

DERBYSHIRE COUNTY COUNCIL

CABINET

11 October 2016

Report of the Strategic Director – Economy, Transport and Communities

**DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2015
(HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To bring to the Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2015 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 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 DDRSP covers both the County and City. 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. Where total casualty figures are quoted, these both include KSIs and slight casualties. The report links with the Community Safety Strategies, Public Health Joint Strategic Needs Analysis, Derbyshire County Council's Council Plan, DDRSP's Strategy and the Local Transport Plans, with a strong emphasis on reducing road casualties.

In Great Britain in 2014, the national trend of reducing road traffic casualties was halted and the country saw a 4% increase in fatal casualties, a 5% increase in serious casualties and 6% increase in slight casualties.

In 2014, Derbyshire also recorded increases in some areas. While the total number of recorded injury casualties was the second lowest ever, the numbers of KSI casualties rose by 38%.

In 2015, the local record of reductions in casualties returned: in Derbyshire County Council and DDRSP areas 2015 was the second lowest year for KSIs.

For both Derbyshire County Council and DDRSP, the total number of recorded casualties was the lowest for the last 30 years

When measured against Derbyshire's agreed targets, the figures are currently 7% below the 2015 annual milestone and therefore on track to meet the 2020 target of reducing by 50% the number of KSIs across the Partnership area from a 2005 – 2009 average.

In 2014, concerns were raised regarding increases in the KSI casualties in a number of groups, but progress has been made across the DDRSP area resulting in the following casualty reductions:

- Older car drivers of 70 years and over - a reduction from 26 to 18 KSI casualties.
- Motorcyclists – a reduction from 127 to 99 KSI casualties.
- Work Related Casualties – a reduction from 130 to 63 KSI casualties.
- Adult Pedal Cyclists – a reduction from 55 to 31 KSI casualties.
- Young Car Drivers – a reduction from 37 to 24 KSI casualties.

These reductions are testament to the continuing contributions of all the partners in the core casualty reduction work of education, engineering and enforcement, and in addition, the new initiatives implemented to tackle emerging trends, such as County Rider (adult pedal cycle training) and First Gear (pre-driver training for young adults).

Some of the key points in the 2015 Casualty Report are:

Derbyshire County Council area (comparing 2015 with the 2005-2009 baseline).

- 35% reduction in total casualties.
- 30% reduction in KSI casualties.
- 23 fatal casualties – the second lowest total in the last 10 years.

DDRSP area (comparing 2015 with the 2005-2009 baseline).

- 32% reduction in total casualties.
- 30% reduction in KSI casualties.
- 25 fatal casualties – the equal lowest total in the last 10 years.

In the Derbyshire County Council area during 2015, a total of 2,237 people were injured in Police reported collisions, of whom 23 people died and 301 were seriously injured.

In the DDRSP area in 2015, a total of 2,997 people were injured, of whom 25 died and 324 were seriously injured.

Early indications for the first half of 2016 are also positive and indicate continuing reductions in casualties.

Subject to Cabinet's 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 the Road Safety Strategy budget. Production and distribution costs total £30 which will allow for approximately 40 to 50 copies.

(4) **Social Value Considerations** The analysis of collision and casualty data ensures the Casualty Report provides the evidence and information to guide work in all areas of road traffic casualty reduction. This ensures society benefits from reducing numbers of injured road users whilst ensuring scarce resources are used most effectively.

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

(5) **Key Decision** No.

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

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

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

8.1 Notes the current trends in road casualties as reported in the 'Derby and Derbyshire Annual Casualty Report 2015'.

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

Mike Ashworth
Strategic Director – Economy, Transport and Communities



DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2015

Executive Summary

In 2015 the total number of reported casualties from road traffic collisions, across the whole of the County and in each of the districts, showed welcome reductions from 2014, recording the lowest levels of the last thirty years. This was an improvement on the previous record low year, 2013, by 3% in Derbyshire County Council (DCC), 4% in Derby and Derbyshire Road Safety Partnership (DDRSP) and 8% in Derby City.

In 2014, we reported a worrying 38% increase in killed and seriously injured (KSI) casualties in Derbyshire, compared with 2013. This was contrary to the longterm downward trend. However, in 2015, we returned to significant reductions. In Derby, KSI casualties were at a new record low level for the last thirty years, whilst in DCC and DDRSP areas 2015 was the second lowest year.

Derbyshire's KSI casualties reduced at a faster pace from the 2005 to 2009 average (30% below) than in Great Britain (21% below).

It is now evident that a number of factors in Derbyshire exaggerated the rise in KSI casualties in Derbyshire in 2014 compared with other areas: increases in different traffic types, different weather patterns with a longer 'summer' encouraging tourist traffic, increased leisure traffic in Derbyshire using vulnerable modes of transport such as pedal cycles and motorcycles.

When measured against our agreed targets we are currently 7% below the 2015 annual milestone and therefore on track to meet the 2020 target.¹

Our work continues to further reduce the number of people hurt on our roads, including the countywide launch of County Rider, our adult pedal cycle training programme and the trial of two new initiatives to help younger and older drivers which will be rolled out across the County in the coming year.

In partnership with other members of DDRSP we continue to deliver our nationally recognised and proven behaviour change programme to schools and colleges, targeted programmes to educate and encourage safer riding for motorbikes, amongst other initiatives.

Despite reductions in funding from Central Government we continue our significant investment in safer roads through engineering improvements, £530,000 in the coming year.

The early indications from data for the early part of 2016 continues the 2015 trend of reducing casualties.

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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Contents

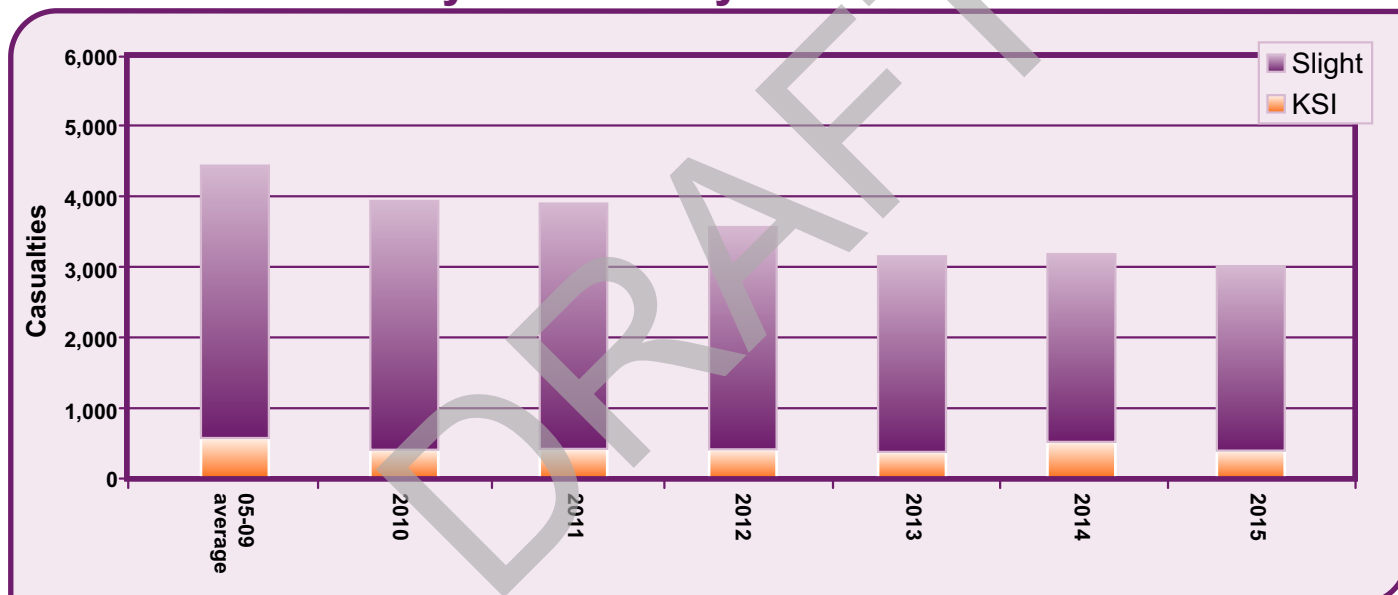
Executive Summary	page 1
Contents	page 3
Derby and Derbyshire Road Safety Partnership - Collisions and Casualties	page 4
Derby and Derbyshire Road Safety Partnership - Casualties and Traffic Flows	page 5
Derby and Derbyshire Road Safety Partnership - Casualty Priority Groups	page 6
Derbyshire County Council - Collisions and Casualties	page 8
Derbyshire County Council - Casualty Group Profile	page 9
Derbyshire County Council - Killed or Serious Casualty Reduction Progress	page 10
Derbyshire County Council - Killed or Serious Casualty Trends	page 11
Derbyshire County Council - Casualty Reduction Activities	page 12
Comparisons with other East Midlands Local Authorities	page 13
Derby City Council - Collisions and Casualties	page 14
Derby City Council - Casualty Reduction Activities	page 15
Highways England Roads - Priorities	page 16
Highways England Roads - Collisions and Casualties	page 17
Districts of Derbyshire and City of Derby - Map and Casualties	page 18
Districts of Derbyshire and City of Derby - Casualty Trends	page 19
Districts of Derbyshire and City of Derby - Casualties by Road User Type	page 20
High Peak - Casualty Trends, Profile, Priorities and Actions	page 21
Derbyshire Dales - Casualty Trends, Profile, Priorities and Actions	page 22
North East Derbyshire - Casualty Trends, Profile, Priorities and Actions	page 23
Chesterfield - Casualty Trends, Profile, Priorities and Actions	page 24
Bolsover - Casualty Trends, Profile, Priorities and Actions	page 25
Amber Valley - Casualty Trends, Profile, Priorities and Actions	page 26
Erewash - Casualty Trends, Profile, Priorities and Actions	page 27
South Derbyshire - Casualty Trends, Profile, Priorities and Actions	page 28
Notes and Definitions	page 29
Contacts	page 30

Derby and Derbyshire Road Safety Partnership

Collisions and Casualties 2005-2015

Collisions						Casualties				
Fatal	Serious	KSI	Slight	Total	Year	Fatal	Serious	KSI	Slight	Total
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	334	358	1789	2147	2015	25	374	399	2598	2997
-48%	-29%	-30%	-34%	-33%	% below average	-51%	-28%	-30%	-32%	-32%

Summary of Casualty Trends 2005-2015



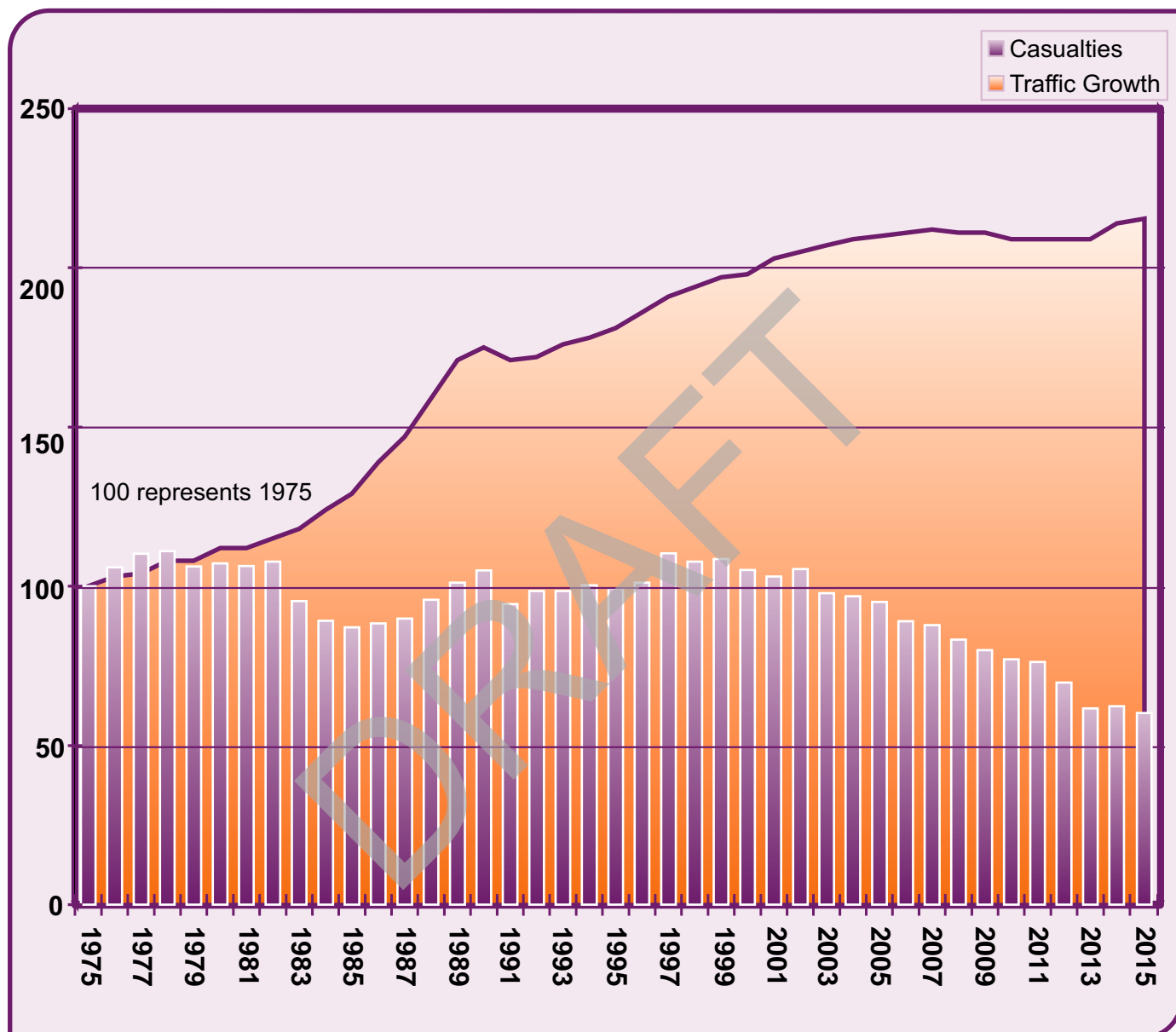
After the lowest casualty level of thirty years in 2013, an increase in 2014 was followed by a reduction of 5% (172) casualties in 2015, to a new lowest level (2997).

In 2014, KSI casualties increased by 38% (144), compared with 2013 but reduced by 24% (123) in 2015, to the second lowest level of the last thirty years. In 2015, KSI casualties were 30% (175) below the 2005-2009 average and on track to meet the target of 50% below by 2020. Possible reasons for the one-off increase in KSI casualties in 2014 were good weather from March to November and a consequent increase in tourist, pedal cyclist and motorcyclist road casualties, economic improvements and an increase in driving for work and commuting casualties. Groups with higher increases in 2014 such as motorcyclists, adult pedal cyclists, older car drivers and work related casualties all decreased in 2015, but older car drivers and adult pedal cyclists were adrift from the milestone target.

Slight casualties reduced by 2% (49) in 2015, compared with 2014, and were the lowest level of the last 30 years. Slight casualties have reduced year on year, with the exception of 2010, and in 2015 were 32% (1246) below the 2005-2009 average.

Derby and Derbyshire Road Safety Partnership

Derbyshire Casualties and Traffic Flow Trends 1975 - 2015



In 2015, traffic flow was 114% greater than in 1975, whereas casualties were 41% 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% with a further 1% increase in 2015. Changes in the economic climate and weather patterns 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 2015, 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 25% (99) of all KSI casualties in 2015 with 10 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 and a decrease of 22% (28) in 2015. Slight casualties reduced every year since 2011. 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 and higher levels in 2014 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%) or 2015 (31%). Rural proportions are greater for motorcyclists killed or seriously injured, 48% in 2015.

In 2015, this group were predominantly aged 45 to 59 years, male, riding bikes over 500cc, on rural roads during summer weekends. In 2015 from March to October, on weekends, 34% of all riders injured on Derbyshire's roads lived outside of the County, compared with 49% in 2014. The proportion of injured riders from outside Derbyshire is higher for riders of bikes over 500cc and greater in years with fine weather, 63% in 2014 and 35% in 2015. Killed and serious casualties involving riders of bikes over 500cc reduced by 45% from the 2005-2009 average and are on track as a contribution towards meeting the 2020 target.

Non Leisure Bikers – In 2015, this group were commonly aged 16 to 24 years, (particularly 16-19 years) male, riding bikes less than 125cc, in urban areas, particularly at junctions on any day of the week. In 2015, 48% of all motorcyclist casualties and 29% 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. However, in 2015, in Derbyshire, there was the lowest level of riders of bikes less than 125cc killed or seriously injured of the years from 2005 onwards. Both the 16-18 years and 19-21 year age groups riding bikes less than 125cc showed decreasing casualty trends, whereas the 22-24 years and 25-27 year age groups showed increasing trends since the 2005-2009 average.

Casualty Priority Groups

Young Drivers (17-25 years)

In 2015, 25% (536) of collisions on Derbyshire's roads involved a young car driver, compared with 30% (1029) in 2005. 29% 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% (301) of Derbyshire's casualties in 2015. Over three quarters of young car drivers involved in collisions in Derbyshire live in Derbyshire.

Whereas young car driver KSI casualties from 2005-2009 were over one third higher than young motorcyclist KSI casualties, by 2013-2015 they were almost the same level. In both groups there has been a downward casualty trend from 2008 onwards, but there has been a greater reduction in young car driver KSI casualties to a level of 60% below the 2005-2009 average in 2015, compared with 26% below for young motorcyclists. The drop in casualties may reflect the reduction in the number of young people learning to drive.

Young car drivers involved in collisions in 2015 were most often aged 18 to 20 years, with a further peak at age 25 years. Over the last six years the fastest pace of decrease was in 17-18 year old male car driver casualties. Against the generally reducing trend, in 2015, female car drivers aged 22-25 years and both male and female 26-28 year old car driver casualties increased. This will be monitored to see if it is the start of an ongoing trend. The proportion of female 17 to 18 year old car drivers injured has evened up with males recently, although a reduction occurred in 2015. (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 2015, 16% of KSI casualties and 23% or 686 of total casualties occurred on a work related journey. 39% of collisions involved one or more drivers/riders on a work related journey. Since 2010, the level of all work related casualties decreased every year, but KSI casualties increased up to 2014 to a level comparable with 2007, then decreased by 51% in 2015 compared with 2014. In 2015 work related KSI casualties were 50% below the 2005-2009 average and on track as a contribution towards the national casualty reduction target. Casualty decreases and increases may be a reflection of the contracting and expanding economy impacting both on traffic flow and driver behaviour and may be susceptible to influences of weather.

A greater proportion of all collisions in 2015 (23%) were part of work compared with 18% which were commuters.

Commuters in collisions in 2015 were most often aged 20 to 35 years, particularly 20-23 years, driving a car, between 8am and 10am or 4pm to 6pm. A higher number of collisions involving commuters occur in winter months, particularly in November. Drivers involved in collisions occurring as part of work in 2015 were most often aged 32 to 51 years. A higher number of collisions involving driving for work occur in summer months, but October is the second worst month. In 2015, 46% of 'driving for work' collisions involved cars or taxis, 18% Heavy Goods Vehicles, 16% Light Goods Vehicles and 10% buses.

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 2005-2015

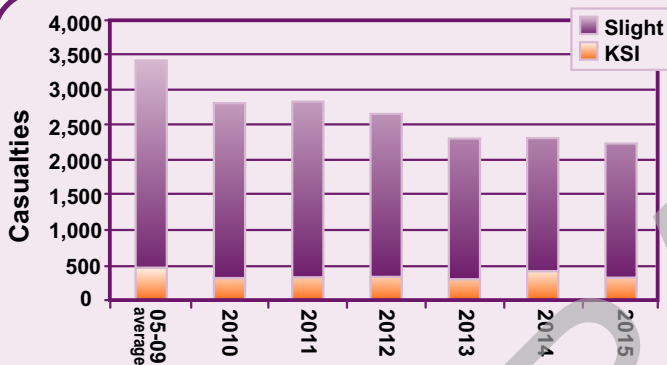
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
22	266	288	1276	1564	2015
-45%	-28%	-30%	-37%	-36%	% below average

Casualties

Fatal	Serious	KSI	Slight	Total
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
23	301	324	1913	2237
-49%	-28%	-30%	-35%	-35%

Summary of Casualty Trends 2005 to 2015



After the lowest casualty level of thirty years in 2013, an increase of 5 casualties in 2014 was followed by a decrease of 74 casualties to a new lowest level in 2015. The 2015 level of 2237 casualties was 35% (1187) below the 2005 to 2009 average.

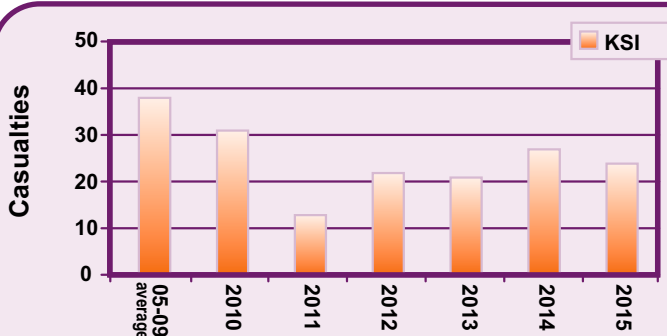
In 2014, KSI casualties increased by 38% (114) compared with 2013, but reduced by 22% (92) in 2015. In 2015 KSI casualties were 30% (140) below the 2005 to 2009 average and on track to meet Derbyshire's target of a 50% reduction by 2020.

Since 2005, the general trend has shown a reduction in child casualties to the lowest level in 2013, but there was an increase of 19 casualties in 2014, and a further increase of 20 in 2015. In 2015, child casualties were 37% below the 2005 to 2009 average.

Child Casualties 2005 to 2015

	Killed	Serious	KSI	Slight	Total
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
2015	0	24	24	166	190
% below average	-100%	-33%	-37%	-37%	-37%

Killed or Serious Child Casualties 2005 to 2015



In 2015, the number of children killed or seriously injured was 11% (3) lower than in 2014.

In 2015, child casualties of KSI severity were 37% below the 2005 to 2009 average and therefore on track as a contribution towards the 2020 casualty reduction target.

Casualty Group Profile 2015

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)	145	50%	812	4%
*Rural Roads (50 & 60mph, excludes motorway)	139	48%	399	31%
Car Drivers	95	29%	911	48%
Motorcyclists	88	27%	143	7%
*On Wet Road Surfaces	79	27%	358	28%
*In Hours of Darkness	78	27%	288	23%
Older People (aged 60 and over)	74	23%	251	13%
Car Passengers	56	17%	433	23%
Work Related Casualties	47	15%	434	23%
Pedestrians	46	14%	154	8%
Child (pedestrians, cyclists, in-vehicle)	24	7%	166	9%
Young Car Drivers (aged 17-25 years)	21	6%	201	11%
Adult Pedal Cyclists	19	6%	118	6%
Older Car Drivers (aged 70 and over)	18	6%	60	3%
*Alcohol Related	16	6%	44	3%
Goods Vehicle Users	6	2%	66	3%
Bus/Minibus Users	6	2%	48	3%
*Motorway	4	1%	65	5%

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 45% of KSI casualties and 70% 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)

61% of collisions in 2015 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 2015. KSI casualties were 6% below the annual milestone necessary for achieving the 2020 casualty reduction target. Evidence shows that the Speed Limit Review reductions from 40mph to 30mph led to decreases in collisions. Groups above the milestone target on urban roads were older car drivers aged 70 and over, pedestrians and collisions on 'A' roads.

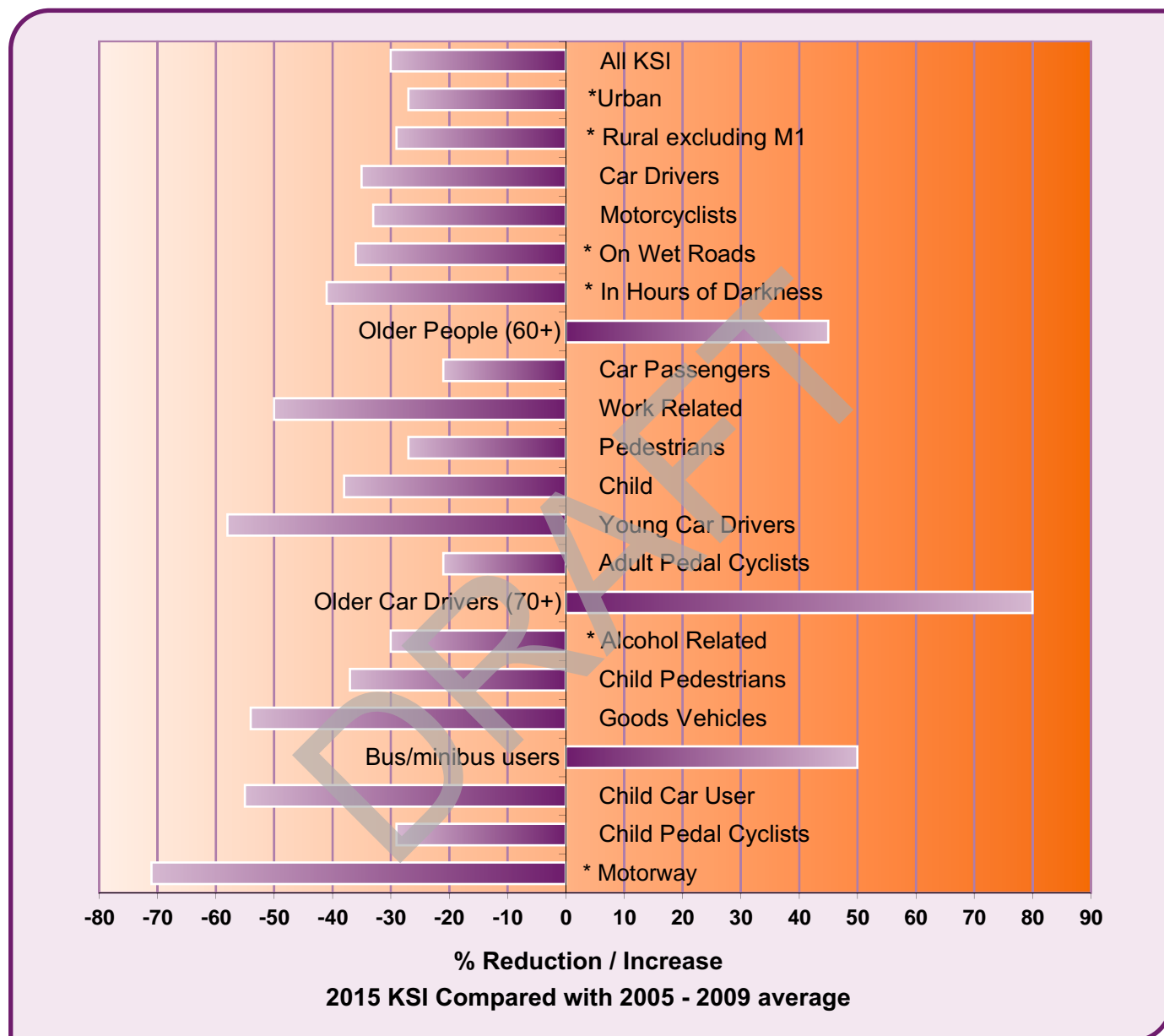
Rural Roads (with speed limits of 50 or 60mph and excluding motorways).

Since 2007, collisions on rural roads reduced every year with the exception of 2014 and were the lowest level of the last 30 years in 2015. 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 the national speed limit to 50mph, as part of the Speed Limit Review, casualties reduced by almost one third. In 2015, KSI casualties were 5% below the annual milestone necessary for achieving the 2020 target. Groups above the milestone target on rural roads were older car drivers aged 70 and over, pedal cyclists, alcohol related collisions, car users and collisions on 'B' roads.

Killed or Serious Casualty Reduction Progress

NB: Groups with largest numbers of 2015 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 motorway, young car drivers, child car users, goods vehicle users and work related casualties. It should be noted that some 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 2015 older car drivers aged 70 and over, older people aged 60 years and over, adult pedal cyclists and car passenger casualties were not on track to meet the target. Groups which were adrift from the target in 2014 but back on track in 2015 were goods vehicle users, work related casualties, child pedestrians, motorcyclists, car users, pedestrians and collisions on wet 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 2015

- An increase of 44 casualties in 2014 followed by a decrease of 24 casualties in 2015.
- 52% were riding bikes over 500cc and one third were at weekends.
- 27% were riding bikes less than 125cc.
- Most common ages of riders killed or seriously injured were 52 to 54 years, 46 to 48 years and 25 to 27 years.

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

20% of KSI in last 3 years
23% of KSI in 2015

- Almost a quarter of this group were car drivers aged 70 or over.
- Car driver casualties aged 70 or over were at higher levels in 2015 and 2014 than in preceding years.
- Older pedestrian casualties aged 60 or over have not reduced from the 2005-2009 average, therefore trends will be monitored.

• **Adult Pedal Cyclists**

9% of KSI in last 3 years
6% of KSI in 2015

- After an increasing trend from 2011, KSI casualties reduced in 2015 back to a similar level to that of 2010.
- Higher numbers of collisions occur in years with fine weather.

Although children killed or seriously injured were 6 casualties below the 2015 annual milestone level, much road safety is focused on children, who will always be a priority for casualty reduction.

In 2011, the Department for 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. This objective was on track to be met each year, with the exception of 2014 and in 2015 KSI casualties were 7% below the annual milestone.

It was evident that the prolonged good weather in 2014 played a part in the higher than average KSI casualty level, but there followed a welcome reduction of 92 casualties (22%) in 2015. Numbers of KSI casualties reduced to a greater extent in groups that are typically influenced by weather patterns such as adult pedal cyclists and motorcyclists, but sizeable reductions also occurred in young car drivers, work related and pedestrian KSI casualties.

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 10 years and has trained well over 12,500 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, County Rider, an adult cycle training programme was launched countywide in July 2016. In the previous year's pilot programme over 250 people applied for training.

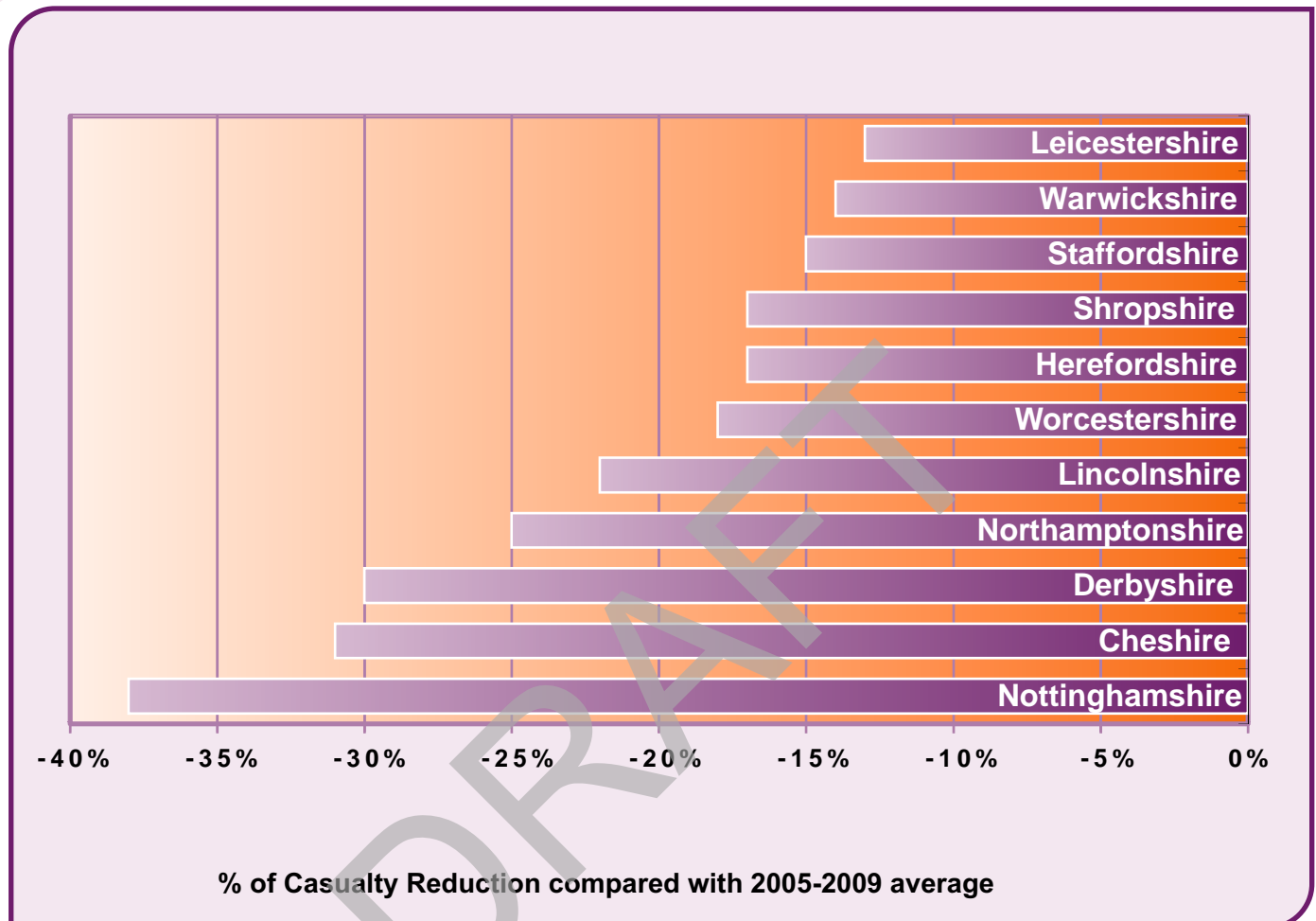
Engineering continues to be an essential element of road safety. In year 2015/2016 nearly £600,000 was spent on Casualty Reduction Schemes which have a direct and positive effect on road safety.

A pilot training event has been developed aimed at older car drivers and will be launched countywide in 2016.

A pre-driver training day 'First Gear' has been piloted in Chesterfield and will be launched countywide in 2016.

Comparison with other East Midlands Local Authorities

Percentage Reduction in Killed or Serious Casualties in 2015 Compared with 2005 to 2009 average



The fastest pace of casualty reduction up to 2015 occurred in Nottinghamshire and Cheshire.

Derbyshire progressed from one of the Midlands Authorities with a slower pace of reduction in KSI casualties to third from the top of the comparison table in 2015.

In 2015 KSI casualties in the Derbyshire County Council area were 30% below the 2005 to 2009 average whilst in the Midlands region they were 15% below.

Our work as members of the award winning 'Shiny Side Up' and 'Bare Bones' regional partnership aims to reduce motorcycle casualties, amongst both sports riders and young riders.

Derbyshire County Council is an active member of the Midlands Service Improvement Group which shares best practice in casualty reduction and makes efficiency savings by Authorities working together.

Derby City Council

Collisions and Casualties 2005-2015

Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
2	68	70	513	583	2015
-67%	-31%	-33%	-22%	-24%	% below average

Casualties

Fatal	Serious	KSI	Slight	Total
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
2	73	75	685	760
-67%	-30%	-32%	-23%	-24%

Summary of Casualty Trends 2005 to 2015



In 2015, the total number of casualties decreased by 11% (98) compared with 2014 and was the lowest level of the last 30 years.

KSI casualties decreased by 29% (31) in 2015 compared with 2014, back to a similar level to that of 2013 and were on track to meet the 2020 target. Groups with a slower pace of reduction in KSI casualties were pedal cyclists and pedestrians.

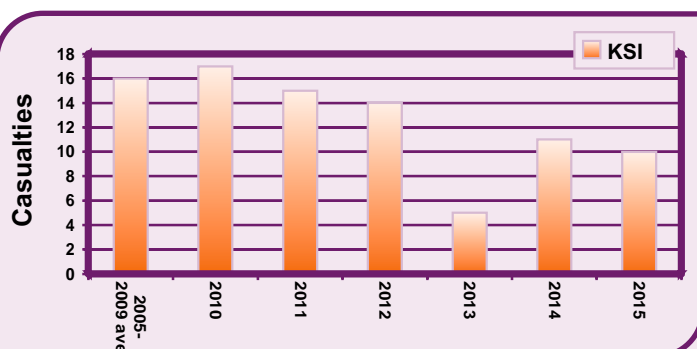
Slight casualties decreased each year after a peak in 2010 and were the lowest level of the last 30 years in 2015.

After an increase in the number of children injured in 2014, child casualties reduced to the lowest level of the last thirty years in 2015.

Child Casualties 2005 to 2015

	Killed	Serious	KSI	Slight	Total
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
2015	0	10	10	60	70
% below ave	0%	-38%	-38%	-40%	-40%

Killed or Serious Child Casualties 2005 to 2015



After a drop in 2013, levels of children killed or seriously injured were higher in 2014 and 2015 but on track towards meeting the 2020 target.

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.

DRAFT

Highways England Roads in Derby and Derbyshire

Highways England became responsible for the Strategic Road Network, and for delivering the Government's vision for that network, in April 2015.

To support the vision during July 2016, a new way of managing assets known as the Asset-led Delivery Model (ALDM) began in the East Midlands including routes in Derbyshire - to improve how we plan and programme major project schemes and how we undertake maintenance on the network.

What is the Asset-led Delivery Model?

The Asset-led Delivery Model means that Highways England (HE) will bring the responsibility for asset investment and operational decision making in-house. HE will directly manage assets and network operations rather than contracting the responsibility for managing them through a Managing Agent Contract. Some of the roles recently carried out by A-one+ will transfer to HE.

Therefore we have taken on many new roles, including:

Network occupancy – co-ordinating access to our network, and the associated traffic management to ensure we keep delays and congestion to a minimum.

Scheme identification – targeting our funds at schemes that will have the most positive impact.

Decision making around incidents such as severe weather – to ensure we are making the best decisions for our customers.

Priorities

Highways England has agreed a Performance Specification that sets out the eight key areas which the Government and the Strategic Roads Network Monitor will measure for 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

The top priority is making the network safer. To that end, HE aims to have a network where no one should be harmed when travelling or working on our roads. A new target has therefore been agreed, of an ongoing reduction in network KSIs to support a decrease of at least 40% by the end of 2020 against the 2005-09 baseline.

Highways England Roads in Derby and Derbyshire

Roads in the County of Derbyshire and City of Derby which are maintained by HE are the M1 motorway, A628, A50 and parts of the A38, A52, A5111, A516 and A6.

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
0	19	19	203	222	2015	0	27	27	330	357

Total casualties on the trunk road network in Derby and Derbyshire fell by 19 (5%), comparing 2015 with 2014, to the lowest level of the last 30 years. Since 2009 there has been a reducing trend in KSI casualties with the exception of 2012 and 2014. In 2015 motorway collisions comprised 3% of the County's total collisions whilst trunk road collisions accounted for 10%.

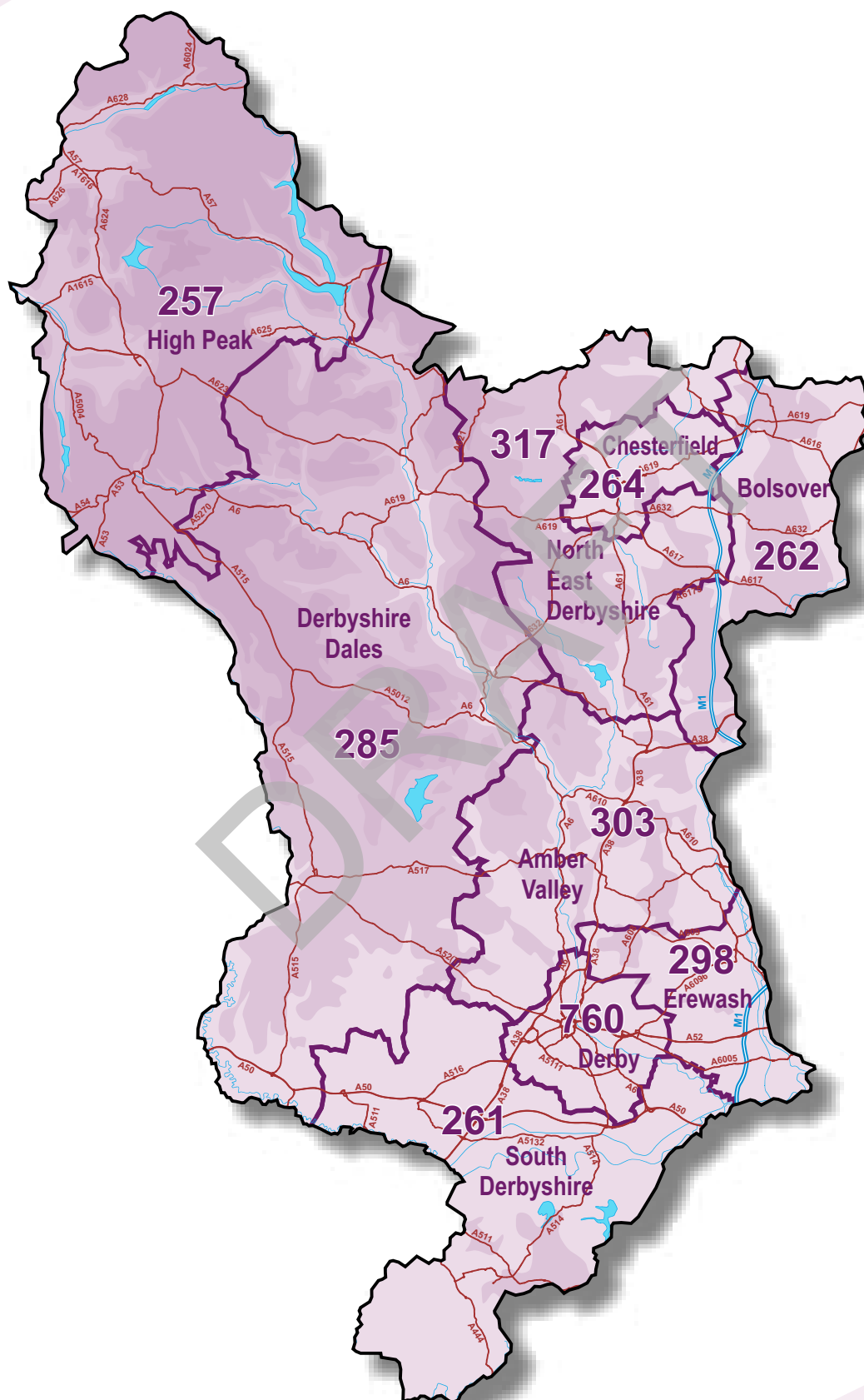
Highways England Casualty Reduction Activities

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 in the East Midlands to Expressway standard and removing the 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.

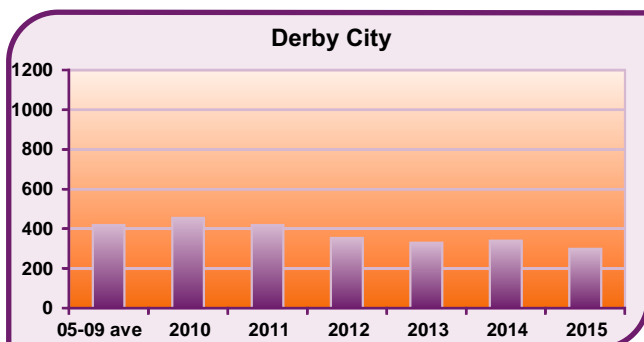
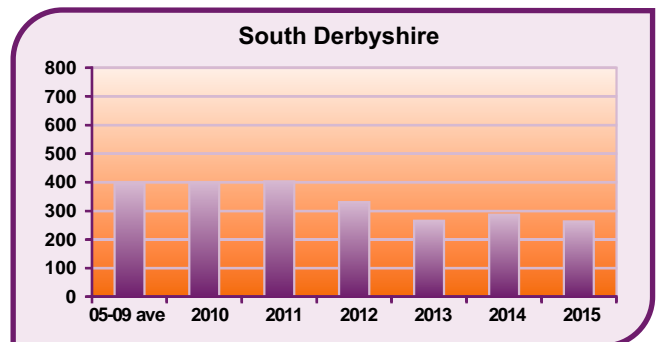
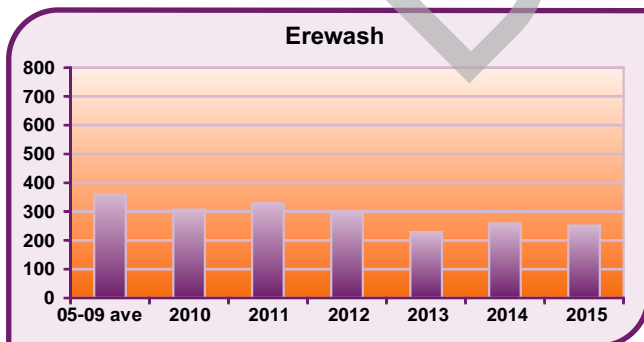
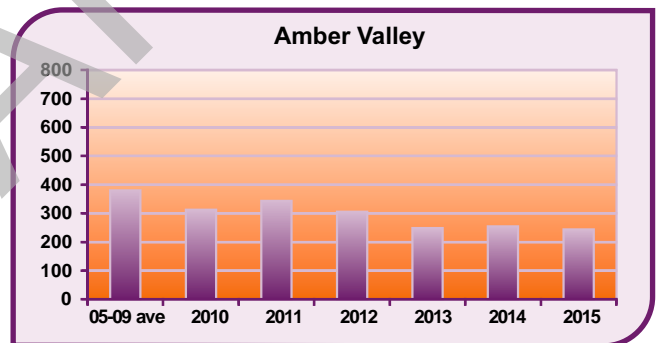
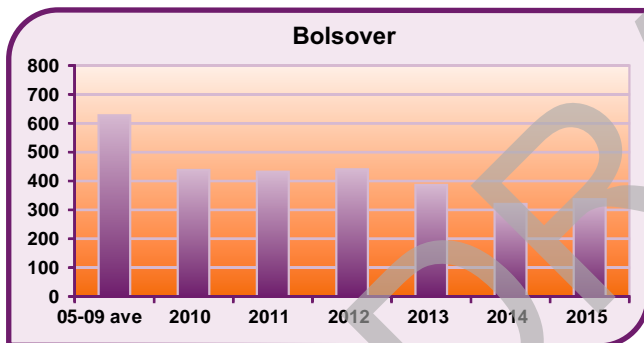
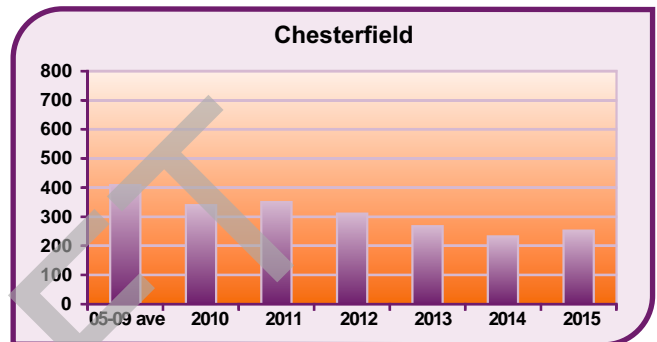
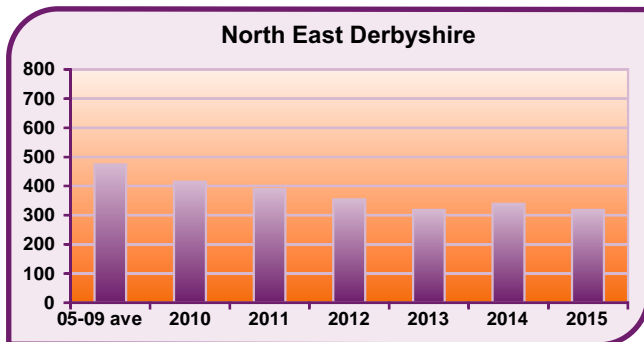
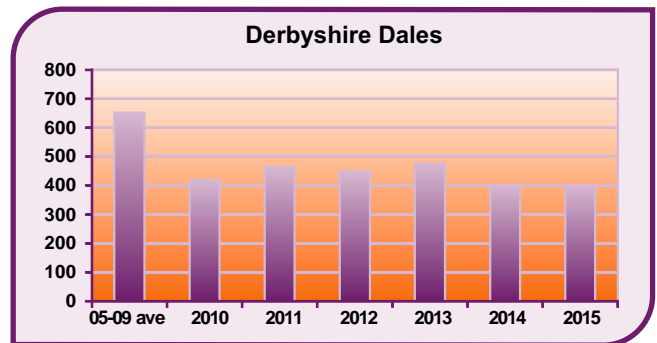
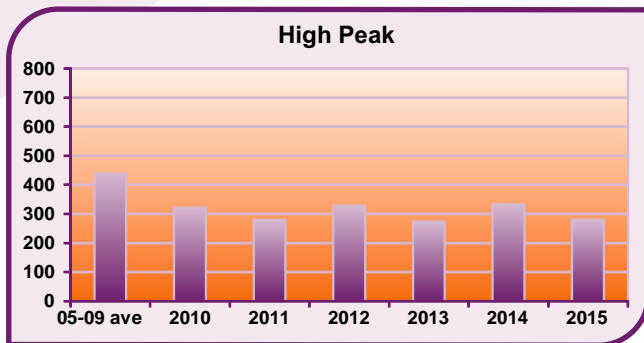
In addition, HE will continue to monitor safety performance in Derbyshire and implement local safety improvements where appropriate as well as working with our local safety partners to deliver safety messages to our road users.

2015 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, increased in 2014 and decreased in 2015. However, in Bolsover and Chesterfield, casualties decreased in 2014, then increased in 2015.

Districts of Derbyshire and City of Derby

Collisions and Casualties by Road User Type - 2015

District	High Peak	Derbys Dales	North East Derbys	Chesterfield	Bolsover	Amber Valley	Erewash	South Derbys	Derby City	Derbyshire & Derby City
<u>Collisions</u>										
Fatal	4	5	1	4	1	3	1	3	2	24
Serious	37	50	38	21	24	36	38	22	68	334
KSIs	41	55	39	25	25	39	39	25	70	358
Slight	141	130	165	169	152	174	177	168	513	1789
Total	182	185	204	194	177	213	216	193	583	2147
<u>All Casualties</u>										
Fatal	5	5	1	4	1	3	1	3	2	25
Serious	45	60	43	22	25	40	40	26	73	374
KSIs	50	65	44	26	26	43	41	29	75	399
Slight	207	220	273	238	236	260	247	232	685	2598
Total	257	285	317	264	262	303	288	261	760	2997
<u>Child Casualties</u>										
KSIs	2	3	3	5	1	3	6	1	10	34
Slights	20	17	18	27	23	14	26	21	60	226
Total	22	20	21	32	24	17	32	22	70	260
<u>Pedestrians</u>										
KSIs	3	7	5	9	2	9	9	2	27	73
Slights	21	15	15	31	9	30	19	14	75	229
Total	24	22	20	40	11	39	28	16	102	302
<u>Child Pedal Cyclists</u>										
KSIs	0	1	1	0	0	0	3	0	4	9
Slights	3	0	1	3	5	1	5	2	13	33
Total	3	1	2	3	5	1	8	2	17	42
<u>Adult Pedal Cyclists</u>										
KSIs	1	4	1	2	2	1	5	3	12	31
Slights	9	18	8	16	10	12	33	12	63	181
Total	10	22	9	18	12	13	38	15	75	212
<u>Motorcyclists</u>										
KSIs	21	14	15	6	8	9	6	9	11	99
Slights	16	13	20	21	9	21	25	18	49	192
Total	37	27	35	27	17	30	31	27	60	291
<u>Car Users</u>										
KSIs	23	39	19	8	13	19	16	14	21	172
Slights	143	162	202	153	184	178	144	178	436	1780
Total	166	201	221	161	197	197	160	192	457	1952
<u>Young Car Drivers</u>										
KSIs	2	6	0	3	2	3	3	2	3	24
Slights	27	23	26	20	22	29	22	32	76	277
Total	29	29	26	23	24	32	25	34	79	301
<u>Work Related Casualties</u>										
KSIs	8	7	5	3	2	12	5	5	16	63
Slights	60	38	50	49	45	69	73	50	189	623
Total	68	45	55	52	47	81	78	55	205	686
<u>Older People (60 years and over, including pedestrians, drivers and passengers)</u>										
KSIs	10	19	11	8	4	9	10	3	4	78
Slights	23	33	53	27	21	42	27	25	80	331
Total	33	52	64	35	25	51	37	28	84	409
<u>Older Car Drivers (70 years and over)</u>										
KSIs	2	7	3	1	0	3	2	0	0	18
Slights	7	7	13	2	7	12	5	7	21	81
Total	9	14	16	3	7	15	7	7	21	99

High Peak

2015

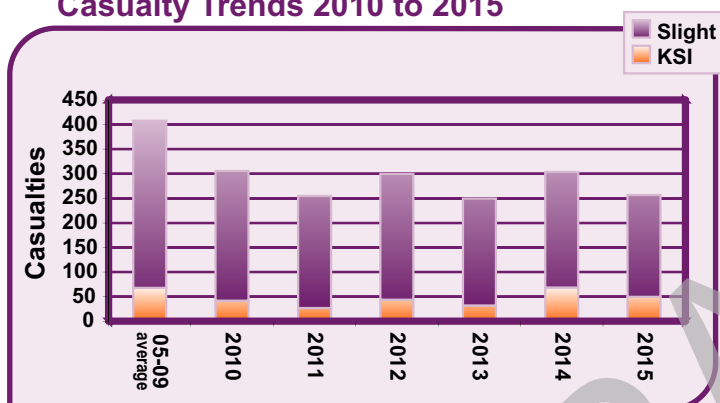
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
4	37	41	141	182	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
5	45	50	207	257

Casualty Trends 2010 to 2015



Trends

After the lowest casualty level of the last 30 years in 2013, there was an increase of 54 casualties in 2014 followed by a decrease of 47 casualties in 2015. A similar pattern occurred regarding KSI casualties, which in 2015 were 26% (18) below the 2005 to 2009 average and just on track to contribute towards the 2020 casualty reduction target.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All
Motorcyclists	21	42%	37	14%
Car Drivers	13	26%	113	44%
Car Passengers	10	20%	53	21%
Older People (60 years plus)	10	20%	33	13%
Work Related Casualties	8	16%	68	26%
Pedestrians	3	6%	24	9%
Young Car Drivers (aged 17-25 years)	2	4%	29	11%
Child (pedestrians, cyclists, in-vehicle)	2	4%	22	9%
Older Car Drivers (70 years plus)	2	4%	9	4%
Adult Pedal Cyclists	1	2%	10	4%
Goods Vehicle Users	1	2%	10	4%
Bus/Minibus Users	1	2%	5	2%

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 up to 2014, but decreased in 2015. The increase in recreational adult pedal cyclist casualties, particularly from summer 2012 to 2014, may have occurred because of more cyclists on the road due to the influence of the Olympics and the Tour de France.

Motorcycle KSI casualties increased in 2015 and were the highest proportion of all districts (42%).

Actions

Continued support of work to reduce motorcycle casualties: training, publicity and appropriate enforcement.
Promotion of County Rider adult pedal cycle training.

Derbyshire Dales

2015

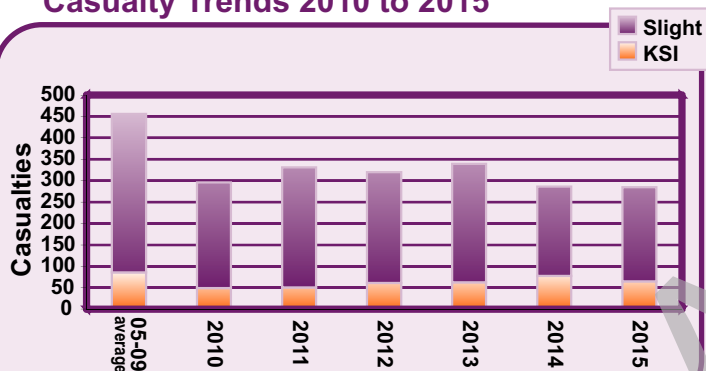
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
5	50	55	130	185	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
5	60	65	220	285

Casualty Trends 2010 to 2015



Trends

Total casualties were at lower levels in 2014 and 2015 than in the preceding four years. After an exceptionally low level of KSI casualties in 2010, there were increases up to 2014, followed by a reduction of 17% (13) in 2015. KSI casualties were 24% (21) below the 2005 to 2009 average and not on track to contribute towards the 2020 casualty reduction target.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All
Car Drivers	26	40%	128	45%
Older People (60 years plus)	19	29%	52	18%
Motorcyclists	14	22%	27	9%
Car Passengers	13	20%	73	26%
Work Related Casualties	7	11%	45	16%
Pedestrians	7	11%	22	8%
Older Car Drivers (70 years plus)	7	11%	14	5%
Young Car Drivers (aged 17-25 years)	6	9%	29	10%
Adult Pedal Cyclists	4	6%	22	8%
Child (pedestrians, cyclists, in-vehicle)	3	5%	20	7%
Goods Vehicle Users	0	0%	11	4%
Bus/Minibus Users	0	0%	1	0%

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

Priorities

In the last three years older car drivers killed or seriously injured aged 70 years and over were a higher proportion in Derbyshire Dales than all other districts. 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

A pilot training event aimed at older car drivers will be launched in 2016.

North East Derbyshire

2015

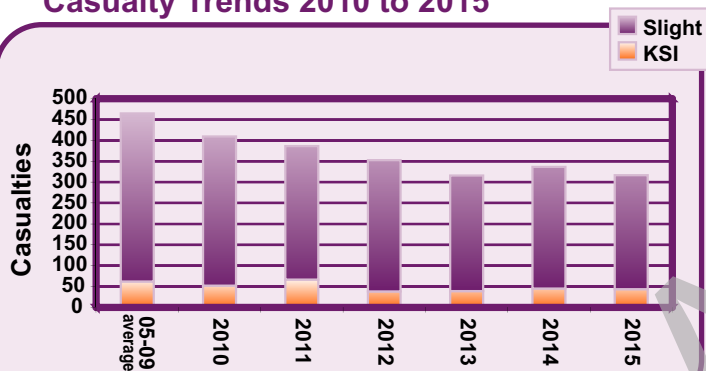
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
1	38	39	165	204	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
1	43	44	273	317

Casualty Trends 2010 to 2015



Trends

Total casualties increased by 21 in 2014 but dropped to a similar level to 2013 in 2015. In 2012, there was the lowest level of KSI casualties during the last 30 years, followed by small increases in 2013 and 2014 and a decrease of one in 2015. KSI casualties were 29% (18) casualties lower than the 2005 to 2009 average, and on track to contribute towards the 2020 casualty reduction target.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All
Motorcyclists	15	34%	35	11%
Older People (60 years plus)	11	25%	64	20%
Car Drivers	10	23%	152	48%
Car Passengers	9	20%	69	22%
Work Related Casualties	5	11%	55	17%
Pedestrians	5	11%	20	6%
Child (pedestrians, cyclists, in-vehicle)	3	7%	21	7%
Bus/Minibus Users	3	7%	19	6%
Older Car Drivers (70 years plus)	3	7%	16	5%
Adult Pedal Cyclists	1	2%	9	3%
Young Car Drivers (aged 17-25 years)	0	0%	26	8%
Goods Vehicle Users	0	0%	8	3%

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

Priorities

Motorcyclist casualties increased in 2015 to a higher level than the preceding two years and KSI casualties were the second highest proportion of all districts (34%).

The same proportions of riders were injured on smaller bikes less than 125cc as on larger bikes over 500cc, (42%) but for KSI casualties, 60% were riding larger bikes.

Actions

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

Chesterfield

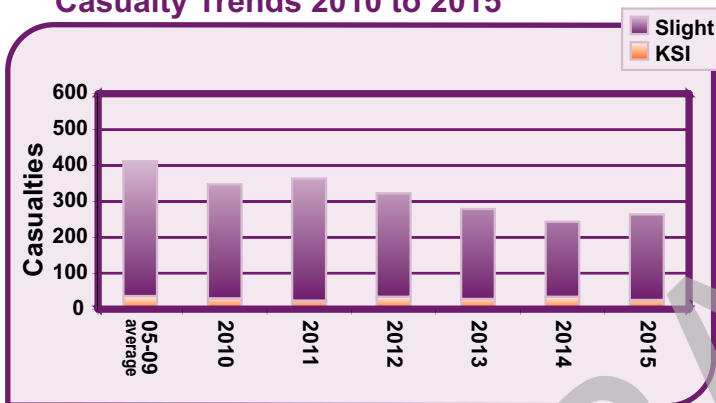
2015

Collisions

Casualties

Fatal	Serious	KSI	Slight	Total	Year	Fatal	Serious	KSI	Slight	Total
1	35	37	276	313	05-09 average	1	36	37	375	412
1	26	27	236	263	2010	1	29	30	318	348
0	23	23	234	257	2011	0	24	24	340	364
1	33	34	204	238	2012	1	34	35	288	323
0	26	26	186	212	2013	0	29	29	250	279
1	31	32	163	195	2014	1	34	35	208	243
4	21	25	169	194	2015	4	22	26	238	264

Casualty Trends 2010 to 2015



Trends

Total casualties increased by 9% (21) in 2015 after the lowest level of the last 30 years in 2014. KSI casualties reduced by 26% (9) in 2015 and were 30% (11) casualties below the 2005 to 2009 average and on track to contribute towards the 2020 target.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All	Priorities
Pedestrians	9	35%	40	15%	In 2015 the highest proportion of children injured in any district occurred in Chesterfield. 59% of children injured were car passengers and 25% were pedestrians.
Older People (60 years plus)	8	31%	35	13%	
Motorcyclists	6	23%	27	10%	Child pedestrians injured were mostly aged from 13 to 15 years.
Car Drivers	5	19%	96	36%	
Child (pedestrians, cyclists, in-vehicle)	5	19%	32	12%	
Car Passengers	3	12%	65	25%	
Work Related Casualties	3	12%	52	20%	
Young Car Drivers (aged 17-25 years)	3	12%	23	9%	
Adult Pedal Cyclists	2	8%	18	7%	
Bus/Minibus Users	1	4%	11	4%	
Older Car Drivers (70 years plus)	1	4%	3	1%	
Goods Vehicle Users	0	0%	4	2%	

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

Actions

Theatre in Education, child car seat checks and training in safe use of the road.

Bolsover

2015

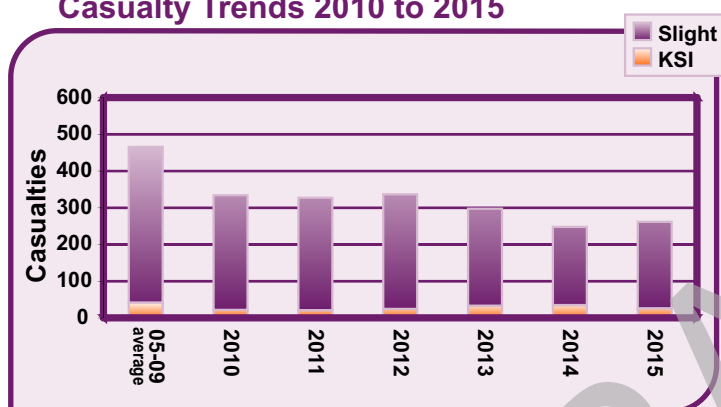
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
1	24	25	152	177	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
1	25	26	236	262

Casualty Trends 2010 to 2015



Trends

Total casualties increased by 6% (14) in 2015 from the lowest level of the last thirty years in 2014. KSI casualties reduced by 26% (9) in 2015 and were 38% (16) below the 2005 to 2009 average and on track towards contributing to the 2020 casualty reduction target.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All	Priorities
Car Drivers	8	31%	139	53%	In the last three years, motorcyclists killed or seriously injured were a higher proportion in Bolsover (28%) than all but one other district. 59% of riders injured were on smaller bikes of 125cc or under.
Motorcyclists	8	31%	17	6%	
Car Passengers	5	19%	58	22%	
Older People (60 years plus)	4	15%	25	10%	
Work Related Casualties	2	8%	47	18%	
Young Car Drivers (aged 17-25 years)	2	8%	24	9%	In 2015, adult pedal cyclists injured were at the highest level since 1997. Pedal cyclists were mostly in their thirties or forties and 92% were males.
Adult Pedal Cyclists	2	8%	12	5%	
Pedestrians	2	8%	11	4%	
Child (pedestrians, cyclists, in-vehicle)	1	4%	24	9%	
Goods Vehicle Users	0	0%	14	5%	
Older Car Drivers (70 years plus)	0	0%	7	3%	
Bus/Minibus Users	0	0%	1	0%	

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

Actions

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

Promotion of County Rider adult pedal cyclist training.

Amber Valley

2015

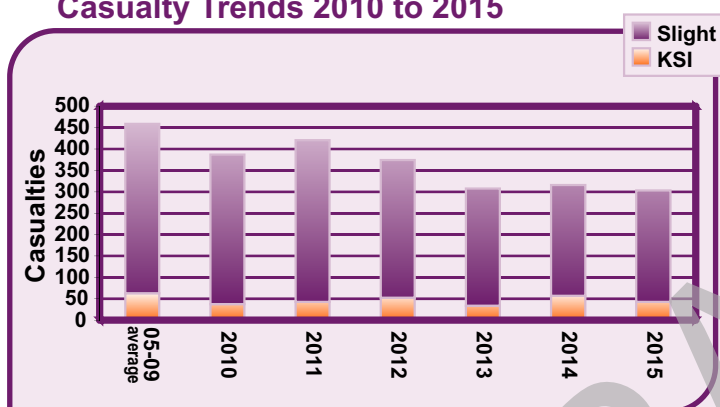
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
3	36	39	174	213	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
3	40	43	260	303

Casualty Trends 2010 to 2015



Trends

Total casualties were the lowest level of the last thirty years in 2015. KSI casualties reduced by 25% (14) in 2015 from a peak in 2014 to a level of 32% (20) below the 2005 to 2009 average and were on track to contribute towards the 2020 casualty reduction target.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All
Car Drivers	16	37%	147	49%
Work Related Casualties	12	28%	81	27%
Older People (60 years plus)	9	21%	51	17%
Pedestrians	9	21%	39	13%
Motorcyclists	9	21%	30	10%
Car Passengers	3	7%	50	17%
Young Car Drivers (aged 17-25 years)	3	7%	32	11%
Child (pedestrians, cyclists, in-vehicle)	3	7%	17	6%
Older Car Drivers (70 years plus)	3	7%	15	5%
Goods Vehicle Users	3	7%	12	4%
Adult Pedal Cyclists	1	2%	13	4%
Bus/Minibus Users	1	2%	9	3%

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

Priorities

Pedestrian casualties have remained fairly static over the last four years. In 2015, 23% were children and 21% were 60 years or over.

In 2015 older car driver casualties of 70 years or over were the highest level of the years from 2005 onwards. Car drivers were mostly aged 70 to 75 years. Drivers in their sixties were predominantly males whereas those in their seventies were predominantly females.

Actions

Analysis of changing trend of pedestrian casualties and formulation of appropriate response.
A pilot training event launched at older car drivers will be launched in 2016.

Erewash

2015

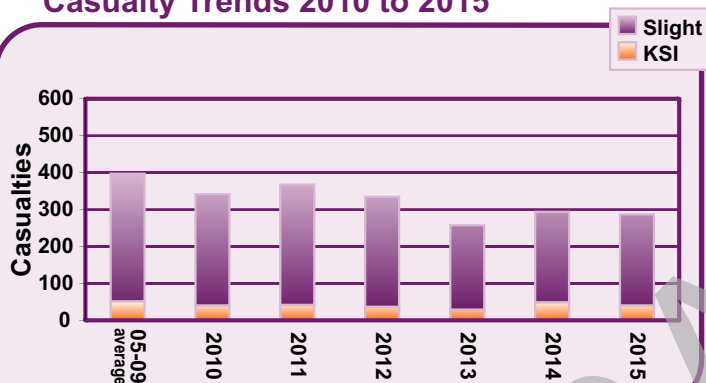
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
1	38	39	177	216	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
1	40	41	247	288

Casualty Trends 2010 to 2015



Trends

After the lowest casualty level of the last thirty years in 2013, there was an increase of 36 casualties in 2014 followed by a decrease of 7 in 2015. A similar pattern occurred regarding KSI casualties, which, in 2015 were 21% (11) casualties below the 2005-2009 average and not on track to contribute to the 2020 casualty reduction target. The slowest pace of KSI casualty reduction up to 2015 occurred in Erewash.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All
Older People (60 years plus)	10	24%	37	13%
Car Drivers	9	22%	98	34%
Pedestrians	9	22%	28	10%
Car Passengers	7	17%	62	22%
Child (pedestrians, cyclists, in-vehicle)	6	15%	32	11%
Motorcyclists	6	15%	31	11%
Work Related Casualties	5	12%	78	27%
Adult Pedal Cyclists	5	12%	38	13%
Young Car Drivers (aged 17-25 years)	3	7%	25	9%
Older Car Drivers (70 years plus)	2	5%	7	2%
Goods Vehicle Users	1	2%	7	2%
Bus/Minibus Users	0	0%	8	3%

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

Priorities

Although adult pedal cyclists killed or seriously injured reduced from a peak in 2013, Erewash has the highest proportion of adult pedal cyclist KSI casualties of any district. 83% of collisions involving adult pedal cyclists occurred on weekdays.

Older car driver casualties in Erewash reduced at a slower pace than other road user groups.

Actions

- Promotion of County Rider adult pedal cycle training.
- A pilot training event aimed at older car drivers will be launched in 2016.

South Derbyshire

2015

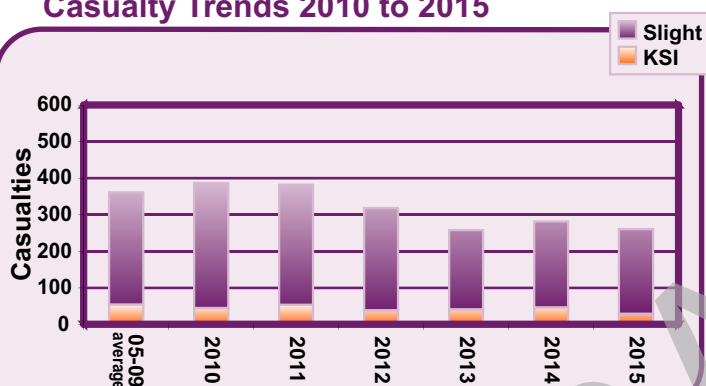
Collisions

Fatal	Serious	KSI	Slight	Total	Year
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
3	22	25	168	193	2015

Casualties

Fatal	Serious	KSI	Slight	Total
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
3	26	29	232	261

Casualty Trends 2010 to 2015



Trends

The lowest casualty level of thirty years in 2013 was followed an increase in 2014, with a drop back, almost to the 2013 level, in 2015. KSI casualties were the lowest level of the last 30 years in 2015 at 47% (26) casualties below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target. The fastest pace of KSI casualty reduction up to 2015 occurred in South Derbyshire.

Casualty Profile 2015 (Ranked with larger proportions of KSI casualties at top of table).

	KSI Casualties	% of KSI	All Casualties	% of All
Motorcyclists	9	31%	27	10%
Car Drivers	8	28%	133	51%
Car Passengers	6	21%	59	23%
Work Related Casualties	5	17%	55	21%
Older People (60 years plus)	3	10%	28	11%
Adult Pedal Cyclists	3	10%	15	6%
Young Car Drivers (aged 17-25 years)	2	7%	34	13%
Pedestrians	2	7%	16	6%
Child (pedestrians, cyclists, in-vehicle)	1	3%	22	8%
Goods Vehicle Users	1	3%	6	2%
Older Car Drivers (70 years plus)	0	0%	7	3%
Bus/Minibus Users	0	0%	0	0%

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

Priorities

In the last three years, KSI work related casualties in South Derbyshire were the highest proportion of all districts (23%). 56% of drivers involved in work related collisions were commuters in 2015.

Although adult pedal cyclist casualties decreased in 2015, they were still above the 2005 to 2009 average. 71% of adult pedal cyclist collisions occurred on weekdays.

Actions

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

Derby and Derbyshire Annual Casualty Report 2015

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 Car Drivers	Drivers of cars or taxis aged 70 years or over.
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..... Matt Pickard
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Email: matt.pickard@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)

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Traffic and Safety..... Simon Tranter
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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

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Casualty Reduction and Projects Officer..... Adrian Astle
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Cycle Derby (training, cycle routes)..... Tel: 01332 641773
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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

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and

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Derby City Council

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Highways England (Midlands region)

Safety Team Leader and Network Intelligence Manager
Ian Malkin
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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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ROAD SAFETY
PARTNERSHIP**

