

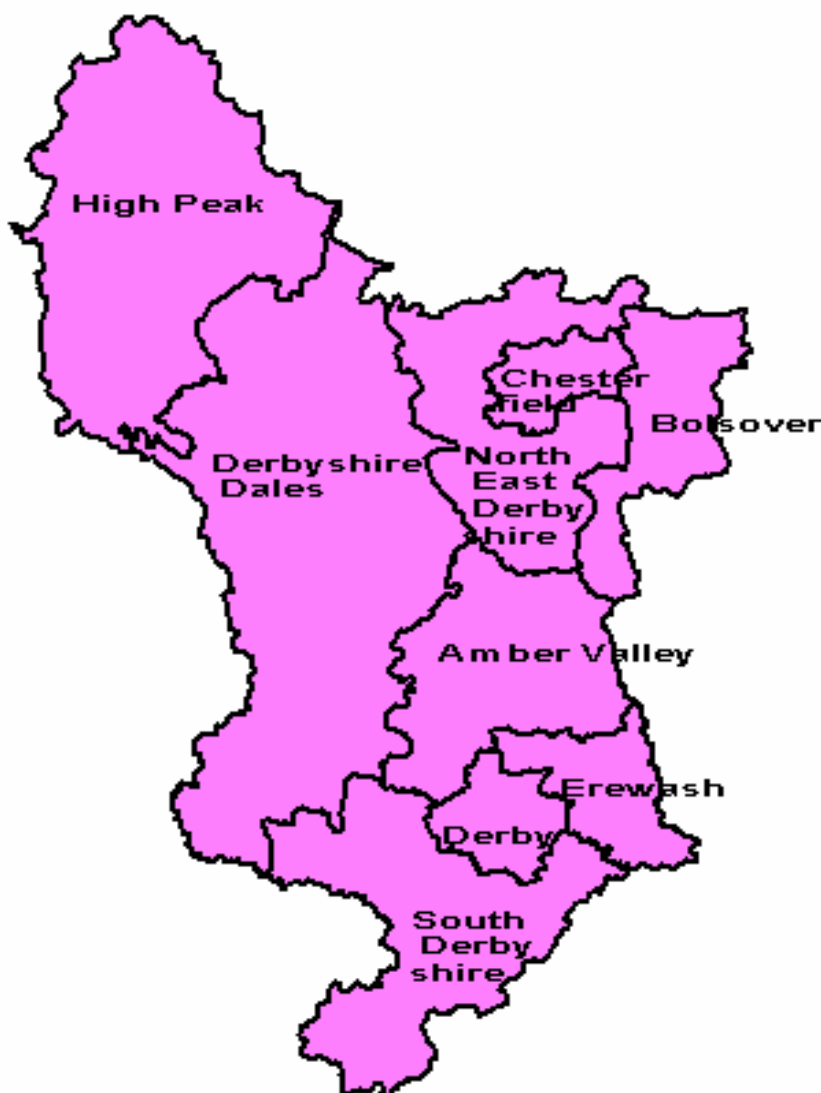
Derby & Derbyshire Road Safety Partnership

Casualty Report 2008 and Strategic Assessment

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The area of the Partnership is the geographical boundary of Derbyshire



Executive Summary

This report aims to give an overview of road casualty trends and provide a strategic analysis assessment for how the Partnership will prioritise its resources and deliver casualty reductions. The report indicates performance against targets, highlights road and road user casualty types individually and provides analysis on the differing rates of performance within those groups.

In 2008 538 people were killed or Seriously Injured (KSI) on Derbyshire's roads. This was 10% below the 2007 level. All the Partnership's targets were achieved in 2008 but despite an effective year for the Partnership in 2008 we cannot afford to be complacent. In 2009/10 we aim to continue to reduce casualties amongst our highest risk groups through the delivery of action plans by the Priority Action Groups.

Introduction

In April 2007 as a result of Government proposals a new Derby and Derbyshire Road Safety Partnership was formed, superceding the existing Safety Camera Partnership. The Road Safety Partnership includes Derbyshire County Council, Derby City Council, Derbyshire Constabulary, Derbyshire Fire and Rescue Service, Health Authorities and Primary Care Trusts, Peak District National Park Authority, Highways Agency and the Magistrates Court.

Aims of Partnership

The Partnership will ensure a more co-ordinated approach and allows for more flexibility with a broader range of initiatives being evidence led and incorporating Engineering, Education and Enforcement disciplines.

- Improve performance in casualty reduction
- Wider ownership of road safety
- Better co-ordination of road safety initiatives
- Scope to 'add value' using resources and expertise
- Ensure efficient and effective use of resources

Partnership activities include safety camera operations, speed awareness initiatives, data analysis and research, communications/publicity and Partnership projects and campaigns. This work will have very close links with engineering scheme selection and design, road safety education and training and roads policing and enforcement.

Aims of Report

Previous Casualty Reports and Strategic Assessments decided on the priorities for Partnership activities. Evidence based on personal injury collisions recorded by Derbyshire Constabulary led to five main priorities on which to focus the casualty reduction effort. The Partnership set up Priority Action Groups to target the following casualty areas:

- Child Casualties (incorporated into Vulnerable Road Users group along with pedal cyclists and pedestrians)
- Motorcycle Casualties
- Problem Routes
- Work Related Casualties
- Young Drivers

Analysis in the 2008 Report shows the need to be flexible with priorities when evidence shows that casualty trends are changing. Pedal cyclist casualties have shown an upward trend in the last two years and this has continued in the first half of 2009. Alcohol related collisions and collisions in darkness are also increasing. Efforts to reduce these collision types will be linked in to the five priorities.

This Report complements the Derbyshire County Council Casualty Report 2008 which contains analysis by Districts including Derby City and the Peak District National Park Authority. It is hoped both Reports can be used by the County Council and the Partnership in the effective targeting of casualty reduction initiatives.

Derby & Derbyshire Road Safety Partnership

Casualties 1995-2008

	Fatal	Serious	KSI	Slight	Total
1995	62	798	860	4183	5043
1996	61	773	834	4303	5137
1997	73	774	847	4757	5604
1998	66	724	790	4682	5472
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
% below ave	32%	36%	35%	18%	20%

Fatal casualties totalled 45 in 2008.

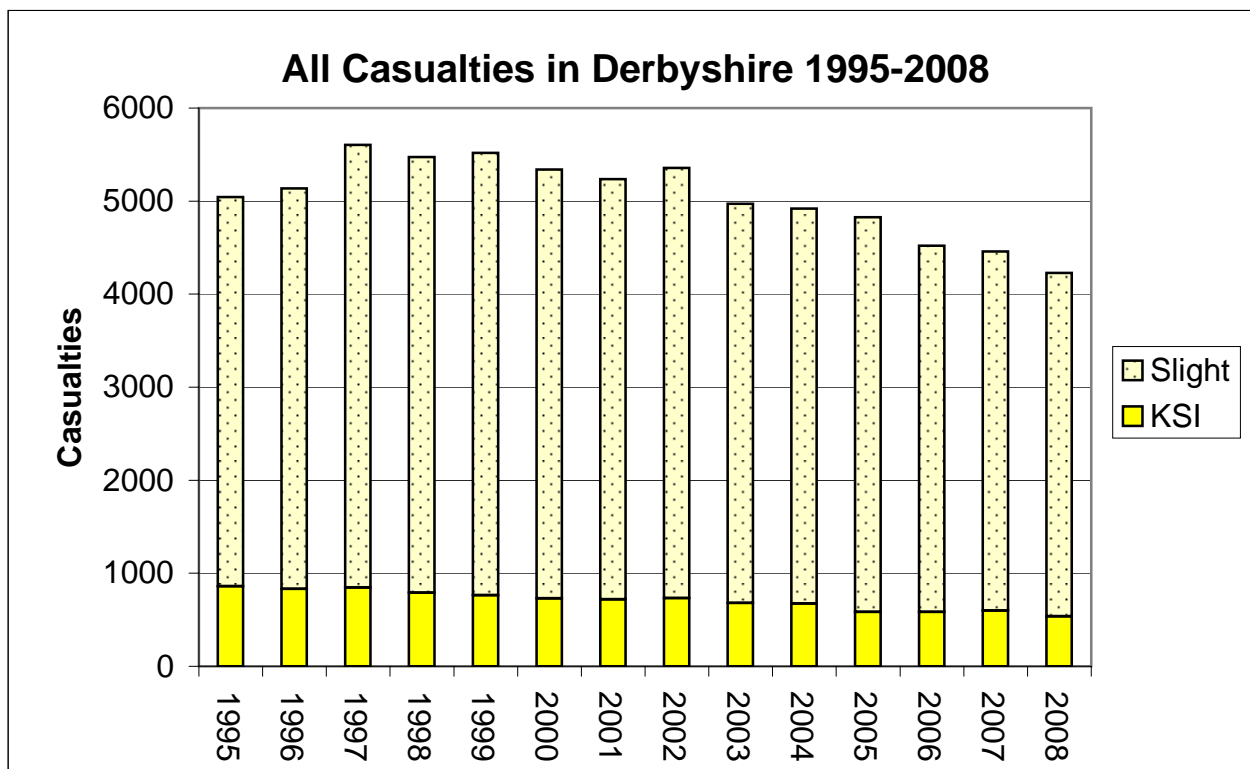
Killed and Seriously Injured casualties, (KSI) reduced by 10% to 538 from the 2007 level. The 2008 level of killed and serious casualties was the lowest, considering years from 1995 onwards.

3690 people were slightly injured.

In 2008 reported collisions (where one or more injuries occurred) decreased by 146 (4%) from the 2007 level, whilst casualties reduced by 231.

Derby & Derbyshire Road Safety Partnership

Summary of Trends



Trends

In 2008 nearly 300 less people were killed or seriously injured in one year than in the years of the 1995 to 1998 average.

Killed and serious casualties were 35% below the 1995 to 1998 baseline average, equating to 3% below the annual milestone target for 2008, and therefore on track to meet the Government casualty reduction target of 2010. (please refer to graph on page 7)

2008 had the lowest level of slight casualties for the past fourteen years. Casualties of slight severity have reduced steadily since a peak of 4621 in 2002 to a level of over 900 lower in 2008.

Child casualties (see next page) reduced steadily since the mid -1990's whilst killed and serious child casualties reduced from 2005 onwards to their lowest level of the years beyond 2005 in 2008.

In 2008 over 60 less children were killed or seriously injured in one year than in the years of the 1995 to 1998 average.

Derbyshire County Council Administrative Area

**Government Target and Milestones
All Ages**

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/ below milestone
95-98 Ave	675	675	
99	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		
2010	405		

**Government Target and Milestones
Child**

50% reduction in fatal 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		
2010	42		

Although not on track to meet the 2010 target for killed and serious casualties in 2007 reductions in 2008 put Derbyshire County council back on track. However a further reduction of 20 casualties in the next two years is required to meet the 2010 target.

Child killed and serious casualties were at higher levels up to 2004 but stabilised at the same level of 42 in 2005, 2006 and 2007. In 2008 they reduced further to 34 casualties, the lowest level considering the years of 1995 and beyond. Therefore the 2010 target of 42 casualties has been met in 2008 but numbers may fluctuate and it is important to avoid further increases in 2009 and 2010.

Greatest reductions in Killed and Serious Casualties

• Child Casualties	• Pedestrians	• Deprived Wards	• Older People
31% below milestone	18% below milestone	38% below milestone	25% below milestone

Slowest reductions in Killed and Serious Casualties

Contributions of groups towards national target that are consistently poor

- Motorcyclists** 31% above 2008 milestone
23% of KSI casualties
- In darkness** 11% above 2008 milestone
38% of KSI casualties
- Young Car Drivers** 8% above 2008 milestone
11% of KSI casualties
- Rural Roads** 4% above 2008 milestone
49% of KSI (excluding M1)
- Alcohol Related** 67% above 2008 milestone
6% of KSI casualties

Government Target and Milestones

All Ages

40% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/below milestone
95-98 Ave	157	157	
99	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		
2010	94		

Government Target and Milestones

Child

50% reduction in fatal and serious casualties by year 2010

Year	Target	Actual	% above/below milestone
95-98 Ave	31	31	
99	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		
2010	15		

Derby City Council was on track to meet the 2010 target for killed and serious casualties in every year except 2008. A further reduction of 19 casualties in the next two years is required in order to meet the 2010 target.

Child killed and serious casualties were above the milestone target in 2007 but reduced in 2008 to a level of 5 casualties or 28% below the annual milestone.

Greatest reductions in Killed and Serious Casualties

• Child Casualties 28% below milestone	• Older People 25% below milestone	• Pedestrians 12% below milestone	• Car Users 19% below milestone
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Slowest reductions in Killed and Serious Casualties

Contributions of groups towards national target that are consistently poor

• Motorcyclists	114% above 2008 milestone 27% of KSI casualties
• Pedal cyclists	31% above 2008 milestone 15% of KSI casualties
• In darkness	26% above 2008 milestone 39% of KSI casualties
• Rural Roads	44% above 2008 milestone 12% of KSI casualties

KSI Casualty Reduction Targets

Current Government Targets aim to achieve a reduction from the 1995-1998 average by 2010. The tables below show annual milestone targets by calendar year.

Government Target and Annual milestones

All Ages

40% reduction in KSI (fatal and serious) casualties by year 2010

Year	Target	Actual	% above/below milestone
95-98 Ave	833	833	
99	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		
2010	499		

Child

50% reduction in KSI (fatal 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		
2010	57		

KSI Casualty Reduction and Government Targets



Derby & Derbyshire Road Safety Partnership
**2008 Progress on Casualty Reduction
 Government Targets**

Killed or serious casualties in the Partnership area totalled 538 in 2008 and were 3% below the annual milestone target and therefore on track to meet the 2010 Government target. Page 13 illustrates how individual casualty groups are performing.

Child killed and serious casualties were 20 casualties or 30% below the annual milestone target for 2008 and already below the 2010 target.

Slight casualties are also on track with the target of staying level with the years of 1995 to 1998. In 2008 slight casualties were 20% or 1086 casualties below this level.

Local Area Agreement Targets

New Local Area Agreement (LAA) targets have been entered into by both Derbyshire County Council and Derby City Council relating to killed and serious casualties. The new 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.

Derbyshire County Council LAA Target

The Derbyshire County Council target equates to a reduction of 13% from the 2004-2006 baseline to the 2007-2009 target. In 2008 the actual level of 425 was 3% below the annual milestone of 437 casualties. The re-calculated annual milestone for 2009 is 394 casualties - a lower level than in any of the last thirty years.

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
2007-2009 target	437	2009 required	394

Derby City LAA Target

The Derby City Council target equates to a reduction of 15% from the 2004-2006 baseline to the 2007-2009 target. In 2008 the actual level of 113 casualties was 22% above the annual milestone of 93 casualties. The re-calculated annual milestone for 2009 is 62 casualties - an exceptionally low level due to the higher 2008 number within the three year average.

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
2007-2009 target	93	2009 required	62

Derby & Derbyshire Road Safety Partnership

Highways Agency Roads

The Highways Agency is an Executive Agency of the Department for Transport 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 2008

Fatal	Serious	KSI	Slight	Total
6	36	42	459	501

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 although inevitably casualty reduction on motorways and trunk roads contributes to the Government target for all roads in Derbyshire of a 40% reduction.

Casualties on Highways Agency roads in 2008 represented 12% of Derbyshire's total casualties.

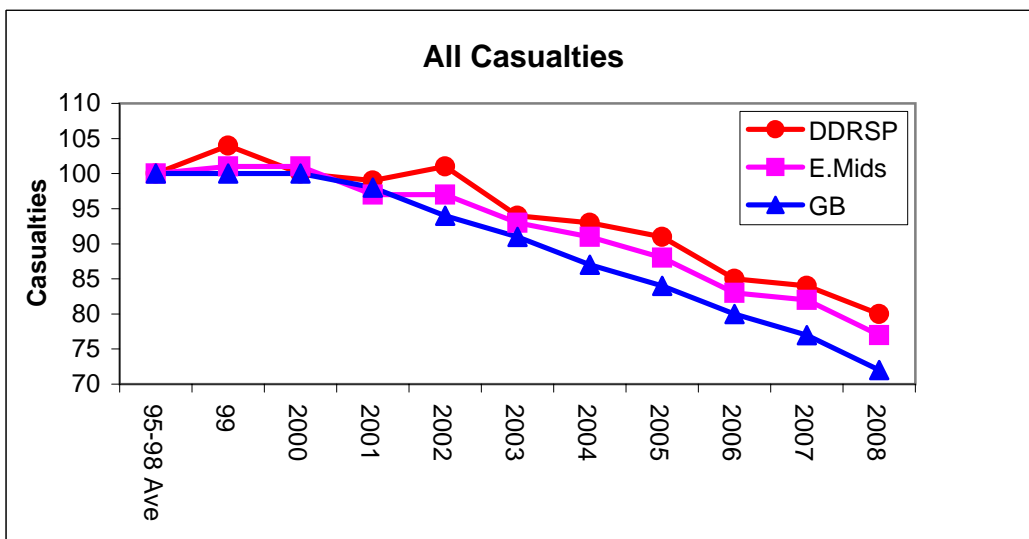
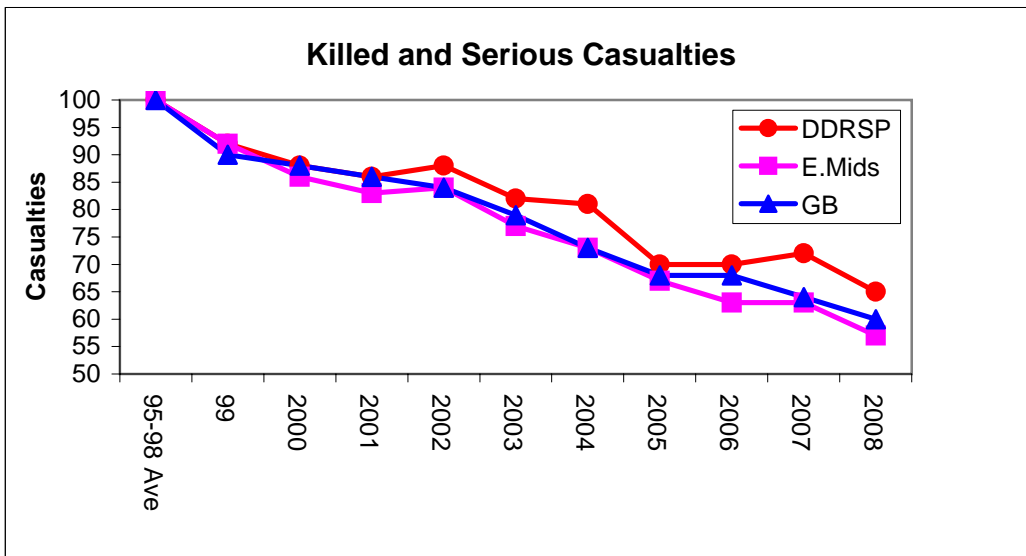
Casualties on Highways Agency Roads in 2008 represented 8% of Derbyshire's killed and serious casualties.

Of the 42 killed and serious casualties on those roads 17 or 40% were on the motorway.

In 2008 killed and serious casualties on the motorway were just one casualty above the trunk road 2008 annual milestone target.

On Highways Agency Roads in 2008 the largest number of casualties occurred on the motorway followed by the A38 and the A50.

Comparison with the East Midlands and Great Britain

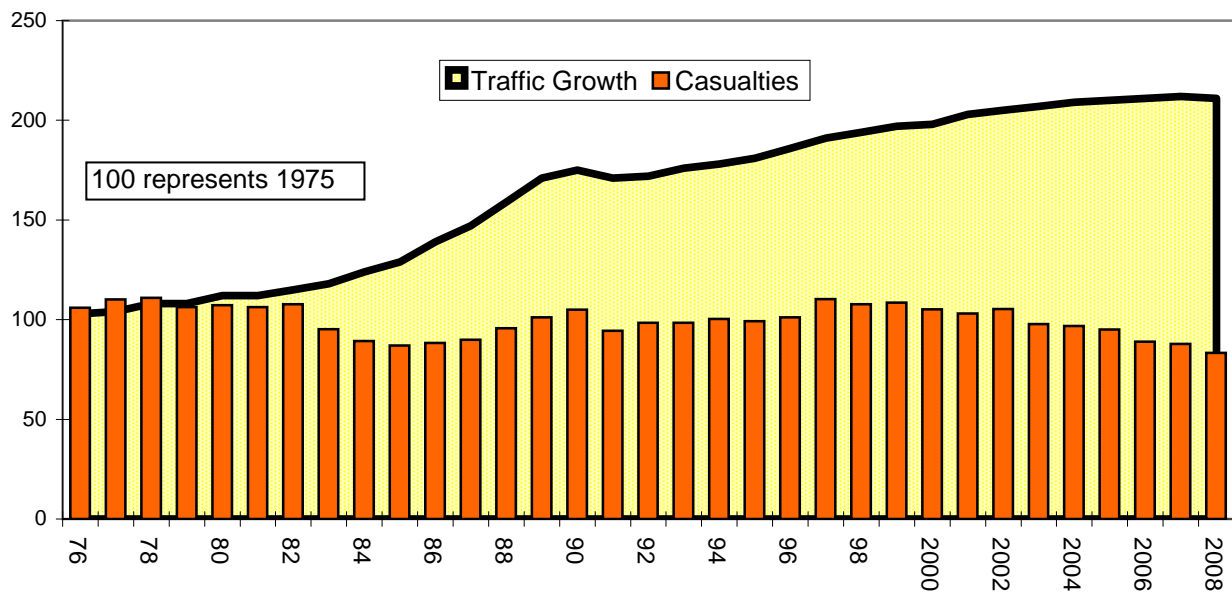


From 2002 onwards all casualties in the Derbyshire Partnership area, East Midlands and Great Britain reduced. There was a slower pace of reduction in Derbyshire than Great Britain as a whole.

Up to 2008 in Great Britain compared with the 1995-1998 average there was a faster pace of reduction in killed and serious car user casualties yet DDRSP area experienced a greater reduction in killed and serious motorcyclist casualties and pedestrian casualties. Pedal cyclist killed and serious casualties reduced at the same pace.

For slight casualties there were greater reductions in Great Britain regarding pedal cyclist, motorcyclist and car user casualties.

Derbyshire Casualties and Traffic Flow Trends 1975 - 2008



In 2008 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 decreased for the first time since the 1970's, possibly due to the economic climate.

It is interesting to note that although overall traffic levels dropped by 1% in 2008, motorcyclist traffic decreased by 8% yet pedal cyclist traffic increased by 12% compared with 2007.

Derby & Derbyshire Road Safety Partnership
Casualty Reduction Trends of Priority Groups

- Motorcyclists**
24% of KSI

 - Annual targets consistently not met, yet lowest KSI casualties in 2008
 - 30 casualties or 31% above target in 2008 (82 casualties above in 2007)
 - 16-20 year old rider casualties are highest above the target
 - Total motorcyclist casualties reduced in 2008 compared with 2007, but the proportion of 16-20 year olds and 46-55 year olds increased
 - Higher proportion on urban roads (58% of KSI in 2008) and proportion growing
 - Urban KSI motorcyclist casualties reduced at a slower pace
 - Exceptional reduction in KSI rural motorcyclist casualties in 2008
 - Key issues 16-20 year old urban riders and older rural riders

- Young Drivers**
10% of KSI

 - Not on track or only just on track in the last six years
 - Reductions in 2007 and 2008 but still 8% above 2008 target
 - 64% of young driver casualties on rural roads and much slower pace of reduction on rural roads
 - Key issues are peer pressure, alcohol, driving in the dark

- Problem Routes**
*11% of KSI

 - Roads with the highest number of KSI collisions are A6, A515 and A52 and account for *11% of KSI casualties
 - Rural (all roads above 50mph) were above annual targets for the last ten years but were at their lowest level of those years in 2008
 - Collisions on rural A and B roads have reduced at a slower pace
 - Key issues are speed and warning of hazards

- Work Related**
23% of KSI

 - Almost 1100 people injured and 123 killed or seriously injured on route to or as part of work.
(no comparisons with the Government target as data collected from 2005)
 - A reduction in casualties in 2008 may reflect the economic climate
 - Key issues are employers identifying and managing risk

- Child**
9% of KSI

 - KSI casualties reduced to their lowest level of the last fifteen years in 2008
 - 20 casualties or 30% below the 2008 target
 - Key issues are in-car safety and pedestrian safety

- Pedal Cyclists**
9% of KSI

 - Above the targets for the last two years, 9% above in 2008
 - Child KSI pedal cyclist casualties reduced whereas adult casualties increased
 - Higher levels of KSI pedal cyclist casualties in Derby and South Derbyshire
 - Key issues are adult cyclists and awareness from other road users

- In Darkness**
36% of KSI collisions

 - Just above or just below targets for the last eight years
 - An increase in 2008 to 11% above the milestone target
 - 38% of collisions in the hours of darkness involved young drivers
 - Key issues are young drivers and Winter awareness campaigns

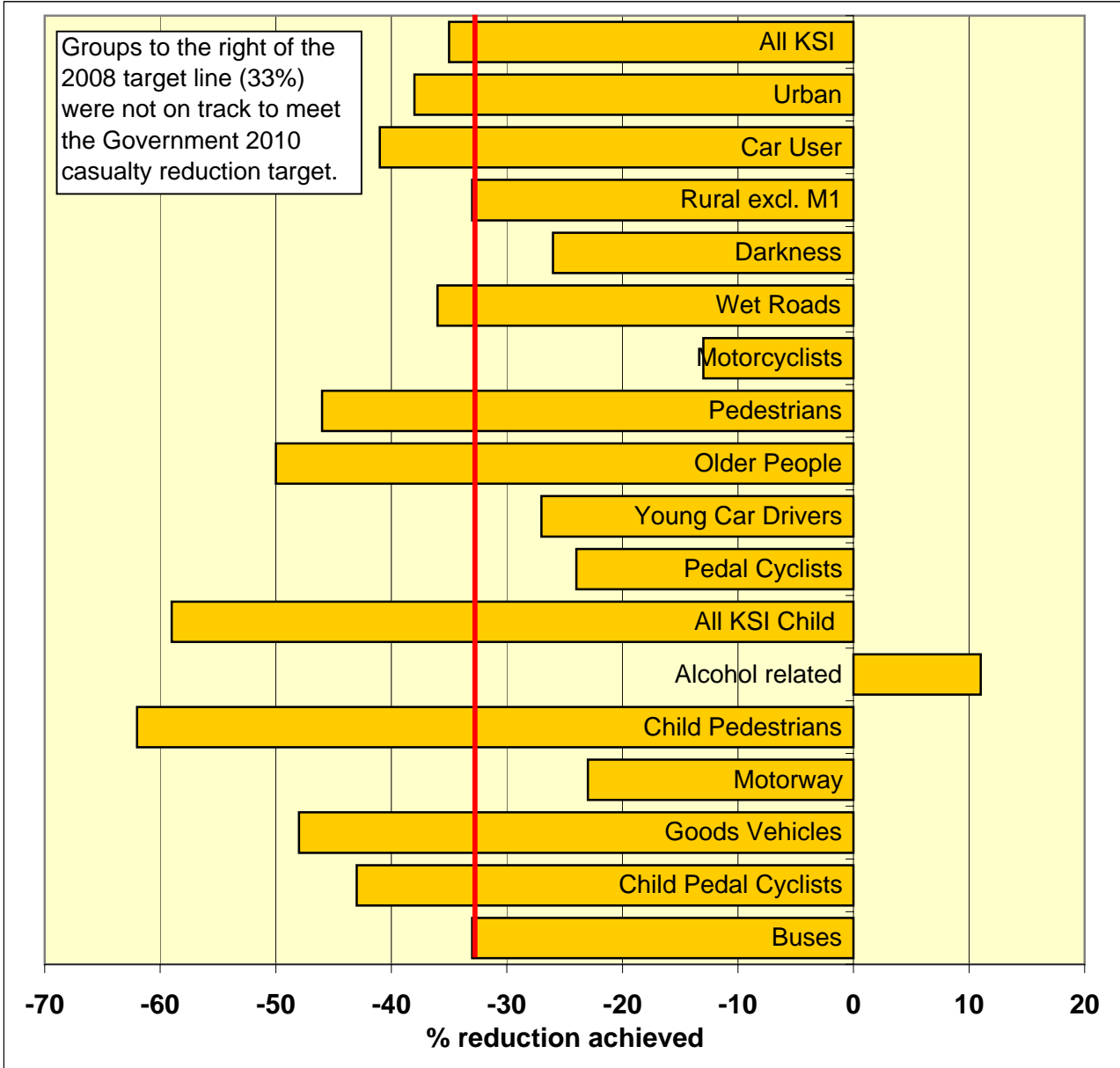
- Drink Drivers**
6% of KSI collisions

 - Small numbers, 30 KSI casualties in 2008
 - Not on track for the past six years, and above the 1995 - 1998 average in 2008
 - Almost half of collisions influenced by alcohol involved young drivers in 2008
 - Key issues are young drivers and pre-Christmas campaigns

KSI Casualty Reduction Progress

Graph to show a comparison of the percentage reduction of casualty types from the 1995-1998 average baseline by 2008

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 greatest to date are child, child pedestrians and child pedal cyclists, older people, goods vehicle users and pedestrians.

Evidence shows that current priorities for casualty reduction measures are motorcyclists, young car drivers and problem routes including rural roads and collisions within the hours of darkness. In the last few years pedal cyclist casualties have increased and therefore the Child Priority Action Group has expanded to cover other Vulnerable Road Users - pedestrians and pedal cyclists. This group will focus on pedal cyclists, pedestrians and children. Alcohol related collisions were the only group above the 1995-1998 average but numbers are small (30 collisions).

See page 12 onwards for further analysis of casualty groups.

Casualty Group Profile 2008

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

Nb: Groups targeted by Priority Action Groups are highlighted.

Nb: * denotes groups where collisions rather than casualties are recorded

	KSI		Slight Casualties	% of Slight
	Casualties	% of KSI		
*Urban Roads (30 and 40mph limits)	287	60%	2121	68%
*Rural Roads (50 and 60 mph, excludes m/way)	179	37%	875	28%
*In hours of Darkness	175	36%	842	27%
*On Wet road surfaces	171	36%	1087	35%
Car Drivers	157	29%	1711	46%
Motorcyclists	128	24%	321	9%
On Way to or as Part of Work	123	23%	963	26%
Pedestrians	99	18%	322	9%
Car Passengers	79	15%	830	22%
Young Car Drivers (aged 17-25 yrs)	53	10%	501	14%
Pedal Cyclists	48	9%	236	6%
Child (pedestrians, cyclists, in-car)	47	9%	332	9%
*Alcohol Related	30	6%	126	4%
Older Drivers (aged 60 and over)	28	5%	216	6%
Motorway	17	3%	226	6%
Goods Vehicle Users	12	2%	125	3%
Bus / Minibus Users	8	1%	114	3%

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

Despite a large reduction of collisions on rural roads in 2008 they were not on track to meet the 2010 Government target. The level of collisions on urban roads has remained fairly static for the last four years and in 2008 they were only just on track to meet the target. The proportion of urban collisions grew in 2008 to 60% with rural comprising 37% and the motorway 3% of killed and serious collisions.

Car drivers, then motorcyclists were the predominant casualty road user types. Motorcyclists comprise 24% of killed and serious casualties but around 3% of road users. In 2008 in Great Britain motorcyclist traffic reduced by 8% whilst car traffic reduced by 1%. Pedal cyclist traffic increased by 12%. Trends in vehicle use in 2008 may be a reflection of the current economic climate and are reflected in casualty levels.

One third of killed and seriously injured motorcyclists were aged 41 to 55 years whilst over a quarter were aged 16 to 20 years.

Just over one third of car drivers killed or seriously injured were aged 17-25 years.

Nearly a quarter of killed and serious casualties occurred on the way to/from work or as part of work.

Casualty Update to June 2009 (Half Year)

NB: Groups with largest increase in KSI casualties up to June 2009 are at the top of the table.

NB: Groups targeted by Priority Action Groups are highlighted.

	Casualties January to June 2009					KSI % change c/w last 3 half years
	Fatal	Serious	KSI	Slight	Total	
Pedal Cyclists	1	25	26	92	118	37%
Urban Collisions	9	144	153	834	987	12%
Motorcycles >500cc	6	42	48	51	99	7%
Motorcycles <125cc	7	72	79	133	212	7%
Alcohol Related Collisions	0	15	15	38	53	7%
Older People	6	27	33	137	170	6%
Darkness Collisions	6	69	75	280	355	1%
Child Car Passengers	1	15	16	98	114	0%
Child Pedal Cyclists	0	3	3	24	27	0%
All Casualties	23	249	272	1587	1859	-3%
All Car Users	11	100	111	1108	1219	-8%
Pedestrians	3	44	47	157	204	-9%
Goods Vehicles	0	7	7	45	52	-12%
Work Related	3	53	56	425	481	-15%
Rural Collisions	12	80	92	325	417	-18%
Child	1	21	22	145	167	-21%
Wet Surface Collisions	4	49	53	298	351	-24%
Young Car Drivers	1	21	22	241	263	-27%
Child Pedestrians	0	12	12	59	71	-37%

The casualty type with the greatest increase in killed and serious casualties in the first half of 2009 compared with the first half of the preceding three years was pedal cyclists.

Pedal cyclist casualties increased in 2007 and 2008 and evidence shows this upward trend is continuing in 2009. Therefore the Child Priority Action Group has extended its remit to include pedal cyclists and pedestrians (Vulnerable Road Users).

Killed and serious collisions on urban roads remained fairly static for the last four calendar years but have increased in the first half of 2009. As urban collisions were only 4% below the target in 2008 and currently increasing this trend will continue to be monitored.

Part of the increase in urban killed and serious casualties is due to an increasing level of motorcyclist casualties on 30 and 40mph speed limits.

Other casualty types with increases in killed and serious severities in the first half of 2009 are motorcycles, both over 500cc and under 125cc, alcohol related collisions, older people and collisions during the hours of darkness.

Partnership Priorities to Reduce Road Casualties

As previously mentioned the Partnership has set up five Priority Action Groups and the following five pages contain a summary of each Priority Action Group with **an overview**, **analytical assessment** and details of **key activities** for each.

i. Vulnerable Road Users

Overview

This group includes child casualties, pedestrians and pedal cyclists. In total these road users account for 36% (194) of all KSIs.

Child Casualties - In 2008, 47 children were killed or seriously injured in Derbyshire representing 9% of all Killed or Seriously Injured (KSI). The Partnership is well on track in this performance area being 30% below the annual milestone target. Research shows that children from deprived wards are five times more likely to be injured in road traffic collisions. The Partnership intends, initially, to focus its attention on locations with high casualties.

Pedestrians - In 2008, 99 pedestrians (all ages) were killed or seriously injured in Derbyshire representing 18% of all Killed or Seriously Injured (KSI). This group is 18% below the annual milestone target. 90% of pedestrians killed or seriously injured are in urban areas. (20, 30 or 40mph speed limits).

Pedal cyclists - In 2008, 48 pedal cyclists (all ages) were killed or seriously injured in Derbyshire representing 9% of all Killed or Seriously Injured (KSI). This group is 9% above the annual milestone target and casualties have been increasing since 2007. The rise in KSI casualties particularly involved pedal cyclists on urban roads, adults, (over 15 years) in Derby and Erewash. Pedal cyclist traffic increased by 12% in 2008 whilst other road user groups decreased.

Key Activities:

- The Partnership is supporting projects providing pedestrian training and road safety education in schools. These projects are targeting areas where higher casualties occur and thus currently focus mainly in Derby.
- In Car Safety has been highlighted as a particular area of risk with as many as 70% of in car child safety restraints not being fitted or used correctly. A Partnership project has been developed and implemented to improve a range of initiatives throughout the county.
- New initiatives are being developed to address issues with adult pedestrians and pedal cyclists the latter having some crossover with the work of the motorcycle group.

ii. Motorcycle casualties

Overview

Motorcyclists are over represented in Derbyshire's road casualties, with 128 killed or seriously injured in 2008. Motorcyclists accounted for 24% of all killed and seriously injured casualties in 2008 in Derbyshire whilst only making up around 3% of road users. This road user group saw the largest reduction of any group compared with 2007 with 58 (31%) less. This group is 31% above the annual milestone target and motorcycle casualties continue to stand out as a main priority and challenge for the Partnership.

Analytical assessment

This is a complex issue with a variety of components such as age with young riders (16 - 20yrs) and older riders (41 - 55 years) being a significant and increasing proportion of casualties. The issue is also quite different between urban and rural areas.

Around 40% of all casualties on larger bikes are from outside the County, especially from Manchester, Sheffield and Nottingham. As might be expected, the proportion from outside the County is higher at weekends but lower on weekdays.

The problems are particularly serious:

- at weekends (leisure riders with many from outside the county)
- on main roads in rural areas (where speeds are higher)
- at bends (where riders lose control)
- in urban areas where other vehicles are involved

Key Activities:

- A motorcycle project officer is employed to ensure the development and delivery of initiatives in this area and to develop relationships with groups, dealers and bikers through outreach activities – riding a motorcycle themselves.
- A campaign focusing around fourteen key routes has been developed: signs with specific messages and almost 20,000 Bikers Guides distributed since Easter 2009.
- Targeted media campaigns and an event for Bikers in Matlock Bath have assisted in the increased uptake of Bike Plus training.
- An enforcement campaign to target bikers, aimed at high end speeding using innovative tactics such as the use of an unmarked camera van.
- Survey equipment has been installed on key routes to provide a better understanding of how and when motorcyclists ride.
- Engineering measures have been deployed such as Vehicle Activated Signs (VAS) and Bike Guard fencing.

iii. Problem Routes

Overview

Three key roads - A6, A515 and A52 accounted for 11% of KSI casualties in 2008. Roads which have speed limits of 50 mph and above (Rural) account for around half of collisions that result in death and serious injury. New opportunities exist within the Partnership to address such problem routes through a co-ordinated Partnership response promoting joint educational, engineering and enforcement initiatives.

Derbyshire has numerous arterial routes linking major surrounding conurbations a number of which are in isolated and high altitude areas which are vulnerable to issues such as adverse weather conditions. Over recent years, numerous engineering interventions have been made that have made important contributions to casualty reduction. A wider strategy involving more than engineering needs to be considered to ensure reductions continue. All highway authorities are currently reviewing speed limits in accordance with national guidelines, which are likely to result in numerous changes to speed limits within the Partnership area.

Analytical assessment

High Peak & Derbyshire Dales 'A' Class roads together account for 33% of 'A' class road KSI collisions. Derby City 'A' class roads account for a further 21% of 'A' class road KSI collisions.

The M1 motorway needs to be seen in context with the rest of the Partnership area. In terms of traffic flow and casualties the motorway is a much safer road than most in the county. In 2008 KSI casualties on the motorway only accounted for 3% of all KSI and 6% of all slight casualties. In 2008 KSI casualties on the motorway increased, following on from exceptionally low levels in 2006 and 2007.

There is an important link between casualty reduction and maintenance. Key factors that can have a marked influence on casualty reduction are:

- maintaining road surface skid resistance;
- maintaining visibility sight lines by grass cutting and pruning hedges and trees, particularly when obstructing warning signs;
- surface water drainage;
- winter ice/snow maintenance.

Key Activities:

- Projects on the three key routes are being developed to look at innovative ways of improving road safety incorporating engineering, education and enforcement initiatives.
- Vehicle Activated Signs (VAS) are being considered as a flexible and effective way to address issues on problem routes around the county.

iv. Work related collisions

Overview

In 2008, 123 people were killed or seriously injured in collisions whilst at work, or travelling to/from work. This represented 23%, a rise of 1% proportionately from 2007, of the Partnership's total figures and includes pedestrians injured. Employers have the capacity to influence the driver behaviour of their employees. Casualty reduction opportunities exist through encouraging employers to more effectively manage work related driving.

Account also needs to be taken of the vulnerability of vehicle recovery operators, emergency services personnel, Highway Agency staff, construction workers and those responsible for maintenance, who regularly work in close proximity to moving traffic.

Analytical assessment

Of the drivers involved in injury collisions at work, 60% were driving cars or taxis, 18% were driving goods vehicles and 3% driving mini-buses or coaches. Employers, managers and supervisors have a legal responsibility to ensure the health and safety of all employees while they are at work. Health & Safety law applies to on-the-road work activities as it does to all work activities.

Increasing numbers of left hand drive vehicles, particularly heavy goods vehicles, using Derbyshire's roads, present concerns regarding blind spot visibility issues and the lack of experience of driving on the left. The number of European migrant workers has increased.

Re-prioritisation of Roads Policing resources nationally, particularly in relation to crime and terrorism, has reduced the level of specialist expertise available to address vehicle enforcement issues in recent years, particularly in relation to goods vehicles. Whilst the Vehicle & Operator Services Agency (VOSA) have specific expertise and responsibilities, the retention of adequate Roads Policing expertise in the field of goods vehicles is considered an important consideration. Commercial pressures and low levels of enforcement can result in employers taking risks on safety issues such as vehicle condition and driver hours. The Corporate Manslaughter and Corporate Homicide Act 2007 places a greater emphasis and liability for employers around the area occupational road risk and may be a lever for working with organisations.

Key Activities:

- The partnership funds a post within Derbyshire Primary Care Trusts "Working Well" team to focus on occupational Road Risk. This post will develop and co-ordinate activities aimed at employers and their staff.
- Events are being delivered working with employers in the County to improve existing networks and deliver key training messages to staff.
- Good practice guides and other educational materials are being developed.

v. Young Drivers (17 to 25 years)

Overview

In 2008 53 young people (17-25) were killed or seriously injured whilst driving cars on Derbyshire's roads representing 10% of all those killed or seriously injured. Around a quarter of drivers involved in all injury collisions were in this age group and therefore young driver involvement in injury collisions presents a major element of the casualty reduction challenge. This group is 8% above the annual milestone target.

Analytical assessment

Currently, locally and nationally, young driver/riders are over represented in respect of drink/drug driving, speeding and failure to wear seatbelts. Nearly half of drivers who tested positive/refused who had been involved in fatal and serious collisions were in this age group though this is a relatively small number.

This age group is also five times more likely to be uninsured and nationally increased levels of uninsured and unlicensed drivers using the roads present enforcement challenges.

Poor technical control and inadequate hazard perception, along with injudicious behaviour and social influences, contribute to the high collision risk of this age group. In an affluent society an increasing proportion of young people are likely to have access to motor vehicles. A particular concern is collisions involving young inexperienced drivers when carrying peer group passengers.

Key Activities

- A number of education, training and publicity initiatives are planned to target this age group with a multi agency package being delivered in schools and colleges.
- 'Driver Challenge' events are being delivered which aim to engage with the target group looking at practical skills and delivering road safety messages.
- More targeted enforcement is planned with greater use of technology and subsequent intelligence being utilised.
- The Partnership is supporting the Fire and Rescue Service to develop new and innovative approaches to tackling this priority area.

Notes on this Document

- 1) The data described in this Report refers to police reported injury road traffic collisions
- 2) Unless stated otherwise the data provided is for the whole Partnership area (Derby City and Derbyshire County Council administrative areas – see map on page 1)
- 3) It is known that there is an under-reporting of casualties, but the extent is difficult to quantify.
- 4) Data may vary slightly from one Report to the next, due to ongoing validation exercises.
- 5) Data used in this Report is the latest available at the time of production.
- 6) The government casualty reduction targets have been calculated as annual milestone figures with a pro rata reduction in each of the years from the 1995 to 1998 average to 2010.

Definitions

ANNUAL MILESTONE TARGET	The casualty level needed for a particular year to be in line to meet the targets by year 2010.
CAR USERS	Includes cars and taxis.
CASUALTY	A person killed or injured in a collision. One collision may result in several casualties.
CHILD	Person aged 15 years or under.
COLLISION SEVERITY	The severity of the worst injured casualty.
DARKNESS	From half an hour after sunset to half an hour before sunrise, i.e. "lighting up time".
FATAL CASUALTY	A casualty who sustains fatal injuries and dies within 30 days of the collision.
GV	Light and Heavy Goods Vehicle.
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.
KSI	Killed or Serious Injured – includes fatal and serious injury collisions.
MOTORCYCLES	Two Wheeled Motor Vehicles e.g. scooters, mopeds, motor cycles and motor cycle combinations.
PSV	Public Service Vehicles e.g. buses and minibuses.
RURAL ROADS	Roads with a speed limit of 50mph or over.
SCHOOL PUPIL	Data in this Report includes pupils aged 5 to 15 years.
SERIOUS CASUALTY	A casualty who sustains injuries of a severe nature e.g. 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 e.g. sprains, bruising, cuts, whiplash, shock.
URBAN ROADS	Roads with a speed limit of 40mph or less.
WORK RELATED COLLISIONS	On route to/from work or occurring as part of work (also referred to as Occupational Road Risk.
YOUNG DRIVERS	Refers (for the purposes of this document) to car drivers aged 17 to 25 years.

**DERBY & DERBYSHIRE
ROAD SAFETY
PARTNERSHIP**

Further Information

For additional information contact: Robert Hill, Partnership Development Manager,
Derby & Derbyshire Road Safety Partnership.
Base for correspondence: County Hall,
Matlock, Derbyshire. DE4 3AG. Tel: (01629) 538573

Designed and produced by Derbyshire County Council, Environmental Services Department, County Hall,
Matlock, Derbyshire. DE4 3AG.