

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

9 September 2014

Report of the Strategic Director – Economy, Transport and Environment

**ROAD TRAFFIC COLLISIONS IN DERBYSHIRE: THE
CASUALTY REPORT 2013**

**DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2013
(JOBS, ECONOMY AND TRANSPORT)**

(1) **Purpose of the Report** To bring to the Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2013.

(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 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, Derbyshire County Council's Service Plan and the Local Transport Plans, with a strong emphasis on reducing road casualties.

In Great Britain, KSI casualties in 2013 were 22% below the 2005 to 2009 baseline. Across the East Midlands the reduction was 29%. Derbyshire County Council has again exceeded this with a 35% reduction.

From 2012 to 2013, it should be noted that for Derbyshire County Council, KSI casualties were the lowest ever, although the number of people killed on the

Public

County roads increased slightly. However, against this rise, the total number of all types of casualties was again a new record low.

The continuing importance of road safety as a priority for the Authority ensures that the Council is able to continue the work to reduce the greatest risk many people face in their daily lives.

Working increasingly with Public Health colleagues and organisation, for example, as part of their Five 60 programme with key stage 2 school pupils, is beginning to deliver the essential synergies to make roads safer and reduce the financial cost to the health services.

Some of the key points in the 2013 Casualty Report:

Derbyshire County Council area (comparing 2013 with the 2005-2009 baseline).

- 33% reduction in total casualties.
- 35% reduction in KSI casualties.
- 24 fatal casualties – the second lowest total for 30 years.

DDRSP (comparing 2013 with the 2005-2009 baseline).

- 29% reduction in total casualties.
- 34% reduction in KSI casualties.
- 25 fatal casualties – the lowest number for 30 years.

In the Derbyshire County Council area, during 2013, a total of 2,306 people were injured in Police reported collisions, of whom 24 people died and 278 were seriously injured.

In the DDRSP area in 2013, a total of 3,136 people were injured, of whom 25 died and 378 were seriously injured.

In the Derbyshire County Council area, 151 of children injured was the lowest for over 30 years.

Car drivers remain the biggest group of KSI casualties followed by motorcyclists, although these groups reflect the general trend of reducing casualty numbers. Of concern, however, is the increase in adult pedal cycle and older driver casualties, especially with the rising popularity of cycling and the increasingly elderly population using cars. An action plan for improving road safety includes proposals aimed at tackling these two casualty groups.

Compared to other regional authorities, Derbyshire has continued to improve and has now achieved greater reductions than eight of our ten local regional authorities.

Public

Derbyshire County Council has continued to invest in road safety schemes on the road network (£1.4 million of Evidence Based Casualty reduction schemes in 2013-2014).

Derbyshire County Council's programmes of road safety education and training work in 2013 included:

- Development of the campaign addressing the risky riding behaviours of leisure motorcyclists as the riding habits of this group change: but still involving enforcement, rider training, publicity, and roadside advice. This now includes, as a separate campaign, the different challenge posed by urban and commuter riders.
- Road Safety officers working in areas known to be high risk and directly addressing the riskiest behaviours.
- Continuation of Derbyshire County Council's successful Smartrider volunteer child pedal cycle training programme, now in its 8th year, and responsible for training well over 12,000 children in that time.

Subject to Cabinet's approval, it is proposed that the Casualty Report will be available to all on County Council 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 budgets. Production and distribution costs total £30.

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** None. Officer contact details – Matt Pickard, extension 38657.

Public

(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 2013'.
- 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 2013

DRAFT

Executive Summary

The national trend of reducing road traffic casualties has continued in 2013 across the country, the number of road deaths were the lowest since records began. Nationally, this pattern was repeated across most casualty groups with the exception of motorcyclist deaths which rose slightly.

We too have continued to achieve reductions: in 2013 in the areas covered by the Derby and Derbyshire Road Safety Partnership (DDRSP), Derbyshire County Council (DCC), and Derby City Council recorded both the lowest number of people killed or seriously injured (KSI) and lowest overall casualties for the last 30 years.

Child casualty numbers also continued to reduce.

Significantly, against the national trend, motorcycle casualties in Derbyshire continued to reduce and we achieved the lowest level of motorcycle KSI casualties for the last 30 years. Testament to the work of the partner agencies dealing with the long standing problem of Summer riders in the Peak District, but also tackling the rise of urban and commuter casualties brought about by changing patterns of motorcycle use following the recession.

Our continuing analysis of the changing nature and pattern of collisions allows us to be flexible in our approach. Whilst overall, and for most groups, we continue to be successful in reducing casualties, there are areas where more work is needed. Adult pedal cycle and older driver casualties show worrying increases. The background of the explosion in the popularity of cycling, following high profile success stories, most recently in the Tour de France, and the increasingly elderly population accustomed to the use of cars, means that the challenge in reducing casualties in these two groups becomes more difficult. Budget reductions compound this challenge.

However, whilst road safety remains a priority, then there is much that can be done. Our past success encourages our belief that we can continue to reduce casualties and in the coming 12 months, new initiatives will be introduced to tackle the areas of rising concern, whilst we maintain the work to ensure our trend of successful reductions is not lost.

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. In 2013, both were on track to achieve the 50% reduction.

The main achievements in road traffic casualty reduction, comparing 2012 with the 2005-2009 baseline are:

DDRSP

29% reduction in total casualties
34% reduction in killed or seriously injured casualties
25 fatal casualties – the lowest number for 30 years

DCC

33% reduction in total casualties
35% reduction in killed or seriously injured casualties
24 fatal casualties – the second lowest total for 30 years

Derby City

17% reduction in total casualties
31% reduction in killed or seriously injured casualties
1 fatal casualty

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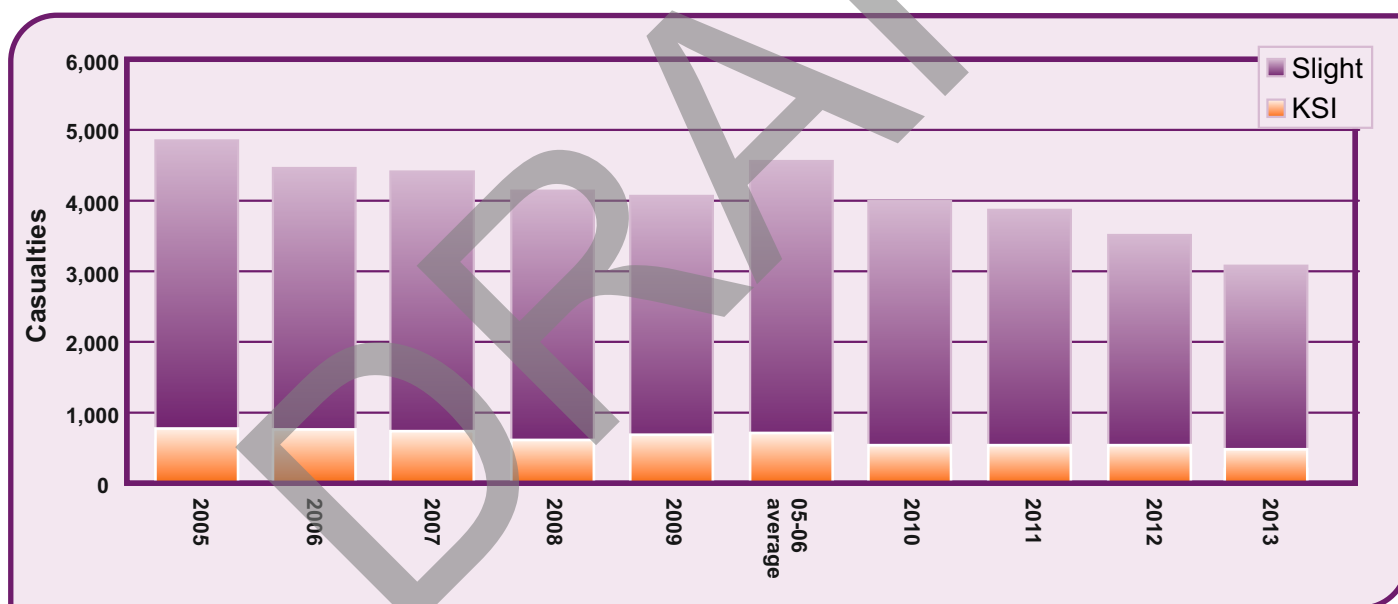
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Derby and Derbyshire Road Safety Partnership

Collisions and Casualties 2005-2013

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	3937	4521
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	3845	4419
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
-52%	-34%	-35%	-28%	-29%	% below average	-51%	-33%	-34%	-28%	-29%

Summary of Casualty Trends 2005 to 2013



In 2013, the total number of casualties reduced by 12% (412), compared with 2012, whilst collisions reduced by 9%. There was a 29% (1,283) reduction in 2013 compared with the 2005-2009 average. Total casualties were at the lowest level of the last 30 years in 2013.

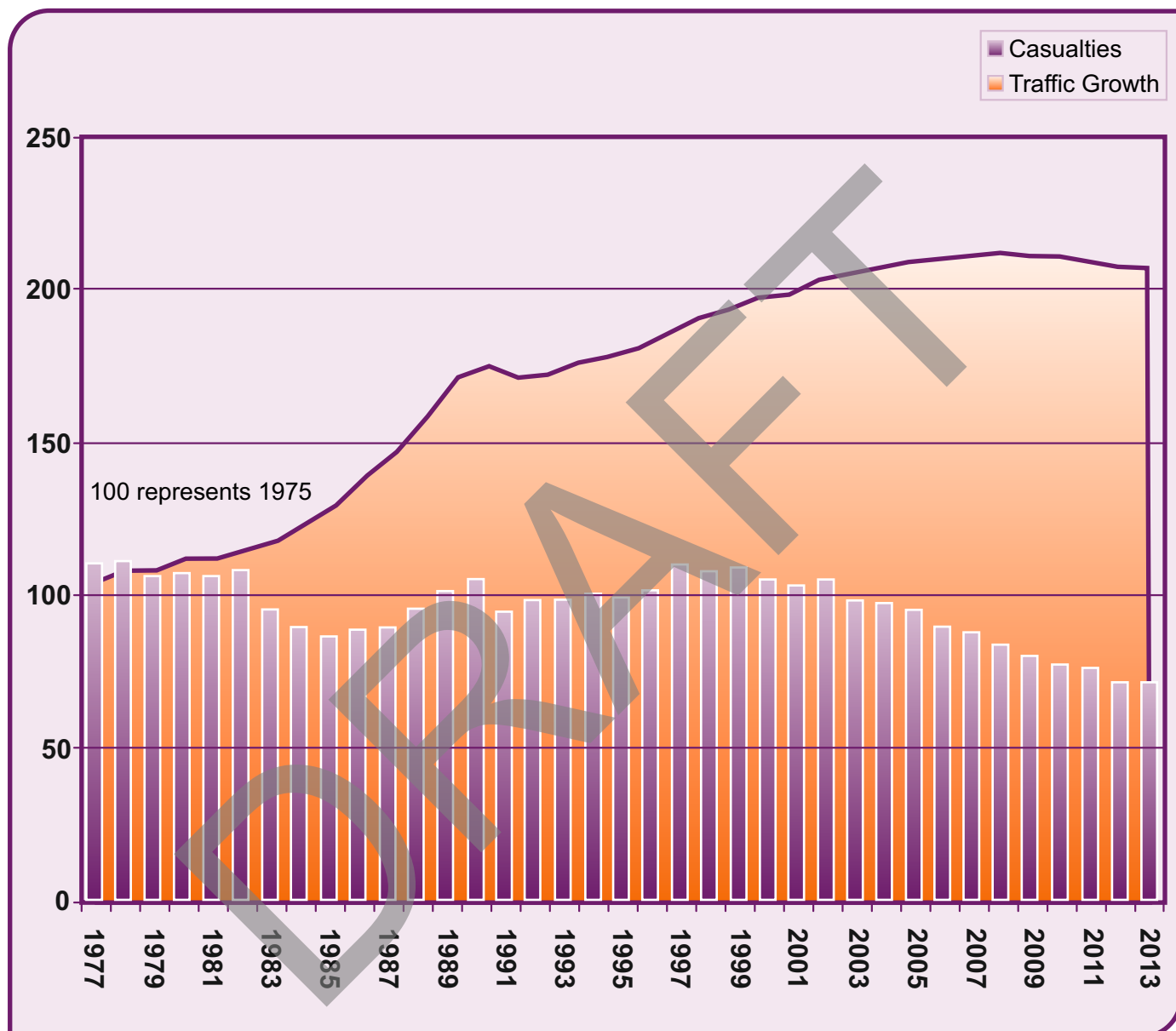
KSI casualties decreased by 9% (36) compared with 2012 to the lowest year of the last 30 years. In 2013, KSI casualties were 34% (196) below the 2005-2009 average.

Slight casualties reduced by 12% (376) in 2013, compared with 2012, and were the lowest level of the last 30 years. Slight casualties have reduced year on year, with the exception of 2010, and in 2013 were 28% (1087) below the 2005-2009 average.

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 2013, three casualty priority groups were focused on with a wide range of multi-agency initiatives. The road user groups on the next page were chosen due to the high number of collisions they were involved in and because they are definable groups we can influence.

Derby and Derbyshire Road Safety Partnership

Casualties and Traffic Flow Trends 1975 - 2013



In 2013, traffic flow was 110% 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 but decreased since then.

Traffic flows increased until 2007 then decreased a little and remained static from 2010 to 2012. In 2013, traffic flows increased marginally. Changes in the economic climate are likely to have had a bearing on traffic flows and casualty levels.

Casualty Priority Groups

Motorcyclists

Motorcyclists accounted for 24% (89) of all KSI casualties in 2013 with 9 fatalities. This was the lowest level of motorcyclists killed or seriously injured during the last 30 years and about half the level of 2007. KSI motorcyclist casualties reduced by 28 (24%) comparing 2013 with 2012 whilst all motorcyclist casualties reduced by 53 (15%). Motorcyclists account for around 2% of traffic.

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

Leisure Bikers - In 2013, this group were predominantly aged 36 to 55 years (the most common age range being 48 to 51 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 Derbyshire, particularly Nottinghamshire, Yorkshire and Greater Manchester. In 2013, 43% of all injured motorcyclists and 51% of those killed or seriously injured were riding bikes over 500cc. Up to 2013, compared with the 2005-2009 average, weekend casualties on bikes over 500cc had reduced at a faster pace than weekday motorcyclist casualties.

Non leisure bikers – In 2013, this group were predominantly aged 16 to 22 years, male, riding bikes less than 125cc, in urban areas, particularly at junctions on any day of the week. In 2013, 46% of all motorcyclist casualties and 38% of those killed or seriously injured were riding bikes under 125cc with 62% of KSI casualties aged 16 to 22 years.

Key Activities

Continuation of the successful Operation Focus (Summer long campaign, directed by collision data analysis to identify high risk motorcycle routes which then are treated with temporary signing, media campaigns and targeted enforcement) and the introduction of a similar campaign focussed on urban and commuter motorcyclists in the Winter months. Subsidised training courses provided to support various types of rider: CBT Plus, Bikesafe and Bike Plus.

Young Drivers (17-25 years)

In 2013, 26% (596) collisions on Derbyshire's roads involved a young car driver but only about 12% of licences are held by this age group. 30% of all persons injured on Derbyshire's roads were in collisions where a young car driver was involved but young car drivers themselves comprised 11% (353) of Derbyshire's casualties in 2013.

Levels of young drivers killed or seriously injured have shown a reducing trend since 2006 with a record low in 2011. In 2013, young driver KSI casualties were 54% below the 2005 to 2009 average.

Young car drivers involved in collisions of all severities in 2013 were most often aged 22 to 23 years, whereas from 2009 to 2011 the predominant age was 18 years. Over the last five years the largest decrease was male 17 and 18 year old casualties. In 2009-2010, males comprised two thirds of 17 to 18 year old car driver casualties, but in 2012-2013, they were just less than half. 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.

Key Activities

Interactive workshop sessions have been delivered by the partners in schools, colleges and other venues to educate and change the attitudes of young drivers to adopt less risky behaviours as well as subsidised post test training for new drivers (Pass Plus Extra) and encouragement to complete Pass Plus.

The Fire Service led 'Dying 2 Drive' events offering an impactful illustration of the dangers posed by the Fatal 4.

Casualty Priority Groups

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

In 2013, 24% of KSI casualties and 28% or 865 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 has decreased which may partly be due to the economic climate, but in 2013 the KSI casualty level was the highest since 2009.

Casualties arising from journeys to/from work in 2013 were most often aged 20 to 29 years or 45 to 49 years, driving a car, between 8am and 10 am or 4pm to 6pm. Casualties occurring as part of work in 2013 were most often aged 20 to 29 or 40 to 54 years, driving a car or Goods Vehicle between 6am to 10 am or 2pm to 6pm.

Key Activities

Development of a web based resource supporting all aspects of reducing occupational road risk, allied to a free support service to organisations to promote and improve safe travel to/from work or whilst at work.

Enforcement

During 2013, Derbyshire Constabulary's Roads Policing Unit and local officers continued activity across the County to help reduce collisions, especially those that led to people being killed or seriously injured.

Much of the Forces's work targeted the "Fatal Four" factors that contribute to collisions, they being mobile phone use whilst driving, failure to wear seatbelts, speeding and drink/drug driving. In addition to joint initiatives with partners, the Force supported a number of national weeks of Police action to target the "Fatal Four" as a result of which, many motorists were prosecuted for offences whilst others were offered the opportunity to undertake educational courses aimed at improving driver behaviour. 'Operation Safe Drives' also took place at different locations across the County each week which saw teams of Police officers and staff working with other agencies to identify motoring offences, often in response to concerns raised by local communities.

Support from residents continues to be a vital role in reducing collisions with dozens of people joining forces with Safer Neighbourhood officers and Police Constable Special Officers (PCSOs) to take part in regular Community Speed Watch events. Anyone interested in joining a Community Speed Watch team can find out more by visiting the Derbyshire Police website.

More Information

For more details of the above activities and data, please see the Derby and Derbyshire Road Safety Partnership website www.saferroadsderbyshire.org.uk

Derbyshire County Council

Collisions and Casualties 2005-2013

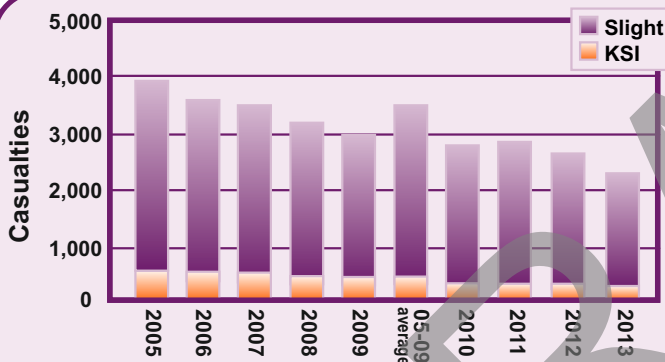
Collisions

Fatal	Serious	KSI	Slight	Total	Year
45	383	428	2297	2725	2005
40	372	412	2090	2502	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
-48%	-35%	-36%	-32%	-32%	% below average

Casualties

Fatal	Serious	KSI	Slight	Total
48	435	483	3407	3890
42	430	472	3105	3577
53	440	493	2965	3458
39	386	425	2798	3223
44	405	449	2525	2974
45	419	464	2960	3424
29	290	319	2492	2811
35	295	330	2506	2836
21	312	333	2328	2661
24	278	302	2004	2306
-47%	-34%	-35%	-32%	-33%

Summary of Casualty Trends 2005 to 2013



In 2013, the total number of casualties decreased by 13% (355) compared with 2012, whilst collisions reduced by 212. Casualties were 33% (1,118) below the 2005 to 2009 average in 2013.

KSI casualties decreased by 9% (31) compared with 2012. KSI casualties were 35% (162) below the 2005 to 2009 average in 2013.

Slight casualties decreased by 14% (324) in 2013 compared with 2012 and were 32% (956) below the 2005 to 2009 average in 2013.

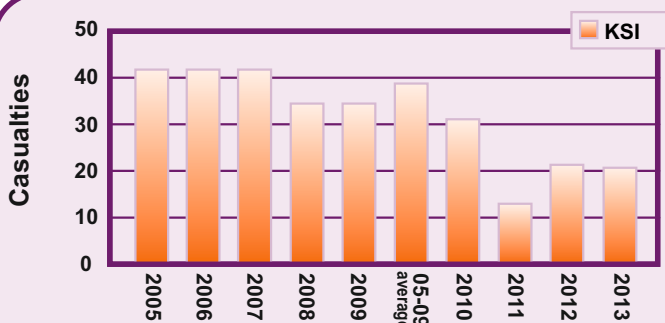
Since 2005, the general trend has shown a reduction in child casualties with the level in 2013 being less than half that of 2005.

In 2013, child casualties were 50% below the 2005 to 2009 average.

Child Casualties 2005 to 2013

	Killed	Serious	KSI	Slight	Total
2005	1	41	42	347	389
2006	3	39	42	292	334
2007	5	37	42	248	290
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
% below average	-100%	-42%	-45%	-51%	-50%

Killed or Serious Child Casualties 2005 to 2013



In 2013, the number of children killed or seriously injured was one lower than in 2012.

In 2013, child casualties of KSI severity were 45% below the 2005 to 2009 average.

Casualty Group Profile 2013

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	56%	849	61%
*Rural Roads (50 & 60mph, excludes motorway)	110	42%	460	33%
*On Wet Road Surfaces	83	32%	417	30%
Car Drivers	91	30%	997	50%
*In Hours of Darkness	75	29%	348	25%
Motorcyclists	68	23%	154	8%
On Way to or as Part of Work	64	21%	564	28%
Older People (aged 60 and over)	52	17%	267	13%
Pedestrians	50	17%	160	8%
Car Passengers	45	15%	440	22%
Adult Pedal Cyclists	34	11%	95	5%
Child (pedestrians, cyclists, in-vehicle)	21	7%	130	6%
Young Car Drivers (aged 17-25 years)	19	6%	244	12%
Older Car Drivers (aged 70 and over)	14	5%	62	3%
*Alcohol Related	12	5%	47	3%
*Motorway	6	2%	85	6%
Goods Vehicle Users	4	1%	87	4%
Bus / Minibus Users	2	1%	42	2%

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

Urban Roads

60% of collisions in 2013 occurred on urban roads (with speed limits of 40mph or lower). Despite the urban road classification gaining miles due to speed limit reductions, collisions reduced year on year from 2008 onwards with the exception of 2011. In 2013, there was the lowest level of urban collisions of the last 30 years. Evidence shows that the Speed Limit Review reductions from 40mph to 30mph led to decreases in collisions. However, the following KSI casualty groups on urban roads were at a level higher than the annual milestone necessary for achieving the 2020 target: older car drivers aged 70 and over, adult pedal cyclists, collisions on 'B' roads, collisions on wet road surfaces and urban car users.

Rural Roads

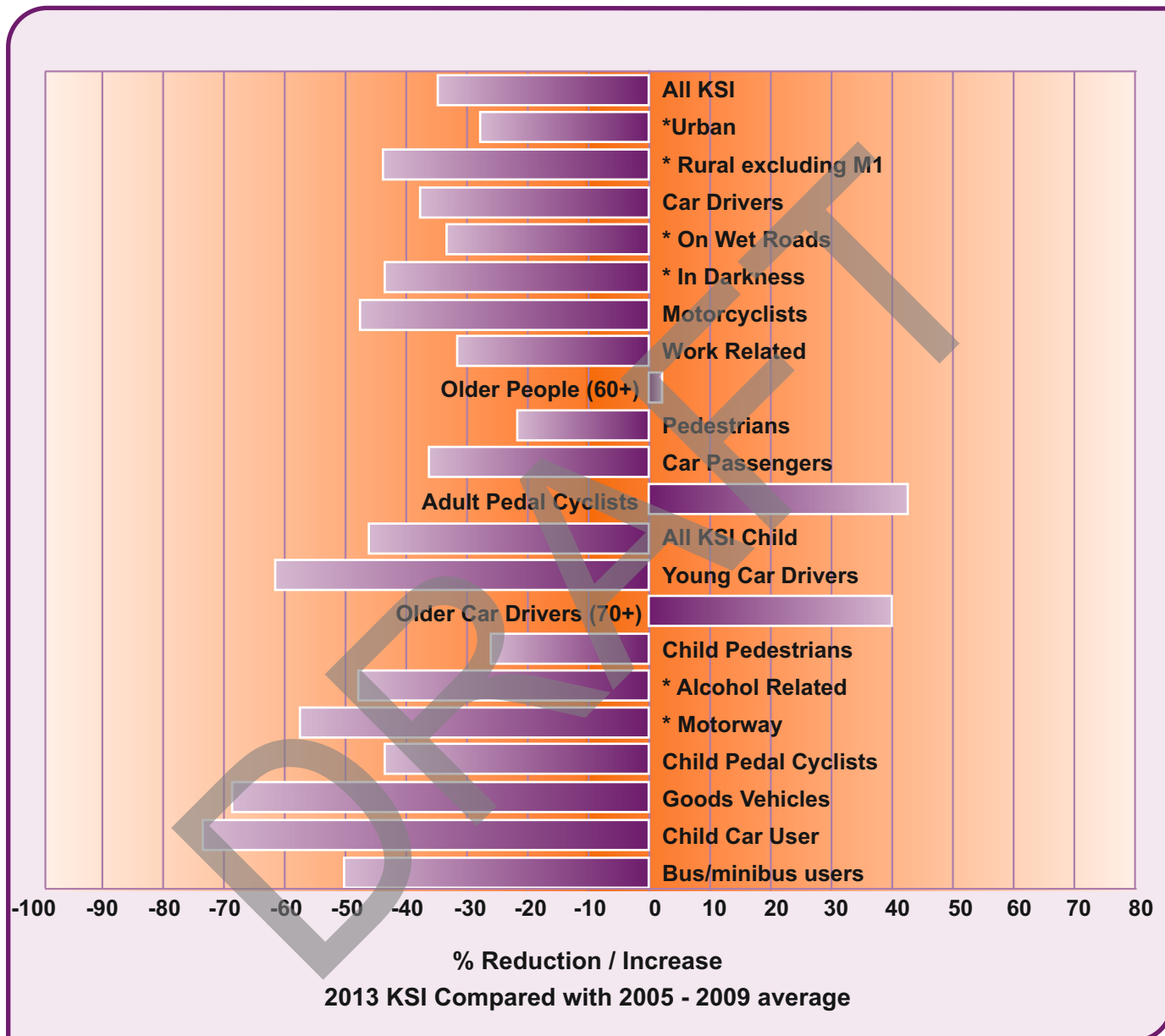
Since 2007, the general trend has been a reduction in collisions on rural roads, to the lowest level of the last 30 years in 2013. It should be borne in mind that, due to speed limit reductions, over 45 miles of road changed from a rural to an urban categorisation. However, evidence shows that on over 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. Groups which have reduced the least from the 2005 to 2009 average on rural roads up to 2013 are older car drivers aged 70 and over and adult pedal cyclists.

Car users and motorcyclists were the predominant road user casualty types. Car users comprised 45% of KSI casualties and 72% of slight casualties. Motorcyclists comprised 23% of KSI casualties but only make up around 2% of all traffic.

Killed or Serious Casualty Reduction Progress

NB: Groups with largest numbers of 2013 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 Goods Vehicle users, child car users, bus/minibus users and young car drivers. It should be noted that these groups have small numbers, which may fluctuate annually.

Road user groups with casualties above the 2005 to 2009 average were older car drivers aged 70 and over, adult pedal cyclists and older people aged 60 years and over. Groups where casualties were the least below the 2005 to 2009 average in 2013 were collisions on urban roads, pedestrians and work related casualties.

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**

28% of KSI in last 3 years
23% of KSI in 2013

- A decrease in 2013 but still nearly a quarter of all KSI casualties.
- 40% were aged 31 to 50 years.
- 35% occurred at weekends.

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

18% of KSI in last 3 years
17% of KSI in 2013

- Over a quarter were car drivers aged 70 or over.
- KSI car driver casualties of 70 years and over increased at a faster pace since 2005-2009 than other age groups.
- Predominant age group compared with population was 81 to 83 years.

• **Adult Pedal Cyclists**

10% of KSI in last 3 years
11% of KSI in 2013

- KSI casualties were 42% above the 2005-2009 average in 2013.
- Predominantly male riders on urban roads.
- Highest number of weekend collisions in 2013 of the last seven years.

Although the overall trend regarding children killed and seriously injured has been a reduction, after an increase of 9 in 2012 compared with 2011, there was a decrease of one casualty in 2013. Much road safety was focussed on children and the reduction in children injured is encouraging. To ensure that the downward trend continues, targeting child casualties will always be a priority.

The total number of casualties in 2013 (2,306) showed a significant reduction of 33% (1,118) compared with the 2005-2009 average. KSI casualties fell by 35% (162) over the same time period. Total casualties decreased by 355, comparing 2013 with 2012, whilst KSI casualties decreased by 31. Reducing road traffic casualties therefore continues to be a high priority for Derbyshire County Council.

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 indicators were 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, with KSI casualties at a level of 92 lower than the 2013 annual milestone. However, although well on track in 2013, in order to meet the objective, the KSI casualty level in 2020 should be 70 casualties lower.

Casualty Reduction Activities

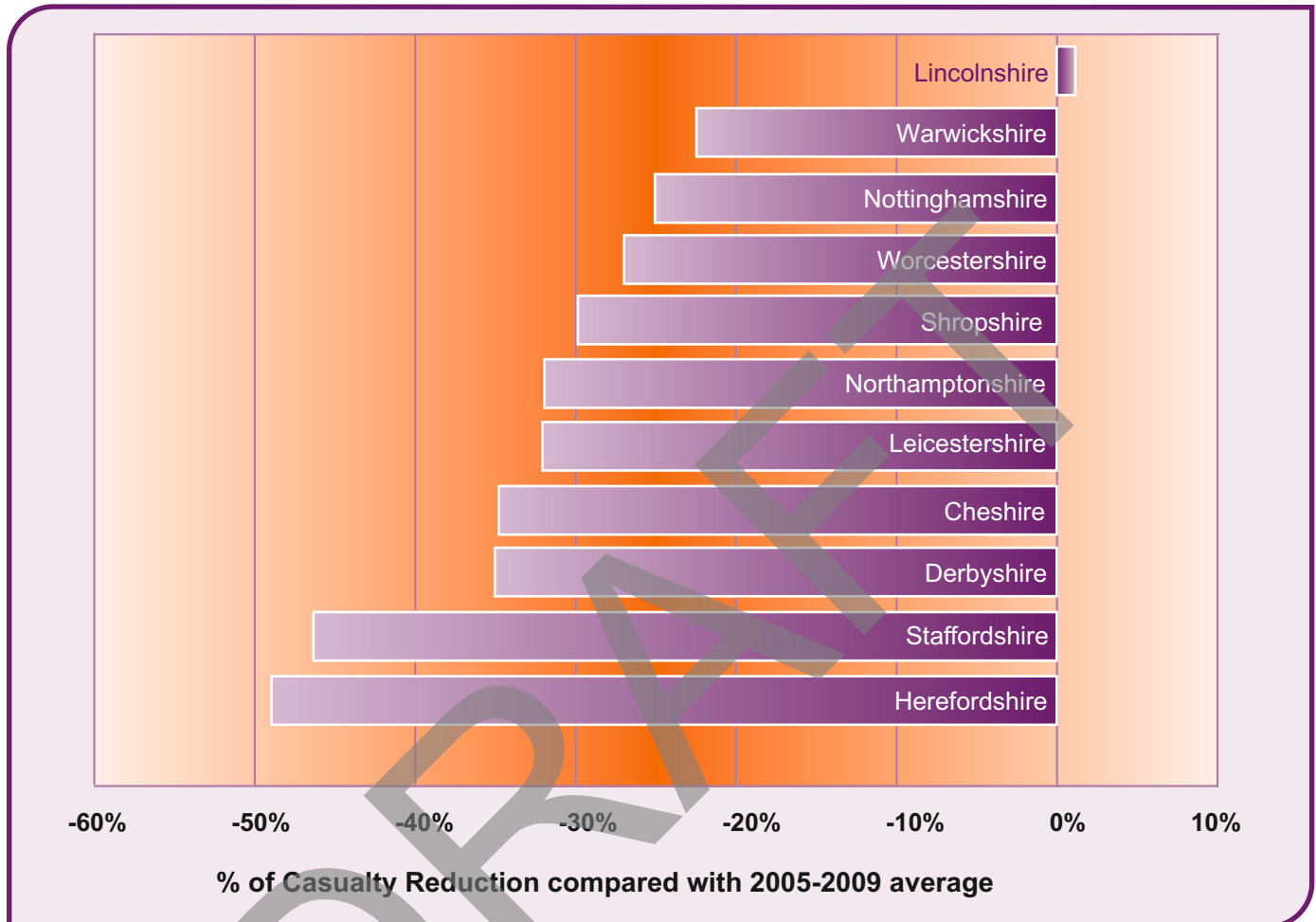
Derbyshire County Council's casualty reduction work is evidence based ensuring best use is made of our resources to make road users and communities safer.

The work covers many different areas, types of road users and ages. It continually evolves to address changing and anticipated trends, but currently includes:

- Road Safety officers providing education and training in nurseries, schools and colleges directed by our Child Safety Audit, which identifies areas and demographic groups where road safety risk is highest. 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.
- 'Theatre in Education' is used to provide road safety education to engage students' interest: this is then developed using interactive workshops.
- Child car seat checks in car parks to advise members of the public.
- CBT+ courses to provide additional training for moped riders.
- Distributing a range of infant child seat advice leaflets and height charts in conjunction with the NHS Health Promotion Teams. These simple guides are used by Health Visitors and Midwives across the County to ensure parents can make the right choices for their child's safety.
- The Smartrider scheme providing pedal cycle training for Year 6 pupils, this volunteer scheme has been successfully running for 8 years and has trained well over 11,000 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.
- Engineering continues to be an essential element of road safety and, in 2013/14, 12 safety schemes were approved, an investment of over £1.4 million.

Comparison with other East Midlands Local Authorities

Percentage Reduction in Killed or Serious Casualties in 2013 Compared with 2005 to 2009 average



The fastest pace of casualty reduction up to 2013 occurred in Herefordshire and Staffordshire.

A few years ago, Derbyshire was one of the Midlands Authorities with a slower pace of reduction in KSI casualties but in 2013, Derbyshire is near the top of the comparison table of Midlands Authorities.

In 2013 KSI casualties in the Derbyshire County Council area were 35% below the 2005 to 2009 average whilst in the East Midlands region they were 29% 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 2005-2013

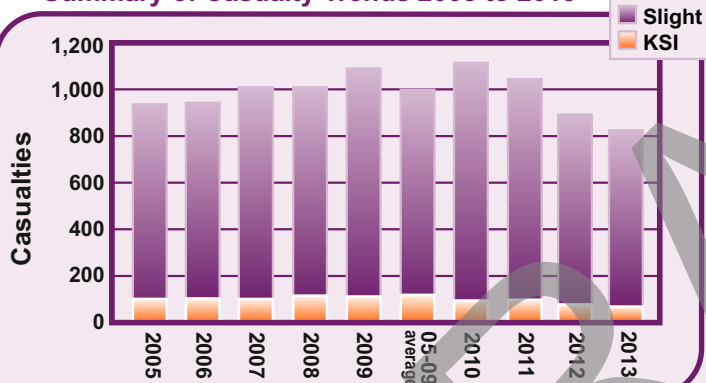
Collisions

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
-83%	-28%	-31%	-15%	-18%	% 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
-83%	-28%	-31%	-15%	-17%

Summary of Casualty Trends 2005 to 2013



In 2013, the total number of casualties fell by 6% (57) compared with 2012, and were the lowest level of the last 30 years. Total casualties were 17% (165) below the 2005-2009 average.

KSI casualties decreased by 6% (5) in 2013 compared with 2012, and were 31% (34) below the 2005-2009 average.

Slight casualties peaked in 2010 but decreased in each year after that. Slight casualties were 15% (131) below the 2005-2009 average.

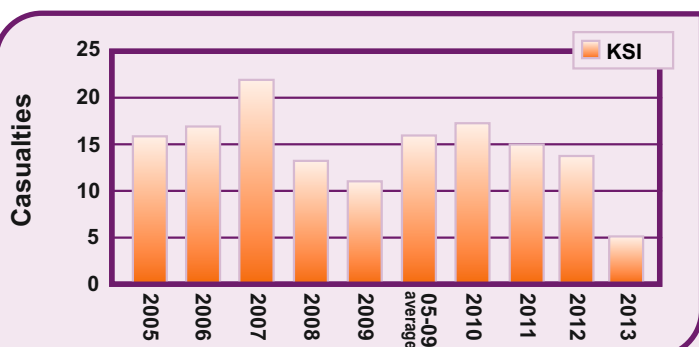
Child Casualties 2005 to 2013

No children have died on the City's roads since 2004 which is a testament to the road safety work delivered to infant and primary school children.

In 2013, child casualties were the lowest of the last 30 years and 38% (44) below the 2005-2009 average.

	Fatal	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	99	112
2009	0	11	11	95	106
05-09 average	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
% below ave	0%	-69%	-69%	-33%	-38%

Killed or Serious Child Casualties 2005 to 2013



Levels of children killed or seriously injured peaked in 2007 and 2010 but reduced in each of the three years after 2010.

Low numbers of children killed or seriously injured are welcomed but could make further annual reductions difficult to achieve if the number of vehicles on the City's roads increase with changes in the economy.

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.

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

Highways Agency Roads in Derby and Derbyshire

The Highways Agency (HA) is an Executive Agency of the Department for Transport and is responsible for managing, maintaining and improving the safety of England's motorways and major trunk roads. Improving safety is an important responsibility and therefore, the HA is a welcome partner of the DDRSP.

Roads in the County of Derbyshire and City of Derby which are maintained by the HA 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

Total casualties on the trunk road network in Derby and Derbyshire fell by 23 (5%), comparing 2013 with 2012, to the lowest level of the last 30 years. Since 2009 there has been a reducing trend in KSI casualties apart from an increase in 2012. Motorway collisions comprise 4% of the county's total collisions whilst trunk road collisions account for 9%.

Working together, the HA and DDRSP have and can continue to achieve targeted casualty reduction, as well as delivering efficiencies through effective working. Shared intelligence is key and is achieved by the presence of the HA at all DDRSP strategic meetings.

Highways Agency Casualty Reduction Activities

Current initiatives are :-

A38 roundabout at Little Eaton (junction with A61) - to improve road safety and reduce congestion. The scheme, due for completion in Summer 2014, involves widening the A38 northbound carriageway and the A61 approaches, and widening the northern part of the circulatory to provide four lanes. Existing part-time traffic signals will be converted to full time.

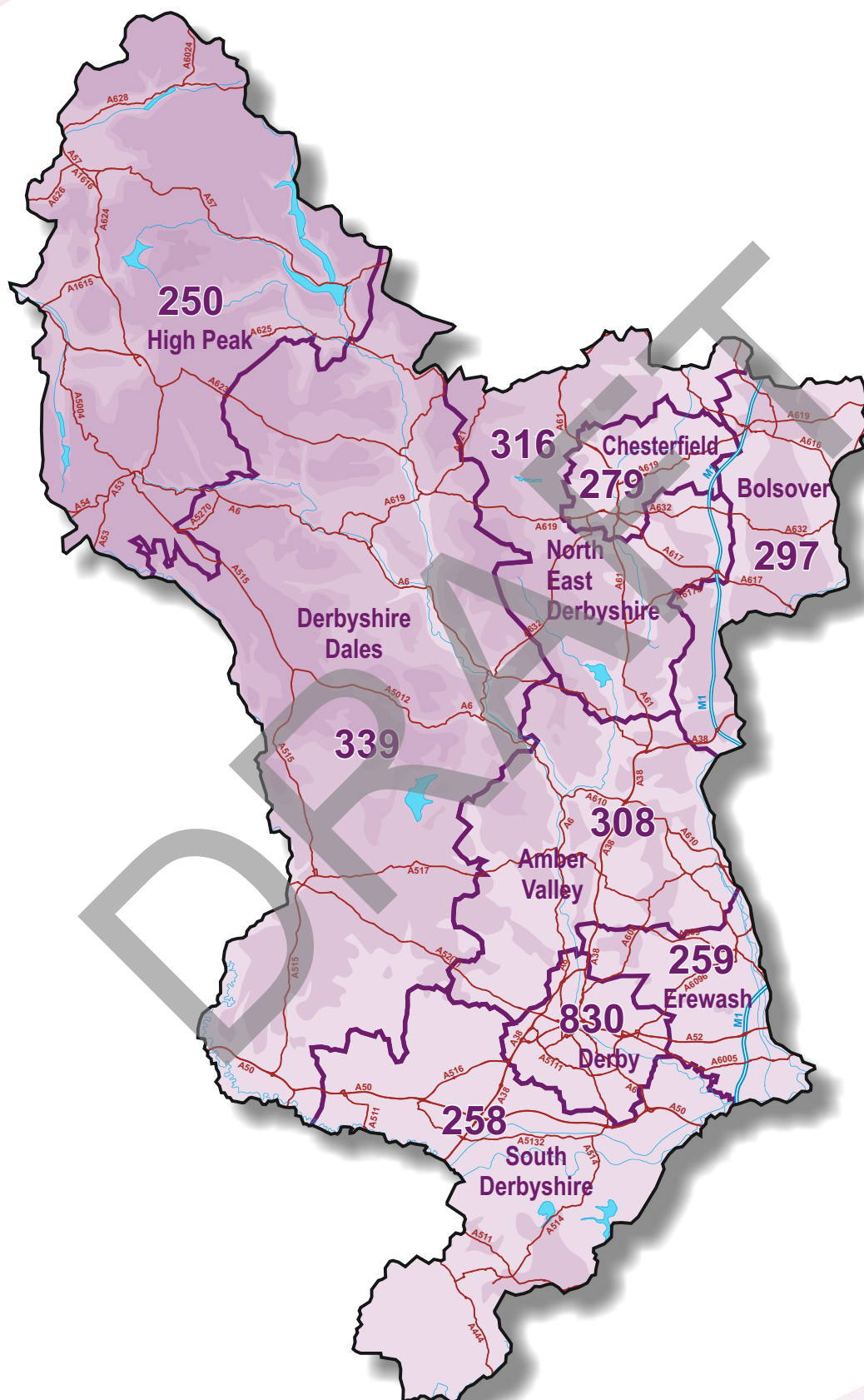
A38 roundabout at Markeaton (junction with A52) - to improve road safety and reduce congestion. The scheme is due to start in August 2014 and involves partial signalisation of the junction, together with widening of the A38 southbound approach and southern part of the circulatory carriageway, installation of controlled traffic signals, associated carriageway widening and minor alterations to drainage and lighting.

Managed Motorways - to improve road safety and reduce congestion on the M1 between junctions 28 and 31. Four lanes of motorway with no hard shoulder will use a system of electronic traffic management with varied speed limits according to conditions. Estimated completion in Winter 2015.

Local Network Management Schemes - targeted at locations where there is a heightened risk of a collision occurring. Schemes include A52 Spondon junction, improvements to offslips at junction 26 on the M1 and a small scheme on the A38 at Findern.

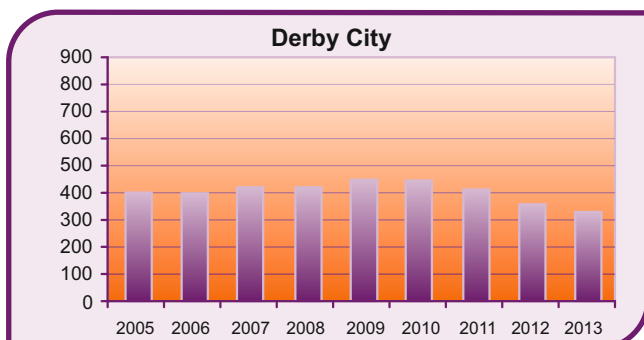
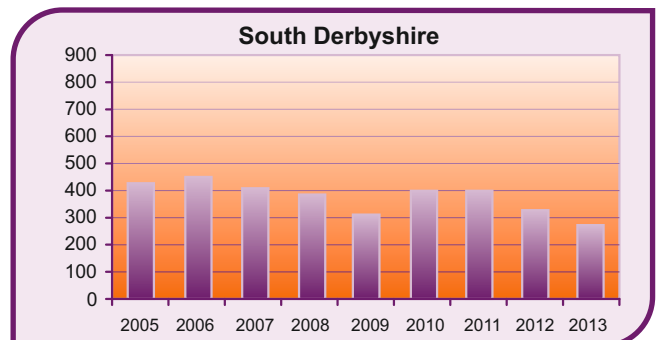
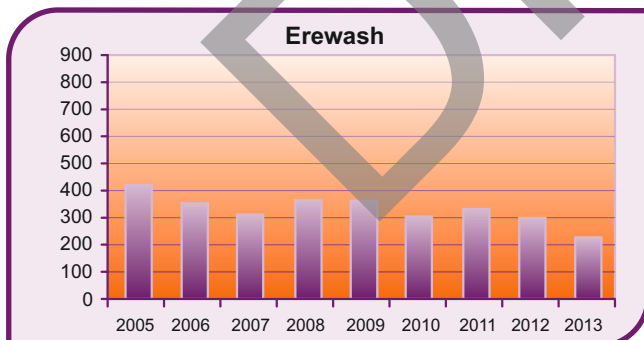
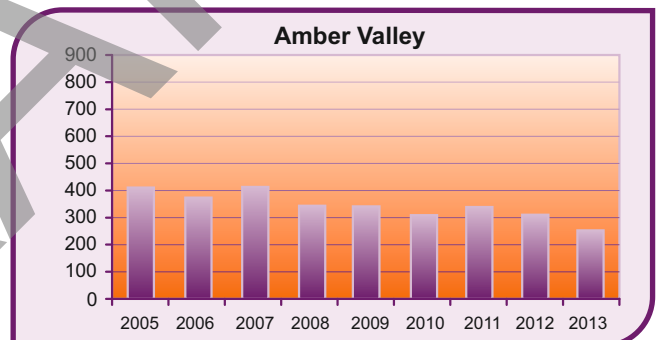
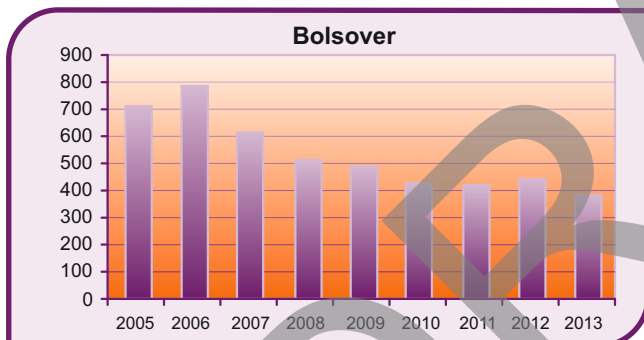
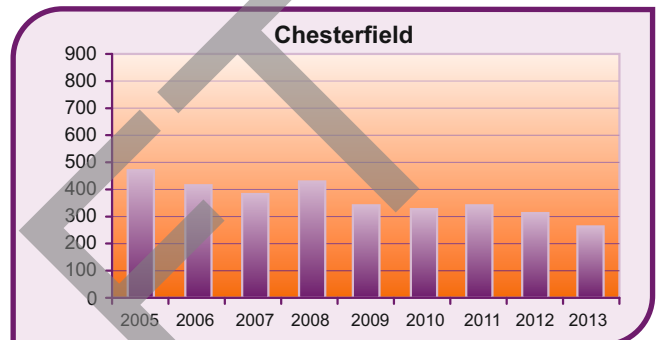
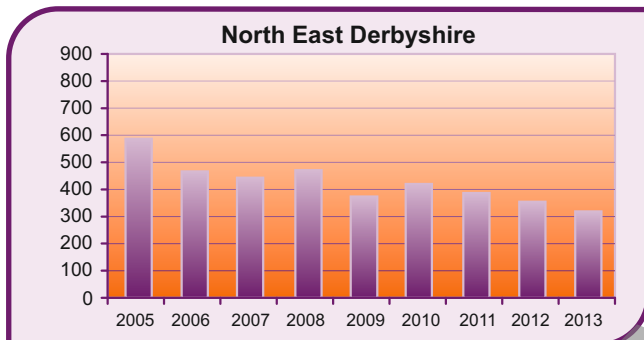
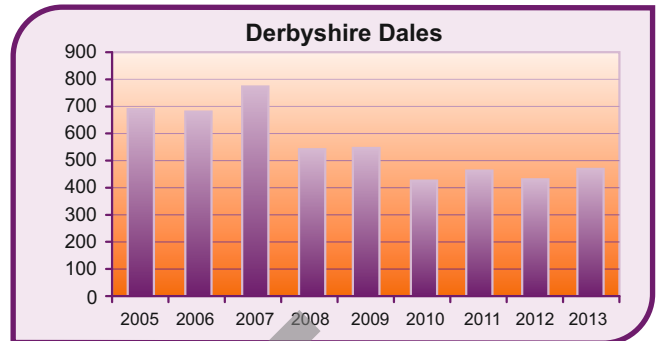
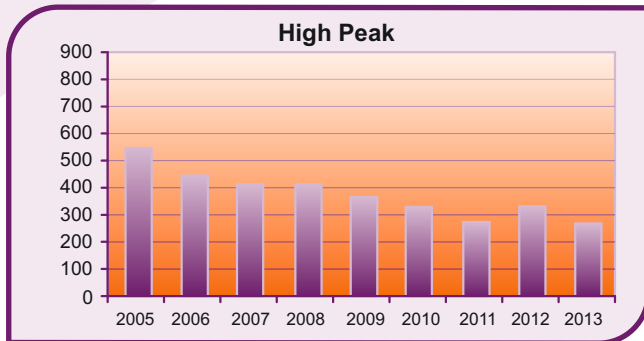
Cycling Improvement Schemes - including A5111 Raynesway and A38 between Markeaton roundabout and Kedleston Road.

2013 Casualty Totals



Casualty Trends by District

Casualties per Hundred Thousand Population



Relating casualties to 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 and leisure motorcyclists).

Since 2010, casualties per hundred thousand population have generally decreased except in Derbyshire Dales.

Districts of Derbyshire and City of Derby

Collisions and Casualties by Road User Type - 2013

District	High Peak	Derbys Dales	North East Derbys	Chesterfield	Bolsover	Amber Valley	Erewash	South Derbys	Derby City	Derbyshire & Derby City
<u>Collisions</u>										
Fatal	3	7	5	0	0	1	2	3	1	22
Serious	27	40	28	26	31	29	27	32	71	311
KSI	30	47	33	26	31	30	29	35	72	333
Slight	152	176	177	186	176	202	172	153	559	1953
Total	182	223	210	212	207	232	201	188	631	2286
<u>All Casualties</u>										
Fatal	3	7	7	0	0	1	2	4	1	25
Serious	29	56	32	29	33	33	28	38	75	353
KSIs	32	63	39	29	33	34	30	42	76	378
Slight	218	276	277	250	264	274	229	216	754	2758
Total	250	339	316	279	297	308	259	258	830	3136
<u>Child Casualties</u>										
KSI	1	1	3	4	1	5	4	2	5	26
Slights	14	15	14	27	17	17	16	10	67	197
Total	15	16	17	31	18	22	20	12	72	223
<u>Pedestrians</u>										
KSI	2	2	13	10	6	8	5	4	22	72
Slights	21	17	13	34	13	33	22	7	75	235
Total	23	19	26	44	19	41	27	11	97	307
<u>Child Pedal Cyclists</u>										
KSI	0	0	0	0	1	2	1	0	0	4
Slights	4	1	2	4	2	2	5	0	9	29
Total	4	1	2	4	3	4	6	0	9	33
<u>Adult Pedal Cyclists</u>										
KSI	4	5	4	2	1	3	11	4	13	47
Slights	8	9	7	12	4	12	30	13	74	169
Total	12	14	11	14	5	15	41	17	87	216
<u>Motorcyclists</u>										
KSI	15	11	7	7	8	8	6	6	21	89
Slights	17	18	19	18	14	27	17	24	49	203
Total	32	29	26	25	22	35	23	30	70	292
<u>Car Users</u>										
KSI	10	42	14	9	15	13	6	27	17	153
Slights	152	212	221	168	207	186	133	158	481	1918
Total	162	254	235	177	222	199	139	185	498	2071
<u>Young Car Drivers</u>										
KSI	2	7	2	0	1	2	0	5	7	26
Slights	30	29	41	31	31	30	18	34	83	327
Total	32	36	43	31	32	32	18	39	90	353
<u>Work Related</u>										
KSI	2	8	7	6	11	4	13	13	27	91
Slights	52	74	67	62	88	78	65	78	210	774
Total	54	82	74	68	99	82	78	91	237	865
<u>Older People (60 years and over, including pedestrians, drivers and passengers)</u>										
KSI	2	17	9	5	5	4	4	6	9	61
Slights	39	41	43	31	30	31	37	15	67	334
Total	41	58	52	36	35	35	41	21	76	395
<u>Older Drivers (70 years and over)</u>										
KSI	1	4	3	1	1	2	0	2	0	14
Slights	15	10	11	3	4	9	6	4	14	76
Total	16	14	14	4	5	11	6	6	14	90

High Peak

2013

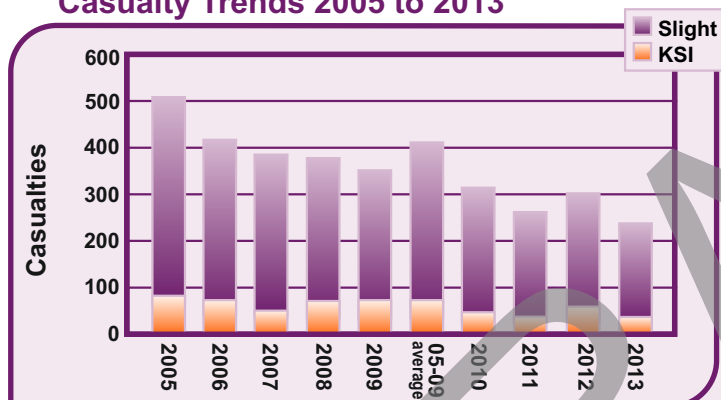
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

The lowest casualty level of the last 30 years occurred in 2013, about half that of the 2005 level. KSI casualties were 53% (36) below the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
Motorcyclists	32	13%	15	47%
Car Drivers	117	47%	8	25%
Adult Pedal Cyclists	12	5%	4	13%
On Way to/from or as Part of Work	54	22%	2	6%
Car Passengers	45	18%	2	6%
Older People (60 years plus)	41	16%	2	6%
Young Car Drivers (aged 17-25 years)	32	13%	2	6%
Pedestrians	23	9%	2	6%
Older Car Drivers (70 years plus)	16	6%	1	3%
Child Pedestrians	6	2%	1	3%
Goods Vehicle Users	14	6%	0	0%
Child Car Passengers	4	2%	0	0%
Child Pedal Cyclists	4	2%	0	0%
Bus / Minibus Users	1	0.4%	0	0%

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

Priorities

Motorcycle casualties comprised 30% of KSI casualties over the three years 2010-2013 and 47% in 2013.

Adult pedal cyclist and older car driver casualties have increased at a faster pace than other road user groups since the 2005-2009 average.

Actions

Continued support of work to reduce motorcycle casualties: training, publicity and appropriate enforcement.
Analysis of older driver casualties and formulation of response to rising trend.

Derbyshire Dales

2013

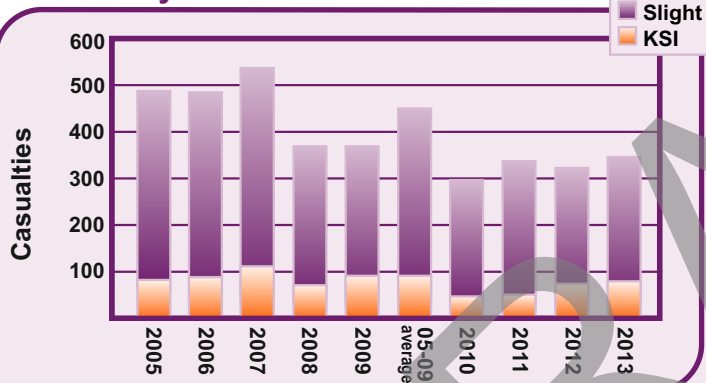
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

After an exceptionally low level of KSI casualties in 2010, there were increases in each of the last three years. KSI casualties were 27% (23) below the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
Older People (60 years plus)	164	48%	26	41%
Car Drivers	58	17%	17	27%
Car Passengers	90	27%	16	25%
Motorcyclists	29	9%	11	17%
On Way to/from or as Part of Work	82	24%	8	13%
Young Car Drivers (aged 17-25 years)	36	11%	7	8%
Adult Pedal Cyclists	14	4%	5	8%
Older Car Drivers (70 years plus)	14	4%	4	6%
Pedestrians	19	6%	2	3%
Goods Vehicle Users	16	5%	1	2%
Child Car Passengers	10	3%	1	2%
Bus / Minibus Users	4	1%	1	2%
Child Pedestrians	5	1%	0	0%
Child Pedal Cyclists	1	0.3%	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 the last three years and 27% in 2013. Within this group particular focus should be paid to older car drivers aged 70 years and over.

Adult pedal cyclist casualties have also increased at a faster pace than other road user groups since the 2005-2009 average.

Actions

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

North East Derbyshire

2013

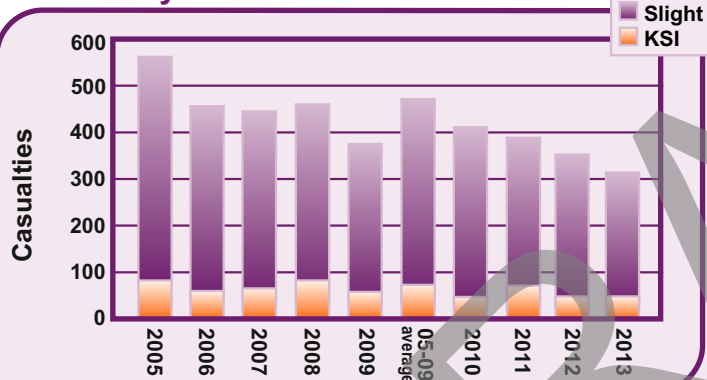
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

In 2012, there was the lowest level of KSI casualties during the last 30 years and in 2013 there was an increase of one. KSI casualties were 37% (23) casualties lower than the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
Car Drivers	164	52%	13	33%
Pedestrians	26	8%	13	33%
Older People (60 years plus)	52	16%	9	23%
On Way to/from or as Part of Work	74	23%	7	18%
Motorcyclists	26	8%	7	18%
Adult Pedal Cyclists	11	3%	4	10%
Older Car Drivers (70 years plus)	14	4%	3	8%
Child Pedestrians	6	2%	3	8%
Young Car Drivers (aged 17-25 years)	43	14%	2	5%
Car Passengers	71	22%	1	3%
Goods Vehicle Users	13	4%	1	3%
Child Car Passengers	9	3%	0	0%
Bus / Minibus Users	2	1%	0	0%
Child Pedal Cyclists	2	1%	0	0%

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

Priorities

In the last three years (2011-2013), older people aged 60 years and over killed or seriously injured were more than double the level of the preceding three years (2008-2010).

Older people aged 60 years and over comprised 24% of KSI casualties in the last three years. Almost a third of these casualties were pedestrians, whilst over half were car/taxi users.

Actions

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

Chesterfield

2013

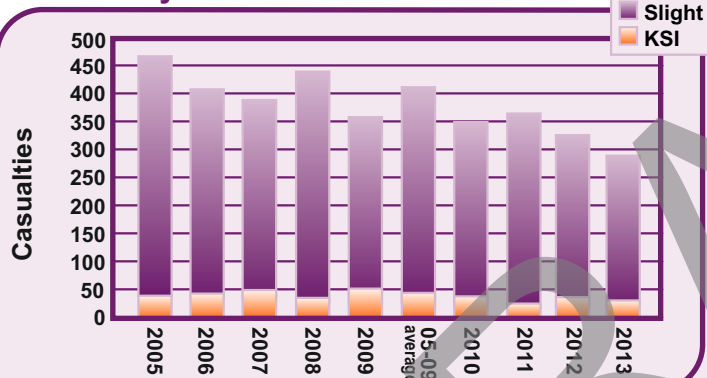
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

The lowest level of KSI casualties during the last 30 years occurred in 2011 but the lowest level of total casualties occurred in 2013. KSI casualties were 22% (8) casualties below the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
Pedestrians	44	16%	10	34%
Motorcyclists	25	9%	7	24%
On Way to/from or as Part of Work	68	24%	6	21%
Car Drivers	113	41%	5	17%
Older People (60 years plus)	36	13%	5	17%
Car Passengers	64	23%	4	14%
Child Pedestrians	13	5%	4	14%
Adult Pedal Cyclists	14	5%	2	7%
Bus / Minibus Users	11	4%	1	3%
Older Car Drivers (70 years plus)	4	1%	1	3%
Young Car Drivers (aged 17-25 years)	31	11%	0	0%
Child Car Passengers	13	5%	0	0%
Child Pedal Cyclists	4	1%	0	0%
Goods Vehicle Users	4	1%	0	0%

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

Priorities

In 2013, older people aged 60 years and over killed or seriously injured were 25% above the 2005-2009 average.

In the last three years (2011-2013), older people aged 60 years and over killed or seriously injured were more than double the level of the preceding three years (2008-2010). A total of 41% of this group were pedestrians.

Actions

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

Bolsover

2013

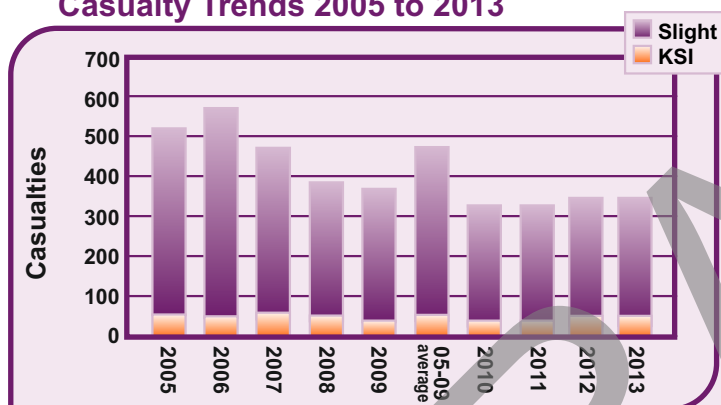
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

The trend for KSI casualties since 2010 was an increase. However, they were 21% (9) casualties below the 2005 to 2009 average. The lowest level of total casualties of the last 30 years occurred in 2013.

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

	All Casualties	% of All	KSI Casualties	% of KSI	Priorities
On Way to/from or as Part of Work	99	33%	11	33%	In the last three years (2011-2013), the level of motorcyclists killed or seriously injured increased by 41% compared with the preceding three years (2008-2010). Motorcyclists comprised a third of KSI casualties.
Car Drivers	153	52%	8	24%	
Motorcyclists	22	7%	8	24%	
Car Passengers	69	23%	7	21%	
Pedestrians	19	6%	6	18%	
Older People (60 years plus)	35	12%	5	15%	
Young Car Drivers (aged 17-25 years)	32	11%	1	3%	
Goods Vehicle Users	21	7%	1	3%	
Adult Pedal Cyclists	5	2%	1	3%	
Older Car Drivers (70 years plus)	5	2%	1	3%	
Child Pedal Cyclists	3	1%	1	3%	
Child Car Passengers	11	4%	0	0%	
Child Pedestrians	3	1%	0	0%	
Bus / Minibus Users	3	1%	0	0%	

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

Work related casualties comprised 28% of KSI casualties in the last three years and were 22% above the 2005 to 2009 average.

Actions

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

Support DDRSP occupational road risk work.

Amber Valley

2013

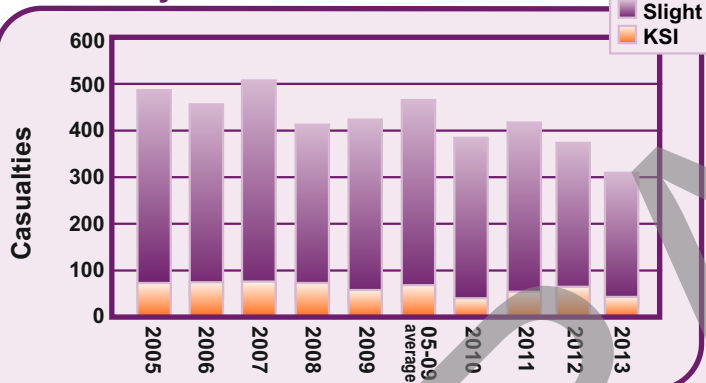
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

After increases in KSI casualties in 2011 and 2012, a decrease of 19 casualties led to 2013 being the lowest year of the last 30 years. KSI casualties were 46% (29) casualties below the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
Car Passengers	64	21%	8	24%
Pedestrians	41	13%	8	24%
Motorcyclists	35	11%	8	24%
Car Drivers	135	44%	5	15%
On Way to/from or as Part of Work	82	27%	4	12%
Older People (60 years plus)	35	11%	4	12%
Adult Pedal Cyclists	15	5%	3	9%
Child Pedestrians	10	3%	3	9%
Young Car Drivers (aged 17-25 years)	32	10%	2	6%
Older Car Drivers (70 years plus)	11	4%	2	6%
Child Pedal Cyclists	4	1%	2	6%
Bus / Minibus Users	9	3%	0	0%
Child Car Passengers	8	3%	0	0%
Goods Vehicle Users	4	1%	0	0%

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

Priorities

In 2013, KSI casualties in all road user groups were below the 2005 to 2009 average but pedestrians had reduced at a slower pace than other groups.

In the last three years (2011-2013), the level of pedestrians killed or seriously injured increased by 42% compared with the preceding three years (2008-2010). Pedestrians comprised 21% of KSI casualties.

Actions

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

Erewash

2013

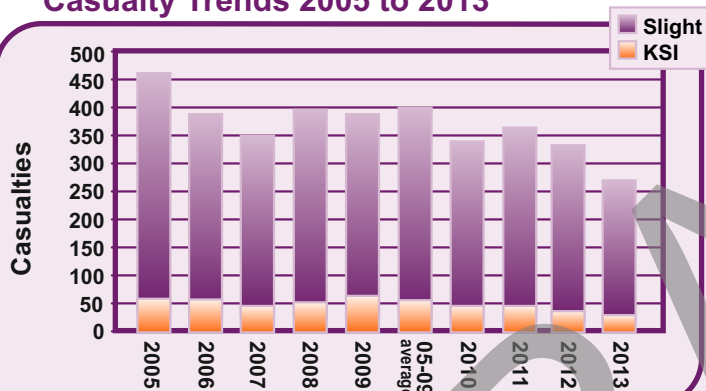
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

KSI casualties decreased in 2012 and again in 2013 to the lowest level of the last 30 years and were 42% (22) casualties below the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
On Way to/from or as Part of Work	78	30%	13	43%
Adult Pedal Cyclists	41	16%	11	37%
Motorcyclists	23	9%	6	20%
Pedestrians	27	10%	5	17%
Car Drivers	102	39%	4	13%
Older People (60 years plus)	41	16%	4	13%
Child Pedestrians	11	4%	3	10%
Car Passengers	37	14%	2	7%
Goods Vehicle Users	8	3%	1	3%
Child Pedal Cyclists	6	2%	1	3%
Young Car Drivers (aged 17-25 years)	18	7%	0	0%
Bus / Minibus Users	14	5%	0	0%
Older Car Drivers (70 years plus)	6	2%	0	0%
Child Car Passengers	3	1%	0	0%

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

Priorities

In 2013, the level of adult pedal cyclists killed or seriously injured was the highest of all the years from 2005 onwards and 57% above the 2005 to 2009 average.

Work related casualties comprised 30% of KSI casualties in the last three years and were 30% above the 2005 to 2009 average.

Actions

Delivery of engineering works around the Long Eaton Green scheme.

Introduction of measures to reduce adult pedal cyclist casualties: adult cycle training, hot spot identification and publicity.

Support DDRSP occupational road risk work.

South Derbyshire

2013

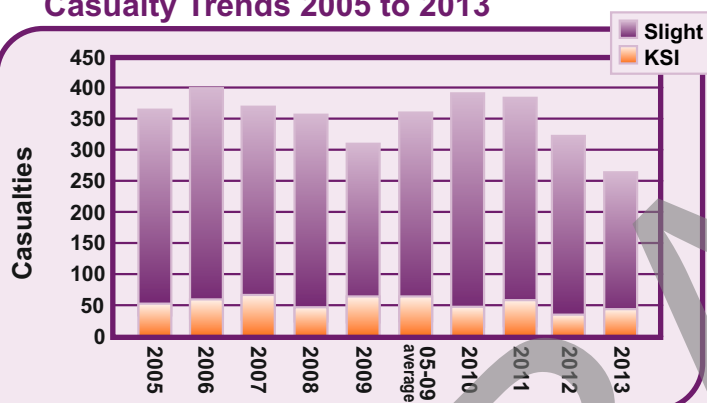
Collisions

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

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

Casualty Trends 2005 to 2013



Trends

In 2012, KSI casualties were the lowest level of the last 30 years then increased by 3 casualties in 2013 to a level of 24% (13) casualties below the 2005 to 2009 average.

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

	All Casualties	% of All	KSI Casualties	% of KSI
Car Drivers	140	54%	22	52%
On Way to/from or as Part of Work	91	35%	13	31%
Motorcyclists	30	12%	6	14%
Older People (60 years plus)	21	8%	6	14%
Car Passengers	45	17%	5	12%
Young Car Drivers (aged 17-25 years)	39	15%	5	12%
Adult Pedal Cyclists	17	7%	4	10%
Pedestrians	11	4%	4	10%
Child Car Passengers	10	4%	2	5%
Older Car Drivers (70 years plus)	6	2%	2	5%
Goods Vehicle Users	11	4%	0	0%
Child Pedestrians	2	1%	0	0%
Bus / Minibus Users	0	0%	0	0%
Child Pedal Cyclists	0	0%	0	0%

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

Priorities

In the last three years (2011-2013), the level of work related killed or seriously injured casualties increased by 19% compared with the preceding three years (2008-2010). Work related casualties comprised 23% of KSI casualties.

Car user casualties have increased at a faster pace than other road user groups since the 2005-2009 average.

Actions

Support DDRSP young driver education programme.

Subsidy and improvement of training support for young drivers: Pass Plus Extra and pre-driver training.

Support DDRSP occupational road risk work.

Derby and Derbyshire Annual Casualty Report 2013

Notes

- The data described in this Report refers to road traffic injury collisions reported to the Police within 30 days of occurrence.
- 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.
- 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 city 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

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

Claire Molyneux
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Derbyshire County Council (DCC)

Casualty Reduction and Road Safety Policy

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Casualty Data and Analysis

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Road Safety Projects

Vanessa Ball
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Traffic and Safety
(engineering schemes and traffic management)

Simon Tranter
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Email: simon.tranter@derbyshire.gov.uk

More information about DCC's road safety work and the 2012 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
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Casualty Reduction and Projects Officer

Adrian Astle
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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 Agency (Midlands region)

Safety Lead Dave Lynch
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Email: Dave.Lynch@highways.gsi.gov.uk

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

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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