

Agenda Item No. 7(h)

DERBYSHIRE COUNTY COUNCIL

CABINET

1 September 2015

Report of the Strategic Director – Economy, Transport and Environment

**ROAD TRAFFIC COLLISIONS IN DERBYSHIRE: THE CASUALTY
REPORT 2014**

**DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2014
(HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To bring to the Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2014 and to seek approval for the wider publication of the Report both in electronic and printed form.

(2) **Information and Analysis** The Casualty Report is an annual publication that ensures information on road traffic collision trends is publicly available. The data also helps to set priorities for interventions in future years.

The Casualty Report shows what has been achieved in road traffic casualty reduction within the areas variously covered by Derbyshire County Council, the Derby and Derbyshire Road Safety Partnership (DDRSP) and Derby City Council, as well as detailed analysis of casualty trends within each Local Authority District/Borough. The Report will be used to guide casualty reduction work for each area.

The Casualty Report indicates performance in casualty reduction measured against agreed indicators. These use, as the baseline, the annual average number of killed and seriously injured (KSI) casualties between 2005 and 2009. The report links with the Community Safety Strategies, Public Health Joint Strategic Needs Analysis, Derbyshire County Council's Service Plan and the Local Transport Plans, with a strong emphasis on reducing road casualties.

In Great Britain in 2014, the recent national trend of reducing road traffic casualties changed and, from 2013 to 2014, the country saw a 4% increase in fatal casualties, a 5% increase in serious casualties and 6% increase in slight casualties. The most significant increases were in the numbers of pedestrian and cyclists injured.

Derbyshire also saw increases in some areas but these differ from other similar authorities and the national picture.

The total number of recorded injury casualties in Derby and Derbyshire in 2014 was the second lowest ever, although Derbyshire recorded five more than in 2013. The numbers of KSI rose by 38% across both the County Council and DDRSP, which is 114 and 144 KSI casualties respectively, while there were continuing reductions in the numbers of people slightly injured.

An increased proportion of more severe injuries is particularly concerning.

Analysis shows that a number of factors have influenced this change, including:

- The economic recovery that has increased traffic volumes and vehicle speeds.
- Significantly different weather patterns between 2013 and 2014.
- Increasing popularity of cycling as a leisure activity and mode of transport.

KSI casualties in the following groups increased particularly when comparing 2014 with 2013 in DDRSP area:

Older car drivers of 70 years and over - An increase of 86% to 26 KSI casualties in 2014, the highest level of the last ten years. It is likely that there were higher numbers of older car driver tourists and day-trippers on Derbyshire's roads with the extended good weather of 2014. In Derbyshire County Council, work has begun, in partnership with older peoples groups, to implement an assessment and training initiative for older drivers. In addition, as part of the annual road safety engineering scheme selection, locations where older drivers are a disproportionate element in road traffic casualties will be considered.

Motorcyclists – An increase of 43% to 127 casualties in 2014. Motorcyclist casualties, particularly the leisure bikers, correlate with fair weather patterns and, as a consequence, dipped in 2013 but rose in 2014. However, since a peak in 2007, the trend has been generally downward. DDRSP provides guidance on motorcycle safety including Bikesafe, Enhanced Rider Training and CBTPPlus. DDRSP has reviewed its summer and winter motorcycle awareness campaigns on targeted roads and adopted improved activities for rider engagement.

Work Related Casualties – An increase of 43% to 130 in 2014, the highest level since 2007. Casualty levels may reflect the contracting and expanding economy, both in terms of traffic flows and driver behaviour. DDRSP plans to

launch an Occupational Road Risk website and offer safer driving advice to businesses.

Adult Pedal Cyclists – An increase of 17% to 55 in 2014. KSI casualties were 83% higher than the 2005-2009 average. In particular, there has been an increase in recreational cyclists attracted to Derbyshire's roads after high profile sporting events, such as the Tour de France. Initial research shows inexperienced riders are vulnerable. A different group of cyclists involved in collisions include utility riders, including some commuters in areas such as Erewash. Derbyshire County Council has launched County Rider, providing free training to adult cyclists in four districts with excellent take-up and it is hoped to roll this out to other districts in the future.

Young Car Drivers – An increase of 42% to 37 in 2014, the highest level since 2010. The predominant age group is 19 to 21 years but recently the proportion of female casualties aged 17 to 18 years has caught up with the proportion of males. Derbyshire County Council, as part of DDRSP, runs the Young Driver Education Programme which delivers behavioural change education to students in schools. This scheme has been positively evaluated by RoSPA. Recently launched is the Learnsafe Drivesafe programme which equips driving instructors with skills and resources to implement behaviour change lessons in their normal work.

Across the County the accelerated maintenance programme will ensure roads remain safe, despite the challenging financial position.

Some of the key points in the 2014 Casualty Report are:

Derbyshire County Council area (comparing 2014 with 2013)

- 0.2% increase in total casualties.
- 38% increase in KSI casualties.
- 30 fatal casualties – one of the lowest totals in the last 10 years.

DDRSP (comparing 2014 with 2013)

- 1% increase in total casualties.
- 38% increase in KSI casualties.
- 36 fatal casualties – one of the lowest totals in the last 10 years.

In the Derbyshire County Council area, during 2014, a total of 2,311 people were injured in Police reported collisions, of whom 30 people died and 386 were seriously injured.

In the DDRSP area in 2014, a total of 3,169 people were injured, of whom 36 died and 486 were seriously injured.

In the Derbyshire County Council area, 170 children were injured, the second lowest number of the last 30 years.

Whilst the trend in casualties is better than the national picture, the increase in KSIs is a concern. Early indications for the first half of 2015 are more positive and suggest a return to Derbyshire's previous successful trend of continuing to reduce casualties.

Subject to Cabinet approval, it is proposed that the Casualty Report will be available to all on the County Council's and Road Safety Partners' websites. Printed copies will be available for distribution to key officers where required.

The Casualty Report will continue the data-led approach to casualty reduction, highlighting the nature of problems, allowing detailed analysis to ascertain priorities, producing profiles of problem areas and tailoring solutions accordingly.

(3) **Financial Considerations** The production of the documents will be funded from existing revenue budgets. Production and distribution costs total £30.

Other Considerations

In preparing this report the relevance of the following factors have been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(4) **Key Decision** No.

(5) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(6) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details – Matt Pickard, extension 38657.

(7) **OFFICER'S RECOMMENDATIONS** That Cabinet:

7.1 Notes the current trends in road casualties as reported in the 'Derby and Derbyshire Annual Casualty Report 2014'.

7.2 Approves its wider publication both in electronic and printed form.

Mike Ashworth
Strategic Director – Economy, Transport and Environment



DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2014

Executive Summary

In 2014 the long term national trend of reducing road traffic casualties changed and the country saw increases in fatalities, serious and slight casualties. These totals included significant increases in pedestrians, and cyclists.

In Derbyshire we too saw significant changes in casualties, but not one that followed the national trend.

Overall reported casualties for the areas covered by the Derby and Derbyshire Road Safety Partnership (DDRSP) Derbyshire County Council (DCC) and Derby City Council all showed very slight increases (only 5 or 0.2% in the DCC area) but within that, whilst there were reductions in the numbers of slight casualties, there were large increases in the numbers of people killed and seriously injured (KSI).

This swing to an increasing ratio of the more severe injuries is particularly worrying as they affect individuals and families most deeply.

Our analysis has shown a number of factors influencing this change including:

1. Increases in traffic speed and volume as a direct result of the improved economic environment.
2. Differing weather patterns year to year. 2014 had a much longer 'summer' increasing tourist traffic and use of more vulnerable modes of transport such as motorcycling and pedal cycling.
3. The increasing popularity of cycling as a leisure activity and mode of transport.

To address these changes we have implemented a number of initiatives, such as a Public Health funded pilot scheme for adult cycle training in the highest risk areas of the County, Operation Saferide, a revitalised DDRSP campaign to persuade motorcycle riders to ride more safely, and an Accelerated Highways Maintenance programme in the County to ensure roads remain safe despite the challenging financial position.

Early indications for the first half of 2015 are more positive and suggest a return to our previous successful trend of reducing casualties.

Nevertheless, when measured against our agreed targets¹ we are currently above the 2014 milestone.

We therefore need to closely monitor the statistics and our interventions to ensure we remain flexible in dealing with a changing road safety environment to reverse the 2014 trend.

¹ In 2011, DCC and DDRSP agreed to measure progress against a target of a 50% reduction in KSI casualties by 2020, using as the baseline the average KSI casualties between 2005 and 2009.

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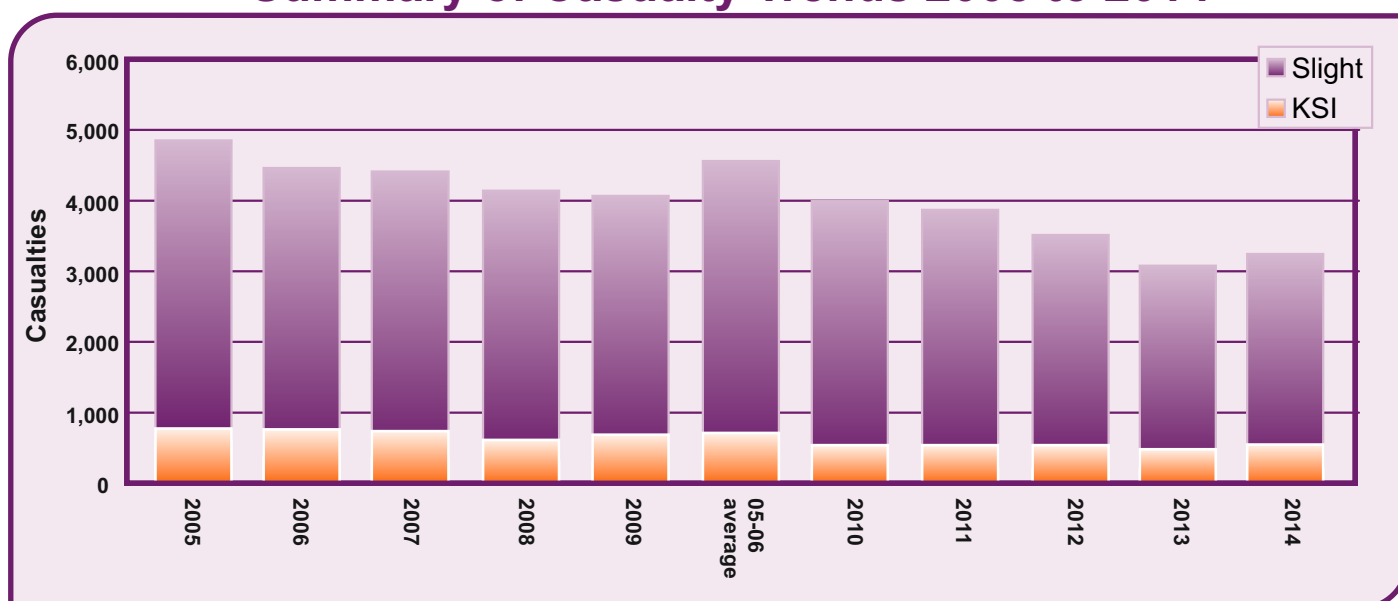
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Derby and Derbyshire Road Safety Partnership

Collisions and Casualties 2005-2014

Collisions						Casualties				
Fatal	Serious	KSI	Slight	Total	Year	Fatal	Serious	KSI	Slight	Total
57	467	524	2916	3440	2005	60	525	585	4241	4826
45	476	521	2700	3221	2006	47	537	584	3934	4518
46	490	536	2743	3279	2007	54	543	597	3862	4459
40	441	481	2652	3133	2008	45	493	538	3690	4228
42	466	508	2490	2998	2009	48	518	566	3495	4061
46	468	514	2700	3214	05-09 average	51	523	574	3844	4418
30	323	353	2467	2820	2010	30	380	410	3506	3916
38	347	385	2435	2820	2011	39	383	422	3456	3878
23	350	373	2152	2525	2012	25	389	414	3134	3548
22	311	333	1953	2286	2013	25	353	378	2758	3136
35	423	458	1941	2399	2014	36	486	522	2647	3169
-24%	-10%	-11%	-28%	-25%	% below average	-29%	-7%	-9%	-31%	-28%

Summary of Casualty Trends 2005 to 2014



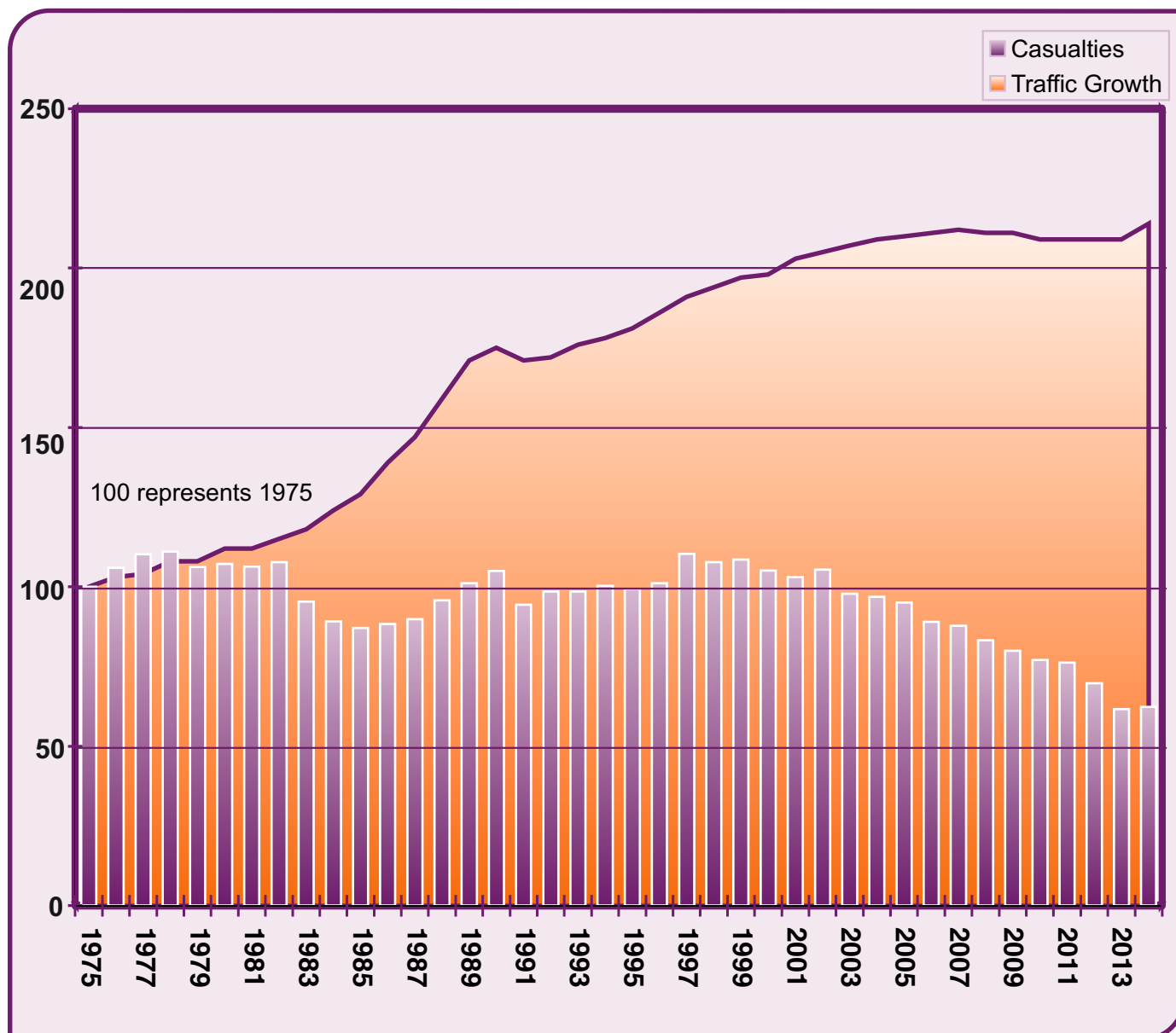
After the lowest casualty level of thirty years in 2013, the total number of casualties increased by 1% (33), in 2014, whilst collisions increased by 5% (113). However, the 3169 casualties in 2014 were 28% (1249) below the 2005-2009 average (and the second lowest of the last thirty years).

KSI casualties increased by 38% (144), compared with 2013 and were the highest since 2009. In 2014, KSI casualties were 9% (52) below the 2005-2009 average and not on track to meet the target of 50% below by 2020. Possible reasons for the increase in KSI casualties in 2014 were: good weather from March to November led to increases in tourist, pedal cyclist and motorcyclist activity and consequent road casualties, economic improvement increased driving for work and commuting casualties, lower fuel prices encouraged less eco-friendly driving and faster speeds, higher car insurance costs for young drivers led to a delay in learning to drive and increased numbers of 50-125cc bike riders, a transport mode vulnerable to more serious injuries. There was an increase in road traffic in 2014.

Slight casualties reduced by 4% (111) in 2014, compared with 2013, and were the lowest level of the last 30 years. Slight casualties have reduced year on year, with the exception of 2010, and in 2014 were 31% (1197) below the 2005-2009 average.

Derby and Derbyshire Road Safety Partnership

Derbyshire Casualties and Traffic Flow Trends 1975 - 2014



In 2014, traffic flow was 114% greater than in 1975, whereas casualties were 38% lower than the level of 1975.

Casualty levels increased gradually to a peak in 1997 and a secondary peak in 2002. Since then, the trend has been decreasing, aside from a small upturn in 2014.

Traffic flows increased until 2007 then decreased a little and remained static from 2010 to 2013. In 2014, traffic flows increased by 2%. Changes in the economic climate are likely to have had a bearing on traffic flows and casualty levels.

Casualty Priority Groups

The Derby and Derbyshire Road Safety Partnership has prioritised a number of road user groups in order to maximise its impact on KSI casualty reduction.

In 2014, three casualty priority groups - Motorcyclists, Young Drivers and Driving for Work - were focused on with a wide range of multi-agency initiatives. Priority groups were chosen due to the high number of collisions and because they are definable groups to influence. Two emerging groups - Older People and Adult Pedal Cyclists - are already priorities for Derbyshire County Council and trends will be monitored to ascertain if they should be future priorities for DDRSP.

The Partnership brings together people who are experts in enforcement, engineering and education and enables joint working by Derbyshire County Council, Derby City Council, Derbyshire Fire and Rescue Service, Derbyshire Constabulary, Highways England and Peak District National Park Authority in order to have a multi-agency approach to casualty reduction, with particular emphasis on these priority groups.

Motorcyclists

Motorcyclists accounted for 24% (127) of all KSI casualties in 2014 with 9 fatalities. Since a peak in 2007 there was a downward trend to the lowest level of motorcyclists killed or seriously injured during the last 30 years in 2013, followed by an increase of 43% (38) in 2014. However, slight casualties showed a divergent trend, reducing by 5% (11) in 2014 compared with 2013. Motorcyclists account for around 2% of traffic.

Motorcycle casualties are split into two distinct groups with different characteristics:

Leisure Bikers - Trends reflect weather patterns which partially explains low levels of casualties in 2013 when the biking season started late due to snow in April. In 2014 there was a long biking season with fine, dry, sunny weather in both March and October. Rural motorcyclist casualties are consistently higher in fine weather and in 2014 there was a higher proportion on rural roads (35%) than in 2013 (27%). Rural proportions are greater for motorcyclists killed or seriously injured, 54% in 2014 compared with 47% in 2013.

Despite the increase in 2014, (54% compared with 2013) killed and serious casualties involving riders of bikes over 500cc have reduced by 25% from the 2005-2009 average and are on track as a contribution towards meeting the 2020 target.

In 2014, this group were predominantly aged 43 to 53 years, male, riding bikes over 500cc, on rural roads during summer weekends. 55% of summer weekend riders of bikes over 500cc travel to Derbyshire from outside the county of Derbyshire, particularly Nottinghamshire, Yorkshire and Greater Manchester. In 2014, 44% of all injured motorcyclists and 54% of those killed or seriously injured were riding bikes over 500cc.

Non Leisure Bikers – In 2014, this group were commonly aged 16 to 25 years, (particularly 17-19 years) male, riding bikes less than 125cc, in urban areas, particularly at junctions on any day of the week. In 2014, 47% of all motorcyclist casualties and 35% of those killed or seriously injured were riding bikes under 125cc. Nationally there is evidence of increased sales of smaller motorcycles in recent years, which bears out the theory that youngsters are preferring to keep motorcycles longer rather than learning to drive cars. As motorcyclists are more vulnerable this may lead to an increase in the severity of casualties.

Casualty Priority Groups

Young Drivers (17-25 years)

In 2014, 24% (567) collisions on Derbyshire's roads involved a young car driver, compared with 26% in 2013. The drop in casualties may reflect the reduction in the number of young people learning to drive. Nationally, the proportion of 17 to 20 year olds holding a driving licence decreased by 13% from the 2005-2009 average to 2013. 27% of all persons injured on Derbyshire's roads were in collisions where a young car driver was involved but young car drivers themselves comprised 10% (331) of Derbyshire's casualties in 2014.

Although total young car driver casualties decreased in 2014 to the lowest level of the last thirty years, young car drivers killed or seriously injured were the highest since 2010. In 2014, young driver KSI casualties were 35% below the 2005 to 2009 average.

Young car drivers involved in collisions in 2014 were most often aged 19 to 21 years, whereas from 2009 to 2011 the predominant age was 18 years. Over the last five years male 17 and 18 year old casualties decreased at a faster pace than male 22 to 25 year olds. The proportion of female 17 to 18 year old car drivers injured has evened up with males recently (51% females in 2013-2014 compared with 36% in 2009-2010). Young drivers were over represented in collisions on wet road surfaces, in the hours of darkness and where alcohol, not wearing seatbelts and using a mobile phone were factors, compared with drivers aged 26 and above.

Work Related Casualties (on way to/from work or whilst at work including pedestrians)

In 2014, 25% of KSI casualties and 27% or 852 of total casualties occurred on a work related journey. 42% of collisions involved one or more drivers/riders/pedestrians on a work related journey. Since 2005, the level of work related casualties decreased, but in 2014 the KSI casualty level was the highest since 2007 and 3% higher than the 2005-2009 average. Casualty decreases and increases may be a reflection of the contracting and expanding economy impacting both on traffic flow and driver behaviour. DfT evidence showed that the proportions of vehicles exceeding speed limits decreased between 2005-2009 and 2013.

A greater proportion of all collisions in 2014 (25%) were part of work compared with 20% which were commuters.

Casualties arising from journeys to/from work in 2014 were most often aged 24 to 31 years or 40 to 47 years, driving a car, between 8am and 10am or 4pm to 6pm.

Casualties occurring as part of work in 2014 were most often aged 20 to 31 or 40 to 51 years, between 6am to 10am or 2pm to 6pm. 22% of collisions in the Partnership area involved a car, taxi or Light Goods Vehicle driven as part of work and a further 8% involved Heavy Goods Vehicles.

More Information

A detailed strategy "Derby and Derbyshire Road Safety Partnership Making Your Roads Safer Strategy 2015-2017" has been written which includes an analysis of casualty data and key recommendations for action. This can be found on the Derby and Derbyshire Road Safety Partnership website www.saferroadsderbyshire.org.uk

Derbyshire County Council

Collisions and Casualties 2005-2014

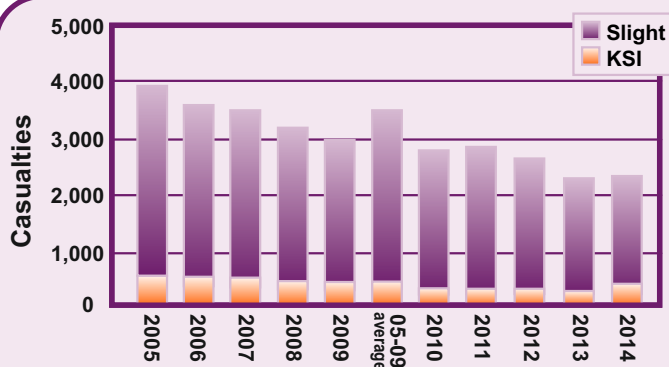
Collisions

Fatal	Serious	KSI	Slight	Total	Year
45	383	428	2297	2725	2005
40	372	412	2089	2501	2006
45	391	436	2066	2502	2007
34	337	371	1964	2335	2008
38	361	399	1778	2177	2009
40	369	409	2039	2448	05-09 average
29	240	269	1753	2022	2010
34	261	295	1722	2017	2011
19	275	294	1573	1867	2012
21	240	261	1394	1655	2013
29	331	360	1382	1742	2014
-28%	-10%	-12%	-32%	-29%	% below average

Casualties

Fatal	Serious	KSI	Slight	Total
48	435	483	3407	3890
42	430	472	3102	3574
53	440	493	2965	3458
39	386	425	2797	3222
44	405	449	2525	2974
45	419	464	2959	3424
29	290	319	2492	2811
35	295	330	2506	2836
21	312	333	2328	2661
24	278	302	2004	2306
30	386	416	1895	2311
-33%	-8%	-10%	-36%	-33%

Summary of Casualty Trends 2005 to 2014



After the lowest casualty level of thirty years in 2013, the total number increased by 0.2% (5) in 2014 whilst collisions increased by 5% (87). The 2014 level of 2311 casualties was 33% (1113) below the 2005 to 2009 average (and the second lowest level of the last thirty years).

KSI casualties increased by 38% (114) compared with 2013 and were the highest since 2009. In 2014 KSI casualties were 10% (48) below the 2005 to 2009 average and not on track to meet Derbyshire's target of a 50% reduction by 2020. Slight casualties decreased by 5% (109) in 2014 compared with 2013

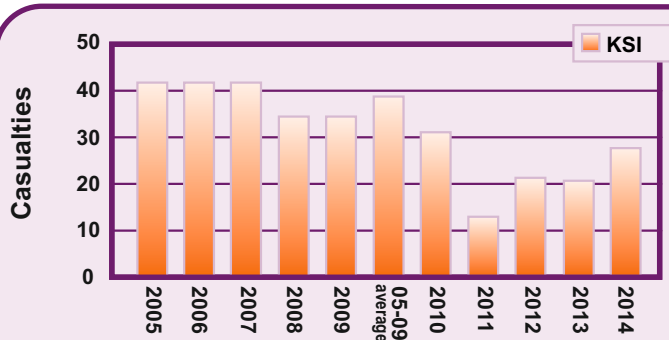
Since 2005, the general trend has shown a reduction in child casualties with the lowest level in 2013 followed by an increase of 19 casualties in 2014, but still the second lowest level of the last thirty years.

In 2014, child casualties were 44% below the 2005 to 2009 average.

Child Casualties 2005 to 2014

	Killed	Serious	KSI	Slight	Total
2005	1	41	42	347	389
2006	3	39	42	292	334
2007	5	37	42	249	291
2008	1	33	34	234	268
2009	2	32	34	202	236
2005-2009 average	2	36	38	265	303
2010	2	29	31	189	220
2011	0	13	13	218	231
2012	3	19	22	151	173
2013	0	21	21	130	151
2014	0	27	27	143	170
-% below average	100%	-25%	-29%	-46%	-44%

Killed or Serious Child Casualties 2005 to 2014



In 2014, the number of children killed or seriously injured was 28% (6) higher than in 2013.

In 2014, child casualties of KSI severity were 29% below the 2005 to 2009 average and therefore on track as a contribution towards the 2020 casualty reduction target.

Derbyshire County Council

Casualty Group Profile 2014

NB: Groups with largest numbers of KSI casualties/collisions are at the top of the table.

*** Denotes groups where collisions rather than casualties are recorded.**

	KSI Casualties	% of KSI	Slight Casualties	% of Slight
*Urban Roads (30 & 40mph limits)	186	52%	828	60%
*Rural Roads (50 & 60mph, excludes motorway)	166	46%	488	35%
*On Wet Road Surfaces	107	30%	466	34%
Car Drivers	122	29%	908	48%
Motorcyclists	112	27%	143	8%
*In Hours of Darkness	98	27%	353	26%
Work Related Casualties	91	22%	501	26%
Older People (aged 60 and over)	86	21%	240	13%
Pedestrians	61	15%	191	10%
Car Passengers	56	13%	381	20%
Adult Pedal Cyclists	41	10%	128	7%
Young Car Drivers (aged 17-25 years)	31	7%	223	12%
Child (pedestrians, cyclists, in-vehicle)	27	6%	143	8%
Older Car Drivers (aged 70 and over)	22	5%	47	2%
Goods Vehicle Users	15	4%	73	4%
*Alcohol Related	15	4%	40	3%
*Motorway	8	2%	66	5%
Bus/Minibus Users	3	1%	38	2%

NB: Several casualty types overlap, therefore totals do not make 100%.

Car users and motorcyclists were the predominant road user casualty types. Car users comprised 43% of KSI casualties and 68% of slight casualties. Motorcyclists comprised 27% of KSI casualties but only make up around 2% of all traffic.

Urban Roads (with speed limits of 40mph or lower)

58% of collisions in 2014 occurred on urban roads. Despite the urban road classification gaining miles due to speed limit reductions, collisions reduced to the lowest level of the last thirty years in 2013, followed by an increase of 2% (17) in 2014. Evidence shows that the Speed Limit Review reductions from 40mph to 30mph led to decreases in collisions. However, in 2014 KSI casualties were 19% above the annual milestone necessary for achieving the 2020 target. Groups the furthest adrift from the milestone on urban roads were older car drivers aged 70 and over, adult pedal cyclists, collisions on wet road surfaces, collisions on 'A' roads and car users.

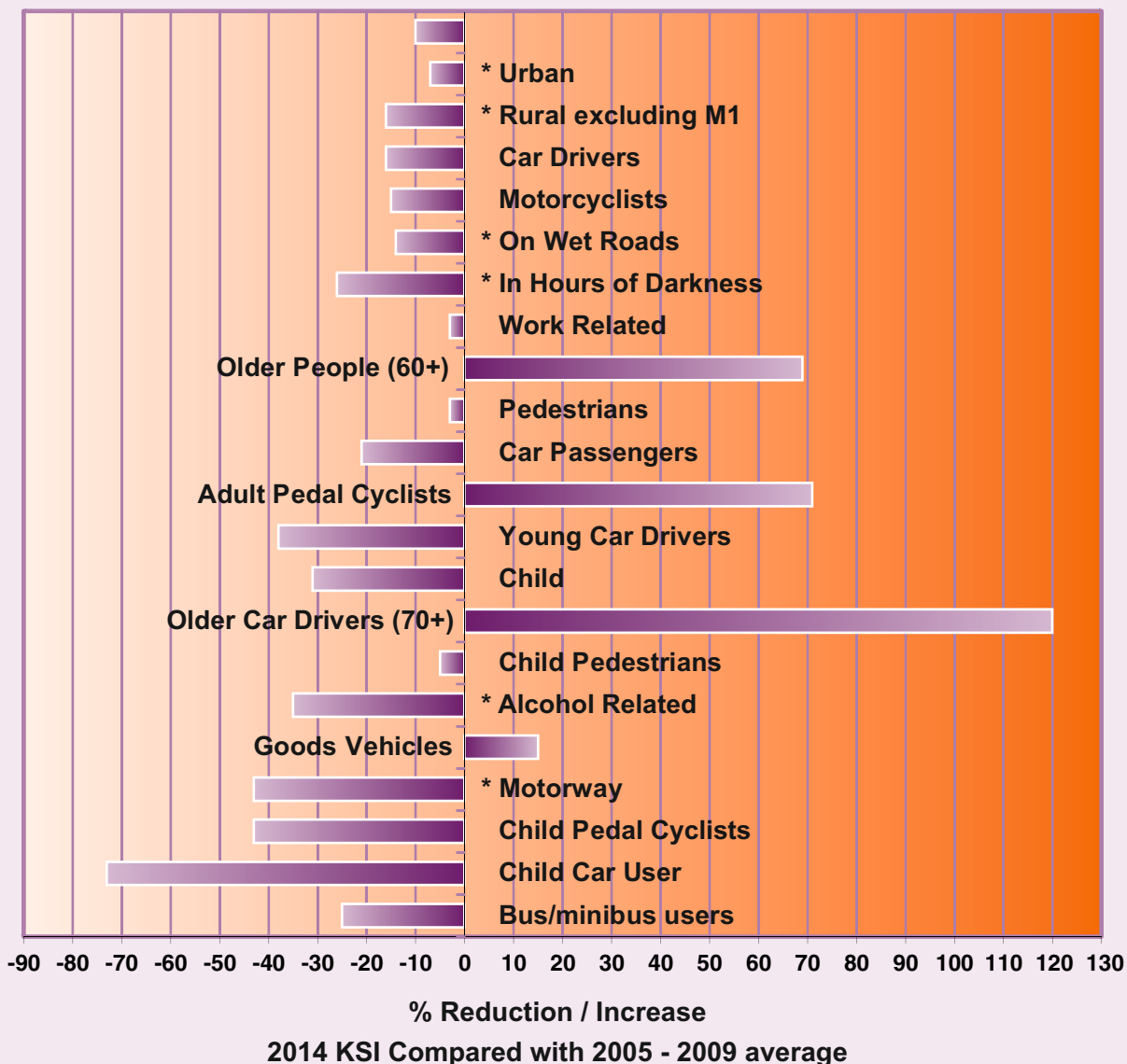
Rural Roads (with speed limits of 50 or 60mph and excluding motorways).

Since 2007, the general trend has been a reduction in collisions on rural roads, to the lowest level of the last 30 years in 2013 followed by an increase of 15% (87) in 2014. It should be borne in mind that, due to speed limit reductions, over 45 miles of road changed from a rural to an urban categorisation. Evidence shows that on over 165 miles of road where speed limits were reduced from national speed limit to 50mph, as part of the Speed Limit Review, casualties reduced by almost one third. In 2014, KSI casualties were 10% above the annual milestone necessary for achieving the 2020 target. Groups the furthest adrift from the milestone on rural roads were older car drivers aged 70 and over, adult pedal cyclists, pedestrians and motorcyclists.

Killed or Serious Casualty Reduction Progress

NB: Groups with largest numbers of 2014 KSI casualties/collisions are at the top of the graph.

* Denotes groups where collisions rather than casualties are recorded.



Casualty types with the greatest percentage reduction in KSI casualties were child car users, motorway, child pedal cyclists, and young car drivers. It should be noted that these groups have small numbers, which may fluctuate annually.

Derbyshire County Council has set a target of a 50% reduction in KSI casualties by 2020 but in 2014 older car drivers aged 70 and over, adult pedal cyclists, older people aged 60 years and over and goods vehicle users were higher than the 2005-2009 baseline. Goods vehicle casualties were unusually high in 2014 only, after several low years, whereas adult pedal cyclists and older car driver KSI casualties increased in the last three years compared with the preceding three years. Other groups adrift from the target were pedestrians, work related casualties, child pedestrians and collisions on urban roads.

Killed or Serious Casualty Trends

Based on evidence of recent casualty trends, the groups below are being monitored and are priorities for casualty reduction initiatives.

• **Motorcyclists**

26% of KSI in last 3 years
27% of KSI in 2014

- An increase of 44 casualties in 2014 compared with the lowest level of the last thirty years in 2013, but the highest number since 2009.
- 57% were riding bikes over 500cc and almost half were at weekends.
- 33% were riding bikes less than 125cc.
- Most common ages of riders killed or seriously injured were 21 to 22 years or 47 to 55 years.

• **Older People 60 years and over, especially Car Drivers 70 years and over**

19% of KSI in last 3 years
21% of KSI in 2014

- Over a quarter of this group were car drivers aged 70 or over.
- Car driver casualties aged 70 or over at the highest level of last ten years in 2014 with a faster pace of increase on rural than urban roads.
- Predominant age group compared with population was 81 to 83 years.
- Drivers mainly male, in fine weather and daytime hours.

• **Adult Pedal Cyclists**

10% of KSI in last 3 years
10% of KSI in 2014

- KSI casualties were 71% above the 2005-2009 average in 2014.
- Higher numbers of recreational cyclists killed or seriously injured in fine weather years as in 2014.
- Predominant age group in 2014 was 36 to 47 years.

Although children killed or seriously injured were 3 casualties below the 2014 annual milestone level, much road safety is focussed on children who will always be a priority for casualty reduction.

In 2011, the Department of Transport (DfT) produced its Strategic Framework for Road Safety, which included national road safety performance indicators. At the local level, the following key indicator was proposed:-

- Number of killed or seriously injured casualties

Derbyshire County Council's objective is to reduce KSI casualties by 50% by 2020 from the average for 2005 to 2009. Up to 2013, this objective was on track to be met, but the increase in KSI casualties in 2014 put the level at 12% above the annual milestone.

Derbyshire attracts vulnerable groups: car driver casualties over 70 years old increase in years with prolonged good weather, as in 2014. Similarly there was a long cycling season, and numbers of adult pedal cyclists increased after high profile sporting events such as the Olympics and the Tour de France which passed through Derbyshire in July 2014. Fine weather also attracted recreational motorcyclists and more riders of bikes over 500cc were killed or seriously injured in 2014 than any year since 2009.

Improvements in the economy increased traffic flows. More aggressive driving combined with the drop in fuel prices influenced work related casualties which rose to 21% above the milestone in 2014.

Casualty Reduction Activities

DCC continues to use an evidence led approach to casualty reduction. Analysis of casualty and collision statistics in conjunction with socio-economic data and traffic information direct our work to the highest risk and greatest need.

We maintain the core body of education and training work in schools and colleges with children and young adults through our Road Safety Officers. Our Child Safety Audit identifies areas and demographic groups where road safety risk is highest. Hence every nursery, school and college has access to free resources and support for road safety learning, but those areas of the highest risk also receive proactive, dedicated support in the classroom from Road Safety Officers.

The resources we provide are specific to the different age groups and risks experienced by the different groups and include:

Theatre in Education supported by follow-up interactive workshops.

Child car seat checks to advise members of the public.

CBT+ courses to provide additional training for moped riders.

Support for Health Promotion Teams with a range of infant child seat advice leaflets.

The Smartrider scheme providing pedal cycle training for Year 6 pupils. This volunteer scheme has been successfully running for over 9 years and has trained well over 12,000 children so far.

As part of Public Health's Five 60 programme, every child at Key Stage 2 receives training in safe use of the road.

We continue to be key members of partnerships where they can benefit our work, including the DDRSP where we actively support the work with motorcyclists, young drivers, and occupational road risk.

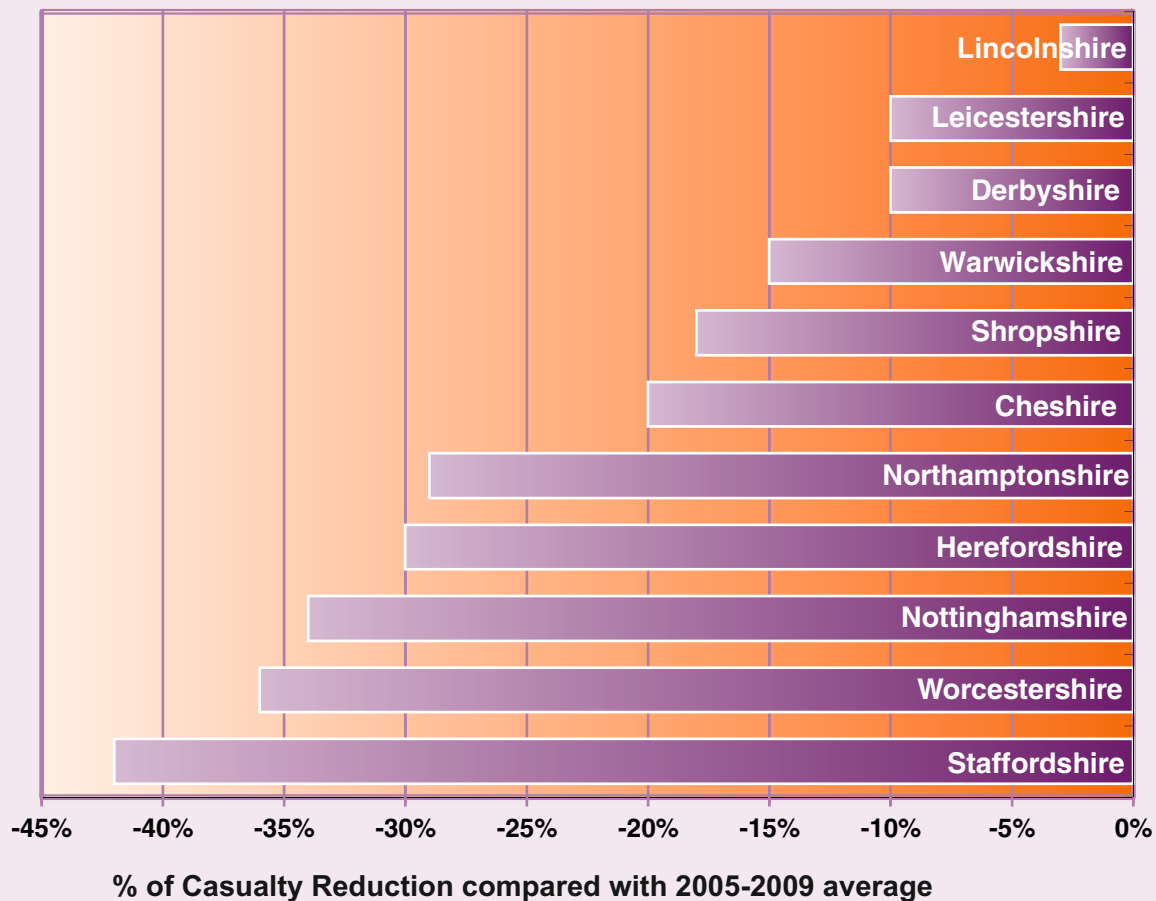
The regional partnerships of 'Bare Bones' and 'Shiny Side Up' directly address one of our key high casualty groups: motorcyclists.

Responding to the changing pattern of casualties, we have supported Public Health, our Sustainable Travel Team, and developed County Rider, a pilot adult cycle training programme which it is hoped will be rolled out across the county in the coming year.

Engineering continues to be an essential element of road safety. In addition to the safety schemes implemented, over the next three years, we will invest £23 million in our Accelerated Highway Maintenance programme, which will improve the condition of our roads and has a direct and positive effect on road safety.

Comparison with other East Midlands Local Authorities

Percentage Reduction in Killed or Serious Casualties in 2014 Compared with 2005 to 2009 average



The fastest pace of casualty reduction up to 2014 occurred in Staffordshire and Worcestershire.

Derbyshire progressed from one of the Midlands Authorities with a slower pace of reduction in KSI casualties to near the top of the comparison table in 2013. However, the increase in 2014 has pushed Derbyshire behind other Authorities.

In 2014 KSI casualties in the Derbyshire County Council area were 10% below the 2005 to 2009 average whilst in the Midlands region they were 22% below.

Our work as members of the award winning 'Shiny Side Up' and 'Bare Bones' regional partnerships continues. This supports our activities in our highest risk group of motorcyclists, both sports riders and young riders. The partnerships have developed new signing, educational material and publicity which are used throughout the different regions. Some materials have attracted widespread interest and are used nationally.

Derby City Council

Collisions and Casualties 2005-2014

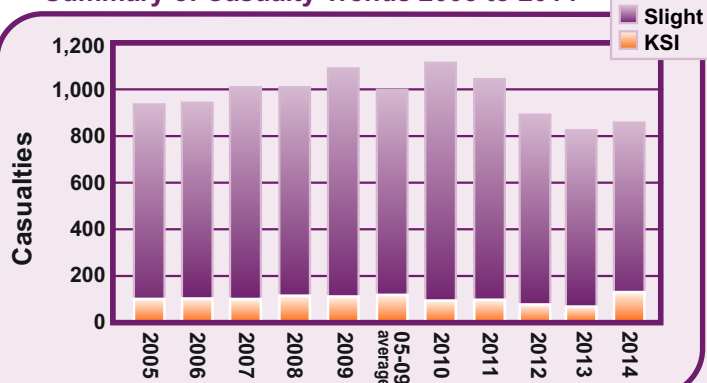
Collisions

Fatal	Serious	KSI	Slight	Total	Year
12	84	96	619	715	2005
5	104	109	611	720	2006
1	99	100	677	777	2007
6	104	110	688	798	2008
4	105	109	712	821	2009
6	99	105	661	766	05-09 average
1	83	84	714	798	2010
4	86	90	713	803	2011
4	75	79	579	658	2012
1	71	72	559	631	2013
6	92	98	559	657	2014
0%	-7%	-7%	-15%	-14%	% below average

Casualties

Fatal	Serious	KSI	Slight	Total
12	90	102	834	936
5	107	112	832	944
1	103	104	897	1001
6	107	113	893	1006
4	113	117	970	1087
6	104	110	885	995
1	90	91	1014	1105
4	88	92	950	1042
4	77	81	806	887
1	75	76	754	830
6	100	106	752	858
0%	-4%	-4%	-15%	-14%

Summary of Casualty Trends 2005 to 2014



In 2014, the total number of casualties rose by 3% (28) compared with 2013 and was the second lowest level of the last 30 years.

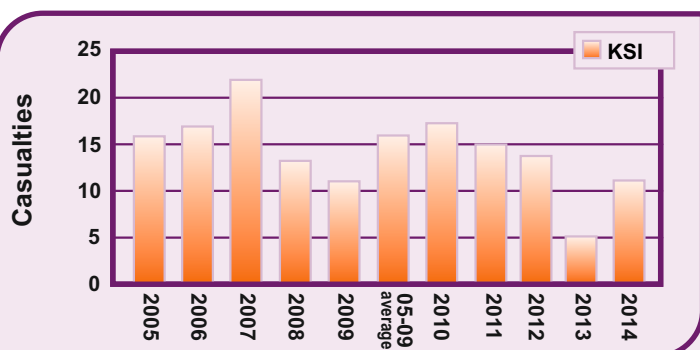
KSI casualties increased by 39% (30) in 2014 compared with 2013, and were the highest level since 2009 and not on track to meet the 2020 target level. Possible reasons for the increase were good weather from March to October which led to higher traffic levels and casualties to vulnerable groups such as adult pedal cyclists, older people and pedestrians. Work related casualties increased with the economic recovery. However, although KSI casualties increased, there was a drop in slight casualties.

In 2013, there was the lowest level of children injured of the last thirty years, but in 2014 child casualties increased by nine.

Child Casualties 2005 to 2014

	Killed	Serious	KSI	Slight	Total
2005	0	16	16	103	119
2006	0	17	17	81	98
2007	0	22	22	122	144
2008	0	13	13	97	110
2009	0	11	11	95	106
2005-2009 ave	0	16	16	100	116
2010	0	17	17	107	124
2011	0	15	15	94	109
2012	0	14	14	84	98
2013	0	5	5	67	72
2014	0	11	11	70	81
-% below average	0%	-31%	-31%	-30%	-30%

Killed or Serious Child Casualties 2005 to 2014



Although there was an increase in children killed or seriously injured in 2014 compared with 2013, they were 31% lower than the 2005-2009 average.

Casualty Reduction Activities

Derby City Council continues to work with local communities and partners to support casualty reduction measures and road safety initiatives.

Data supplied by the Police is used to identify collision hotspots and road safety concerns, and to develop specific measures that help to tackle them.

This includes:

- child pedestrian and cycle training
- pedal plus adult cycle confidence training
- road safety engineering works
- enforcement of parking and traffic restrictions

Derby City Council supports road users to help them travel safely,

producing on-line guidance and advice targeted at vulnerable and higher risk groups.

Neighbourhood Boards also fund road safety initiatives to support local communities including the use of interactive speed warning signs, road safety measures around schools and reflectors for children walking and cycling on Derby's roads.

Highways England Roads in Derby and Derbyshire

In April 2015 Highways England have taken over responsibility from the Highways Agency for the Strategic Road Network, and for delivering the Government's vision for that network. Roads in Derbyshire which are maintained by Highways England are the M1 motorway, A628, A50 and parts of the A38, A52, A5111 A516 and A6.

Highways England have agreed a Performance Specification that sets out the eight key areas which the Government and the Strategic Roads Network Monitor will measure covering both the network and company performance. These areas are:

- Making the network safer
- Improving user satisfaction
- Supporting the smooth flow of traffic
- Encouraging economic growth
- Delivering better environmental outcomes
- Helping cyclists, walkers and other vulnerable users
- Achieving real efficiency
- Keeping the network in good condition.

Top of the specification is making the network safer, and to that end, Highways England aim to have a network where no one should be harmed when travelling or working on our roads. A new target has therefore been agreed for an ongoing reduction in network KSI casualties to support a decrease of at least 40% by the end of 2020 against the 2005-09 baseline.

Collisions						Casualties				
Fatal	Serious	KSI	Slight	Total	Year	Fatal	Serious	KSI	Slight	Total
7	36	43	294	337	2009	8	43	51	453	504
5	32	37	282	319	2010	5	37	42	433	475
7	24	31	266	297	2011	7	28	35	414	449
4	31	35	242	277	2012	4	34	38	417	455
3	21	24	266	290	2013	4	22	26	406	432
2	38	40	226	266	2014	2	43	45	331	376

Casualties on Derbyshire's strategic road network fell by 56 (13%), comparing 2014 with 2013, but KSI casualties increased by 73%. In 2014 motorway collisions comprise 3% of the county's total collisions whilst trunk road collisions account for 11%.

Highways England Casualty Reduction Activities

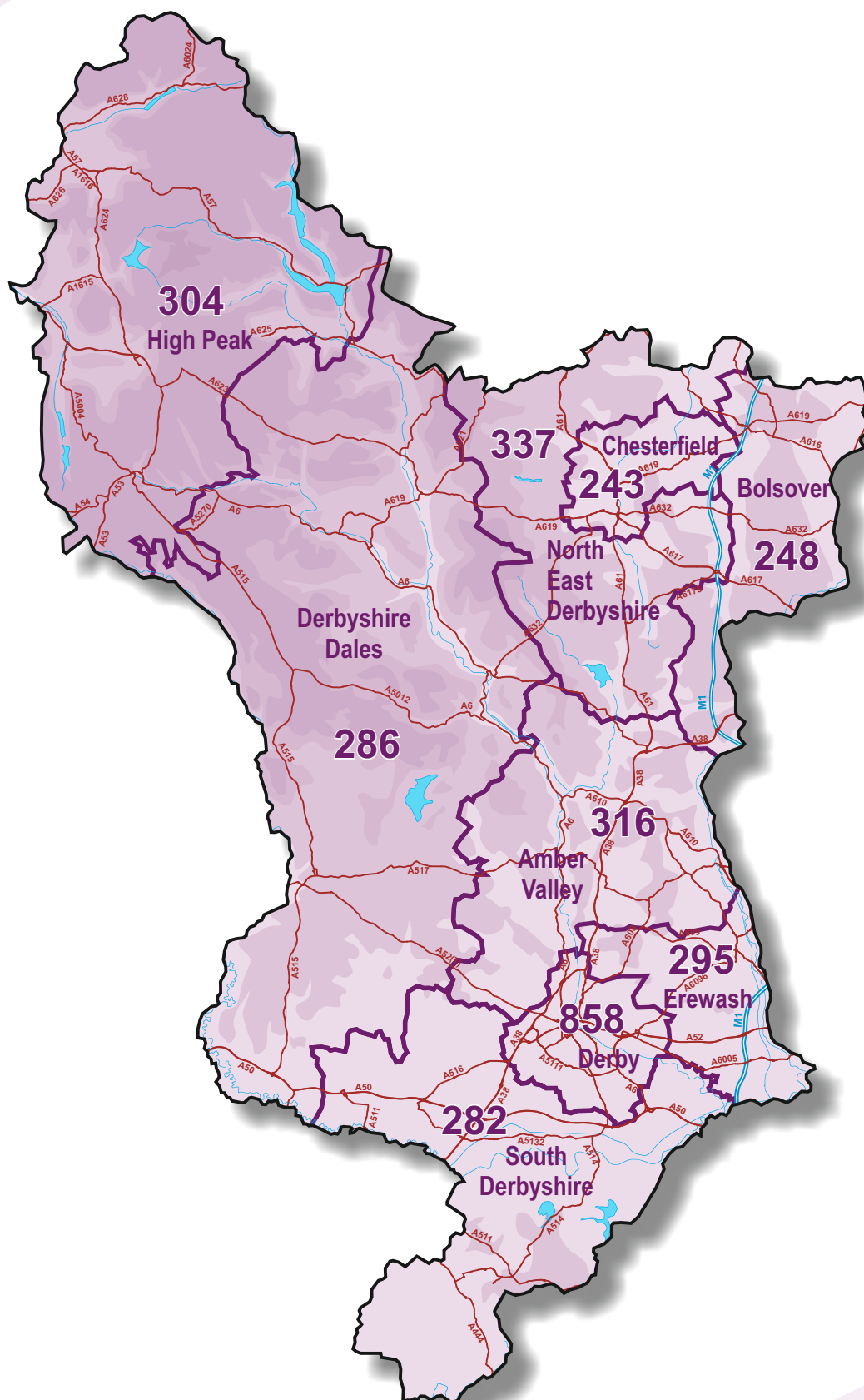
In Derbyshire we will work with Derbyshire County Council and the Road Safety Partnership as well as other safety bodies to ensure an informative and evidence led approach to delivering a safer network. By 2020 Highways England will work on major schemes at;

- A38 in Derby: Replace three roundabouts to provide grade separated interchanges, raising the A38 to Expressway standard, removing conflict between local and long distance traffic.
- M1: J28 (Mansfield) to J32 (Sheffield): Upgrade to Smart Motorway including hard shoulder running; together with existing improvements to the south. This creates a Smart Motorway link between Derby, Nottingham and Sheffield.
- M1: J24 (A453, East Midlands Airport) and J25 (A52 between Nottingham and Derby): Upgrade to Smart Motorway, including hard shoulder running.
- M1: J23a (A42) to J24 (A453, East Midlands Airport): Upgrade to Smart Motorway including hard shoulder running, to link with previously announced Smart Motorway scheme on the M1 J24 to J25.

Highways England will continue to monitor safety performance, implement local safety improvements, and work with local partners to deliver safety messages to road users.

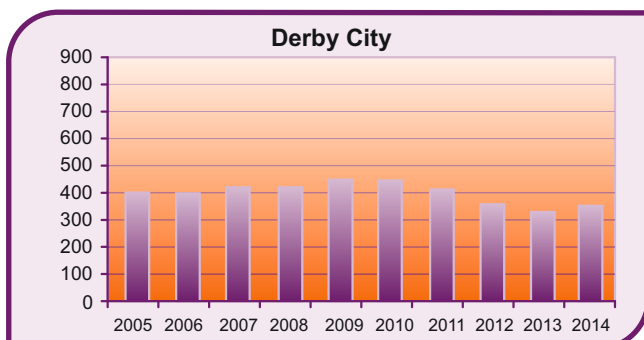
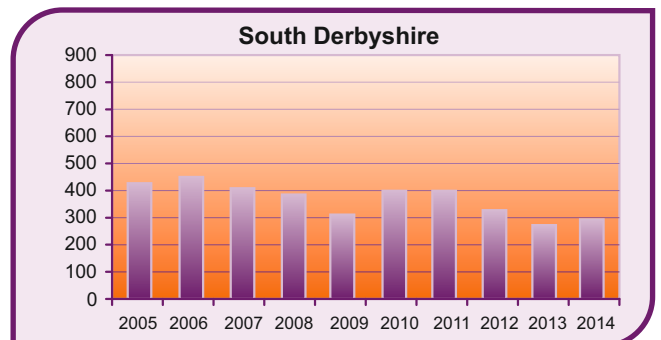
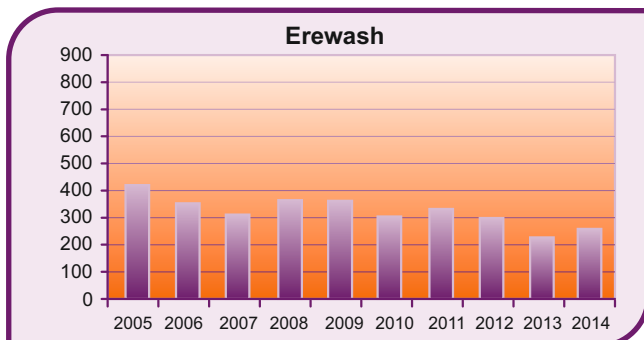
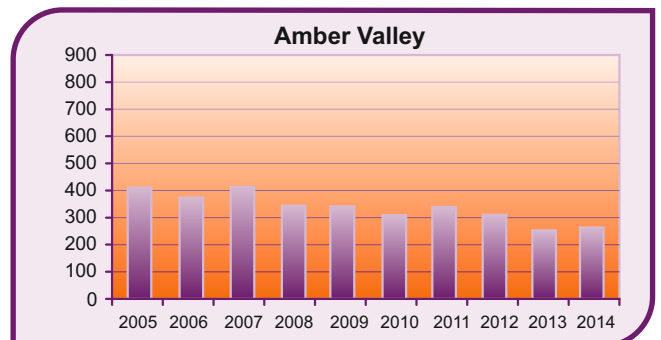
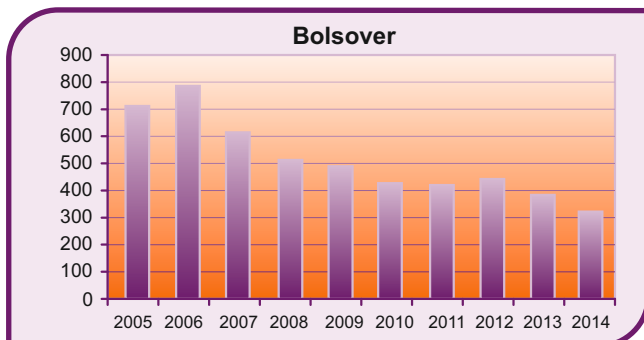
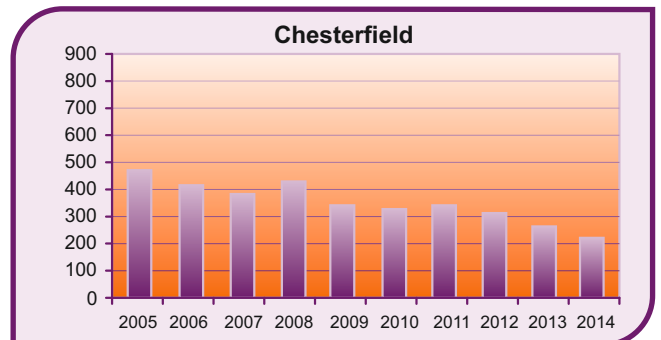
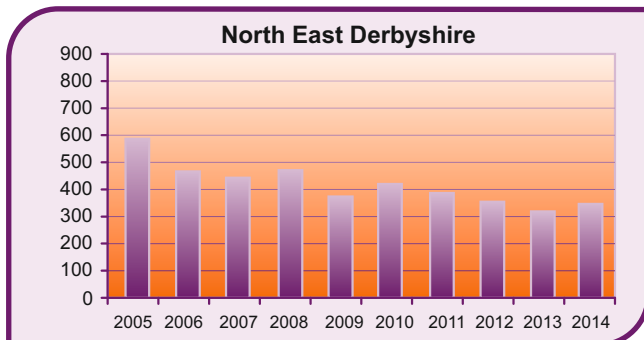
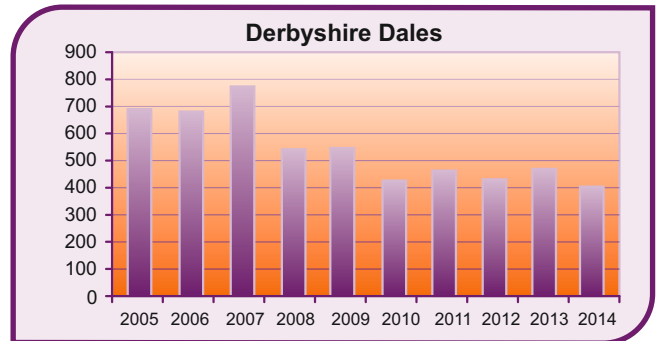
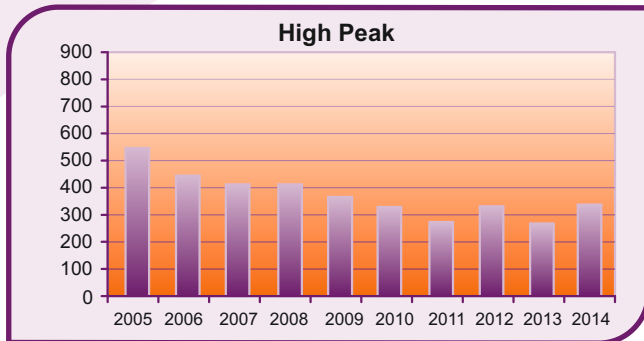
Districts of Derbyshire and City of Derby

2014 Casualty Totals



Casualty Trends by District

Casualties per Hundred Thousand Population



It is noted that Bolsover has many motorway users not resident in the district and Derbyshire Dales has a large influx of tourists (including day visitors, recreational motorcyclists and pedal cyclists).

Since 2010, casualties per hundred thousand population generally decreased up to 2013, but increased in 2014. However, there were steady decreases in Bolsover and Chesterfield.

Districts of Derbyshire and City of Derby

Collisions and Casualties by Road User Type - 2014

District	High Peak	Derbys Dales	North East Derbys	Chesterfield	Bolsover	Amber Valley	Erewash	South Derbys	Derby City	Derbyshire & Derby City
<u>Collisions</u>										
Fatal	7	8	5	1	0	1	1	6	6	35
Serious	50	55	34	31	33	49	42	37	92	423
KSI	57	63	39	32	33	50	43	43	98	458
Slight	166	143	196	163	151	191	197	175	559	1941
Total	223	206	235	195	184	241	240	218	657	2399
<u>All Casualties</u>										
Fatal	7	8	6	1	0	1	1	6	6	36
Serious	62	70	39	34	35	56	49	41	100	486
KSI	69	78	45	35	35	57	50	47	106	522
Slight	235	208	292	208	213	259	245	235	752	2647
Total	304	286	337	243	248	316	295	282	858	3169
<u>Child Casualties</u>										
KSI	3	1	2	1	6	8	5	1	11	38
Slight	12	6	17	17	20	25	23	23	70	213
Total	15	7	19	18	26	33	28	24	81	251
<u>Pedestrians</u>										
KSI	6	9	5	7	6	14	10	4	40	101
Slight	29	15	17	33	16	28	29	24	102	293
Total	35	24	22	40	22	42	39	28	142	394
<u>Child Pedal Cyclists</u>										
KSI	0	0	0	0	2	2	0	0	2	6
Slight	0	0	2	0	3	2	7	1	9	24
Total	0	0	2	0	5	4	7	1	11	30
<u>Adult Pedal Cyclists</u>										
KSI	9	6	4	3	2	4	7	6	14	55
Slight	14	14	9	9	4	15	42	21	59	187
Total	23	20	13	12	6	19	49	27	73	242
<u>Motorcyclists</u>										
KSI	18	26	12	8	10	13	13	12	15	127
Slight	20	18	16	17	9	24	22	17	49	192
Total	38	44	28	25	19	37	35	29	64	319
<u>Car Users</u>										
KSI	36	30	23	15	12	23	19	20	32	210
Slight	153	152	235	121	162	172	134	160	490	1779
Total	189	182	258	136	174	195	153	180	522	1989
<u>Young Car Drivers</u>										
KSI	4	6	7	0	2	4	4	4	6	37
Slight	32	25	38	16	28	33	25	26	71	294
Total	36	31	45	16	30	37	29	30	77	331
<u>Work Related Casualties</u>										
KSI	5	19	10	11	8	14	9	15	39	130
Slight	49	47	70	63	59	63	83	67	221	722
Total	54	66	80	74	67	77	92	82	260	852
<u>Older People (60 years and over, including pedestrians, drivers and passengers)</u>										
KSI	11	20	5	13	6	13	6	12	21	107
Slight	38	26	46	28	20	37	26	19	64	304
Total	49	46	51	41	26	50	32	31	85	411
<u>Older Car Drivers (70 years and over)</u>										
KSI	5	4	1	3	3	3	2	1	4	26
Slight	6	4	12	7	4	7	6	1	10	57
Total	11	8	13	10	7	10	8	2	14	83

High Peak

2014

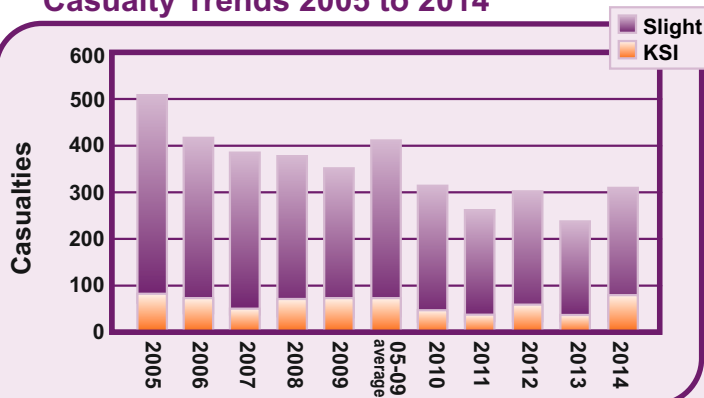
Collisions

Fatal	Serious	KSI	Slight	Total	Year
8	62	70	271	341	2005
7	54	61	213	274	2006
4	49	53	241	294	2007
7	46	53	213	266	2008
6	52	58	194	252	2009
6	53	59	226	285	05-09 average
4	30	34	184	218	2010
2	25	27	167	194	2011
2	36	38	165	203	2012
3	27	30	152	182	2013
7	50	57	166	223	2014

Casualties

Fatal	Serious	KSI	Slight	Total
8	72	80	423	503
7	67	74	339	413
4	50	54	333	387
7	59	66	315	381
9	57	66	288	354
7	61	68	340	408
4	38	42	264	306
2	25	27	228	255
2	42	44	256	300
3	29	32	218	250
7	62	69	235	304

Casualty Trends 2005 to 2014



Trends

The lowest casualty level of the last 30 years occurred in 2013, when High Peak's KSI casualties were further below the average than all other districts. However, in 2014 they increased to the highest level since 2006 to 1% (1) above the 2005 to 2009 average in 2014, the only district above the baseline average.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI
Car Drivers	128	42%	23	33%
Motorcyclists	38	13%	18	26%
Car Passengers	61	20%	13	19%
Older People (60 years plus)	49	16%	11	16%
Adult Pedal Cyclists	23	8%	9	13%
Pedestrians	35	12%	6	9%
Work Related Casualties	54	18%	5	7%
Older Car Drivers (70 years plus)	11	4%	5	7%
Young Car Drivers (aged 17-25 years)	36	12%	4	6%
Child (pedestrians, cyclists, in-vehicle)	15	5%	3	4%
Goods Vehicle Users	15	5%	0	0%
Bus/Minibus Users	4	1%	0	0%

NB: Several casualty types overlap, therefore totals do not make 100%.

Priorities

Adult pedal cyclist casualties increased at a faster pace than other road user groups and were the second highest proportion (13%) after Erewash. Recreational adult pedal cyclist casualties increased in High Peak, particularly from summer 2012 onwards, possibly with more cyclists on the roads due to the influence of the Olympics and the Tour de France.

Motorcycle casualties comprised 26% of KSI casualties, a higher proportion than in most other districts.

Actions

Continued support of work to reduce motorcycle casualties: training, publicity and appropriate enforcement.

Derbyshire Dales

2014

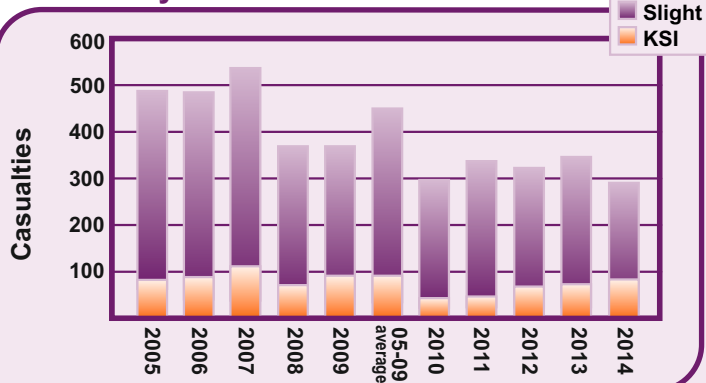
Collisions

Fatal	Serious	KSI	Slight	Total	Year
12	62	74	253	327	2005
10	65	75	254	329	2006
11	80	91	276	367	2007
4	54	58	212	270	2008
10	63	73	204	277	2009
9	65	74	240	314	05-09 average
4	35	39	167	206	2010
9	33	42	181	223	2011
2	45	47	169	216	2012
7	40	47	176	223	2013
8	55	63	143	206	2014

Casualties

Fatal	Serious	KSI	Slight	Total
13	72	85	403	488
10	76	86	397	483
12	95	107	433	540
4	60	64	320	384
10	75	85	298	383
10	76	86	370	456
4	45	49	247	296
9	42	51	280	331
2	59	61	259	320
7	56	63	276	339
8	70	78	208	286

Casualty Trends 2005 to 2014



Trends

After an exceptionally low level of KSI casualties in 2010, there were increases in each of the last three years. KSI casualties were 9% (8) below the 2005 to 2009 average.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI
Motorcyclists	44	15%	26	33%
Car Drivers	122	43%	23	29%
Older People (60 years plus)	46	16%	20	26%
Work Related Casualties	66	23%	19	24%
Pedestrians	24	8%	9	12%
Car Passengers	60	21%	7	9%
Young Car Drivers (aged 17-25 years)	31	11%	6	8%
Adult Pedal Cyclists	20	7%	6	8%
Goods Vehicle Users	10	3%	6	8%
Older Car Drivers (70 years plus)	8	3%	4	5%
Child (pedestrians, cyclists, in-vehicle)	7	2%	1	1%
Bus/Minibus Users	2	1%	0	0%

NB: Several casualty types overlap, therefore totals do not make 100%.

Priorities

Older people aged 60 years and over comprised 26% of KSI casualties in 2014, the highest proportion of any district and the highest level since 1995. Within this group, particular focus should be paid to older car drivers aged 70 years and over. Characteristics are mainly male drivers, with female passengers in summer months, in daylight hours on any day of the week. Driver home postcode analysis shows a high proportion of those involved in collisions live outside of Derbyshire Dales district, possibly tourists or day-trippers.

Actions

Analysis of older driver casualties and formulation of response to rising trend.

North East Derbyshire

2014

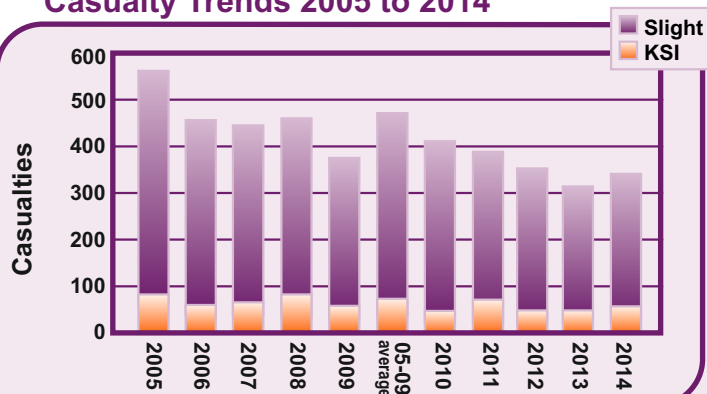
Collisions

Fatal	Serious	KSI	Slight	Total	Year
6	56	62	332	394	2005
3	41	44	275	319	2006
2	58	60	257	317	2007
5	52	57	259	316	2008
7	37	44	217	261	2009
5	49	53	268	321	05-09 average
8	34	42	237	279	2010
8	46	54	212	266	2011
3	31	34	210	244	2012
5	28	33	177	210	2013
5	34	39	196	235	2014

Casualties

Fatal	Serious	KSI	Slight	Total
7	64	71	500	571
3	50	53	410	463
2	58	60	388	448
5	67	72	391	463
8	46	54	328	382
5	57	62	403	465
8	44	52	358	410
9	58	67	320	387
4	34	38	315	353
7	32	39	277	316
6	39	45	292	337

Casualty Trends 2005 to 2014



Trends

In 2012, there was the lowest level of KSI casualties during the last 30 years, followed by small increases in 2013 and 2014. KSI casualties were 27% (17) casualties lower than the 2005 to 2009 average, the furthest below of any district.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI	Priorities
Car Drivers	176	52%	14	31%	Work related casualties comprised 22% of KSI casualties in 2014 and casualties involving commuters were at their highest level since 2005.
Motorcyclists	28	8%	12	27%	
Work Related Casualties	80	24%	10	22%	
Car Passengers	82	24%	9	20%	In the last 3 years, 18% of all collisions in North East Derbyshire involved cars or Light Goods Vehicles driving for work and a further 2% involved Heavy Goods Vehicles.
Young Car Drivers (aged 17-25 years)	45	13%	7	16%	
Older People (60 years plus)	51	15%	5	11%	
Pedestrians	22	7%	5	11%	
Adult Pedal Cyclists	13	4%	4	9%	
Child (pedestrians, cyclists, in-vehicle)	19	6%	2	4%	
Older Car Drivers (70 years plus)	13	4%	1	2%	
Goods Vehicle Users	10	3%	1	2%	
Bus/Minibus Users	4	1%	0	0%	

NB: Several casualty types overlap, therefore totals do not make 100%.

Actions

Support the Derby and Derbyshire Road Safety Partnership's work on reducing occupational road risk.

Chesterfield

2014

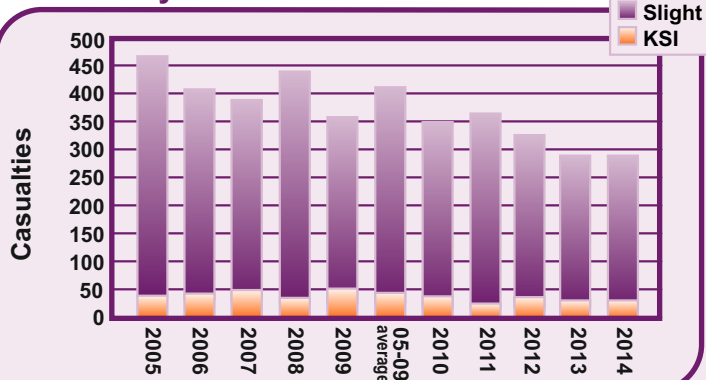
Collisions

Fatal	Serious	KSI	Slight	Total	Year
1	34	35	321	356	2005
1	35	36	268	304	2006
2	40	42	249	291	2007
1	25	26	300	326	2008
2	42	44	242	286	2009
1	35	36	276	312	05-09 average
1	26	27	236	263	2010
0	23	23	234	257	2011
1	33	34	204	238	2012
0	26	26	186	212	2013
1	31	32	163	195	2014

Casualties

Fatal	Serious	KSI	Slight	Total
1	34	35	440	475
1	36	37	369	406
2	42	44	343	387
1	27	28	412	440
2	43	45	308	353
1	36	37	375	412
1	29	30	318	348
0	24	24	340	364
1	34	35	288	323
0	29	29	250	279
1	34	35	208	243

Casualty Trends 2005 to 2014



Trends

The lowest level of KSI casualties during the last 30 years occurred in 2011 but the lowest level of total casualties occurred in 2014. KSI casualties were 5% (2) casualties below the 2005 to 2009 average and not on track to contribute towards the 2020 target.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI
Older People (60 years plus)	41	17%	13	37%
Work Related Casualties	74	30%	11	31%
Car Drivers	103	42%	9	26%
Motorcyclists	25	10%	8	23%
Pedestrians	40	16%	7	20%
Car Passengers	33	14%	6	17%
Adult Pedal Cyclists	12	5%	3	9%
Older Car Drivers (70 years plus)	10	4%	3	9%
Child (pedestrians, cyclists, in-vehicle)	18	7%	1	3%
Bus/Minibus Users	14	6%	1	3%
Goods Vehicle Users	11	5%	1	3%
Young Car Drivers (aged 17-25 years)	16	7%	0	0%

NB: Several casualty types overlap, therefore totals do not make 100%.

Priorities

In 2014, older people aged 60 years and over killed or seriously injured comprised over one third of Chesterfield's casualties and were the highest level since 1997. In the last 3 years, almost half were car drivers.

Work related killed and serious casualties were 22% above the 2005-2009 average in 2014 and the highest level since 2009.

Actions

Analysis of older driver casualties and formulation of response to rising trend.

Support the Derby and Derbyshire Road Safety Partnership's work on reducing occupational road risk.

Bolsover

2014

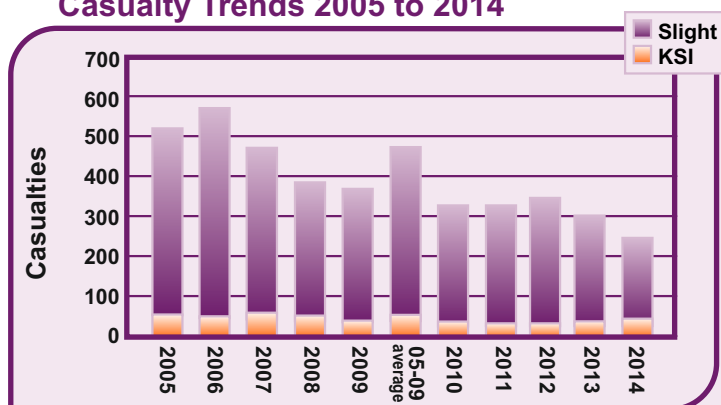
Collisions

Fatal	Serious	KSI	Slight	Total	Year
5	32	37	307	344	2005
6	29	35	304	339	2006
7	33	40	263	303	2007
2	38	40	223	263	2008
1	24	25	222	247	2009
4	31	35	264	299	05-09 average
1	19	20	205	225	2010
0	20	20	195	215	2011
2	22	24	188	212	2012
0	31	31	176	207	2013
0	33	33	151	184	2014

Casualties

Fatal	Serious	KSI	Slight	Total
5	39	44	482	526
8	33	41	534	575
12	38	50	420	470
2	43	45	340	385
2	28	30	346	376
6	36	42	424	466
1	21	22	312	334
0	21	21	306	327
3	22	25	312	337
0	33	33	264	297
0	35	35	213	248

Casualty Trends 2005 to 2014



Trends

KSI casualties increased annually from their lowest level in 2011 and in 2014 were 17% (7) casualties below the 2005 to 2009 average, the second lowest district after North East Derbyshire. The lowest level of total casualties of the last 30 years occurred in 2014.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI
Car Drivers	123	50%	11	31%
Motorcyclists	19	8%	10	29%
Work Related Casualties	67	27%	8	23%
Older People (60 years plus)	26	10%	6	17%
Child (pedestrians, cyclists, in-vehicle)	26	10%	6	17%
Pedestrians	22	9%	6	17%
Older Car Drivers (70 years plus)	7	3%	3	9%
Young Car Drivers (aged 17-25 years)	30	12%	2	6%
Goods Vehicle Users	15	6%	2	6%
Adult Pedal Cyclists	6	2%	2	6%
Car Passengers	51	21%	1	3%
Bus/Minibus Users	0	0%	0	0%

NB: Several casualty types overlap, therefore totals do not make 100%.

Priorities

In 2014, motorcyclists comprised 29% of Bolsover's KSI casualties, the highest proportion of any district. In the last three years (2012-2014) compared with the preceding three years (2009-2011) they increased by 81%.

Although there was a reduction in work related KSI casualties in 2014, they comprised 23%. Excluding the motorway, 18% of Bolsover's collisions involved a car or Light Goods Vehicle driving for work.

Actions

Continued support to reduce motorcycle casualties: training, publicity and appropriate enforcement, especially for urban and commuter riders.

Support the Derby and Derbyshire Road Safety Partnership's work on reducing occupational road risk.

Amber Valley

2014

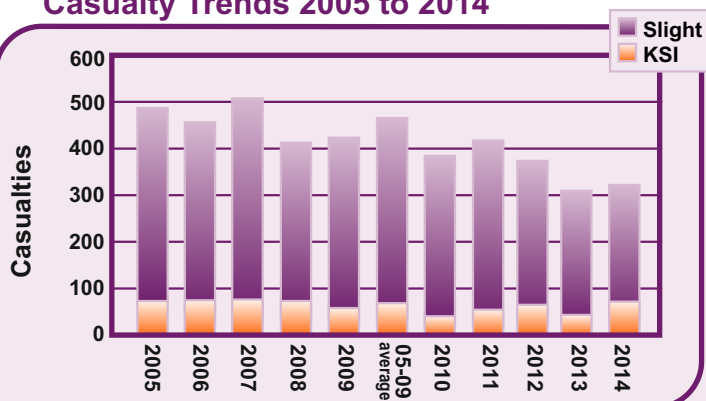
Collisions

Fatal	Serious	KSI	Slight	Total	Year
8	51	59	303	362	2005
4	53	57	288	345	2006
7	50	57	339	396	2007
4	48	52	269	321	2008
2	47	49	286	335	2009
5	50	55	297	352	05-09 average
6	28	34	260	294	2010
2	39	41	267	308	2011
2	47	49	226	275	2012
1	29	30	202	232	2013
1	49	50	191	241	2014

Casualties

Fatal	Serious	KSI	Slight	Total
9	57	66	427	493
4	65	69	381	450
7	60	67	435	502
6	51	57	362	419
3	52	55	374	429
6	57	63	396	459
6	32	38	349	387
2	41	43	378	421
2	51	53	321	374
1	33	34	274	308
1	56	57	259	316

Casualty Trends 2005 to 2014



Trends

After the lowest level of KSI casualties of the last thirty years in 2013, the level increased in 2014 to the highest since 2008. KSI casualties were 10% (6) casualties below the 2005 to 2009 average and just on track to contribute towards the 2020 casualty reduction target.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI
Car Drivers	135	43%	16	28%
Work Related Casualties	77	24%	14	25%
Pedestrians	42	13%	14	25%
Older People (60 years plus)	50	16%	13	23%
Motorcyclists	37	12%	13	23%
Child (pedestrians, cyclists, in-vehicle)	33	10%	8	14%
Car Passengers	60	19%	7	12%
Young Car Drivers (aged 17-25 years)	37	12%	4	7%
Adult Pedal Cyclists	19	6%	4	7%
Older Car Drivers (70 years plus)	10	3%	3	5%
Goods Vehicle Users	10	3%	1	2%
Bus/Minibus Users	8	3%	0	0%

NB: Several casualty types overlap, therefore totals do not make 100%.

Priorities

In 2014, pedestrian casualties were at their highest level since 2006. 27% of all pedestrians injured were children and 29% were aged over 60 years.

In 2014 the number of older people over 60 years killed or seriously injured was double the 2005-2009 average and the highest level since 2002. Half of the older car drivers in collisions were in their sixties and half were over 70 years old.

Actions

Analysis of changing trend of pedestrian casualties and formulation of appropriate response.

Erewash

2014

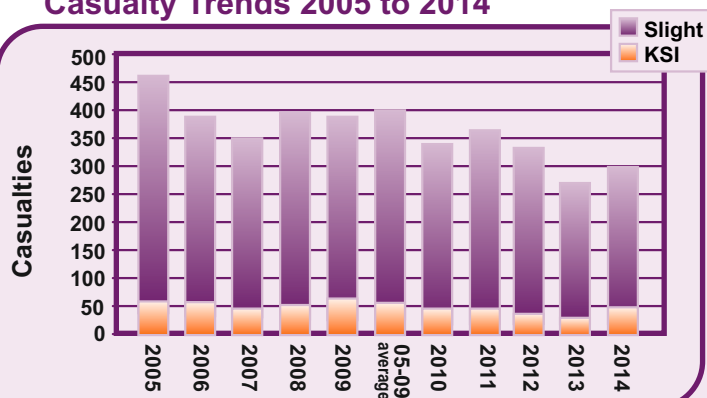
Collisions

Fatal	Serious	KSI	Slight	Total	Year
3	46	49	283	332	2005
5	43	48	251	299	2006
4	37	41	228	269	2007
5	40	45	255	300	2008
8	48	56	250	306	2009
5	43	48	253	301	05-09 average
3	30	33	231	264	2010
6	35	41	236	277	2011
2	35	37	221	258	2012
2	27	29	172	201	2013
1	42	43	197	240	2014

Casualties

Fatal	Serious	KSI	Slight	Total
3	48	51	417	468
5	46	51	337	388
4	41	45	304	349
8	42	50	346	396
8	51	59	328	387
6	46	52	346	398
3	38	41	302	343
6	37	43	326	369
2	36	38	298	336
2	28	30	229	259
1	49	50	245	295

Casualty Trends 2005 to 2014



Trends

KSI casualties decreased in 2012 and again in 2013 to the lowest level of the last 30 years, but increased by 20 (67%) in 2014 to 2 casualties (4%) below the 2005-2009 average and were not on track to contribute to the 2020 casualty reduction target.

Casualty Profile 2014 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI
Motorcyclists	35	12%	13	26%
Car Drivers	120	41%	12	24%
Pedestrians	39	13%	10	20%
Work Related Casualties	92	31%	9	18%
Adult Pedal Cyclists	49	17%	7	14%
Car Passengers	33	11%	7	14%
Older People (60 years plus)	32	11%	6	12%
Child (pedestrians, cyclists, in-vehicle)	28	9%	5	10%
Young Car Drivers (aged 17-25 years)	29	10%	4	8%
Older Car Drivers (70 years plus)	8	3%	2	4%
Goods Vehicle Users	7	2%	1	2%
Bus/Minibus Users	3	1%	0	0%

NB: Several casualty types overlap, therefore totals do not make 100%.

Priorities

In the last three years (2012-2014) adult pedal cyclists killed or seriously injured more than doubled since the preceding three years (2009-2011). Erewash has the highest proportion of adult pedal cyclist KSI casualties of any district.

In the last three years, work related KSI casualties comprised 30%, the highest proportion of any district.

Actions

Promotion of County Rider adult pedal cycle training.

Support the Derby and Derbyshire Road Safety Partnership's work on reducing occupational road risk.

South Derbyshire

2014

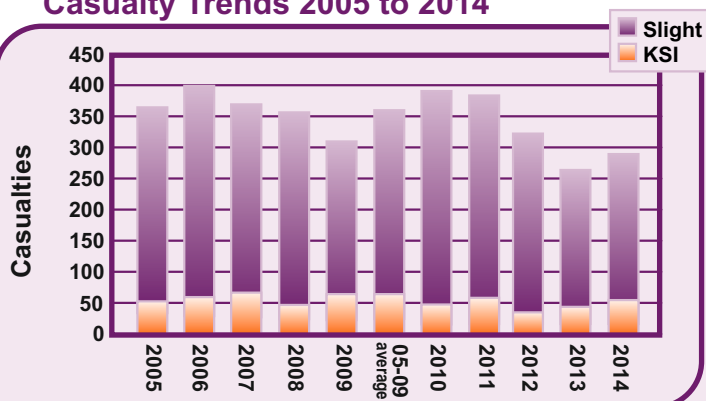
Collisions

Fatal	Serious	KSI	Slight	Total	Year
2	40	42	227	269	2005
4	52	56	237	293	2006
8	44	52	212	264	2007
6	34	40	233	273	2008
2	48	50	164	214	2009
4	44	48	215	263	05-09 average
2	38	40	233	273	2010
7	40	47	230	277	2011
5	26	31	190	221	2012
3	32	35	153	188	2013
6	37	43	175	218	2014

Casualties

Fatal	Serious	KSI	Slight	Total
2	49	51	315	366
4	57	61	338	399
10	56	66	308	374
6	37	43	311	354
2	53	55	256	311
5	50	55	306	361
2	43	45	342	387
7	47	54	328	382
5	34	39	279	318
4	38	42	216	258
6	41	47	235	282

Casualty Trends 2005 to 2014



Trends

In 2012, KSI casualties were the lowest level of the last 30 years then increased by 3 casualties in 2013 and a further 5 casualties in 2014. Despite the increases to a level of 15% (8) casualties below the 2005 to 2009 average, South Derbyshire was on track to meet the 2020 casualty reduction target.

Casualty Profile 2013 (Ranked with larger proportions of KSI casualties at top of table).

	All Casualties	% of All	KSI Casualties	% of KSI	Priorities
Work Related Casualties	82	29%	15	32%	KSI work related casualties comprised 32% in 2014 and were at their highest level since 2002.
Car Drivers	123	44%	14	30%	
Older People (60 years plus)	31	11%	12	26%	
Motorcyclists	29	10%	12	26%	Serious and slight adult pedal cyclist casualties increased in 2014. South Derbyshire had the third highest proportion of adult pedal cyclist KSI casualties of all districts.
Car Passengers	57	20%	6	13%	
Adult Pedal Cyclists	27	10%	6	13%	
Young Car Drivers (aged 17-25 years)	30	11%	4	9%	The number of older people killed or seriously injured doubled in 2014 from the 2005-2009 average to the highest level since 1996.
Pedestrians	28	10%	4	9%	
Goods Vehicle Users	10	4%	3	6%	
Bus/Minibus Users	6	2%	2	4%	
Child (pedestrians, cyclists, in-vehicle)	24	9%	1	2%	
Older Car Drivers (70 years plus)	2	1%	1	2%	

NB: Several casualty types overlap, therefore totals do not make 100%.

Actions

Support the Derby and Derbyshire Road Safety Partnership's work on reducing occupational road risk.

Derby and Derbyshire Annual Casualty Report 2014

Notes

- 1) The data described in this Report refers to road traffic injury collisions reported to the Police within 30 days of occurrence.
- 2) It is known that there is an under-reporting of collisions and casualties, but the extent is difficult to quantify. It is known, however, that under-reporting is especially apparent regarding pedal cyclist casualties and casualties occurring as part of work or on the way to/from work.
- 3) Data may vary slightly from one annual report to the next, due to ongoing validation exercises. Data used in this report is the latest available at the time of production.

Definitions

Car Users	Includes cars and taxis.
Casualty	A person killed or injured in a collision. One collision may result in several casualties.
Child	Person aged 15 years or under.
Collision (Injury)	A collision on the public highway (including footways) where one or more persons is killed or injured and in which one or more vehicles are involved and where it is reported to the Police within 30 days of occurrence.
Collision Severity	The severity of the worst injured casualty.
Darkness	From half an hour after sunset to half an hour before sunrise i.e. 'lighting up time'.
Derby City	The area administered by Derby City Council from April 1997 onwards.
Derby and Derbyshire Road Safety Partnership	(DDRSP) A Partnership formed in 2007 to co-ordinate road safety issues covering the geographical County of Derbyshire, including Derby City.
Derbyshire County Council	The County of Derbyshire, excluding the area of Derby administered by Derby City Council from April 1997 onwards.
Fatal Casualty	A casualty who sustains fatal injuries and dies within 30 days of the collision.
KSI	Killed or seriously injured.
Older Drivers/Riders	Drivers/riders aged 60 or more using motorised vehicles.
Rural Roads	Roads with a speed limit of 50mph or over, excluding the motorway.
Serious Casualty	A casualty who sustains injuries of a severe nature, normally considered to be those treated as an in-patient.
Slight Casualty	A casualty who sustains injuries of a minor nature.
TWMV	Two wheeled motor vehicles.
Urban Roads	Roads with a speed limit of 40mph or less.
Work Related	A casualty where the journey purpose is part of work or commuting to/from work.
Young Car Driver	Drivers of cars or taxis aged 17 to 25 years.

Contacts

Derby and Derbyshire Road Safety Partnership

Casualty Reduction and Road Safety Policy..... Claire Molyneux
Tel: 01629 538573
Email: claire.molyneux@derbyshire.gov.uk

More information about the Derby and Derbyshire Road Safety Partnership can be found on the following website:
<http://www.saferroadsderbyshire.org.uk/>

Derbyshire County Council (DCC)

Casualty Reduction and Road Safety Policy..... Matt Pickard
Tel: 01629 538657
Email: matt.pickard@derbyshire.gov.uk

Casualty Data and Analysis..... Jenny Horsler
Tel: 01629 538676
Email: jenny.horsler@derbyshire.gov.uk

Road Safety Projects..... Vanessa Ball
Tel: 01629 538060
Email: vanessa.ball@derbyshire.gov.uk

Traffic and Safety..... Simon Tranter
(engineering schemes and traffic management) Tel: 01629 538673
Email: simon.tranter@derbyshire.gov.uk

More information about DCC's road safety work and the 2014 Casualty Report can be found on the following website
http://www.derbyshire.gov.uk/transport_roads/road_safety/

Derby City Council

Sustainable Transport Group Manager..... Tony Gascoigne
Tel: 01332 641779
Email: tony.gascoigne@derby.gov.uk

Casualty Reduction and Projects Officer..... Adrian Astle
Tel: 01332 641768
Email: adrian.astle@derby.gov.uk

Cycle Derby (training, cycle routes)..... Tel: 01332 641773
Email: cyclederby@derby.gov.uk
Website: <http://www.cyclederby.co.uk>

More information about Derby City Council can be found on the following website <http://www.derby.gov.uk>

Contacts continued and website addresses

Derby & Derbyshire Road Safety Partnership

and

Derbyshire County Council

County Hall
Matlock
Derbyshire
DE4 3AG

Derby City Council

Traffic and Transportation Team
Streetpride Section
Neighbourhoods Dept
The Council House
Corporation Street
Derby
DE1 1NL

Highways England (Midlands region)

Safety Lead Martin Seldon
Tel: 07787 321 881
Email: Martin.Seldon@highwaysengland.co.uk

For more information about Highways England and the roads they manage visit the following website:
<http://www.highways.gov.uk/highways-england>

Other useful website addresses for road safety information

Derbyshire Constabulary <http://www.derbyshire.police.uk/>

Casualty Reduction Enforcement Support Team (CREST) <http://www.slowitdown.co.uk/>

Shiny side Up Partnership (motorcycles) <http://www.shinysideup.co.uk/>

Bare Bones Project (young scooter riders) <http://www.bare-bones.org/>

Derbyshire Fire & Rescue Service (DFRS) <http://www.derbys-fire.gov.uk/>

East Midlands Ambulance Service (EMAS) <http://www.emas.nhs.uk/>

NHS <http://www.derbycitypct.nhs.uk/>

Peak District National Park Authority <http://www.peakdistrict.gov.uk/>

Department for Transport (DfT) <http://dft.gov.uk/>

Road Safety Great Britain (RSGB) <http://www.roadsafetygb.org.uk/>

Royal Society for the Prevention of Accidents (RoSPA) <http://www.rospace.com/>

Brake road safety charity <http://www.brake.org.uk/>



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