



DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2009



DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2009

CONTENTS

Introduction	pages 2 and 3
 Section One	
Derby and Derbyshire Road Safety Partnership	pages 4 to 17
 Section Two	
Derbyshire County Council	pages 18 to 27
 Section Three	
Derby City	pages 28 to 35
 Section Four	
Analysis by Districts	pages 36 to 65
Notes	page 66
Definitions	page 67
Contacts	page 68

Derby and Derbyshire Annual Casualty Report 2009

Introduction

Reducing the level of road traffic collisions is of continuing importance both locally and nationally. The Annual Casualty Report demonstrates the success that has been achieved in casualty reduction and provides a review of road collisions in Derbyshire for the year of the Report along with trends from 1995 onwards.

The first section of this Report contains casualty data for the area administered by Derby and Derbyshire Road Safety Partnership (DDRSP) which includes the County Council and Derby City. This section complements the Partnership's Annual Business Plan 2010/11 which outlines initiatives and plans which will contribute to the further reduction of casualties. Section two covers the area administered by Derbyshire County Council whilst section three covers Derby City. Section four aims to provide a focus on casualty reduction issues relevant to each Local Authority District and Peak District National Park Authority.

Performance

As trends change over time it is important that analysis is carried out and that the Annual Casualty Report steers the direction of casualty reduction strategies and the targeting of resources to maximise the level of reductions in casualties.

Monitoring performance against the national casualty reduction targets for 2010 shows geographical areas and road user types that have reduced at a slower pace than others, therefore giving a focus on where casualty reduction efforts should be concentrated. Up to 2009 the County Council, DDRSP and Derby City were all on track to meet the casualty reduction target for children killed or seriously injured with particularly good reductions in Derby City in recent years. However none of the three areas were on track to meet the target for killed and serious casualties of all ages. DDRSP were at a level of 7% above the 2009 milestone whilst Derbyshire County Council were 5% above and Derby City 18% above. Although not on target, the 32% reduction in the DDRSP area since the 1995-1998 average equates to a saving of 181 killed and serious casualties each year from 1999 to 2009.

Priorities

This Report aims to highlight casualty reduction priorities of the three organisations as well as the Districts. The Partnership has set up five evidence led Priority Action Groups in order to tackle the key priority areas:

Children, Pedal Cyclists and Pedestrians
Motorcyclists
Problem Routes
Work Related Casualties
Young Drivers

Derby and Derbyshire Annual Casualty Report 2009

Evidence up to 2009 shows that groups the County Council should target its casualty reduction efforts on are:

- Motorcyclists
- Adult Pedal Cyclists
- Rural Roads
- Young Drivers

Also collisions during the hours of darkness and collisions involving older drivers will be monitored and become priorities if the upward trend continues.

Much of the County Council's casualty reduction effort is carried out within the DDRSP with road safety education in schools and the implementation of engineering measures complementing the work of the Partnership.

Within Derby City groups with a slower pace of casualty reduction are:

- Motorcyclists
- Adult Pedal Cyclists
- Drink Drivers
- Rural Roads
- Young Drivers

Derby City Council continues to use a variety of approaches to try to reduce road casualties; targeted engineering measures, road safety education and training plus publicity campaigns. Much of this work is done in liason with the DDRSP.

Some issues are the same across the board, but it is also evident that different geographical areas have unique problems to address and therefore casualty reduction campaigns are tailored accordingly.

Contrasting characteristics are even more apparent when collision data is broken down to District level. It is hoped that this Report will encourage co-operation and joint working on local casualty reduction measures within Local Authority Districts and interested parties such as Community Safety Teams and Safer Neighbourhood Teams. Topics highlighted in this Report to help guide District based casualty reduction initiatives are:

- Motorcyclists in High Peak
- Motorcyclists in Derbyshire Dales
- Motorcyclists in Peak District National Park
- Young Drivers in North East Derbyshire
- Work Related Casualties in Chesterfield
- Motorcyclists in Bolsover
- Pedal Cyclists in Amber Valley
- Pedal Cyclists in Erewash
- Drink Drivers in South Derbyshire

It is vital that the encouraging reductions in casualties are sustained in order to further reduce the toll of road collisions.

DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2009

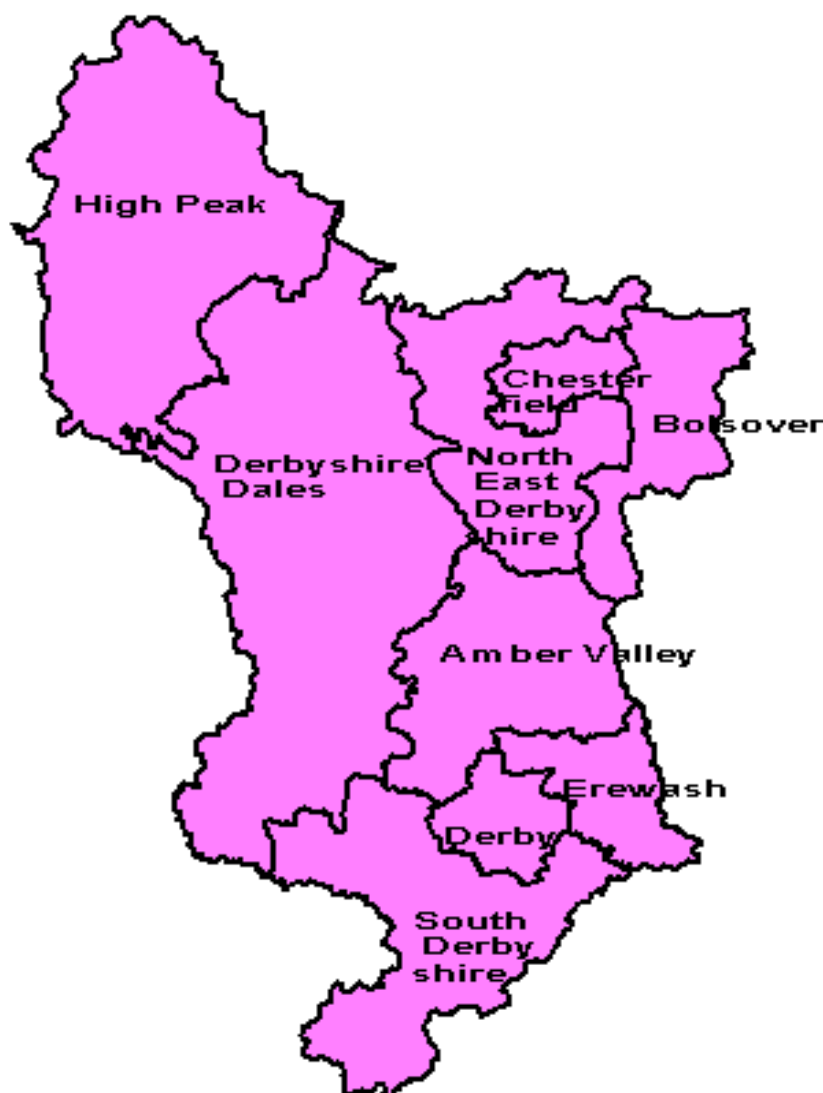
Contents Section One

Derby and Derbyshire Road Safety Partnership

	page
Map and Aims of the DDRSP	5
Casualties and Collisions 1995 - 2009	6
Summary of Trends	7
2009 Casualty Reduction Progress and Government Targets	8
2009 Child Casualty Reduction Progress and Government Targets	9
Local Area Agreement Performance Monitoring	10
Casualties on Highways Agency Roads	11
Casualties in East Midlands Region and Great Britain	12
Casualties and Traffic Flow	13
Slowest Progress in Reduction of Killed and Serious Casualties up to 2009	14
Killed and Serious Casualty Reduction Progress	15
Casualty Group Profile 2009	16
Priority Action Groups	17

Derby & Derbyshire Road Safety Partnership

The area of the Partnership is the geographical boundary of Derbyshire



The Derby and Derbyshire Road Safety Partnership was formed in April 2007 superceding the Safety Camera Partnership. The Partnership includes Derbyshire County Council, Derby City Council, Derbyshire Constabulary, Derbyshire Fire and Rescue Service, National Health Service Derbyshire County, NHS Derby City, Peak District National Park Authority and the Highways Agency.

Aims of the Partnership include improving performance in casualty reduction, a wider ownership of road safety, better co-ordination of road safety initiatives, scope to 'add value' and ensuring efficient and effective use of resources.

Derby and Derbyshire Road Safety Partnership

Casualties 1995-2009

	Killed	Serious	KSI	Slight	Total
95-98 ave	66	767	833	4481	5314
1999	61	704	765	4752	5517
2000	64	665	729	4609	5338
2001	45	673	718	4518	5236
2002	61	673	734	4621	5355
2003	63	617	680	4293	4973
2004	45	630	675	4246	4921
2005	60	525	585	4241	4826
2006	47	537	584	3937	4521
2007	54	543	597	3862	4459
2008	45	493	538	3690	4228
2009	48	518	566	3495	4061
% below ave	27%	32%	32%	22%	24%

Collisions 1995-2009

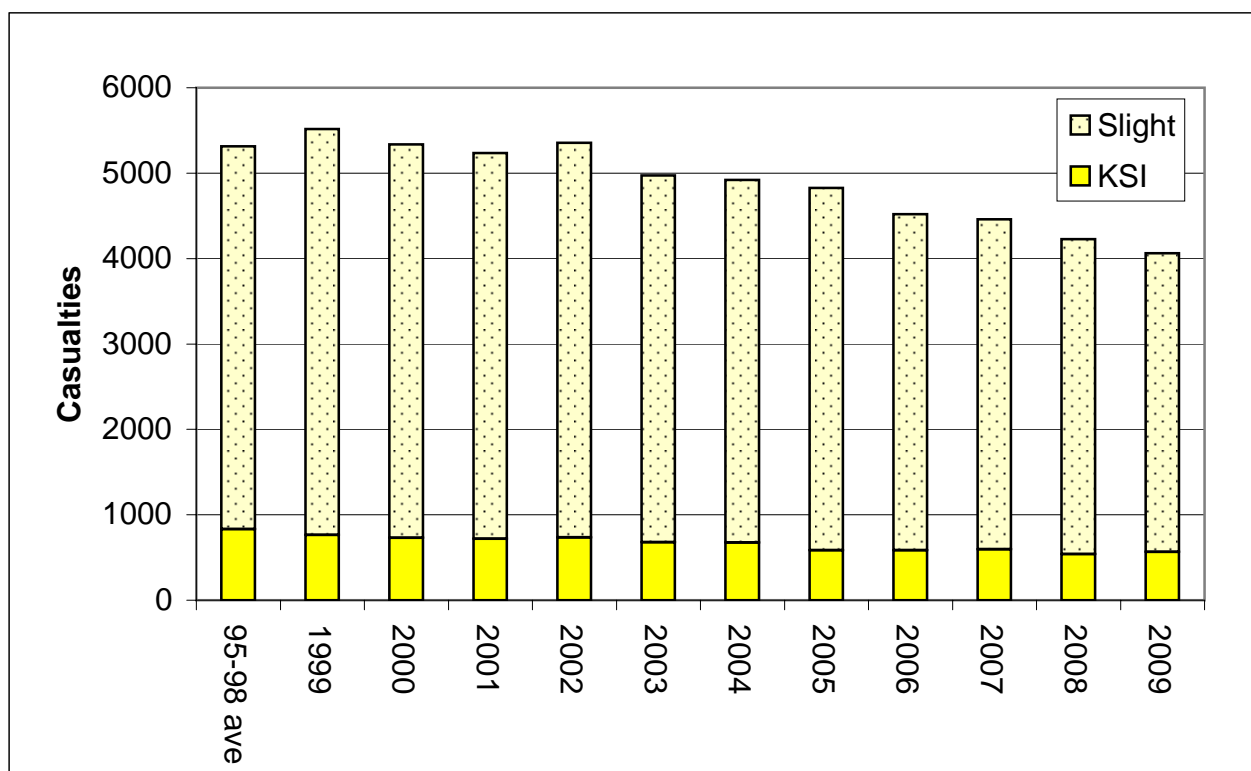
	Killed	Serious	KSI	Slight	Total
95-98 ave	58	662	720	2974	3694
1999	56	611	667	3196	3863
2000	55	564	619	3133	3752
2001	42	588	630	3066	3696
2002	56	587	643	3120	3763
2003	61	505	566	2984	3550
2004	43	534	577	2939	3516
2005	57	467	524	2916	3440
2006	45	476	521	2701	3222
2007	46	490	536	2743	3279
2008	40	441	481	2652	3133
2009	42	466	508	2490	2998
% below ave	28%	30%	29%	16%	19%

In 2009 the total number of casualties reduced by 4% or 167, compared with 2008, whilst collisions reduced by 4% or 135.

The general trend has been a reduction in total casualties with almost 1500 less in 2009 than in 1999.

Derby & Derbyshire Road Safety Partnership

Summary of Casualty Trends 1995-1998 average to 2009



Trends

Killed and serious casualties increased by 28 in 2009 compared with 2008 and were 32% below the 1995-1998 average in 2009. They were not on track to meet the 2010 Government target (on track if more than 37% below the 1995 -1998 average).

2009 had the lowest level of slight casualties of the last fifteen years with 3495 being recorded. Casualties of slight severity have reduced steadily from a peak of 4621 in 2002 to a level of over 1100 lower in 2009.

2009

48 people were killed in 2009, 3 more than in 2008.

518 people were seriously injured in 2009, 25 more than in 2008.

3495 people were slightly injured in 2009, 195 less than in 2008.

346 children were injured in 2009, 33 less than in 2008.

4061 total casualties in 2009, 167 less than in 2008.

Derby and Derbyshire Road Safety Partnership 2009 Casualty Reduction Progress and Government Targets

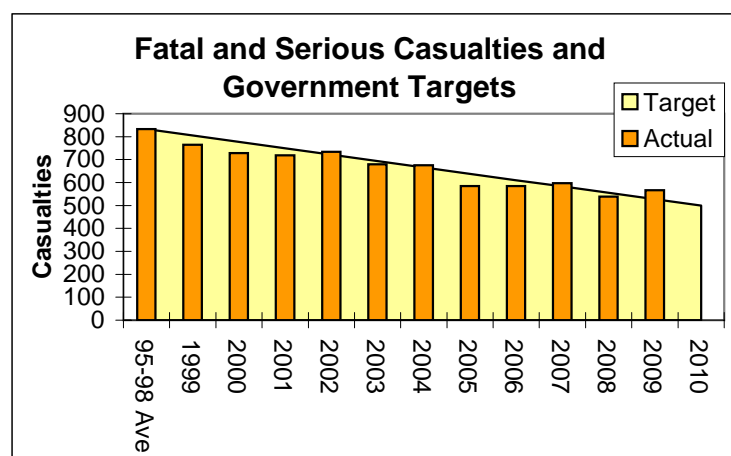
Casualty category	Target definition	2009 target	2009 actual	% above/below 2009 target	On track
All Killed and Serious	40% reduction by 2010 from 1995 -1998 average	527	566	+7%	NO
*Slight	to remain level or below the 1995 - 1998 average	4481	3495	-22%	YES

* The original Government target measures slight casualties against traffic flow. This equates to remaining level or below the 1995-1998 average as traffic flow increases.

Although not on track to meet the 2010 target for killed and serious casualties in 2007, reductions in 2008 meant we were back on track. However an increase in killed and serious casualties in 2009 means we are no longer on track. We need a reduction of 67 casualties from the 2009 level to meet the 2010 target of 499 casualties.

KSI Government Target and Annual Milestones for All ages

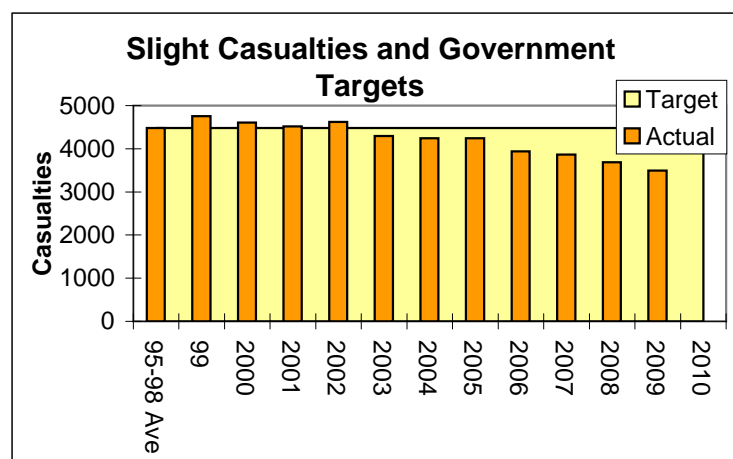
40% reduction in killed and serious casualties by year 2010



Year	Target	Actual	% above/below milestone
95-98 Ave	833	833	
1999	805	765	-5
2000	777	729	-6
2001	750	718	-4
2002	722	734	2
2003	694	680	-2
2004	666	675	1
2005	638	585	-8
2006	610	584	-4
2007	583	597	2
2008	555	538	-3
2009	527	566	7
2010	499		

Slight Government Target and Annual Milestones for All ages

Level or less than the 1995-1998 baseline average



Year	Target	Actual	% above/below milestone
95-98 Ave	4481	4481	
99	4481	4752	6
2000	4481	4609	3
2001	4481	4518	1
2002	4481	4621	3
2003	4481	4293	-4
2004	4481	4246	-5
2005	4481	4241	-5
2006	4481	3937	-12
2007	4481	3862	-14
2008	4481	3690	-18
2009	4481	3495	-22
2010	4481		

Derby and Derbyshire road Safety Partnership

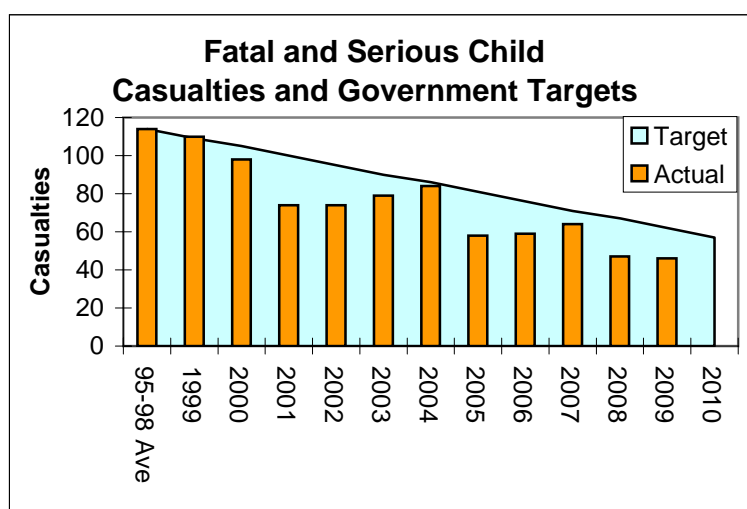
2009 Child Casualty Reduction Progress and Casualty Targets

Casualty category	Target definition	2009 target	2009 actual	% above/below 2009 target	On track
Child Killed and Serious	50% reduction by 2010 from 1995 -1998 average	62	46	-26%	YES

Child killed and serious casualties rose between 2001 and 2004 but since then the general trend has been of a reduction to the lowest level of the last fifteen years in 2009. Therefore the 2010 target of 57 casualties had been met by 2005. Providing there is not a large increase in 2010 the target will be met.

KSI Government Target and Annual Milestones for Child Casualties

50% reduction in killed and serious casualties by year 2010



Year	Target	Actual	% above/below milestone
95-98 Ave	114	114	
1999	109	110	1
2000	105	98	-7
2001	100	74	-26
2002	95	74	-22
2003	90	79	-12
2004	86	84	-2
2005	81	58	-28
2006	76	59	-22
2007	71	64	-10
2008	67	47	-30
2009	62	46	-26
2010	57		

CHILD CASUALTIES 1995-2009

	Killed	Serious	Slight	Total
95-98 ave	5	109	549	663
1999	0	110	565	675
2000	0	98	507	605
2001	2	72	499	573
2002	3	71	453	527
2003	1	78	440	519
2004	3	81	485	569
2005	1	57	450	508
2006	3	56	373	432
2007	5	59	370	434
2008	1	46	332	379
2009	2	44	300	346
% below ave	60%	60%	45%	48%

Derby & Derbyshire Road Safety Partnership

2009 Progress on Casualty Reduction

Local Area Agreement Targets

In 2008 Local Area Agreement (LAA) targets were entered into by both Derbyshire County Council and Derby City Council relating to killed and serious casualties. The LAA targets were agreed with Government Office for East Midlands as more challenging than existing targets. The Partnership reports performance against these targets through the relevant City and County LAA structures. A new target for 2010 onwards is being negotiated.

Derbyshire County Council LAA Target 2007-2009

The Derbyshire County Council target equated to a reduction of 13% from the 2004-2006 baseline to the 2007-2009 target. In 2009 the actual level of 449 killed and serious casualties was 14% above the annual milestone of 394 casualties. The 2007-2009 three year average target of 437 casualties was not met. The actual level was 456 casualties, 19 casualties or 4% over the 2007-2009 target.

LAA target milestones based on three year averages		Annual milestones to aim for in order to meet three year average target for years 2007-09			
2004-2006 actual	504				
2005-2007 actual	483	2007 actual	493		
2006-2008 target	467 (actual 463)	2008 actual	425		
		2009 required	394	actual	449
2007-2009 target		437		2007-2009 actual	
				456	

Derby City LAA Target 2007-2009

The Derby City Council target equates to a reduction of 15% from the 2004-2006 baseline to the 2007-2009 target. The 2007-2009 three year average target of 93 casualties was not met. The actual level was 111 casualties, 18 casualties or 16% over the 2007-2009 target.

LAA target milestones based on three year averages		Annual milestones to aim for in order to meet three year average target for years 2007-09			
2004-2006 actual	110				
2005-2007 actual	106	2007 actual	104		
2006-2008 target	100 (actual 110)	2008 actual	113		
		2009 required	62	actual	117
2007-2009 target		93		2007-2009 actual	
				111	

Derby & Derbyshire Road Safety Partnership

Highways Agency Roads

The Highways Agency is an Executive Agency of the Department for Transport (DfT) and is responsible for managing, maintaining and improving England's motorways and major trunk roads. Improving safety is an important responsibility and therefore the Highways Agency are a welcome partner in the Derby and Derbyshire Road Safety Partnership.

Roads in Derbyshire which are maintained by the Highways Agency are the M1 motorway, A628, A50 and parts of A38, A52 and A6.

Casualties					
	Fatal	Serious	KSI	Slight	Total
2008	6	36	42	459	501
2009	8	42	50	414	464

It should be noted that the Government set up a separate target for Highways Agency roads which is less demanding than the non-trunk network. The target for Highways Agency roads is a 33% reduction in killed and serious casualties from a 1995-1998 average by 2010. In addition the Highways Agency have a stretched target or Safety Performance Indicator (SPI) to reduce killed and serious casualties by 33.6% by 2010 in the East Midlands Region.

Casualties on Highways Agency roads in 2009 represented 11% of the Partnership's total casualties.

Casualties on Highways Agency Roads in 2009 represented 9% of the Partnership's killed and serious casualties.

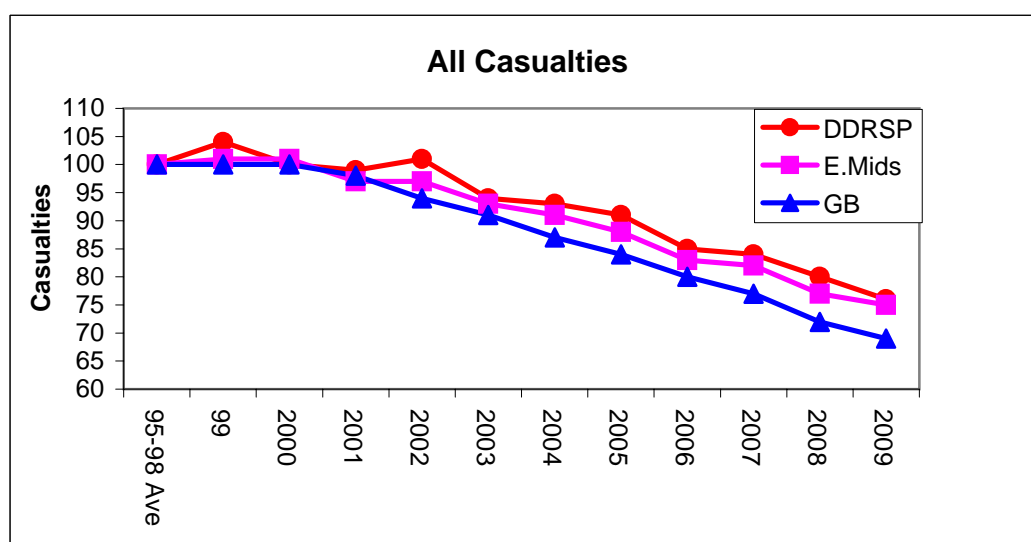
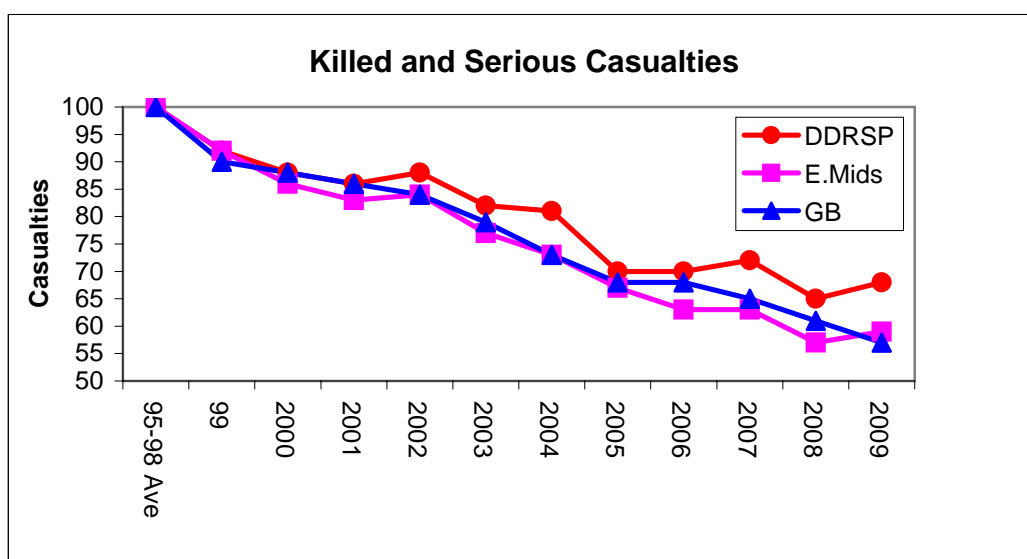
Of the 50 killed and serious casualties on Highways Agency routes in Derbyshire 26 or 52% were on the motorway.

In 2009 killed and serious casualties on the motorway increased by 9 compared with 2008 and were not on track to meet the national 2010 target.

On Highways Agency Roads in 2009 the largest number of casualties occurred on the motorway followed by the A38 and the A52.

Derby & Derbyshire Road Safety Partnership

Comparison with the East Midlands and Great Britain



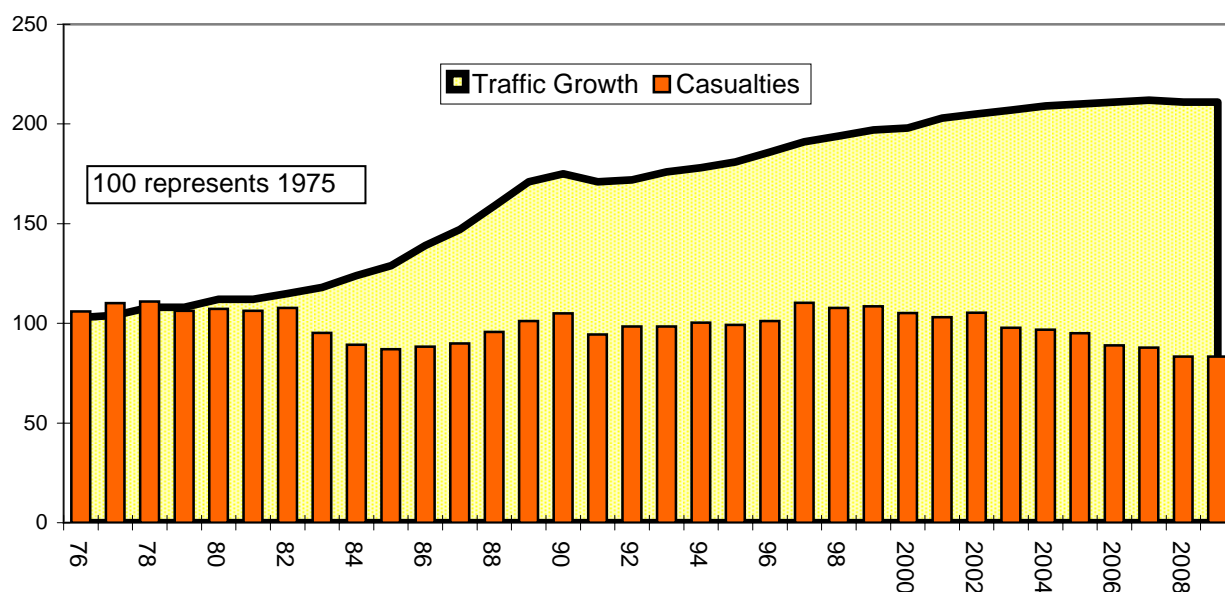
Up to 2009 in both East Midlands region and Great Britain compared with the 1995-1998 average there was a faster pace of reduction in killed and serious casualties than in the Derby and Derbyshire Road Safety Partnership area. In 2009 there was an increase in killed and serious casualties in both East Midlands Region and Derbyshire but a decrease in Great Britain.

From 2002 onwards the general trend regarding all casualties in the Derbyshire Partnership area, East Midlands and Great Britain has been of annual reductions.

Derby & Derbyshire Road Safety Partnership

Derbyshire Casualties and Traffic Flow Trends

1975 - 2009



In 2009 traffic flow was 111% greater than in 1975, whereas casualties were 17% lower than the level of 1975.

In the early 1980's traffic flow increased, yet casualty levels dropped, partly due to the implementation of seatbelt legislation.

Casualty levels increased gradually to a peak in 1997 and a secondary peak in 2002 but decreased since then whereas traffic flows continued to increase. However in 2008 traffic levels in Derbyshire decreased for the first time since the 1970's, possibly due to the economic climate. In 2009 traffic flows in Derbyshire remained the same as in 2008.

It is interesting to note that although overall national traffic levels dropped by 1% in 2008, motorcyclist traffic decreased by 8% yet pedal cyclist traffic increased by 12% compared with 2007 (no national traffic data available for 2009 at the time of writing).

Derby and Derbyshire Road Safety Partnership

Slowest Progress in Reduction of Killed and Serious Casualties up to 2009

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

nb: There are no national targets for road user groups except children but to enable comparison of performance across groups pro rata milestone targets have been used as a benchmark.

• **Motorcyclists**

28% of KSI in last 3 years
30% in 2009

- Above milestone targets every year, 83% above in 2009
- Levels fluctuate from year to year but a 7% increase comparing 2007-2009 with 2004-2006
- Slower pace of reduction regarding 16-21 year old riders who comprise over a quarter of motorcyclist casualties
- An increasing trend regarding urban motorcyclist casualties but a decreasing trend for rural motorcyclist casualties

• **Adult Pedal Cyclists**

7% of KSI in last 3 years
8% in 2009

- Above the targets in the last three years, 81% above in 2009
- Highest number in 2009 of the last fifteen years
- Areas to target include Erewash, Amber Valley and Derby

• **In Hours of Darkness**

33% of KSI in last 3 years
32% in 2009

- Above or just below milestone targets from 2004 onwards
- 10% above the 2009 milestone target
- Trends will be monitored and if the upward trend continues reducing collisions in the hours of darkness will become a priority

• **Drink Drivers**

5% of KSI in last 3 years
5% in 2009

- Not on track in any year from 1999 onwards
- However a reduction of 13% comparing 2007-2009 with 2004-2006
- Alcohol related casualties to young car drivers have reduced at a slower pace than for drivers over 25 years of age (although small numbers)

• **Rural Roads**

38% of KSI (with speed limits of 50mph or above excluding motorways) (changes in speed limits may change roads from rural to urban)

- Not on track in any year, but 2009 was the lowest level of the last fifteen years
- A reduction of 18% comparing 2007-2009 with 2004-2006
- Reductions in rural collisions as a result of the Speed Limit Review
- Rural groups not on track include motorcyclists, pedal cyclists and collisions on rural 'A' roads

• **Young Car Drivers**

10% of KSI in last 3 years
8% in 2009

- Latest three year average was 5% above the milestone target
- Lowest level of the last fifteen years in 2009
- A particularly large decrease in young driver casualties on rural roads in 2009

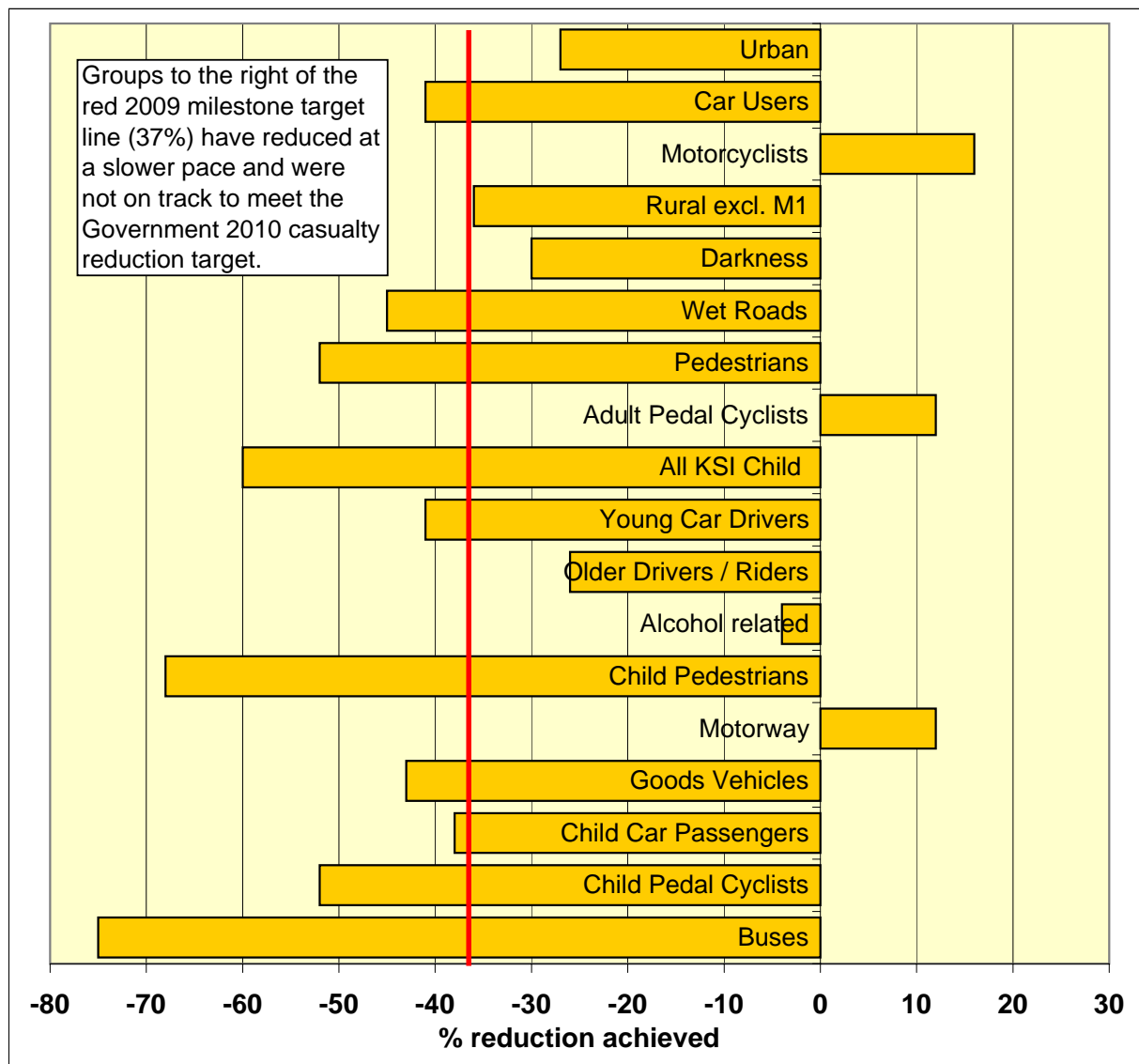
NB: Collisions on the motorway and older driver casualties also reduced at a slower pace than other groups but they comprise less than 5% of all killed and serious casualties.

Derby & Derbyshire Road Safety Partnership

KSI Casualty Reduction Progress

Graph to show a one year comparison of the percentage reduction of casualty types from the 1995-1998 average baseline by 2009

NB: Groups with largest numbers of KSI casualties are at the top of the graph



Casualty types where the reduction in killed and serious casualties is the least to date are motorcyclists, adult pedal cyclists, motorway and alcohol related collisions.

Casualty types where the reduction in killed and serious casualties is the greatest to date are buses, child pedestrians and child pedal cyclists, pedestrians and collisions on wet road surfaces.

Derby & Derbyshire Road Safety Partnership

Casualty Group Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

Nb: Groups covered by Priority Action Groups are highlighted.

**Nb: * denotes groups where collisions rather than casualties are recorded
ie: some collisions had multiple casualties**

	KSI Casualties	% of KSI	Slight Casualties	% of Slight
*Urban Roads (30 and 40mph limits)	326	64%	1765	71%
*Rural Roads (50 and 60 mph, excludes m/way)	165	33%	611	25%
*In hours of Darkness	164	32%	661	27%
Motorcyclists	170	30%	266	8%
*On Wet road surfaces	147	29%	820	33%
Car / Taxi Drivers	156	28%	1671	48%
On Way to or as Part of Work	115	20%	897	26%
Pedestrians	87	15%	327	9%
Car / Taxi Passengers	78	14%	805	23%
Adult Pedal Cyclists	47	8%	168	5%
Child (pedestrians, cyclists, in-car)	46	8%	300	9%
Young Car / Taxi Drivers (aged 17-25 yrs)	43	8%	512	15%
Older Drivers / Riders (aged 60 and over)	33	6%	197	6%
*Alcohol Related	26	5%	94	4%
*Motorway	19	3%	108	3%
Goods Vehicle Users	13	2%	102	3%
Bus / Minibus Users	3	1%	80	2%

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

Collisions on urban roads comprise the highest proportion of killed and serious collisions (64% in 2009). After remaining fairly static for four years collisions on urban roads increased by 13% in 2009 compared with 2008. For the first time in 2009 urban collisions were not on track to contribute towards the national 2010 target. The length of roads classified as urban has increased in the last two years due to changes in speed limits but this does not account for the whole increase. Groups with the slowest pace of reduction on urban roads were motorcyclists, adult pedal cyclists and collisions in the hours of darkness. If the upward trend of collisions on urban roads continues they will be the subject of further study and considered as a priority group.

Car users and motorcyclists were the predominant casualty road user types. Motorcyclists comprise 30% of killed and serious casualties but around 3% of road users. Trends in vehicle use may be a reflection of the current economic climate and are reflected in casualty levels.

The proportion of all young car driver casualties that were of killed or serious severity decreased in 2009 compared with 2008.

One fifth of killed and serious casualties occurred on the way to/from work or as part of work.

Derby & Derbyshire Road Safety Partnership Priority Action Groups

Five partnership groups exist to tackle key casualty issues through evidence led multi agency initiatives. For further information, please see the DDRSP Annual Plan on the website www.saferroadsderbyshire

Motorcyclists

30% (170) of all KSI in 2009

62% (105) of motorcycle casualties were on motorcycles over 500cc

Over a third of the riders of bikes over 500cc are visitors to the County

Urban riders aged 16-21 and rural riders aged 31-50 feature heavily

Rider error accounts for a high proportion of collisions on rural routes

A more even number of rider and other vehicle error occurs on collisions on urban routes

Key activities: Motorcycle routes project with Bikers' Guide booklet, media campaign, temporary signing, improved data analysis, extra targeted enforcement

Subsidised training courses available (CBT Plus and Bike Plus)

Young Drivers (17-25 years)

8% (44) of all KSI in 2009

Over 25% of all collisions involve young drivers

Darkness factors heavily in young driver collisions as does failure to look properly, judge others path/speed, weather and loss of control

Drinking and driving is proportionately higher as is failing to wear a seat belt and being uninsured or unlicensed

Key activities: Multi agency presentations in schools

Driver challenge events delivered

Targeted enforcement and engagement in the autumn

Child casualties, pedal cyclists and pedestrians

33% (189) of all KSI in 2009

Child casualties continue to decrease

Pedal cyclist casualties have risen by 19% or 9 in the last year especially adult cyclists in Derby City

Pedestrian casualties continue to decrease

Key activities: Child safety training through schools continues to be a key activity.

Child car safety checks delivered countywide

Adult cycle training under development

Work related casualties

22% (115) of all KSI in 2009 happened whilst at work or travelling to/from work

This group has decreased steadily from when monitoring began in 2005

Key activities: Support to employers in the development of managing occupational road risk policies

Development of risk assessment tools and targeted training

Problem Routes

In depth analysis to identify the 20 highest routes

Key activities: Education, engineering and enforcement initiatives on the appropriate roads

Develop a countywide policy on Vehicle Activated Signs (VAS)to ensure maximum effectiveness

DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2009

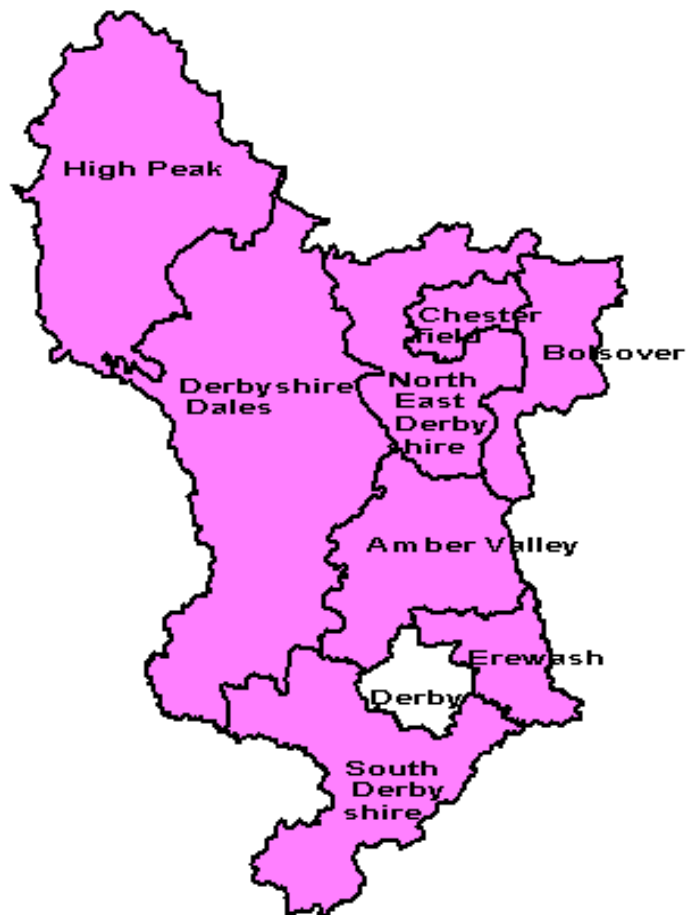
Contents Section Two

Derbyshire County Council

	page
County Map	19
Casualties and Collisions 1995 - 2009	20
Summary of Trends	21
2009 Casualty Reduction Progress and Government Targets	22
2009 Child Casualty Reduction Progress and Government Targets	23
Slowest Progress in Reduction of Killed and Serious Casualties up to 2009	24
Killed and Serious Casualty Reduction Progress	25
Casualty Group Profile 2009	26
Casualty Reduction Activities	27

Derbyshire County Council

(excluding collisions which occurred in the City of Derby)



Derbyshire County Council

CASUALTIES 1995-2009

	Killed	Serious	KSI	Slight	Total
95-98 ave	59	616	675	3575	4250
1999	57	576	633	3796	4429
2000	58	559	617	3712	4329
2001	39	546	585	3564	4149
2002	57	551	608	3617	4225
2003	59	520	579	3331	3910
2004	41	516	557	3360	3917
2005	48	435	483	3407	3890
2006	42	430	472	3105	3577
2007	53	440	493	2965	3458
2008	39	386	425	2798	3222
2009	44	405	449	2525	2974
% below ave	25%	34%	33%	29%	30%

COLLISIONS 1995-2009

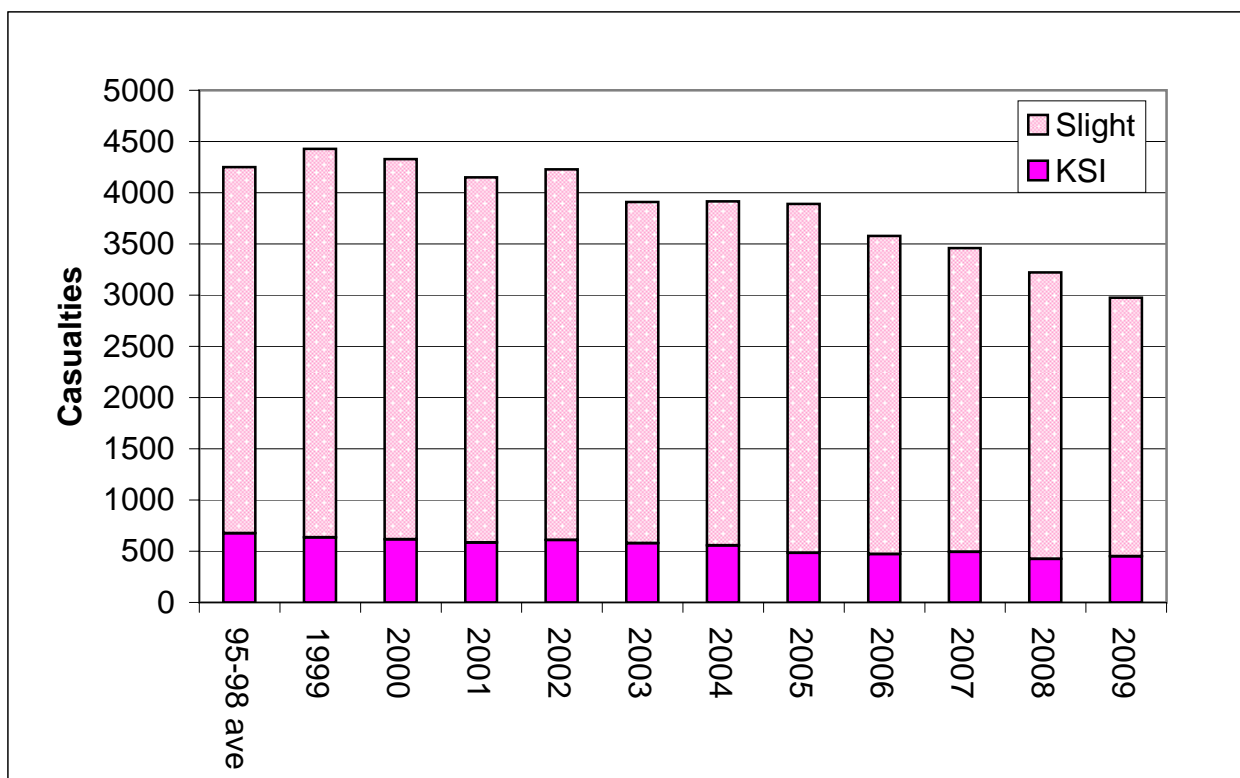
	Killed	Serious	KSI	Slight	Total
95-98 ave	52	521	573	2311	2884
1999	52	492	544	2484	3028
2000	49	470	519	2459	2978
2001	36	471	507	2366	2873
2002	52	474	526	2383	2909
2003	57	422	479	2264	2743
2004	39	430	469	2247	2716
2005	45	383	428	2297	2725
2006	40	372	412	2090	2502
2007	45	391	436	2066	2502
2008	34	337	371	1964	2335
2009	38	361	399	1778	2177
% below ave	27%	31%	30%	23%	25%

In 2009 the total number of casualties reduced by 8% or 248 compared with 2008, whilst collisions reduced by 7% or 158.

Since a high level in 1997 total casualties and killed and serious casualties have reduced each year apart from a secondary peak in 2002, and an increase in killed and serious casualties in 2007 and in 2009.

Derbyshire County Council

Summary of Casualty Trends 1995-1998 average to 2009



Trends

Killed and serious casualties increased by 24 in 2009 compared with 2008 and were 33% below the baseline average in 2009. They were not on track to meet the 2010 Government target (on track if more than 37% below the 1995 -1998 average).

Casualties of slight severity have reduced in almost every year since a peak in 2002. From 1999 to 2009 slight casualties reduced by 1271.

2009

44 people were killed in 2009, 5 more than in 2008.

405 people were seriously injured, 19 more than in 2008.

2525 people were slightly injured, 273 less than in 2008.

239 children were injured, 29 less than in 2008.

Derbyshire County Council

2009 Casualty Reduction Progress and Government Targets

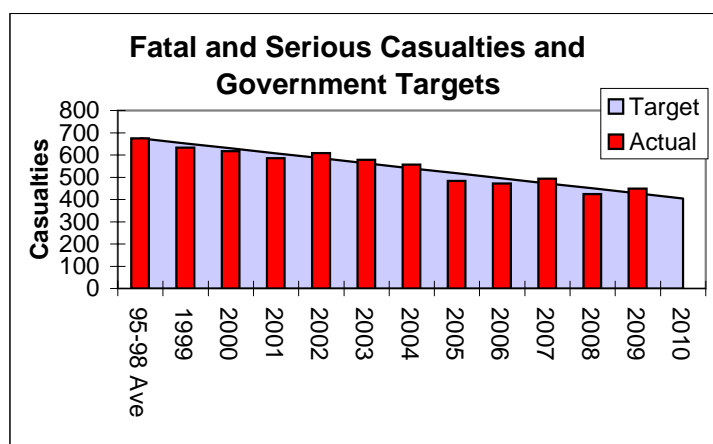
Casualty category	Target definition	2009 target	2009 actual	% above/below 2009 target	On track
All Killed and Serious	40% reduction by 2010 from 1995 -1998 average	427	449	+5%	NO
*Slight	to remain level or below the 1995 - 1998 average	3575	2525	-29%	YES

* The original Government target measures slight casualties against traffic flow. This equates to remaining level or below the 1995-1998 average as traffic flow increases.

Although not on track to meet the 2010 target for killed and serious casualties in 2007, reductions in 2008 meant we were back on track. However an increase in killed and serious casualties in 2009 means we are not on track. We need a reduction of 44 casualties from the 2009 level to meet the 2010 target of 405 casualties.

KSI Government Target and Annual Milestones for All ages

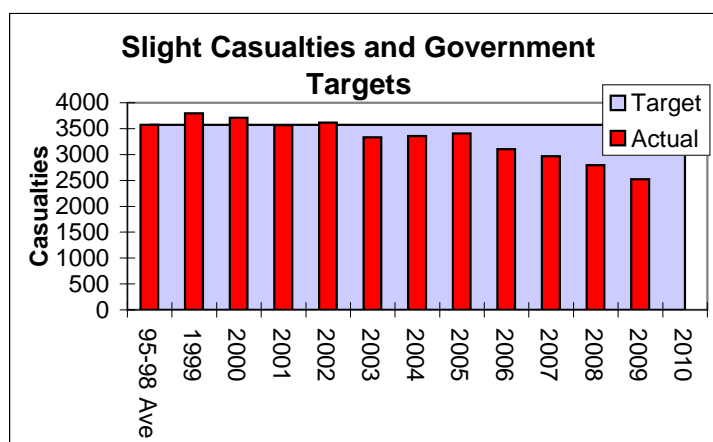
40% reduction in killed and serious casualties by year 2010



Year	Target	Actual	% above/below milestone
95-98 Ave	675	675	
1999	652	633	-3
2000	630	617	-2
2001	607	585	-4
2002	585	608	4
2003	562	579	3
2004	540	557	3
2005	517	483	-7
2006	495	472	-5
2007	472	493	4
2008	450	425	-6
2009	427	449	5
2010	405		

Slight Government Target and Annual Milestones for All ages

Level or less than the 1995-1998 baseline average



Year	Target	Actual	% above/below milestone
95-98 Ave	3575	3575	
1999	3575	3796	6
2000	3575	3712	4
2001	3575	3565	0
2002	3575	3619	1
2003	3575	3333	-7
2004	3575	3359	-6
2005	3575	3407	-5
2006	3575	3105	-13
2007	3575	2965	-17
2008	3575	2797	-22
2009	3575	2525	-29
2010	3575		

Derbyshire County Council

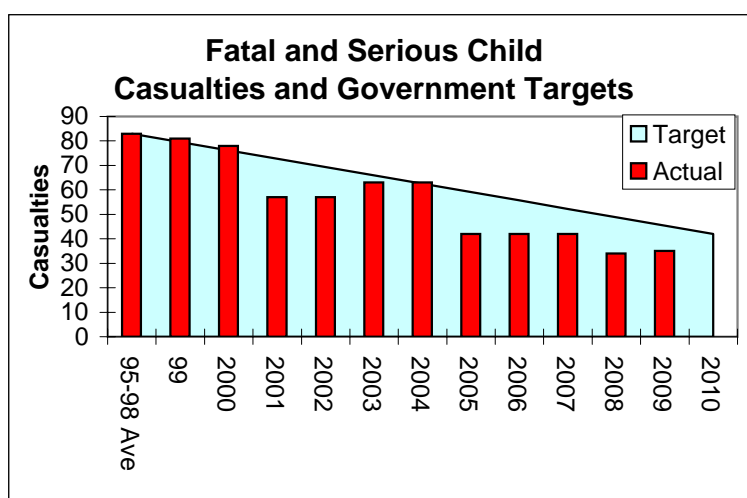
2009 CHILD CASUALTY REDUCTION PROGRESS AND GOVERNMENT TARGETS

Casualty category	Target definition	2009 target	2009 actual	% above/below 2009 target	On track
Child Killed and Serious	50% reduction by 2010 from 1995 -1998 average	46	35	-24%	YES

Child killed and serious casualties rose between 2001 and 2004 but stabilised at exactly the same level of 42 in 2005, 2006 and 2007. In 2008 they reduced further to a level of 34 casualties, whilst in 2009 there were 35 casualties. Therefore the 2010 target of 42 casualties had been met by 2005. Providing there is not a large increase in 2010 the target will be met.

KSI Government Target and Annual Milestones for Child Casualties

50% reduction in killed and serious casualties by year 2010



Year	Target	Actual	% above/ below milestone
95-98 Ave	83	83	
99	79	81	3
2000	76	78	3
2001	72	57	-21
2002	69	57	-17
2003	66	63	-5
2004	62	63	2
2005	59	42	-29
2006	56	42	-25
2007	52	42	-19
2008	49	34	-31
2009	46	35	-24
2010	42		

CHILD CASUALTIES 1995-2009

	Killed	Serious	Slight	Total
95-98 ave	4	79	410	493
1999	0	81	442	523
2000	0	78	380	458
2001	2	55	382	439
2002	3	53	336	392
2003	1	62	331	394
2004	2	61	369	432
2005	1	41	347	389
2006	3	39	292	334
2007	5	37	248	290
2008	1	33	234	268
2009	2	33	204	239
% below ave	50%	58%	50%	52%

Derbyshire County Council

Slowest Progress in Reduction of Killed and Serious Casualties up to 2009

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

nb: There are no national targets for road user groups except children but to enable comparison of performance across groups pro rata milestone targets have been used as a benchmark.

• **Motorcyclists**

29% of KSI in last 3 years
31% in 2009

- Above milestone targets every year, 70% above in 2009
- Levels fluctuate from year to year but a 3% increase comparing 2007-2009 with 2004-2006
- Slower pace of reduction regarding 16-21 year old riders who comprise nearly a quarter of motorcyclist casualties
- 31-50 year old riders comprise 42% of motorcyclist casualties

• **Adult Pedal Cyclists**

6% of KSI in last 3 years
6% in 2009

- Above the targets in the last three years, 44% above in 2009
- 13% increase comparing 2007-2009 with 2004-2006
- Areas to target include Erewash and Amber Valley

• **Older Drivers**

6% of KSI in last 3 years
7% in 2009

- Above the targets in two of the last three years, 30% above in 2009
- Highest number in 2009 since 2004, yet 2008 was a very good year
- Trends will be monitored and if the upward trend continues measures will be targeted accordingly

• **In Hours of Darkness**

32% of KSI in last 3 years
32% in 2009

- Above or just below milestone targets every year.
- A reduction of 7% comparing 2007-2009 with 2004-2006
- Trends will be monitored and if the upward trend continues reducing collisions in the hours of darkness will become a priority

• **Rural Roads**

45% of KSI (with speed limits of 50mph or above excluding motorways) (changes in speed limits may change roads from rural to urban)

- Not on track from 2000 to 2008 but a decrease in 2009 to one casualty below the milestone target
- A reduction of 20% comparing 2007-2009 with 2004-2006
- Reductions in rural collisions as a result of the Speed Limit Review with over 100km reduced from 60mph to 50mph
- Rural groups not on track include motorcyclists, pedal cyclists (small number), collisions in the hours of darkness, collisions on wet roads and 'A' roads

• **Young Car Drivers**

10% of KSI in last 3 years
8% in 2009

- Below the annual milestone in 2009, the only time in the last six years
- A reduction of 21% comparing 2007-2009 with 2004-2006
- A priority group targeted during the last three years
- Need to build on progress already made

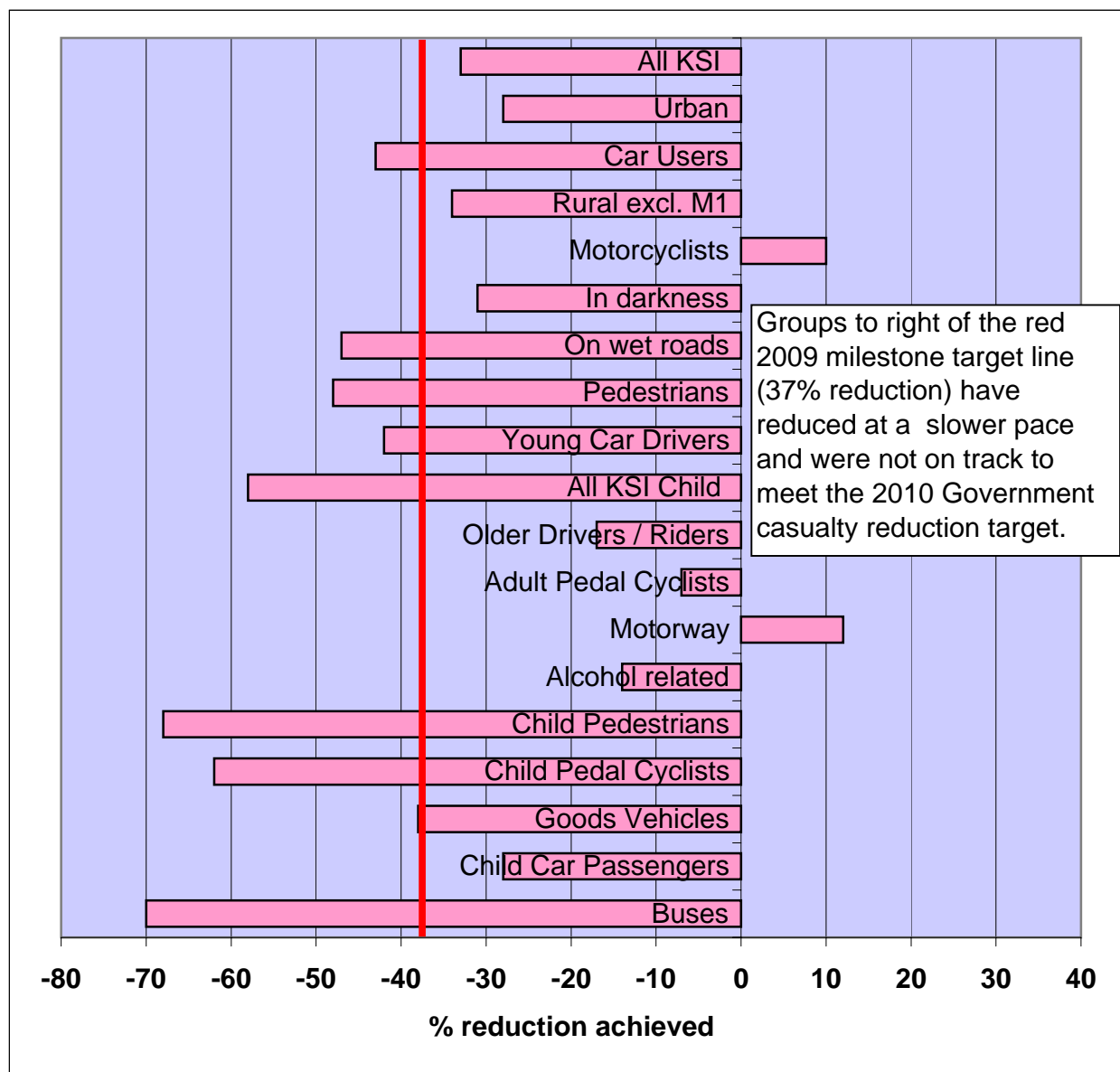
NB: Alcohol related collisions and collisions on the motorway reduced at a slower pace than all groups except motorcyclists, but they each comprise less than 5% of total killed and serious collisions.

Derbyshire County Council

KILLED AND SERIOUS CASUALTY REDUCTION PROGRESS

Graph to show a one year comparison of the percentage reduction of casualty types from the 1995-1998 average baseline by 2009

NB: Groups with largest numbers of KSI casualties are at the top of the graph



Casualty types with the least reduction in killed and serious casualties are motorcyclists, the motorway, adult pedal cyclists and older drivers. Sub-groups with the slowest reduction up to 2009 were 16 to 19 year old motorcyclists, motorcyclists on urban roads, 31 to 50 year old motorcyclists and motorcyclists on urban roads.

Casualty types with the greatest reduction in killed and serious casualties are child pedestrians, child pedal cyclists and bus users. It should be noted that some of these groups have small numbers which may fluctuate annually.

Derbyshire County Council

Casualty Group Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

* denotes groups where collisions rather than casualties are recorded
ie: some collisions had multiple casualties

	KSI Casualties	% of KSI	Slight Casualties	% of Slight
*Urban Roads (30 and 40mph limits)	225	56%	1114	63%
*Rural Roads (50 and 60 mph, excludes m/way)	157	39%	550	31%
*In hours of Darkness	127	32%	474	27%
Motorcyclists	138	31%	203	8%
Car / Taxi Drivers	136	34%	1261	50%
*On Wet road surfaces	115	26%	603	34%
On Way to or as Part of Work	90	20%	649	26%
Car / Taxi Passengers	65	14%	585	23%
Pedestrians	61	14%	200	8%
Young Car / Taxi Drivers (aged 17-25 yrs)	38	8%	388	15%
Child (pedestrians, cyclists, in-car)	35	8%	204	8%
Older Drivers / Riders (aged 60 and over)	30	7%	156	6%
Adult Pedal Cyclists	26	6%	93	4%
*Alcohol Related	18	5%	75	4%
*Motorway	19	4%	108	4%
Goods Vehicle Users	13	3%	79	3%
Bus / Minibus Users	3	1%	47	2%

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

Collisions on urban roads comprise the highest proportion of killed and serious collisions (56% in 2009). After remaining fairly static for five years collisions on urban roads increased by 34 in 2009 compared with 2008. In 2009 urban collisions were not on track to contribute towards the national 2010 target although they were on track in all preceding years. The length of roads classified as urban has increased in the last two years due to changes in speed limits but this does not account for the whole increase. Groups with the slowest pace of reduction on urban roads were motorcyclists, adult pedal cyclists and collisions in the hours of darkness. Collisions on urban roads will be monitored and further study undertaken if the upward trend continues.

Car users and motorcyclists were the predominant casualty road user types. Motorcyclists comprise 31% of killed and serious casualties but around 3% of road users. Trends in vehicle use may be a reflection of the current economic climate and are reflected in casualty levels.

The proportion of all young car driver casualties that were of killed or serious severity decreased in 2009 compared with 2008.

One fifth of killed and serious casualties occurred on the way to/from work or as part of work.

Derbyshire County Council

Casualty Reduction Activities

Derbyshire County Council working with its partners continues to actively address the challenge of casualty reduction.

As a member of the DDRSP we are an integral part of the work being done to reduce casualties. In particular we chair the Problem Routes priority action group and contribute to all of the other priority action groups. Members of the Road Safety Team are involved in all the partnership's work.

Derbyshire Fire and Rescue Service run the Youth Engagement Scheme, and County Council Road Safety Officers run part of the workshop activities.

In addition the County Council are one of the partners in the regional 'Fatal 4' campaign. This year long project seeks to address the four biggest causes of killed and serious collisions (drink driving, speed, using mobile phones and failing to wear a seatbelt) on identified routes. Part funded by the DfT an additional aim is to comprehensively evaluate each element of the campaign to identify what is most effective – the first time this has been done, and then to act as a model for rollout across the country.

The County Council continues to provide essential road safety education work in schools and nurseries, including theatre in education, cycle training (Smartrider) and a planned programme of activities and work that tracks children from pre-school into young adulthood.

Working with the DDRSP we are members of the Shiny Side Up and now the Bare Bones regional initiatives that support our work with sports motor cycle and young motorcycle riders respectively.

We also provide additional subsidised training in key areas: CBT Plus (young motorcycle riders), Bikeplus (other motorcycle riders) and Pass Plus Extra (newly qualified car drivers).

In addition the County Councils Area Engineering Teams deliver improvements to the road network and road maintenance that deal with specific road safety problems.

Working within the County Council we use innovative projects, such as the trial Anti Congestion Focus week to extend the delivery of road safety education, in this case working with School Travel Plan teams and local schools to reduce congestion at schools at the same time as improving road safety.

The road safety work is increasingly evidence led, using continuing analysis, such as this casualty report, to focus and direct our resources to areas of greatest need.

DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2009

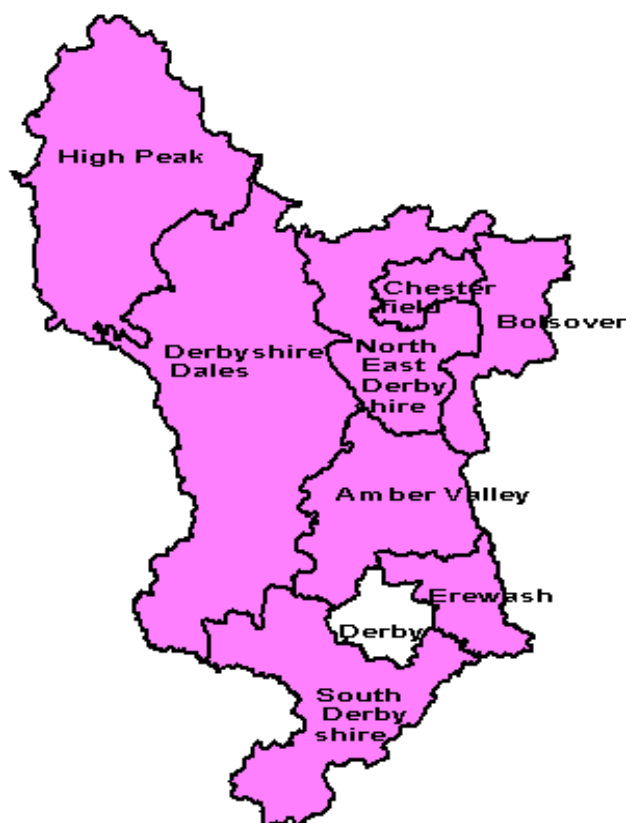
Contents Section Three

Derby City

	page
Derby City map	29
Casualties and Collisions 1995 - 2009	30
Summary of Trends	31
2009 Casualty Reduction Progress and Government Targets	32
2009 Child Casualty Reduction Progress and Government Targets	33
Slowest Progress in Reduction of Killed and Serious Casualties up to 2009	34
Casualty Group Profile 2009	35

Derby City

(collisions which occurred in Derby City Council Administrative Area)



In Derby we continue to deliver a range of road safety projects to reduce casualties particularly amongst children and young drivers. These include:

Child pedestrian training for children aged 5-7 years

Theatre in Education workshops targeting pupils aged between 10-14 years

Child Car Seat Checking events aimed at parents and guardians of young children

Cycle training schemes for children aged 5 -11 years

Young Driver Challenge events to promote 'safer' driving targeting drivers aged between 17- 21 years

Pass Plus Extra scheme - a subsidised scheme aimed at newly qualified drivers to enhance their driving skills and experience

A positive development this year has been the funding secured through the Local Neighbourhood Boards. This has allowed us to expand a number of the above projects into other areas of the city.

Derby City

CASUALTIES 1995-2009

	Killed	Serious	KSI	Slight	Total
95-98 ave	6	151	157	907	1064
1999	4	128	132	956	1088
2000	6	106	112	898	1010
2001	6	127	133	953	1086
2002	4	122	126	1001	1127
2003	4	96	100	960	1060
2004	4	114	118	886	1004
2005	12	90	102	834	936
2006	5	107	112	832	944
2007	1	103	104	897	1001
2008	6	107	113	893	1006
2009	4	113	117	970	1087
% below ave	33%	25%	25%	7% above	2% above

COLLISIONS 1995-2009

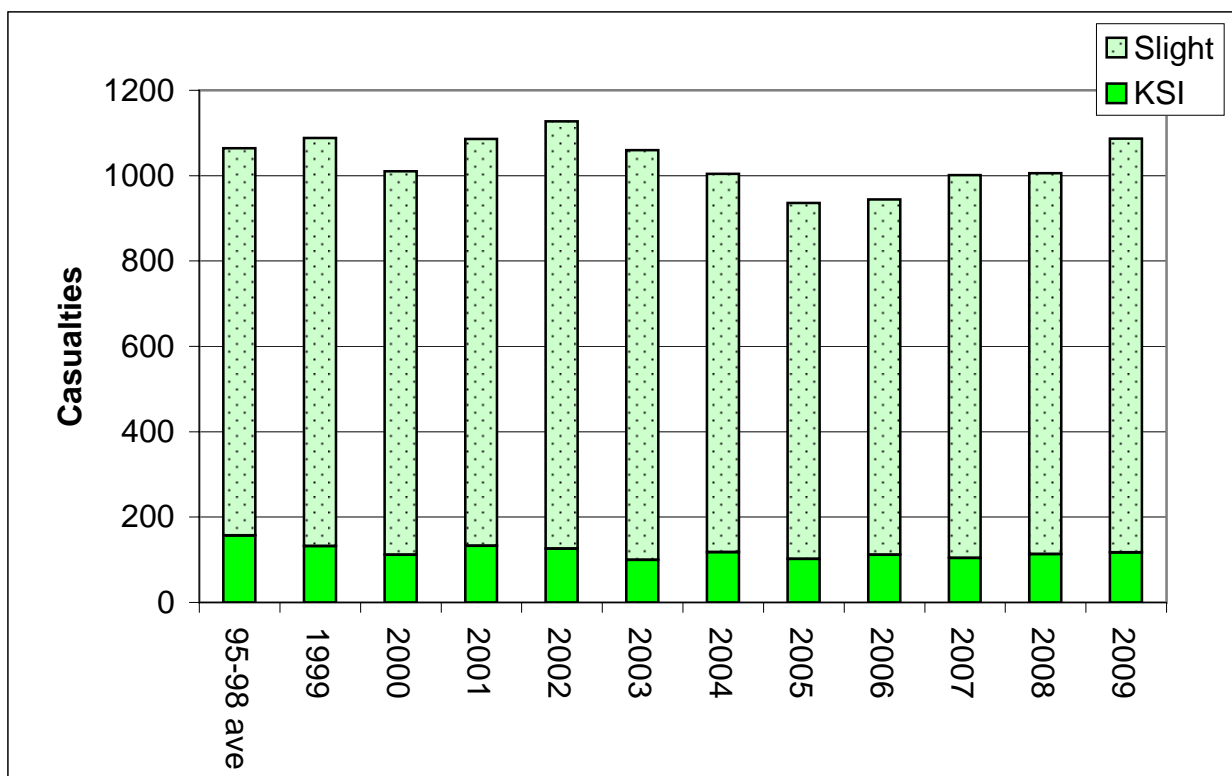
	Killed	Serious	KSI	Slight	Total
95-98 ave	6	141	147	663	810
1999	4	119	123	712	835
2000	6	94	100	675	775
2001	6	117	123	697	820
2002	4	113	117	734	851
2003	4	83	87	720	807
2004	4	104	108	689	797
2005	12	84	96	619	715
2006	5	104	109	611	720
2007	1	99	100	677	777
2008	6	104	110	688	798
2009	4	105	109	712	821
% below ave	33%	26%	26%	7% above	1% above

In 2009 the total number of casualties increased by 8% or 81 compared with 2008, whilst collisions increased by 3% or 23.

Total casualties reduced from a peak in 2002 to the lowest level of the last fifteen years in 2005 but in each year since then total casualties have increased.

Derby City

Summary of Casualty Trends 1995-1998 average to 2009



Trends

Killed and serious casualties increased by 4 in 2009 compared with 2008 and were 25% below the baseline average in 2009. They were not on track to meet the 2010 Government target. (on track if more than 37% below the 1995 -1998 average).

Since reaching their lowest level of the last fifteen years in 2006 the general trend has been an increase in slight casualties.

2009

4 people were killed in 2009, 2 less than in 2008.

113 people were seriously injured, 6 more than in 2008.

970 people were slightly injured, 77 more than in 2008.

11 children were seriously injured, 2 less than in 2008.

Derby City

2009 Casualty Reduction Progress and Government Targets

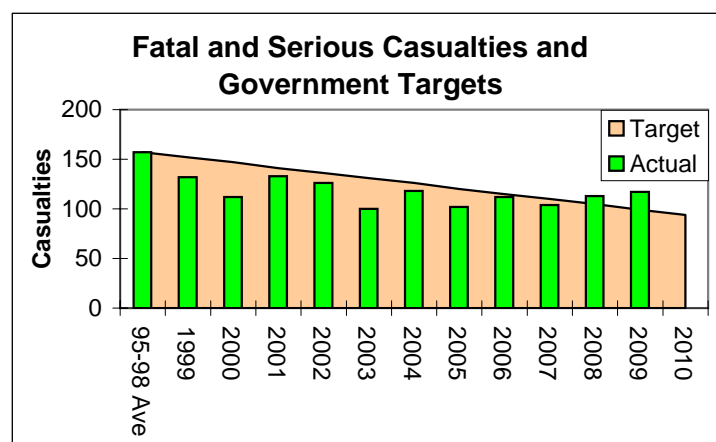
Casualty category	Target definition	2009 target	2009 actual	% above/below 2009 target	On track
All Killed and Serious	40% reduction by 2010 from 1995 -1998 average	99	117	+18%	NO
*Slight	to remain level or below the 1995 - 1998 average	907	970	+7%	NO

* The original Government target measures slight casualties against traffic flow. This equates to remaining level or below the 1995-1998 average as traffic flow increases.

Derby City was not on track to meet the 2010 target for killed and serious casualties in 2008 or 2009. A reduction of 23 casualties from the 2009 level is required in order to meet the 2010 target of 94 casualties.

KSI Government Target and Annual Milestones for All ages

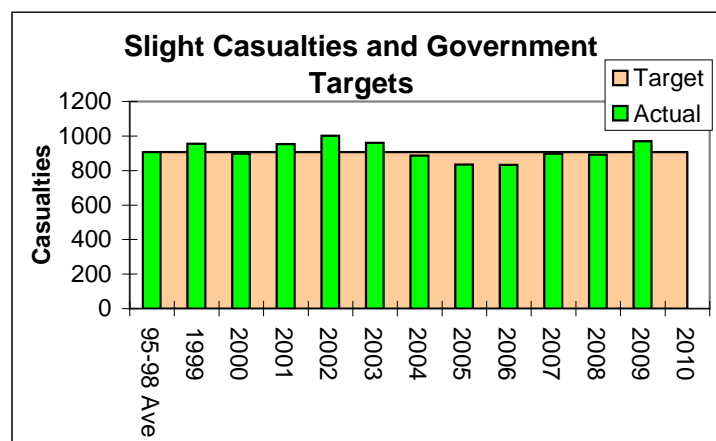
40% reduction in killed and serious casualties by year 2010



Year	Target	Actual	% above/below milestone
95-98 Ave	157	157	
1999	152	132	-13
2000	147	112	-24
2001	141	133	-6
2002	136	126	-7
2003	131	100	-24
2004	126	118	-6
2005	120	102	-15
2006	115	112	-3
2007	110	104	-5
2008	105	113	8
2009	99	117	18
2010	94		

Slight Government Target and Annual Milestones for All ages

Level or less than the 1995-1998 baseline average



Year	Target	Actual	% above/below milestone
95-98 Ave	907	907	
1999	907	956	5
2000	907	898	-1
2001	907	953	5
2002	907	1001	10
2003	907	960	6
2004	907	886	-2
2005	907	834	-8
2006	907	832	-8
2007	907	897	-1
2008	907	893	-2
2009	907	970	7
2010	907		

Derby City

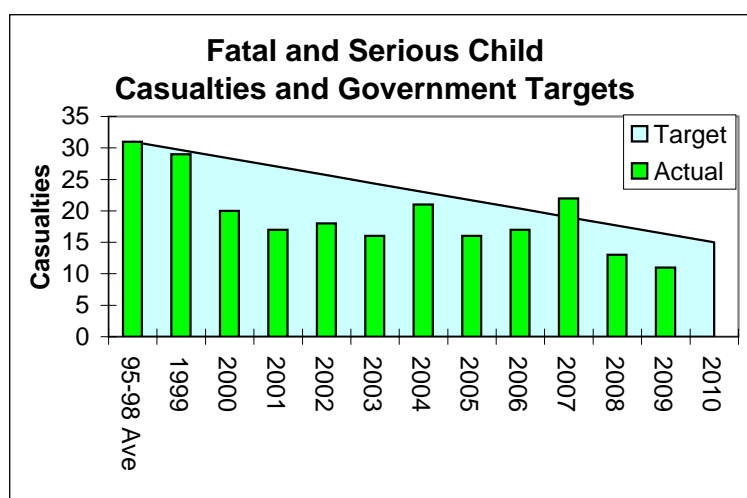
2009 Child Casualty Reduction Progress and Casualty Targets

Casualty category	Target definition	2009 target	2009 actual	% above/below 2009 target	On track
Child Killed and Serious	50% reduction by 2010 from 1995 -1998 average	17	11	-31%	YES

Child killed and serious casualties peaked in 2002 but have reduced since then to the lowest level of the last fifteen years in 2009. Providing there is not a large increase in 2010 the target will be met.

KSI Government Target and Annual Milestones for Child Casualties

50% reduction in killed and serious casualties by year 2010



Year	Target	Actual	% above/ below milestone
95-98 Ave	31	31	
1999	30	29	-3
2000	28	20	-29
2001	27	17	-37
2002	26	18	-31
2003	24	16	-33
2004	23	21	-9
2005	22	16	-27
2006	21	17	-19
2007	19	22	16
2008	18	13	-28
2009	17	11	-35
2010	15		

CHILD CASUALTIES 1995-2009

	Killed	Serious	Slight	Total
95-98 ave	1	31	140	171
1999	0	29	120	149
2000	0	20	125	145
2001	0	17	117	134
2002	0	18	117	135
2003	0	16	109	125
2004	1	20	117	138
2005	0	16	103	119
2006	0	17	81	98
2007	0	22	122	144
2008	0	13	106	119
2009	0	11	95	106
% below ave	100%	65%	32%	38%

Derby City

Slowest Progress in Reduction of Killed and Serious Casualties up to 2009

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

nb: There are no national targets for road user groups except children but to enable comparison of performance across groups pro rata milestone targets have been used as a benchmark.

• **Motorcyclists**

25% of KSI in last 3 years

- 32 casualties in 2009, the highest level of the last fifteen years
- Above the milestone targets or level with them in each year since 1999
- 129% above the 2009 milestone target
- An increase in numbers of 31-50 year old riders killed or seriously injured in 2009

• **Adult Pedal Cyclists**

12% of KSI in last 3 years

- Above the targets in three of the last four years, 125% above in 2009
- A 5% increase comparing 2007-2009 with 2004-2006

• **Drink Drivers**

6% of KSI in last 3 years

- Above the targets in the last four years, although a small number of killed or serious collisions where a driver failed or refused to take a breath test

• **Rural Roads**

10% of KSI (with speed limits of 50mph or above excluding motorways) (changes in speed limits may change roads from rural to urban)

- Not on track in recent years, but milestone almost achieved in 2009

• **Young Car Drivers**

6% of KSI in last 3 years

- Although small numbers an increase of 25% comparing 2007-2009 with 2004-2006

Derby City Casualty Group Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

* denotes groups where collisions rather than casualties are recorded
ie: some collisions had multiple casualties

	KSI Casualties	% of KSI	Slight Casualties	% of Slight
*Urban Roads (30 and 40mph limits)	101	93%	651	91%
*In hours of Darkness	37	34%	187	26%
Motorcyclists	32	27%	63	6%
*On Wet road surfaces	32	27%	217	30%
Pedestrians	26	22%	127	13%
On Way to or as Part of Work	25	21%	248	26%
Adult Pedal Cyclists	21	18%	75	8%
Car / Taxi Drivers	20	18%	410	42%
Car / Taxi Passengers	13	11%	220	23%
Child (pedestrians, cyclists, in-car)	11	9%	96	10%
*Rural Roads (50 and 60 mph, excludes m/way)	8	7%	61	9%
*Alcohol Related	8	7%	19	3%
Young Car / Taxi Drivers (aged 17-25 yrs)	5	4%	124	13%
Older Drivers / Riders (aged 60 and over)	3	3%	41	4%
Goods Vehicle Users	0	0%	23	2%
Bus / Minibus Users	0	0%	33	3%

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

Collisions on urban roads comprise the highest proportion of killed and serious collisions (93% in 2009). Collisions on urban roads increased in 2008 and 2009 and in both these years were not on track to contribute towards the national 2010 target although they were on track in all preceding years. The length of roads classified as urban has increased in the last two years due to changes in speed limits but this does not account for the whole increase. Collisions on urban roads will be monitored to check if the upward trend continues.

Car users and motorcyclists were the predominant casualty road user types. Motorcyclists comprise 27% of killed and serious casualties but nationally only around 3% of road users. Trends in vehicle use may be a reflection of the current economic climate and are reflected in casualty levels.

One fifth of killed and serious casualties occurred on the way to/from work or as part of work.

DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2009

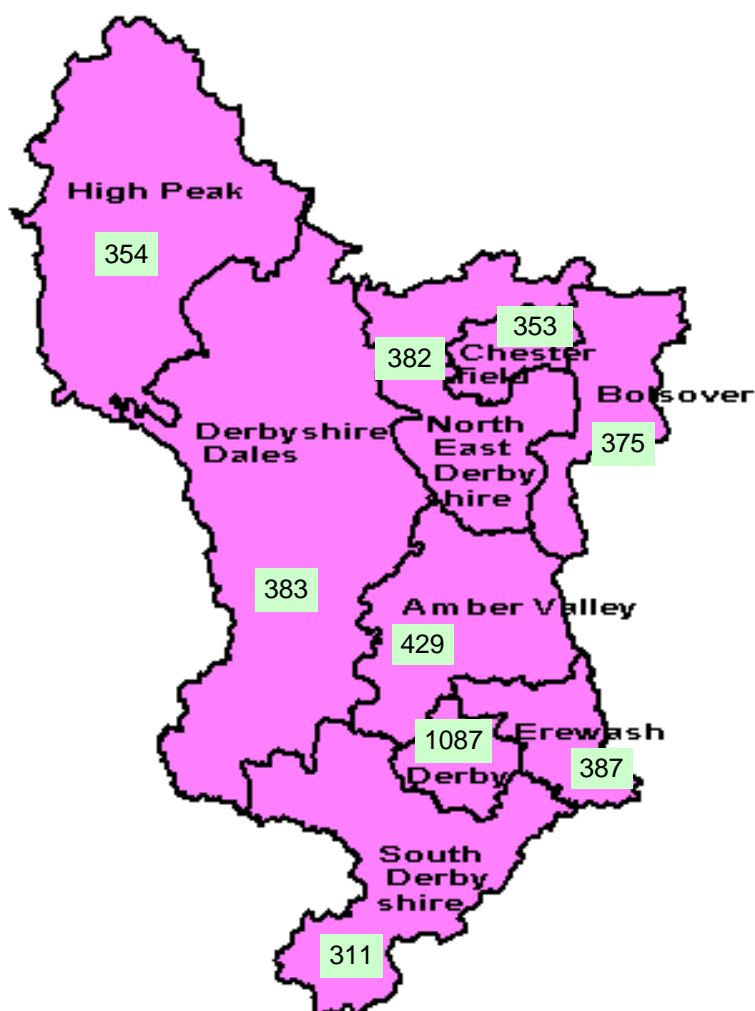
Contents Section Four

Analysis by Districts

District Map and Casualty Totals 2009	page 37
Casualty Trends by District	38
High Peak - Priority Groups for Casualty Reduction	39
High Peak - Trends and Casualty Group Profile 2009	40
High Peak - Casualty Reduction Progress and Government Targets	41
Derbyshire Dales - Priority Groups for Casualty Reduction	42
Derbyshire Dales - Trends and Casualty Group Profile 2009	43
Derbyshire Dales - Casualty Reduction Progress and Government Targets	44
Peak District National Park - Priority Groups for Casualty Reduction	45
Peak District National Park - Trends and Casualty Group Profile 2009	46
Peak District National Park - Casualty Reduction and Government Targets	47
North East Derbyshire - Priority Groups for Casualty Reduction	48
North East Derbyshire - Trends and Casualty Group Profile 2009	49
North East Derbyshire - Casualty Reduction Progress and Government Targets	50
Chesterfield - Priority Groups for Casualty Reduction	51
Chesterfield - Trends and Casualty Group Profile 2009	52
Chesterfield - Casualty Reduction Progress and Government Targets	53
Bolsover - Priority Groups for Casualty Reduction	54
Bolsover - Trends and Casualty Group Profile 2009	55
Bolsover - Casualty Reduction Progress and Government Targets	56
Amber Valley - Priority Groups for Casualty Reduction	57
Amber Valley - Trends and Casualty Group Profile 2009	58
Amber Valley - Casualty Reduction Progress and Government Targets	59
Erewash - Priority Groups for Casualty Reduction	60
Erewash - Trends and Casualty Group Profile 2009	61
Erewash - Casualty Reduction Progress and Government Targets	62
South Derbyshire - Priority Groups for Casualty Reduction	63
South Derbyshire - Trends and Casualty Group Profile 2009	64
South Derbyshire - Casualty Reduction Progress and Government Targets	65

Analysis by Districts

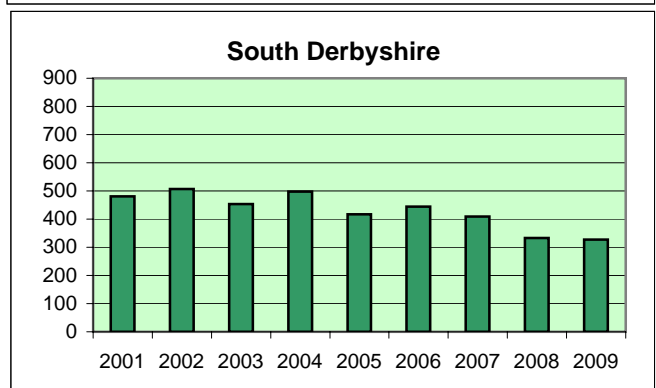
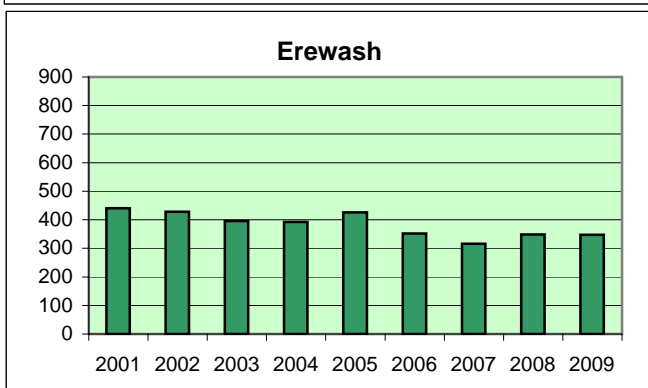
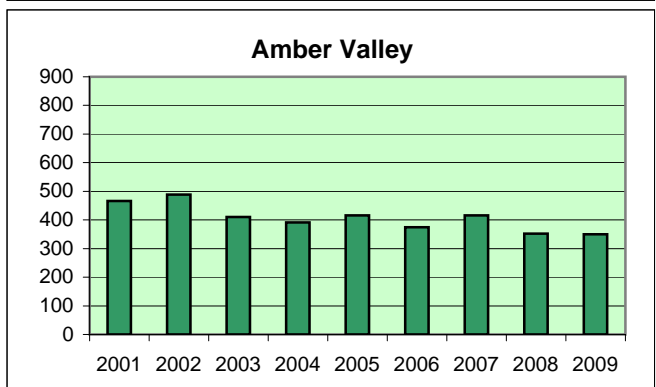
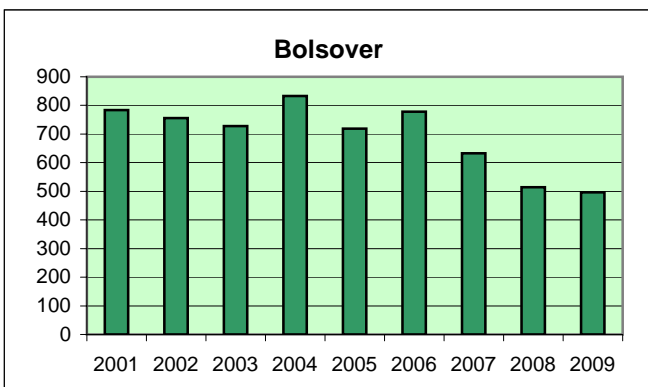
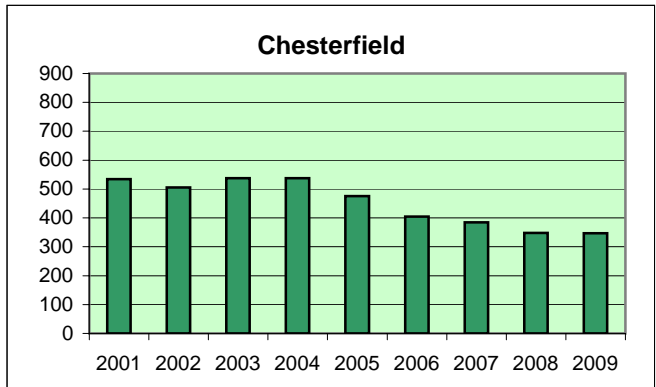
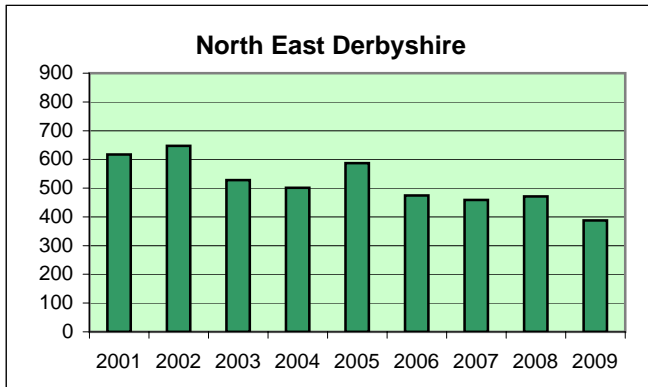
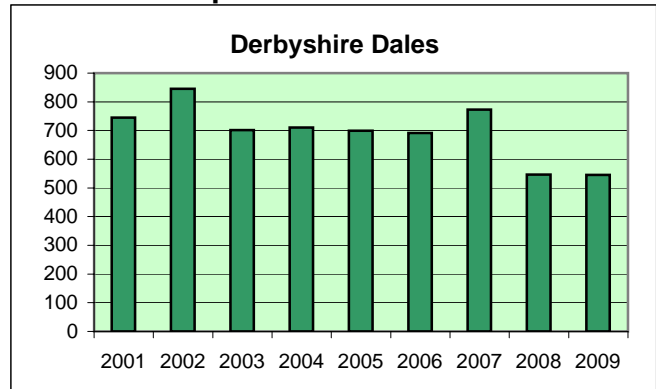
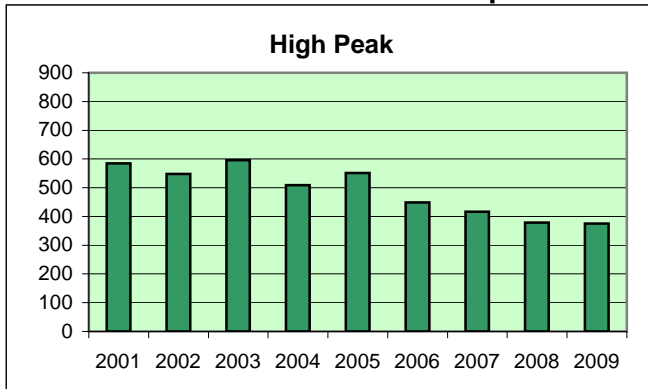
Casualty Totals By District 2009



District	2009				Killed and Serious		
	Fatal	Serious	Slight	Total	2006	2007	2008
High Peak	9	57	288	354	74	54	66
Derbyshire Dales	10	75	298	383	86	107	64
N. E. Derbyshire	8	46	328	382	53	60	72
Chesterfield	2	43	308	353	37	44	28
Bolsover	2	28	345	375	41	50	45
Amber Valley	3	52	374	429	69	67	57
Erewash	8	51	328	387	51	45	50
South Derbyshire	2	53	256	311	61	66	43
Derby City	4	113	970	1087	112	104	113
TOTAL	48	518	3495	4061	584	597	538

Casualty Trends by District

Casualties per Hundred Thousand Population



Relating casualties to population it should be borne in mind that Bolsover has many motorway users not resident in the District whereas Derbyshire Dales has a large influx of tourists (including day trippers and leisure motorcyclists).

In the last three years the general trend comparing casualties with population was a decrease except in Erewash where there was a small increase.

High Peak

In 2009 total casualties in High Peak were the lowest level of the last fifteen years. Killed and serious casualties remained the same level in 2009 as in 2008 and were not on track to contribute towards meeting the national casualty reduction target.

Slowest Progress in Reduction of Killed and Serious Casualties Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Motorcyclists

33% of KSI in last 3 years

Trends

The number of motorcyclists killed or seriously injured in High Peak increased by 10 in 2009 compared with 2008. The 2009 level was more than double that required in order to meet the 2009 annual milestone. Regarding motorcycle casualties High Peak was the furthest from the 2009 target of all Districts.

Issues

Motorcyclists aged 31-55 years comprise 59% of killed and serious casualties, the second highest proportion within all Local Authority Districts and are mainly riding bikes over 500cc

41% of killed or serious casualties occurred at weekends.

72% of killed or serious motorcycle casualties occurred on rural roads.

Actions

An integrated motorcycle casualty reduction project is delivered annually from Easter to September. Increased awareness of problem routes is provided by temporary signage on key routes. Roads targeted in High Peak were A57, A624, A5004, A623, A54, A537, A6 and A515.

The 'Biker's Guide to Derbyshire provides information on routes and targeted enforcement takes place on these routes.

Other groups reducing at a slower pace and not on track in 2009 to meet the national casualty reduction target were collisions in the hours of darkness and collisions on urban roads.

High Peak

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
8	76	84	291	374	95-98 ave	10	88	97	462	556
6	66	72	328	400	1999	8	76	84	494	578
7	73	80	298	378	2000	8	85	93	459	552
5	70	75	295	370	2001	5	83	88	439	527
9	69	78	268	346	2002	9	83	92	400	492
11	71	82	292	374	2003	11	98	109	428	537
2	63	65	255	320	2004	2	74	76	385	461
8	62	70	271	341	2005	8	72	80	423	503
7	54	61	213	274	2006	7	67	74	339	413
4	49	53	241	294	2007	4	50	54	333	387
7	46	53	213	266	2008	7	59	66	315	381
6	52	58	194	252	2009	9	57	66	288	354

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Motorcyclists	43	12%	23	35%
Car / Taxi Drivers	184	52%	19	29%
On way to or as part of work	93	26%	17	26%
Pedestrians	28	8%	9	14%
Car / Taxi Passengers	84	24%	9	14%
Child Pedestrians	30	8%	8	12%
Pedal Cyclists	22	6%	7	11%
Young Car / Taxi Drivers (17-25yrs)	59	17%	7	11%
Goods Vehicle Users	16	5%	5	8%
Adult Pedal Cyclists	14	4%	1	2%
Older Drivers (60yrs plus)	21	6%	3	5%
Child Car / Taxi Passengers	13	4%	1	2%
Bus / Minibus Users	2	1%	0	0%

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

A higher proportion of motorcyclists are killed or seriously injured than in most other Local Authority Districts.
A higher than average proportion of killed and serious casualties are work related.

High Peak

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

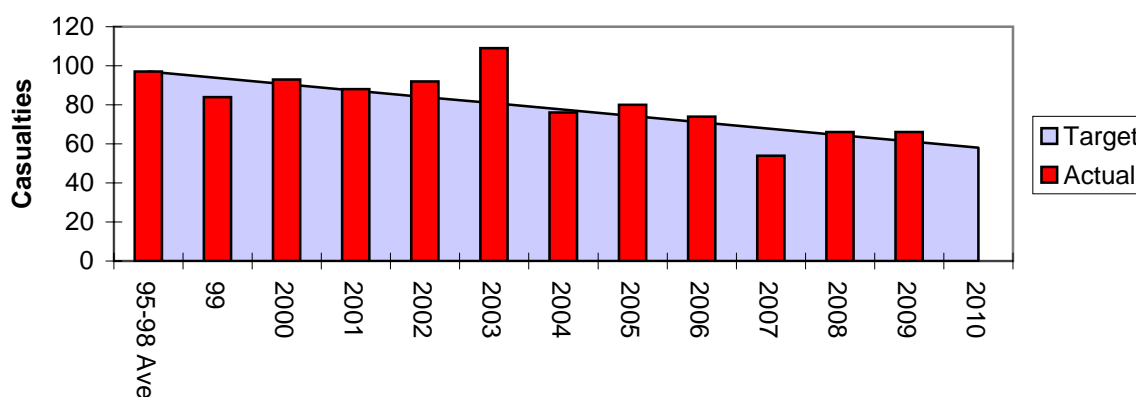
Year	Target	Actual	% above/ below milestone
95-98 Ave	11	11	
99	11	8	-27
2000	10	13	30
2001	10	4	-60
2002	9	6	-33
2003	9	6	-33
2004	9	12	33
2005	8	5	-38
2006	8	5	-38
2007	7	2	-71
2008	7	4	-43
2009	6	3	-50
2010	6		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	97	97	
99	94	84	-11
2000	91	93	2
2001	87	88	1
2002	84	92	10
2003	81	109	35
2004	78	76	-3
2005	75	80	7
2006	71	74	4
2007	68	54	-21
2008	65	66	2
2009	62	66	6
2010	58		

Fatal and Serious Casualty Reduction and Government Targets



In 2009 fatal and serious casualties of all ages were not on track to meet the Government target but child casualties were on track.

Derbyshire Dales

In 2009 total casualties in Derbyshire Dales were the lowest level of the last fifteen years. Killed and serious casualties fluctuate from year to year but were not on track to contribute towards meeting the national casualty reduction target in 2007 or 2009.

Slowest Progress in Reduction of Killed and Serious Casualties Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Motorcyclists

40% of KSI in last 3 years

Trends

The number of motorcyclists killed or seriously injured in Derbyshire Dales increased by 12 in 2009 compared with 2008. The 2009 level was 79% above the 2009 annual milestone target.

Issues

67% of motorcyclists who were killed and seriously injured in Derbyshire Dales were aged 31 to 60 years.

59% of killed or serious casualties occurred at weekends, the largest proportion of any Local Authority District.

57% of riders killed or seriously injured were riding motorcycles over 600cc.

Actions

An integrated motorcycle casualty reduction project is delivered annually from Easter to September. Increased awareness of problem routes is provided by temporary signage on key routes. Roads targeted in Derbyshire Dales were A623, A621, A6, A619, A515, A5012 and A615.

The 'Biker's Guide to Derbyshire provides information on routes and targeted enforcement takes place on these routes.

Other groups reducing at a slower pace and not on track in 2009 to meet the national casualty reduction target were young car drivers and collisions on wet road surfaces.

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
11	84	95	301	396	95-98 ave	13	107	119	497	616
7	77	84	331	415	1999	9	96	105	560	665
13	65	78	284	362	2000	16	84	100	462	562
5	84	89	262	351	2001	5	99	104	409	513
13	75	88	296	384	2002	14	89	103	485	588
11	59	70	254	324	2003	12	70	82	407	489
12	68	80	252	332	2004	13	90	103	393	496
12	62	74	253	327	2005	13	72	85	403	488
10	65	75	254	329	2006	10	76	86	397	483
11	80	91	276	367	2007	12	95	107	433	540
4	54	58	212	270	2008	4	60	64	320	384
10	63	73	204	277	2009	10	75	85	298	383

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Motorcyclists	57	15%	34	40%
Car / Taxi Drivers	178	46%	22	26%
Car / Taxi Passengers	83	22%	16	19%
On way to or as part of work	88	23%	10	12%
Pedestrians	31	8%	7	8%
Young Car / Taxi Drivers (17-25yrs)	61	16%	7	8%
Older Drivers (60yrs plus)	28	7%	6	7%
Child Pedestrians	10	3%	4	5%
Pedal Cyclists	11	3%	3	4%
Adult Pedal Cyclists	10	3%	3	4%
Goods Vehicle Users	15	4%	3	4%
Child Car / Taxi Passengers	7	2%	0	0%
Bus / Minibus Users	4	1%	0	0%

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

A higher proportion of motorcyclists were killed or seriously injured in Derbyshire Dales than in any other Local Authority District.

Derbyshire Dales

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

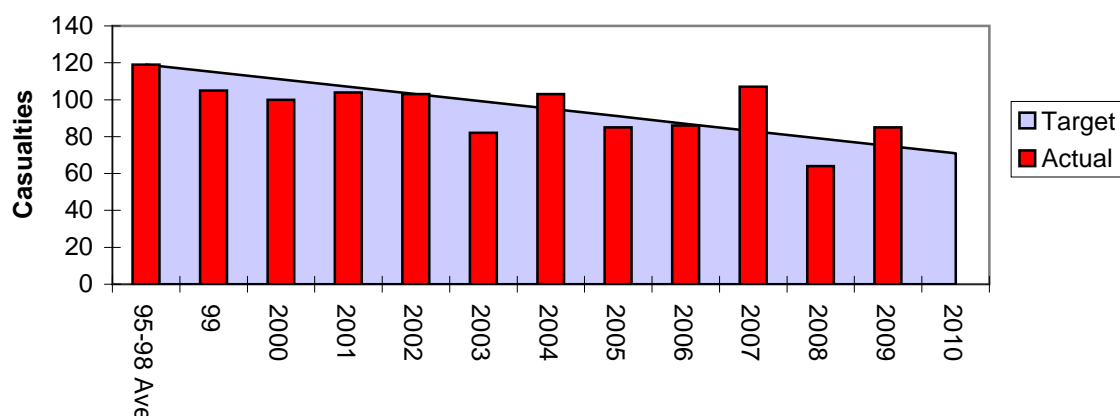
Year	Target	Actual	% above/ below milestone
95-98 Ave	9	9	
99	9	8	-11
2000	8	4	-50
2001	8	5	-38
2002	8	8	0
2003	7	5	-29
2004	7	3	-57
2005	7	3	-57
2006	6	4	-33
2007	6	5	-17
2008	6	0	-100
2009	5	5	0
2010	5		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	119	119	
99	115	105	-9
2000	111	100	-10
2001	107	104	-3
2002	103	103	0
2003	99	82	-17
2004	95	103	8
2005	91	85	-7
2006	87	86	-1
2007	83	107	29
2008	79	64	-19
2009	75	85	13
2010	71		

Fatal and Serious Casualty Reduction and Government Targets



In 2008 there was the lowest level of killed and serious casualties of the last fifteen years but an increase of 21 casualties in 2009 meant Derbyshire Dales was no longer on track to meet the 2010 national target. Child casualties were level with the 2009 milestone target.

Peak District National Park

After an exceptionally low level in 2008 total casualties in Peak Park increased by 100 in 2009. Killed and serious casualties fluctuate from year to year with 31 more in 2009 compared with 2008 and were not on track to contribute towards meeting the national casualty reduction target in 2007 or 2009.

Slowest Progress in Reduction of Killed and Serious Casualties Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Motorcyclists

41% of KSI in last 3 years

Trends

The number of motorcyclists killed or seriously injured in the Peak District National Park increased by 22 in 2009 compared with 2008. The 2009 level was 150% above the 2009 annual milestone target.

Issues

Within the Peak District National Park the highest numbers of killed and serious casualties involving motorcyclists were those aged 21 to 25 years and 46 to 50 years.

93% of riders killed or seriously injured were riding bikes larger than 500cc.

75% of killed or serious motorcycle casualties occurred on rural roads.

Actions

An integrated motorcycle casualty reduction project is delivered annually from Easter to September. Increased awareness of problem routes is provided by temporary signage on key routes. Roads targeted in the Peak District National Park were A57, A624, A5004, A621, A54, A537, A6, A515 and A5012.

The 'Biker's Guide to Derbyshire provides information on routes and targeted enforcement takes place on these routes.

Other groups reducing at a slower pace and not on track in 2009 to meet the national casualty reduction target were alcohol related collisions and pedestrians, although numbers in these groups are small.

Peak District National Park

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
9	76	85	245	330	95-98 ave	12	95	107	424	530
9	70	79	303	382	1999	12	90	102	488	590
12	76	88	236	324	2000	14	97	111	407	518
5	79	84	224	308	2001	6	101	107	362	469
13	78	91	243	334	2002	14	93	107	421	528
11	74	85	238	323	2003	11	91	102	397	499
8	75	83	216	299	2004	9	99	108	350	458
13	54	67	224	291	2005	14	64	78	356	434
11	61	72	203	275	2006	11	75	86	361	447
12	69	81	203	284	2007	13	78	91	317	408
3	46	49	152	201	2008	3	60	63	223	286
10	68	78	173	251	2009	13	81	94	292	386

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Motorcyclists	67	17%	40	43%
Car / Taxi Drivers	175	45%	23	24%
Car / Taxi Passengers	90	23%	17	18%
On way to or as part of work	96	25%	16	17%
Young Car / Taxi Drivers (17-25yrs)	70	18%	9	10%
Pedestrians	16	4%	6	6%
Older Drivers (60yrs plus)	28	7%	5	5%
Pedal Cyclists	11	3%	4	4%
Adult Pedal Cyclists	11	3%	4	4%
Goods Vehicle Users	19	5%	4	4%
Child Pedestrians	5	1%	3	3%
Child Car / Taxi Passengers	10	3%	1	1%
Bus / Minibus Users	3	1%	0	0%

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

The predominant groups of killed and serious casualties in 2009 were car users and motorcyclists. A higher proportion of the Park's killed and serious casualties in 2009 were motorcyclists than in any of the Local Authority Districts.

Peak District National Park

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

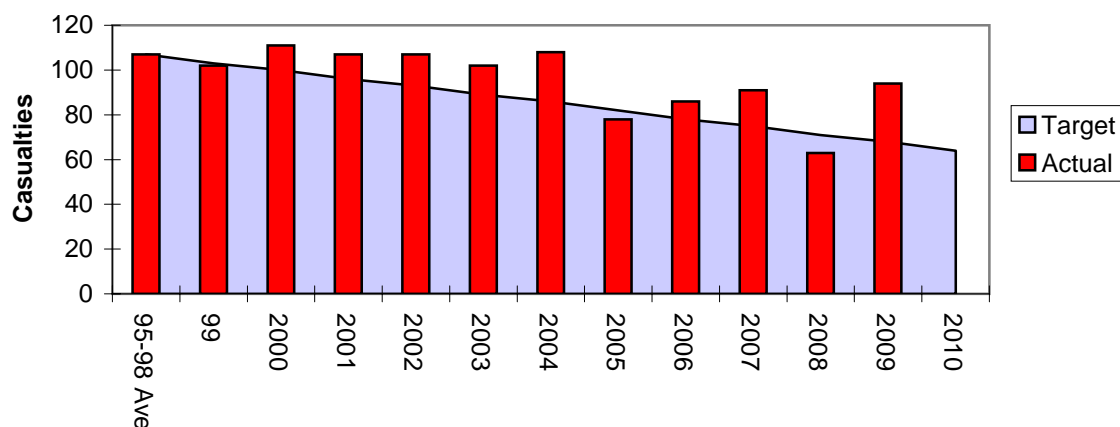
Year	Target	Actual	% above/ below milestone
95-98 Ave	5	5	
99	5	7	40
2000	5	5	0
2001	5	5	0
2002	4	4	0
2003	4	4	0
2004	4	4	0
2005	4	1	-75
2006	4	4	0
2007	4	2	-50
2008	3	1	-67
2009	3	4	33
2010	3		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	107	107	
99	103	102	-1
2000	100	111	11
2001	96	107	11
2002	93	107	15
2003	89	102	15
2004	86	108	26
2005	82	78	-5
2006	78	86	10
2007	75	91	21
2008	71	63	-11
2009	68	94	38
2010	64		

Fatal and Serious Casualty Reduction and Government Targets



In 2009 killed and serious casualties were not on track to meet the Government casualty reduction targets for all ages or children.

North East Derbyshire

Total casualties in North East Derbyshire were at their lowest level of the last fifteen years in 2009 but killed and serious casualties were just one casualty above the 2009 annual milestone target.

Slowest Progress in Reduction of Killed and Serious Casualties and Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Young Car Drivers

11% of KSI in last 3 years

Trends

The number of young car drivers killed or seriously injured in North East Derbyshire fluctuates from year to year. In 2008 higher than average numbers were injured but there was a drop in 2009.

Almost half of all car drivers injured in North East Derbyshire were young drivers.

Issues

The most common age of young car drivers killed or seriously injured was 19 years.

65% of young car drivers killed or seriously injured were male.

Countywide Issues of concern are peer pressure, driving late at night and Winter months.

Actions

Multi agency presentations in schools

Driver challenge events to be delivered

Targeted enforcement and engagement, particularly in Autumn

Subsidised post driving test training through the Pass Plus Extra scheme

Other groups reducing at a slower pace and not on track in 2009 to meet the national casualty reduction target were alcohol related collisions and older drivers, although numbers in these groups are small.

North East Derbyshire

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
7	77	84	459	543	95-98 ave	7	68	74	290	364
7	66	73	331	404	1999	7	81	88	510	598
5	61	66	325	391	2000	5	77	82	489	571
5	54	59	330	389	2001	6	68	74	518	592
7	68	75	326	401	2002	7	84	91	534	625
8	45	53	271	324	2003	8	57	65	450	515
5	58	63	280	343	2004	5	67	72	416	488
6	56	62	332	394	2005	7	64	71	500	571
3	41	44	275	319	2006	3	50	53	410	463
2	58	60	257	317	2007	2	58	60	388	448
5	52	57	259	316	2008	5	67	72	391	463
7	37	44	217	261	2009	8	46	54	328	382

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Car / Taxi Drivers	194	51%	19	35%
Motorcyclists	38	10%	15	28%
Car / Taxi Passengers	89	23%	10	19%
On way to or as part of work	87	23%	7	13%
Pedestrians	25	7%	6	11%
Child Car / Taxi Passengers	19	5%	6	11%
Young Car / Taxi Drivers (17-25yrs)	53	14%	5	9%
Pedal Cyclists	11	3%	3	6%
Adult Pedal Cyclists	9	2%	3	6%
Older Drivers (60yrs plus)	27	7%	2	4%
Goods Vehicle Users	11	3%	1	2%
Child Pedestrians	6	2%	0	0%
Bus / Minibus Users	8	2%	0	0%

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

Largest groups of killed and serious casualties in 2009 were car users and motorcyclists.

North East Derbyshire

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

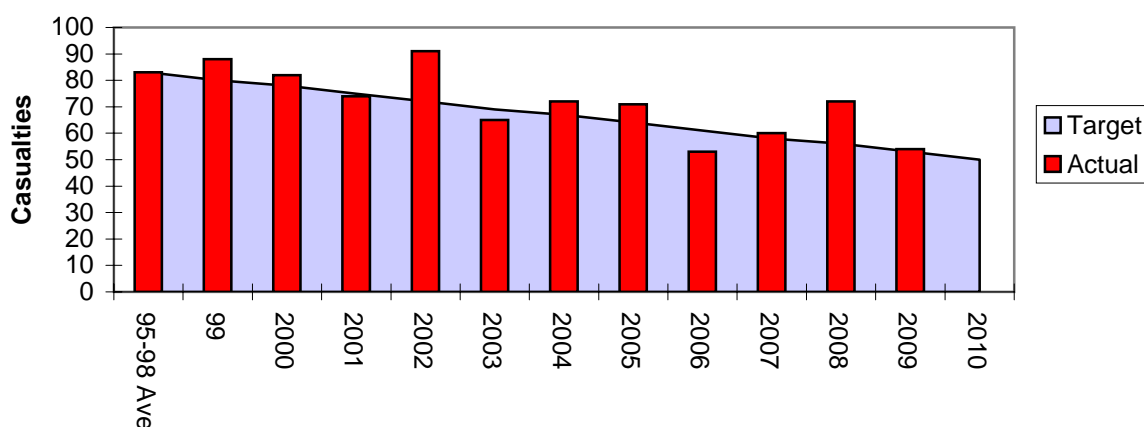
Year	Target	Actual	% above/ below milestone
95-98 Ave	8	8	
99	8	9	13
2000	7	14	100
2001	7	5	-29
2002	7	4	-43
2003	6	9	50
2004	6	7	17
2005	6	6	0
2006	5	1	-80
2007	5	6	20
2008	5	7	40
2009	4	6	50
2010	4		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	83	83	
99	80	88	10
2000	78	82	5
2001	75	74	-1
2002	72	91	26
2003	69	65	-6
2004	67	72	7
2005	64	71	11
2006	61	53	-13
2007	58	60	3
2008	56	72	29
2009	53	54	2
2010	50		

Fatal and Serious Casualty Reduction and Government Targets



In 2009 neither killed and serious casualties of all ages nor child casualties were on track to meet the 2010 government targets.

Chesterfield

Total casualties in Chesterfield were at their lowest level of the last fifteen years in 2009 but killed and serious casualties increased in 2009 to the highest level since 2003.

Slowest Progress in Reduction of Killed and Serious Casualties and Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Work Related Casualties

27% of KSI in 2009

Trends

Work related casualties cannot be compared against the targets as the national collision recording system did not record this information prior to 2005.

In Chesterfield a higher proportion of casualties were work related in 2009 than in all but two other Districts.

In most Districts work related casualties decreased in 2009 compared with 2008 but in Chesterfield there was an increase.

Issues

A higher proportion of Chesterfield's killed and serious casualties are part of work than commuting to/from work.

54% of vehicles in collisions as part of work were cars, 9% were taxis, 22% were buses and 15% were Goods Vehicles.

Actions

Encouraging employers to take part in subsidised Driver Training for drivers considered 'high risk'.

Enabling businesses to develop and manage Occupational Road Risk Policies.

Other groups reducing at a slower pace were young car drivers and motorcyclists.

Chesterfield

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
5	55	60	305	365	95-98 ave	6	61	67	442	509
5	48	53	338	391	1999	5	55	60	457	517
3	44	47	345	392	2000	3	46	49	513	562
1	45	46	341	387	2001	2	49	51	483	534
1	38	39	319	358	2002	1	42	43	459	502
3	43	46	334	380	2003	3	47	50	485	535
3	33	36	323	359	2004	3	40	43	493	536
1	34	35	321	356	2005	1	34	35	440	475
1	35	36	268	304	2006	1	36	37	369	406
2	40	42	249	291	2007	2	42	44	343	387
1	25	26	300	326	2008	1	27	28	412	440
2	42	44	242	286	2009	2	43	45	308	353

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Motorcyclists	35	10%	14	31%
Car / Taxi Drivers	149	42%	13	29%
On way to or as part of work	113	32%	12	27%
Pedestrians	58	16%	11	24%
Car / Taxi Passengers	59	17%	4	9%
Pedal Cyclists	20	6%	3	7%
Older Drivers (60yrs plus)	15	4%	3	7%
Adult Pedal Cyclists	16	5%	2	4%
Young Car / Taxi Drivers (17-25yrs)	52	15%	2	4%
Child Pedestrians	15	4%	1	2%
Child Car / Taxi Passengers	9	3%	1	2%
Goods Vehicle Users	12	3%	0	0%
Bus / Minibus Users	17	5%	0	0%

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

In 2009 the highest proportion of work related killed or serious casualties occurred in Erewash with Chesterfield having the next highest proportion.

Chesterfield

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

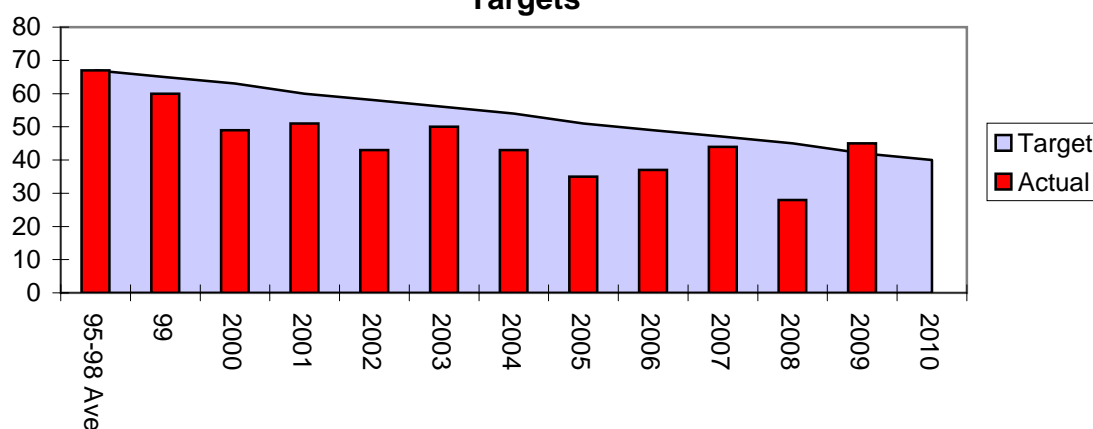
Year	Target	Actual	% above/ below milestone
95-98 Ave	10	10	
99	10	14	40
2000	9	6	-33
2001	9	12	33
2002	8	4	-50
2003	8	8	0
2004	8	11	38
2005	7	5	-29
2006	7	5	-29
2007	6	5	-17
2008	6	2	-67
2009	5	3	-40
2010	5		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	67	67	
99	65	60	-8
2000	63	49	-22
2001	60	51	-15
2002	58	43	-26
2003	56	50	-11
2004	54	43	-20
2005	51	35	-31
2006	49	37	-24
2007	47	44	-6
2008	45	28	-38
2009	42	45	7
2010	40		

Fatal and Serious Casualty Reduction and Government Targets



Killed and serious casualties in Chesterfield have been on track to meet the government 2010 target every year except 2009 whilst child casualties were on track during the past five years.

Bolsover

Total casualties in Bolsover were at their lowest level of the last fifteen years in 2009 as were killed and serious casualties with a decrease from 45 in 2008 to 30 in 2009. Up to 2009 killed and serious casualties in Bolsover were the furthest below the milestone target of all Local Authority Districts.

Slowest Progress in Reduction of Killed and Serious Casualties and Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Motorcyclists

21% of KSI in last 3 years

Trends

In Bolsover motorcyclists were the only road user group not on track to meet the national casualty reduction targets.

Issues

46% of motorcyclists killed or seriously injured were aged 16 to 25 years, a higher proportion than nearly all other Local Authority Districts.

25% were riding motorcycles under 125cc and 35% were riding motorcycles over 600cc.

69% of motorcyclists killed or seriously injured occurred on weekdays and 31% at weekends.

Actions

CBT Plus - a subsidised three hour on road training course, over and above the CBT (Compulsory Basic Training).

Bike Plus - a one day practical course for newly qualified riders or those returning to riding after a long break

All other groups have reduced well since the 1995-1998 average and in the last three years compared with the preceding three years .

Bolsover

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
4	53	57	280	337	95-98 ave	6	67	72	476	548
9	44	53	312	365	1999	9	56	65	492	557
2	47	49	324	373	2000	5	55	60	534	594
6	62	68	268	336	2001	7	70	77	479	556
9	32	41	313	354	2002	9	35	44	507	551
6	53	59	291	350	2003	6	63	69	461	530
4	57	61	319	380	2004	4	68	72	538	610
5	32	37	307	344	2005	5	39	44	482	526
6	29	35	304	339	2006	8	33	41	534	575
7	33	40	263	303	2007	12	38	50	420	470
2	38	40	223	263	2008	2	43	45	340	385
1	24	25	221	246	2009	2	28	30	345	375

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Car / Taxi Drivers	197	53%	12	40%
Car / Taxi Passengers	105	28%	7	23%
On way to or as part of work	95	25%	7	23%
Motorcyclists	24	6%	5	17%
Child Car / Taxi Passengers	22	6%	4	13%
Young Car / Taxi Drivers (17-25yrs)	52	14%	4	13%
Pedestrians	17	5%	3	10%
Older Drivers (60yrs plus)	25	7%	2	7%
Pedal Cyclists	7	2%	1	3%
Adult Pedal Cyclists	5	1%	1	3%
Goods Vehicle Users	15	4%	1	3%
Bus / Minibus Users	8	2%	1	3%
Child Pedestrians	5	1%	0	0%

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

In Bolsover a higher proportion of car drivers were killed or seriously injured than in any other Local Authority District.

Bolsover

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

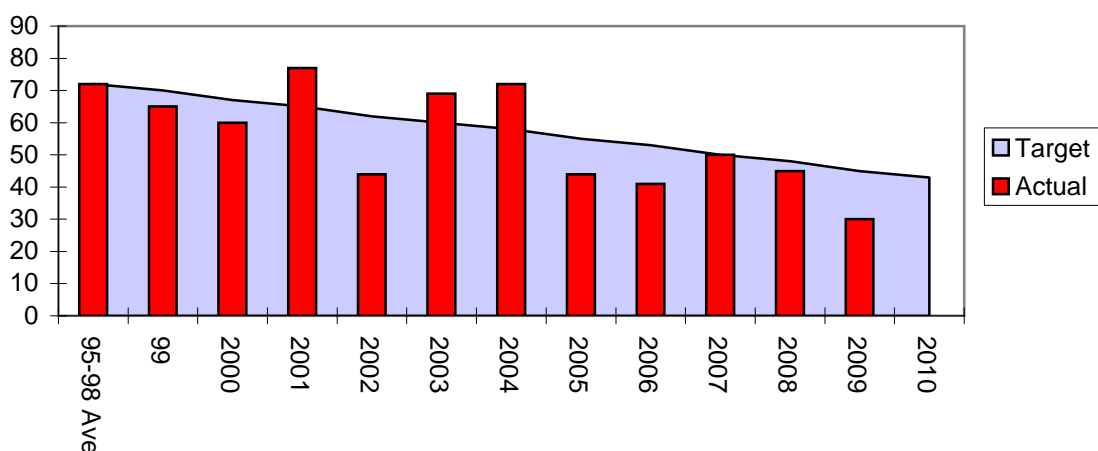
Year	Target	Actual	% above/ below milestone
95-98 Ave	9	9	
99	9	13	44
2000	8	11	38
2001	8	11	38
2002	8	6	-25
2003	7	8	14
2004	7	6	-14
2005	7	5	-29
2006	6	6	0
2007	6	7	17
2008	6	4	-33
2009	5	4	-20
2010	5		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	72	72	
99	70	65	-7
2000	67	60	-10
2001	65	77	18
2002	62	44	-29
2003	60	69	15
2004	58	72	24
2005	55	44	-20
2006	53	41	-23
2007	50	50	0
2008	48	45	-6
2009	45	30	-33
2010	43		

Fatal and Serious Casualty Reduction and Government Targets



In 2009 killed and serious casualties were on track to meet the Government casualty reduction targets for all ages and children in Bolsover and Amber Valley only.

Amber Valley

Total casualties in Amber Valley were at their lowest level of the last fifteen years in 2008 with an increase of 10 casualties in 2009. From the 1995 -1998 average up to 2009 killed and serious casualties in Amber Valley reduced at a faster pace than in all Local Authority Districts except Bolsover.

Slowest Progress in Reduction of Killed and Serious Casualties and Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Pedal Cyclists

8% of KSI in last 3 years

Trends

In Amber Valley pedal cyclists were the only road user group above the level of the 1995-1998 average. (in 2009 in order to be on track to meet the 2010 target this level should be 37% below the 1995 - 1998 average).

Looking at slight as well as killed and serious casualties, the level above the average was higher for adult pedal cyclists than for child pedal cyclists.

Issues

55% of killed and serious pedal cyclist casualties were adults but regarding all severities 62% were children.

The most common age of adult pedal cyclists killed or seriously injured was 31 to 45 years.

91% of pedal cyclists killed or seriously injured were male.

Actions

Smart Rider - a volunteer led pedal cyclist training scheme within school for pupils aged ten years and above.

Further study is being undertaken on the adult pedal cyclist problem which will lead to appropriate measures and campaigns.

All other groups had reduced to below the 1995 -1998 average but motorcyclists and older drivers reduced at a slower pace than other road user groups.

Amber Valley

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
8	76	85	352	437	95-98 ave	9	95	104	531	635
10	69	79	321	400	1999	11	79	90	476	566
8	79	87	325	412	2000	8	96	104	472	576
7	61	68	328	396	2001	7	68	75	468	543
5	84	89	310	399	2002	7	93	100	472	572
5	51	56	294	350	2003	6	66	72	411	483
3	55	58	285	343	2004	4	67	71	389	460
8	51	59	303	362	2005	9	57	66	427	493
4	53	57	288	345	2006	4	65	69	381	450
7	50	57	339	396	2007	7	60	67	435	502
4	48	52	269	321	2008	6	51	57	362	419
2	47	49	286	335	2009	3	52	55	374	429

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Motorcyclists	61	14%	21	38%
Car / Taxi Drivers	189	44%	16	29%
On way to or as part of work	98	23%	11	20%
Pedestrians	47	11%	7	13%
Car / Taxi Passengers	84	20%	6	11%
Older Drivers (60yrs plus)	29	7%	5	9%
Pedal Cyclists	31	7%	4	7%
Child Pedestrians	18	4%	3	5%
Adult Pedal Cyclists	21	5%	3	5%
Young Car / Taxi Drivers (17-25yrs)	60	14%	3	5%
Child Car / Taxi Passengers	15	3%	0	0%
Goods Vehicle Users	10	2%	0	0%
Bus / Minibus Users	4	1%	0	0%

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

Car users and motorcyclists were the highest proportions of killed and serious casualties in 2009 but pedal cyclists were the road user group the furthest adrift from meeting the annual milestone target.

Amber Valley

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

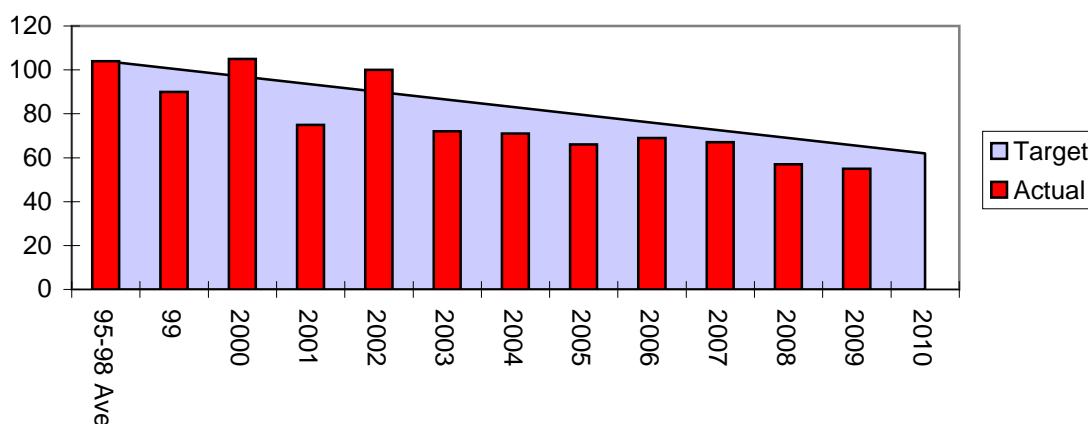
Year	Target	Actual	% above/ below milestone
95-98 Ave	15	15	
99	14	13	-7
2000	14	17	21
2001	13	13	0
2002	13	9	-31
2003	12	10	-17
2004	11	9	-18
2005	11	8	-27
2006	10	5	-50
2007	10	5	-50
2008	9	7	-22
2009	9	4	-56
2010	8		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	104	104	
99	101	90	-11
2000	97	105	8
2001	94	75	-20
2002	90	100	11
2003	87	72	-17
2004	83	71	-14
2005	80	66	-18
2006	76	69	-9
2007	73	67	-8
2008	68	57	-16
2009	66	55	-17
2010	62		

Fatal and Serious Casualty Reduction and Government Targets



From 2003 onwards killed and serious casualties in Amber Valley reduced and were on track to meet 2010 national targets. Child casualties were on track from 2002 onwards.

Erewash

Total casualties in Erewash were at their lowest level of the last fifteen years in 2007, then increased by 47 casualties in 2008 followed by a decrease of 9 in 2009. Killed and serious casualties increased in 2009 to their highest level since 2003.

Slowest Progress in Reduction of Killed and Serious Casualties and Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Pedal Cyclists

8% of KSI in last 3 years

Trends

In Erewash pedal cyclists were the only road user group above the level of the 1995-1998 average. (in 2009 in order to be on track to meet the 2010 target this level should be 37% below the 1995 - 1998 average).

In 2007-2009 compared with 2004-2006 the increase was particularly in adult pedal cyclists.

Issues

81% of killed and serious pedal cyclist casualties were adults.

The most common ages of adult pedal cyclists killed or seriously injured were 31 to 45 years.

85% of pedal cyclists killed or seriously injured were male.

Actions

Smart Rider - a volunteer led pedal cyclist training scheme within school for pupils aged ten years and above.

Further study is being undertaken on the adult pedal cyclist problem which will lead to appropriate measures and campaigns.

Although pedal cyclists were the only road user group above the 1995 -1998 average motorcyclists, older drivers and collisions on urban roads were level with the 1995-1998 average.

Erewash

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
4	62	66	295	361	95-98 ave	4	66	70	403	473
4	64	68	309	377	1999	4	67	71	437	508
4	42	46	309	355	2000	4	48	52	419	471
5	49	54	305	359	2001	5	59	64	420	484
4	54	58	302	360	2002	5	61	66	405	471
3	61	64	281	345	2003	3	72	75	357	432
4	48	52	261	313	2004	4	53	57	374	431
3	46	49	283	332	2005	3	48	51	417	468
5	43	48	251	299	2006	5	46	51	337	388
4	37	41	228	269	2007	4	41	45	304	349
5	40	45	255	300	2008	8	42	50	346	396
8	48	56	250	306	2009	8	51	59	328	387

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
On way to or as part of work	90	23%	19	32%
Car / Taxi Drivers	171	44%	15	25%
Motorcyclists	49	13%	14	24%
Pedestrians	37	10%	11	19%
Pedal Cyclists	41	11%	9	15%
Adult Pedal Cyclists	31	8%	7	12%
Car / Taxi Passengers	68	18%	5	8%
Young Car / Taxi Drivers (17-25yrs)	50	13%	4	7%
Older Drivers (60yrs plus)	22	6%	4	7%
Goods Vehicle Users	8	2%	3	5%
Child Pedestrians	8	2%	2	3%
Bus / Minibus Users	6	2%	2	3%
Child Car / Taxi Passengers	11	3%	0	0%

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

Within Erewash a higher proportion of adult pedal cyclists are killed and seriously injured than in any other Local Authority District.

Erewash

KILLED AND SERIOUS (KSI) CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

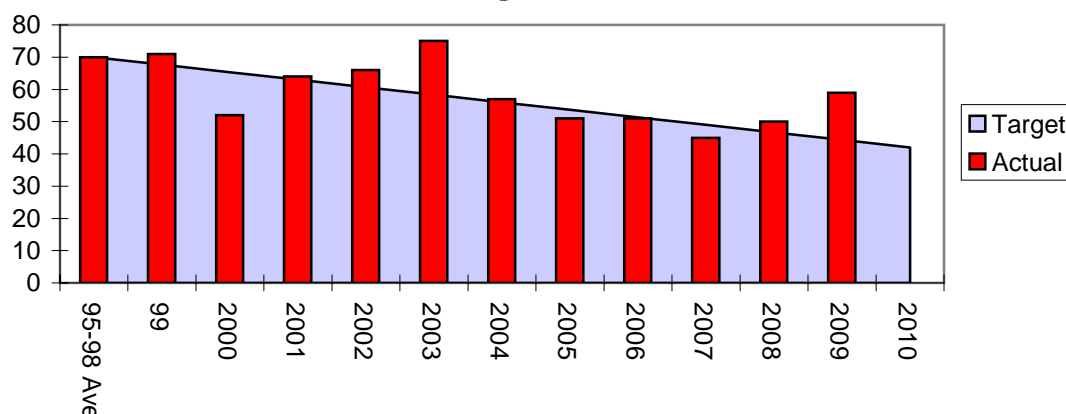
Year	Target	Actual	% above/ below milestone
95-98 Ave	12	12	
99	12	10	-17
2000	11	5	-55
2001	11	4	-64
2002	10	15	50
2003	10	10	0
2004	9	9	0
2005	9	6	-33
2006	8	9	13
2007	8	7	-13
2008	7	7	0
2009	7	4	-43
2010	6		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	70	70	
99	68	71	4
2000	65	52	-20
2001	63	64	2
2002	61	66	8
2003	58	75	29
2004	56	57	2
2005	54	51	-6
2006	51	51	0
2007	49	45	-8
2008	47	50	6
2009	44	59	34
2010	42		

Fatal and Serious Casualty Reduction and Government Targets



Comparing all Local Authority Districts Erewash was the second most adrift from the 2009 annual milestone target for killed and serious casualties. However child casualties were on track.

South Derbyshire

Total casualties in South Derbyshire were at their lowest level of the last fifteen years in 2009. Killed and serious casualties were at their lowest level in 2008 and then increased by 12 casualties in 2009 to a level higher above the 2009 milestone target than any other Local Authority District.

Slowest Progress in Reduction of Killed and Serious Casualties and Priority Groups for Casualty Reduction

Groups where the latest three year average compared poorly with national targets or with a worsening trend in the last three years compared with the preceding three years

Drink Drivers

6% of KSI in last 3 years

Trends

South Derbyshire is the District with the highest proportion of drink driver collisions.

Although numbers of killed and serious drink related collisions are small, total collisions were higher than the 1995-1998 average in all but two years since then.

Issues

Over half (53%) of drink drivers in South Derbyshire during the last three years were young drivers aged 17-25 years.

March and November were the worst months. December was one of the lowest, possibly indicating the impact of pre-Christmas drink drive publicity campaigns.

Actions

'Get Home Safely' leaflets distributed at Christmas and in the Summer to coincide with national publicity and the most problematic months for alcohol related collisions.

Targeted Police enforcement at Christmas and during the Summer months.

Other road user groups above the 1995 -1998 average were adult pedal cyclists and motorcyclists. Pedestrians, young car drivers and older car drivers were also not on track to meet the 2010 national casualty reduction targets.

South Derbyshire

2009

ACCIDENTS					Year	CASUALTIES				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
6	48	54	197	251	95-98 ave	6	58	63	304	367
4	58	62	214	276	1999	4	65	69	361	430
7	58	65	244	309	2000	9	67	76	356	432
2	46	48	233	281	2001	2	50	52	341	393
4	54	58	250	308	2002	5	64	69	356	425
10	39	49	245	294	2003	10	48	58	331	389
6	48	54	273	327	2004	6	57	63	368	431
2	40	42	227	269	2005	2	49	51	315	366
4	52	56	237	293	2006	4	57	61	338	399
8	44	52	212	264	2007	10	56	66	308	374
6	34	40	233	273	2008	6	37	43	311	354
2	48	50	164	214	2009	2	53	55	256	311

Casualty Profile 2009

(ranked with larger proportions of KSI casualties at top of table)

	All Casualties	% of all	KSI Casualties	% of KSI
Car / Taxi Drivers	154	50%	20	36%
Motorcyclists	35	11%	12	22%
Pedal Cyclists	21	7%	8	15%
Car / Taxi Passengers	77	25%	8	15%
Pedestrians	18	6%	7	13%
Young Car / Taxi Drivers (17-25yrs)	41	13%	7	13%
On way to or as part of work	75	24%	7	13%
Adult Pedal Cyclists	13	4%	6	11%
Older Drivers (60yrs plus)	19	6%	5	9%
Child Pedestrians	8	3%	3	5%
Child Car / Taxi Passengers	12	4%	1	2%
Goods Vehicle Users	5	2%	0	0%
Bus / Minibus Users	1	0%	0	0%

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

In 2009 a higher proportion of pedal cyclists were killed or seriously injured than in South Derbyshire than in other Local Authority Districts apart from Erewash.

South Derbyshire

KILLED AND SERIOUS CASUALTY REDUCTION TARGETS

The Government targets for all ages and child are to be met by the year 2010, reducing from a 1995-1998 average. Tables below show annual milestone targets by calendar year.

Government Target and Annual Milestones Child

50% reduction in fatal and serious casualties by year 2010

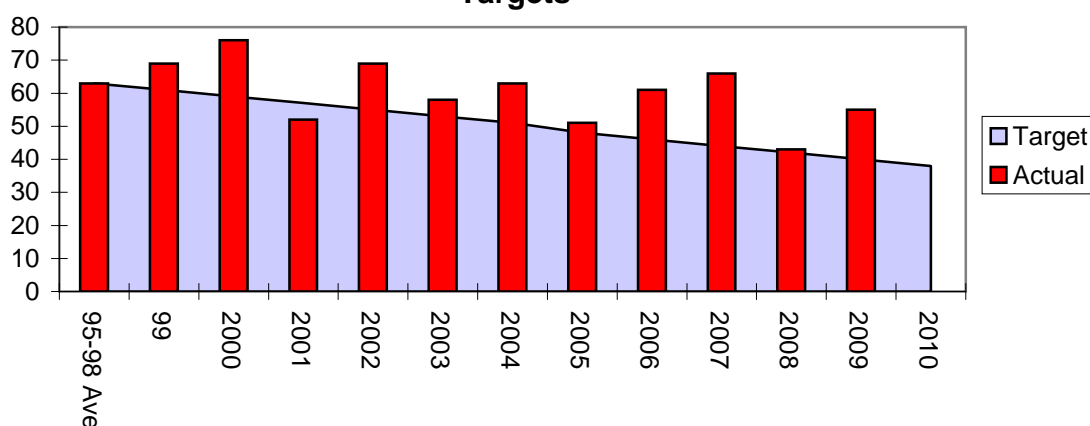
Year	Target	Actual	% above/ below milestone
95-98 Ave	8	8	
99	8	6	-25
2000	7	9	29
2001	7	3	-57
2002	7	4	-43
2003	6	7	17
2004	6	6	0
2005	6	4	-33
2006	5	7	40
2007	5	5	0
2008	5	3	-40
2009	4	6	50
2010	4		

Government Target and Annual Milestones All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	63	63	
99	61	69	13
2000	59	76	29
2001	57	52	-9
2002	55	69	25
2003	53	58	9
2004	51	63	24
2005	48	51	6
2006	46	61	33
2007	44	66	50
2008	42	43	2
2009	40	55	38
2010	38		

Fatal and Serious Casualty Reduction and Government Targets



In 2009 neither killed and serious casualties nor child casualties in South Derbyshire were on track to meet the 2010 Government targets. South Derbyshire was the Local Authority District the furthest adrift from the killed and serious 2009 annual milestone target.

Derby and Derbyshire Annual Casualty Report 2009

Notes

- 1) The data described in this Report refers to police reported injury road traffic collisions.
- 2) It is known that there is an under-reporting of casualties, but the extent is difficult to quantify. It is known however that under reporting is especially apparent regarding pedal casualties and casualties occurring as part of work or on the way to/from work.
- 3) Data may vary slightly from one Report to the next, due to ongoing validation exercises. Data used in this Report is the latest available at the time of production.
- 4) The Government casualty reduction targets have been calculated as annual milestone figures. These figures are quoted, where applicable throughout the Report. However, it should be noted that these figures, when produced for District Councils and particularly for children, are small and can thus be distorted by a single collision involving a large number of casualties.
- 5) Government targets refer to killed and serious casualties for all ages and for children. There are no Government targets to be reported on for road user types such as motorcyclists or young car drivers. However similar targets are calculated for the purpose of monitoring casualty reduction for different casualty types as a means of comparison and to highlight those groups which are reducing at a slower pace and where resources should be targeted.
- 6) The original Government target measures slight casualties against traffic flow. This equates to remaining level or below the 1995-1998 average as traffic flow increases.
- 7) The classification of rural roads as those with speed limits of 50mph or above means there have been recent reductions in the total length of rural roads due to speed limits being reduced from 60mph to 40mph or 60 mph to 30mph. (there has conversely been an increase in urban road kilometres). It has not been possible to examine the full extent of casualty reductions as a result of the Speed Limit Review within this Casualty Report but early indications show that speed limit changes have had a positive effect on casualty reduction. It is hoped to produce detailed analysis showing the full impact of speed limit reductions in a separate report.

Derby and Derbyshire Annual Casualty Report 2009

Definitions

Derbyshire County Council	The County of Derbyshire, excluding the area of Derby 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.
Derby City	The area administered by Derby City Council from April 1997 onwards.
Annual Milestone Target	The casualty level needed for a particular year to be in line to meet the targets by year 2010.
LAA Target	Local Area Agreement targets agreed with DfT as stretched targets over the national targets. Separate targets were agreed for Derbyshire County Council and Derby City.
Injury Collision	A collision on the public highway (including footways) which is reported to the Police where one or more persons is killed or injured.
Collision Severity	The severity of the worst injured casualty.
Casualty	A person killed or injured in a collision One collision may result in several casualties.
Fatal Casualty	A casualty who sustains fatal injuries and dies within 30 days of the collision.
Serious Casualty	A casualty who sustains injuries of a severe nature eg: cuts, shock, burns, concussion, crushing, or who is treated in hospital as an "in-patient".
Slight Casualty	A casualty who sustains injuries of a minor character eg: sprains, bruising, cuts, whiplash, shock.
Child	Person aged 15 years or under.
School Pupil	Data in this Report includes pupils aged 5 to 15 years.
PSV	Public Service Vehicles eg: buses and minibuses.
GV	Light and Heavy Goods Vehicle.
Car Users	Includes cars and taxis.
Urban Roads	Roads with a speed limit of 40mph or less.
Rural Roads	Roads with a speed limit of 50mph or over, excluding the motorway.
Darkness	From half an hour after sunset to half an hour before sunrise ie: "lighting up time".
Pass Plus Extra	Practical driving sessions for newly qualified drivers

Derby and Derbyshire Annual Casualty Report 2009

Contacts

Derbyshire County Council

Casualty Reduction and Road Safety Policy	Matt Pickard Tel: 01629 538657
Casualty Data and Analysis	Jenny Horsler Tel: 01629 538676
Road Safety Projects	Rita Childs Tel: 01629 538075 Vanessa Ball Tel: 01629 538060
Traffic and Safety North Area (engineering schemes and traffic management)	Simon Tranter Tel: 01629 538673
Traffic and Safety South Area (engineering schemes and traffic management)	Pete Leigh Tel: 01629 538592

The Casualty Report and Road Safety information can be found on the following website

http://www.derbyshire.gov.uk/transport_roads/road_safety/

DERBY CITY

For information on Road Traffic Accidents in Derby please contact

Derby City Council
Traffic Management, Regeneration and Community Department,
Saxon House, Friary Street, DERBY. DE1 1NL
Tel (01332) 641885, Email xxxxxxxx.xxxxxxxxxx@xxxxx.xxx.xx

More information about Road Safety In Derby can be found on the following website

<http://www.derby.gov.uk>

DERBY AND DERBYSHIRE ROAD SAFETY PARTNERSHIP

If you would like more information about the Derby and Derbyshire Road Safety Partnership please contact the Partnership Manager, Robert Hill on 01629 538573.

More information about the Derby and Derbyshire Road Safety Partnership can be found on the following website

<http://www.saferroadsderbyshire.org.uk/>

For additional information contact: **Matt Pickard**,
Casualty Reduction Manager,
Derbyshire County Council,
Environmental Services Department,
County Hall, Matlock, Derbyshire. DE4 3AG.
Tel:(01629) 538657

