

Road Casualties in Kent

Annual review 2014

Published August 2015

Introduction

Foreword; 'A comparison of the five year baseline average (2004-08) with the latest 3 year average (2012-14) has been carried out in order to identify trends that are statistically relevant for influencing casualty reduction work. This is an appropriate method for analysing casualty trends as opposed to reacting to one year of data, especially given that low numbers of casualties may create large percentage increases/decreases as a result.'

Personal injury collision and casualty statistics, based on STATS19 data provided by Kent Police, have been used to illustrate recent trends compared to the 2004 to 2008 baseline average, with an in-depth review of 2014.

Following on from the 2010 targets set by the Department for Transport (DfT) a new target has been adopted by the Casualty Reduction (CaRe) Group for reducing casualty figures in Kent.

Compared with 2004/08 averages, by 31st December 2020 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%.

The proposed targets generally accord with long-term National and European road casualty reduction ambitions.

Analysing the consistent and emerging trends and comparing this to education, enforcement and engineering works which have been implemented, gap analysis will be used to highlight those issues not currently targeted.

This report, in a change from previous years, show collision statistics for all Kent roads (excluding Medway and including Highways England roads) throughout the whole report. This change has been made to reflect the wider use of the data and also to be in line with the campaign and publicity work of Kent County Council's Road Safety Team.

This report has been sectioned as follows;

Section 1 Executive summary

Section 2 Introduction and overview – Providing an introduction to the report, an overview of the 2020 targets and a review of this year's collision and casualty data, including a review of fatalities in 2014.

Section 3 Road user profiles: Motor vehicles – Each motor vehicle group is analysed for key trends and the Kent campaigns aimed at each group. This covers cars, powered two wheelers, goods vehicles and other motor vehicles.

Section 4 Road user profiles: Non motor vehicles - Each non motor vehicle group is analysed for key trends and the Kent campaigns for each group are identified. This covers pedestrians, pedal cyclists and other non-motor vehicles.

Section 5 Casualty age profiles – Looking at key age groups, under 16s, 17 to 24 year olds and the over 65s, and the Kent campaigns aimed at each group.

Section 6 Collision conditions – Reviewing the conditions of collisions occurring in the county to look for trends, making comparisons to the national figures published in Road Casualties Great Britain (RCGB). Also includes road class analysis.

Section 7 District review – A review of each district, looking at headline figures and trends which may require further investigation.

Appendices – Longer term collision analysis and 3 year tables for road users and districts, also includes terminology information and references.

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This document was produced by Kent County Council Highways, Transportation and Waste. You can contact us by

Telephone: 03000 41 81 81

Post: Invicta House, County Road, Maidstone, Kent, ME14 1XX

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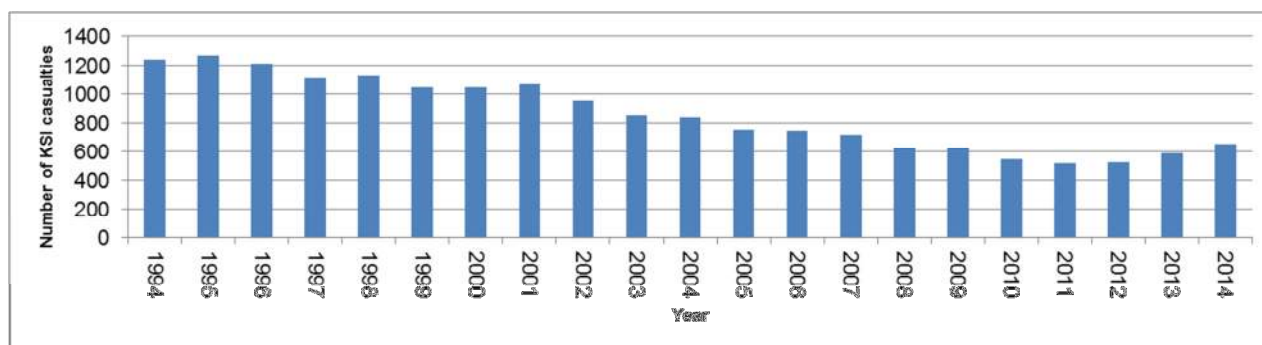
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Section 1

Executive Summary

Section 1 Executive Summary

Figure 1 KSI casualties in Kent from 1994 to 2014



In 2014, Kent recorded an increase in the number of people killed or seriously injured (KSI) compared to 2013 – from 594 to 658, an 11% increase – which is now 33% above the 2020 target figure of 495 casualties. 2014 recorded an increase in the number of fatal casualties from 48 in 2013 to 49 in 2014.

Motor vehicles

Cars – 2014 has recorded an increase in collisions involving cars, recording 309 more collisions than 2013 and a 7% increase against the 2004-2008 average. 21 year olds recorded the highest number of KSI car driver casualties and 18 year olds recorded the highest number of KSI car passenger casualties.

Motorcycles – Kent has recorded another increase in motorcycle collisions, from 547 in 2013 to 601 in 2014. Younger motorcycle riders recorded peaks in casualties for the smaller engine sized bikes – 16 year olds on mopeds (22) and 18 year olds on 50 to 500cc motorcycles (35). Larger bikes, over 500cc, are more disparate throughout the ages with peaks at 21 years old (13), 32 years old (11) and 44 years old (10).

Goods vehicles – Although collisions involving goods vehicles show an upward trend, goods vehicle casualties have decreased in 2014, with KSI's down from 20 to 18 and overall casualties down from 199 to 196. Of the 2720 road users injured in the last 3 years as a result of collisions involving goods vehicles, 79% were not occupants of the goods vehicle, this increased to 81% when looking specifically at KSIs.

Non motor vehicles

Pedestrians – Pedestrian KSI casualties have increased by 20 in 2014 and total pedestrian casualties have also increased by 42 in 2014. Over the last 3 years KSI pedestrian casualties have peaked at the age of 12 (18 in total).

Pedal cycles – Pedal cycle collisions have increased from 441 in 2013 to 480 in 2014 and this upward trend was also reflected in the number of pedal cycle KSI casualties with the 2014 figure now 126% above the 2004 to 2008 average. In the last 3 years, the casualty profile highlights various peaks in pedal cycle casualties, however, those aged 22 and 50 recorded the highest number of casualties (11).

Casualty age profiles

Child casualties – Collisions involving a child casualty have increased by 68 in 2014, but this figure is still 18% lower than the 2004 to 2008 baseline average. 2014 recorded 1 more fatally injured child and 15 more seriously injured children than 2013. Child casualties in 2014 peaked at the age of 15 (57). Child pedestrians make up nearly half of all child KSI casualties, in comparison child car occupants make up the majority of child slight injuries.

17 to 24 year old casualties – After a reduction over the last few years, motorcycle casualties aged 17 to 24 have increased in 2014 – 54 in total. Pedestrian and car occupant casualties aged 17 to 24 both reduced between 2013 and 2014 and are both now below their respective 2004 to 2008 baseline averages. Overall KSI casualties in this age group peaked at the age of 19 (54 in the last 3 years).

65 to 99 year old casualties – The total number of 65 to 99 year old casualties has increased from 521 in 2013 to 593 in 2014 and this figure is now 26% above the 2004 to 2008 baseline average. Pedestrian KSI casualties in this age band have increased from 19 in 2013 to 31 in 2014.

Crash conditions

The majority of collisions occur on non-strategic A class roads in built up areas. The number of KSI collisions recorded on non built up roads in Kent has increased year on year since 2012.

District review

Ashford - Following an increase in 2012, Ashford has recorded a reduction in all casualties in the last two years and the figure for 2014 (490) is below the 2004 to 2008 average (623). KSI casualties have increased in 2014 (67) back to a similar level recorded in 2012 (70) and this figure is also above the 2004 to 2008 average (59).

Child KSI casualties are at their highest level since 1996 (11) although slight casualties have reduced from 43 in 2013 to 37 in 2014. Car occupant casualties continue to record the highest proportion in Ashford (69%) and are above the average for Kent (67%). Goods Vehicle casualties have reduced from 23 in 2013 (4%) to 10 in 2014 (2%).

Ashford and Sevenoaks are the only districts to record a higher proportion of pedal cycle casualties compared to pedestrian casualties.

Canterbury - Following a reduction in 2013, Canterbury has recorded an increase in all casualties (to 534) in 2014. KSI casualties have increased year on year since 2012, with 59 recorded in 2014. There were zero child fatalities and 3 serious child casualties recorded in Canterbury in 2014.

Car occupant casualties continue to record the highest proportion in Canterbury (56%) although this has reduced and is now further below the average for Kent (67%). Canterbury recorded the highest number (74) and proportion (14%) of pedal cycle casualties in the county.

There are more casualties recorded in Canterbury between the ages of 19 and 26 years of age when compared to the district average.

Dartford - Dartford has recorded an increase in all casualties in the last two years and the figure for 2014 (658) is also above the 2004 to 2008 average (618). KSI casualties have reduced in 2014 (43) and are below the 2004 to 2008 average (52).

The number of child KSI casualties (6) and child slight casualties (48) recorded in 2014 were both higher than in 2013 and are now above the 2004 to 2008 average. Every type of road user has recorded an increase in casualties between 2013 and 2014. Car occupant casualties continue to record the highest proportion in Dartford (73%), which is one of the highest proportions in Kent. It should also be noted that Dartford recorded the lowest number of pedal cycle casualties (22) and the highest number of Goods Vehicle casualties (28).

Dover - The number of casualties recorded in 2014 in Dover is the lowest for 4 years (366) and this figure is also below the 2004 to 2008 baseline average (426). KSI casualties have reduced between 2013 (50) and 2014 (36). There were zero child fatalities and 3 serious child casualties

recorded in Dover in 2014.

The number of car occupant casualties in Dover reduced in 2014 and it now records the lowest figure for any district in 2014. However, as a result of a reduction in overall casualties and an increase in other road user casualties the actual proportion that they make up has increased to 62%.

Dover and Tunbridge Wells also recorded the joint lowest number of motorcycle casualties in the county in 2014 (36).

Gravesham - The number of KSI casualties recorded in Gravesham has increased year on year since 2012, however the figure for 2014 (33) is still below the 2004 to 2008 baseline average (37). Although overall casualties have reduced from 385 in 2013 to 371 in 2014, the annual figure has remained between 350 and 400 for the last 4 years. There were zero child fatalities and 3 serious child casualties recorded in Gravesham in 2014.

The number of car occupant and pedestrian casualties recorded in Gravesham reduced in 2014; however, these road users continue to record the highest proportion of casualties in the District. Motorcycle, Pedal cycle and goods vehicle casualties have all increased in 2014.

Maidstone - Following a reduction in 2013, Maidstone has recorded an increase in all casualties (to 758) in 2014, which is now above the 2004 to 2008 baseline average (734). KSI casualties have increased year on year since 2012, with 74 recorded in 2014. There were zero child fatalities and 3 serious child casualties recorded in Maidstone in 2014.

Maidstone recorded the highest number of motorcycle (72), car occupant (526) and goods vehicle (28) casualties in the county in 2014.

Although the largest variance in casualties by age between Maidstone and the district average was 34 year olds (14 casualties), both 20 and 21 year olds made up the largest number of casualties (24 and 25 respectively) and both recorded 10 more casualties than the district average.

Sevenoaks - The number of KSI casualties recorded in Sevenoaks has increased year on year since 2012 and the figure for 2014 (73) is now above the 2004 to 2008 baseline average (70). Sevenoaks recorded the highest number of fatalities in the county (7), the majority of which were on roads under the responsibility of Highways England. There were 6 serious and 42 slight child casualties recorded in Sevenoaks in 2014, both of which were higher than the previous 3 years and the 2004 to 2008 baseline average.

Sevenoaks and Dartford recorded the highest proportion of car occupant casualties in the county (73%). Sevenoaks and Ashford are the only districts to record a higher proportion of pedal cycle casualties compared to pedestrian casualties.

Shepway - The number of KSI casualties recorded in Shepway has increased between 2013 (39) and 2014 (53) and the latest figure is now above the 2004 to 2008 baseline average (50). Shepway recorded 4 fatalities in 2014, 1 of which was a child under 16 years. The number of serious child casualties (5) and slight child casualties (27) were both higher than the figures recorded in 2013.

Shepway recorded an increase in casualties for every road user between 2013 and 2014, with the largest increase for car occupants, recording 30 more casualties in 2014 (257).

Swale - Following a reduction in 2012, Swale has recorded an increase in all casualties in the last two years and the figure for 2014 (589) is also above the 2004 to 2008 average (551). KSI casualties have increased in 2014 (62) and this figure is also above the 2004 to 2008 average (57). Swale recorded 6 fatalities in 2014, 1 of which was a child under 16 years.

Swale recorded an increase in the number of car occupant; motorcycle and pedal cycle casualties between 2013 and 2014, whereas pedestrian, goods vehicle and other vehicle casualties all reduced over the same period. There are more casualties recorded in Swale between the age of 18 and 21 years of age when compared to the district average.

Thanet - Following a reduction in 2012, Thanet has recorded an increase in all casualties in the last two years and the figure for 2014 (557) is also above the 2004 to 2008 average (548). KSI casualties have increased in 2014 (48) 2 of which were children under 16.

The number of pedestrian casualties recorded in Thanet in 2014 increased to above 100 for the first time since 2006 (117) and these accounted for 15% of all pedestrian casualties in the county in 2014. Thanet also recorded the lowest proportion of car occupant (55%) and goods vehicle (1%) casualties in the county.

There are more casualties recorded in Thanet between the age of 16 and 18 years of age when compared to the district average.

Tonbridge and Malling - Following a reduction in 2013, Tonbridge and Malling has recorded an increase in all casualties (to 547) in 2014. KSI casualties have also increased from 38 in 2013 to 45 in 2014, 4 of which were children under 16.

Tonbridge and Malling has recorded an increase in all road user casualties between 2013 and 2014 with the exception of goods vehicle casualties. Car occupant casualties continue to record the highest proportion in Tonbridge and Malling (70%), which is one of the highest proportions in Kent.

There are more casualties recorded in Tonbridge and Malling between the age of 21 and 23 years of age when compared to the district average.

Tunbridge Wells - Tunbridge Wells has recorded an increase in all casualties in the last two years and the figure for 2014 (482) is also above the 2004 to 2008 average (463). KSI casualties have also increased in the last two years, but the figure for 2014 (59) is still below the 2004 to 2008 average (70). The number of child KSI (7) and slight (44) casualties have also increased in 2014 and are now above the 2004 to 2008 average (3 and 35 respectively).

Car occupant casualties continue to record the highest proportion in Tunbridge Wells (70%), which is one of the highest proportions in Kent. Tunbridge Wells and Dover also recorded the joint lowest number of motorcycle casualties in the county in 2014 (36).

Section 2

Kent Collision Summary

Section 2 Kent Collision Summary

2014 Summary

2014 recorded 4618 personal injury collisions of which **45 were fatal**, **545 were serious** and **4028 were slight**.

These collisions resulted in 6303 casualties of whom **49 were fatal**, **609 were serious** and **5645 were slight**.

570 children under 16 were injured in Kent in 2014 of whom **2 were fatally injured**, **59 were seriously injured** and **509 received slight injuries**.

Table 1 Collisions and casualties in Kent by district and severity, 2014 only

2014	Collisions - all ages					Casualties - all ages				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	6	58	287	351	64	6	67	417	490	73
Canterbury	3	49	365	417	52	3	56	475	534	59
Dartford	1	39	413	453	40	1	42	615	658	43
Dover	4	30	220	254	34	4	32	330	366	36
Gravesham	3	30	257	290	33	3	30	338	371	33
Maidstone	5	59	478	542	64	6	68	684	758	74
Sevenoaks	5	55	325	385	60	7	66	474	547	73
Shepway	4	43	261	308	47	4	49	351	404	53
Swale	5	52	366	423	57	6	56	527	589	62
Thanet	1	47	380	428	48	1	47	509	557	48
Tonbridge and Malling	3	40	379	422	43	3	42	502	547	45
Tunbridge Wells	5	43	297	345	48	5	54	423	482	59
Total	45	545	4028	4618	590	49	609	5645	6303	658

Table 2 Collisions involving children and child casualties in Kent by district and severity, 2014 only

2014	Collisions - children < 16					Casualties - children < 16				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	1	12	28	41	13	0	11	37	48	11
Canterbury	0	3	34	37	3	0	3	39	42	3
Dartford	0	9	33	42	9	0	6	48	54	6
Dover	0	3	28	31	3	0	3	33	36	3
Gravesham	0	3	27	30	3	0	3	28	31	3
Maidstone	0	3	57	60	3	0	3	67	70	3
Sevenoaks	1	6	30	37	7	0	6	42	48	6
Shepway	1	4	23	28	5	1	5	27	33	6
Swale	1	8	44	53	9	1	6	55	62	7
Thanet	0	4	51	55	4	0	2	62	64	2
Tonbridge and Malling	0	4	26	30	4	0	4	27	31	4
Tunbridge Wells	1	8	34	43	9	0	7	44	51	7
Total	5	67	415	487	72	2	59	509	570	61

Diagram 1 Summary of KSI casualties in Kent in 2014

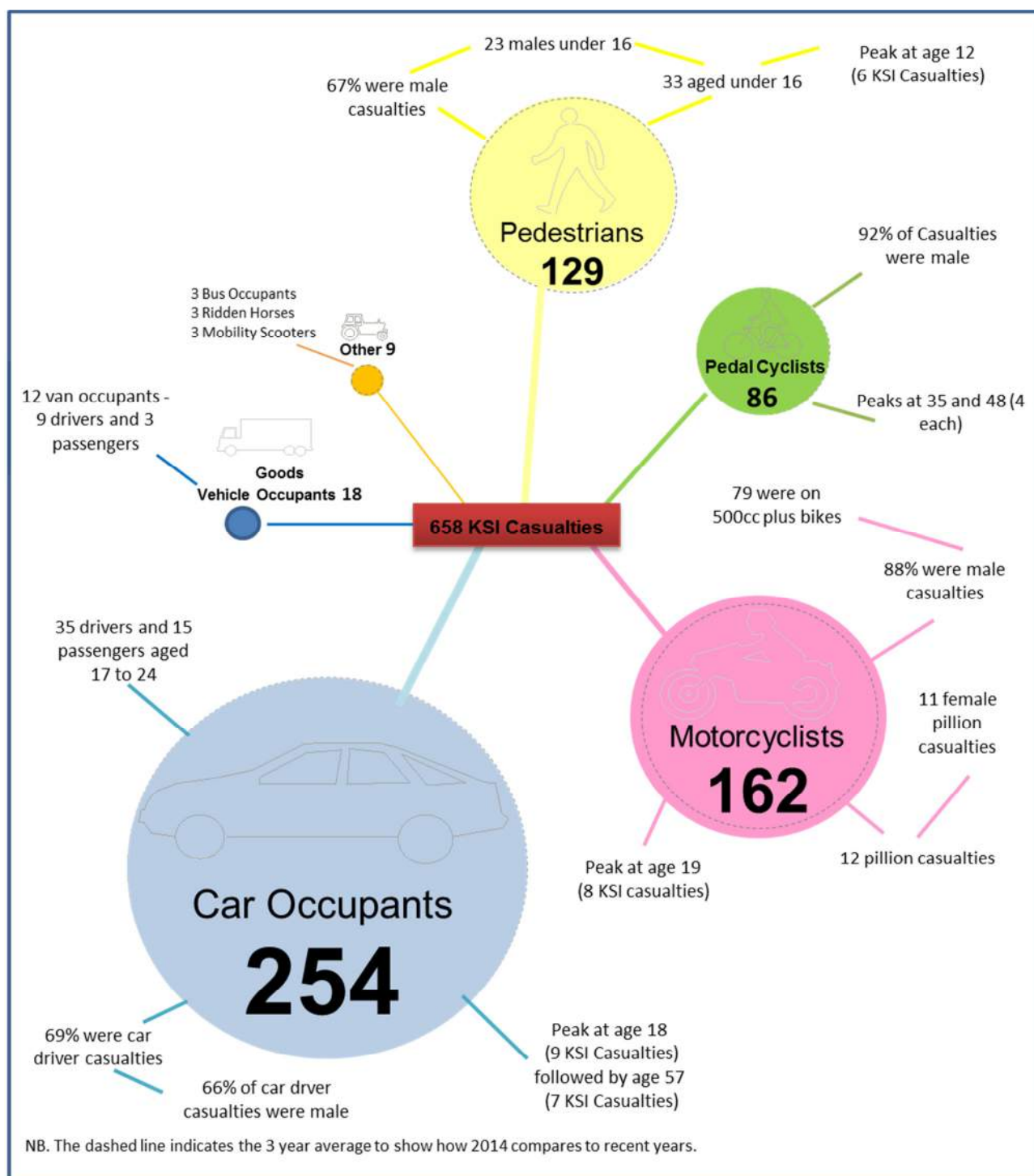
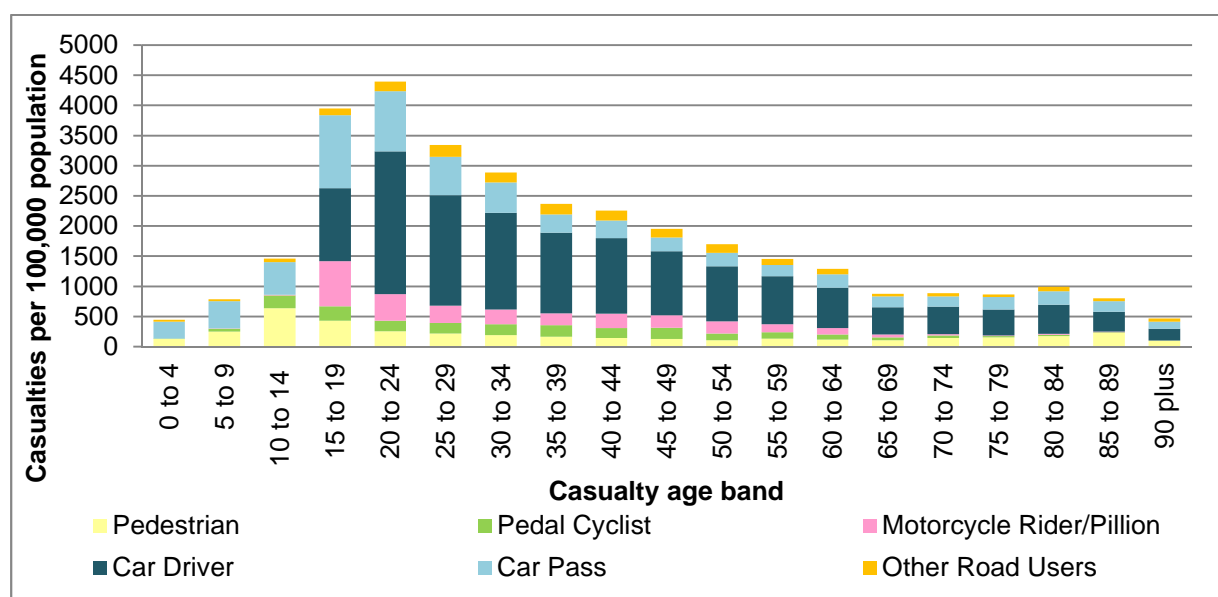


Figure 2 Kent casualties (all severity) per 100,000 population

NB Kent casualties (excluding Medway) for 2010 to 2014 compared to census population statistics for mid-year 2014.



2014 compared to 2013

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

Fatal ↑ Increase of 1 fatal collision and 1 fatal casualty in 2014

Serious ↑ Increase in both serious collisions (+60) and casualties (+63)

Slight ↑ Increase in slight collisions (+307) and casualties (+409)

2014 recorded 2 child fatalities, seriously injured child casualties recorded an increase of 15 from 44 in 2013 to 59 in 2014. Slight child casualties increased from 436 in 2013 to 509 in 2014.

Table 3 2013 and 2014 key casualty road user group comparison

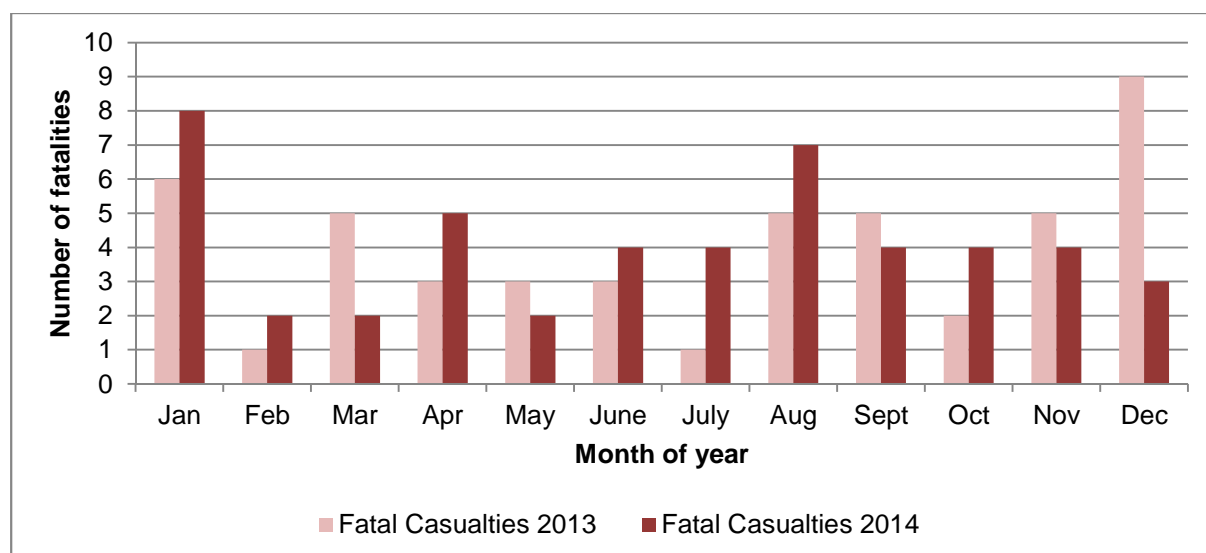
Road User	All casualties		Pedestrians		Cyclists		Motorcyclists		Car users	
Severity	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
2012	524	5755	121	623	60	328	108	491	207	3949
2013	594	5830	109	631	82	436	144	552	227	3873
2014	658	6303	129	673	86	478	162	610	254	4192
Difference 2014 vs 2013	64	473	20	42	4	42	18	58	27	319

Age	Child casualties(<16)		17 - 24 car drivers		>=65 Road users	
Severity	KSI	Total	KSI	Total	KSI	Total
2012	44	502	42	723	74	522
2013	45	481	35	624	77	521
2014	61	570	35	613	81	593
Difference 2014 vs 2013	16	89	0	-11	4	72

All road user groups (pedestrians, Cyclists, Motorcyclists and Car Users) have recorded increases in the number of KSI casualties in the last 2 years. It should be noted that 17 to 24 year old Car Drivers have recorded the same number of KSI Casualties in 2013 and 2014, although overall numbers have reduced.

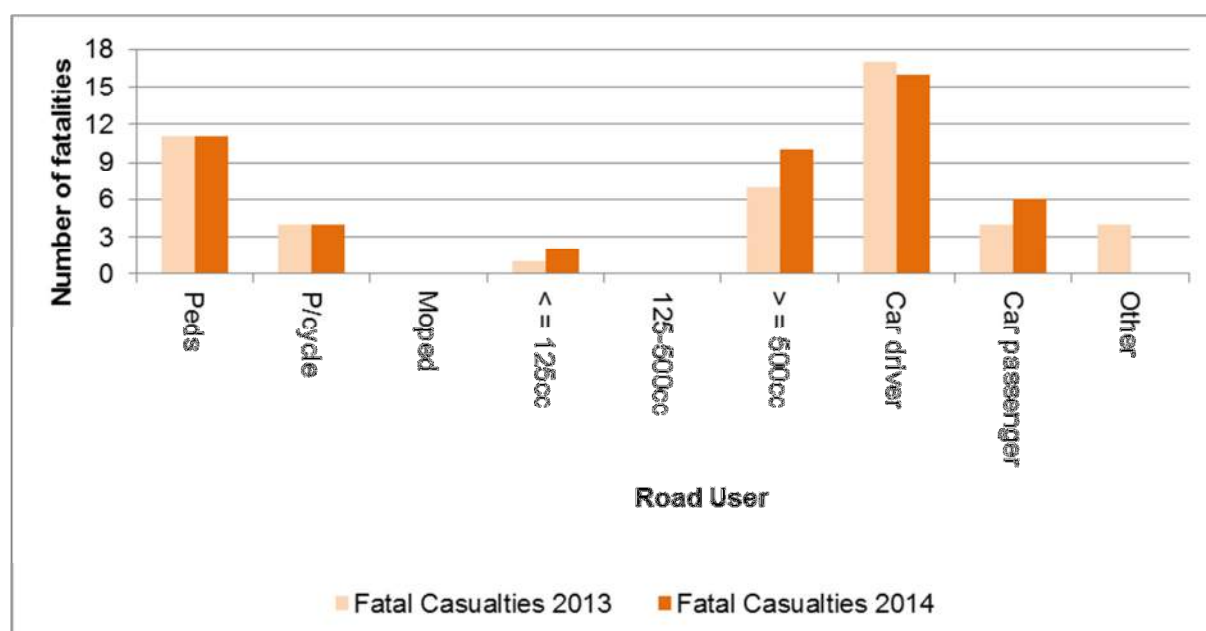
2013 Fatal review

Figure 3 Fatal casualties by month in 2014 compared to 2013



2014 recorded an increase in fatal casualties from 48 in 2013 to 49 in 2014. January recorded the highest number of fatal casualties, 8 in 2014.

Figure 4 Fatal casualties by road user group in 2014 compared to 2013



500cc and above motorcyclists recorded the largest increase from 7 in 2013 to 10 in 2014, which continued the upward trend from 2012. Pedal cyclists remained consistent (4 fatalities), as did pedestrians (11 fatalities) between 2013 and 2014.

17 to 24 year old fatalities decreased for the second year in a row from 10 in 2013 to 8 in 2014. Those aged over 65 recorded an increase, from 6 in 2013 to 11 in 2014.

2020 Targets

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

The targets are to reduce the numbers of:

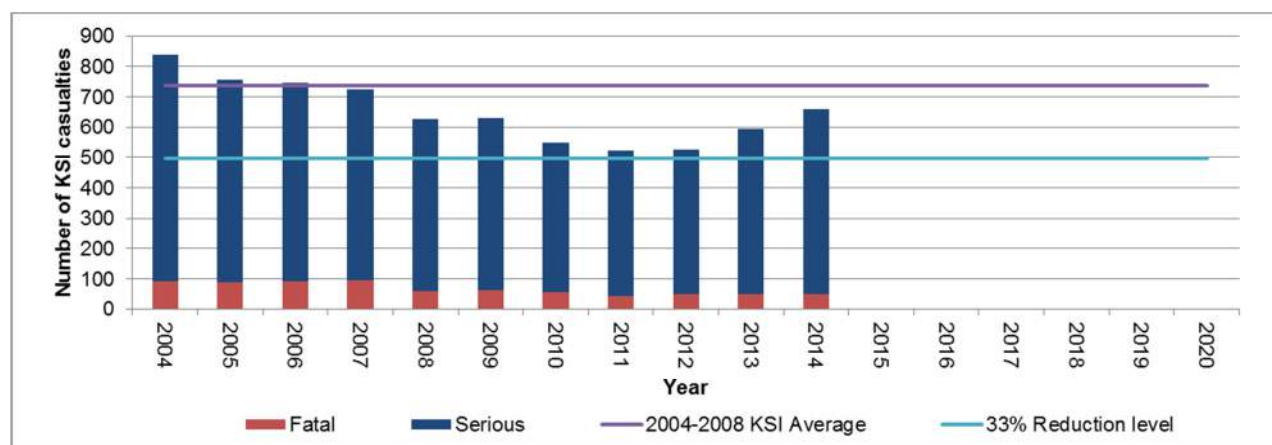
all those killed or seriously injured (KSI) on Kent's roads by 33%

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

Table 4 Progress towards the 2020 targets

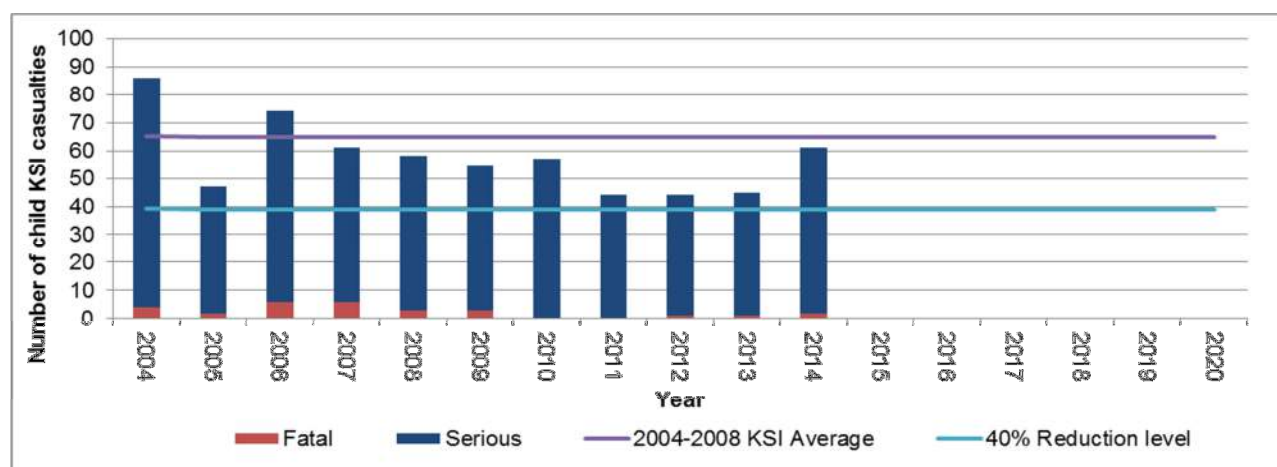
Kent Casualties	2020 Target	2004-08 Baseline	2012	2013	2014	2014 percentage change compared to baseline	2014 percentage change compared to 2013
Total KSI	495	739	524	594	658	-11%	11%
Child KSI	39	65	44	45	61	-6%	36%

Figure 5 KSI casualties from 2004, progression to 2020 target



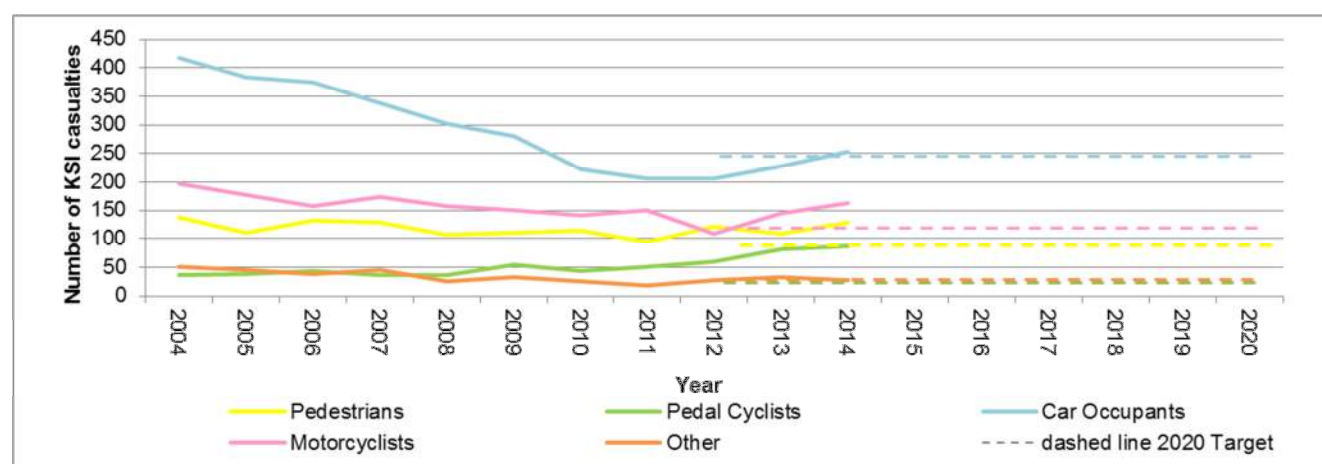
In Kent, 2014 recorded an increase in the number of killed or seriously injured casualties compared to the 2013 figures – from 594 to 658, this is a continuation of the increase recorded since 2012.

Figure 6 KSI child casualties from 2004, progression to 2020 target



After remaining fairly consistent since 2011, child KSI casualties have shown an increase from 45 in 2013 to 61 in 2014.

Figure 7 KSI casualties in Kent by road user group from 2004, progression to 2020 target



Recent increases in car occupant, motorcycle and pedal cycle casualties have pushed these road users above their respective 2020 target lines.

National trends compared to Kent trends

Road Casualties in 2014 compared to 2013

The number of people killed or seriously injured on Kent's roads rose by 11% last year, in comparison to a 5% rise nationally.

Crash statistics just published show the 12-month total of fatal and serious road casualties in the county was 658. Significantly, the long-term trend in these figures shows a continued fall with the 2014 figure now standing at 11% below the 2004-2008 average.

Table 5 Percentage difference between 2013 and 2014, National vs. Kent

GB (All Roads)			
Severity	2013	2014	% Change from 2013
Fatal	1713	1775	4%
Serious	21657	22807	5%
KSI	23370	24582	5%
Slight	160299	169,895	6%
Total	183669	194,477	6%

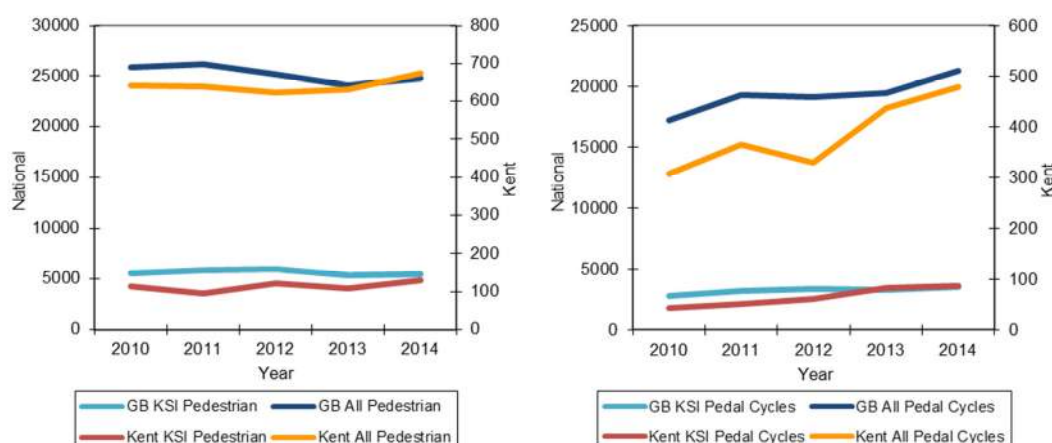
Kent (KCC & HE)			
Severity	2013	2014	% Change from 2013
Fatal	48	49	2%
Serious	546	609	12%
KSI	594	658	11%
Slight	5236	5645	8%
Total	5830	6303	8%

Kent (KCC Only)			
Severity	2013	2014	% Change from 2013
Fatal	34	37	9%
Serious	450	486	8%
KSI	484	523	8%
Slight	4198	4442	6%
Total	4682	4965	6%

Kent (HE Only)			
Severity	2013	2014	% Change from 2013
Fatal	14	12	-14%
Serious	96	123	28%
KSI	110	135	23%
Slight	1038	1203	16%
Total	1148	1338	17%

National road user comparisons

Figure 8 Road user casualties, National compared to Kent, 2010 to 2014



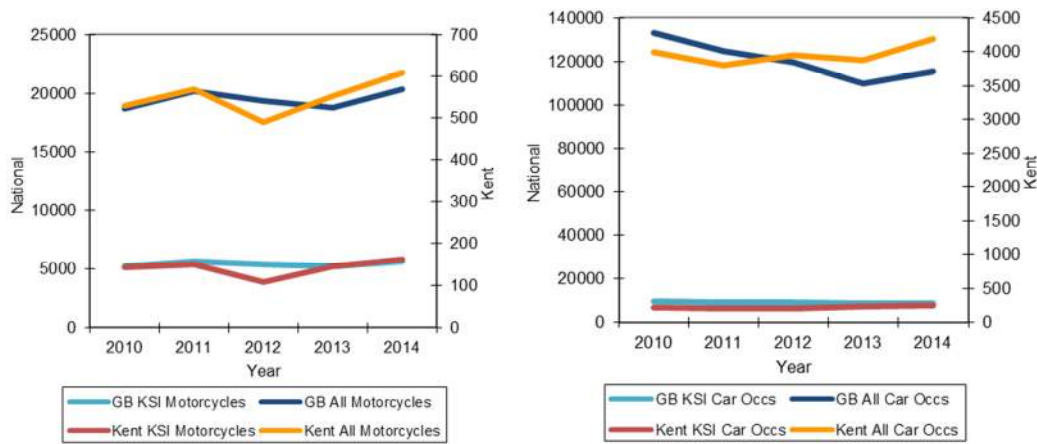


Figure 9 All casualties and child casualties, National compared to Kent, 2010 to 2014

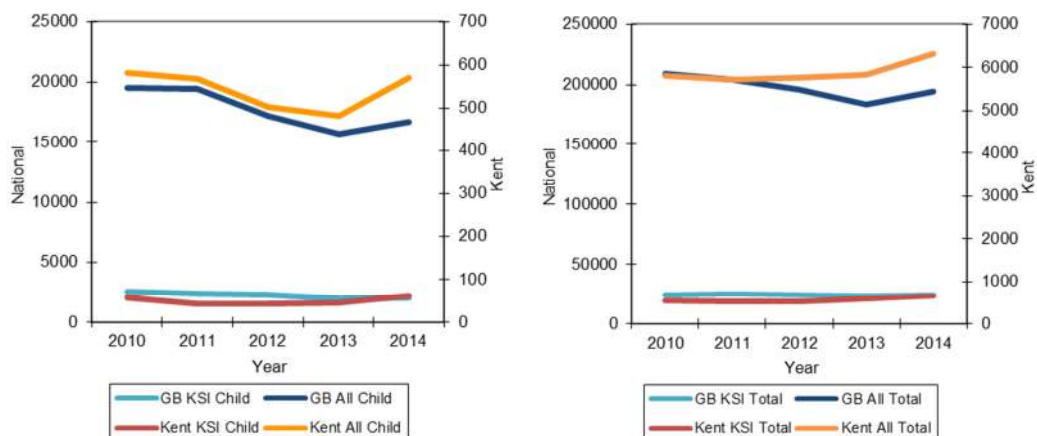


Table 6 2014 compared to 2013 by road user group, National vs. Kent

Road User	GB		Kent	
	KSI	All	KSI	ALL
Pedestrians	↑ 2%	↑ 3%	↑ 18%	↑ 7%
Pedal Cyclists	↑ 8%	↑ 10%	↑ 5%	↑ 10%
Motorcyclists	↑ 8%	↑ 9%	↑ 13%	↑ 10%
Car occupants	↑ 5%	↑ 5%	↑ 12%	↑ 8%
Other	- 0%	↑ 8%	↓ 16%	↑ 4%
Total	↑ 5%	↑ 6%	↑ 11%	↑ 8%
0-15yrs	↑ 5%	↑ 6%	↑ 36%	↑ 19%

With the exception of 'Other' road users (16% decrease), Kent has recorded an increase in KSI casualties in all identified groups, this is reflective of a national upward trend.

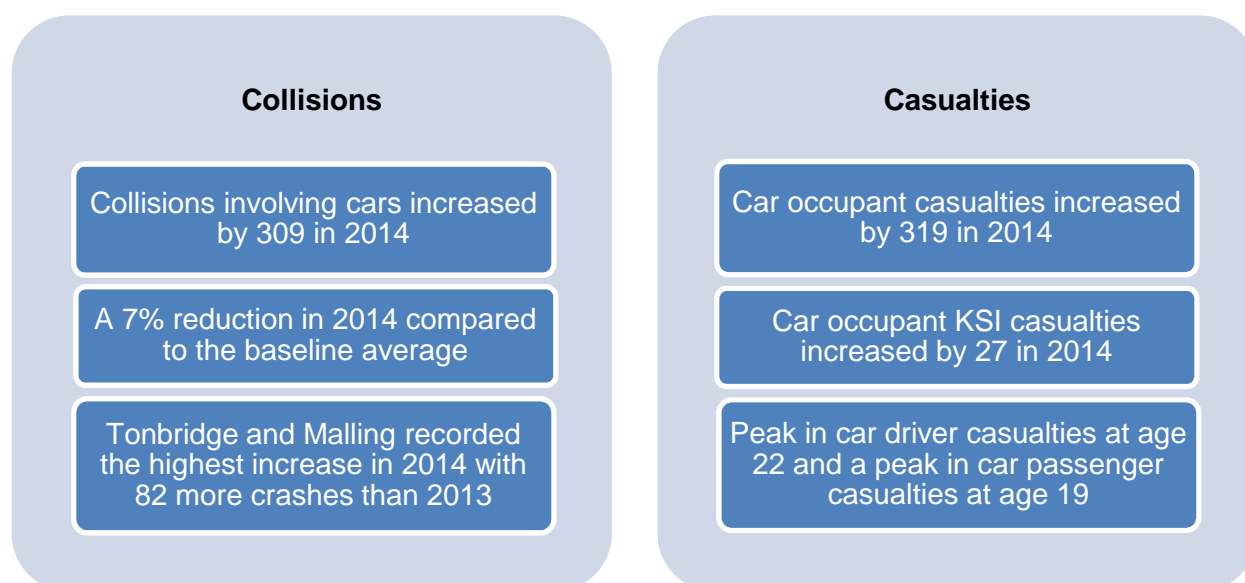
Section 3

Road User Profiles – Motor Vehicles

Section 3 Road User Profiles – Motor Vehicles

Cars

Diagram 2 Summary of car collisions and casualties



Summary of car collisions and casualties

Table 7 Collisions involving cars on Kent roads by district and year

Collisions involving cars	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	4343	3771	3738	4047	309	-7%
District average	362	314	312	337	25	-7%
Ashford	407	329	332	302	-30	-26%
Canterbury	392	347	311	352	41	-10%
Dartford	401	366	367	409	42	2%
Dover	278	260	259	210	-49	-25%
Gravesham	266	246	261	253	-8	-5%
Maidstone	493	438	409	473	64	-4%
Sevenoaks	372	355	342	335	-7	-10%
Shepway	276	240	203	274	71	-1%
Swale	370	301	333	371	38	0%
Thanet	377	288	344	378	34	0%
Tonbridge and Malling	397	335	292	374	82	-6%
Tunbridge Wells	314	266	285	316	31	1%

2014 has recorded an increase in collisions involving cars, recording 309 more collisions than 2013 and a 7% increase from the 2004-2008 average.

Ashford has recorded the largest reduction in car collisions for 2014 – 26% below the baseline and also 30 fewer collisions than 2013.

After a dip in 2013, Tonbridge and Malling has recorded the largest increase in collisions involving cars, from 292 in 2013 to 374 in 2014.

Table 8 Car occupant casualties on Kent roads by district, year and severity

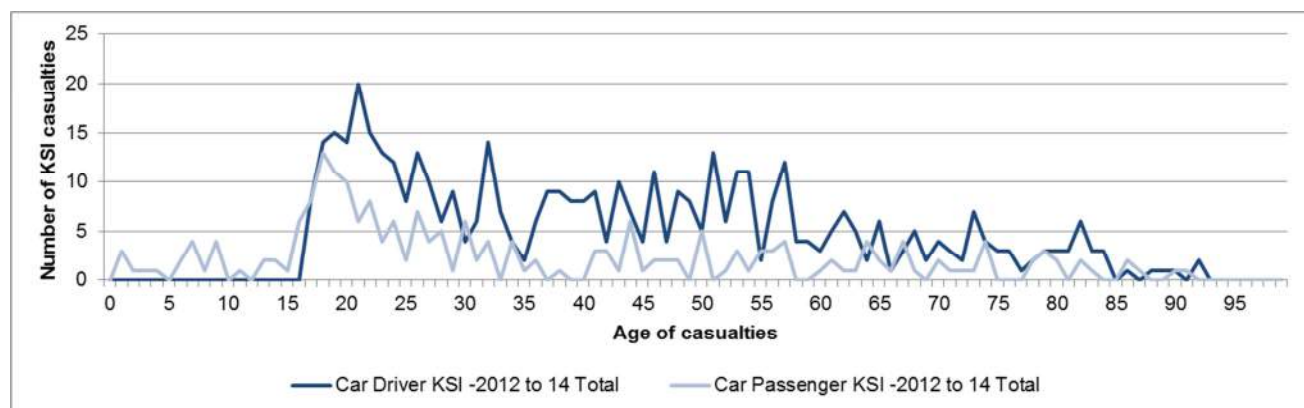
Car occupant casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	363	4437	207	3949	227	3873	254	4192	27	319	-30%	-6%
District average	30	370	17	329	19	323	21	349	2	27	-30%	-6%
Ashford	38	458	42	393	20	356	38	340	18	-16	0%	-26%
Canterbury	32	360	20	328	20	303	19	300	-1	-3	-41%	-17%
Dartford	23	459	6	430	17	443	16	481	-1	38	-30%	5%
Dover	27	269	7	226	21	241	14	228	-7	-13	-48%	-15%
Gravesham	15	248	10	245	11	263	9	230	-2	-33	-40%	-7%
Maidstone	45	512	23	493	27	426	34	526	7	100	-24%	3%
Sevenoaks	40	428	31	410	24	379	33	399	9	20	-18%	-7%
Shepway	23	283	18	266	18	227	15	257	-3	30	-35%	-9%
Swale	27	369	13	306	18	360	22	404	4	44	-19%	9%
Thanet	19	318	10	244	10	272	11	309	1	37	-42%	-3%
Tonbridge and Malling	35	420	10	350	15	309	11	382	-4	73	-69%	-9%
Tunbridge Wells	38	312	17	258	26	294	32	336	6	42	-16%	8%

Car Occupant casualties have increased in 2014 to 4192 compared to 3873 in 2013. KSI car occupant casualties have increased again in 2014 by 27 to 254.

Ashford has witnessed the largest increase in KSI car occupant casualties between 2013 and 2014 – 18 and Maidstone recorded the largest increase in all car occupant casualties – 100 in the same period.

Car casualty age profile

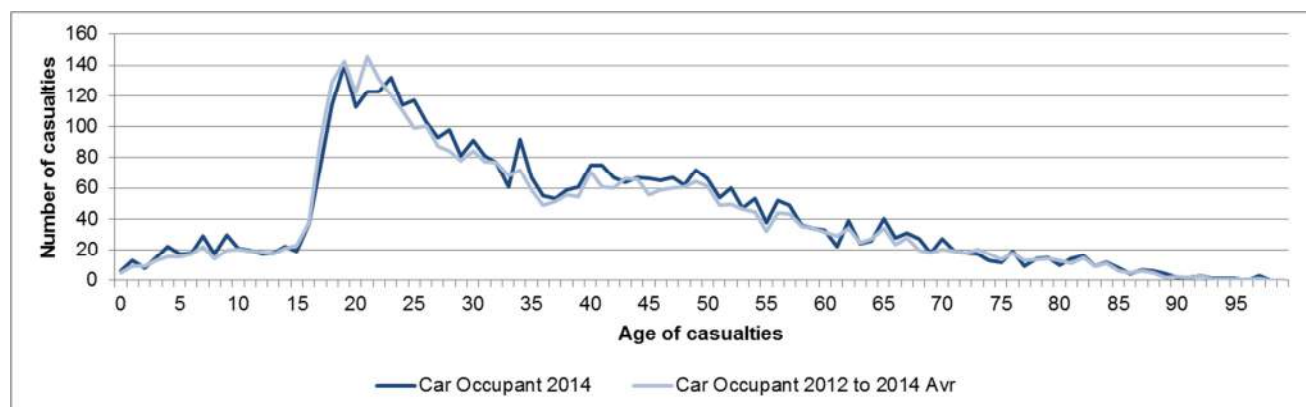
Figure 10 KSI car occupant casualties by type, 2012 to 2014 total



Over the last 3 years, car driver KSI casualties have peaked at the age of 21 (20 KSI casualties) then age 19 and 22 (both having 15 KSI casualties).

Car passenger casualties peaked at a younger age of 18 (13 KSI casualties) and 19 (11 KSI casualties).

Figure 11 All car occupant casualties in 2013 by age compared to the 2012 to 2014 average








The 2014 casualty line follows the 2012 to 2014 average, the peak in casualty age remains at the 17 to 24 year old age bracket.

Road safety education, training and publicity

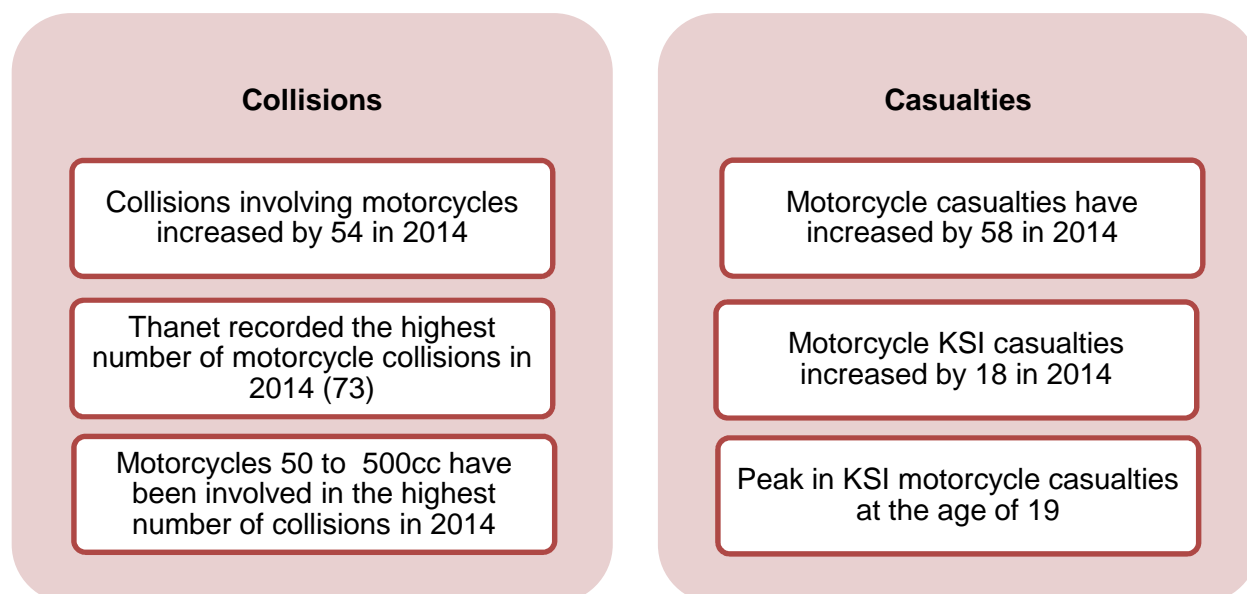
The Kent County Council Road Safety Team has a variety of campaigns aimed at drivers throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:

	<p>Don't blow it Football theme summer drink drive campaign</p>
	<p>Is one drink worth the risk Winter drink drive campaign</p>
	<p>When will it click? In car safety campaign aimed at 17 to 34 year olds to promote choosing to wear a seat belt</p>
	<p>Drug Drive campaign Increasing awareness that drug driving is a bad trip</p>
	<p>Penalty Taker Mobile phones significantly impair safer driving ability</p>

Motorcycles

Diagram 3 Summary of motorcycle collisions and casualties



Summary of motorcycle collisions and casualties

Table 9 Collisions involving motorcycles on Kent roads by district and year

Collisions involving motorcycles	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	664	487	547	601	54	-9%
District average	55	41	46	50	4	-9%
Ashford	52	42	49	47	-2	-10%
Canterbury	53	34	35	57	22	8%
Dartford	56	38	50	53	3	-6%
Dover	50	36	39	35	-4	-30%
Gravesham	35	27	31	36	5	4%
Maidstone	78	42	65	70	5	-10%
Sevenoaks	50	46	52	47	-5	-6%
Shepway	41	35	36	43	7	6%
Swale	60	43	46	58	12	-3%
Thanet	67	40	61	73	12	8%
Tonbridge and Malling	69	63	48	47	-1	-32%
Tunbridge Wells	55	41	35	35	0	-36%

Kent has recorded another increase in motorcycle collisions, from 547 in 2013 to 601 in 2014.

Thanet recorded the highest number of motorcycle collisions in 2014 (73), which is 8% above the baseline average. Canterbury recorded the highest increase between 2013 and 2014 – 22, which is also 8% above the baseline average.

Table 10 Motorcycle casualties on Kent roads by district, year and severity

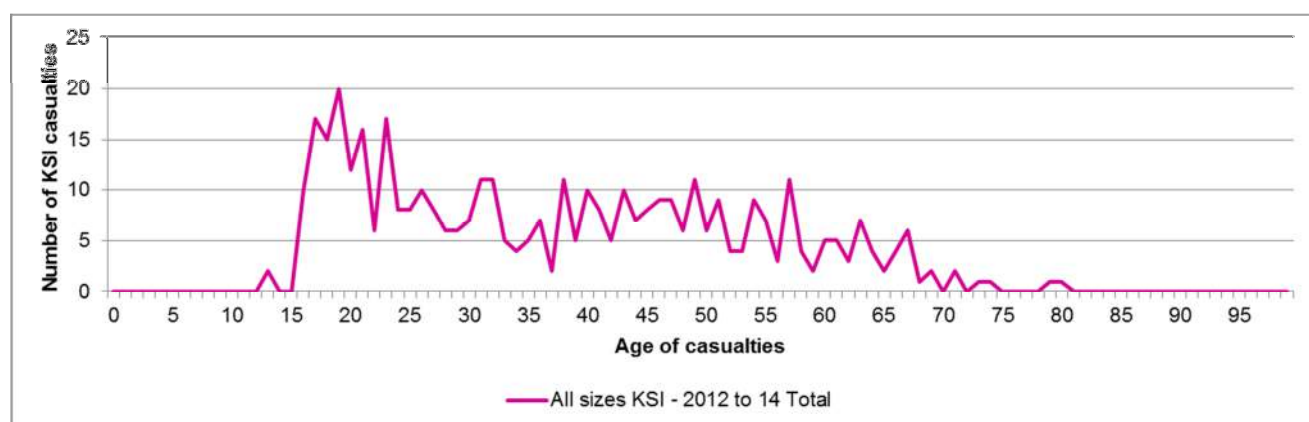
Motorcycle casualties (Rider and Pillion)	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	173	674	108	491	144	552	162	610	18	58	-6%	-9%
District average	14	56	9	41	12	46	14	51	2	5	-6%	-9%
Ashford	15	55	15	43	17	49	16	46	-1	-3	7%	-16%
Canterbury	11	53	8	36	12	34	14	55	2	21	27%	4%
Dartford	16	56	7	39	13	52	10	55	-3	3	-38%	-2%
Dover	13	50	11	35	7	40	9	36	2	-4	-31%	-28%
Gravesham	9	35	2	27	6	31	9	38	3	7	0%	9%
Maidstone	19	79	7	42	20	67	16	72	-4	5	-16%	-9%
Sevenoaks	14	51	9	47	19	53	19	47	0	-6	36%	-8%
Shepway	12	41	7	37	8	38	16	44	8	6	33%	7%
Swale	14	60	10	42	10	45	20	61	10	16	43%	2%
Thanet	15	68	6	39	16	64	16	73	0	9	7%	7%
Tonbridge and Malling	18	69	17	62	8	43	10	47	2	4	-44%	-32%
Tunbridge Wells	17	57	9	42	8	36	7	35	-1	-1	-59%	-39%

Motorcycle casualties have also increased, from 552 in 2013 to 610 in 2014.

The number of KSI motorcycle casualties for Shepway and Swale both doubled between 2013 and 2014, increasing from 10 to 20 and 8 to 16 respectively.

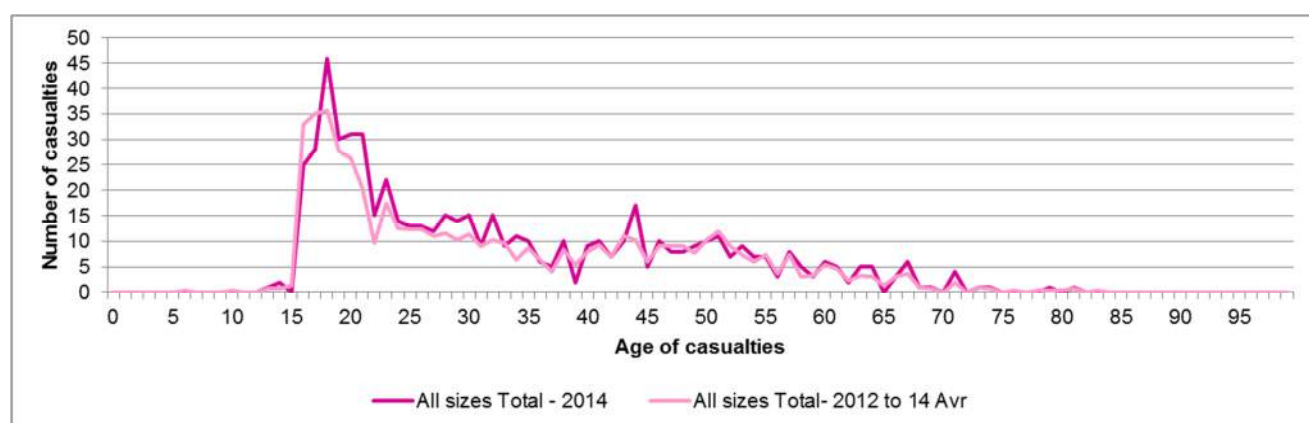
Motorcycle casualty age profile

Figure 12 KSI motorcycle casualties, all size bikes, 2012 to 2014 total



KSI motorcycle casualties recorded between 2012 and 2014 peaked at 19 years of age (20) followed by age 17 and 23 (both with 17).

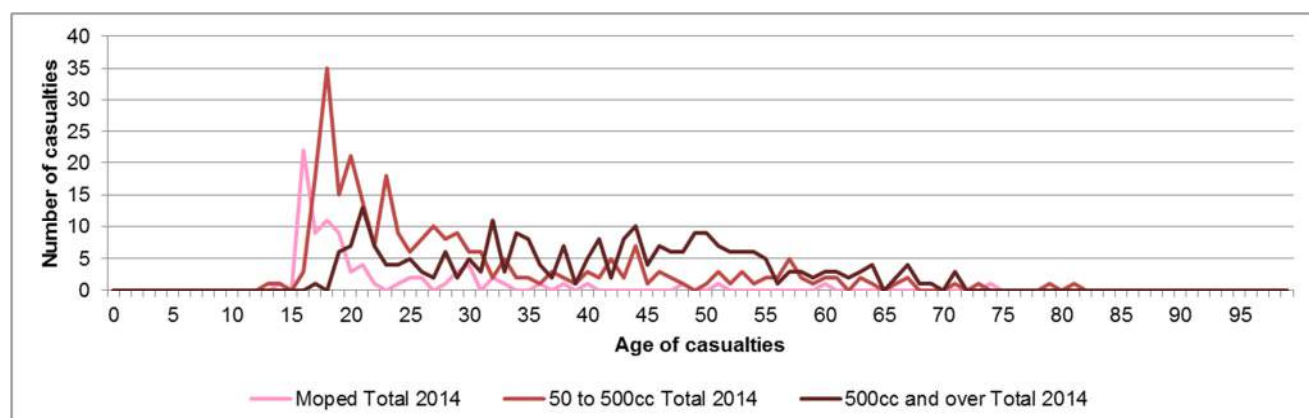
Figure 13 All motorcycle casualties in 2014 by age compared to the 2012 to 2014 average



In comparison to the 3 year average, 2014 recorded an increase in motorcyclist casualties with a peak at 18 (46).

In 2014 there was a reduction in younger motorcyclists aged 16 and 17, when compared to the 3 year average.

Figure 14 All motorcycle casualties in 2014 by age and engine size

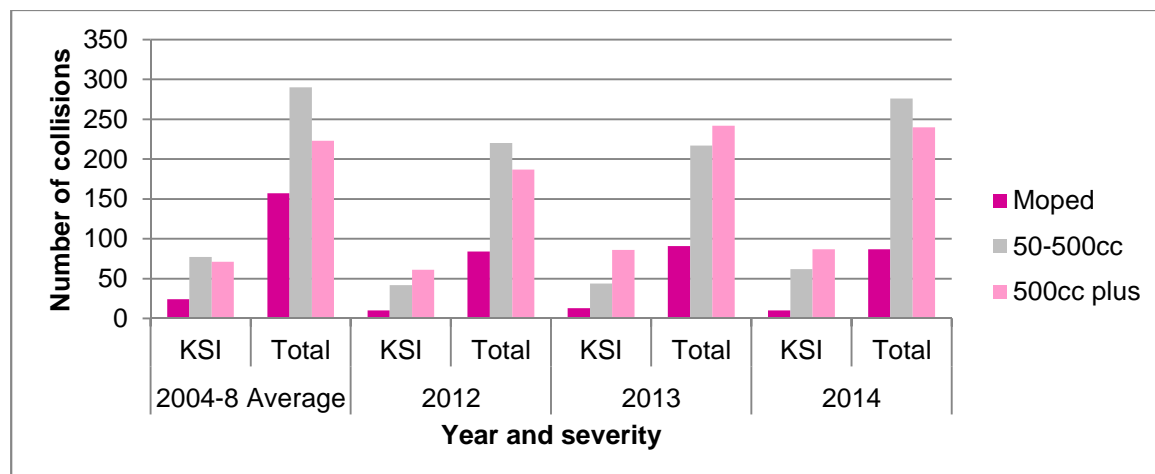


Younger motorcycle riders recorded peaks in casualties for the smaller sized bikes – 16 year olds on mopeds (22) and 18 year olds on 50 to 500cc motorcycles (35).

Larger bikes, over 500cc, are more disparate throughout the ages with peaks at 21 years old (13), 32 years old (11) and 44 years old (10).

Motorcycle collisions by size of bike

Figure 15 Motorcycle collisions on Kent roads by year, severity and engine size






50 to 500cc motorcycles have been involved in the highest number of collisions in 2014 – 276.

KSI motorcycle collisions were highest in over 500cc motorcycles – 87.

Road safety education, training and publicity

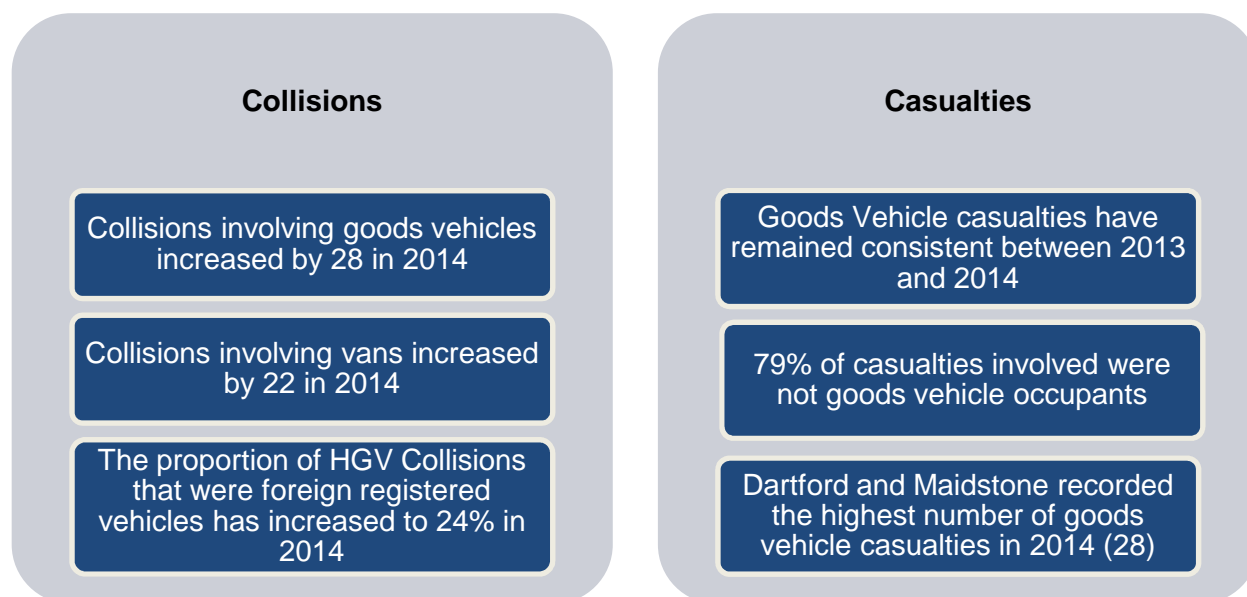
The Kent County Council Road Safety Team has three campaigns aimed at motorcyclists throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:

	<p>Kent Biker Increase communications with riders aged 25 to 50 highlighting the risks to motorcyclists</p>
	<p>Ghostlids To establish a communication channel with young riders and to increase awareness about the risk of them being involved in a serious crash</p>
	<p>Think Bike To reduce the amount of motorcyclist KSI casualties in the county.</p>

Light and heavy goods vehicles

Diagram 4 Summary of goods vehicle collisions and casualties



Summary of goods vehicle collisions and casualties

Table 11 Collisions involving goods vehicles on Kent roads by district and year

Collisions involving goods vehicles	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	666	603	613	641	28	-4%
District average	56	50	51	53	2	-4%
Ashford	62	48	55	40	-15	-36%
Canterbury	34	50	29	38	9	12%
Dartford	84	73	69	100	31	19%
Dover	42	46	45	34	-11	-18%
Gravesham	39	29	31	29	-2	-26%
Maidstone	84	79	88	91	3	8%
Sevenoaks	81	77	73	59	-14	-27%
Shepway	34	39	29	38	9	13%
Swale	44	42	49	60	11	38%
Thanet	34	22	29	32	3	-5%
Tonbridge and Malling	92	70	64	69	5	-25%
Tunbridge Wells	37	28	52	51	-1	39%

2014 has continued the upward trend in collisions involving goods vehicles, with 28 more collisions than 2013.

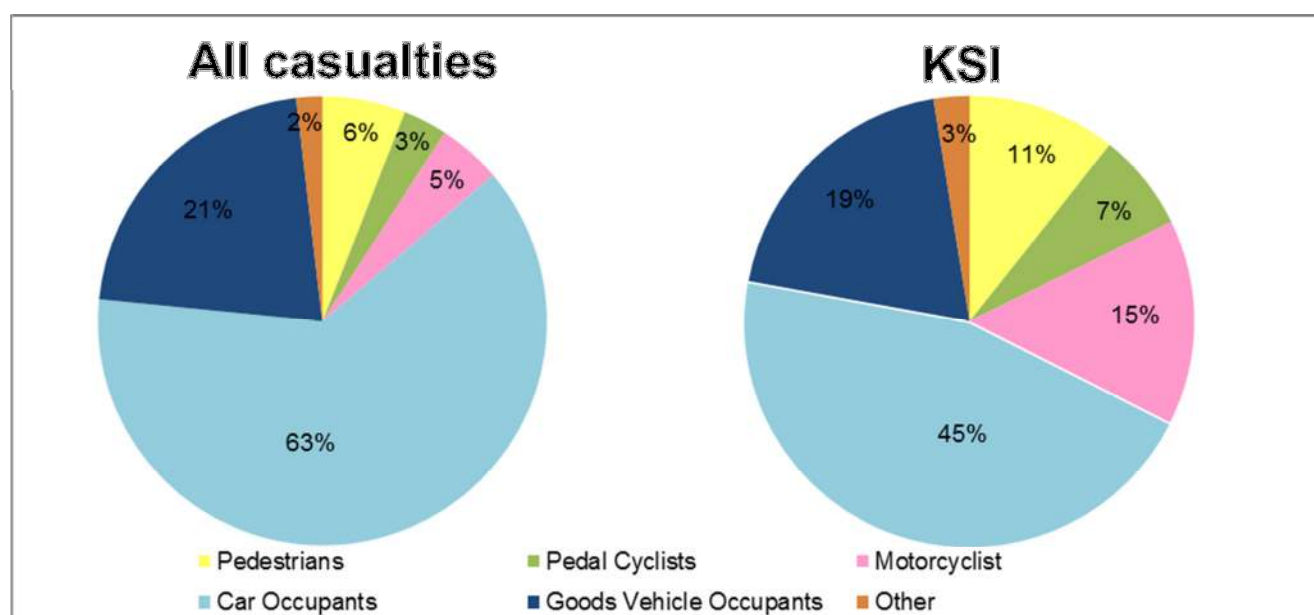
Dartford recorded the highest increase of goods vehicle collisions between 2013 and 2014 (+31).

Table 12 Goods vehicle occupant casualties on Kent roads by district, year and severity

Good vehicle occupant casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	27	198	15	191	20	199	18	196	-2	-3	-34%	-1%
District average	2	17	1	16	2	17	2	16	0	0	-34%	-1%
Ashford	3	22	3	15	4	23	1	10	-3	-13	-64%	-54%
Canterbury	1	9	1	21	1	4	5	16	4	12	400%	78%
Dartford	3	23	2	26	2	13	2	28	0	15	-33%	22%
Dover	3	12	0	13	2	13	1	9	-1	-4	-69%	-27%
Gravesham	2	13	0	8	0	5	0	11	0	6	-100%	-14%
Maidstone	2	22	1	18	1	28	2	28	1	0	-9%	28%
Sevenoaks	4	27	5	31	2	24	1	25	-1	1	-77%	-6%
Shepway	1	8	1	20	1	5	2	14	1	9	67%	67%
Swale	2	15	0	10	1	35	2	20	1	-15	-9%	33%
Thanet	0	9	0	3	0	8	0	3	0	-5	-100%	-65%
Tonbridge and Malling	3	25	2	20	1	23	1	18	0	-5	-67%	-27%
Tunbridge Wells	2	14	0	6	5	18	1	14	-4	-4	-55%	-3%

Although collisions involving goods vehicles show an upward trend, goods vehicle casualties have decreased in 2014, with KSI's down from 20 to 18 and overall casualties down from 199 to 196.

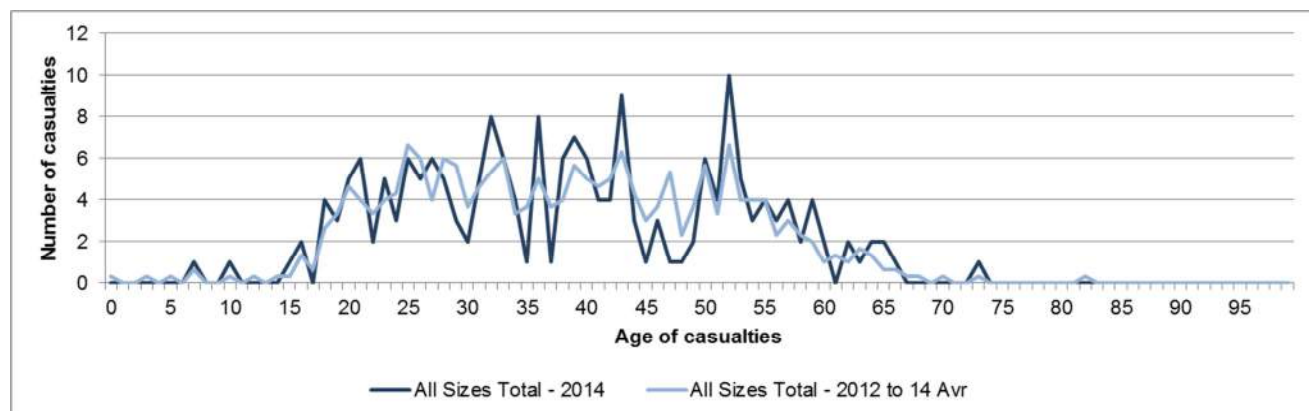
Figure 16 Casualties resulting from goods vehicle collisions between 2012 and 2014



Of the 2720 road users injured in the last 3 years as a result of collisions involving goods vehicles, 79% were not occupants of the goods vehicle, this increased to 81% when looking specifically at KSIs.

Goods vehicle occupant casualty age profile

Figure 17 All Goods vehicle occupant casualties in 2014 by age compared to the 2012 to 2014 average



Due to the low number of casualties involved, the peaks in goods vehicle occupant casualty ages are erratic.

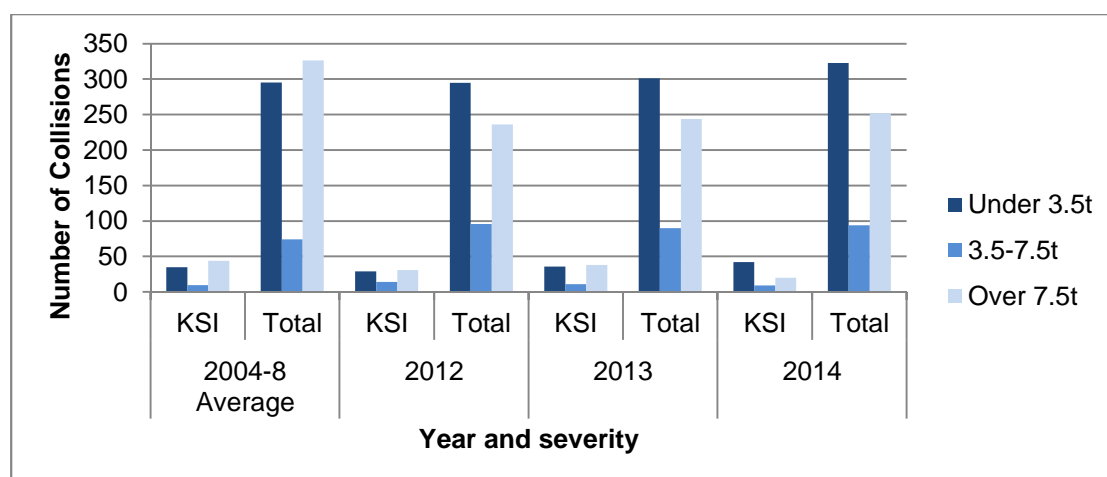
Goods vehicle collisions by weight of vehicle

Weight classifications for goods vehicles are as follows

Under 3.5 tonnes – applies to vans (including car based vans) or small goods vehicles (including pick-up trucks) which are licensed for Private and Light Goods use (PLG) up to a maximum of 3.5 tonnes.

3.5 to 7.5 tonnes and **Over 7.5 tonnes** – these two categories apply to larger vehicles licensed over 3.5 tonnes gross weight. This is determined by the “taxable weight”. An example of a 3.5 to 7.5 tonne goods is a standard horse trailer. An example of a goods vehicle over 7.5 tonnes is a 6 axel articulated commercial vehicle.

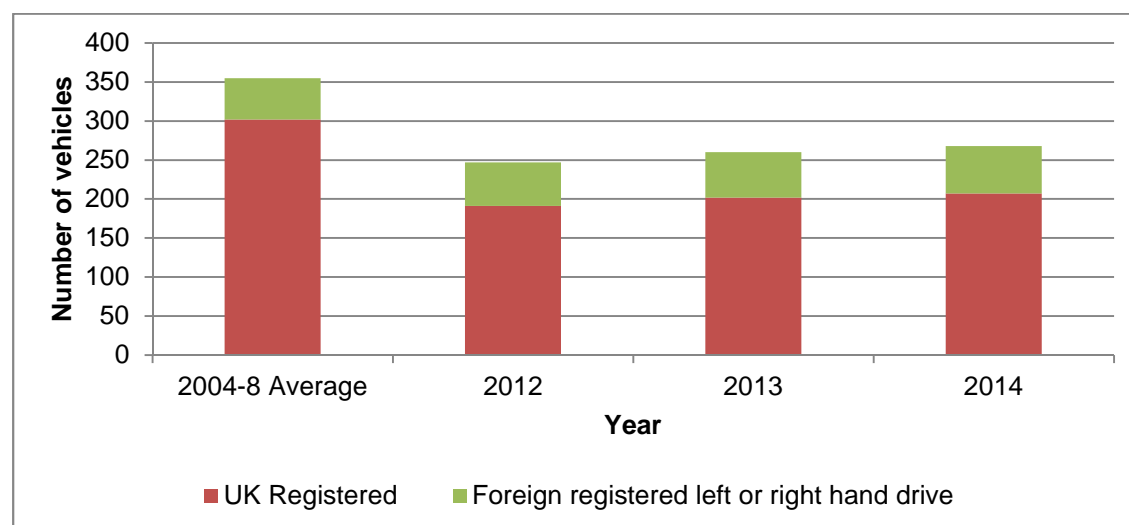
Figure 18 Goods vehicle collisions on Kent roads by year, severity and weight of vehicle



Collisions involving vans have increased over the last three years with 2014 recording 22 more collisions than 2013 and a higher figure than the 2004 to 2008 average – 323 compared to 295.

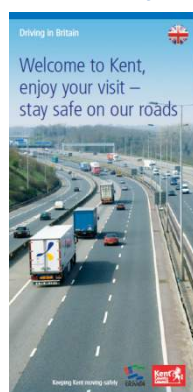
Heavy goods vehicle collisions on the Kent network

Figure 19 Registration of Goods vehicles over 7.5 tonnes involved in collisions in Kent



The last 3 years have recorded increases in the number of 7.5 tonne and over vehicles involved in collisions, from 247 in 2012 to 268 in 2014. The number of foreign registered vehicles has increased from an average of 53 between 2004 and 2008 to 61 in 2014.

Road safety education, training and publicity



Whilst there are no campaigns directed specifically at goods vehicles, there is a Kent publication for foreign commercial drivers entering Kent through the ports and Eurotunnel. This publication is produced in 9 languages.

Information is available at www.kentroadsafety.com

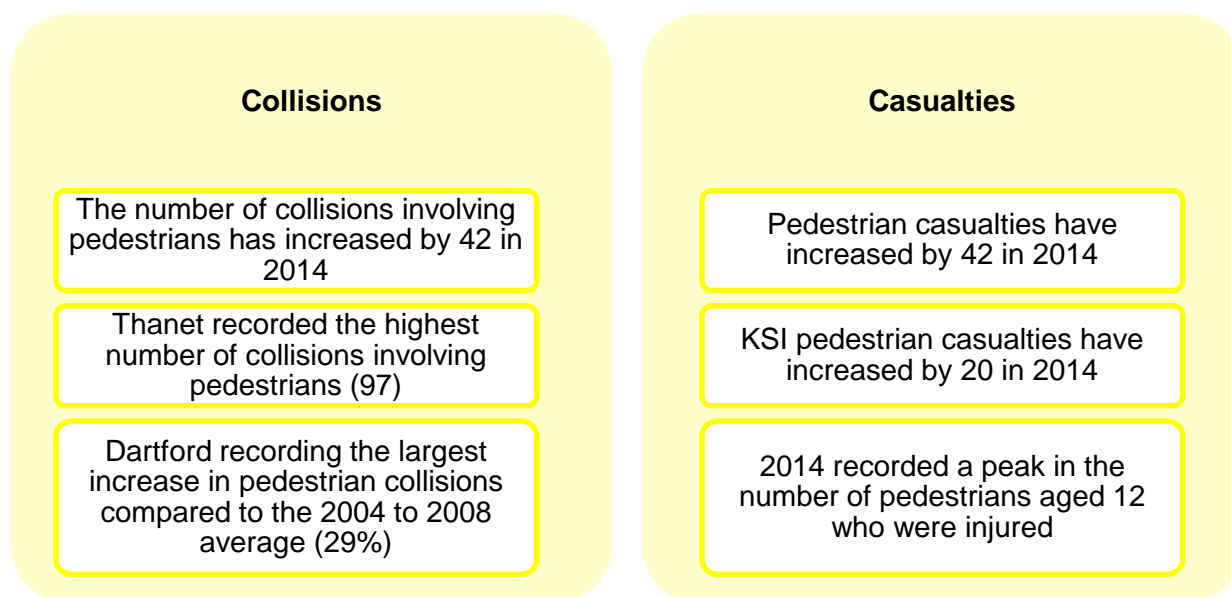
Section 4

Road User Profiles – Non Motor Vehicles

Section 4 Road user profiles – Non motor vehicles

Pedestrians

Diagram 5 Summary of pedestrian collisions and casualties



Summary of pedestrian collisions and casualties

Table 13 Collisions involving pedestrians on Kent roads by district and year

Collisions involving pedestrians	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
KCC total	662	601	605	647	42	-2%
District average	55	50	50	54	4	-2%
Ashford	47	36	38	35	-3	-26%
Canterbury	73	68	61	73	12	0%
Dartford	39	35	44	50	6	29%
Dover	54	62	55	43	-12	-20%
Gravesham	51	54	53	44	-9	-14%
Maidstone	77	66	58	72	14	-6%
Sevenoaks	33	34	29	32	3	-3%
Shepway	51	41	35	46	11	-10%
Swale	58	48	63	53	-10	-9%
Thanet	92	75	83	97	14	6%
Tonbridge and Malling	44	34	40	47	7	7%
Tunbridge Wells	43	48	46	55	9	27%

2014 has recorded an increase in collisions involving pedestrians from 605 in 2013 to 647 in 2014.

Dartford, Thanet, Tonbridge and Malling and Tunbridge Wells have all recorded an increase in pedestrian collisions in 2014 with Dartford recording the highest increase against the 2004 to 2008 average (29%).

Table 14 Pedestrian casualties on Kent roads by district, year and severity

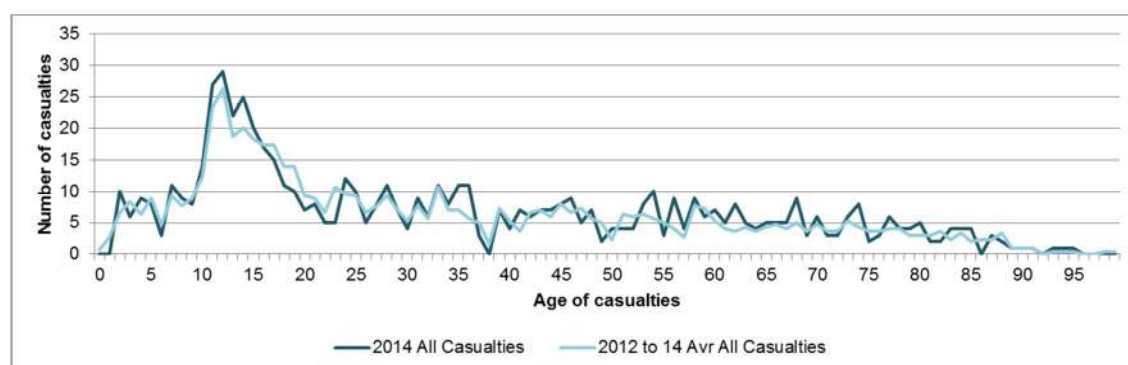
Pedestrian casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
KCC total	123	686	121	623	109	631	129	673	20	42	5%	-2%
District average	10	57	10	52	9	53	11	56	2	4	5%	-2%
Ashford	6	50	11	39	8	39	9	36	1	-3	50%	-28%
Canterbury	15	75	13	70	10	61	7	75	-3	14	-53%	0%
Dartford	6	40	9	36	10	47	11	53	1	6	83%	33%
Dover	10	57	11	64	8	57	11	43	3	-14	10%	-25%
Gravesham	8	52	5	57	6	55	8	44	2	-11	0%	-15%
Maidstone	17	78	16	68	10	62	17	77	7	15	0%	-1%
Sevenoaks	8	35	6	35	3	31	4	33	1	2	-50%	-6%
Shepway	9	52	13	45	5	37	14	51	9	14	56%	-2%
Swale	10	60	10	49	12	64	10	53	-2	-11	0%	-12%
Thanet	15	94	11	75	18	87	12	101	-6	14	-20%	7%
Tonbridge and Malling	9	47	6	35	8	40	13	48	5	8	44%	2%
Tunbridge Wells	9	45	10	50	11	51	13	59	2	8	44%	31%

Pedestrian KSI casualties have increased by 20 in 2014 and total pedestrian casualties have also increased by 42 in 2014.

Maidstone recorded the highest number of KSI pedestrian casualties in 2014 (17) and also the largest increase in pedestrian casualties between 2013 and 2014, increasing from 62 in 2013 to 77 in 2014. Thanet recorded the highest number of pedestrian casualties in 2014 (101).

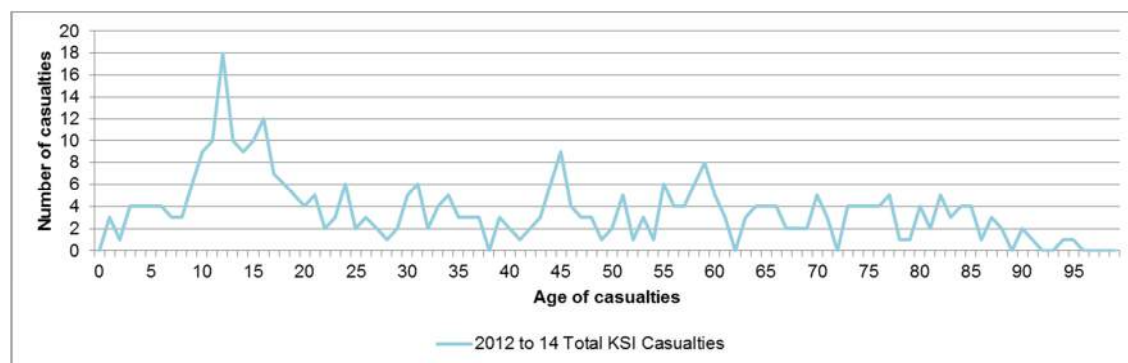
Pedestrian casualty age profile

Figure 20 Pedestrian casualties in 2014 by age compared to the 2012 to 2014 average



Pedestrian casualties in 2014 show a peak in ages 11 and 12 (27 and 29 casualties respectively).

Figure 21 KSI pedestrian casualties by age 2012 to 2014 total



Over the last 3 years KSI pedestrian casualties have peaked at the age of 12 (18 in total).

Road safety education, training and publicity

The Kent County Council Road Safety Team has a variety of campaigns aimed at pedestrians throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:



Ditch the Distraction

Featured in secondary schools across the county
Increase knowledge of the importance of not being distracted whilst on the road, aimed at school pupils

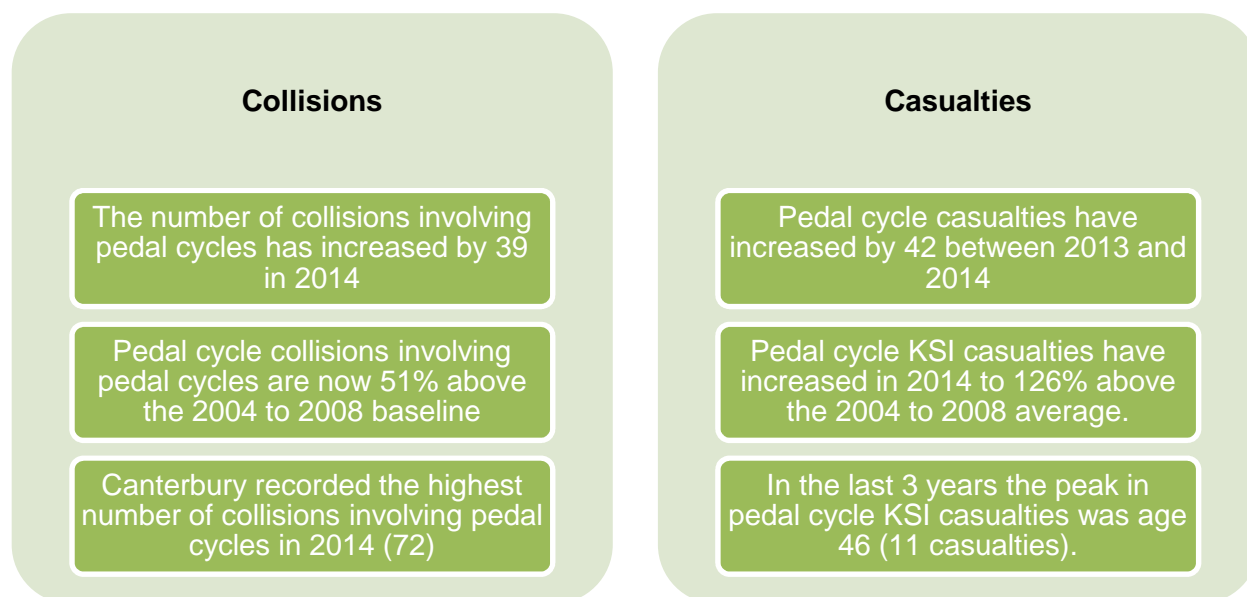


B-Viz

Featured in primary and secondary schools
Increase knowledge of the importance of being seen whilst on the road

Pedal cyclists

Diagram 6 Summary of pedal cycle collisions and casualties



Summary of pedal cycle collisions and casualties

Table 15 Collisions involving pedal cycles on Kent roads by district and year

Collisions involving pedal cycles	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
KCC total	318	335	441	480	39	1
District average	27	28	37	40	3	1
Ashford	27	26	36	42	6	1
Canterbury	47	48	50	72	22	1
Dartford	15	20	20	23	3	0
Dover	29	31	40	27	-13	0
Gravesham	18	14	22	34	12	1
Maidstone	24	37	41	31	-10	0
Sevenoaks	16	14	47	37	-10	1
Shepway	19	24	25	32	7	1
Swale	32	36	44	49	5	1
Thanet	42	39	48	63	15	1
Tonbridge and Malling	29	33	37	42	5	0
Tunbridge Wells	22	13	31	28	-3	0

Pedal cycle collisions have increased from 441 in 2013 to 480 in 2014. Collisions involving pedal cycles are now 51% above the 2004 to 2008 baseline. Dover is the only District to record a reduction in the number of pedal cycle collisions in 2014 compared to the baseline average (-7%)

Table 16 Pedal cycle casualties on Kent roads by district, year and severity

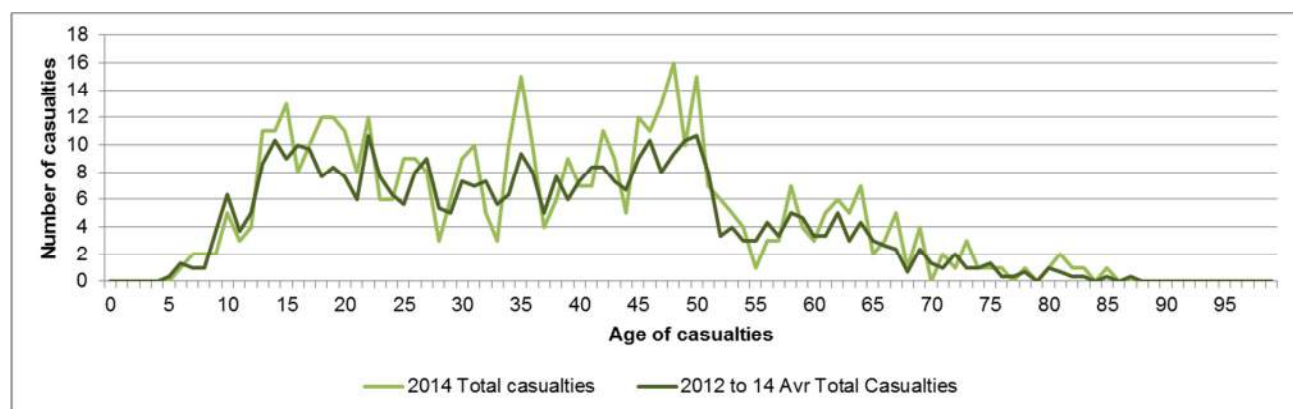
Pedal cycle casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
KCC total	38	311	60	328	82	436	86	478	4	42	126%	54%
District average	3	26	5	27	7	36	7	40	0	4	126%	54%
Ashford	5	26	5	26	8	36	9	40	1	4	80%	54%
Canterbury	6	46	6	48	14	48	14	74	0	26	133%	61%
Dartford	2	16	2	20	3	18	2	22	-1	4	0%	38%
Dover	2	28	2	29	10	40	0	26	-10	-14	-100%	-7%
Gravesham	2	17	1	12	4	22	7	35	3	13	250%	106%
Maidstone	3	23	10	38	5	41	5	32	0	-9	67%	39%
Sevenoaks	2	16	4	14	13	49	13	38	0	-11	550%	138%
Shepway	3	18	6	23	6	22	4	31	-2	9	33%	72%
Swale	4	30	8	36	3	44	8	48	5	4	100%	60%
Thanet	4	41	6	37	4	47	9	62	5	15	125%	51%
Tonbridge and Malling	4	28	8	32	6	37	10	42	4	5	150%	50%
Tunbridge Wells	3	21	2	13	6	32	5	28	-1	-4	67%	33%

The upward trend in the number of pedal cycle KSI casualties has continued in 2014 and the figure now stands at 126% above the 2004 to 2008 average.

Canterbury, which recorded the same number of pedal cycle casualties in 2012 and 2013 (48), recorded the highest number of pedal cycle casualties of all districts in 2014 (74).

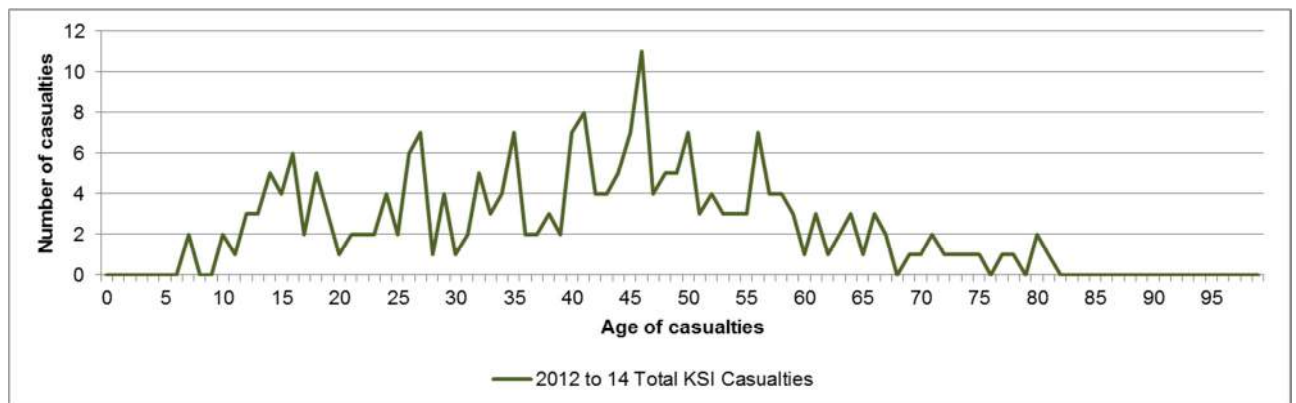
Pedal cycle casualty age profile

Figure 22 Pedal cycle casualties in 2014 by age and severity compared to the 2012 to 2014 average



In the last 3 years, the casualty profile highlights various peaks in pedal cycle casualties, however, those aged 22 and 50 recorded the highest number of casualties (11). The data for 2014, illustrates a higher number of casualties compared to the 3 year average, with 48 year old pedal cyclists recording the highest number (16 casualties).

Figure 23 KSI pedal cycle casualties age, 2012 to 2014 total








In the last 3 years the peak in pedal cycle KSI casualties was age 46 (11 casualties).

Road safety education, training and publicity

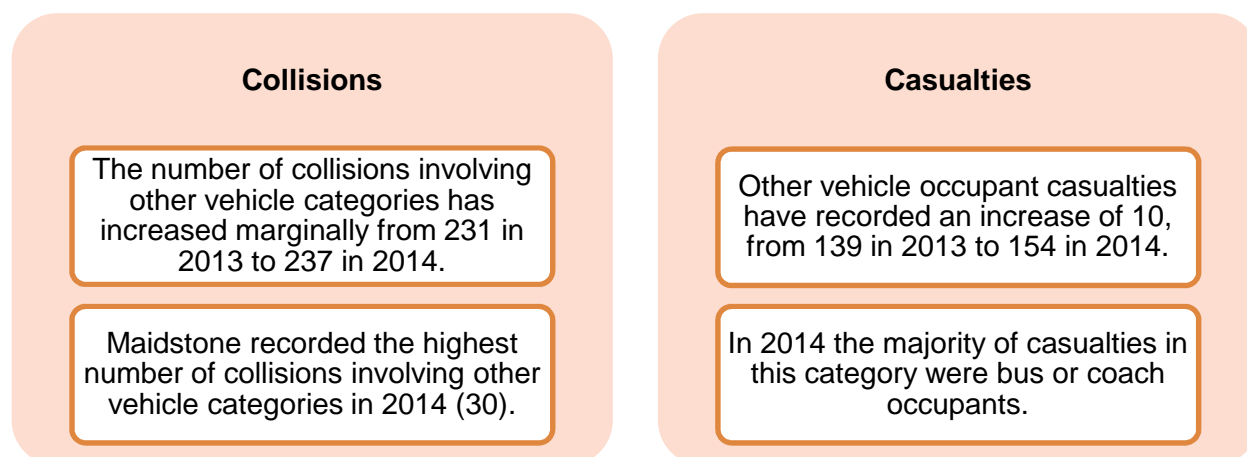
The Kent County Council Road Safety Team has a variety of campaigns aimed at pedal cyclists throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:

	<p>Ditch the Distraction Featured in secondary schools across the county Increase knowledge of the importance of not being distracted whilst on the road, aimed at school pupils</p>
	<p>B-Viz Featured in primary and secondary schools Increase knowledge of the importance of being seen whilst on the road</p>
	<p>Cycle Safe booklet General cycle safety information</p>
	<p>Bikeability National Standard Cyclist Training</p>
	<p>Think Cyclist To reduce the amount of pedal cyclist KSI casualties in the county.</p>

Other vehicles (motor and non-motor)

Diagram 7 Summary of other vehicle collisions and casualties



Summary of other vehicle collisions and casualties

Table 17 Collisions involving other vehicles on Kent roads by district and year

Collisions involving other vehicles	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	310	246	231	237	6	-24%
District average	26	21	19	20	1	-24%
Ashford	24	32	18	20	2	-15%
Canterbury	29	32	18	24	6	-18%
Dartford	35	27	17	21	4	-41%
Dover	21	19	25	26	1	21%
Gravesham	24	17	12	26	14	7%
Maidstone	38	25	32	30	-2	-20%
Sevenoaks	16	21	12	10	-2	-38%
Shepway	22	15	14	14	0	-36%
Swale	27	11	19	13	-6	-51%
Thanet	26	19	28	16	-12	-39%
Tonbridge and Malling	26	18	19	22	3	-17%
Tunbridge Wells	21	10	17	15	-2	-29%

The number of collisions involving other vehicle categories has increased to 237 in 2014 but this is still lower than the baseline average of 310. Maidstone recorded the highest number of collisions involving other vehicle categories in 2014 (30).

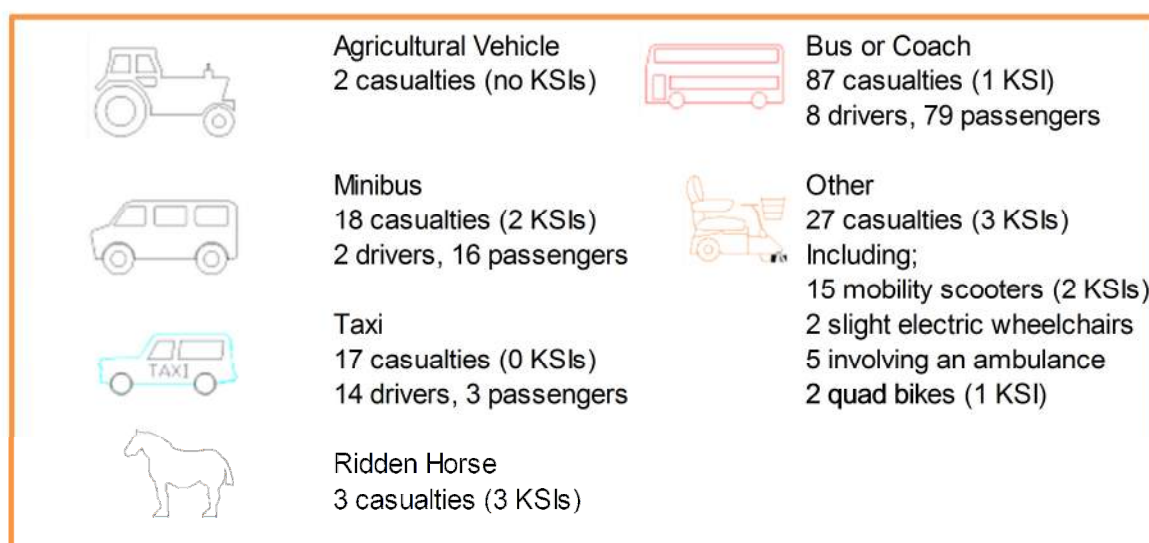
Table 18 Other vehicle casualties on Kent roads by district, year and severity

Other vehicle occupant casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	13	195	13	173	12	139	9	154	-3	15	-32%	-21%
District average	1	16	1	14	1	12	1	13	0	1	-32%	-21%
Ashford	1	13	3	25	3	14	0	18	-3	4	-100%	38%
Canterbury	0	17	2	19	1	14	0	14	-1	0	-100%	-18%
Dartford	1	24	1	28	1	13	2	19	1	6	150%	-21%
Dover	1	9	0	15	2	16	1	24	-1	8	25%	161%
Gravesham	1	20	0	13	0	9	0	13	0	4	-100%	-36%
Maidstone	2	20	0	16	0	19	0	23	0	4	-100%	15%
Sevenoaks	1	11	3	17	0	3	3	5	3	2	114%	-53%
Shepway	1	15	0	5	1	2	2	7	1	5	67%	-52%
Swale	1	16	0	3	2	17	0	3	-2	-14	-100%	-81%
Thanet	1	18	2	15	0	16	0	9	0	-7	-100%	-51%
Tonbridge and Malling	1	18	1	8	0	6	0	10	0	4	-100%	-46%
Tunbridge Wells	1	13	1	9	2	10	1	9	-1	-1	-29%	-33%

Other vehicle occupant casualties have increased from 139 in 2013 to 154 in 2014

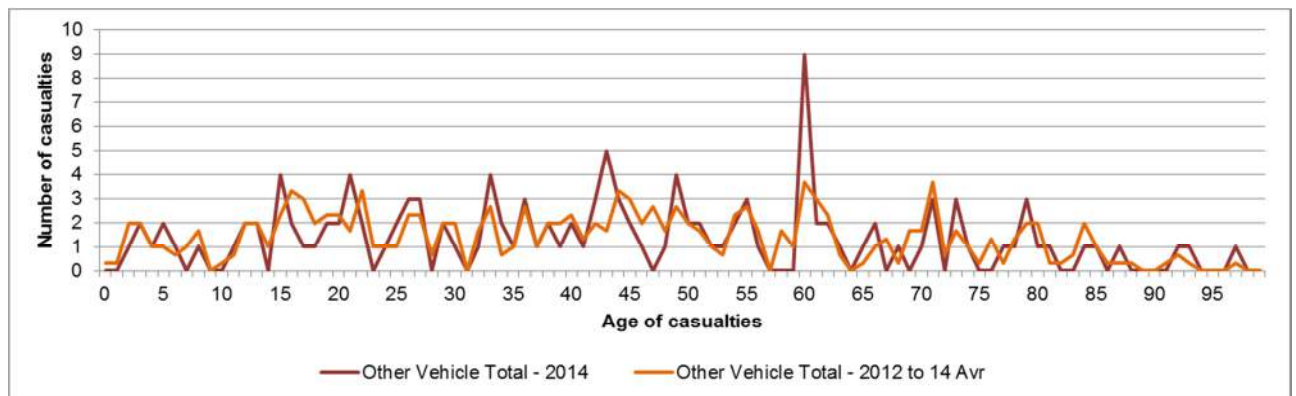
KSI casualties have decreased from 12 in 2013 to 9 in 2014.

Figure 24 Other vehicle casualties by type



Other vehicles casualty age profile

Figure 25 Other vehicle casualties by age, 2014 compared to the 2012 to 2014 average



There was a peak of 9 casualties aged 60 in 2014, although very low numbers are involved.

Road safety education, training and publicity

Other non-motor vehicle users are not deemed as a high priority for specific campaigns as incident numbers are relatively low compared to all other road user groups.

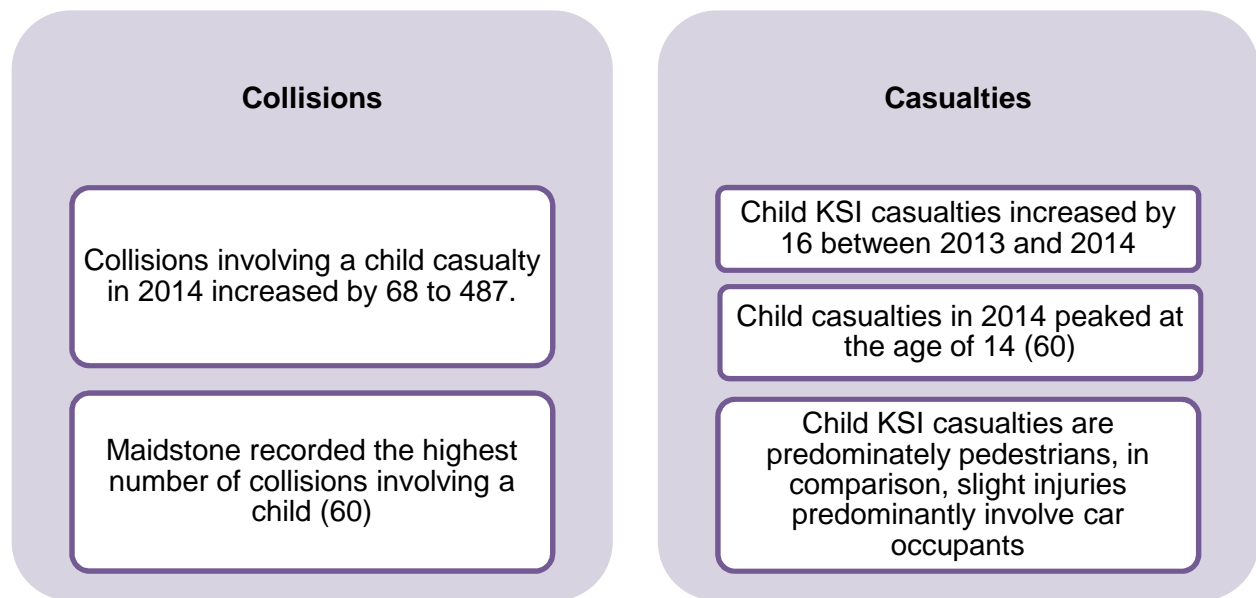
Section 5

Casualty Age Profiles

Section 5 Casualty age profiles

Child casualties (under 16 years of age)

Diagram 8 Summary of collisions involving children and child casualties



Summary of collisions involving children and child casualties

Table 19 Collisions involving child casualties on Kent roads by district and year

Collisions involving child casualties	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	592	448	419	487	68	-18%
District average	49	37	35	41	6	-18%
Ashford	53	38	42	41	-1	-23%
Canterbury	52	34	29	37	8	-29%
Dartford	46	48	41	42	1	-8%
Dover	45	36	36	31	-5	-31%
Gravesham	45	31	46	30	-16	-34%
Maidstone	63	53	37	60	23	-4%
Sevenoaks	35	21	22	37	15	6%
Shepway	44	39	17	28	11	-36%
Swale	60	44	41	53	12	-12%
Thanet	73	49	49	55	6	-25%
Tonbridge and Malling	42	28	28	30	2	-29%
Tunbridge Wells	34	27	31	43	12	28%

Collisions involving a child casualty have increased by 68 in 2014, but this figure is still 18% lower than the 2004 to 2008 baseline average.

Maidstone has recorded the largest increase between 2013 and 2014 (+23) whilst Gravesham has recorded the largest reduction (-16).

Table 20 Child casualties on Kent roads by district, year and severity

Child casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	65	668	44	502	45	481	61	570	16	89	-6%	-15%
District average	5	56	4	42	4	40	5	48	1	7	-6%	-15%
Ashford	6	63	7	41	4	47	11	48	7	1	96%	-24%
Canterbury	6	56	1	40	4	38	3	42	-1	4	-53%	-26%
Dartford	3	53	3	54	5	47	6	54	1	7	88%	1%
Dover	6	50	2	38	1	40	3	36	2	-4	-53%	-28%
Gravesham	5	48	2	33	3	56	3	31	0	-25	-40%	-36%
Maidstone	8	72	3	59	3	41	3	70	0	29	-61%	-3%
Sevenoaks	4	39	1	22	1	27	6	48	5	21	67%	24%
Shepway	5	50	6	50	2	20	6	33	4	13	11%	-35%
Swale	6	67	7	50	4	45	7	62	3	17	21%	-7%
Thanet	7	80	7	52	7	52	2	64	-5	12	-71%	-20%
Tonbridge and Malling	5	51	2	34	5	31	4	31	-1	0	-26%	-39%
Tunbridge Wells	3	38	3	29	6	37	7	51	1	14	119%	34%

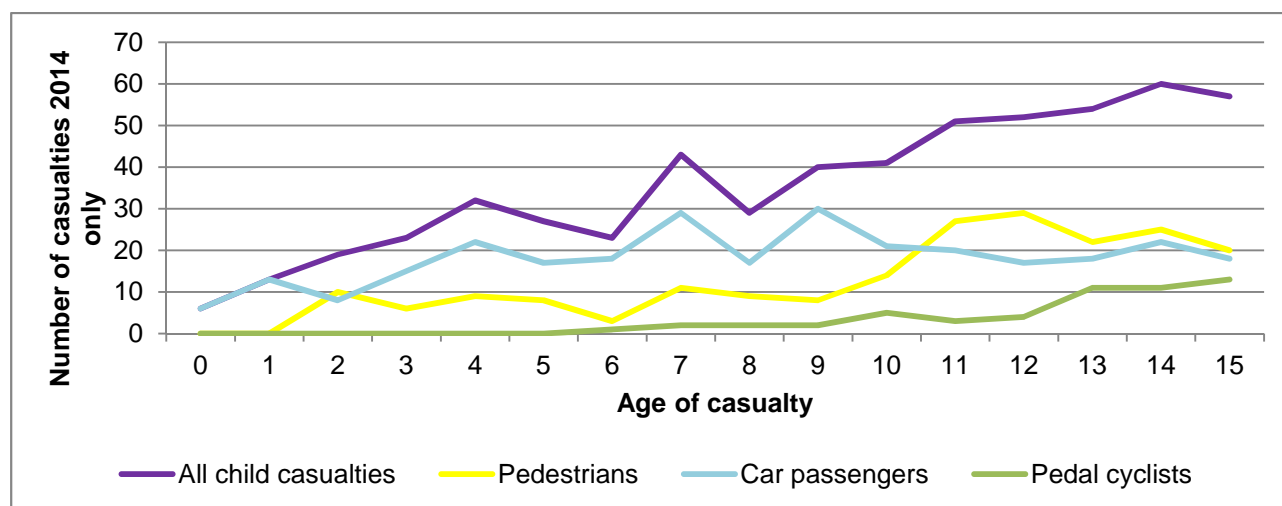
Child casualties in 2014 were 15% below the 2004 to 2008 average; however, 2014 recorded 89 more casualties than 2013.

2014 recorded 1 more fatally injured child and 15 more seriously injured children than 2013.

In 2014 Maidstone recorded the highest number of child casualties – 70.

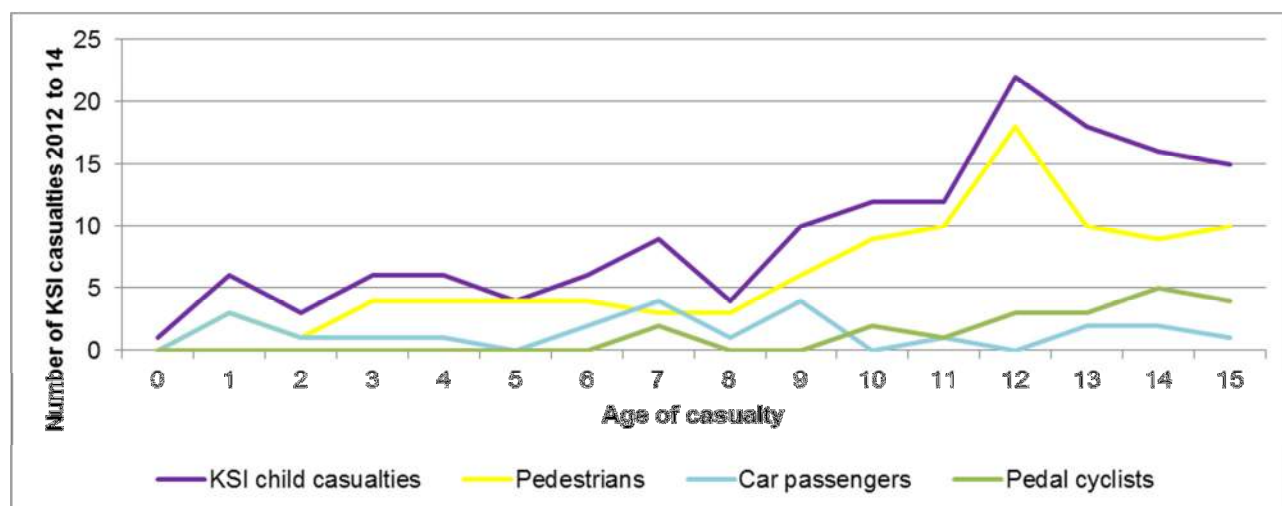
Child casualty age profile

Figure 26 Child casualties in 2014 by age and road user



2014 recorded 1 more fatally injured child and 15 more seriously injured children than 2013. Child casualties in 2014 peaked at the age of 14 (60).

Figure 27 KSI child casualties 2012 to 2014 total by age and road user



Child KSI casualties peaked at age 12, of which the majority were pedestrians.

Child casualty road user profile

Table 21 Child casualties on Kent roads by road user, year and severity





Child casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Total	65	668	44	502	45	481	61	570	16	89	-6%	-15%
Pedestrians	39	250	35	184	33	165	30	201	-3	36	-23%	-20%
Car Occupants	14	282	1	242	5	244	17	292	12	48	21%	4%
Pedal Cyclists	8	93	5	49	5	48	10	54	5	6	25%	-42%
Motorcycles	3	11	0	2	1	5	1	3	0	-2	-67%	-73%
Other	1	32	3	25	1	19	3	20	2	1	200%	-38%

Child pedestrians make up nearly half of all child KSI casualties, in comparison child car occupants make up the majority of child slight injuries.

Road safety education, training and publicity

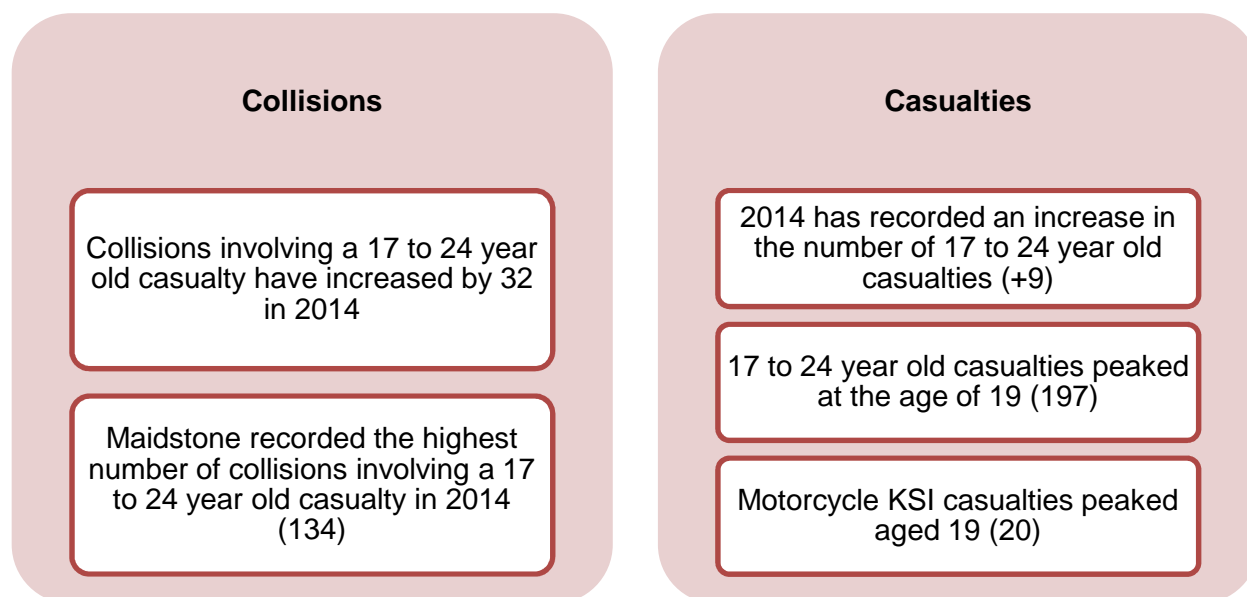
The Kent County Council Road Safety Team will deliver an in car child safety campaign in addition to child pedestrian and cyclist activity, throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:

	<p>Good egg guide In car safety advice for those who drive children aged 0 to 12. Education on the importance of correctly fitting a child car seat.</p>
	<p>Small Steps Small Steps is an 8 week practical pedestrian training scheme for children. It introduces children in year 2 of primary school to basic road crossing strategies, which can be built on when they are old enough to begin making independent pedestrian journeys.</p>
	<p>Ditch the Distraction Featured in secondary schools across the county Increase knowledge of the importance of not being distracted whilst on the road, aimed at school pupils</p>
	<p>B-Viz Featured in primary and secondary schools Increase knowledge of the importance of being seen whilst on the road</p>

Casualties aged between 17 and 24

Diagram 9 Summary of collisions involving 17 to 24 year olds and 17 to 24 year old casualties



Summary of collisions involving 17 to 24 year olds and 17 to 24 year old casualties

Table 22 Collisions involving 17 to 24 year old casualties on Kent roads by district and year

Collisions involving 17 to 24 year old casualties	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	1356	1212	1112	1144	32	-16%
District average	113	101	93	95	3	-16%
Ashford	130	108	85	80	-5	-38%
Canterbury	136	115	112	128	16	-6%
Dartford	125	115	112	132	20	6%
Dover	86	79	80	57	-23	-34%
Gravesham	77	107	75	63	-12	-18%
Maidstone	156	151	121	134	13	-14%
Sevenoaks	111	113	88	73	-15	-34%
Shepway	89	76	73	67	-6	-25%
Swale	120	96	99	121	22	1%
Thanet	110	78	109	115	6	4%
Tonbridge and Malling	126	98	80	103	23	-18%
Tunbridge Wells	90	76	78	71	-7	-21%

Collisions involving 17 to 24 year old casualties have recorded an increase of 32 between 2013 and 2014. However, the figure for 2014 still remains 16% below the 2004 to 2008 average baseline.

Table 23 17 to 24 year old casualties on Kent roads by district, year and severity

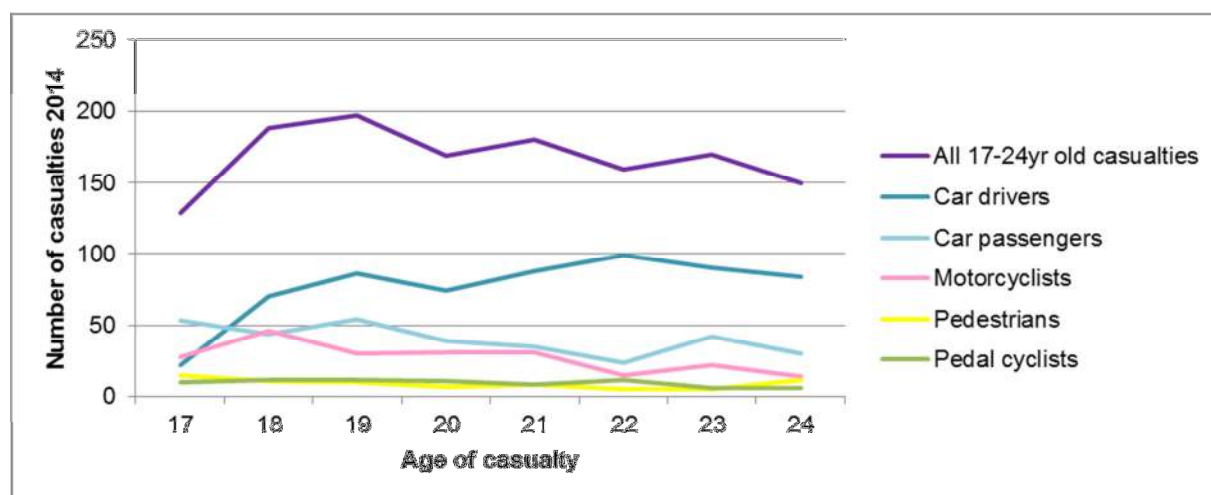
17 to 24 year old casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	185	1609	125	1452	113	1333	115	1342	2	9	-38%	-17%
District average	16	134	10	121	9	111	10	112	0	1	-40%	-17%
Ashford	16	158	20	135	9	114	15	99	6	-15	-6%	-37%
Canterbury	19	163	18	133	14	126	12	154	-2	28	-37%	-6%
Dartford	13	149	2	143	9	140	10	162	1	22	-23%	9%
Dover	11	101	8	88	14	94	6	70	-8	-24	-45%	-31%
Gravesham	9	90	9	130	2	85	3	69	1	-16	-67%	-23%
Maidstone	26	183	11	179	10	144	18	156	8	12	-31%	-15%
Sevenoaks	17	133	9	133	10	103	4	84	-6	-19	-76%	-37%
Shepway	12	108	8	93	10	91	8	77	-2	-14	-33%	-29%
Swale	15	143	8	121	11	129	13	139	2	10	-13%	-3%
Thanet	13	126	13	96	5	129	10	129	5	0	-23%	2%
Tonbridge and Malling	16	149	11	108	7	86	7	116	0	30	-56%	-22%
Tunbridge Wells	18	106	8	93	12	92	9	87	-3	-5	-50%	-18%

Following a reduction between 2012 and 2013, the number of 17 to 24 year old casualties has increased marginally between 2013 and 2014.

Dartford recorded the highest number of 17 to 24 year old casualty figures, 162 casualties in 2014, although Maidstone recorded the highest number of KSI casualties (18).

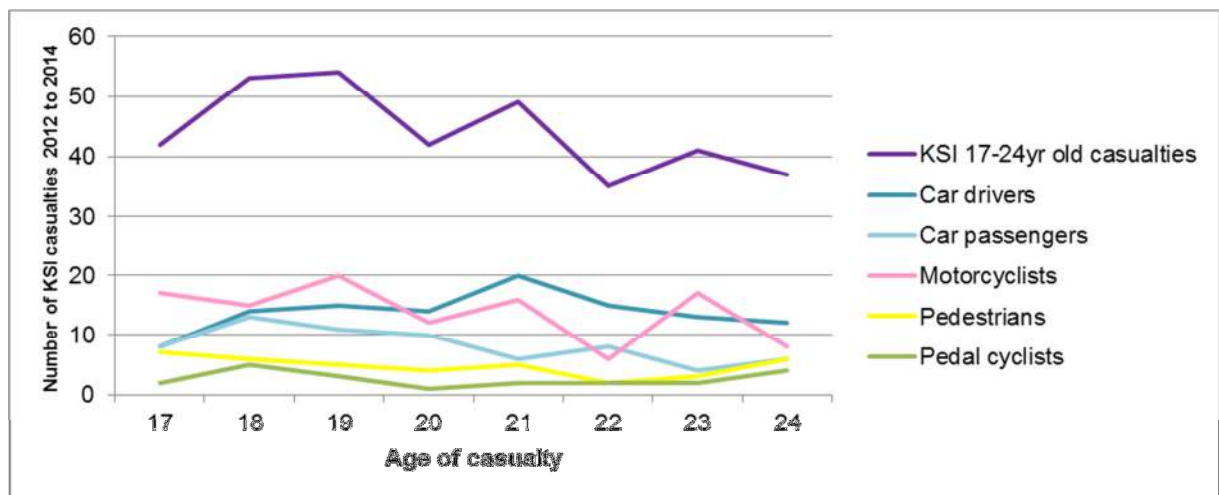
17 to 24 year old casualty age profile

Figure 28 All severity 17 to 24 year old casualties in 2014 by age and road user



17 to 24 year old casualties peaked at the age of 19 (197), however car drivers peaked at the age of 22 (99).

Figure 29 17 to 24 year old KSI casualties 2012 to 2014 by age and road user



Overall KSI casualties in this age group peaked at the age of 19 (54 in the last 3 years).

17 to 24 year old casualty road user profile

Table 24 17 to 24 year old casualties on Kent roads by road user, year and severity



17 to 24 year old casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Total	185	1609	125	1452	113	1333	115	1342	2	9	-38%	-17%
Car driver	68	799	42	723	35	624	35	613	0	-11	-49%	-23%
Car passenger	43	422	28	367	23	330	15	321	-8	-9	-65%	-24%
Motorcycles	46	196	31	173	36	163	43	217	7	54	-6%	11%
Pedestrians	18	99	4	99	11	101	11	73	0	-28	-40%	-26%
Pedal cyclists	3	41	7	48	4	67	10	77	6	10	194%	86%
Other	6	52	13	42	4	48	1	41	-3	-7	-84%	-21%

After a reduction over the last few years, motorcycle casualties aged 17 to 24 have increased in 2014 – 54 in total. Pedestrian and car occupant casualties aged 17 to 24 both reduced between 2013 and 2014 and are both now below their respective 2004 to 2008 baseline averages.

Road safety education, training and publicity

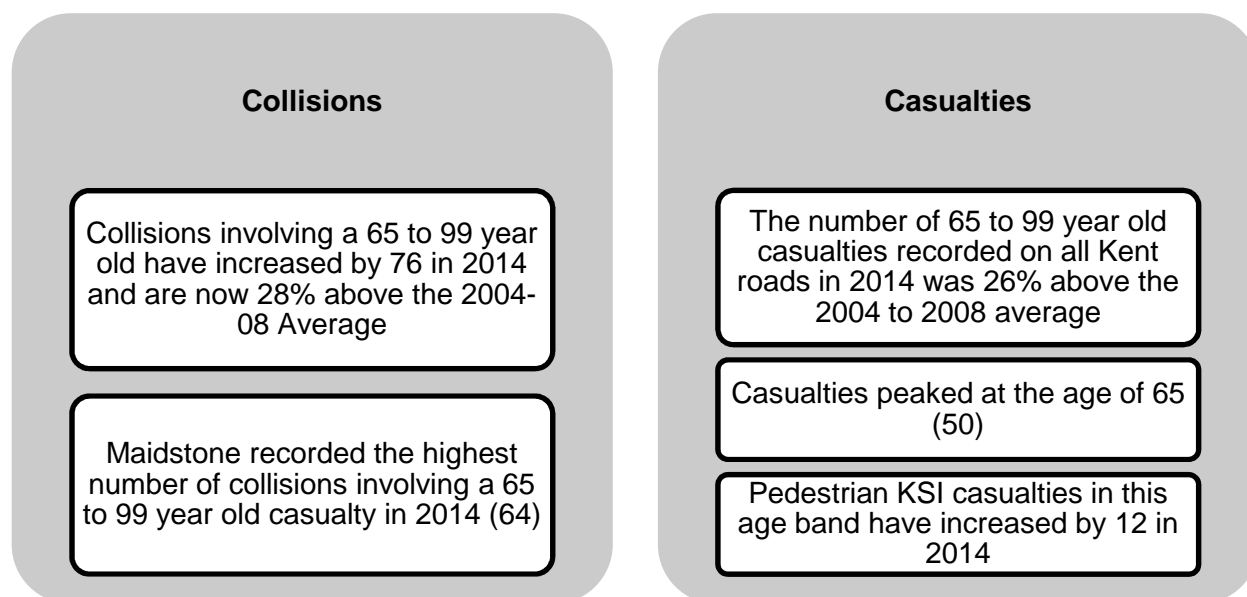
In addition to the general campaigns, the Kent County Council Road Safety Team has a variety of campaigns aimed at young drivers and riders throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:

	<p>Speak Up Targeting passengers of young drivers Awareness of the increased likelihood of being involved in a serious crash when driven by a young driver</p>
	<p>Ghostlids To establish a communication channel with young riders and to increase awareness about the risk of them being involved in a serious crash</p>

Casualties aged between 65 and 99

Diagram 10 Summary of collisions involving 65 to 99 year olds and 65 to 99 year old casualties



Summary of collisions involving 65 to 99 year olds and 65 to 99 year old casualties

Table 25 Collisions involving 65 to 99 year old casualties on Kent roads by district and year

Collisions involving 65 to 99 year old casualties	2004-2008 Average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
Kent total	416	462	458	534	76	28%
District average	35	39	38	45	6	28%
Ashford	38	43	32	43	11	14%
Canterbury	35	53	38	57	19	62%
Dartford	33	27	37	38	1	14%
Dover	32	31	37	48	11	49%
Gravesham	22	20	24	27	3	22%
Maidstone	46	50	52	64	12	40%
Sevenoaks	39	56	43	51	8	29%
Shepway	34	39	27	42	15	25%
Swale	28	28	37	32	-5	16%
Thanet	37	38	42	48	6	30%
Tonbridge and Malling	36	39	44	42	-2	18%
Tunbridge Wells	36	38	45	42	-3	15%

2014 has recorded an increase in the number of collisions involving casualties aged 65 to 99 (+76) and is now 28% above the 2004 to 2008 baseline average.

Table 26 65 to 99 year old casualties on Kent roads by district, year and severity

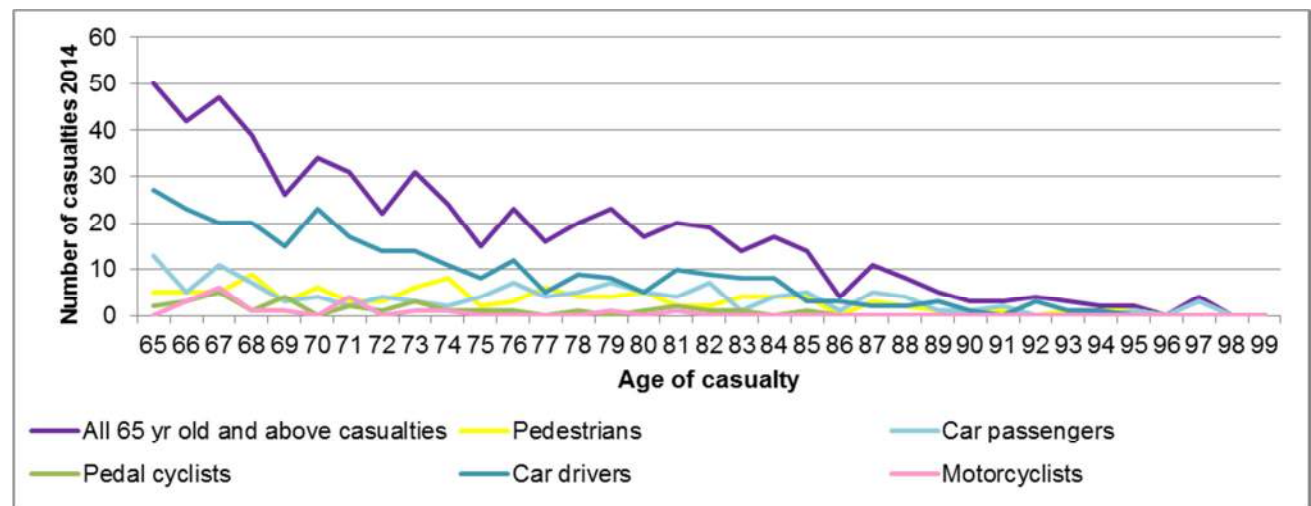
65 to 99 year old casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Kent total	66	470	74	522	77	521	81	593	4	72	23%	26%
District average	6	39	6	44	6	43	7	49	0	6	23%	26%
Ashford	7	44	9	52	4	38	6	47	2	9	-14%	7%
Canterbury	5	38	8	61	6	40	7	62	1	22	40%	63%
Dartford	5	38	3	31	4	43	3	40	-1	-3	-40%	5%
Dover	6	38	2	34	6	40	6	54	0	14	0%	42%
Gravesham	4	25	3	20	3	26	3	28	0	2	-25%	12%
Maidstone	7	51	15	61	8	57	12	71	4	14	71%	39%
Sevenoaks	4	46	8	66	6	52	12	58	6	6	200%	26%
Shepway	6	37	4	42	6	33	5	48	-1	15	-17%	30%
Swale	4	31	3	29	3	42	7	36	4	-6	75%	16%
Thanet	5	39	6	44	7	45	5	51	-2	6	0%	31%
Tonbridge and Malling	6	40	6	40	12	50	2	46	-10	-4	-67%	15%
Tunbridge Wells	7	43	7	42	12	55	13	52	1	-3	86%	21%

The number of 65 to 99 year old casualties recorded on all Kent roads in 2014 was 26% above the 2004 to 2008 average for all severity types.

In 2014 Tunbridge Wells recorded the highest number of KSI casualties aged between 65 and 99 (13) and Maidstone recorded the highest number of total casualties aged between 65 and 99 (71).

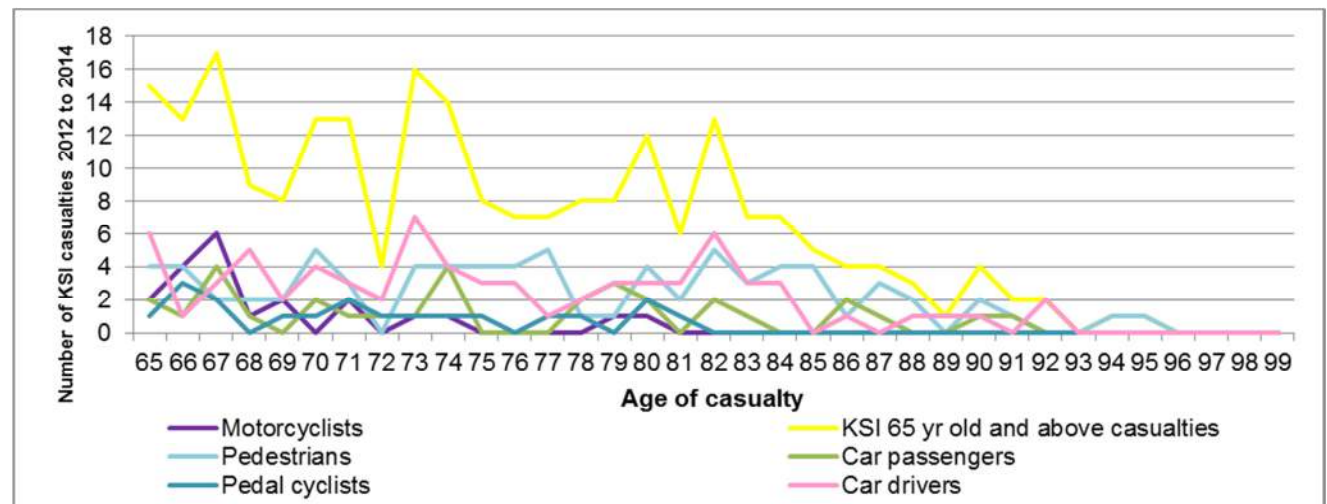
65 to 99 year old casualty age profile

Figure 30 65 to 99 year old casualties in 2014 by age and road user



Casualties peaked at the age of 65 (50) with generally decreasing figures to the age of 99. The majority of casualties in this group were car drivers.

Figure 31 65 to 99 year old KSI casualties 2012 to 2014 by age and road user



The number of KSI casualties in this age group are low, however, in 2014 there were peaks at the ages of 66 and 67 (7).

65 to 99 year old casualty road user profile

Table 27 65 to 99 year old casualties on Kent roads by road user, year and severity

65 year old and above casualties	2004-2008 Average		2012		2013		2014		2014 vs. 2013		2014 vs. Average	
	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total	KSI	Total
Total	66	470	74	522	77	521	81	593	4	72	23%	26%
Car driver	24	217	25	256	27	256	21	285	-6	29	-12%	31%
Car passenger	12	115	9	119	11	112	12	125	1	13	2%	8%
Pedestrians	21	83	8	87	19	84	31	104	12	20	45%	25%
Pedal cyclists	3	12	5	17	7	21	7	31	0	10	119%	163%
Motorcycles	3	11	5	12	9	16	7	19	-2	3	133%	67%
Other	3	31	22	31	4	32	3	29	-1	-3	7%	-7%

The total number of 65 to 99 year old casualties has increased from 521 in 2013 to 593 in 2014 and this figure is now 26% above the 2004 to 2008 baseline average.

Car driver KSI casualties in this age band have decreased from 27 in 2013 to 21 in 2014.

Pedestrian KSI casualties in this age band have increased from 19 in 2013 to 31 in 2014.

Section 6

Collision Conditions

Section 6 Collision conditions

National comparisons

This section compares national figures with Kent's to establish whether the county conforms with the trends.

This section uses *Reported Road Casualties Great Britain (2013)* (RCGB) data for 2013 only and compares this to either 2014 or the 2012 to 2014 average, as stated. *Reported Road Casualties Great Britain 2014* is due to be released in October 2015.

The Department for Transport noted that motor vehicle traffic in 2013 was 0.4% higher than 2012.

Figure 32 Vehicles involved in collisions, national (2013) compared to the 2012-14 Kent average

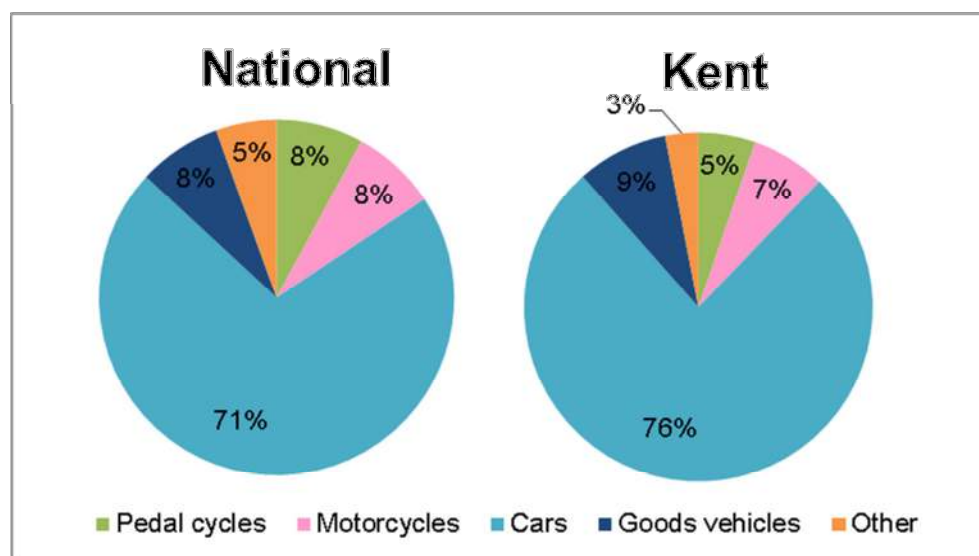
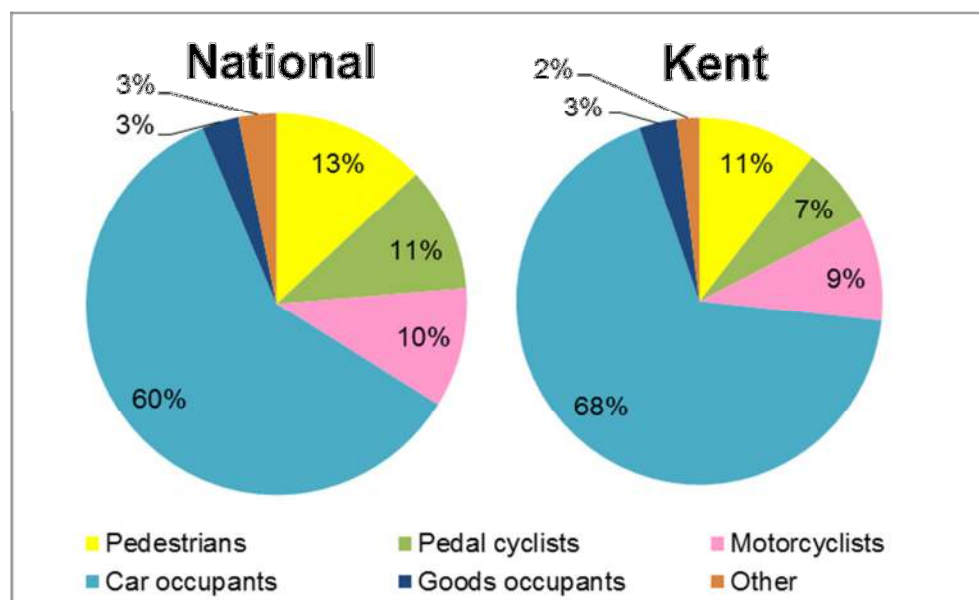


Figure 33 Casualties resulting from collisions, national (2013) compared to the 2012-14 Kent average



The above two figures illustrate that Kent vehicle and casualty proportions show a higher percentage of car occupant casualties, but a lower level of pedestrian, pedal cycle and motorcycle casualties.

Road conditions

Table 28 Road surface and light conditions, 2013 national proportions compared to 2012 to 2014 Kent proportions

	RCGB	Kent
Dry	70%	68.5%
Wet/flood	27%	29.0%
Snow/ice	3%	2.5%

	RCGB	Kent
Dark	27%	24%
Light	73%	76%

Kent recorded a lower proportion of dry conditions than the national average.

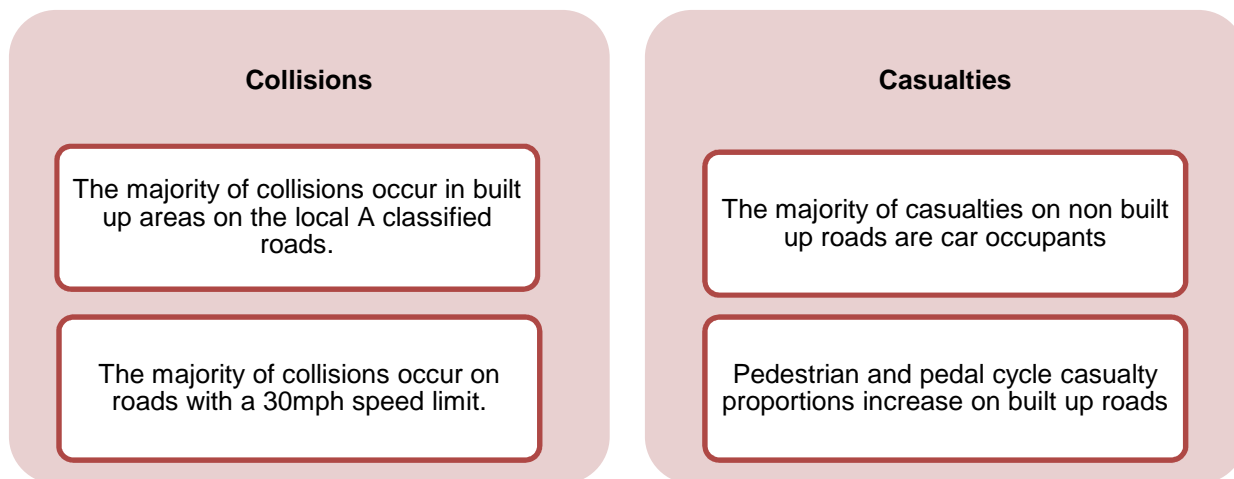
Kent recorded 24% of collisions occurring in hours of darkness, this compares to 27% nationally.

Road classifications and environment

This section reviews collisions by the road class and environment. “Built up” refers to roads of 40mph and under whereas “non built up” refers to roads above 40mph.

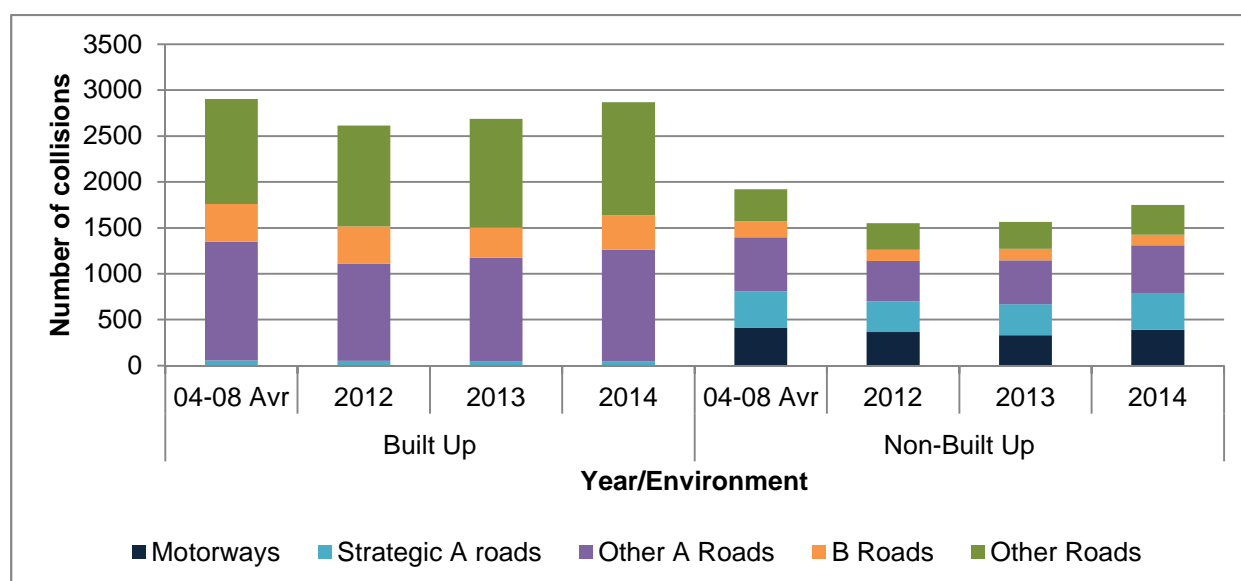
“Strategic” A roads refer to those maintained by Highways England, “Other” A roads refer to those maintained by Kent County Council. Please see Appendix C for a full definition.

Diagram 11 Summary of collisions and casualties by road classification and environment



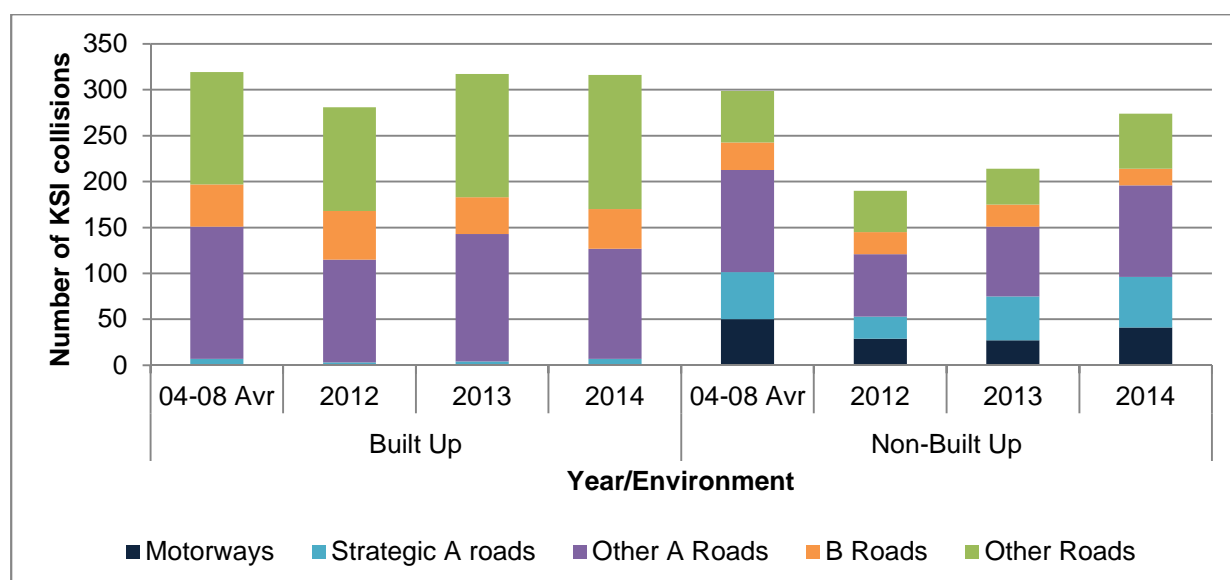
Collisions by road class and environment

Figure 34 Collisions by environment, road class and year – all severities



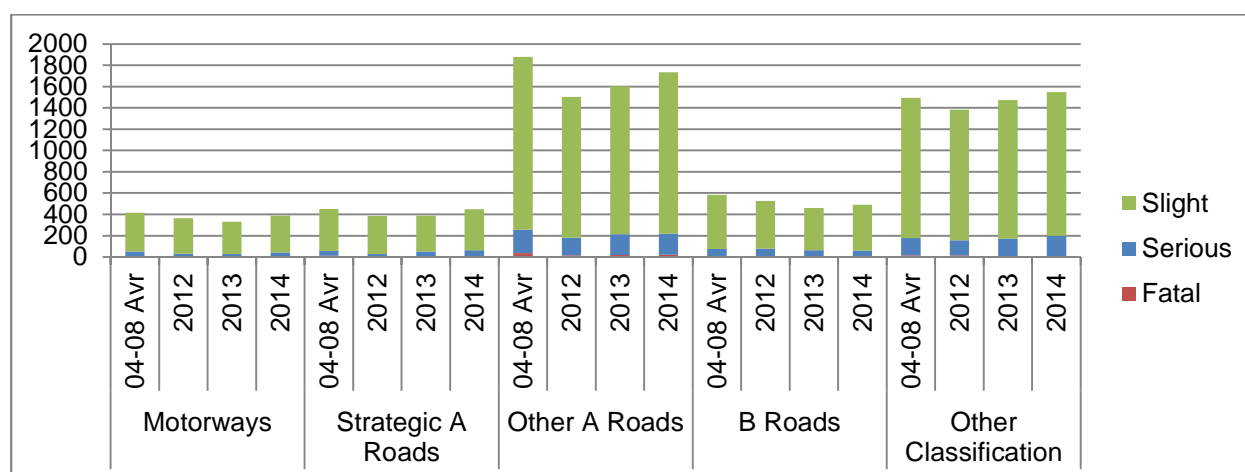
The majority of collisions occur in built up areas on the local A classified roads.

Figure 35 Collisions by environment, road class and year – killed or seriously injured



KSI collision data follows a similar pattern as all severity data, although KSI collisions on other A roads make up a high proportion of the total recorded on non-built up roads. The number of KSI collisions recorded on non-built up roads in Kent has increased year on year since 2012.

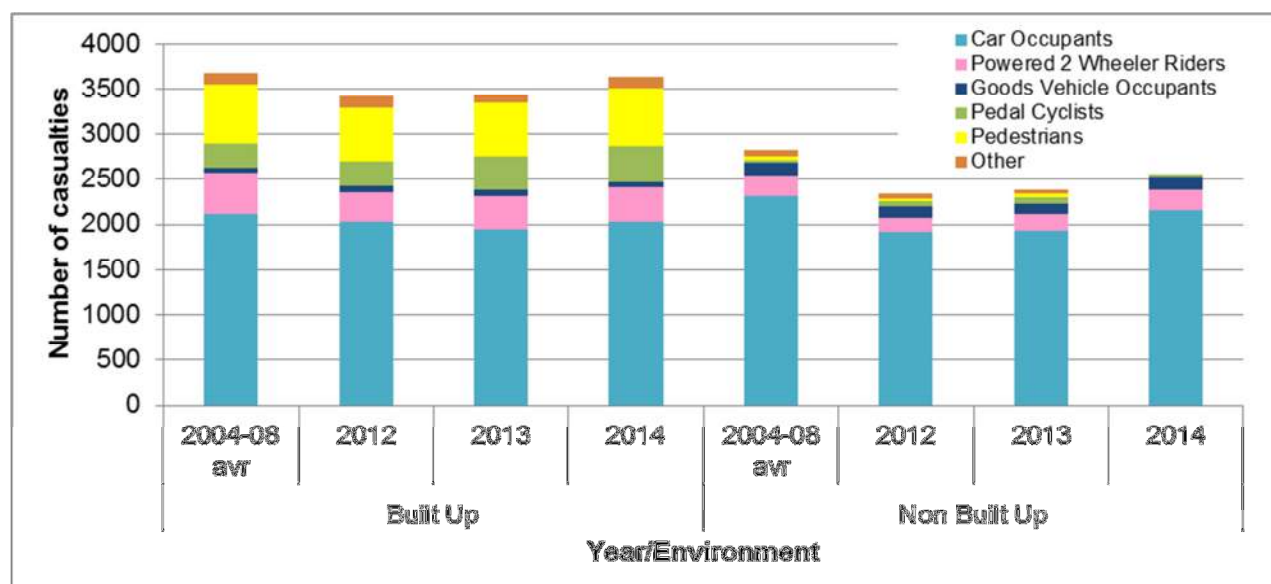
Figure 36 Collisions by road class, severity and year



In 2014, there was an increase in collisions on all road class categories against 2013 data.

Casualties by environment

Figure 37 Collisions by environment, road class and year



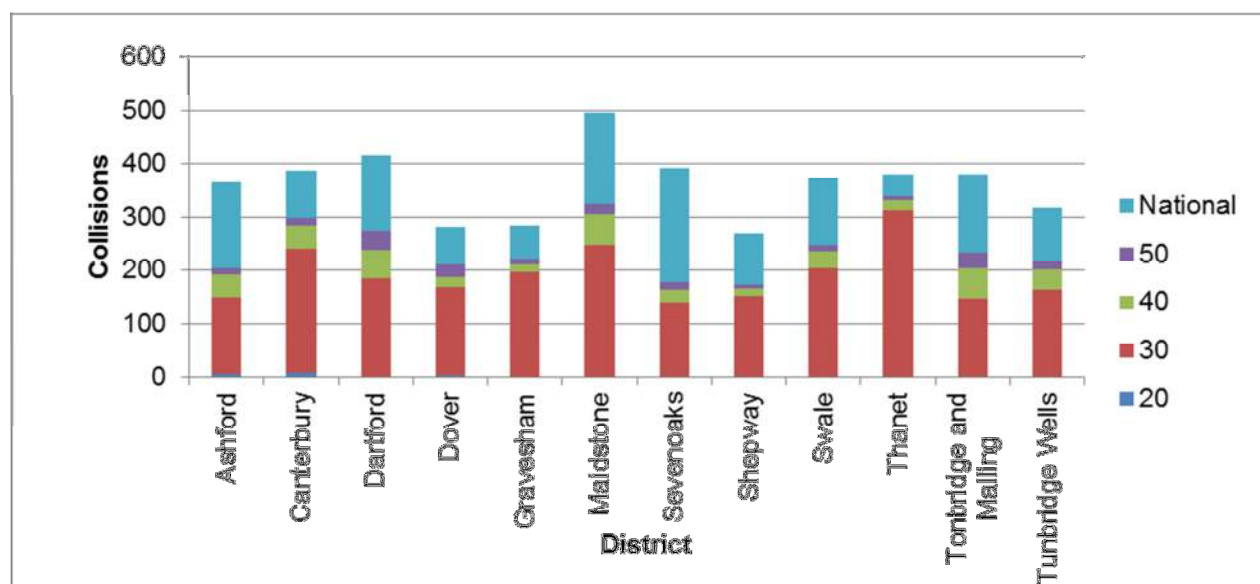
The majority of casualties on non-built up roads are car occupants – other road user groups record, on average, 18% of the casualties. On built up roads this average increases to 43% of casualties.

Collisions by speed limit

Table 29 Collisions by speed limit and year

Speed Limit	2004-2008 average	2012	2013	2014	2014 vs. 2013	2014 vs. Average
20	21	21	22	17	-5	-19%
30	2422	2,194	2,248	2428	180	-7%
40	459	399	417	423	6	-9%
50	179	171	184	252	68	3%
60	997	711	739	712	-27	-26%
70	744	667	642	786	144	-14%




Figure 38 Collisions by speed limit and district, 2012 to 2014 average



Road safety education, training and publicity

The Kent County Council Road Safety Team has a variety of campaigns aimed at speed limit awareness throughout 2015/16. Information is available at www.kentroadsafety.com

Campaigns include:

 A horizontal poster for the 'Country Roads' campaign. It features a green and brown color scheme with illustrations of rural roads, trees, and animals. The text reads 'COUNTRY ROADS' in large green letters, followed by 'Don't take speed to the limit - Read the road, see the hazards' and the website 'www.roadthoroad.co.uk'.	Country Roads Don't take speed to the limit. Increasing driver awareness on the need to read the road and to see the hazards in a rural environment
 A horizontal poster for the 'See the Hazards' campaign. It features a yellow and black color scheme with illustrations of urban hazards like a pedestrian crossing, a school bus, and a car. The text reads 'SEE THE HAZARDS' in large yellow letters, followed by 'Don't take speed to the limit - Read the road' and the website 'www.seehazards.co.uk'.	See the Hazards Don't take speed to the limit. Increasing driver awareness on the need to read the road and to see the hazards in an urban environment
 A vertical poster for the 'One Road for All' campaign. It features a black and white photograph of a person on a bicycle. The text reads 'Share the road safely' in white on a blue background, followed by 'Every day 17' in a red circle, and '17 million people share the road with you'. Logos for Kent County Council, Kent Road Safety Team, and other partners are at the bottom.	One Road for All Seeking to develop greater empathy amongst road users, that will lead to better anticipation for others actions

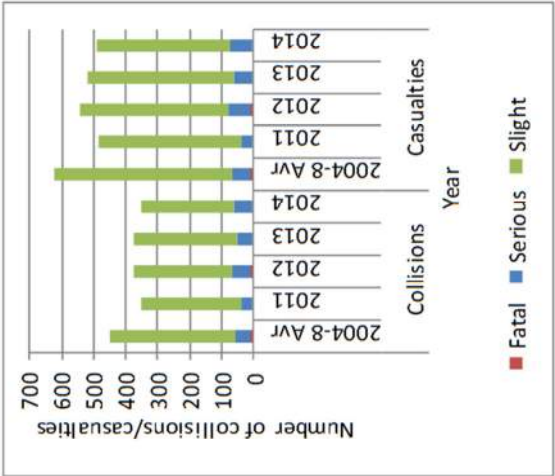
Section 7

District Review

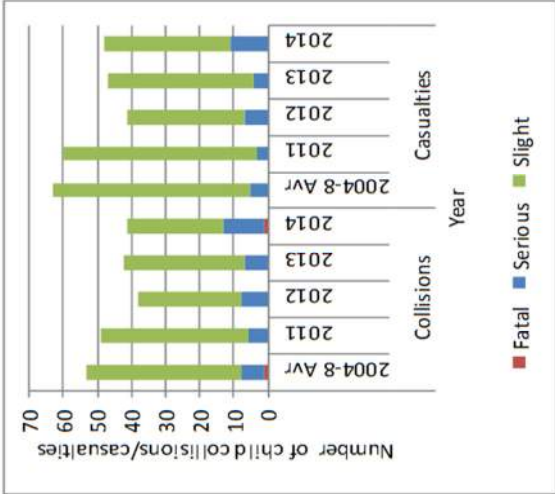
Section 7 District Review

Ashford

Collisions and casualties in the district



Child collisions and casualties in the district



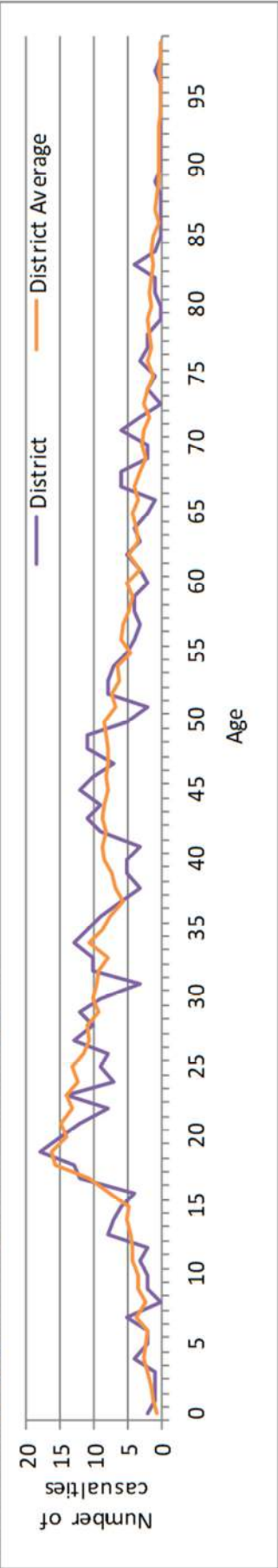
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Tot.	Fat.	Ser.	Tot.
Victoria	0	3	25	0	3	32
Weald Central	0	5	21	0	6	38
St. Michaels	0	2	23	0	2	27

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Ashford District	Kent		Ashford District	Kent	
Pedestrian	7%	11%		36	673	
Pedal cyclist	8%	8%		40	478	
Motorcyclist	9%	10%		46	610	
Car occupant	69%	67%		340	4192	
Goods vehicle occupant	2%	3%		10	196	
Other vehicle occupant	4%	2%		18	154	

District casualty age profile compared to Kent average, 2014



District Summary

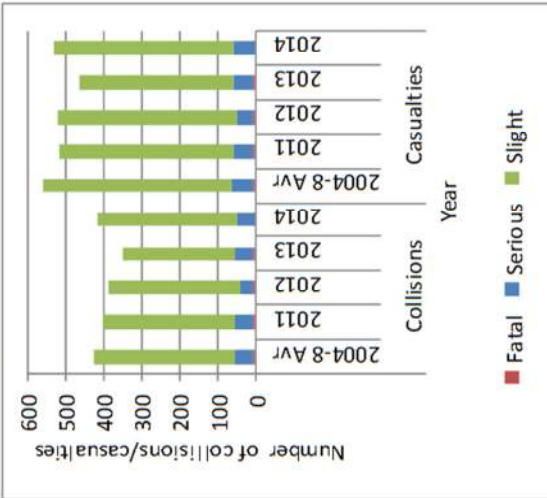
Following an increase in 2012, Ashford has recorded a reduction in all casualties in the last two years and the figure for 2014 (490) is below the 2004 to 2008 average (623). KSI casualties have increased in 2014 (67) back to a similar level recorded in 2012 (70) and this figure is also above the 2004 to 2008 average (59).

Child KSI casualties are at their highest level since 1996 (11) although slight casualties have reduced from 43 in 2013 to 37 in 2014. Car occupant casualties continue to record the highest proportion in Ashford (69%) and are above the average for Kent (67%). Goods Vehicle casualties have reduced from 23 in 2013 (4%) to 10 in 2014 (2%).

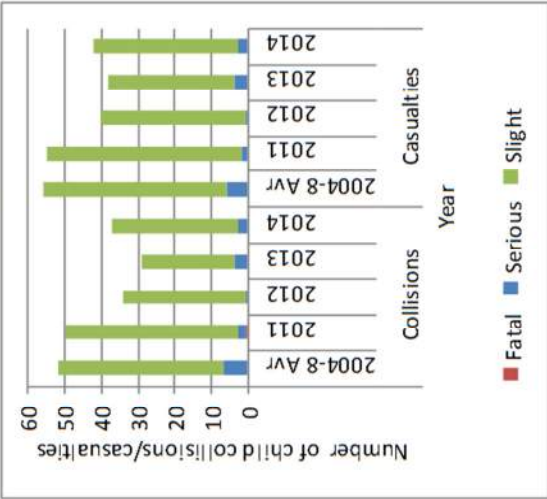
Ashford and Sevenoaks are the only districts to record a higher proportion of pedal cycle casualties compared to pedestrian casualties.

Canterbury

Collisions and casualties in the district



Child collisions and casualties in the district



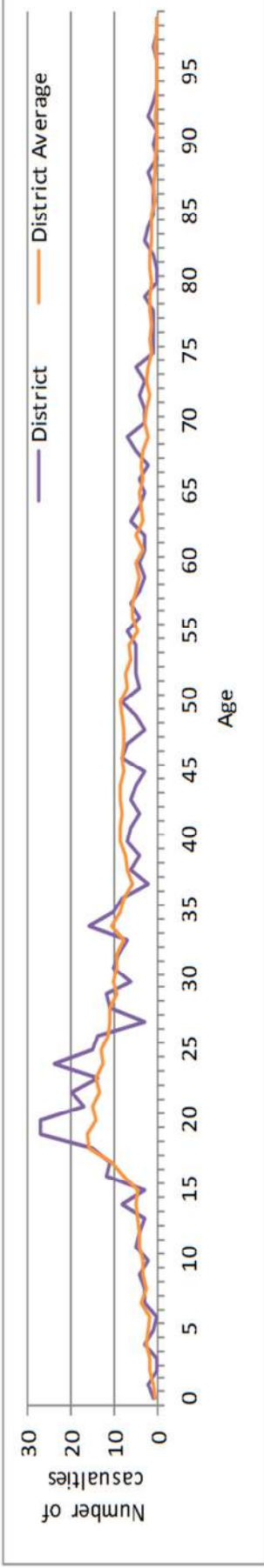
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Fat.	Ser.	Slt.
Westgate	0	4	35	0	4	41
Barton	0	4	34	0	5	41
Northgate	0	1	30	0	1	36

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties		2014 - Casualties	
	Canterbury District	Kent	Canterbury District	Kent
Pedestrian	14%	11%	75	673
Pedal cyclist	14%	8%	74	478
Motorcyclist	10%	10%	55	610
Car occupant	56%	67%	300	4192
Goods vehicle occupant	3%	3%	16	196
Other vehicle occupant	3%	2%	14	154

District casualty age profile compared to Kent average, 2014



District Summary

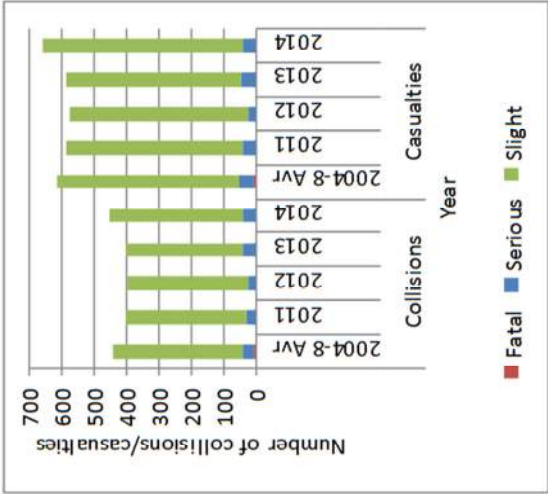
Following a reduction in 2013, Canterbury has recorded an increase in all casualties (to 534) in 2014. KSI casualties have increased year on year since 2012, with 59 recorded in 2014. There were zero child fatalities and 3 serious child casualties recorded in Canterbury in 2014.

Car occupant casualties continue to record the highest proportion in Canterbury (56%) although this has reduced and is now further below the average for Kent (67%). Canterbury recorded the highest number (74) and proportion (14%) of pedal cycle casualties in the county.

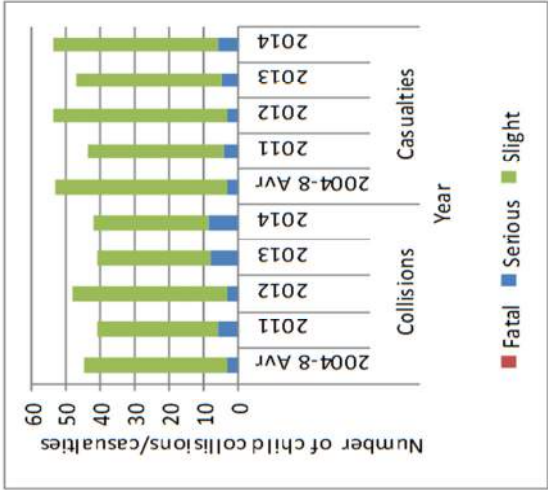
There are more casualties recorded in Canterbury between the ages of 19 and 26 years of age when compared to the district average.

Dartford

Collisions and casualties in the district



Child collisions and casualties in the district



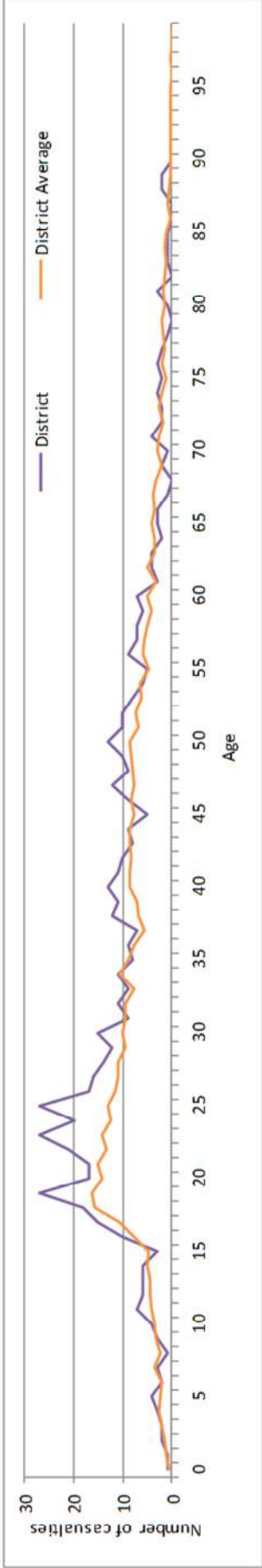
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Fat.	Ser.	Slt.
Bean and Darenth	0	2	69	0	3	114
Brent	1	5	47	1	7	69
Longfield, New Barn and Southfleet	0	3	37	0	3	53
Sutton-at-Hone and	0	3	37	0	3	65

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Dartford District	Kent District	Kent	Dartford District	Kent District	Kent
Pedestrian	8%	11%	11%	53	22	673
Pedal cyclist	3%	8%	8%	22	478	478
Motorcyclist	8%	10%	10%	55	610	610
Car occupant	73%	67%	67%	481	4192	4192
Goods vehicle occupant	4%	3%	3%	28	196	196
Other vehicle occupant	3%	2%	2%	19	154	154

District casualty age profile compared to Kent average, 2014



District Summary

Dartford has recorded an increase in all casualties in the last two years and the figure for 2014 (658) is also above the 2004 to 2008 average (618). KSI casualties have reduced in 2014 (43) and are below the 2004 to 2008 average (52).

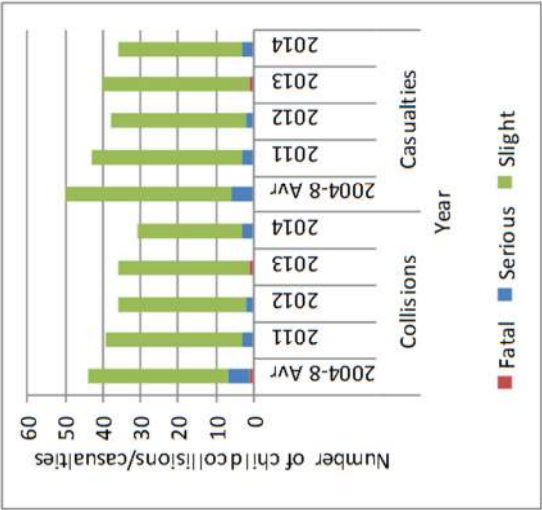
The number of child KSI casualties (6) and child slight casualties (48) recorded in 2014 were both higher than in 2013 and are now above the 2004 to 2008 average. Every type of road user has recorded an increase in casualties between 2013 and 2014. Car occupant casualties continue to record the highest proportion in Dartford (73%), which is one of the highest proportions in Kent. It should also be noted that Dartford recorded the lowest number of pedal cycle casualties (22) and the highest number of Goods Vehicle casualties (28).

Dover

Collisions and casualties in the district



Child collisions and casualties in the district



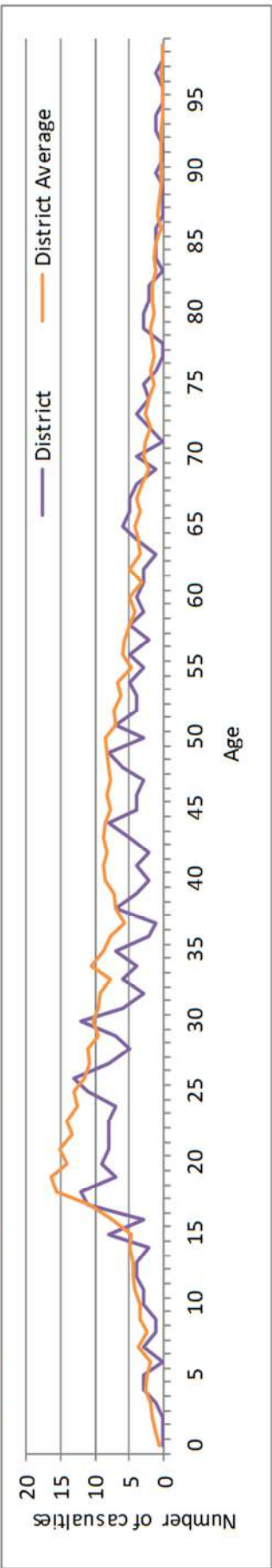
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Fat.	Ser.	Slt.
St. Margaret's-at-Cliffe	1	1	27	1	2	53
Sandwich	0	6	16	0	6	19
Castle	1	2	15	1	2	18

Road user casualty comparison, 2014

	2014 - Proportion of all casualties			2014 - Casualties		
	Dover District	Kent		Dover District	Kent	
Road user casualty						
Pedestrian	12%	11%		43	673	
Pedal cyclist	7%	8%		26	478	
Motorcyclist	10%	10%		36	610	
Car occupant	62%	67%		228	4192	
Goods vehicle occupant	2%	3%		9	196	
Other vehicle occupant	7%	2%		24	154	

District casualty age profile compared to Kent average, 2014



District Summary

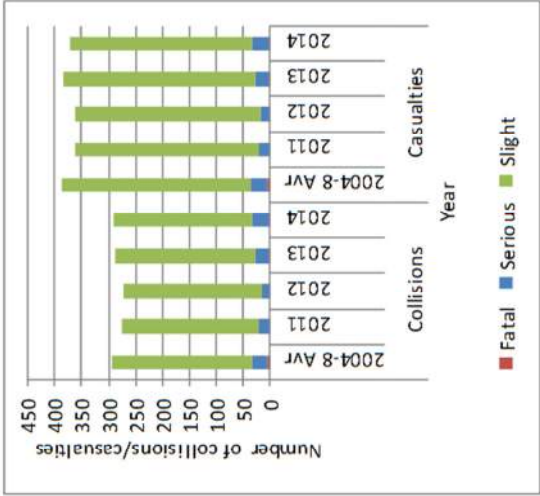
The number of casualties recorded in 2014 in Dover is the lowest for 4 years (366) and this figure is also below the 2004 to 2008 baseline average (426). KSI casualties have reduced between 2013 (50) and 2014 (36). There were zero child fatalities and 3 serious child casualties recorded in Dover in 2014.

The number of Car Occupant casualties in Dover reduced in 2014 and it now records the lowest figure for any district in 2014. However, as a result of a reduction in overall casualties and an increase in other road user casualties the actual proportion that they make up has increased to 62%.

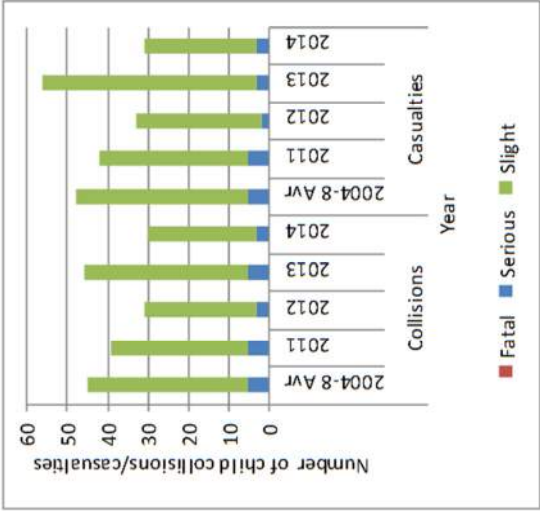
Dover and Tunbridge Wells also recorded the joint lowest number of motorcycle casualties in the county in 2014 (36).

Gravesham

Collisions and casualties in the district



Child collisions and casualties in the district



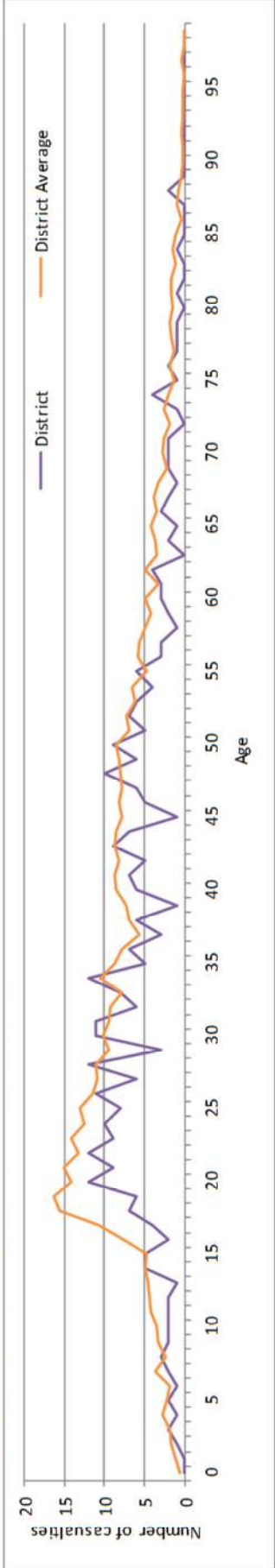
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Tot.	Fat.	Ser.	Tot.
Pelham	1	4	39	1	4	43
Shorne, Cobham and Luddesdown	0	1	36	0	1	49
Istead Rise	0	4	26	0	4	32

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties		2014 - Casualties	
	Gravesham District	Kent	Gravesham District	Kent
Pedestrian	12%	11%	44	673
Pedal cyclist	9%	8%	35	478
Motorcyclist	10%	10%	38	610
Car occupant	62%	67%	230	4192
Goods vehicle occupant	3%	3%	11	196
Other vehicle occupant	4%	2%	13	154

District casualty age profile compared to Kent average, 2014



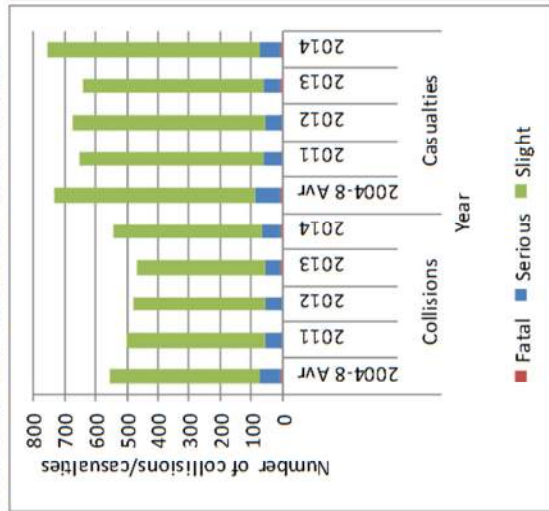
District Summary

The number of KSI casualties recorded in Gravesham has increased year on year since 2012, however the figure for 2014 (33) is still below the 2004 to 2008 baseline average (37). Although overall casualties have reduced from 385 in 2013 to 371 in 2014, the annual figure has remained between 350 and 400 for the last 4 years. There were zero child fatalities and 3 serious child casualties recorded in Gravesham in 2014.

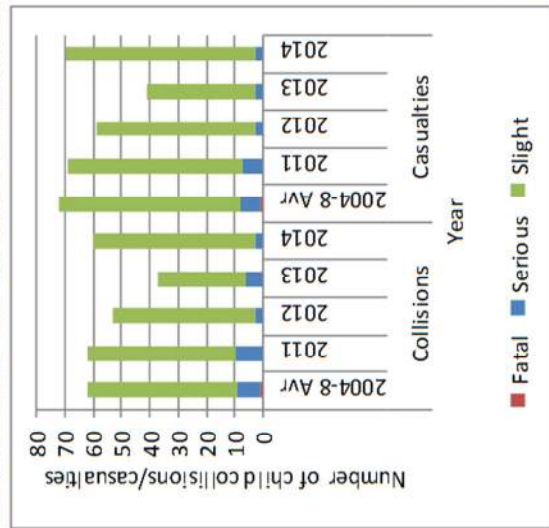
The number of car occupant and pedestrian casualties recorded in Gravesham reduced in 2014, however, these road users continue to record the highest proportion of casualties in the District. Motorcycle, Pedal cycle and goods vehicle casualties have all increased in 2014.

Maidstone

Collisions and casualties in the district



Child collisions and casualties in the district



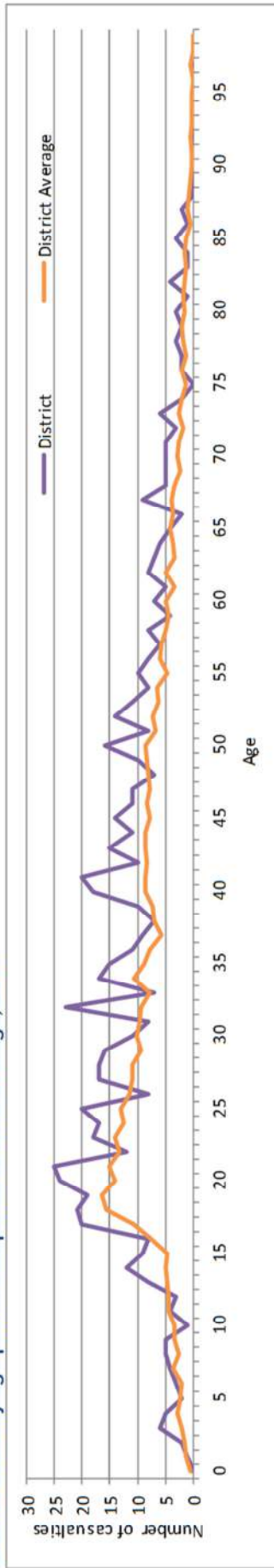
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Fat.	Ser.	Slt.
Boxley	0	7	82	0	8	117
High Street	0	2	63	0	2	77
North Downs	1	6	41	1	6	85
						92

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Maidstone District	Kent		Maidstone District	Kent	
Pedestrian	10%	11%		77	673	
Pedal cyclist	4%	8%		32	478	
Motorcyclist	9%	10%		72	610	
Car occupant	69%	67%		526	4192	
Goods vehicle occupant	4%	3%		28	196	
Other vehicle occupant	3%	2%		23	154	

District casualty age profile compared to Kent average, 2014



District Summary

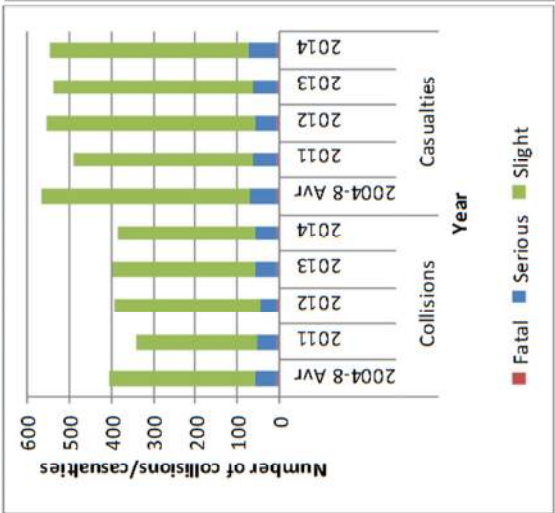
Following a reduction in 2013, Maidstone has recorded an increase in all casualties (to 758) in 2014, which is now above the 2004 to 2008 baseline average (734). KSI casualties have increased year on year since 2012, with 74 recorded in 2014. There were zero child fatalities and 3 serious child casualties recorded in Maidstone in 2014.

Maidstone recorded the highest number of motorcycle (72), car occupant (526) and goods vehicle (28) casualties in the county in 2014.

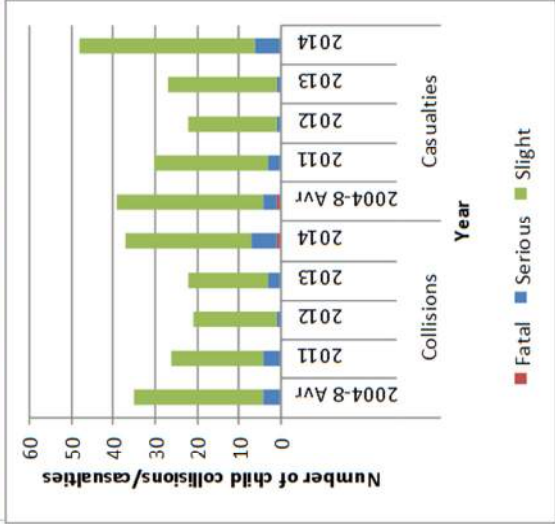
Although the largest variance in casualties by age between Maidstone and the district average was 34 year olds (14 casualties), both 20 and 21 year olds made up the largest number of casualties (24 and 25 respectively) and both recorded 10 more casualties than the district average.

Sevenoaks

Collisions and casualties in the district



Child collisions and casualties in the district



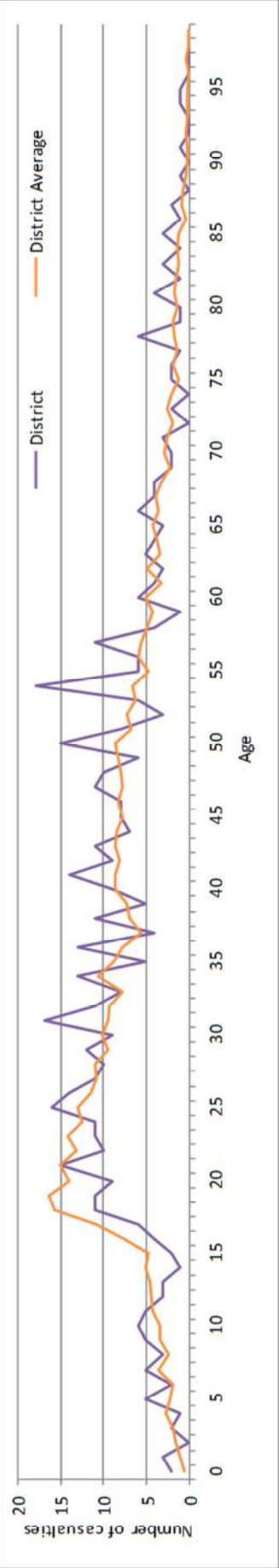
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Fat.	Ser.	Slt.
Brasted, Chevening and Sundridge	1	9	57	1	9	85
Seal and Weald	0	3	28	0	3	38
Swanley Christchurch and Swanley Village	1	1	28	1	1	52

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Sevenoaks District	Kent	Kent	Sevenoaks District	Sevenoaks District	Kent
Pedestrian	6%	11%	11%	33	33	673
Pedal cyclist	7%	8%	8%	38	38	478
Motorcyclist	9%	10%	10%	47	47	610
Car occupant	73%	67%	67%	399	399	4192
Goods vehicle occupant	5%	3%	3%	25	25	196
Other vehicle occupant	1%	2%	2%	5	5	154

District casualty age profile compared to Kent average, 2014



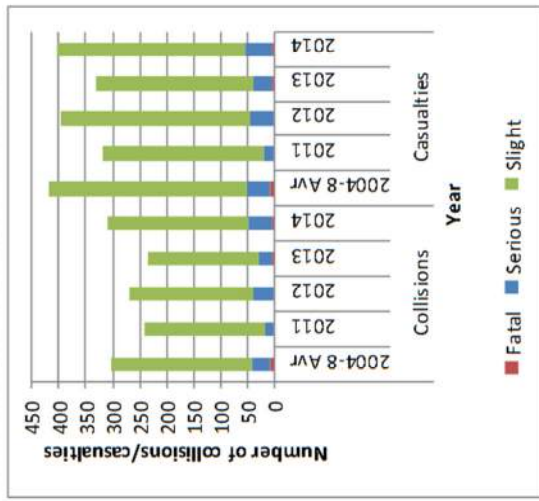
District Summary

The number of KSI casualties recorded in Sevenoaks has increased year on year since 2012 and the figure for 2014 (73) is now above the 2004 to 2008 baseline average (70). Sevenoaks recorded the highest number of fatalities in the county (7), the majority of which were on roads under the responsibility of Highways England. There were 6 serious and 42 slight child casualties recorded in Sevenoaks in 2014, both of which were higher than previous 3 years and the 2004 to 2008 baseline average.

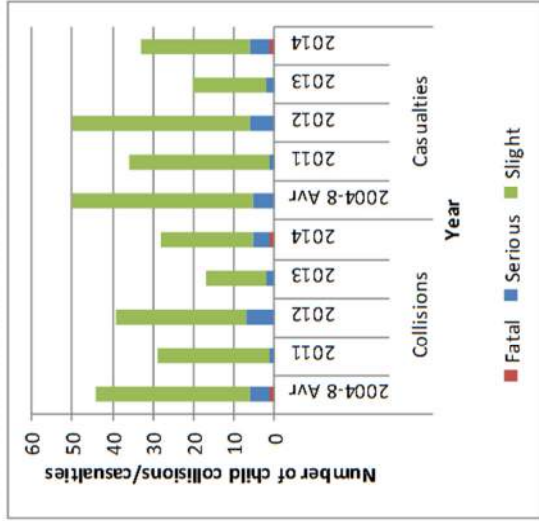
Sevenoaks and Dartford recorded the highest proportion of car occupant casualties in the county (73%). Sevenoaks and Ashford are the only districts to record a higher proportion of pedal cycle casualties compared to pedestrian casualties.

Shepway

Collisions and casualties in the district



Child collisions and casualties in the district



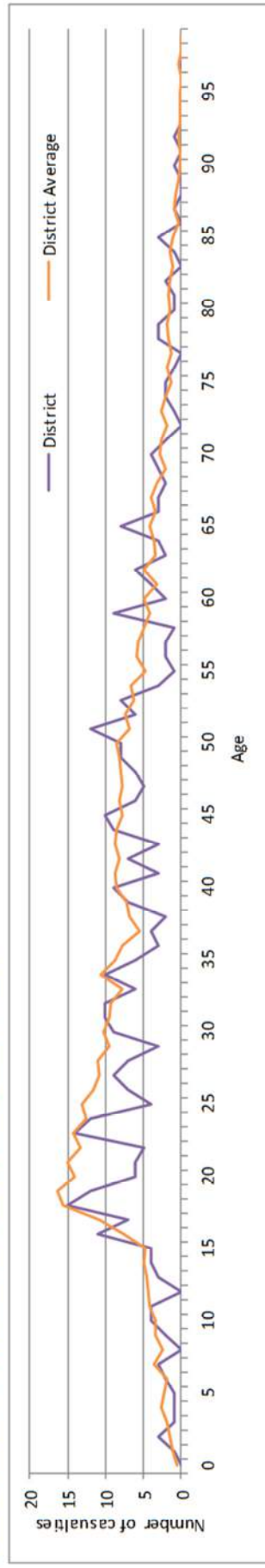
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Tot.	Fat.	Ser.
Tolsford	1	1	37	39	1	6
Romney Marsh	1	5	21	27	1	5
Folkestone Cheriton	0	4	19	23	0	4
Folkestone East	0	1	22	23	0	1

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Shepway District	Kent District	Kent	Shepway District	Kent	Kent
Pedestrian	13%	11%	11%	51	673	673
Pedal cyclist	8%	8%	8%	31	478	478
Motorcyclist	11%	10%	10%	44	610	610
Car occupant	64%	67%	67%	257	4192	4192
Goods vehicle occupant	3%	3%	3%	14	196	196
Other vehicle occupant	2%	2%	2%	7	154	154

District casualty age profile compared to Kent average, 2014



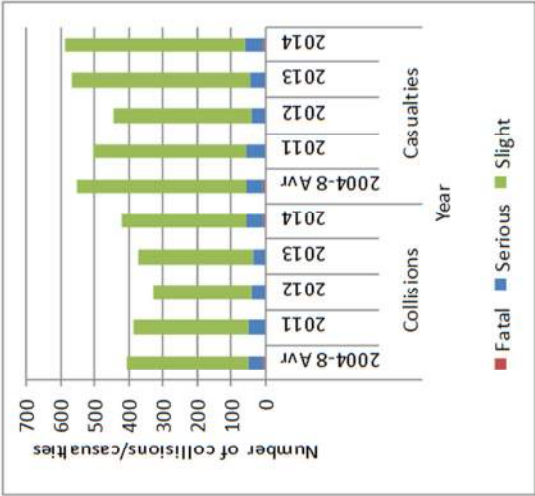
District Summary

The number of KSI casualties recorded in Shepway has increased between 2013 (39) and 2014 (53) and the latest figure is now above the 2004 to 2008 baseline average (50). Shepway recorded 4 fatalities in 2014, 1 of which was a child under 16 years. The number of serious child casualties (5) and slight child casualties (27) were both higher than the figures recorded in 2013.

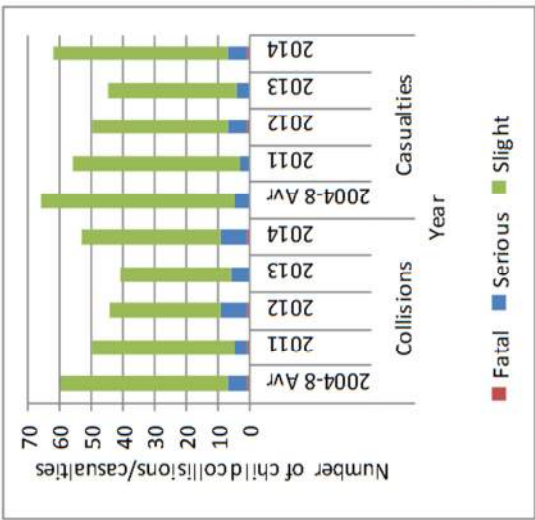
Shepway recorded an increase in casualties for every road user between 2013 and 2014, with the largest increase for car occupants, recording 30 more casualties in 2014 (257).

Swale

Collisions and casualties in the district



Child collisions and casualties in the district



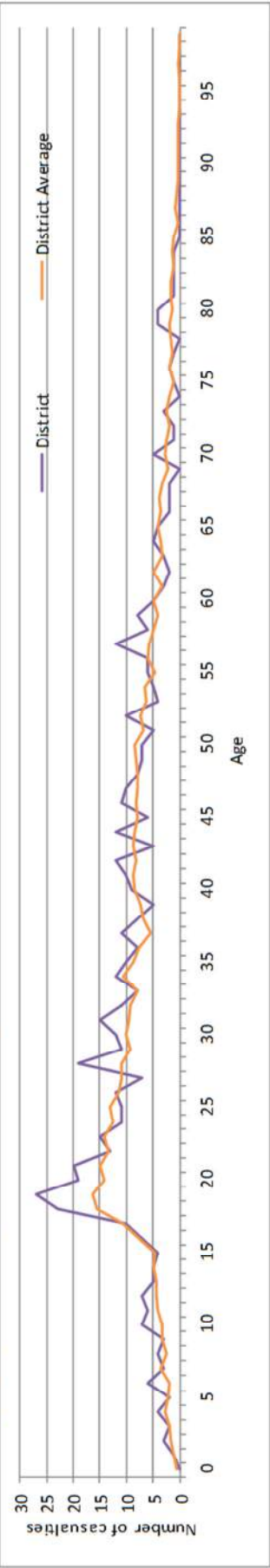
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Tot.	Fat.	Ser.	Tot.
Boughton and Courtenay	0	6	45	0	7	63
Queenborough and Halfway Grove	2	9	34	2	9	40
Grove	0	3	33	0	3	36

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Swale District	Kent District	Kent District	Swale District	Kent District	Kent District
Pedestrian	9%	11%	11%	53	48	673
Pedal cyclist	8%	8%	8%	48	61	478
Motorcyclist	10%	10%	10%	61	404	610
Car occupant	69%	67%	67%	20	196	4192
Goods vehicle occupant	3%	3%	3%	3	3	154
Other vehicle occupant	0%	2%	2%	3	3	154

District casualty age profile compared to Kent average, 2014



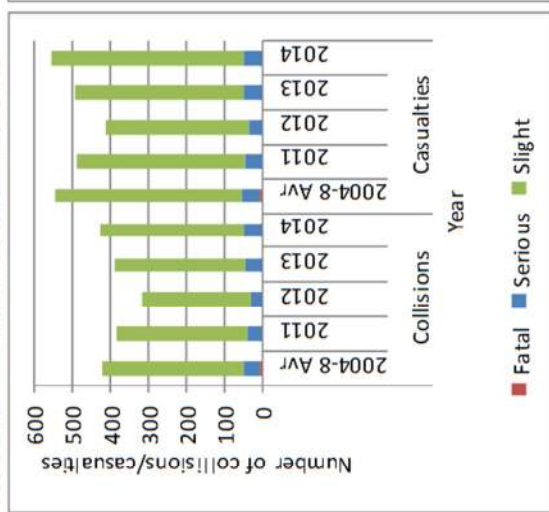
District Summary

Following a reduction in 2012, Swale has recorded an increase in all casualties in the last two years and the figure for 2014 (589) is also above the 2004 to 2008 average (551). KSI casualties have increased in 2014 (62) and this figure is also above the 2004 to 2008 average (57). Swale recorded 6 fatalities in 2014, 1 of which was a child under 16 years.

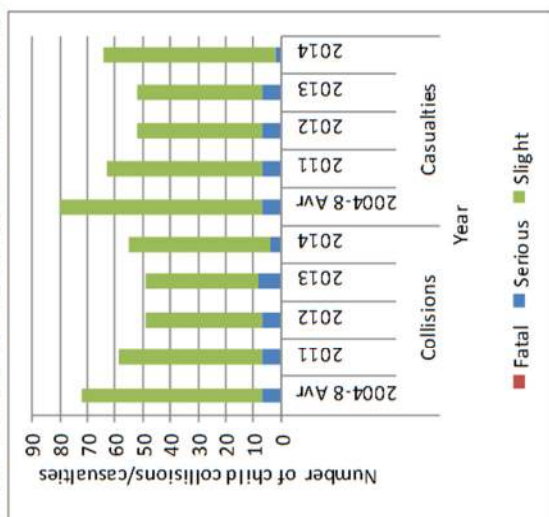
Swale recorded an increase in the number of car occupant, motorcycle and pedal cycle casualties between 2013 and 2014, whereas pedestrian, goods vehicle and other vehicle casualties all reduced over the same period. There are more casualties recorded in Swale between the age of 18 and 21 years of age when compared to the district average.

Thanet

Collisions and casualties in the district



Child collisions and casualties in the district



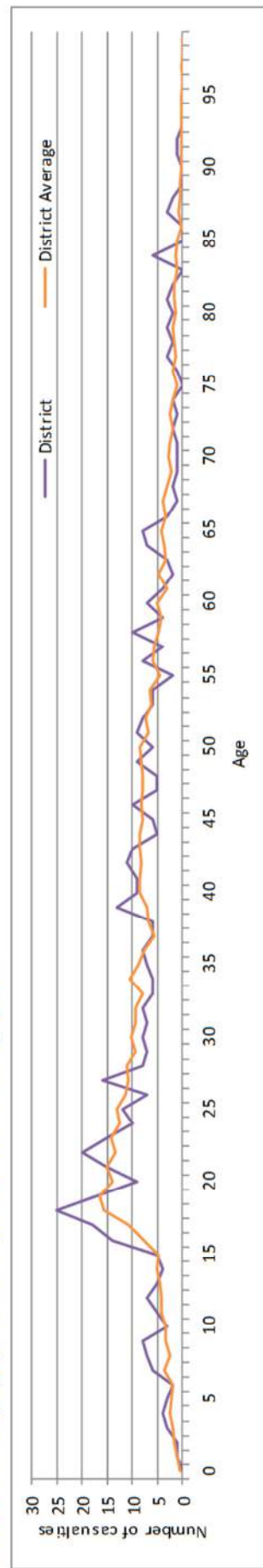
Top 3 wards in the district in 2014

Ward Name	Collisions				Casualties			
	Fat.	Ser.	Slt.	Tot.	Fat.	Ser.	Slt.	Tot.
Thanet Villages	0	15	51	66	0	15	76	91
St. Peters	0	2	43	45	0	2	54	56
Margate Central	0	1	36	37	0	1	39	40

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties				2014 - Casualties			
	Thanet District	Kent	Thanet District	Kent	Thanet District	Kent	Thanet District	Kent
Pedestrian	18%	11%	101	673	101	673	101	673
Pedal cyclist	11%	8%	62	478	62	478	62	478
Motorcyclist	13%	10%	73	610	73	610	73	610
Car occupant	55%	67%	309	4192	309	4192	309	4192
Goods vehicle occupant	1%	3%	3	196	3	196	3	196
Other vehicle occupant	2%	2%	9	154	9	154	9	154

District casualty age profile compared to Kent average, 2014



District Summary

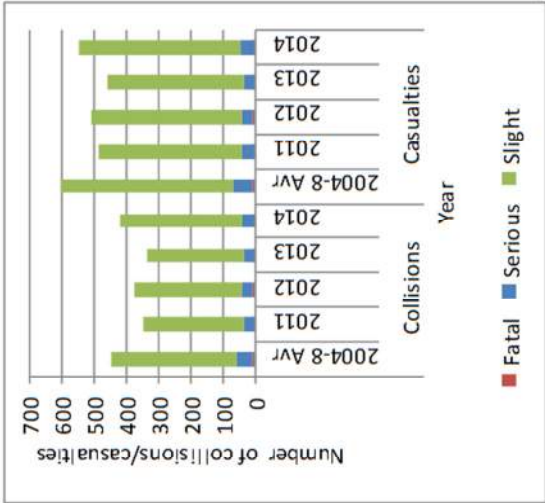
Following a reduction in 2012, Thanet has recorded an increase in all casualties in the last two years and the figure for 2014 (557) is also above the 2004 to 2008 average (548). KSI casualties have increased in 2014 (48) 2 of which were children under 16.

The number of pedestrian casualties recorded in Thanet in 2014 increased to above 100 for the first time since 2006 (117) and these accounted for 15% of all pedestrian casualties in the county in 2014. Thanet also recorded the lowest proportion of car occupant (55%) and goods vehicle (1%) casualties in the county.

There are more casualties recorded in Thanet between the age of 16 and 18 years of age when compared to the district average.

Tonbridge and Malling

Collisions and casualties in the district



Child collisions and casualties in the district



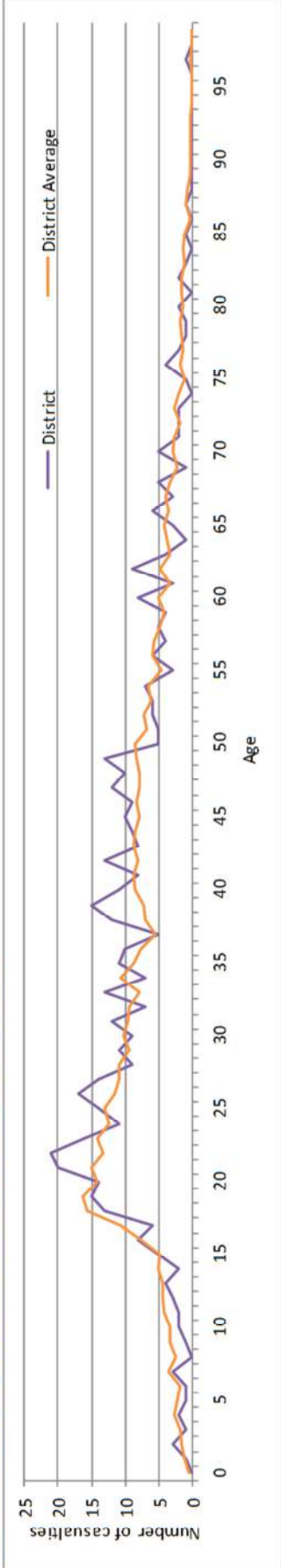
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Slt.	Tot.	Fat.	Ser.
Aylesford	1	1	49	51	1	1
Blue Bell Hill and	0	7	44	51	0	7
Walderslade	1	3	34	38	1	3

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Tonbridge & Malling District	Kent	Kent	Tonbridge & Malling District	Kent	Kent
Pedestrian	9%	11%	11%	48	48	673
Pedal cyclist	8%	8%	8%	42	42	478
Motorcyclist	9%	10%	10%	47	47	610
Car occupant	70%	67%	67%	382	382	4192
Goods vehicle occupant	3%	3%	3%	18	18	196
Other vehicle occupant	2%	2%	2%	10	10	154

District casualty age profile compared to Kent average, 2014



District Summary

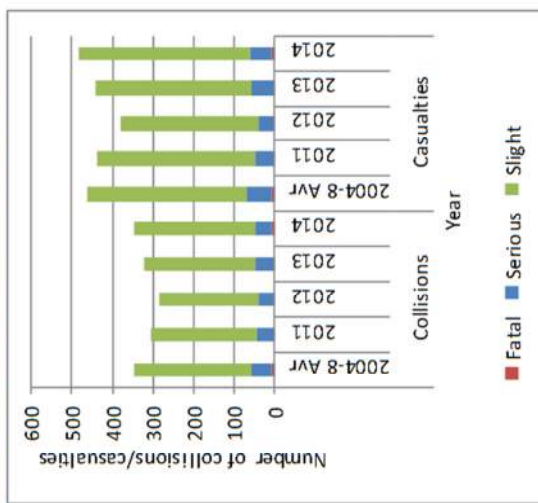
Following a reduction in 2013, Tonbridge and Malling has recorded an increase in all casualties (to 547) in 2014. KSI casualties have also increased from 38 in 2013 to 45 in 2014, 4 of which were children under 16.

Tonbridge and Malling has recorded an increase in all road user casualties between 2013 and 2014 with the exception of goods vehicle casualties. Car occupant casualties continue to record the highest proportion in Tonbridge and Malling (70%), which is one of the highest proportions in Kent.

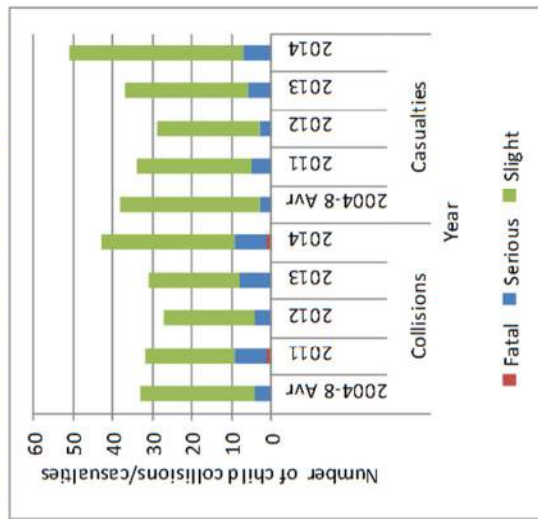
There are more casualties recorded in Tonbridge and Malling between the age of 21 and 23 years of age when compared to the district average.

Tunbridge Wells

Collisions and casualties in the district



Child collisions and casualties in the district



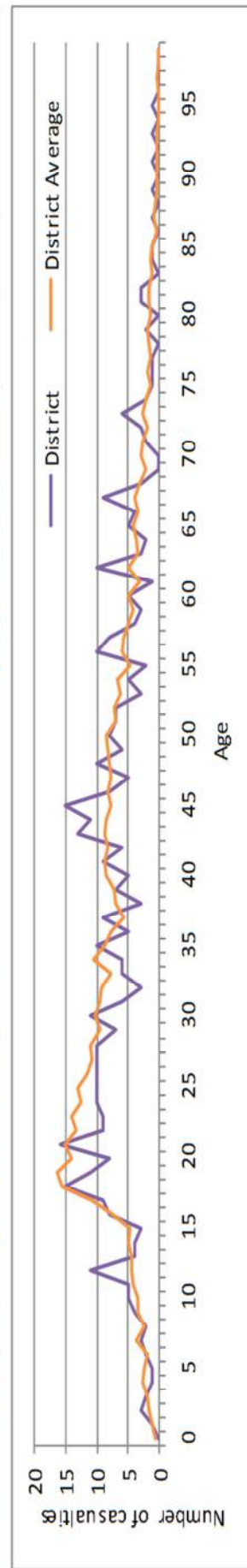
Top 3 wards in the district in 2014

Ward Name	Collisions			Casualties		
	Fat.	Ser.	Tot.	Fat.	Ser.	Tot.
Goudhurst and Lamberhurst	0	5	37	0	5	61
Pembury	0	2	26	0	2	40
Capel	0	3	21	0	6	28
Sherwood	0	3	21	0	3	31

Road user casualty comparison, 2014

Road user casualty	2014 - Proportion of all casualties			2014 - Casualties		
	Tunbridge Wells District	Kent	District	Tunbridge Wells District	Kent	District
Pedestrian	12%	11%	11%	59	673	673
Pedal cyclist	6%	8%	8%	28	478	478
Motorcyclist	7%	10%	10%	36	610	610
Car occupant	70%	67%	67%	336	4192	4192
Goods vehicle occupant	3%	3%	3%	14	196	196
Other vehicle occupant	2%	2%	2%	9	154	154

District casualty age profile compared to Kent average, 2014



District Summary

Tunbridge Wells has recorded an increase in all casualties in the last two years and the figure for 2014 (482) is also above the 2004 to 2008 average (463). KSI casualties have also increased in the last two years, but the figure for 2014 (59) is still below the 2004 to 2008 average (70). The number of child KSI (7) and slight (44) casualties have also increased in 2014 and are now above the 2004 to 2008 average (3 and 35 respectively).

Car occupant casualties continue to record the highest proportion in Tunbridge Wells (70%), which is one of the highest proportions in Kent. Tunbridge Wells and Dover also recorded the joint lowest number of motorcycle casualties in the county in 2014 (36).

Section 8

Appendices

Section 8 Appendices

Appendix A Collision and casualty data from 1994 to date

Table 30 Collisions and casualties on Kent (excluding Medway, including HE) roads 1994 to date

KENT	Collisions				Casualties			
Year	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
1994	70	1015	4334	5419	73	1170	6006	7249
1995	74	1026	4047	5147	77	1194	5666	6937
1996	80	947	4458	5485	90	1124	6253	7467
1997	99	857	4234	5190	109	1008	5850	6967
1998	83	866	4244	5193	87	1045	5998	7130
1999	80	802	4429	5311	86	960	6382	7428
2000	78	838	4471	5387	85	961	6241	7287
2001	82	781	4675	5538	92	976	6476	7544
2002	87	675	4516	5278	100	857	6204	7161
2003	79	666	4303	5048	85	769	5815	6669
2004	88	630	4415	5133	92	748	5921	6761
2005	85	535	4232	4852	89	667	5835	6591
2006	81	539	4132	4752	91	656	5748	6495
2007	87	516	4176	4779	94	629	5743	6466
2008	53	475	4067	4595	58	569	5559	6186
2009	58	490	3937	4485	61	568	5476	6105
2010	54	428	3796	4278	55	492	5255	5802
2011	41	428	3744	4213	43	478	5185	5706
2012	49	422	3692	4163	50	474	5231	5755
2013	46	485	3721	4252	48	546	5236	5830
2014	45	545	4028	4618	49	609	5645	6303

Table 31 Collisions and casualties on Kent roads 1994 to date

KCC	Collisions				Casualties			
Year	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
1994	62	909	3859	4830	65	1020	5263	6348
1995	53	918	3570	4541	54	1052	4854	5960
1996	63	857	3914	4834	70	1001	5398	6469
1997	73	759	3601	4433	75	873	4872	5820
1998	64	748	3624	4436	66	881	5013	5960
1999	58	663	3667	4388	61	763	5149	5973
2000	58	731	3665	4454	61	833	5060	5954
2001	62	658	3931	4651	67	808	5344	6219
2002	63	561	3736	4360	71	693	5012	5776
2003	68	537	3513	4118	70	609	4685	5364
2004	62	532	3603	4197	65	621	4748	5434
2005	64	441	3495	4000	67	541	4709	5317
2006	56	448	3389	3893	59	529	4582	5170
2007	72	431	3409	3912	76	506	4567	5149
2008	41	401	3339	3781	44	476	4487	5007
2009	48	418	3227	3693	51	483	4362	4896
2010	32	363	3146	3541	33	406	4248	4687
2011	33	378	3074	3485	35	414	4156	4605
2012	36	379	2998	3413	37	423	4162	4622
2013	32	418	3078	3528	34	450	4198	4682
2014	36	450	3293	3779	37	486	4442	4965

Table 32 Collisions and casualties on HE roads 1994 to date

HE	Collisions				Casualties			
Year	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total
1994	8	106	475	589	8	150	743	901
1995	21	108	477	606	23	142	812	977
1996	17	90	544	651	20	123	855	998
1997	26	98	633	757	34	135	978	1147
1998	19	118	620	757	21	164	985	1170
1999	22	139	762	923	25	197	1233	1455
2000	20	107	806	933	24	128	1181	1333
2001	20	123	744	887	25	168	1132	1325
2002	24	114	780	918	29	164	1192	1385
2003	11	129	790	930	15	160	1130	1305
2004	26	98	812	936	27	127	1173	1327
2005	21	94	737	852	22	126	1126	1274
2006	25	91	743	859	32	127	1166	1325
2007	15	85	767	867	18	123	1176	1317
2008	12	74	728	814	14	93	1072	1179
2009	10	72	710	792	10	85	1114	1209
2010	22	65	650	737	22	86	1007	1115
2011	8	50	670	728	8	64	1029	1101
2012	13	43	694	750	13	51	1069	1133
2013	14	67	643	724	14	96	1038	1148
2014	9	95	735	839	12	123	1203	1338

Appendix B District collision and casualty tables 2012 to 2014

Table 33 Kent (excluding Medway, including HE) collisions and casualties by district

2012	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI
Ashford	8	62	304	374	70	9	70	462	541	79	0	8	30	38	8	0	7	34	41	7
Canterbury	8	34	348	390	42	8	42	472	522	50	0	1	33	34	1	0	1	39	40	1
Dartford	4	23	370	397	27	4	23	552	579	27	0	3	45	48	3	0	3	51	54	3
Dover	3	27	256	286	30	3	28	351	382	31	0	2	34	36	2	0	2	36	38	2
Gravesham	0	15	257	272	15	0	18	344	362	18	0	3	28	31	3	0	2	31	33	2
Maidstone	3	50	423	476	53	3	54	618	675	57	0	3	50	53	3	0	3	56	59	3
Sevenoaks	6	40	347	393	46	6	52	496	554	58	0	1	20	21	1	0	1	21	22	1
Shepway	2	36	230	268	38	2	43	351	396	45	0	7	32	39	7	0	6	44	50	6
Swale	3	35	288	326	38	3	38	405	446	41	1	8	35	44	9	1	6	43	50	7
Thanet	2	30	287	319	32	2	33	378	413	35	0	7	42	49	7	0	7	45	52	7
Tonbridge and Malling	6	36	336	378	42	6	38	463	507	44	0	2	26	28	2	0	2	32	34	2
Tunbridge Wells	4	34	246	284	38	4	35	339	378	39	0	4	23	27	4	0	3	26	29	3
Total	49	422	3692	4163	471	50	474	5231	5755	524	1	49	398	448	50	1	43	458	502	44

2013	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI
Ashford	3	51	322	376	54	3	57	457	517	60	0	7	35	42	7	0	4	43	47	4
Canterbury	7	49	297	353	56	7	51	406	464	58	0	4	25	29	4	0	4	34	38	4
Dartford	1	39	362	402	40	1	45	540	586	46	0	8	33	41	8	0	5	42	47	5
Dover	5	40	261	306	45	5	45	357	407	50	1	0	35	36	1	1	0	39	40	1
Gravesham	2	25	262	289	27	2	25	358	385	27	0	5	41	46	5	0	3	53	56	3
Maidstone	6	49	415	470	55	7	56	580	643	63	0	6	31	37	6	0	3	38	41	3
Sevenoaks	5	53	339	397	58	5	56	478	539	61	0	3	19	22	3	0	1	26	27	1
Shepway	5	26	203	234	31	5	34	292	331	39	0	2	15	17	2	0	2	18	20	2
Swale	3	32	339	374	35	3	43	519	565	46	0	6	35	41	6	0	4	41	45	4
Thanet	3	43	344	390	46	3	45	446	494	48	0	8	41	49	8	0	7	45	52	7
Tonbridge and Malling	3	34	302	339	37	3	35	420	458	38	0	7	21	28	7	0	5	26	31	5
Tunbridge Wells	3	44	275	322	47	4	54	383	441	58	0	8	23	31	8	0	6	31	37	6
Total	46	485	3721	4252	531	48	546	5236	5830	594	1	64	354	419	65	1	44	436	481	45

2014	Collisions - all ages					Casualties - all ages					Collisions - children < 16					Casualties - children < 16				
	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI
Ashford	6	58	287	351	64	6	67	417	490	73	1	12	28	41	13	0	11	37	48	11
Canterbury	3	49	365	417	52	3	56	475	534	59	0	3	34	37	3	0	3	39	42	3
Dartford	1	39	413	453	40	1	42	615	658	43	0	9	33	42	9	0	6	48	54	6
Dover	4	30	220	254	34	4	32	330	366	36	0	3	28	31	3	0	3	33	36	3
Gravesham	3	30	257	290	33	3	30	338	371	33	0	3	27	30	3	0	3	28	31	3
Maidstone	5	59	478	542	64	6	68	684	758	74	0	3	57	60	3	0	3	67	70	3
Sevenoaks	5	55	325	385	60	7	66	474	547	73	1	6	30	37	7	0	6	42	48	6
Shepway	4	43	261	308	47	4	49	351	404	53	1	4	23	28	5	1	5	27	33	6
Swale	5	52	366	423	57	6	56	527	589	62	1	8	44	53	9	1	6	55	62	7
Thanet	1	47	380	428	48	1	47	509	557	48	0	4	51	55	4	0	2	62	64	2
Tonbridge and Malling	3	40	379	422	43	3	42	502	547	45	0	4	26	30	4	0	4	27	31	4
Tunbridge Wells	5	43	297	345	48	5	54	423	482	59	1	8	34	43	9	0	7	44	51	7
Total	45	545	4028	4618	590	49	609	5645	6303	658	5	67	415	487	72	2	59	509	570	61

Table 34 Kent County Council collisions and casualties by district

2012	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	6	58	248	312	64	7	64	375	446	71	0	8	29	37	8	0	7	32	39	7
Canterbury	8	32	327	367	40	8	39	446	493	47	0	1	33	34	1	0	1	39	40	1
Dartford	2	18	223	243	20	2	18	305	325	20	0	3	32	35	3	0	3	36	39	3
Dover	2	26	231	259	28	2	27	309	338	29	0	2	33	35	2	0	2	35	37	2
Gravesham	0	14	207	221	14	0	17	275	292	17	0	3	27	30	3	0	2	30	32	2
Maidstone	2	46	364	412	48	2	48	518	568	50	0	3	45	48	3	0	3	51	54	3
Sevenoaks	4	30	216	250	34	4	41	301	346	45	0	1	10	11	1	0	1	10	11	1
Shepway	1	34	195	230	35	1	40	305	346	41	0	7	32	39	7	0	6	44	50	6
Swale	1	29	223	253	30	1	31	302	334	32	1	8	30	39	9	1	6	36	43	7
Thanet	2	30	287	319	32	2	33	378	413	35	0	7	42	49	7	0	7	45	52	7
Tonbridge and Malling	5	30	261	296	35	5	32	350	387	37	0	2	22	24	2	0	2	26	28	2
Tunbridge Wells	3	32	216	251	35	3	33	298	334	36	0	4	22	26	4	0	3	25	28	3
Total	36	379	2998	3413	415	37	423	4162	4622	460	1	49	357	407	50	1	43	409	453	44

2013	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	3	45	272	320	48	3	48	384	435	51	0	7	29	36	7	0	4	36	40	4
Canterbury	3	47	279	329	50	3	49	380	432	52	0	4	24	28	4	0	4	33	37	4
Dartford	0	25	236	261	25	0	26	339	365	26	0	6	27	33	6	0	5	33	38	5
Dover	2	32	220	254	34	2	36	293	331	38	0	0	32	32	0	0	0	34	34	0
Gravesham	1	19	215	235	20	1	19	283	303	20	0	4	36	40	4	0	3	43	46	3
Maidstone	5	46	354	405	51	6	50	487	543	56	0	6	26	32	6	0	3	32	35	3
Sevenoaks	2	45	224	271	47	2	46	314	362	48	0	3	15	18	3	0	1	21	22	1
Shepway	5	22	175	202	27	5	29	251	285	34	0	2	12	14	2	0	2	13	15	2
Swale	3	27	279	309	30	3	29	370	402	32	0	6	34	40	6	0	4	40	44	4
Thanet	3	43	344	390	46	3	45	446	494	48	0	8	41	49	8	0	7	45	52	7
Tonbridge and Malling	3	31	241	275	34	3	32	326	361	35	0	7	19	26	7	0	5	23	28	5
Tunbridge Wells	2	37	241	280	39	3	42	328	373	45	0	8	20	28	8	0	6	27	33	6
Total	32	419	3080	3531	451	34	451	4201	4686	485	0	61	315	376	61	0	44	380	424	44

2014	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI	Fat	Ser	Slt	Tot	KSI
Ashford	5	49	237	291	54	5	56	343	404	61	1	12	25	38	13	0	11	33	44	11
Canterbury	3	45	349	397	48	3	51	450	504	54	0	3	33	36	3	0	3	38	41	3
Dartford	1	25	252	278	26	1	25	337	363	26	0	7	20	27	7	0	5	26	31	5
Dover	2	27	191	220	29	2	28	287	317	30	0	3	27	30	3	0	3	32	35	3
Gravesham	3	25	214	242	28	3	25	280	308	28	0	3	26	29	3	0	3	27	30	3
Maidstone	5	53	408	466	58	6	59	567	632	65	0	3	51	54	3	0	3	58	61	3
Sevenoaks	1	36	213	250	37	1	37	287	325	38	0	4	24	28	4	0	2	33	35	2
Shepway	4	40	229	273	44	4	46	300	350	50	1	3	21	25	4	1	5	23	29	6
Swale	3	36	275	314	39	3	38	372	413	41	0	7	37	44	7	0	6	42	48	6
Thanet	1	47	380	428	48	1	47	509	557	48	0	4	51	55	4	0	2	62	64	2
Tonbridge and Malling	3	34	290	327	37	3	34	362	399	37	0	4	21	25	4	0	4	22	26	4
Tunbridge Wells	5	33	255	293	38	5	40	348	393	45	1	7	31	39	8	0	7	38	45	7
Total	36	450	3293	3779	486	37	486	4442	4965	523	3	60	367	430	63	1	54	434	489	55

Table 35 HE collisions and casualties by district

2012	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI
Ashford	2	4	56	62	6	2	6	87	95	8	0	0	1	1	0	0	0	2	2	0
Canterbury	0	2	21	23	2	0	3	26	29	3	0	0	0	0	0	0	0	0	0	0
Dartford	2	5	147	154	7	2	5	247	254	7	0	0	13	13	0	0	0	15	15	0
Dover	1	1	25	27	2	1	1	42	44	2	0	0	1	1	0	0	0	1	1	0
Gravesham	0	1	50	51	1	0	1	69	70	1	0	0	1	1	0	0	0	1	1	0
Maidstone	1	4	59	64	5	1	6	100	107	7	0	0	5	5	0	0	0	5	5	0
Sevenoaks	2	10	131	143	12	2	11	195	208	13	0	0	10	10	0	0	0	11	11	0
Shepway	1	2	35	38	3	1	3	46	50	4	0	0	0	0	0	0	0	0	0	0
Swale	2	6	65	73	8	2	7	103	112	9	0	0	5	5	0	0	0	7	7	0
Thanet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	1	6	75	82	7	1	6	113	120	7	0	0	4	4	0	0	0	6	6	0
Tunbridge Wells	1	2	30	33	3	1	2	41	44	3	0	0	1	1	0	0	0	1	1	0
Total	13	43	694	750	56	13	51	1069	1133	64	0	0	41	41	0	0	0	49	49	0
2013	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI
Ashford	0	6	50	56	6	0	9	73	82	9	0	0	6	6	0	0	0	7	7	0
Canterbury	4	2	18	24	6	4	2	26	32	6	0	0	1	1	0	0	0	1	1	0
Dartford	1	14	126	141	15	1	19	201	221	20	0	2	6	8	2	0	0	9	9	0
Dover	3	8	41	52	11	3	9	64	76	12	1	0	3	4	1	1	0	5	6	1
Gravesham	1	6	47	54	7	1	6	75	82	7	0	1	5	6	1	0	0	10	10	0
Maidstone	1	3	61	65	4	1	6	93	100	7	0	0	5	5	0	0	0	6	6	0
Sevenoaks	3	8	115	126	11	3	10	164	177	13	0	0	4	4	0	0	0	5	5	0
Shepway	0	4	28	32	4	0	5	41	46	5	0	0	3	3	0	0	0	5	5	0
Swale	0	5	60	65	5	0	14	149	163	14	0	0	1	1	0	0	0	1	1	0
Thanet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	0	3	61	64	3	0	3	94	97	3	0	0	2	2	0	0	0	3	3	0
Tunbridge Wells	1	7	34	42	8	1	12	55	68	13	0	0	3	3	0	0	0	4	4	0
Total	14	66	641	721	80	14	95	1035	1144	109	1	3	39	43	4	1	0	56	57	1
2014	Crashes - all ages					Casualties - all ages					Crashes - children < 16					Casualties - children < 16				
	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI	Fat	Ser	Slit	Tot	KSI
Ashford	1	9	50	60	10	1	11	74	86	12	0	0	3	3	0	0	0	4	4	0
Canterbury	0	4	16	20	4	0	5	25	30	5	0	0	1	1	0	0	0	1	1	0
Dartford	0	14	161	175	14	0	17	278	295	17	0	2	13	15	2	0	1	22	23	1
Dover	2	3	29	34	5	2	4	43	49	6	0	0	1	1	0	0	0	1	1	0
Gravesham	0	5	43	48	5	0	5	58	63	5	0	0	1	1	0	0	0	1	1	0
Maidstone	0	6	70	76	6	0	9	117	126	9	0	0	6	6	0	0	0	9	9	0
Sevenoaks	4	19	112	135	23	6	29	187	222	35	1	2	6	9	3	0	4	9	13	4
Shepway	0	3	32	35	3	0	3	51	54	3	0	1	2	3	1	0	0	4	4	0
Swale	2	16	91	109	18	3	18	155	176	21	1	1	7	9	2	1	0	13	14	1
Thanet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	0	6	89	95	6	0	8	140	148	8	0	0	5	5	0	0	0	5	5	0
Tunbridge Wells	0	10	42	52	10	0	14	75	89	14	0	1	3	4	1	0	0	6	6	0
Total	9	95	735	839	104	12	123	1203	1338	135	2	7	48	57	9	1	5	75	81	6

Table 36 Kent (excluding Medway, including HE) casualties by road user

January to December 2012	All casualties			Pedestrians			Cyclists			Powered 2			Car users			Others			Child			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	79	462	541	11	28	39	5	21	26	15	28	43	42	351	393	6	34	40	7	34	41	10	62	72	9	43	52	0	13	13
Canterbury	50	472	522	13	57	70	6	42	48	8	28	36	20	308	328	3	37	40	1	39	40	4	52	56	8	53	61	0	10	10
Dartford	27	552	579	9	27	36	2	18	20	7	32	39	6	424	430	3	51	54	3	51	54	0	80	80	3	28	31	0	5	5
Dover	31	351	382	11	53	64	2	27	29	11	24	35	7	219	226	0	28	28	2	36	38	2	41	43	2	32	34	0	6	6
Gravesham	18	344	362	5	52	57	1	11	12	2	25	27	10	235	245	0	21	21	2	31	33	4	50	54	3	17	20	0	3	3
Maidstone	57	618	675	16	52	68	10	28	38	7	35	42	23	470	493	1	33	34	3	56	59	4	94	98	15	46	61	0	7	7
Sevenoaks	58	496	554	6	29	35	4	10	14	9	38	47	31	379	410	8	40	48	1	21	22	4	75	79	8	58	66	0	4	4
Shepway	45	351	396	13	32	45	6	17	23	7	30	37	18	248	266	1	24	25	6	44	50	3	37	40	4	38	42	0	3	3
Swale	41	405	446	10	39	49	8	28	36	10	32	42	13	293	306	0	13	13	7	43	50	2	52	54	3	26	29	0	5	5
Thanet	35	378	413	11	64	75	6	31	37	6	33	39	10	234	244	2	16	18	7	45	52	2	31	33	6	38	44	0	14	14
Tonbridge and Malling	44	463	507	6	29	35	8	24	32	17	45	62	10	340	350	3	25	28	2	32	34	2	61	63	6	34	40	0	5	5
Tunbridge Wells	39	339	378	10	40	50	2	11	13	9	33	42	17	241	258	1	14	15	3	26	29	5	46	51	7	35	42	0	5	5
Total	524	5231	5755	121	502	623	60	268	328	108	383	491	207	3742	3949	28	336	364	44	458	502	42	681	723	74	448	522	0	80	80

January to December 2013	All casualties			Pedestrians			Cyclists			Powered 2			Car users			Others			Child			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	60	457	517	8	31	39	8	28	36	17	32	49	20	336	356	7	30	37	4	43	47	1	49	50	4	34	38	0	10	10
Canterbury	58	406	464	10	51	61	14	34	48	12	22	34	20	283	303	2	16	18	4	34	38	4	54	58	6	34	40	0	11	11
Dartford	46	540	586	10	37	47	3	15	18	13	39	52	17	426	443	3	23	26	5	42	47	2	75	77	4	39	43	0	1	1
Dover	50	357	407	8	49	57	10	30	40	7	33	40	21	220	241	4	25	29	1	39	40	3	38	41	6	34	40	0	10	10
Gravesham	27	358	385	6	49	55	4	18	22	6	25	31	11	252	263	0	14	14	3	53	56	1	43	44	3	23	26	0	7	7
Maidstone	63	580	643	10	52	62	5	36	41	20	47	67	27	399	426	1	46	47	3	38	41	5	59	64	8	49	57	0	4	4
Sevenoaks	61	478	539	3	28	31	13	36	49	19	34	53	24	355	379	2	25	27	1	26	27	3	51	54	6	46	52	0	8	8
Shepway	39	292	331	5	32	37	6	16	22	8	30	38	18	209	227	2	5	7	2	18	20	4	35	39	6	27	33	0	7	7
Swale	46	519	565	12	52	64	3	41	44	10	35	45	18	342	360	3	49	52	4	41	45	1	56	57	3	39	42	0	13	13
Thanet	48	446	494	18	69	87	4	43	47	16	48	64	10	262	272	0	24	24	7	45	52	2	47	49	7	38	45	0	12	12
Tonbridge and Malling	38	420	458	8	32	40	6	31	37	8	35	43	15	294	309	1	28	29	5	26	31	3	41	44	12	38	50	0	5	5
Tunbridge Wells	58	383	441	11	40	51	6	26	32	8	28	36	26	268	294	7	21	28	6	31	37	6	41	47	12	43	55	0	1	1
Total	594	5236	5830	109	522	631	82	354	436	144	408	552	227	3646	3873	32	306	338	45	436	481	35	589	624	77	444	521	0	89	89

January to December 2014	All casualties			Pedestrians			Cyclists			Powered 2			Car users			Others			Child			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	73	417	490	9	27	36	9	31	40	16	30	46	38	302	340	1	27	28	11	37	48	3	37	40	6	41	47	0	6	6
Canterbury	59	475	534	7	68	75	14	60	74	14	41	55	19	280	299	5	26	31	3	39	42	1	58	59	7	55	62	0	6	6
Dartford	43	615	658	11	42	53	2	20	22	10	45	55	16	465	481	4	43	47	6	48	54	5	73	78	3	37	40	0	7	7
Dover	36	330	366	11	32	43	0	26	26	9	27	36	14	214	228	2	31	33	3	33	36	2	27	29	6	48	54	0	5	5
Gravesham	33	338	371	8	36	44	7	28	35	9	29	38	9	221	230	0	24	24	3	28	31	0	35	35	3	25	28	0	11	11
Maidstone	74	684	758	17	60	77	5	27	32	16	56	72	34	492	526	2	49	51	3	67	70	8	63	71	12	59	71	0	4	4
Sevenoaks	73	474	547	4	29	33	13	25	38	19	28	47	33	366	399	4	26	30	6	42	48	2	41	43	12	46	58	0	1	1
Shepway	53	351	404	14	37	51	4	27	31	16	28	44	15	242	257	4	17	21	6	27	33	2	32	34	5	43	48	0	3	3
Swale	62	527	589	10	43	53	8	40	48	20	41	61	22	383	405	2	20	22	7	55	62	2	69	71	7	29	36	0	8	8
Thanet	48	509	557	12	89	101	9	53	62	16	57	73	11	298	309	0	12	12	2	62	64	1	40	41	5	46	51	0	9	9
Tonbridge and Malling	45	502	547	13	35	48	10	32	42	10	37	47	11	371	382	1	27	28	4	27	31	5	60	65	2	44	46	0	1	1
Tunbridge Wells	59	423	482	13	46	59	5	23	28	7	29	36	32	304	336	2	21	23	7	44	51	4	43	47	13	39	52	0	5	5
Total	658	5645	6303	129	544	673	86	392	478	162	448	610	254	3938	4192	27	323	350	61	509	570	35	578	613	81	512	593	0	66	66

Table 37 KCC casualties by road user

2012	All casualties			Pedestrians			Cyclists			Motorcycles			Car users			Others			Child cas(<16)			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	71	375	446	10	28	38	5	21	26	13	25	38	39	271	310	4	30	34	7	32	39	9	49	58	9	38	47	0	10	10
Canterbury	47	446	493	13	55	68	5	42	47	6	26	32	20	289	309	3	34	37	1	39	40	4	48	52	8	49	57	0	9	9
Dartford	20	305	325	8	27	35	2	18	20	4	23	27	3	212	215	3	25	28	3	36	39	0	42	42	3	20	23	0	5	5
Dover	29	309	338	11	53	64	2	27	29	10	21	31	6	185	191	0	23	23	2	35	37	2	36	38	2	28	30	0	6	6
Gravesham	17	275	292	5	52	57	1	11	12	2	18	20	9	178	187	0	16	16	2	30	32	4	33	37	3	15	18	0	3	3
Maidstone	50	518	568	16	52	68	10	28	38	7	32	39	16	382	398	1	24	25	3	51	54	4	86	90	12	38	50	0	7	7
Sevenoaks	45	301	346	5	29	34	4	10	14	6	33	39	26	209	235	4	20	24	1	10	11	4	52	56	7	40	47	0	4	4
Shepway	41	305	346	13	32	45	5	17	22	7	28	35	15	208	223	1	20	21	6	44	50	2	36	38	2	32	34	0	3	3
Swale	32	302	334	9	39	48	7	23	30	5	30	35	11	200	211	0	10	10	7	36	43	2	36	38	2	20	22	0	2	2
Thanet	35	378	413	11	64	75	6	31	37	6	33	39	10	234	244	2	16	18	7	45	52	2	31	33	6	38	44	0	14	14
Tonbridge and Malling	37	350	387	5	29	34	8	24	32	14	42	56	8	241	249	2	14	16	2	26	28	2	47	49	6	31	37	0	4	4
Tunbridge Wells	36	298	334	9	40	49	2	11	13	7	31	38	17	209	226	1	7	8	3	25	28	5	43	48	6	28	34	0	2	2
Total	460	4162	4622	115	500	615	57	263	320	87	342	429	180	2818	2998	21	239	260	44	409	453	40	539	579	66	377	443	0	69	69

2013	All casualties			Pedestrians			Cyclists			Motorcycles			Car users			Others			Child cas(<16)			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	51	384	435	8	28	36	8	27	35	14	29	43	17	279	296	4	21	25	4	36	40	1	45	46	3	31	34	0	3	3
Canterbury	52	380	432	9	51	60	13	34	47	12	21	33	17	258	275	1	16	17	4	33	37	3	48	51	6	33	39	0	11	11
Dartford	25	336	361	10	36	46	3	15	18	4	29	33	6	239	245	2	17	19	5	32	37	2	54	56	2	26	28	0	1	1
Dover	38	293	331	7	48	55	9	30	39	7	30	37	13	172	185	2	13	15	0	34	34	2	30	32	4	29	33	0	9	9
Gravesham	20	283	303	6	48	54	4	18	22	4	22	26	6	182	188	0	13	13	3	43	46	1	35	36	3	17	20	0	6	6
Maidstone	56	487	543	10	52	62	5	36	41	18	45	63	23	313	336	0	41	41	3	32	35	4	53	57	8	40	48	0	4	4
Sevenoaks	48	314	362	3	28	31	13	36	49	17	28	45	15	207	222	0	15	15	1	21	22	3	32	35	3	37	40	0	7	7
Shepway	34	251	285	5	32	37	6	16	22	7	29	36	14	170	184	2	4	6	2	13	15	4	28	32	6	23	29	0	7	7
Swale	32	370	402	11	52	63	3	40	43	8	29	37	8	224	232	2	25	27	4	40	44	0	41	41	3	29	32	0	12	12
Thanet	48	446	494	18	69	87	4	43	47	16	48	64	10	262	272	0	24	24	7	45	52	2	47	49	7	38	45	0	12	12
Tonbridge and Malling	35	326	361	8	32	40	6	31	37	8	34	42	12	209	221	1	20	21	5	23	28	2	30	32	11	25	36	0	5	5
Tunbridge Wells	45	328	373	11	40	51	6	26	32	7	25	32	17	223	240	4	14	18	6	27	33	6	39	45	6	34	40	0	1	1
Total	484	4198	4682	106	516	622	80	352	432	122	369	491	158	2738	2896	18	223	241	44	379	423	30	482	512	62	362	424	0	78	78

2014	All casualties			Pedestrians			Cyclists			Motorcycles			Car users			Others			Child cas(<16)			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	61	343	404	9	27	36	9	31	40	12	27	39	31	235	266	0	23	23	11	33	44	2	34	36	6	34	40	0	6	6
Canterbury	54	450	504	7	68	75	11	59	70	13	41	54	18	257	275	5	25	30	3	38	41	1	53	54	7	55	62	0	6	6
Dartford	26	337	363	10	42	52	2	20	22	6	29	35	6	228	234	2	18	20	5	26	31	3	36	39	3	26	29	0	7	7
Dover	30	287	317	10	32	42	0	26	26	9	20	29	10	180	190	1	29	30	3	32	35	2	21	23	5	43	48	0	5	5
Gravesham	28	280	308	8	36	44	6	28	34	8	21	29	6	174	180	0	21	21	3	27	30	0	32	32	2	23	25	0	11	11
Maidstone	65	567	632	17	60	77	5	27	32	16	54	70	25	385	410	2	41	43	3	58	61	7	56	63	11	49	60	0	4	4
Sevenoaks	38	287	325	3	29	32	13	25	38	10	23	33	10	202	212	2	8	10	2	33	35	1	27	28	8	30	38	0	1	1
Shepway	50	300	350	14	37	51	4	26	30	15	25	40	13	198	211	4	14	18	6	23	29	1	26	27	5	42	47	0	3	3
Swale	41	372	413	9	43	52	7	38	45	16	38	54	8	239	247	1	14	15	6	42	48	1	37	38	5	23	28	0	8	8
Thanet	48	509	557	12	89	101	9	53	62	16	57	73	11	298	309	0	12	12	2	62	64	1	40	41	5	46	51	0	9	9
Tonbridge and Malling	37	362	399	11	35	46	9	32	41	7	31	38	9	248	257	1	16	17	4	22	26	4	46	50	2	31	33	0	1	1
Tunbridge Wells	45	348	393	13	46	59	5	23	28	2	23	25	23	240	263	2	16	18	7	38	45	4	32	36	8	31	39	0	5	5
Total	523	4442	4965	123	544	667	80	388	468	130	389	519	170	2884	3054	20	237	257	55	434	489	27	440	467	67	433	500	0	66	66

Table 38 HE casualties by road user

2012	All casualties			Pedestrians			Cyclists			Motorcycles			Car users			Others			Child cas(<16)			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	8	87	95	1	0	1	0	0	0	2	3	5	3	80	83	2	4	6	0	2	2	1	13	14	0	5	5	0	3	3
Canterbury	3	26	29	0	2	2	1	0	1	2	2	4	0	19	19	0	3	3	0	0	0	0	4	4	0	4	4	0	1	1
Dartford	7	247	254	1	0	1	0	0	0	3	9	12	3	212	215	0	26	26	0	15	15	0	38	38	0	8	8	0	0	0
Dover	2	42	44	0	0	0	0	0	0	1	3	4	1	34	35	0	5	5	0	1	1	0	5	5	0	4	4	0	0	0
Gravesham	1	69	70	0	0	0	0	0	0	0	7	7	1	57	58	0	5	5	0	1	1	0	17	17	0	2	2	0	0	0
Maidstone	7	100	107	0	0	0	0	0	0	0	3	3	7	88	95	0	9	9	0	5	5	0	8	8	3	8	11	0	0	0
Sevenoaks	13	195	208	1	0	1	0	0	0	3	5	8	5	170	175	4	20	24	0	11	11	0	23	23	1	18	19	0	0	0
Shepway	4	46	50	0	0	0	1	0	1	0	2	2	3	40	43	0	4	4	0	0	0	1	1	2	2	6	8	0	0	0
Swale	9	103	112	1	0	1	1	5	6	5	2	7	2	93	95	0	3	3	0	7	7	0	16	16	1	6	7	0	3	3
Thanet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	7	113	120	1	0	1	0	0	0	3	3	6	2	99	101	1	11	12	0	6	6	0	14	14	0	3	3	0	1	1
Tunbridge Wells	3	41	44	1	0	1	0	0	0	2	2	4	0	32	32	0	7	7	0	1	1	0	3	3	1	7	8	0	3	3
Total	64	1069	1133	6	2	8	3	5	8	21	41	62	27	924	951	7	97	104	0	49	49	2	142	144	8	71	79	0	11	11

2013	All casualties			Pedestrians			Cyclists			Motorcycles			Car users			Others			Child cas(<16)			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	9	73	82	0	3	3	0	1	1	3	3	6	3	57	60	3	9	12	0	7	7	0	4	4	1	3	4	0	7	7
Canterbury	6	26	32	1	0	1	1	0	1	0	1	1	3	25	28	1	0	1	0	1	1	1	6	7	0	1	1	0	0	0
Dartford	21	204	225	0	1	1	0	0	0	9	10	19	11	187	198	1	6	7	0	10	10	0	21	21	2	13	15	0	0	0
Dover	12	64	76	1	1	2	1	0	1	0	3	3	8	48	56	2	12	14	1	5	6	1	8	9	2	5	7	0	1	1
Gravesham	7	75	82	0	1	1	0	0	0	2	3	5	5	70	75	0	1	1	0	10	10	0	8	8	0	6	6	0	1	1
Maidstone	7	93	100	0	0	0	0	0	0	2	2	4	4	86	90	1	5	6	0	6	6	1	6	7	0	9	9	0	0	0
Sevenoaks	13	164	177	0	0	0	0	0	0	2	6	8	9	148	157	2	10	12	0	5	5	0	19	19	3	9	12	0	1	1
Shepway	5	41	46	0	0	0	0	0	0	1	1	2	4	39	43	0	1	1	0	5	5	0	7	7	0	4	4	0	0	0
Swale	14	149	163	1	0	1	1	0	1	2	6	8	10	118	128	1	24	25	0	1	1	1	15	16	0	10	10	0	1	1
Thanet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	3	94	97	0	0	0	0	0	0	1	1	1	3	85	88	0	8	8	0	3	3	1	11	12	1	13	14	0	0	0
Tunbridge Wells	13	55	68	0	0	0	0	0	0	1	3	4	9	45	54	3	7	10	0	4	4	0	2	2	6	9	15	0	0	0
Total	110	1038	1148	3	6	9	2	2	4	22	39	61	69	908	977	14	83	97	1	57	58	5	107	112	15	82	97	0	11	11

2014	All casualties			Pedestrians			Cyclists			Motorcycles			Car users			Others			Child cas(<16)			17 - 24 car drivers			>=65 Road users			Unknown		
	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total	KSI	Slight	Total
Ashford	12	74	86	0	0	0	0	0	0	4	3	7	7	67	74	1	4	5	0	4	4	1	3	4	0	7	7	0	0	0
Canterbury	5	25	30	0	0	0	3	1	4	1	0	1	1	23	24	0	1	1	0	1	1	0	5	5	0	0	0	0	0	0
Dartford	17	278	295	1	0	1	0	0	0	4	16	20	10	237	247	2	25	27	1	22	23	2	37	39	0	11	11	0	0	0
Dover	6	43	49	1	0	1	0	0	0	0	7	7	4	34	38	1	2	3	0	1	1	0	6	6	1	5	6	0	0	0
Gravesham	5	58	63	0	0	0	1	0	1	1	8	9	3	47	50	0	3	3	0	1	1	0	3	3	1	2	3	0	0	0
Maidstone	9	117	126	0	0	0	0	0	0	0	2	2	9	107	116	0	8	8	0	9	9	1	7	8	1	10	11	0	0	0
Sevenoaks	35	187	222	1	0	1	0	0	0	9	5	14	23	164	187	2	18	20	4	9	13	1	14	15	4	16	20	0	0	0
Shepway	3	51	54	0	0	0	1	1	1	1	3	4	2	44	46	0	3	3	0	4	4	1	6	7	0	1	1	0	0	0
Swale	21	155	176	1	0	1	1	2	3	4	3	7	14	144	158	1	6	7	1	13	14	1	32	33	2	6	8	0	0	0
Thanet	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Tonbridge and Malling	8	140	148	2	0	2	1	0	1	3	6	9	2	123	125	0	11	11	0	5	5	1	14	15	0	13	13	0	0	0
Tunbridge Wells	14	75	89	0	0	0	0	0	0	5	6	11	9	64	73	0	5	5	0	6	6	0	11	11	5	8	13	0	0	0
Total	135	1203	1338	6	0	6	6	4	10	32	59	91	84	1054	1138	7	86	93	6	75	81	8	138	146	14	79	93	0	0	0

Appendix C Terminology

In this report statistics are referred to across three locations;

Kent – All roads in the County excluding those which are located in Medway but including Highways England roads. Kent (excluding Medway) collision statistics are those which the Department for Transport measure the County on.

Kent County Council – roads in Kent which are maintained by and the responsibility of KCC.

Highways England – the strategic roads in Kent for which Highways England have responsibility. These are;

The motorways – M20, M26, M25, M2 (excluding the section which runs through Medway)

Strategic A Roads – A282

A21

A2 from the Greater London (GL) border to junction 1 of M2

A2 from junction 7 of M2 to Townwall Street, Dover

A249 north of junction 5 of M2 to the coast

A20 from junction 3 of M25 to GL border

A20 from junction 13 of M20 to Dover Eastern Docks

A259 south from Brenzett roundabout to the East Sussex border

Medway

Medway Council is a Unitary Authority and as such is a separate local authority from Kent County Council.

Definitions taken from Road Casualties Great Britain

Collisions which are reported in this document

All road collisions involving human death or personal injury occurring on the highway and notified to the police within 30 days of occurrence, and in which one or more vehicles are involved, are reported in this document.

Examples are:-

Collisions which commence on the highway but which involve casualties off the highway (e.g. where a vehicle runs out of control while on the highway and causes casualties elsewhere)

Collisions involving the boarding and alighting of buses or coaches and collisions in which passengers already aboard a bus / coach are injured, whether or not another vehicle or a pedestrian is involved

Collisions involving pedal cyclists, including where cyclists injure themselves or a pedestrian

Collisions resulting from deliberate acts of violence, but excluding casualties who are subsequently identified as confirmed suicides.

Examples of collisions which are not reported in this document include:-

Collisions which do not involve personal injury

Collisions on private roads or in car parks

Collisions reported to the police 30 days or more after they occurred

Collisions involving confirmed suicides

Vehicles which are referred to in this document

Vehicles in which driver/rider/passenger was injured

Vehicles which suffered damage in the accident

Vehicles, which caused injury to a pedestrian (including parked vehicles on or off the carriageway into which a pedestrian walked

Vehicles which were in collision with another vehicle in the accident

Vehicles which did not suffer damage, nor caused nor contained casualties, but which in the opinion of the reporting officer contributed to the collision (includes parked, stationary, temporarily held-up or moving vehicles)

Excluding:-

Where a person has safely alighted from a vehicle but is subsequently injured when moving away from the vehicle from which the person alighted is to be excluded.

Casualties which are referred to in this document

Reported casualties include any persons killed or injured in a road collision.

This includes:-

A person who moves quickly to avoid being involved in a collision, is successful in that, but in doing so incurs injury (e.g. twists an ankle). Also includes occupant of vehicle, which manoeuvres or brakes suddenly to avoid an impact, but in doing so sustains an injury.

A pedestrian who injures himself or herself on a parked vehicle.

A person who is injured after falling from a vehicle

A person who is injured boarding or alighting a bus or coach

A person who is injured whilst aboard a bus or coach, whether or not another vehicle is involved

A person who is injured away from the carriageway as a result of a collision which commenced on the public highway

All casualties in collisions arising from deliberate acts of violence

Excluding:-

Death or injury to babies unborn up to the time of the collision

Casualties injured in a road collision as a result of illness (e.g. fit) immediately prior to the accident, where injury is deemed to be a result of the illness rather than the road collision. All other casualties involved in the collision are included.

A person who dies in a road collision from natural causes (e.g. heart attack) and whose death is not ascribed by the Coroners Court to have been a result of the collision. Other casualties in these accidents are included.

Confirmed suicides. Other casualties in these accidents are reported. Injured persons suspected of having attempted suicide are included.

Any person who witnesses a collision and suffers shock but who is not directly involved.

DEFINITIONS

VEHICLES

Pedal Cycle – this refers to pedal cycles being ridden in the carriageway or on the pavement and also applies to toy cars and toy tricycles in the carriageway. It also includes electrically assisted pedal cycles as defined in the Electrically Assisted Pedal Cycles Regulations 1983 No 1168.

Moped – a moped registered after 1977 carries a plate identifying it as such. For registration suffix 'A' to 'R' and registrations without a suffix letter, a moped is defined as a motorcycle of which the capacity of the engine does not exceed 50cc, being equipped with pedals by means of which it is capable of being powered. For registration suffix 'S' or later, a moped is defined as a motorcycle of which the cylinder capacity of the engine does not exceed 50cc and which has a maximum design speed of 30mph and a kerbside weight not exceeding 250kg.

Motorcycle – also called **Powered two Wheelers** - includes motor scooters and motorcycle combinations, these are further broken down in to 125cc and under and over 125cc.

Car – includes three wheeled cars, estate cars, family vans/multiple-people carriers, landrovers and similar 4-wheeld drive vehicles, and private hire cars.

Goods Vehicles – (19) Goods vehicle 3.5 tonnes maximum gross weight (mgw) and under
(20) Goods vehicle over 3.5 tonnes and under 7.5 tonnes mgw
(21) Goods vehicle 7.5 tonnes mgw and over

The above categories include three wheeled goods vehicles (provided they are not controlled by a pedestrian), tankers, HGV tractors travelling without their semi-trailers, trailers, and articulated vehicles, but excluding caravans and 'other tows' which are not goods vehicles.

(19) applies to vans (including car based vans) or small goods vehicles (including pick up trucks) which are licences for private and Light goods use (PLG), vehicles in this category are up to 3.5 tonnes maximum gross weight.

(20 and 21) apply to larger vehicles licensed as over 3.5 tonnes maximum gross weight. This information is normally given as a taxable weight on the vehicle tax disc or on the DETR plate.

Other vehicles: Other motor vehicles include ambulances, fire engines, trams, refuse vehicles, agricultural vehicles, excavators, electric scooters and motorised wheelchairs. Other non-motor vehicles include those drawn by animal, ridden horse, wheelchairs without a motor. In certain tables other vehicles may also include buses and coaches, and/or goods vehicles.

CASUALTY

Driver or Rider – includes the following:-

A person riding a toy cycle, tricycle or pedal car on the carriageway, and the rider of a tandem bicycle who is controlling the machine.

A person who, having been in control of a vehicle, falls from it (or is injured in the course of dismounting from it), should be recorded as 'driver or rider' of that vehicle.

A pedal cyclist riding across a pedestrian crossing

Vehicle or pillion passenger – include any occupant of a tandem bicycle who is not controlling the machine and passengers on combination machines whether occupying sidecar or pillion. Persons

riding on the roof or bonnet are also included. Any person, not having been in control of a vehicle, who falls from it (or was injured in the course of alighting or dismounting from it), are also included.

Pedestrian – This includes the following:-

Person on a toy scooter, roller skates or skateboard

Person riding a toy cycle, tricycle or pedal car on footpath

Person wheeling or holding a bicycle

Person pushing or pulling a vehicle or operating a pedestrian controlled vehicle

Person leading or herding animals

Occupant of a pram or pushchair

A driver or passenger who has alighted safely from a vehicle and then sustains an injury in a collision, whether injured by his own or some other vehicle.

Person other than a cyclist holding on to the back of another vehicle

A person involved in a collision after safely alighting from a bus/ coach and who is injured by some other vehicle (which would then be recorded as the vehicle involved)

A person involved in a collision away from the highway (e.g. house or garden) by a vehicle, which has lost control on the highway

SEVERITY OF CASUALTY

Fatal injury – includes only those cases where death occurs in less than 30 days as a result of the collision. It does not include death from natural causes or suicide.

Serious injury – Examples of serious injury are:-

Fracture

Internal injury

Severe cuts

Crushing

Burns (excluding friction burns)

Concussion

Severe general shock requiring hospital treatment

Detention in hospital as an in-patient, either immediately or later

Injuries to casualties who die 30 or more days after the accident from injuries sustained in that accident.

Slight Injury – Examples of slight injury are:

Sprains, including neck whiplash injury, not necessary

Bruises

Slight cuts or slight shock requiring roadside attention

OTHER DEFINITIONS

Built-up roads: Collisions on “built-up roads” are those which occur on roads with speed limits of 40mph or less. **Non Built up roads** refer to speed limits over 40mph. In the case of this report, non-built up roads exclude motorways.

Manoeuvres: Any manoeuvre description relates to actions immediately before the collision.

Children: Persons under 16 years of age

KSI: Killed or Seriously Injured

Road Users: Pedestrians and vehicle riders, drivers and passengers

Appendix D References

If you have any comments or suggestions on this document please send them to

Lee Burchill

Transport Intelligence

Invicta House, County Road

Maidstone, Kent

ME14 1XX

E-mail: lee.burchill@kent.gov.uk

References and additional information

Kent County Council: www.kent.gov.uk

Population Estimates Unit, Office for National Statistics (ONS) © crown copyright

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Kent Road Safety Campaign documents: www.kentroadsafety.com

Kent Area Profiles

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This document was produced by Kent County Council Highways, Transportation and Waste. You can contact us by

Telephone: 03000 41 81 81

Post: Invicta House, County Road, Maidstone, Kent, ME14 1XX

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