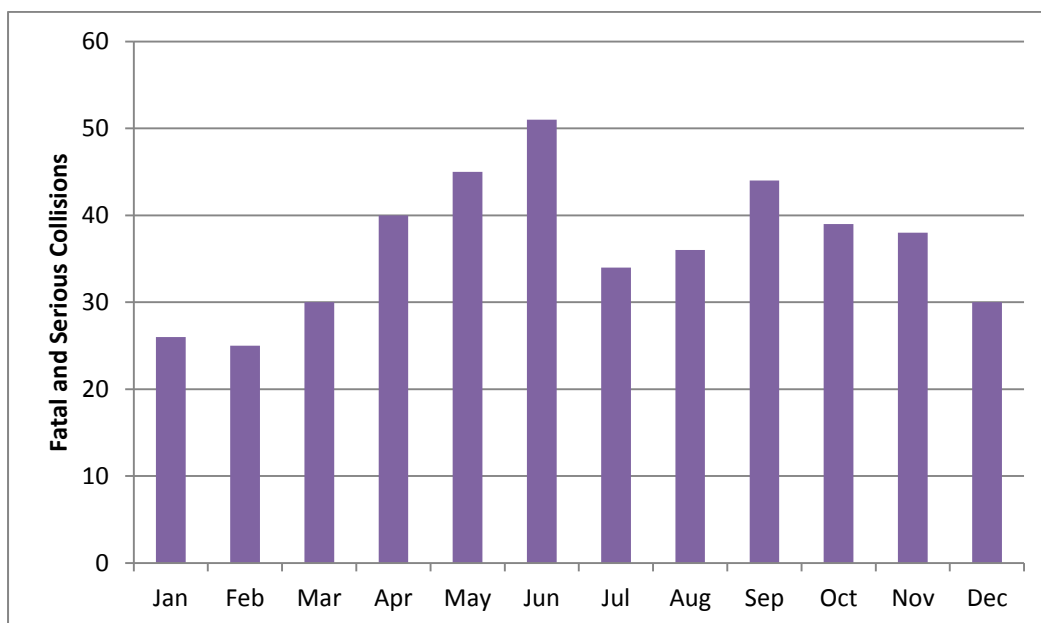
KSI Collisions 2018 - Day of week

As with the time of day, collisions are more prevalent during the working week when higher traffic flows are experienced. As an average Fridays have the highest number of collisions



KSI Collisions 2018 – Month of Year

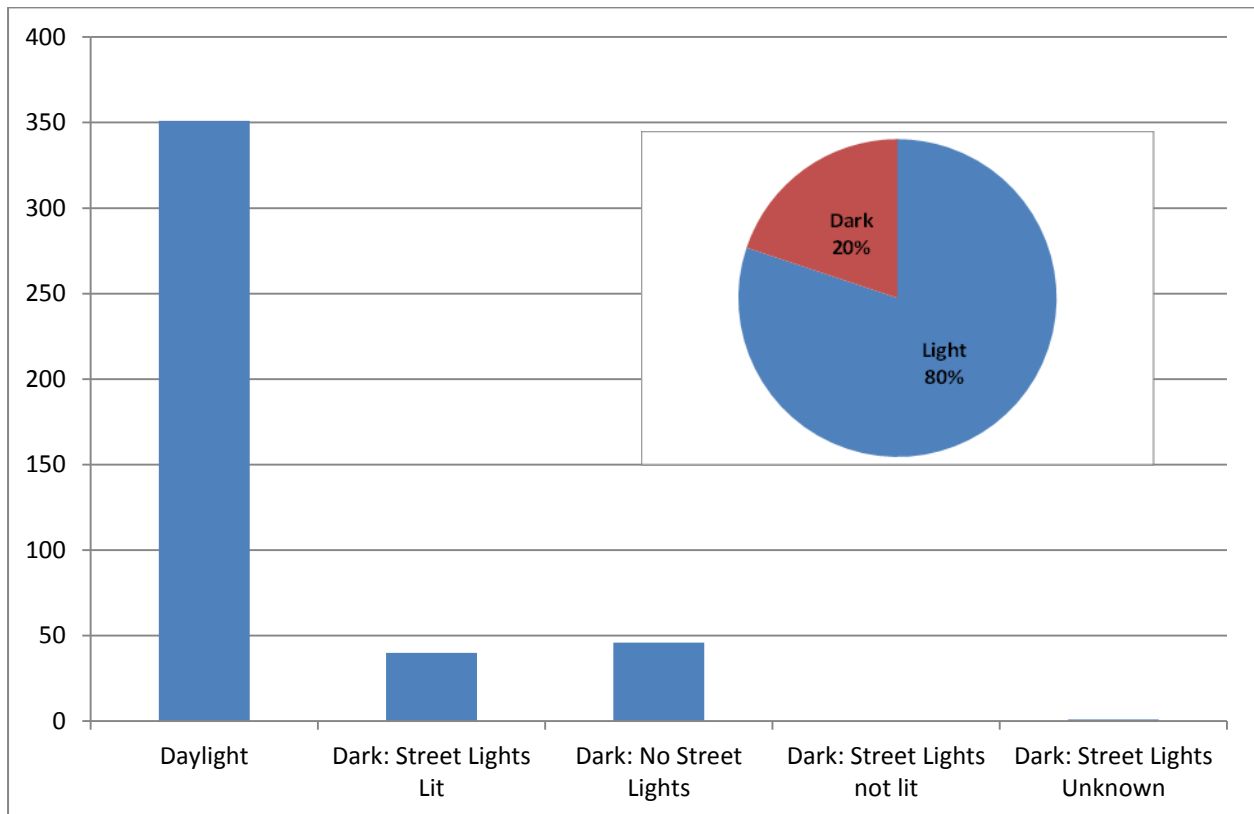
Late spring early summer express the highest numbers of collisions



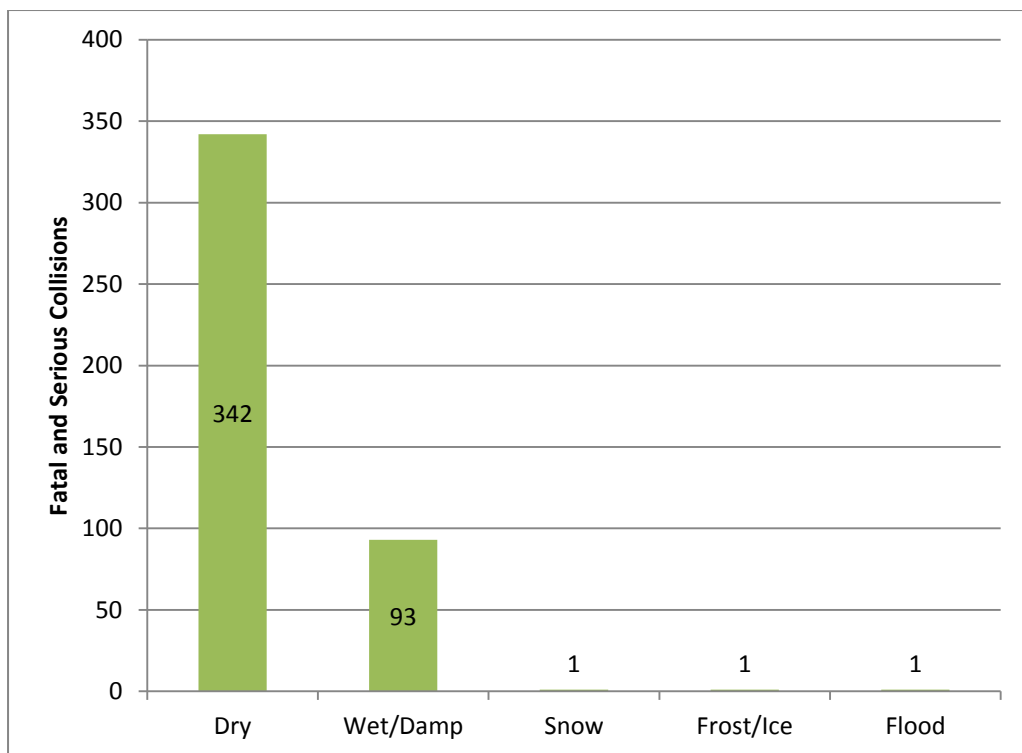
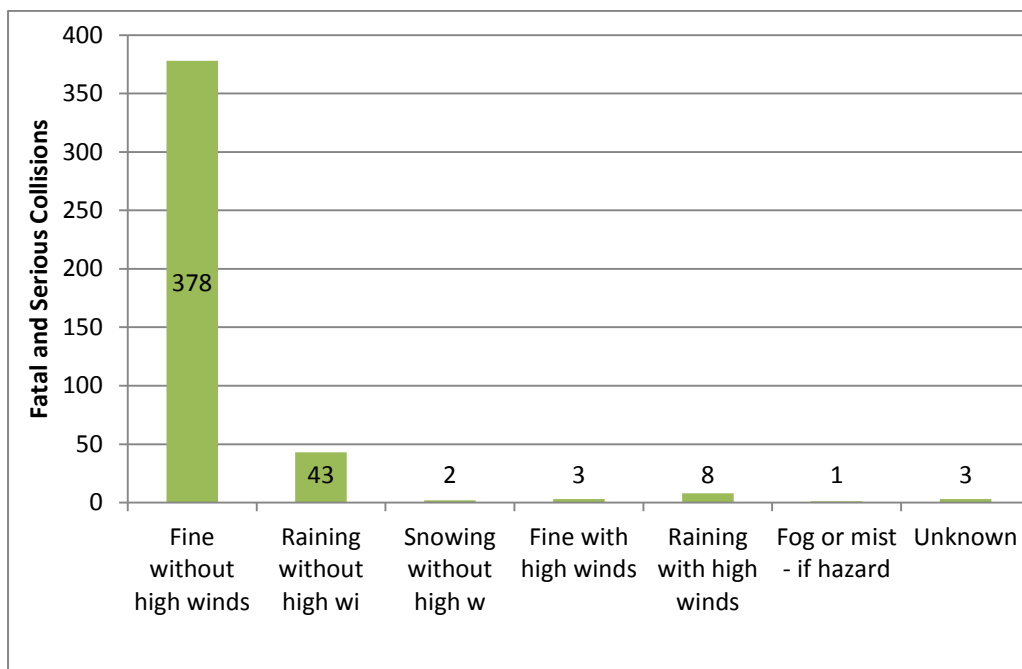
	5yr	5yr %	2018	5yr %
Winter	534	22%	93	19%
Spring	575	24%	126	26%
Summer	654	27%	131	27%
Autumn	623	26%	133	28%
	2386		483	

KSI Collisions 2018 – Lighting Conditions

80% of KSI collisions occur during daylight hours with very few occurring in street lit areas once the street lighting switches off.



KSI Collisions 2018 – Weather and Road Conditions



All Casualties Norms 2009 to 2018

ACCIDENT No	10yrs Ave	2018		2017		2016		2015		2014		2013		2012		2011		2010		2009	
		No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%	No	%
Fatal	1%	20	1%	22	1%	27	1%	19	1%	19	1%	28	1%	25	1%	32	2%	27	1%	39	2%
Serious	20%	418	22%	406	21%	406	20%	399	19%	421	20%	368	19%	349	19%	374	20%	319	18%	351	17%
Slight	79%	1477	77%	1473	77%	1555	78%	1638	80%	1648	79%	1519	79%	1467	80%	1486	79%	1468	81%	1718	81%
TOTAL	1,952	1915		1901		1988		2056		2090		1915		1841		1892		1814		2108	
CASUALTIES																					
Fatal	1%	20	1%	24	1%	28	1%	19	1%	21	1%	30	1%	25	1%	33	1%	27	1%	39	1%
Serious	17%	463	18%	455	18%	455	17%	440	16%	461	17%	408	16%	388	16%	421	17%	346	15%	412	15%
Slight	82%	2050	81%	2054	81%	2149	82%	2285	83%	2266	82%	2116	83%	1976	83%	2049	82%	2009	84%	2289	84%
TOTAL	2,576	2533		2533		2632		2744		2748		2554		2389		2503		2382		2740	
ADVERSE CONDITIONS																					
Dark + lights	14%	258	13%	278	15%	276	14%	303	15%	299	14%	251	13%	256	14%	241	13%	229	13%	280	13%
Dark no lights	9%	170	9%	188	10%	195	10%	174	8%	172	8%	159	8%	174	9%	190	10%	198	11%	250	12%
Adverse Weather	16%	290	15%	276	15%	284	14%	310	15%	335	16%	309	16%	308	17%	329	17%	357	20%	418	20%
Wet Road Surface	27%	449	23%	497	26%	506	25%	565	27%	637	30%	505	26%	533	29%	550	29%	474	26%	610	29%
Snow/Ice on Road	2%	23	1%	37	2%	18	1%	26	1%	22	1%	63	3%	40	2%	12	1%	96	5%	93	4%
Special Conditions	2%	50	3%	34	2%	32	2%	51	2%	64	3%	54	3%	48	3%	44	2%	55	3%	46	2%
C-way Hazards	2%	37	2%	39	2%	30	2%	29	1%	27	1%	33	2%	40	2%	42	2%	49	3%	53	3%
ACCIDENTS INVOLVING																					
Right Turns	17%	376	20%	347	18%	363	18%	388	19%	359	17%	345	18%	295	16%	277	15%	287	16%	314	15%
Left Turns	6%	154	8%	126	7%	121	6%	120	6%	120	6%	101	5%	102	6%	114	6%	85	5%	107	5%
U-turns	1%	21	1%	24	1%	23	1%	22	1%	27	1%	14	1%	16	1%	17	1%	21	1%	19	1%
Overtaking	6%	95	5%	121	6%	121	6%	113	5%	127	6%	107	6%	101	5%	113	6%	116	6%	134	6%
Going Ahead	69%	1322	69%	1316	69%	1366	69%	1424	69%	1507	72%	1353	71%	1274	69%	1285	68%	1149	63%	1401	66%
Going Ahead Bend	13%	252	13%	259	14%	258	13%	257	13%	251	12%	236	12%	207	11%	260	14%	287	16%	322	15%
Stopping	10%	188	10%	180	9%	195	10%	213	10%	180	9%	155	8%	187	10%	188	10%	178	10%	208	10%
Waiting to go ahead	9%	176	9%	160	8%	183	9%	166	8%	176	8%	156	8%	157	9%	152	8%	164	9%	177	8%
Loss of Control	23%	375	20%	406	21%	448	23%	415	20%	426	20%	444	23%	420	23%	488	26%	520	29%	601	29%
Wet Skid	10%	149	8%	171	9%	180	9%	185	9%	203	10%	188	10%	192	10%	220	12%	177	10%	248	12%
ACCIDENTS INVOLVING																					
Cars (3/4 Wheels)	90%	1723	90%	1706	90%	1801	91%	1847	90%	1874	90%	1761	92%	1655	90%	1704	90%	1644	91%	1888	90%
Power Two Wheelers	14%	255	13%	265	14%	283	14%	293	14%	304	15%	269	14%	261	14%	291	15%	232	13%	312	15%
Pedal Cycles	15%	312	16%	313	16%	306	15%	292	14%	361	17%	298	16%	306	17%	262	14%	256	14%	284	13%
HGV's	4%	89	5%	84	4%	79	4%	89	4%	73	3%	85	4%	86	4%	79	4%	69	4%	78	4%
PSV's	2%	40	2%	42	2%	45	2%	37	2%	50	2%	35	2%	43	2%	42	2%	43	2%	43	2%
Others	11%	270	14%	231	12%	225	11%	253	12%	277	13%	200	10%	190	10%	171	9%	157	9%	205	10%
Pedestrians	11%	223	12%	201	11%	218	11%	243	12%	241	12%	232	12%	203	11%	237	13%	217	12%	226	11%