SURREY POLICE - PAPER FOR PCC MANAGEMENT MEETING

The Increase in Fatal Road Traffic Collisions

Introduction

This report has been compiled using information and data from the Department for Transport (Dft), Surrey County Council, the 'Accsmaps' database (Surrey collision recording system), and Surrey Police's Collision Investigation Unit. 2014 data is subject to verification by the DfT.

Department for Transport 2014 National Collision Analysis

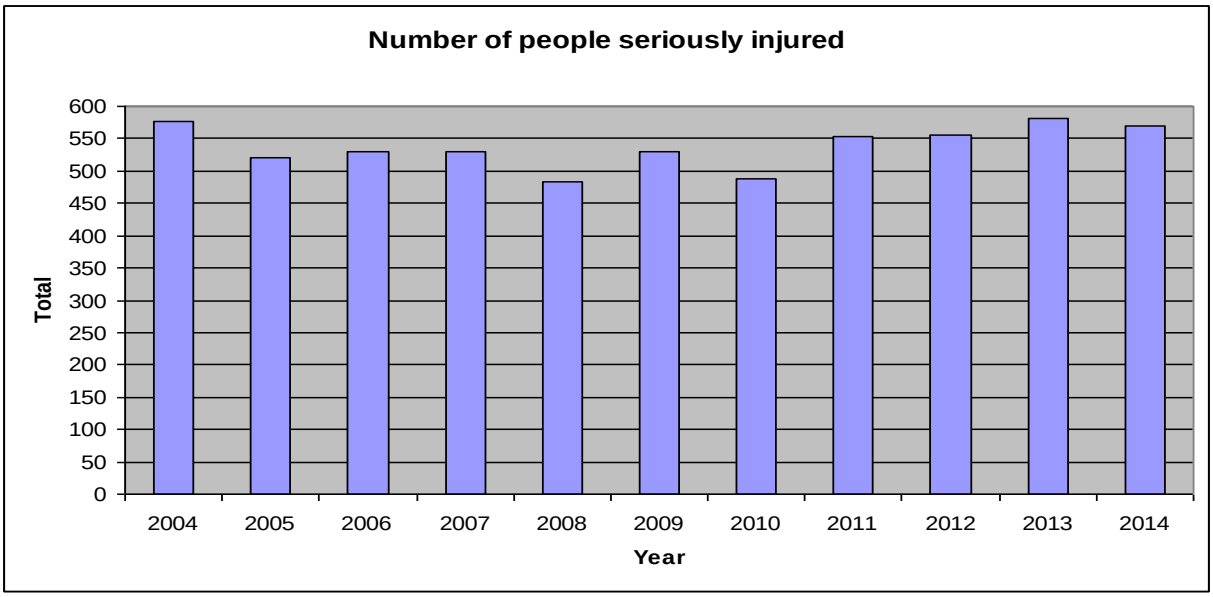
In order to put the current increase in fatalities into context, the following extracts from the DfT quarterly analysis documents are reproduced below. These are the latest analysis documents which are available.

"*The latest results show casualty increases for both the rolling year (year ending June 2014 vs. year ending June 2013) and quarter on quarter (April – June 2014 vs. April – June 2013). The reasons for this are not fully clear."*

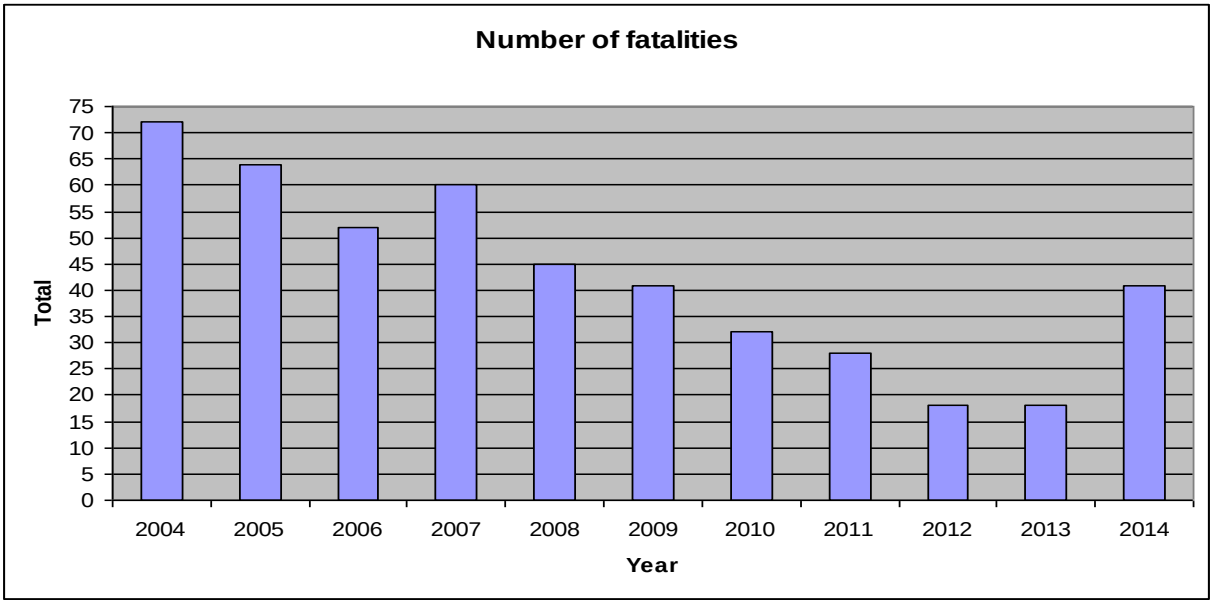
"There were 24,580 killed or seriously injured (KSI) casualties in the year ending June 2014, a 4 per cent increase compared with the previous year. The latest results show casualty increases for both the rolling year (year ending March 2014 vs. year ending March 2013) and quarter on quarter (Jan – Mar 2014 vs. Jan – Mar 2013). The reasons for this are not fully clear. "

"April 2014 was the third warmest April since detailed Met Office records began in 1910. The warmer weather during this period in 2014 may have increased the number of vulnerable road users (particularly motorcyclists and pedal cyclists) on the road, relative to the same period in 2013, thus increasing their relative exposure to accidents. This may partly explain why there was an increase in KSI casualties and total casualties for pedal cyclists and motorcyclists between Q2 2013 and Q2 2014".

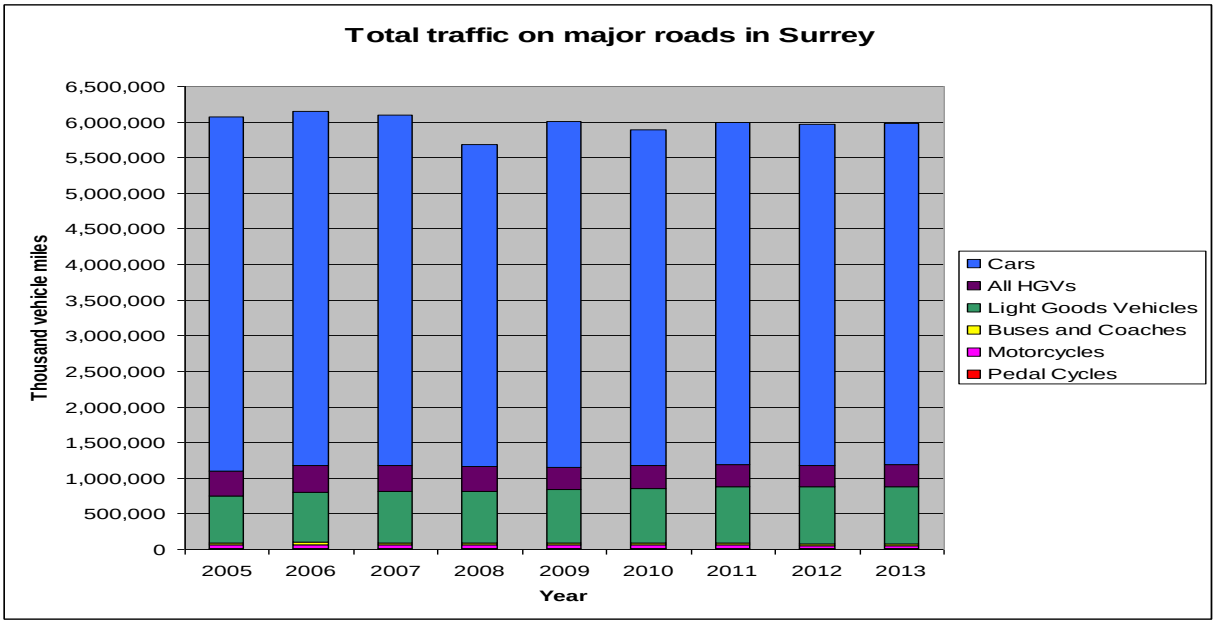
The following graph shows serious injury statistics within Surrey between 2004 and 2014 (2014 data for this graph is only available for up to the end of October 2014).



The following graph shows fatality statistics within Surrey between 2004 and 2014.



The following graph shows traffic levels on major Surrey roads between 2005 and 2013.



Surrey had experienced a steady decline in road fatalities since 2005, with 2012 and 2013 being the lowest on record for the county; however since the beginning of 2014 the trend has reversed.

Analysis of fatal 2014 collision statistics for Surrey

The Force has carried out an analysis of the 37 fatal Road Traffic Collisions (RTCs) in Surrey during 2014 from information available on the Collision Investigation Unit's databases; it should be noted however, that due to ongoing investigations and pending inquests it is not possible to attribute a cause to all fatal collisions at this point. The analysis has revealed the following key points:

- Collisions have occurred across the county with at least one fatal RTC recorded in each borough and district. Mole Valley and Guildford have experienced the most with seven fatal collisions each, closely followed by Waverley with six.

- For those collisions where a cause has been established, alcohol was a factor in five, excessive speed a factor in four, failing to keep the correct distance from the vehicle in front was a factor in three and poor judgement was a contributory factor in the majority. Five fatalities were the result of pedestrians stepping out into the road.

- Just over half of collisions (21) occurred during the hours of darkness and the road surface was wet for seven collisions; it was raining when four collisions occurred and foggy at the time of one collision. Weather conditions, however, were only recorded as an actual contributory factor in relation to one collision.

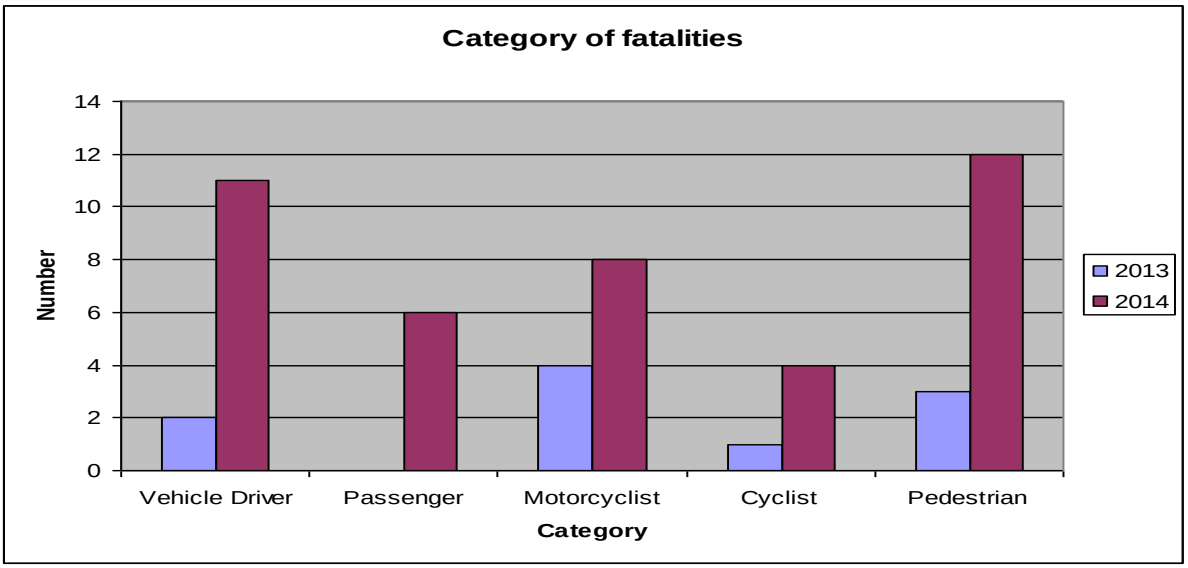
The following table shows a comparison of the 2014 collision figures with the same period in 2013 based on the mode of transport involved in a collision (the serious injury figures only cover January to June of the respective years; all 2014 figures are in brackets):

	Fatal	***Serious Injury***
Motor vehicles	*11 (26)*	*127 (145)*
2-wheeled motor vehicles	*6 (7)*	*61 (77)*
Pedal cycles	*1 (4)*	*75 (95)*
Horses/ other	*1 (0)*	*2 (2)*

As can be seen, the largest increase of fatal collisions by numbers relates to motor vehicles. The largest increase by percentage relates to pedal cycles, however this only represents three collisions because the number in 2013 was low.

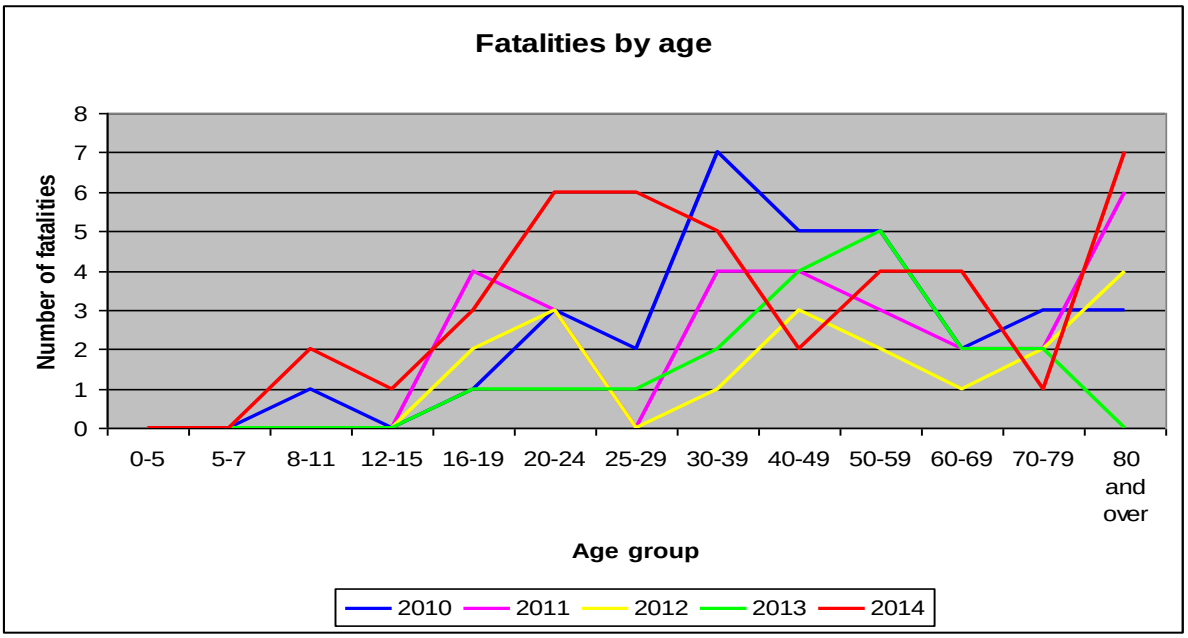
The following table shows a comparison based on the total numbers of people who were killed or seriously injured in collisions, with an accompanying graph focusing on fatal collisions (again the serious injury figures only relate to January to June of the respective years; 2014 figures are in brackets).

	Fatal	Serious Injury
Vehicle Driver	2 (11)	78 (97)
Passenger	0 (6)	29 (30)
Motorcyclist	4 (8)	62 (73)
Cyclist	1 (4)	75 (93)
Pedestrian	3 (12)	35 (48)



The number of fatalities and serious injuries in 2014 has increased for every category of person involved in collisions. Analysis by the Road Safety Team throughout 2014 has found that there are no clear causation patterns, factors or locations of collisions, and no single location in Surrey has had more than one fatal collision in the last two years. Despite the increase in cycling within the county since 2012, deaths involving cyclists have not shown such a rise that would account for the overall increase in fatalities from collisions.

The following graph shows a breakdown of the age ranges of fatalities in collisions from 2010 to 2014.



As can be seen from the graph, there has been an increase in the number of 20-29 year-olds killed in collisions in 2014 compared with the previous five years, and likewise for those aged 80 years and over. It is not clear at this point why this is.

Activity in response to the increase in fatal collisions

Drink-drive and anti-social driving enforcement

- A proactive drink-drive and drug-drive campaign was carried out over December which has so far resulted in almost 180 charges across Surrey and Sussex.
- Surrey Police will introduce parts of 'Operation Crackdown' which provides a mechanism for the public to report anti-social driving and for the Force to respond.

Speed enforcement

- Divisional Casualty Reduction Officers (CROs) will be focusing on the top ten borough speed complaint sites and casualty reduction routes.
- The Roads Policing Unit (RPU) will also focus on high-visibility enforcement at these sites.
- This work will be captured on the new speed management activity recording software, which allows us to monitor speed enforcement activity within the Force and ensure that resources are tasked to appropriate areas subject to statistical analysis or current trends.
- A review of current mobile safety camera sites will be conducted to ensure that current enforcement is intelligence-led.

Partnership work

- The Surrey and Sussex Roads Policing lead is working with Surrey County Council and the Highways Agency to develop a casualty reduction programme aimed at addressing the rising figures.
- The Surrey Drive Smart partnership board has also reconvened following a period of inactivity; Drive Smart is a partnership between Surrey Police and Surrey County Council.
- We are working with the Highways Agency in relation to speed compliance on the core road network, including the introduction of further safety cameras.

Education

- Roadside Education and Enforcement Days (REED) will be carried out, coordinated by the CROs as multi-agency partnership activity.
- There will be a program of education and enforcement campaigns carried out for casualty reduction; this programme will be structured on the National Roads Policing calendar and will also incorporate any Drive Smart or casualty reduction activity bespoke to Surrey and Sussex, led by the RPU.
- The Force will build upon the Community Speed Watch scheme to provide further educational awareness of speed limits within local communities. (Community Speed Watch involves members of the community monitoring the speeds of vehicles using speed detection devices, with police follow-up on speeding drivers.)

- Safe Drive Stay Alive will continue, under the lead of Surrey Fire and Rescue Service. (Safe Drive Stay Alive is a live educational presentation for school pupils featuring a series of films and live speakers that is used as a means of teaching road safety in Surrey.)
- Further consideration is underway on how to extend this post-presentation, particularly looking at messages being delivered by driving instructors at what is a critical stage.
- Education work for older road users and on cyclist safety will be progressing through the Drive Smart board,

In addition, the Operations Command is developing a problem profile to report into February's Crime Performance Board to allow for further bespoke activity and scrutiny.

Conclusion

The number of fatalities and serious injuries from collisions in Surrey has increased during 2014; the increase in fatalities has followed a number of years where there has been a consistent decline. There are no obvious causes for this, based on internal analysis and national research; the increased interest in cycling since 2012 does not appear to explain the rise. The Force continues to take this seriously; further analysis is underway to ensure that we fully understand the problem and to help direct future prevention activity.