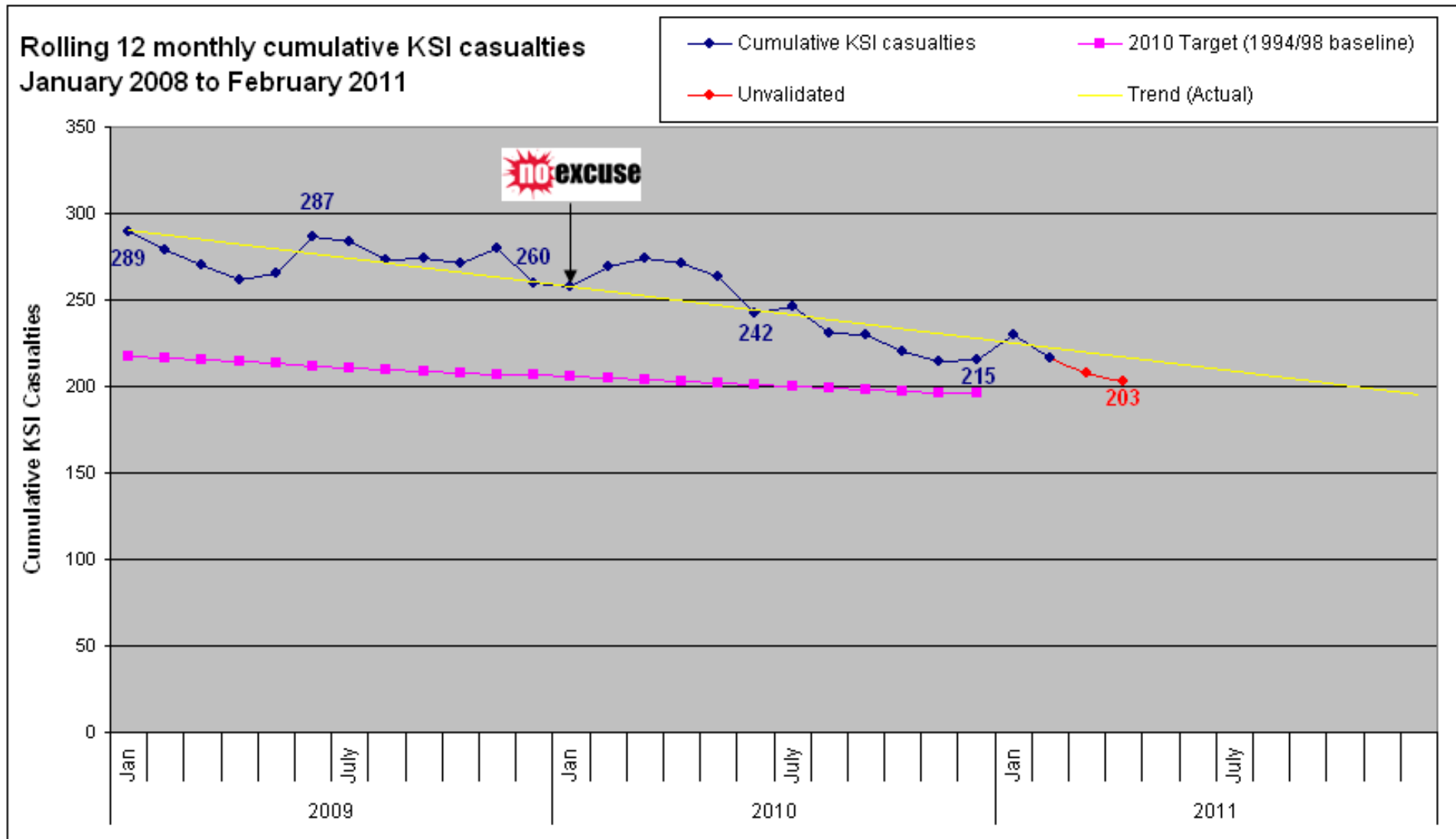


## Rolling 12 monthly cumulative KSI casualties – Dorset County Council – January 2009 to March 2011

The chart below plots the rolling 12 monthly cumulative KSI casualties against the 2010 target baseline; targets beyond 2010 are currently under review. The 2010 target was based on a 40% reduction in the number of people killed or seriously injured against the 1994/98 average.

**Please note** - figures for 2011 are currently subject to change.

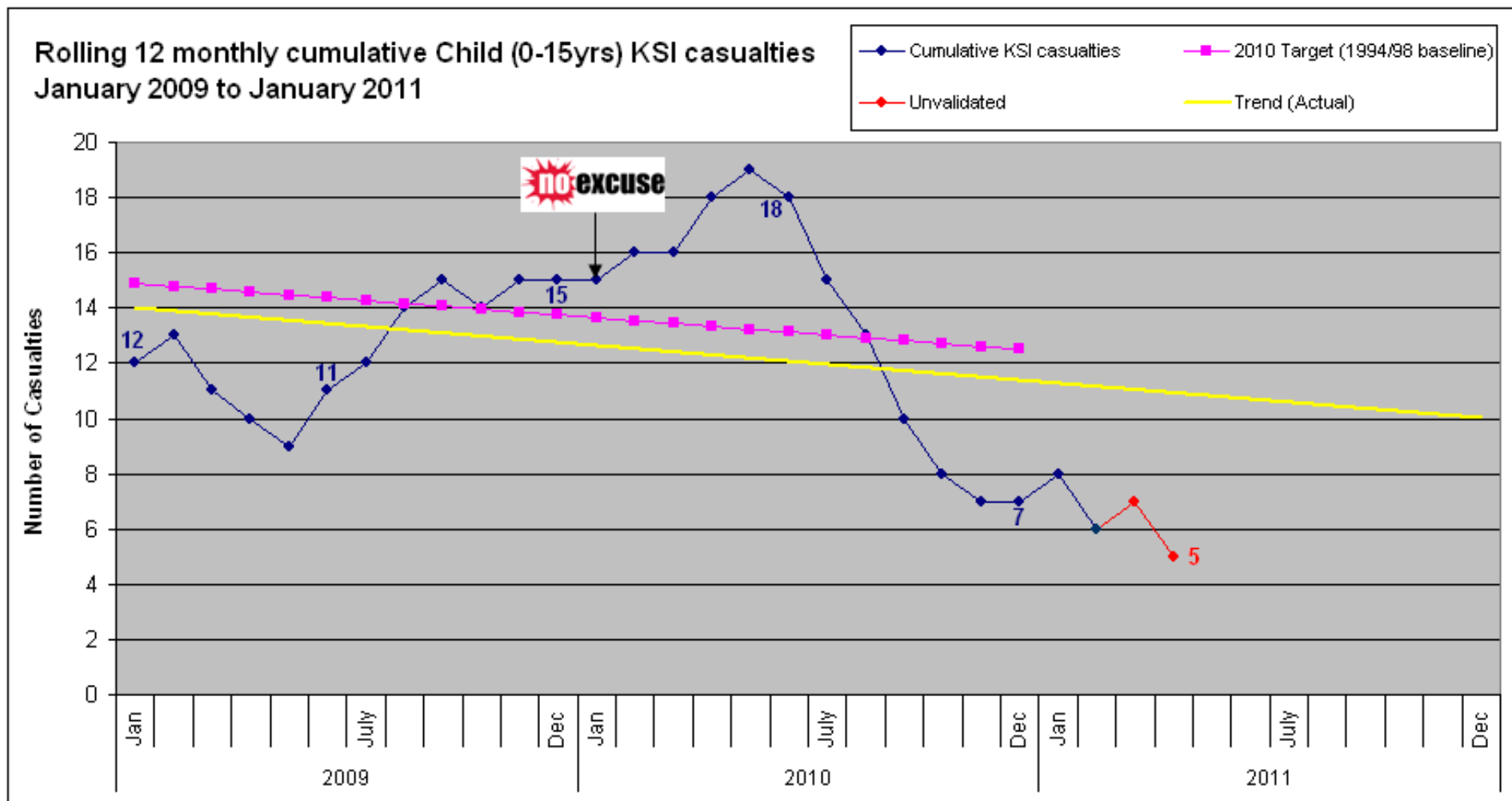


The above chart shows that there has been a downward trend in the number of KSI casualties since January 2009. However, despite notable reductions in the number of KSI casualties within the Dorset County Council area during 2010 the 2010 target of 196 KSI casualties has not been achieved.

## Rolling 12 monthly cumulative Child (0-15yrs) road user KSI casualties – Dorset County Council – January 2009 to January 2011

The chart below plots the rolling 12 monthly cumulative Child (0-15yrs) road user KSI casualties against the 2010 target baseline. The 2010 target is based on a 40% reduction in the number of Child (0-15yrs) road users being killed or seriously injured against the 1994/98 average. Targets beyond 2010 are currently under review.

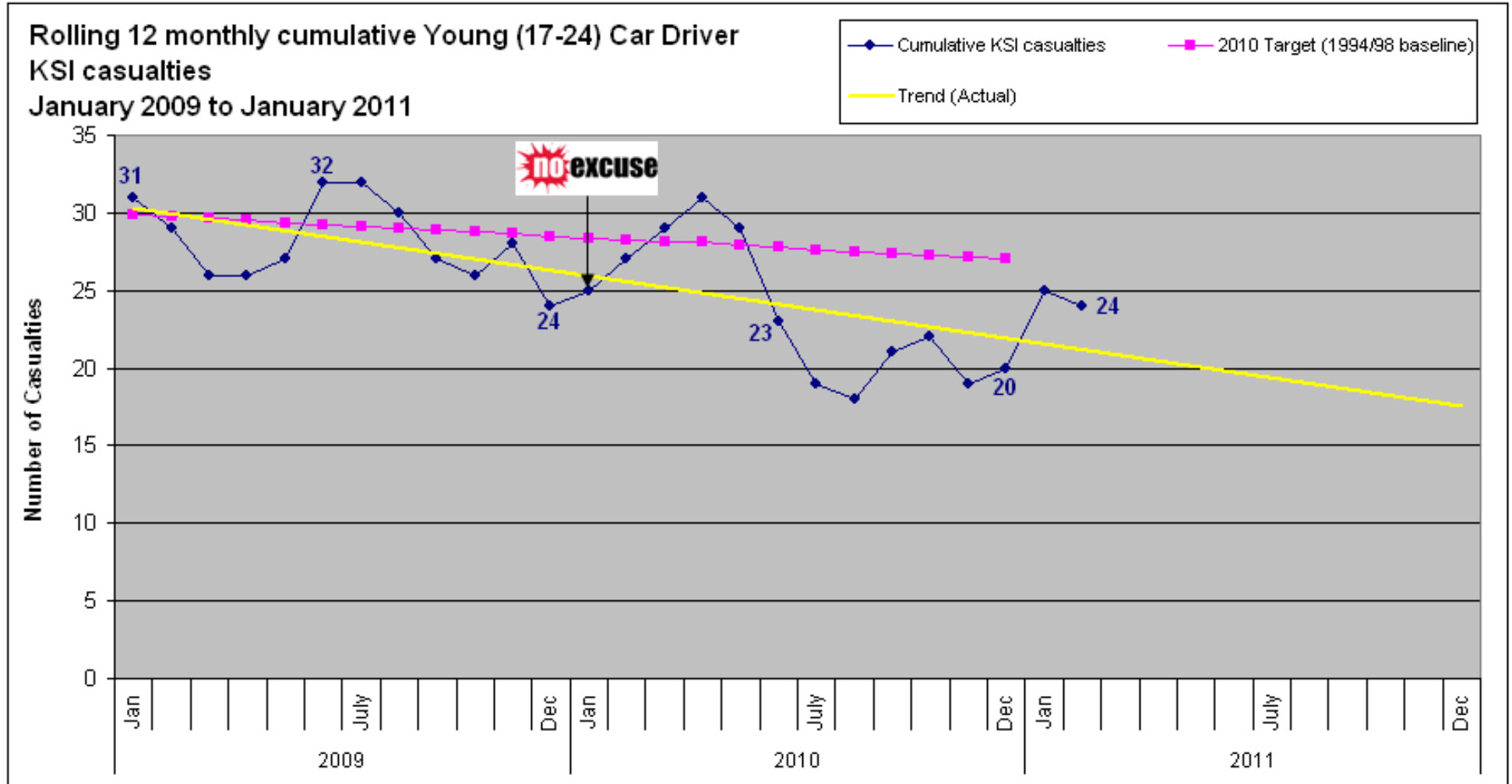
**Please note** - figures for 2011 are currently subject to change.



The above chart shows that Dorset County Council exceeded the 2010 target for Child (0-15yrs) road user KSI casualties.

## Rolling 12 monthly cumulative 'Young (17-24yrs) Car Driver' KSI casualties – Dorset County Council – January 2009 to January 2011

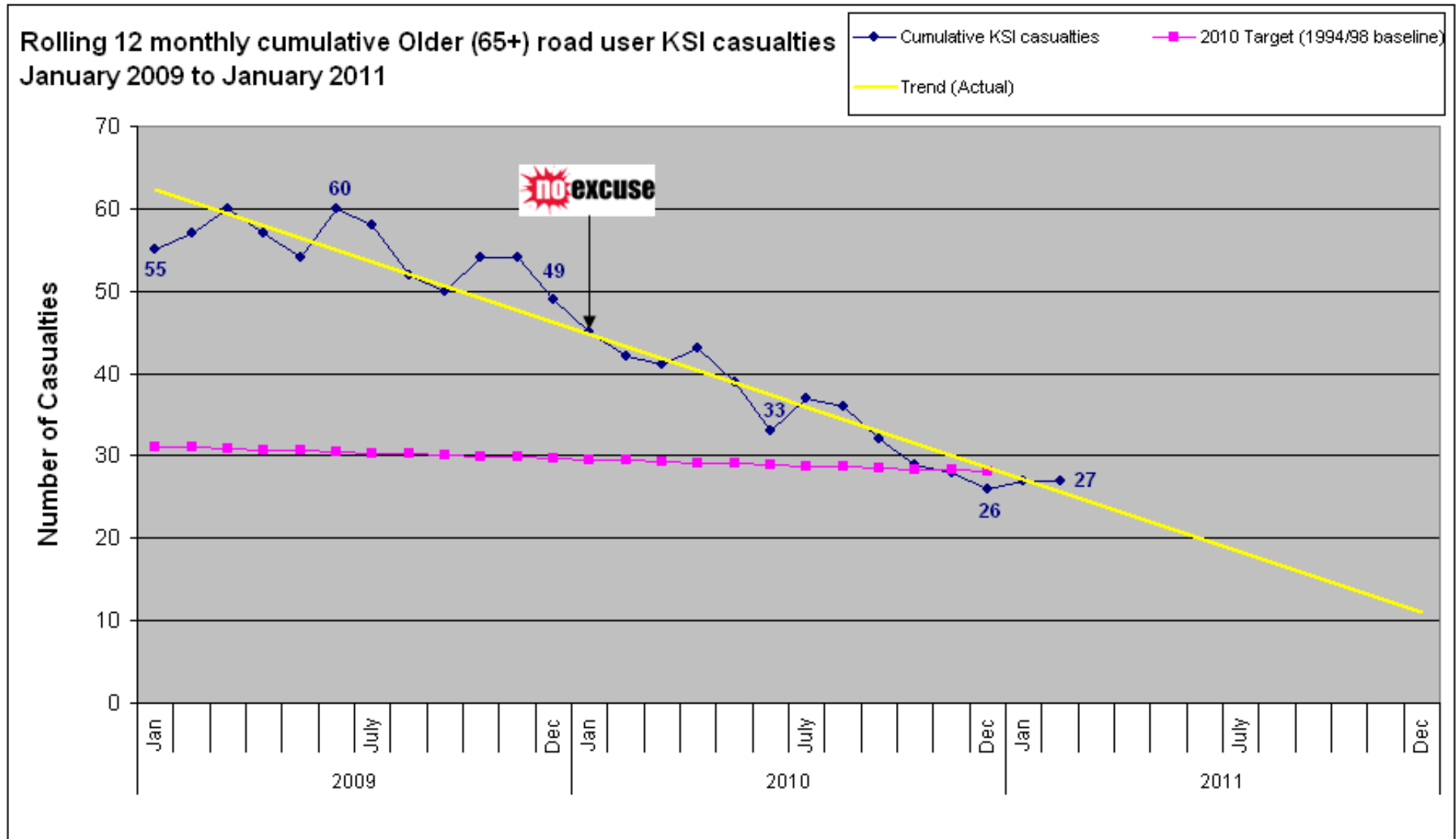
The chart below plots the rolling 12 monthly cumulative 'Young (17-24yrs) Car Driver' KSI casualties against the 2010 target baseline. The 2010 target was based on a 40% reduction in the number of 'Young (17-24yrs) Car Drivers' being killed or seriously injured against the 1994/98 average. Targets beyond 2010 are currently under review.



The above chart shows that there has been reasonably steep downward trend in the number of 'Young (17-24yrs) car driver' KSI casualties since January 2008. However, 'Young (17-24yrs) Car Drivers' are accountable for over 30% of all 'Car Driver' KSI casualties, therefore this road user group remains a key road safety priority for Dorset County Council.

## Rolling 12 monthly cumulative 'Older' (65+yrs) road user KSI casualties – Dorset County Council – January 2008 to January 2011

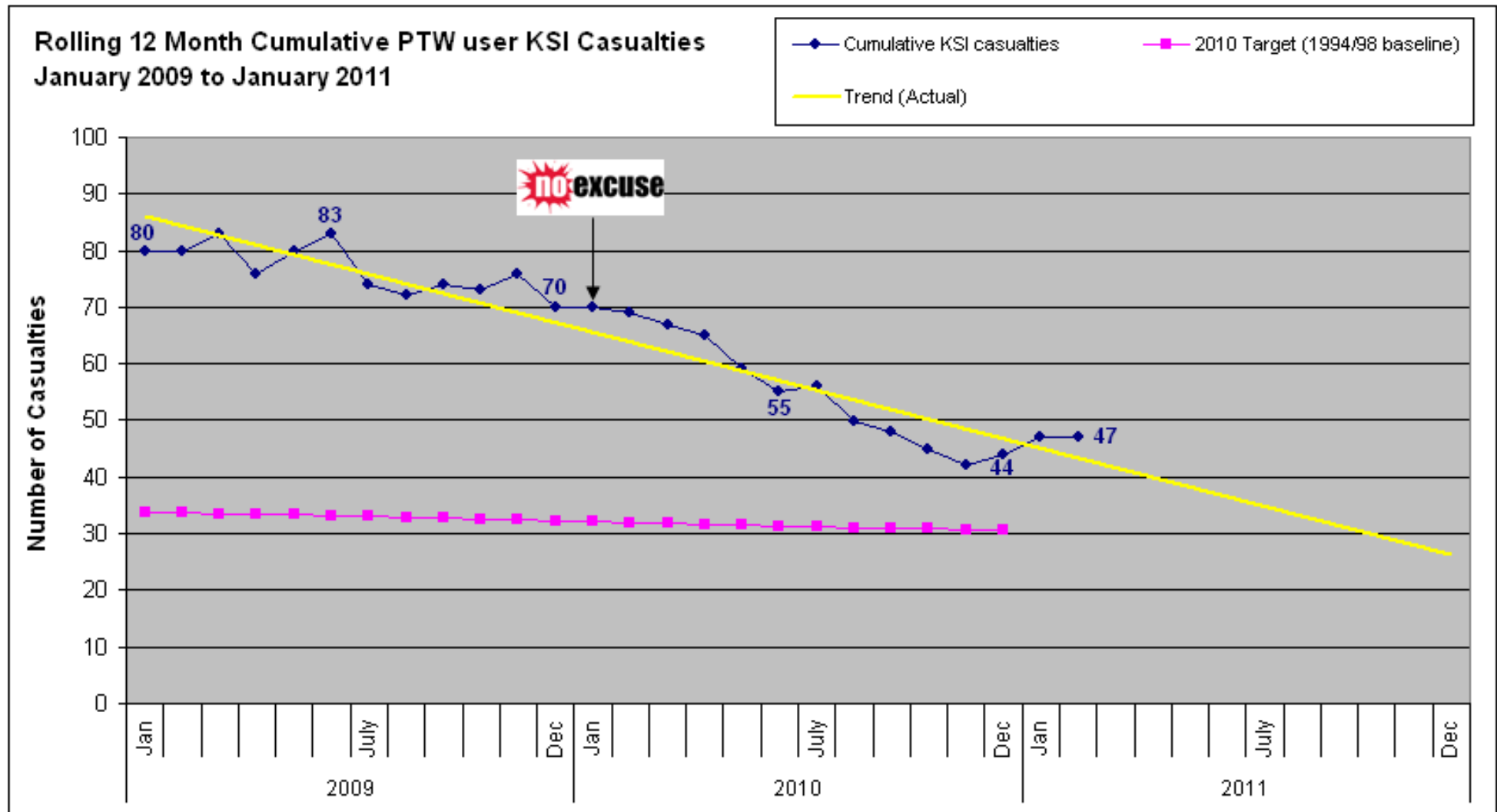
The chart below plots the rolling 12 monthly cumulative 'Older' (65+yrs) road user KSI casualties against the 2010 target baseline. The 2010 target was based on a 40% reduction in the number of 'Older' (65+yrs) road users being killed or seriously injured against the 1994/98 average. Targets beyond 2010 are currently under review.



The above chart shows that there has been a downward trend in the number of 'Older' (65+yrs) road user KSI casualties and that the 2010 target has been exceeded.

## Rolling 12 monthly cumulative 'Powered Two Wheeler' user KSI casualties – Dorset County Council – January 2009 to January 2011

The chart below plots the rolling 12 monthly cumulative 'Powered Two Wheeler' (Motorcycle) user KSI casualties against the 2010 target baseline. The 2010 target was based on a 40% reduction in the number of 'Powered Two Wheeler' road users being killed or seriously injured against the 1994/98 average. Targets beyond 2010 are currently under review.



The above chart shows that there has been relatively steep downward trend in the number of PTW user KSI casualties since January 2009. However, it is widely acknowledged that despite accounting for 1% of traffic, motorcycles are involved in over a quarter of all KSI casualties; therefore this road user group remains a key road safety priority for Dorset County Council.