

# **Child Road Safety Audit**

**Updated to 2018**

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

**2014 to 2018**



## Introduction

The Department for Transport's (DfT) Road Safety Strategy, 'Tomorrow's Roads – Safer for Everyone', 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 2015. The current Audit relates to casualty data up to the end of 2018 and covers the area administered by Derbyshire County Council.

The aim of the Audit is to prioritise geographical areas for the Road Safety Team to focus on. In the current Audit, Derbyshire is divided into 18 areas based on appropriate amalgamations of Safer Neighbourhood Team (SNT) boundaries. Within the Safer Neighbourhood Teams, the police work in partnership with local agencies including Derbyshire County Council, district councils, Fire and Rescue Service, parish councils and other local bodies to address concerns including road safety.

The pattern of child casualties in Derbyshire was overall a reducing trend, but with an increase in 2015. Particular reference is made to comparisons of the years 2014 to 2018 with 2011 to 2015, (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 undertaken to highlight which areas were above average. Please refer to the table on page 5.

Analysis shows that the current target areas for Road Safety are:

- Bolsover, Shirebrook and district
- Ilkeston, Heanor and district
- Brimington, Staveley and district
- Glossop and district
- Long Eaton and district
- Ripley, Alfreton and district
- Swadlincote and district
- Ashbourne, Hilton and district
- Chesterfield and district
- Belper, Duffield and district
- Tibshelf, Clay Cross and district
- Melbourne and district

All schools will receive information on road safety resources and 254 primary schools and 35 secondary schools within the target areas will be offered workshops run by Road Safety Officers.

Individual factsheets for each of the 18 geographical areas were produced to highlight casualty trends and characteristics and issues that are unique to each area, as a useful tool for road safety practitioners, teachers, and Safer Neighbourhood Teams.

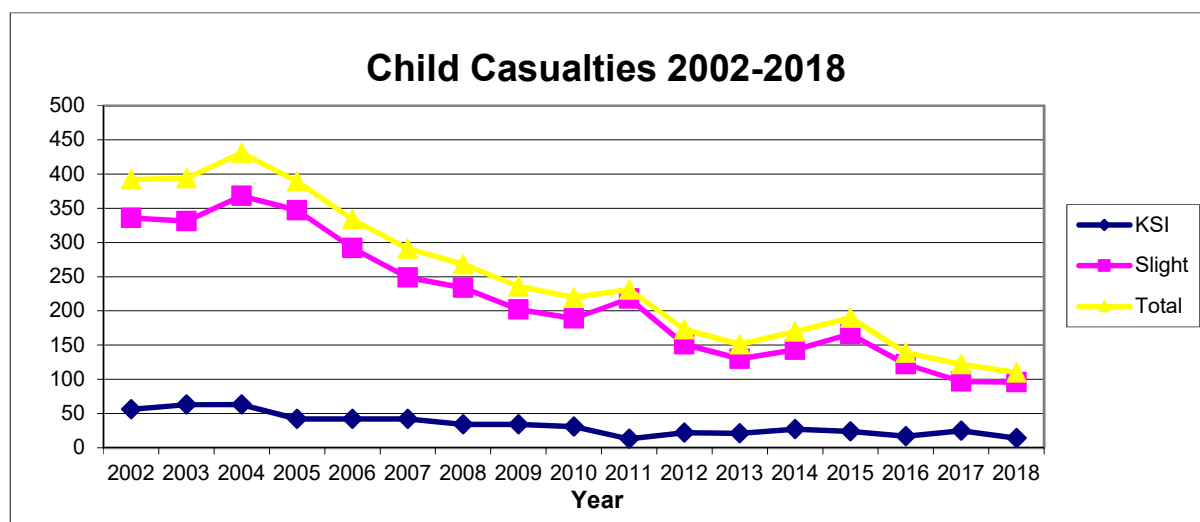
Reducing the toll of children injured in road collisions is a priority of Derbyshire County Council and the Child Safety Audit enables an evidence led strategy towards reducing child casualties to be implemented.

# Child Safety Audit 2014-2018 for Derbyshire County Council area

## Child Casualty Trends

There has been a welcome reduction in killed and serious child casualties (KSIs) in Derbyshire County Council area from 63 in both 2003 and 2004 to a record low of 13 in 2011 and 14 in 2018. (a per annum average of 19 KSI's over the last 3 years)

Total child casualties reduced from a peak of 431 in 2004 to a low of 110 in 2018. On average, 124 children were injured in each of the last 3 years.



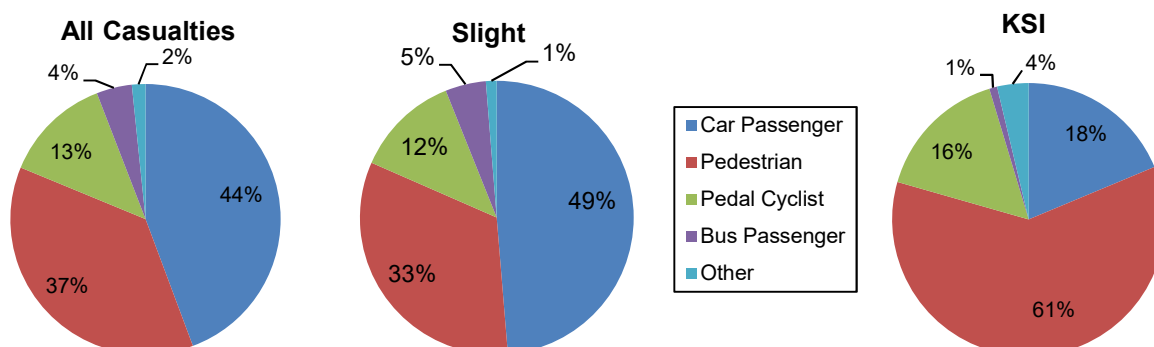
## Comparison of 2014-18 with 2011-2015

731 child casualties occurred in 2014-2018, a reduction of 20% from 915 casualties in 2011-2015

Groups that reduced at a slower pace were:

0-4 year olds, males, collisions in Bolsover, Erewash and South Derbyshire, collisions on weekdays and in the hours of darkness.

## All, Slight and KSI casualties by type



Pedestrians and pedal cyclists comprise a higher proportion of killed and serious casualties than slight casualties.

## Summary of Casualty Characteristics 2014-2018

	<b>Child Pedestrians</b>	<b>Child Pedal Cyclists</b>	<b>Child Car Passengers</b>
Number of child casualties (% of all child casualties)	270 37%	94 13%	324 44%
Number of KSI child casualties (% of all KSI child casualties)	65 61% Greater proportion of KSIs	17 16%	20 19%
Reduction in 2014-18 from 2011-15	14% reduction	20% reduction	23% reduction
Worst age group	58% age 11-15	69% age 11-15	43% age 5-10
Gender	Mostly males (63%)	Predominately males (85%)	Half males, half females
Time of year	More in winter, worst month March	More in summer, worst month August	Both winter and summer, worst month June
Day of week	85% weekdays, worst day Thursday	76% weekdays, worst day Thursday and Friday	68% weekdays, worst day Monday
Worst time of day	3-4 pm and 8-9am	3-6pm and 7-9am	3-6pm, 8-9am and 11am to 1pm
Worst Districts	Erewash, Amber Valley, Chesterfield, South Derbyshire	Erewash, Bolsover	North East Derbyshire, South Derbyshire, Bolsover
Urban/Rural	99% urban	95% urban	Half urban, half rural
Road class	Almost half on unclassified roads	Almost two thirds on unclassified roads	Almost half on A roads
Visibility	83% in daylight	89% in daylight	77% in daylight
Road surface	81% dry roads	89% dry roads	65% dry roads
Distance from home	78% injured less than 2 miles from home	82% injured less than 2 miles from home	43% injured less than 2 miles from home

## Child Casualties 2014-2018 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
Bolsover & Shirebrook	Above average	55	Well above average	26	Well above average	13	Below average	16	Below average	4	Above average	22	Above average	29
Ilkeston & Heanor	Average	83	Above average	40	Above average	12	Below average	28	Below average	8	Above average	33	Above average	42
Brimington & Staveley	Above average	45	Above average	18	Average	5	Above average	18	Well above average	8	Well above average	21	Average	16
Glossop	Above average	38	Above average	17	Well above average	6	Average	14	Average	4	Below average	8	Well above average	26
Long Eaton	Average	57	Above average	25	Well above average	19	Below average	11	Below average	4	Above average	25	Average	28
Ripley & Alfreton	Average	49	Above average	24	Above average	8	Below average	14	Below average	5	Average	18	Average	26
Swadlincote	Below average	59	Above average	31	Below average	7	Below average	20	Below average	5	Below average	22	Average	32
Ashbourne & Hilton	Above average	45	Below average	12	Below average	4	Above average	21	Well above average	7	Above average	19	Average	19
Chesterfield	Average	55	Average	21	Below average	6	Below average	21	Below average	6	Below average	18	Above average	31
Belper & Duffield	Average	41	Below average	12	Below average	4	Above average	22	Average	5	Below average	12	Average	24
Tibshelf & Clay Cross	Average	55	Below average	12	Below average	4	Well above average	38	Above average	9	Above average	27	Below average	19
Melbourne	Above average	16	Below average	1	Below average	1	Well above average	12	Well above average	6	Average	4	Average	6
Bakewell	Above average	15	Below average	1	Below average	1	Well above average	13	Below average	1	Below average	3	Well above average	11
Buxton	Below average	15	Average	9	Below average	2	Below average	3	Above average	4	Below average	5	Below average	6
Hathersage & Hope Valley	Well above average	15	Below average	1	Below average	0	Well above average	14	Well above average	4	Well above average	6	Average	5
Dronfield & Killamarsh	Below average	31	Below average	5	Below average	1	Above average	25	Well above average	11	Below average	12	Below average	8
Chapel & New Mills	Below average	18	Below average	7	Below average	1	Below average	8	Average	3	Below average	2	Average	13
Matlock & Wirksworth	Below average	15	Below average	8	Below average	0	Below average	6	Below average	0	Below average	6	Below average	9

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

## Child Safety Audit

### Bolsover, Shirebrook and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Bolsover, Shirebrook and district between 2014 and 2018:

- 52 collisions involved children aged 0-15 years
- 55 children injured
  - 29% were car passengers
  - 47% were pedestrians
  - 24% were pedal cyclists
- a 2% decrease in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 8-10 year old and 11-13 year old casualties increased
- Over half of casualties were secondary aged pupils
- More boys than girls were injured
- The winter months were the worst
- Nearly 80% of collisions were on weekdays
- A peak in collisions occurred between 3pm and 6pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



9-13 year old Pedal Cyclists



8-10 year old and 11-13 year old Pedestrians

Your Road Safety Officer is Karen Dobson

Telephone: 01629 538060

Mobile: 07825 049082

Email: [karen.dobson@derbyshire.gov.uk](mailto:karen.dobson@derbyshire.gov.uk)





## Child Safety Audit

### Ilkeston, Heanor and District Factsheet

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There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Ilkeston, Heanor and district between 2014 and 2018:

- 75 collisions involved children aged 0-15 years
- 83 children injured
  - 34% were car passengers
  - 48% were pedestrians
  - 15% were pedal cyclists
- a 20% decrease in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 8-10 year old casualties had the slowest reduction
- Over half of casualties were secondary aged pupils
- More boys than girls were injured
- The summer months were the worst
- Over 80% of collisions were on weekdays
- A peak in collisions occurred between 8am and 9am and 3pm and 5pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-13 year old Pedal Cyclists



8-10 year old and 11-13 year old Pedestrians

Your Road Safety Officer is Kimberley Greaves

Telephone: 01629 538060

Mobile: 07717 867994

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)



## **Child Safety Audit**

### **Brimington, Staveley and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Brimington, Staveley and district between 2014 and 2018:

- 36 collisions involved children aged 0-15 years
- 46 children injured
  - 41% were car passengers
  - 39% were pedestrians
  - 11% were pedal cyclists
- a 28% decrease in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 0-4 year old casualties increased
- Nearly half of casualties were primary aged pupils
- More boys than girls were injured
- The winter months were the worst
- Nearly 90% of collisions were on weekdays
- A peak in collisions occurred between 3pm and 4pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



0-4 year old, 8-10 year old and 11-13 year old Pedestrians



5-10 year old Car Passengers

Your Road Safety Officer is Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07733 006432

Email: [lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)



## **Child Safety Audit**

### **Glossop and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Glossop and district between 2014 and 2018:

- 33 collisions involved children aged 0-15 years
- 38 children injured
  - 37% were car passengers
  - 45% were pedestrians
  - 16% were pedal cyclists
- a 23% increase in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 0-4 year old and 11-15 year old casualties increased
- Nearly three quarters of casualties were secondary aged pupils
- More boys than girls were injured
- The summer months were the worst
- Nearly 80% of collisions were on weekdays
- A peak in collisions occurred between 2pm and 6pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



13-15 year old Pedal Cyclists



11-15 year old Pedestrians

Your Road Safety Officer is Karen Dobson

Telephone: 01629 538060

Mobile: 07825 049082

Email: [karen.dobson@derbyshire.gov.uk](mailto:karen.dobson@derbyshire.gov.uk)



## **Child Safety Audit**

### **Long Eaton and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Long Eaton and district between 2014 and 2018:

- 57 collisions involved children aged 0-15 years
- 59 children injured
  - 22% were car passengers
  - 42% were pedestrians
  - 32% were pedal cyclists
- a 9% decrease in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 5-7 year old and 8-10 year old casualties increased
- Nearly half of casualties were secondary aged pupils
- More boys than girls were injured
- Summer and winter months had similar levels of casualties
- Three quarters of collisions were on weekdays
- A peak in collisions occurred between 8am and 9am and 3pm and 4pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-13 year old Pedal Cyclists



5-10 year old and 11-13 year old Pedestrians

Your Road Safety Officer is Kimberley Greaves

Telephone: 01629 538060

Mobile: 07717 867994

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)



## **Child Safety Audit**

### **Ripley, Alfreton and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Ripley, Alfreton and district between 2014 and 2018:

- 50 collisions involved children aged 0-15 years
- 52 children injured
  - 33% were car passengers
  - 46% were pedestrians
  - 15% were pedal cyclists
- a 22% decrease in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 11-13 year old casualties increased
- Over half of casualties were secondary aged pupils
- More boys than girls were injured
- The summer months were the worst
- Over 80% of collisions were on weekdays
- A peak in collisions occurred between 8am and 9am and 3pm and 5pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



8-10 year old Pedestrians



8-10 year old and 14-15 year old Car Passengers

Your Road Safety Officer is Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07733 006432

Email: [lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)



## **Child Safety Audit**

### **Swadlincote and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Swadlincote and district between 2014 and 2018:

- 53 collisions involved children aged 0-15 years
- 59 children injured
  - 34% were car passengers
  - 52% were pedestrians
  - 12% were pedal cyclists
- a 24% decrease in child casualties between 2014-2018 compared with 2011-2015

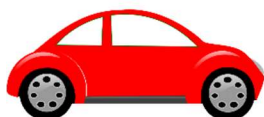
#### **Area Facts**

- 11-13 year old casualties increased
- Over half of casualties were secondary aged pupils
- More boys than girls were injured
- The summer months were the worst
- 80% of collisions were on weekdays
- A peak in collisions occurred between 7am and 9am and 3pm and 5pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-13 year old Pedestrians



5-10 year old and 11-13 year old Car Passengers

Your Road Safety Officer is Kimberley Greaves

Telephone: 01629 538060

Mobile: 07717 867994

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)





## Child Safety Audit

### Ashbourne, Hilton and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Ashbourne, Hilton and district between 2014 and 2018:

- 33 collisions involved children aged 0-15 years
- 45 children injured
  - 47% were car passengers
  - 27% were pedestrians
  - 9% were pedal cyclists
  - 15% were bus passengers
- a 22% increase in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 0-4 year old and 5-11 year old casualties increased
- Near half of casualties were secondary aged pupils and nearly half were primary aged pupils
- More boys than girls were injured
- The winter months were the worst
- Over two thirds of collisions were on weekends
- A peak in collisions occurred between 8am and 9am and 3pm and 4pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-15 year old Pedestrians

0-4 year old and 5-10 year old Car Passengers

Your Road Safety Officer is Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07733 006432

Email: [lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)



## **Child Safety Audit**

### **Chesterfield and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Chesterfield and district between 2014 and 2018:

- 50 collisions involved children aged 0-15 years
- 55 children injured
  - 38% were car passengers
  - 38% were pedestrians
  - 11% were pedal cyclists
  - 13% were bus passengers
- a 38% decrease in child casualties between 2014-2018 compared with 2011-2015

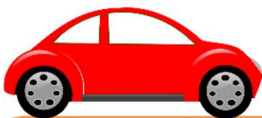
#### **Area Facts**

- 0-4 year old casualties reduced the slowest
- Over half of casualties were secondary aged pupils
- The number of boys and girls injured was similar
- Summer and winter months had similar casualties
- Over 80% of collisions were on weekdays
- A peak in collisions occurred between 3pm and 7pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-15 year old Pedestrians



8-10 year old and 11-13 year old Car Passengers

Your Road Safety Officer is Karen Dobson

Telephone: 01629 538060

Mobile: 07825 049082

Email: [karen.dobson@derbyshire.gov.uk](mailto:karen.dobson@derbyshire.gov.uk)





## Child Safety Audit

### Belper, Duffield and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Belper, Duffield and district between 2014 and 2018:

- 36 collisions involved children aged 0-15 years
- 41 children injured
  - 54% were car passengers
  - 29% were pedestrians
  - 10% were pedal cyclists
- an 11% increase in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 0-4 year old and 11-13 year old casualties increased
- Over half of casualties were secondary aged pupils
- More boys than girls were injured
- The winter months were the worst
- Nearly two thirds of collisions were on weekdays
- A peak in collisions occurred between 2pm and 5pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-13 year old Pedestrians



5-10 year old and 11-13 year old Car Passengers

Your Road Safety Officers are Kimberley Greaves & Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07717 867994 (Kimberley) 07733 006432 (Lindsey)

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)/  
[lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)



## Child Safety Audit

### Tibshelf, Clay Cross and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Tibshelf, Clay Cross and district between 2014 and 2018:

- 53 collisions involved children aged 0-15 years
- 67 children injured
  - 75% were car passengers
  - 18% were pedestrians
  - 6% were pedal cyclists
- an 18% decrease in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 0-4 year old casualties increased
- Over half of casualties were primary aged pupils
- More girls than boys were injured
- The winter months were the worst
- 70% of collisions were on weekdays

The Road Safety Team is committed to reducing vulnerable road user casualties and current information highlights areas of focus:



5-10 year old Pedestrians



5-10 year old and 11-13 year old Car Passengers

Your Road Safety Officer is Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07733 006432

Email: [lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)



## **Child Safety Audit**

### **Melbourne and District Factsheet**

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

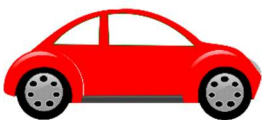
In Melbourne and district between 2014 and 2018:

- 15 collisions involved children aged 0-15 years
- 16 children injured
  - 75% were car passengers
  - 7% were pedestrians
  - 6% were pedal cyclists
- a 7% increase in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 5-10 year old casualties increased
- Nearly 40% of casualties were pre-school age and nearly 40% were secondary aged pupils
- More boys than girls were injured
- The summer months were the worst
- Over 80% of collisions were on weekdays

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



0-4 year old Car Passengers

Your Road Safety Officer is Kimberley Greaves

Telephone: 01629 538060

Mobile: 07717 867994

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)



## **Child Safety Audit**

### **Bakewell and District Factsheet**

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There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Bakewell and district between 2014 and 2018:

- 13 collisions involved children aged 0-15 years
- 15 children injured
  - 87% were car passengers
  - 6% were pedestrians
  - 6% were pedal cyclists
- a 42% decrease in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 11-13 year old casualties increased
- Nearly three quarters of casualties were secondary aged pupils
- More girls than boys were injured
- The winter months were the worst
- 80% of collisions were on weekdays

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-15 year old Car Passengers

Your Road Safety Officer is Kimberley Greaves

Telephone: 01629 538060

Mobile: 07717 867994

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)



## Child Safety Audit

### Hathersage, Hope Valley and District Factsheet

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There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Hathersage, Hope Valley and district between 2014 and 2018:

- 9 collisions involved children aged 0-15 years
- 15 children injured
  - 93% were car passengers
  - 7% were pedestrians
- a 29% decrease in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 0-4 year old casualties reduced the slowest
- 40% of casualties were primary aged pupils
- More girls than boys were injured
- The summer months were the worst
- 60% of collisions were on weekdays

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



0-4 and 5-10 year old Car Passengers

Your Road Safety Officer is Karen Dobson

Telephone: 01629 538060

Mobile: 07825 049082

Email: [karen.dobson@derbyshire.gov.uk](mailto:karen.dobson@derbyshire.gov.uk)



## **Child Safety Audit**

### **Buxton and District Factsheet**

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There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Buxton and district between 2014 and 2018:

- 13 collisions involved children aged 0-15 years
- 15 children injured
  - 20% were car passengers
  - 60% were pedestrians
  - 13% were pedal cyclists
- a 53% decrease in child casualties between 2014-2018 compared with 2011-2015

#### **Area Facts**

- 0-4 year old casualties reduced the slowest
- 40% of casualties were secondary aged pupils
- More boys than girls were injured
- The winter months were the worst
- Over half of collisions were on weekdays
- A peak in collisions occurred between 3pm and 6pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



5-10 year old and 11-13 year old Pedestrians



0-4 year old Car Passengers

Your Road Safety Officer is Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07733 006432

Email: [lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)





## Child Safety Audit

### Dronfield, Killamarsh and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Dronfield, Killamarsh and district between 2014 and 2018:

- 27 collisions involved children aged 0-15 years
- 37 children injured
  - 73% were car passengers
  - 13% were pedestrians
  - 3% were pedal cyclists
  - 11% were bus passengers
- a 38% decrease in child casualties between 2014-2018 compared with 2011-2015

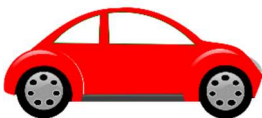
#### Area Facts

- 0-4 year old casualties increased
- Nearly 40% of casualties were secondary aged pupils
- More girls than boys were injured
- The summer months were the worst
- Over half of collisions were on weekdays
- A peak in collisions occurred between 3pm and 7pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



8-10 year old Pedestrians



0-4 year old and 5-10 year old Car Passengers

Your Road Safety Officer is Karen Dobson

Telephone: 01629 538060

Mobile: 07825 049082

Email: [karen.dobson@derbyshire.gov.uk](mailto:karen.dobson@derbyshire.gov.uk)



## Child Safety Audit

### Chapel-en-le-Frith, New Mills and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Chapel-en-le-Frith, New Mills and district between 2014 and 2018:

- 17 collisions involved children aged 0-15 years
- 18 children injured
  - 44% were car passengers
  - 39% were pedestrians
  - 6% were pedal cyclists
  - 11% were bus passengers
- a 25% decrease in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 0-4 year old casualties increased
- Nearly three quarters of casualties were secondary aged pupils
- The number of boys and girls injured was similar
- The summer months were the worst
- Over three quarters of collisions were on weekdays

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



11-13 year old Pedestrians



13-15 year old Car Passengers

Your Road Safety Officer is Lindsey Skelhorn

Telephone: 01629 538060

Mobile: 07733 006432

Email: [lindsey.skelhorn@derbyshire.gov.uk](mailto:lindsey.skelhorn@derbyshire.gov.uk)





## Child Safety Audit

### Matlock, Wirksworth and District Factsheet

To ensure our road safety work with children is focussed on the areas of greatest need we have updated our Child Road Safety Audit. The audit gives details of the road risk to children across the county both geographically and by casualty type.

There were welcome reductions in the number of children killed, seriously injured and slightly injured on Derbyshire's roads.

In Matlock, Wirksworth and district between 2014 and 2018:

- 13 collisions involved children aged 0-15 years
- 15 children injured
  - 40% were car passengers
  - 53% were pedestrians
  - 7% were motorcycle passengers
- a 44% increase in child casualties between 2014-2018 compared with 2011-2015

#### Area Facts

- 14-15 year old casualties reduced the slowest
- 60% of casualties were secondary aged pupils
- More girls than boys were injured
- The summer months were the worst
- Two thirds of collisions were on weekdays
- A peak in collisions occurred between 3pm and 5pm

The Road Safety Team is committed to reducing vulnerable road user casualties, and current information highlights areas of focus:



8-10 year old and 11-13 year old Pedestrians



13-15 year old Car Passengers

Your Road Safety Officer is Kimberley Greaves

Telephone: 01629 538060

Mobile: 07717 867994

Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)



## **Summary and Current Activities**

Child casualties have in general reduced since 2005, apart from 2012, 2014 and 2017. Overall there was a reduction of 20% comparing 2014 to 2018 with the 5 years of the preceding Audit (2011-2015).

In 2018, killed and serious child casualties were on track to meet the 2020 target of a 50% reduction from a 2005-2009 average with a 64% reduction. (from 39 to 14 casualties).

### **Child Pedestrians**

Child pedestrian casualties reduced at the slowest pace and comprised 61% of children killed or seriously injured. In recent years pedestrian casualties of all age groups reduced at a slower pace than other groups and therefore pedestrians were added to Derbyshire County Council's priority groups in 2019. (Information on all the priority groups can be found in the Derby and Derbyshire Annual Casualty Report 2018).

Issues to focus on relating to child pedestrians are 11 to 15 year olds, males, winter months, weekdays, school journey times, urban roads, particularly unclassified roads in Erewash, Amber Valley, Chesterfield and South Derbyshire.

### **Child Pedal Cyclists**

Issues to focus on relating to child pedal cyclists are 11 to 15 year olds, males, summer months, weekdays at school journey times and early evening, urban roads, particularly unclassified roads in Erewash and Bolsover.

### **Child Car Passengers**

Issues to focus on relating to child car passengers are 5 to 10 year olds, females and males, winter and summer months, weekdays, between 11am and 6pm, urban roads, particularly in North East Derbyshire, South Derbyshire and Bolsover.

A reduction occurred in young car drivers transporting children in collisions. The most common age groups involved changed from 17 to 20 year old drivers with passengers aged 14 to 15 (possibly friends) to 21 to 25 year old drivers (possibly parents) with passengers aged 0-4 years.

### **Target Areas**

The Target areas for Road Safety Officers to offer workshops to schools have increased since the last audit with new areas:

- Glossop and district
- Long Eaton and district
- Ashbourne, Hilton and district
- Belper, Duffield and district

Areas already targeted which will continue to be a focus of Road Safety are:

- Bolsover, Shirebrook and district
- Ilkeston, Heanor and district
- Brimington, Staveley and district

- Ripley, Alfreton and district
- Swadlincote and district
- Chesterfield and district
- Tibshelf, Clay Cross and district
- Melbourne and district

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

## **Road Safety Initiatives**

Established work of Derbyshire County Council's Road Safety team centred on children includes:

- Child car seat checks give advice to members of the public and professionals who are responsible for the care and transportation of children
- Supporting Health Promotion Teams with a range of child car seat advice leaflets
- Smart Rider Scheme providing pedal cycle training for Year 6 pupils in primary and junior schools
- Resources and workshops offered to all early years settings as well as primary and secondary schools across Derbyshire
- Road Safety Officer led workshops in target schools plus the option to borrow teacher led classroom resources
- Teacher led classroom resources in non-target schools

It is hoped that the efforts and initiatives highlighted in the Child Safety Audit will contribute to further reductions in children being injured on Derbyshire's roads.