

Child Road Safety Audit

Updated to 2015

**A study of child casualty trends with child
casualty rates in the Derbyshire County
Council area**

2011 to 2015

Introduction

The Department for Transport's (DfT) Road Safety Strategy , 'Tomorrow's Roads – Safer for Everyone', published in 2002, asked Local Authorities to carry out 'Child Safety Audits' in order to identify the child road safety problems within their area so that policies, initiatives and campaigns could be carried out in order to deal with those problems. The DfT strategy stated 'Road traffic collisions are the leading cause of accidental injury amongst children' and 'We want to make it safer for everyone to encourage healthy travel choices'.

To this end, Derbyshire County Council has produced Child Safety Audits relating to casualty data up to the end of 2006, 2009, 2012 and the current Audit relates to casualty data up to the end of 2015 and covers the area administered by Derbyshire County Council.

The aim of this Audit is to prioritise geographical areas for the Road Safety Team to focus on. For analysis purposes, the audit uses 18 areas within Derbyshire based on appropriate amalgamations of Safer Neighbourhood Team (SNT) boundaries.

Detailed information is provided on the welcome reductions in child casualties that occurred in Derbyshire since 2002. Particular reference is made to reductions comparing the years 2011 to 2015 with 2008 to 2012, (the 5 year period of the preceding Audit).

Child casualties within the 18 areas were broken down into three different road user groups: pedestrians, pedal cyclists and car passengers and three different age groups of all casualty types: 0-4 years, 5-10 years and 11-15 years. Casualty levels were ranked per thousand population within each of the 18 areas and analysis made as to which areas were above average. Please refer to the table on page 5.

Individual factsheets for each of the 18 geographical areas were produced, including a collision map, casualty trends and characteristics and home postcode analysis as a useful tool for road safety practitioners, teachers, and Safer Neighbourhood Teams.

Ranking of child casualties per hundred thousand population in the 18 adjacent geographical areas used in this Child Audit shows that the target areas for Road Safety are Chesterfield, Ilkeston and Heanor, Buxton, Brimington and Staveley, Ripley and Alfreton and Swadlincote.

All schools will receive information on road safety resources and schools within the target areas will be offered workshops run by Road Safety Officers.

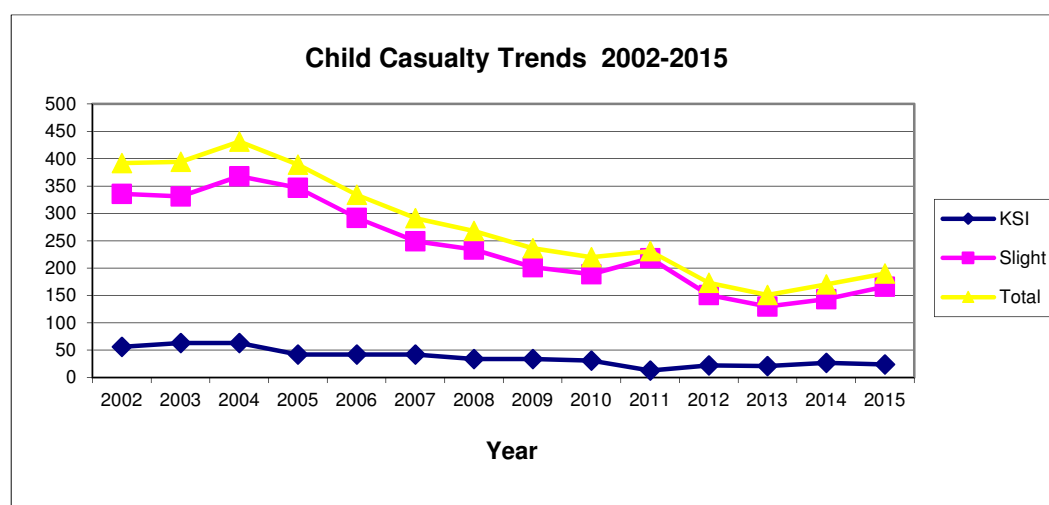
Reducing the toll of children hurt in road collisions is a priority of Derbyshire County Council and the Child Safety Audit enables an evidence led strategy towards reducing child casualties to be implemented.

Child Safety Audit 2011-2015 for Derbyshire County Council area

Child Casualty Trends

There has been a welcome reduction in killed and serious child casualties In Derbyshire County Council area from 63 in both 2003 and 2004 to a record low of 13 in 2011 and an average of 24 during the last 3 years.

Total child casualties reduced from a peak of 431 in 2004 to a low of 151 in 2013, and 191 occurred in 2015.



Comparison of 2011-15 with 2008-2012

There were 915 child casualties in the 5 years 2011-2015, a reduction of 32% from 1128 casualties in 2008-2012

The 5 – 10 year old age group reduced the least

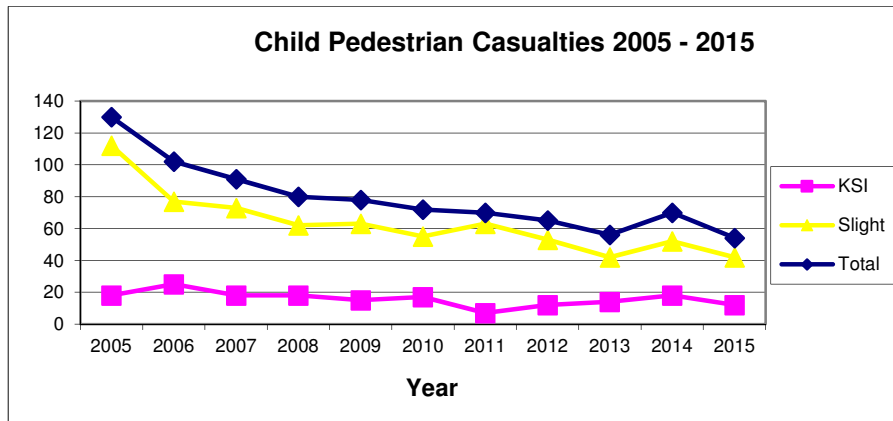
Child pedestrian casualties reduced less than other road user groups

Casualties in Derbyshire Dales, Chesterfield and Erewash reduced at a slower pace than other districts

Male casualties reduced at a slower pace than female casualties

Casualties occurring on weekdays reduced at a slower pace than casualties at weekends

Child Pedestrian Casualty Trends

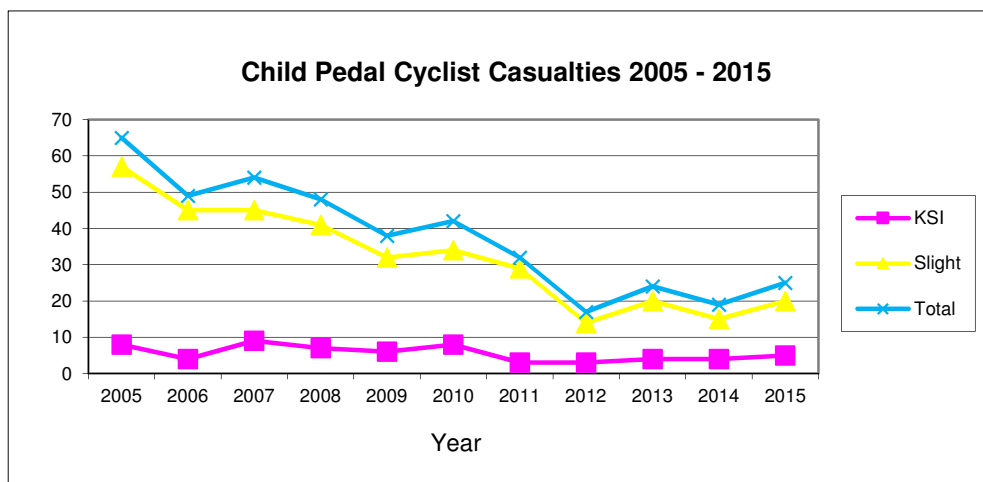


There were 315 child pedestrian casualties in the 5 years 2011-2015, a reduction of 14% from 365 in 2008-2012

There was a slight increase in casualties within the 5-10 year old age group

Male casualties increased by 4% whilst female casualties reduced by 32%

Child Pedal Cyclist Casualty Trends

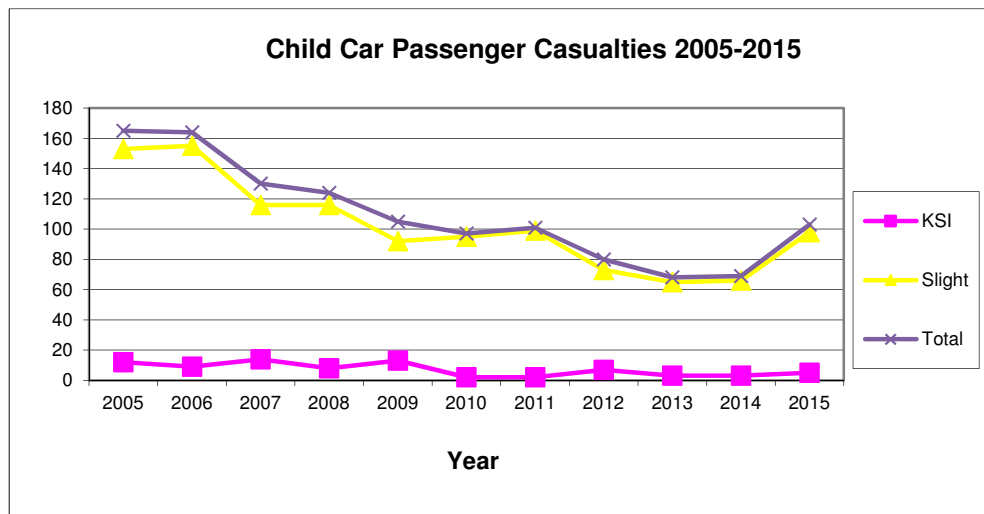


There were 117 child pedal cyclist casualties in the 5 years 2011-2015, a reduction of 34% from 177 in 2008-2012

Casualties within the 0-4 year old age group reduced the most

Male casualties reduced slightly less than female casualties

Car Passenger Casualty Trends



There were 421 child car passenger casualties in the 5 years 2011-2015, a 17% reduction from 507 in 2008-2012.

All age groups decreased at the same rate

Female casualties reduced at a slower pace than male casualties

Child Casualties 2011-2015 Ranked on Casualties per 1000 Population

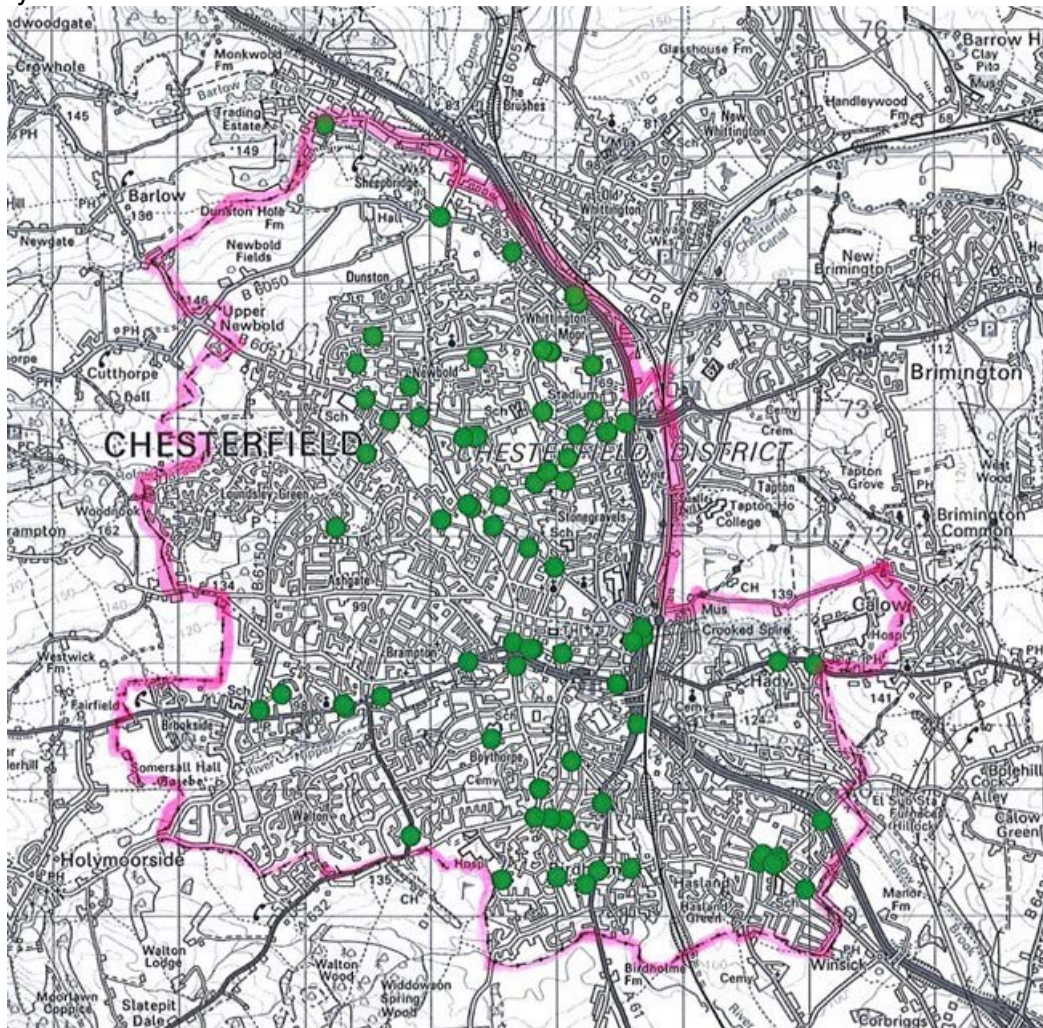
Area	All Child Casualties	No of cas	Pedestrians	No of cas	Pedal Cyclists	No of Cas	Car Passengers	No of cas	0-4 year olds	No of cas	5-10 year olds	No of cas	11-15 year olds	No of cas
Chesterfield	Above average	89	Well above average	36	Above average	13	Above average	36	Below average	7	Above average	30	Well above average	52
Ilkeston & Heanor	Average	104	Well above average	52	Average	13	Below average	33	Above average	16	Average	35	Average	53
Buxton	Above average	32	Well above average	16	Above average	5	Below average	8	Well above average	6	Well above average	15	Below average	11
Brimington & Staveley	Above average	60	Above average	18	Below average	4	Average	22	Above average	7	Above average	20	Well above average	33
Ripley & Alfreton	Average	63	Above average	28	Above average	10	Below average	22	Below average	7	Above average	25	Average	31
Bolsover & Shirebrook	Average	56	Below average	15	Well above average	13	Average	26	Below average	7	Average	21	Average	28
Long Eaton	Below average	64	Average	25	Well above average	18	Below average	13	Below average	6	Below average	21	Average	37
Swadlincote	Average	78	Above average	33	Below average	8	Average	37	Well above average	15	Average	30	Below average	33
Dronfield & Killamarsh	Above average	59	Below average	13	Below average	6	Above average	33	Well above average	9	Below average	14	Above average	36
Tibshelf & Clay Cross	Average	65	Below average	17	Below average	7	Above average	38	Below average	7	Average	25	Average	33
Hathersage & Hope Valley	Well above average	21	Below average	3	Below average	1	Well above average	17	Well above average	5	Well above average	8	Above average	8
Bakewell	Well above average	26	Below average	1	Average	2	Well above average	23	Well above average	2	Well above average	8	Well above average	16
Glossop	Below average	31	Average	15	Below average	2	Below average	13	Below average	1	Below average	11	Average	19
Chapel & New Mills	Below average	24	Above average	14	Below average	2	Below average	8	Below average	0	Below average	9	Below average	15
Matlock & Wirksworth	Below average	27	Average	11	Below average	2	Average	13	Below average	2	Average	12	Below average	13
Belper & Duffield	Below average	37	Below average	8	Below average	6	Below average	20	Below average	4	Below average	12	Below average	21
Ashbourne	Below average	37	Below average	10	Below average	4	Average	20	Below average	4	Below average	14	Below average	19
Melbourne	Average	15	Below average	0	Below average	1	Well above average	13	Well above average	6	Below average	2	Below average	7

Casualty figures exclude motorway collisions

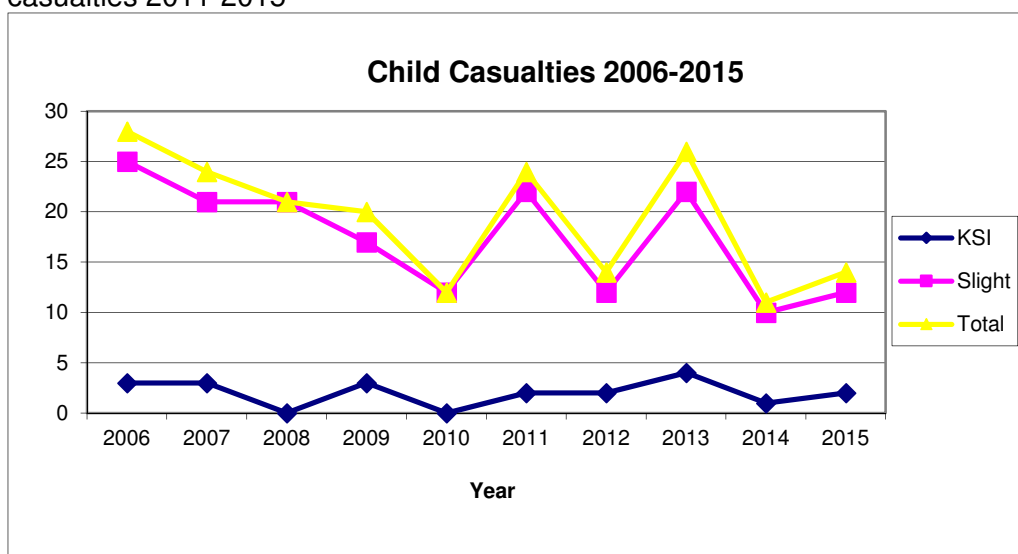
Well above average =	more than 40% above the figure for the whole County
Above average =	between 10% above and 40% above the figure for the whole County
Average =	between 10% below and 10% above the figure for the whole County
Below average =	more than 10% below the figure for the whole County

Chesterfield District

5 secondary schools
21 primary schools

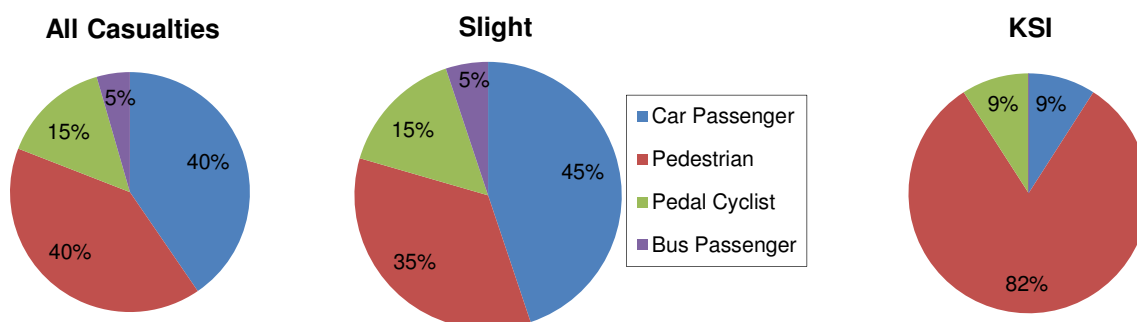


11 KSI casualties 2011-2015
78 Slight casualties 2011-2015



2% decrease in 2011-15 from 2008-2012, slower than the County average

	Chesterfield District	County
Child casualties as a % of all casualties	10%	7%
KSI child casualties as a % of all KSI casualties	12%	6%
Child casualties per 1000 population	8.2	6.8
Pedestrians per 1000 population	3.3	2.3
Pedal Cyclists per 1000 population	1.2	0.9
Car Passengers per 1000 population	3.3	3.1
0-4 year old casualties per 1000	2.0	2.7
5-10 year old casualties per 1000	7.4	6.7
11-15 year old casualties per 1000	15.9	10.3



Notes:

- Casualties of pre-school and infant ages reduced since the last audit of 2008-2012 but casualties of junior and secondary school ages increased
- More pedestrians were injured than the County average and significantly more were seriously injured
- A similar number of pedal cyclists were seriously injured compared with the County average
- Less car passengers were injured than the County average, particularly seriously injured
- Over half of child casualties were of secondary school age, higher than the figure for the County
- Boys and girls were equally likely to be injured. The number of girls injured increased from the last Child Safety Audit from 2008-2012
- March and September were the months with most casualties
- Just 21% of casualties were injured at the weekend, lower than the County average
- There were peaks in casualties between 2pm and 4pm with the number staying higher until 7pm
- Just under a quarter of car passenger casualties were being driven by a young driver. This is higher than the County average

Where casualty's postcode is recorded:

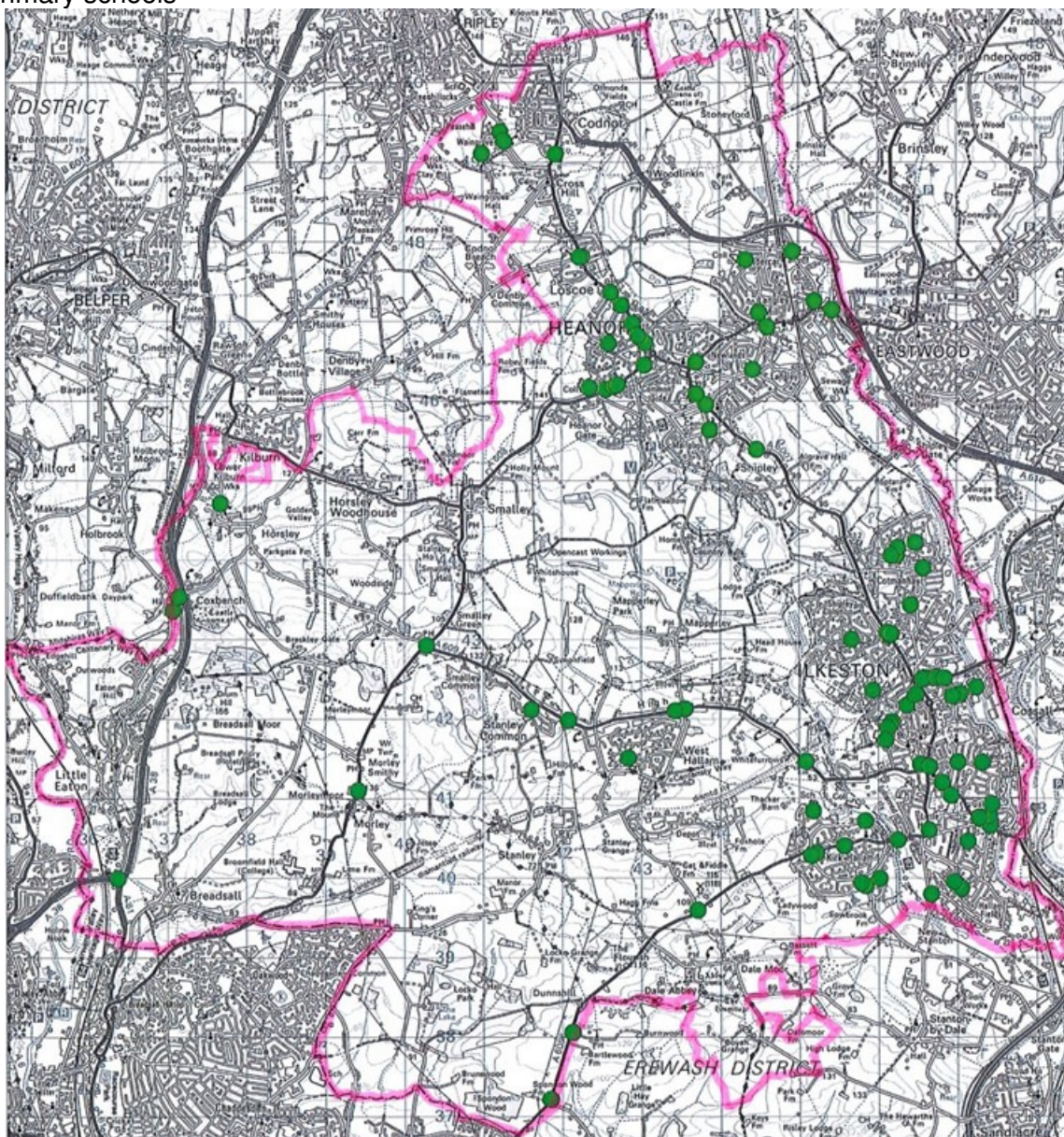
- All but two pedestrians were injured within a mile of their home.
- All pedal cyclists were injured within a mile of their home
- A third of car passengers were injured within a mile of their home and all but 4 lived within 6 miles of this area.

Areas to look at:

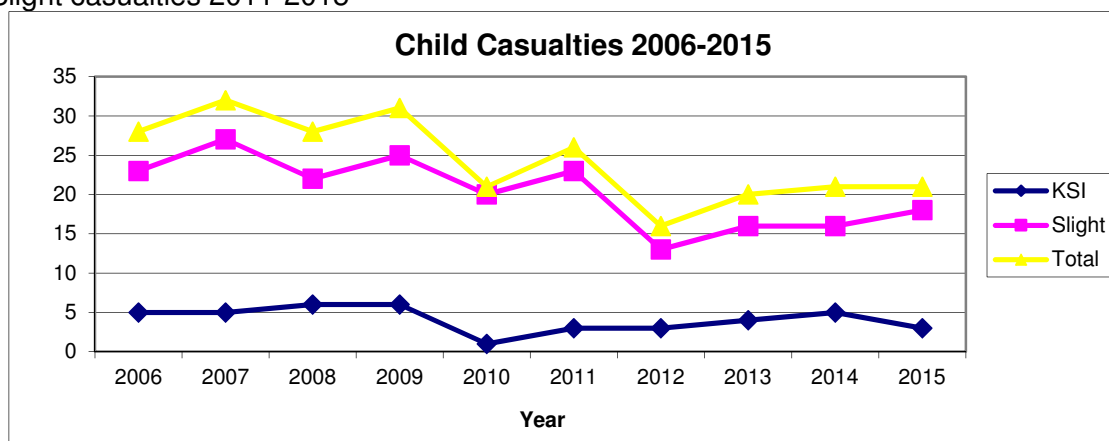
- Pedestrians – particularly 11-13 year olds
- Pedal cyclists – aged 8 – 15 year olds, particularly boys
- 11-13 year old car passengers
- 14-15 year olds in hours of darkness

Ilkeston, Heanor & District

5 secondary schools
36 primary schools

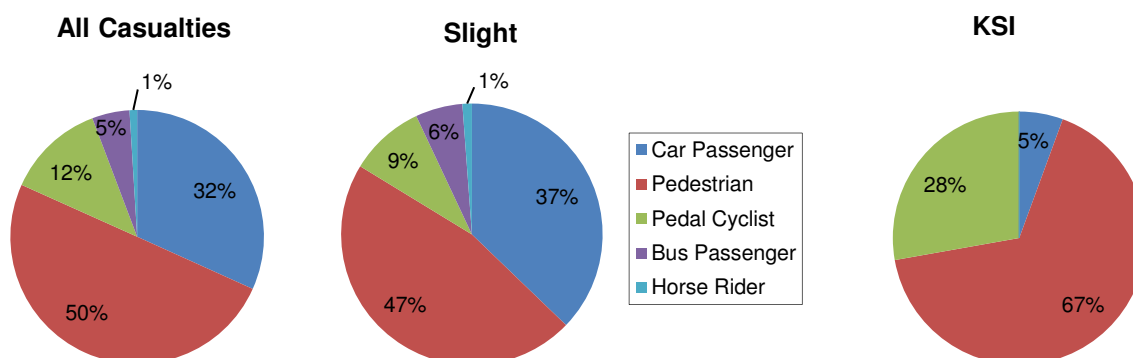


18 KSI casualties 2011-2015
104 Slight casualties 2011-2015



15% decrease in 2011-15 from 2008-2011, slower than the County average

	Ilkeston District	County
Child casualties as a % of all casualties	10%	7%
KSI child casualties as a % of all KSI casualties	13%	6%
Child casualties per 1000 population	6.9	6.8
Pedestrians per 1000 population	3.5	2.3
Pedal Cyclists per 1000 population	0.9	0.9
Car Passengers per 1000 population	2.2	3.1
0-4 year old casualties per 1000	3.3	2.7
5-10 year old casualties per 1000	6.1	6.7
11-15 year old casualties per 1000	12.0	10.3



Notes:

- More pedestrians were injured than the County average
- More pedal cyclists were seriously injured than the County average
- A lot less car passengers were injured than the County average
- Just over half of child casualties were of secondary school age, similar to the figure for the County
- Boys were much more likely to be injured than girls
- January and September were the months with most casualties
- 80% of casualties were injured during the week, higher than the County average
- There were peaks in casualties between 8am and 9pm and 3pm and 7pm

Where casualty's postcode is recorded:

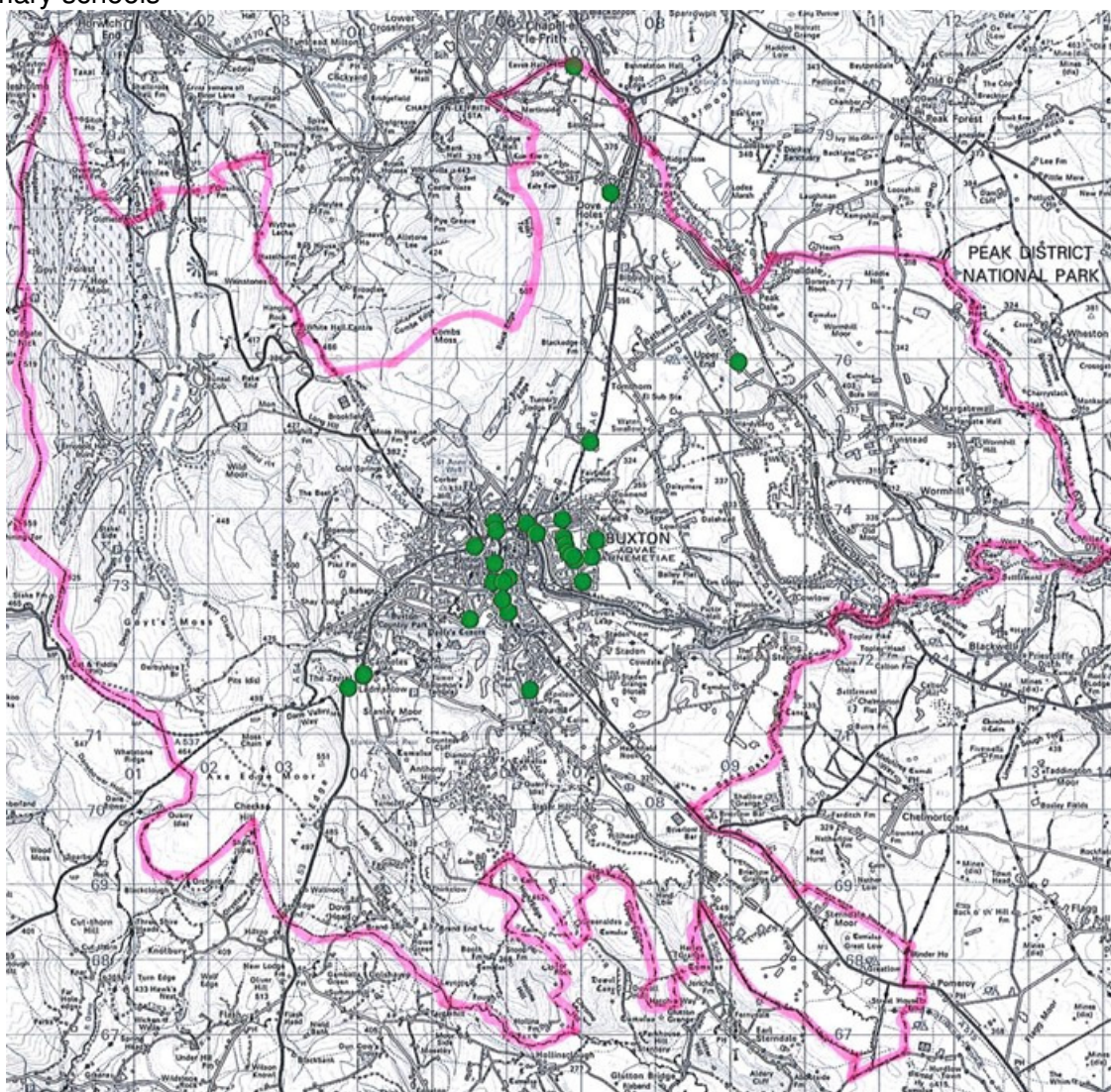
- Three quarters of pedestrian casualties were injured within a mile of their home and none were injured more than 3 miles from where they lived
- All but one pedal cyclist casualties lived in the area they were injured
- 70% of car passengers lived within 3 miles of where they were injured and only one lived more than 10 miles from where they were injured

Areas to look at:

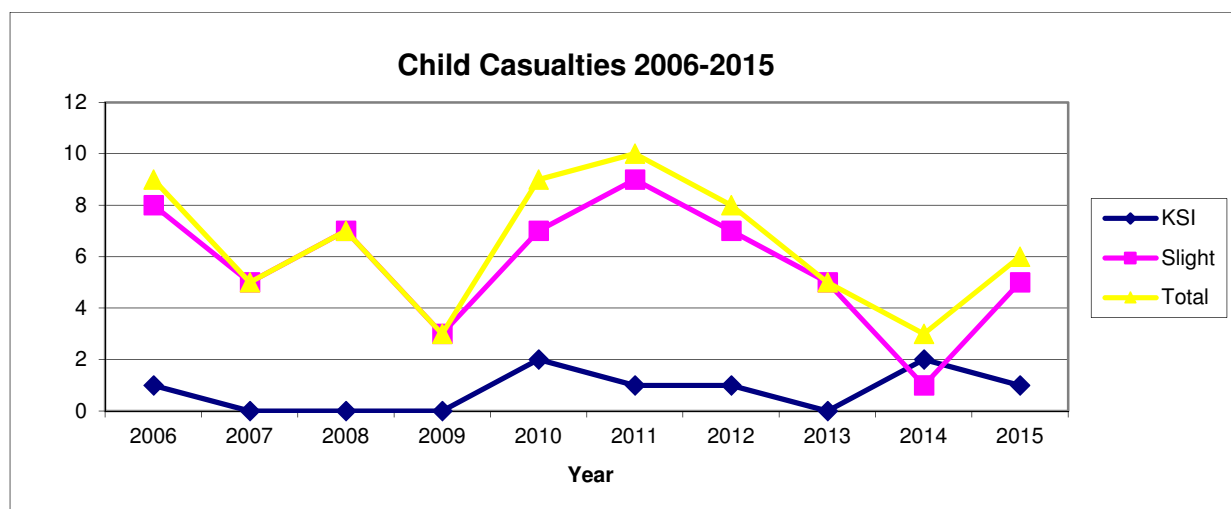
- Pedestrians – particularly 11-13 year olds and 7-10 year olds
- Pedal cyclists – particularly 11-13 year olds
- 0-4 year old car passengers
- 11-14 year old boys

Buxton & District

2 secondary schools
9 primary schools

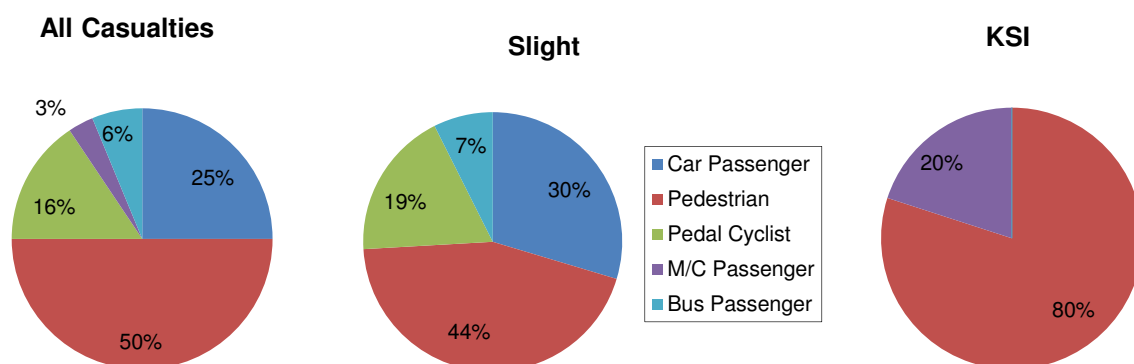


5 KSI casualties 2011-2015
32 Slight casualties 2011-2015



14% decrease in 2011-15 from 2008-2012, slower than the County average

	Buxton District	County
Child casualties as a % of all casualties	10%	7%
KSI child casualties as a % of all KSI casualties	10%	6%
Child casualties per 1000 population	7.3	6.8
Pedestrians per 1000 population	3.6	2.3
Pedal Cyclists per 1000 population	1.1	0.9
Car Passengers per 1000 population	1.8	3.1
0-4 year old casualties per 1000	4.5	2.7
5-10 year old casualties per 1000	9.3	6.7
11-15 year old casualties per 1000	7.5	10.3



Notes:

- More pedestrians were injured than the County average
- Fewer car passengers were injured than the County average with no car passengers being driven by young drivers. Most were being driven by female drivers aged 40-50 years
- Slightly more pedal cyclists were injured than the County average. The number of pedal cyclists injured has increased since the 2008-2012 audit
- Only a third of child casualties were of secondary school age, lower than the figure for the County but the percentage of primary school and pre-school aged children injured was higher than in the County
- Boys and girls were equally likely to be injured
- June and December were the months with most casualties
- Nearly three quarters of casualties were injured during the week, similar to the County average
- There were peaks in casualties between 3pm and 6pm
- Teenagers were less likely to be injured in hours of darkness than the County average

Where casualty's postcode is recorded:

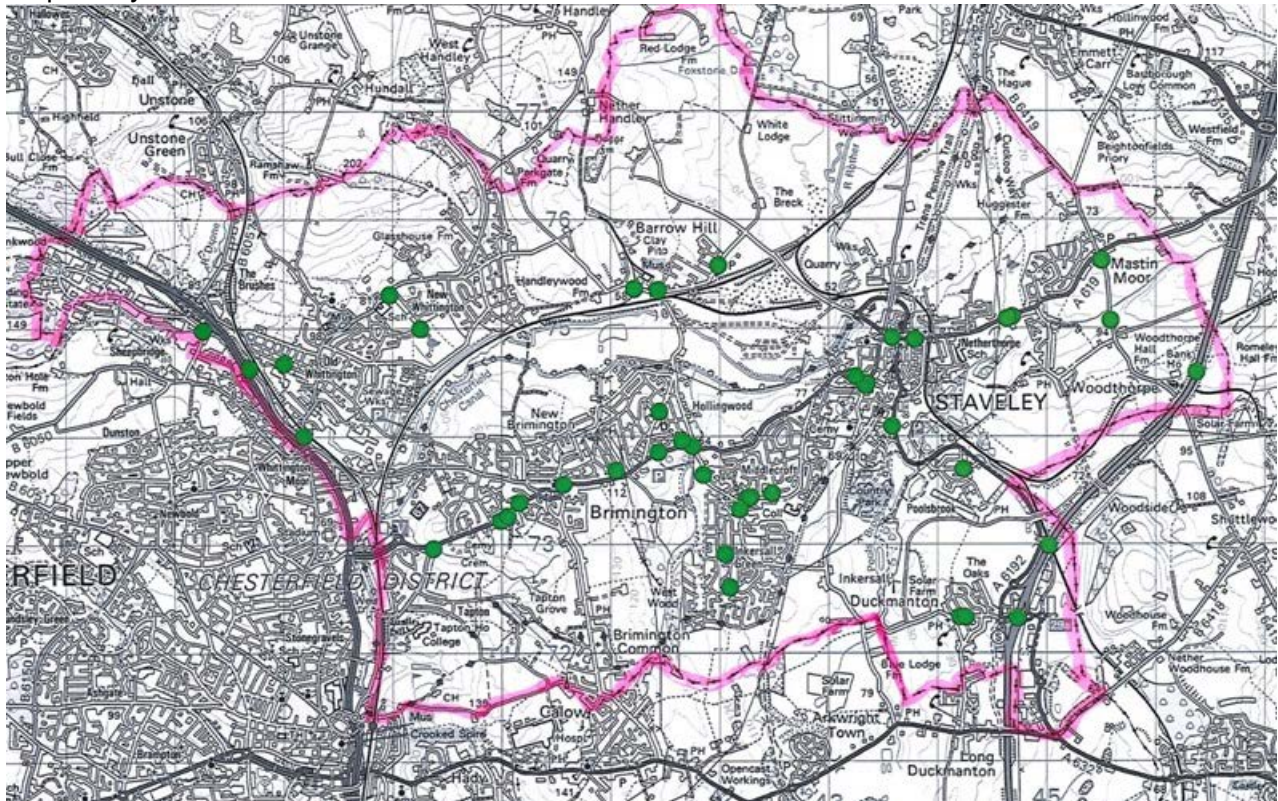
- All pedestrians were injured less than a mile from where they lived
- All pedal cyclists were injured in the area where they lived
- All but one car passengers were injured within two miles of where they lived. Most car passengers lived in rural areas around Buxton.

Areas to look at:

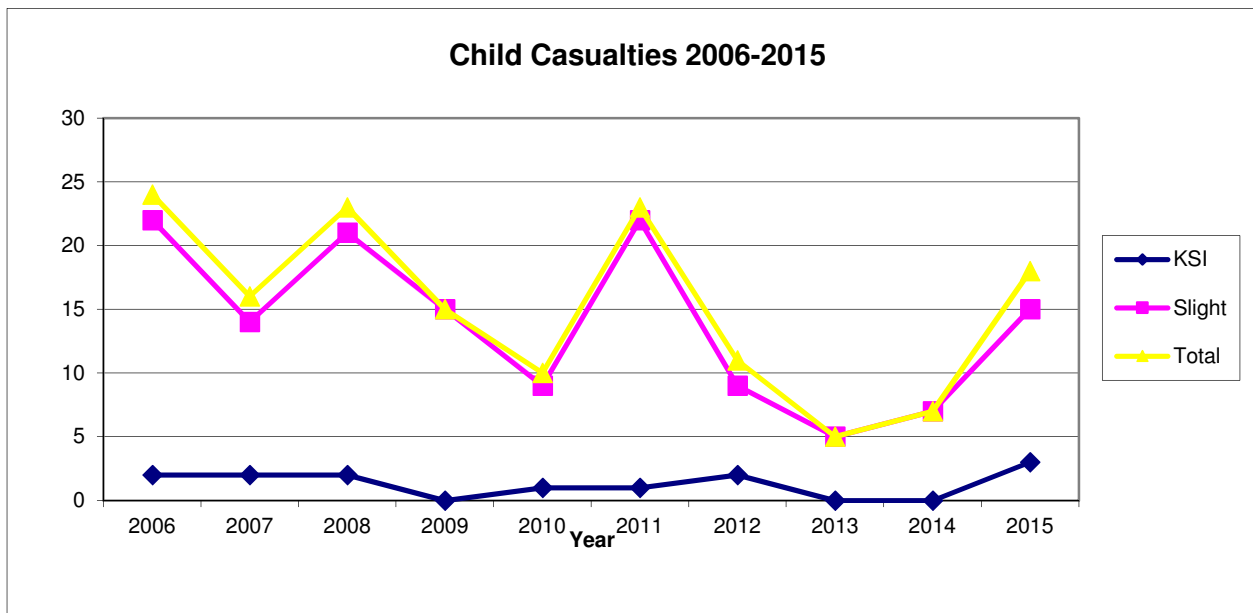
- Pedestrians, particularly 9-13 year olds
- Pedal cyclists and pedestrians in Fairfield
- 0-4 year old car passengers

Brimington, Staveley & District

3 secondary schools
15 primary schools

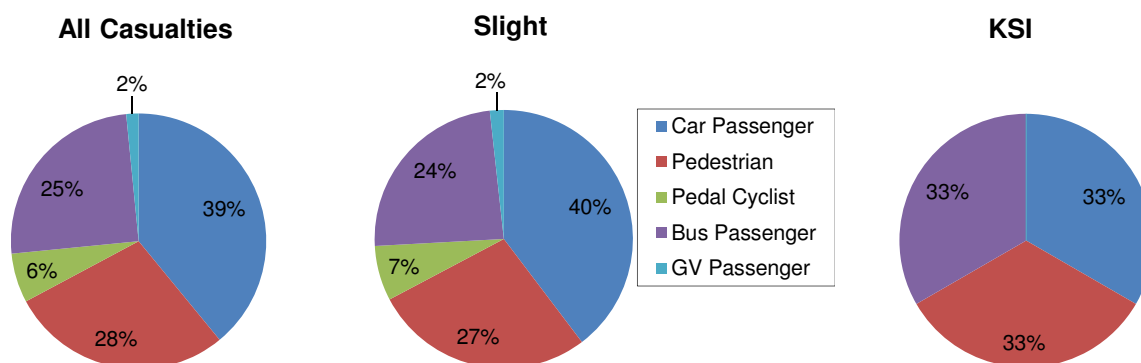


6 KSI casualties 2011-2015
58 Slight casualties 2011-2015



22% decrease in 2011-15 from 2008-2012, slightly better than the County average

	Brimington District	County
Child casualties as a % of all casualties	12%	7%
KSI child casualties as a % of all KSI casualties	11%	6%
Child casualties per 1000 population	8.6	6.8
Pedestrians per 1000 population	2.6	2.3
Pedal Cyclists per 1000 population	0.6	0.9
Car Passengers per 1000 population	3.2	3.1
0-4 year old casualties per 1000	3.1	2.7
5-10 year old casualties per 1000	7.7	6.7
11-15 year old casualties per 1000	15.9	10.3



Notes:

- More car passengers were seriously injured than the County average, though less were slightly injured
- A lower proportion of car passengers were being driven by young drivers than the County average.
- A lot less pedestrians were injured than the County average
- Less pedal cyclists were injured than the County average
- More bus passengers were injured than the County average, although 12 children were injured in one collision
- Half of child casualties were of secondary school age, similar to the figure for the County
- Boys were more likely to be injured than girls
- January and March were the months with most casualties
- Nearly 90% of casualties were injured during the week, higher than the County average
- There were peaks in casualties between 8am and 9am and 3pm to 5pm

Where casualty's postcode is recorded:

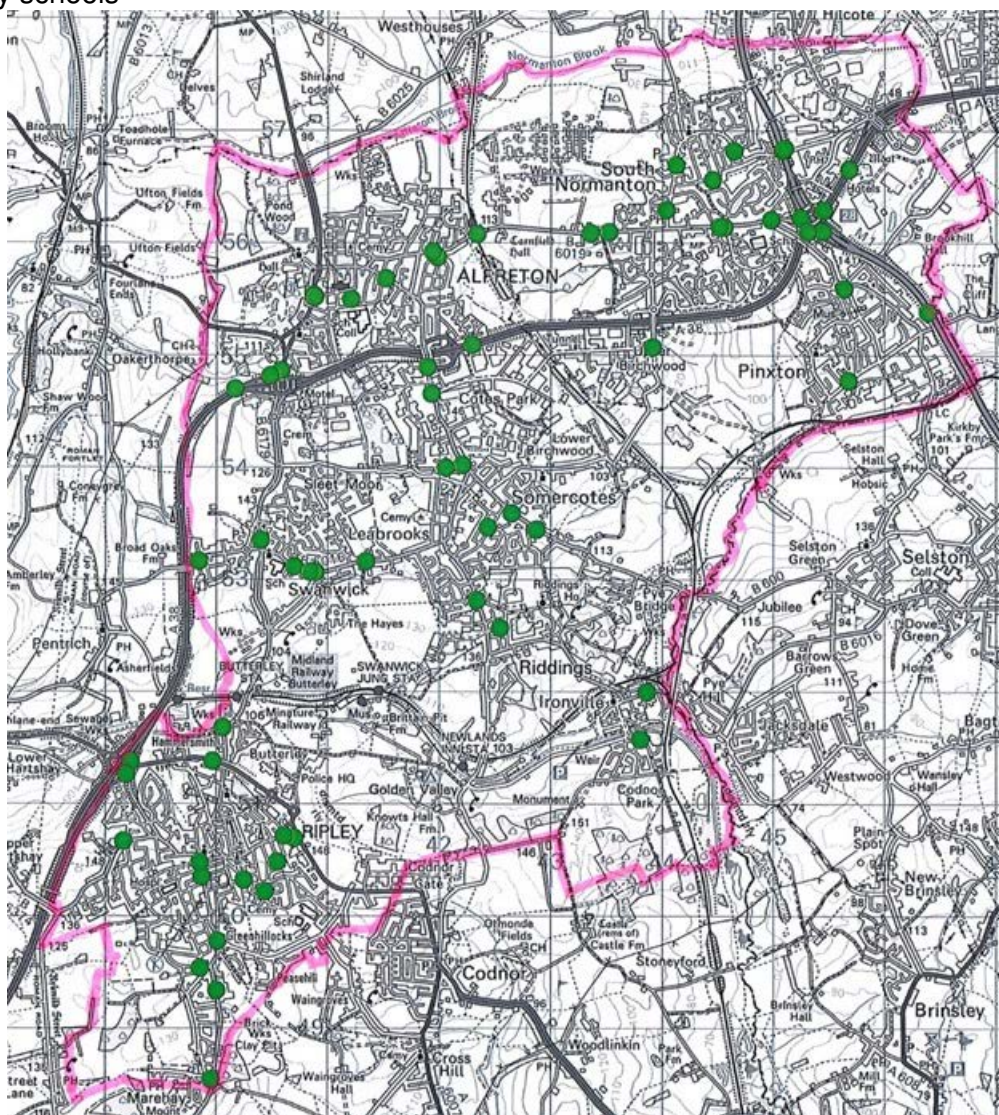
- All pedestrians were injured within a mile of their home
- Over three quarters of car passengers were injured within 5 miles of their home
- Excluding collisions on the motorway all but 2 car passengers were injured within 10 miles of their home

Areas to look at:

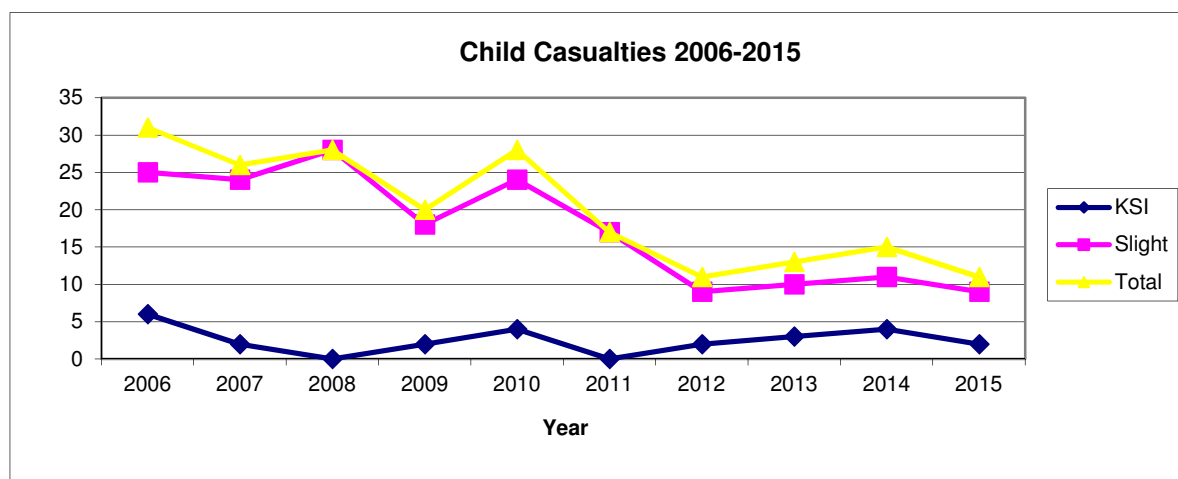
- Pedestrians aged 11-13
- Car passengers aged 5-10
- 10-12 year old boys

Ripley, Alfreton & District

4 secondary schools
21 primary schools

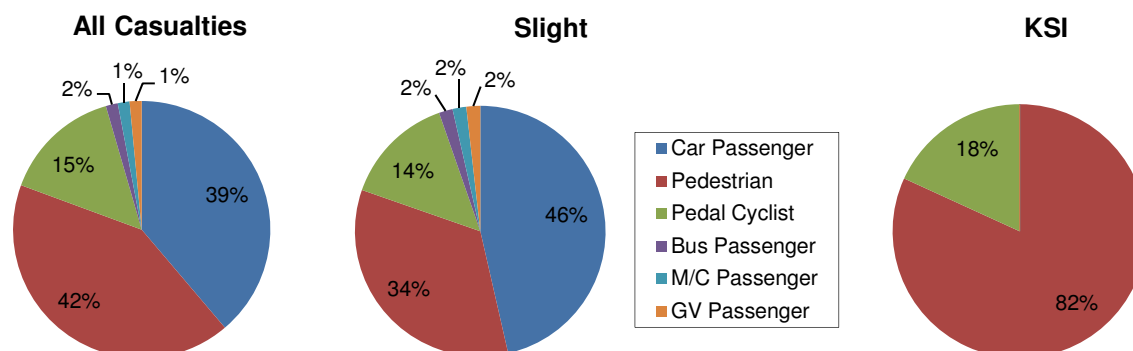


11 KSI casualties 2011-2015
56 Slight casualties 2011-2015



36% decrease in 2011-15 from 2008-2012, better than the County average

	Ripley District	County
Child casualties as a % of all casualties	7%	7%
KSI child casualties as a % of all KSI casualties	13%	6%
Child casualties per 1000 population	6.9	6.8
Pedestrians per 1000 population	2.9	2.3
Pedal Cyclists per 1000 population	1.0	0.9
Car Passengers per 1000 population	2.7	3.1
0-4 year old casualties per 1000	2.3	2.7
5-10 year old casualties per 1000	8.1	6.7
11-15 year old casualties per 1000	10.0	10.3



Notes:

- Pedal cyclist casualties have reduced more than other groups
- Pedestrian casualties have reduced the least. More pedestrians were injured than the County average
- Just under half of child casualties were of secondary school age, less than in the County
- Casualties aged 8-10 have reduced the least
- Boys were more likely to be injured but injuries to girls have reduced at a slower pace
- January, July and September were the months with most casualties
- 21% of casualties were injured at the weekend, lower than the County average
- There was a peak in casualties between 3pm and 6pm
- 15% of car passenger casualties were on the motorway
- A quarter of car passengers were being driven by a young driver

Where casualty's postcode is recorded:

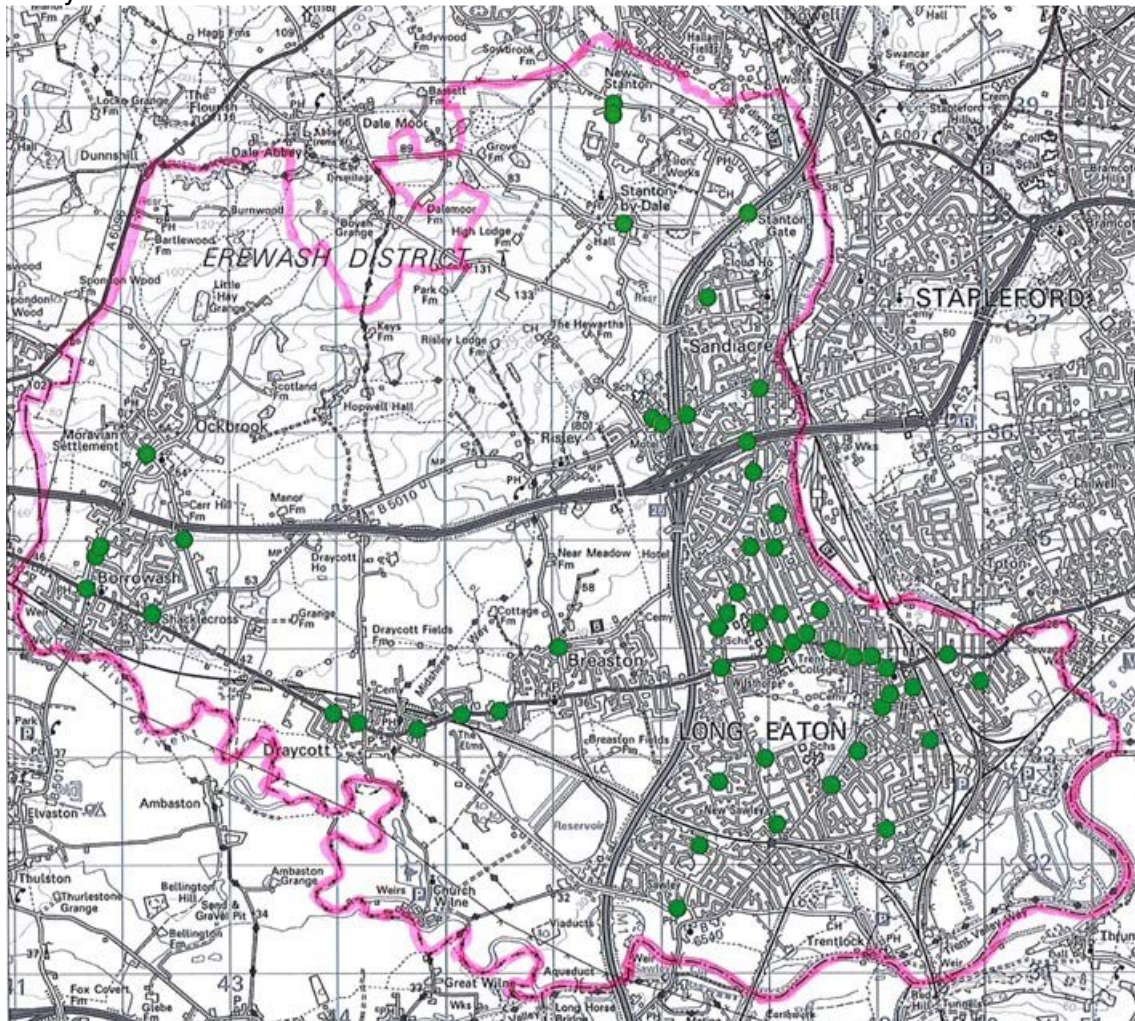
- All but two pedestrians lived in this area
- All pedal cyclists lived in this area
- Nearly two thirds of car passengers lived in this area
- Excluding motorway casualties, 80% of car passengers lived in this area

Areas to look at:

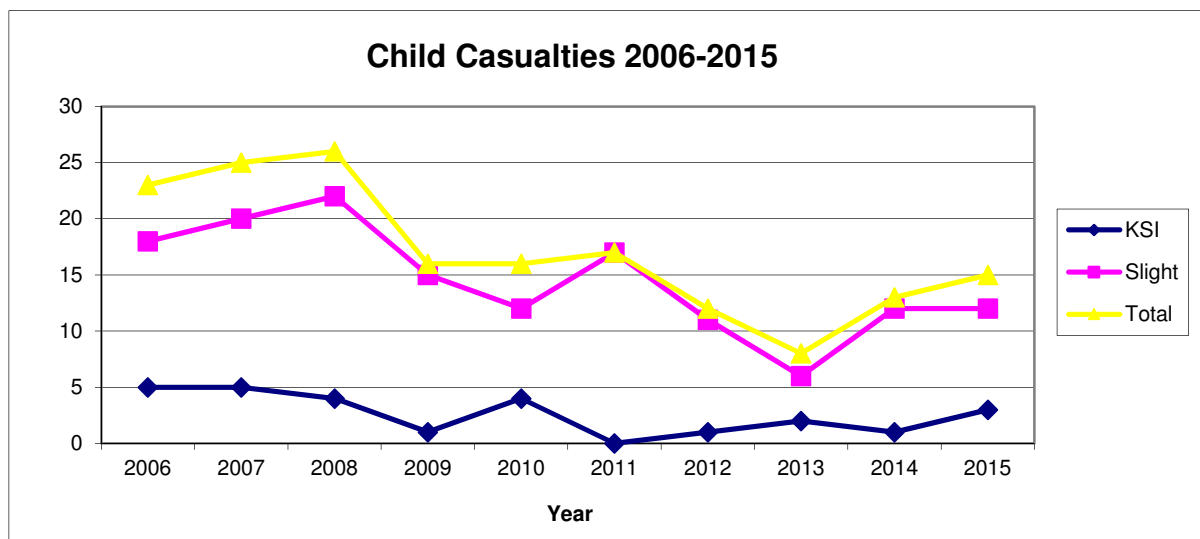
- Pedestrians – particularly 8-10 year olds
- Car passengers – particularly 8-10 and 14-15 year olds
- Car passengers travelling with a young driver
- Pedestrians in Ripley and Somercotes

Long Eaton District

3 secondary schools
18 primary schools

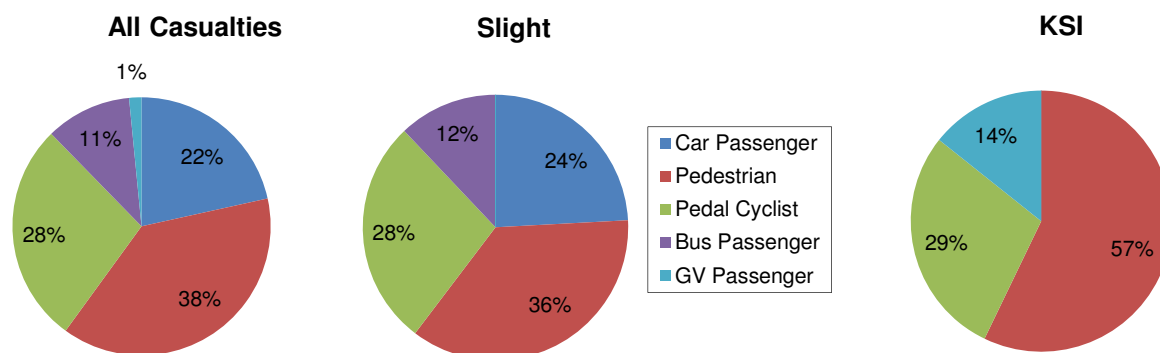


7 KSI casualties 2011-2015
65 Slight casualties 2011-2015



25% decrease in 2011-15 from 2008-2012, better than the County average

	Long Eaton District	County
Child casualties as a % of all casualties	8%	7%
KSI child casualties as a % of all KSI casualties	6%	6%
Child casualties per 1000 population	6.0	6.8
Pedestrians per 1000 population	2.3	2.3
Pedal Cyclists per 1000 population	1.7	0.9
Car Passengers per 1000 population	1.3	3.1
0-4 year old casualties per 1000	2.0	2.7
5-10 year old casualties per 1000	5.4	6.7
11-15 year old casualties per 1000	10.3	10.3



Notes:

- Slightly more pedestrians were slightly injured than the County average but a similar percentage were seriously injured
- A lot more pedal cyclists were injured than the County average
- A lot less car passengers were injured than the County average
- The number of secondary school aged casualties has reduced fastest
- Boys were slightly more likely to be injured than girls
- March and May were the months with most casualties
- Over 80% of casualties were injured during the week, higher than the County average
- There were peaks in casualties between 8 and 9 am and 2pm and 4pm
- Car passengers were much less likely to be travelling with a young driver than the County average
- Children were less likely to be injured in hours of darkness than the County average

Where casualty's postcode is recorded:

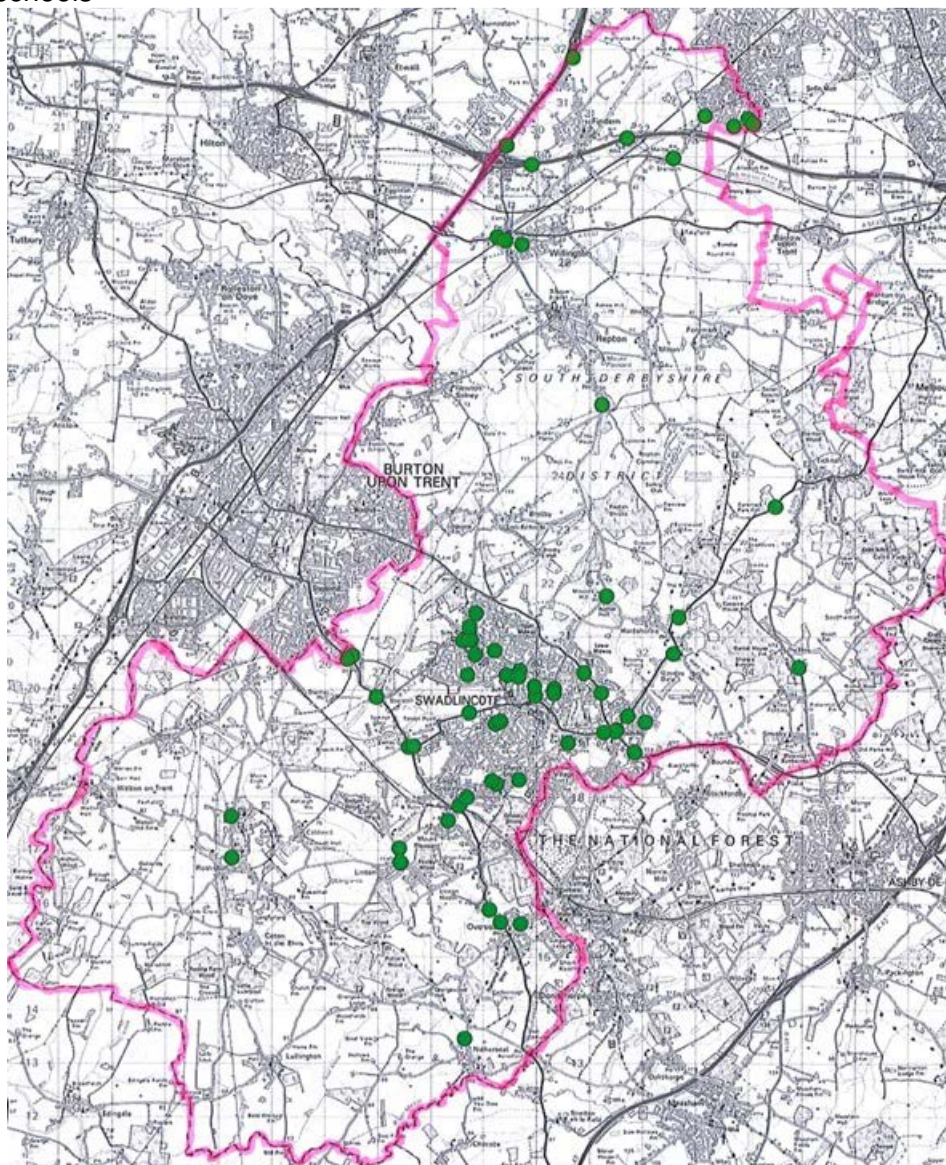
- Two thirds of pedestrians lived within a mile of where they were injured. All lived within 2 miles
- All pedal cyclists lived within a mile of where they were injured
- Over three quarters of car passengers lived within a mile of where they were injured. Apart from one collision which was on the motorway all car passengers lived within 5 miles where they were injured

Areas to look at:

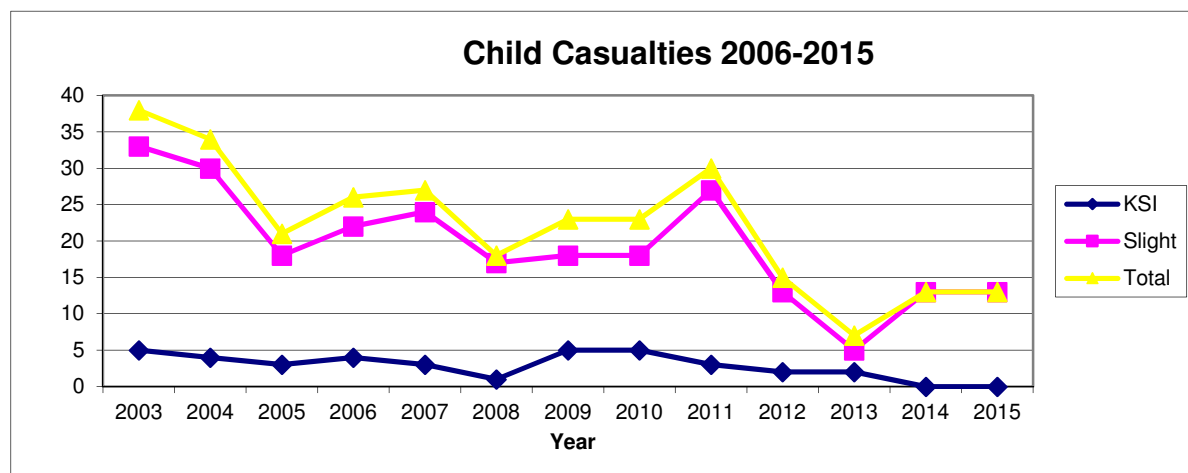
- Pedestrians – particularly 11-13 year olds and also primary aged children
- Pedal cyclists – particularly 11-13 year olds boys
- 0-4 year old car passengers

Swadlincote & District

3 secondary schools
26 primary schools

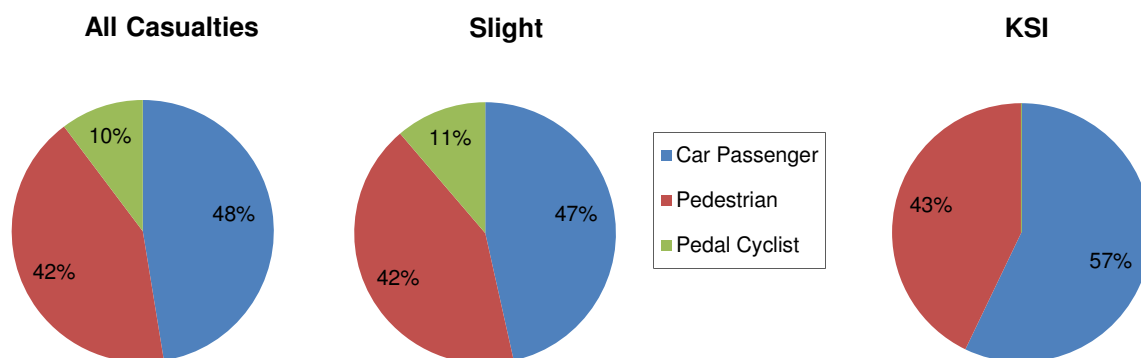


7 KSI casualties 2011-2015
78 Slight casualties 2011-2015



28% decrease in 2011-15 from 2008-2012, better than the County average

	Swadlincote District	County
Child casualties as a % of all casualties	9%	7%
KSI child casualties as a % of all KSI casualties	6%	6%
Child casualties per 1000 population	6.0	6.8
Pedestrians per 1000 population	2.6	2.3
Pedal Cyclists per 1000 population	0.6	0.9
Car Passengers per 1000 population	2.9	3.1
0-4 year old casualties per 1000	3.6	2.7
5-10 year old casualties per 1000	6.7	6.7
11-15 year old casualties per 1000	7.7	10.3



Notes:

- More pedestrians were injured than the County average
- A similar number of car passengers were injured compared with the County average
- The percentage of pre-school and primary aged children injured was higher than the County average
- The percentage of secondary aged children injured was lower than the County average
- Boys were more likely to be injured than girls. Female casualties have decreased faster than male casualties
- March, May and June were the months with most casualties
- Casualties were much more likely to be injured in the week than the County average
- There were peaks in casualty numbers between 7am and 8am and between 3pm and 5pm

Where casualty's postcode is recorded:

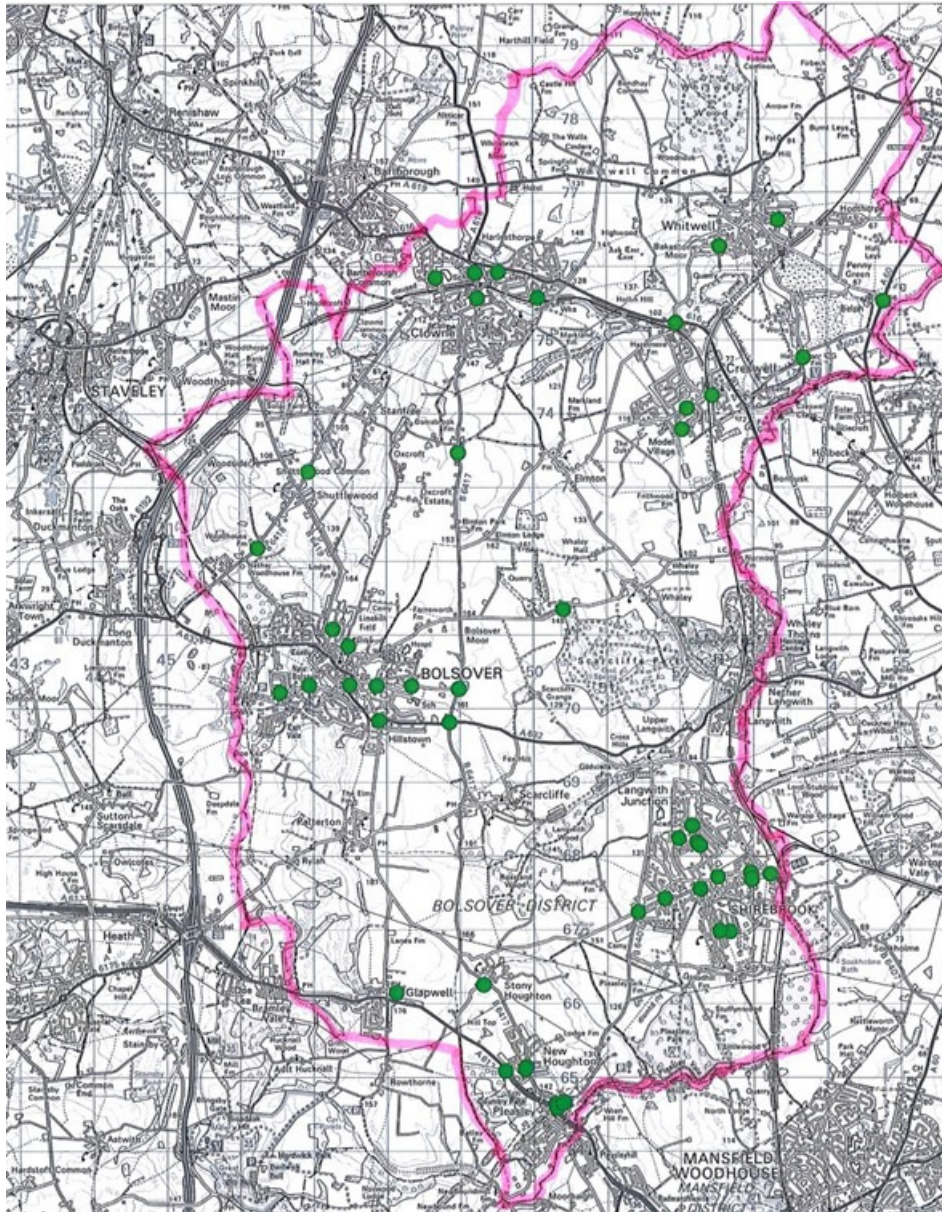
- Three quarters of pedestrians lived less than a mile from where they were injured and none lived more than 3 miles from where they were injured
- All pedal cyclists lived within half a mile of where they were injured
- Over 80% of car passengers lived within 4 miles of where they were injured and none lived over 7 miles from where they were injured

Areas to look at:

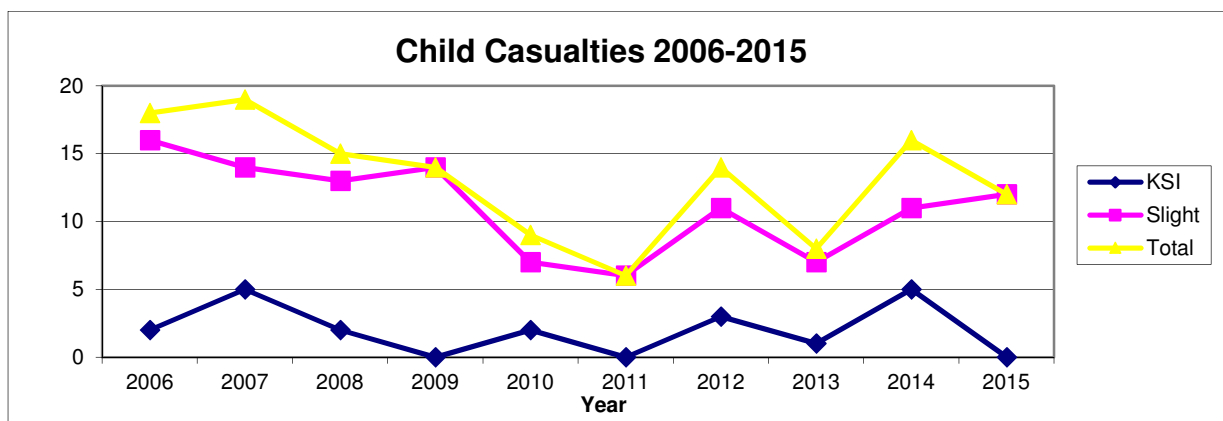
- Pedestrians – particularly 11-13 year olds
- Pedal cyclists – particularly boys from 8 - 11 year olds
- Car passengers – particularly 0-4year and 5-7 year olds

Bolsover, Shirebrook & District

3 secondary schools
20 primary schools



9 KSI casualties 2011-2015
47 Slight casualties 2011-2015



3% decrease in 2011-15 from 2008-2012, slower than the County average