

# Derby And Derbyshire Annual Casualty Report 2020



# Derby and Derbyshire Annual Casualty Report 2020

## Contents

Executive Summary	page 2
Derby and Derbyshire Road Safety Partnership - Casualty Reduction Activities	page 3
Derby and Derbyshire Road Safety Partnership - Summary of Casualty Trends 2005 to 2020	page 4
Derbyshire County Council - Summary of Casualty Trends 2005 to 2020	page 6
Derby City Council - Summary of Casualty Trends 2005 to 2020	page 8
Pedestrian Casualties	page 10
Pedal Cyclist Casualties	page 12
Motorcyclist Casualties	page 14
Motorcyclist Casualties by Size of Bike	page 16
Car Driver Casualties	page 18
Car Passenger Casualties	page 20
Child Casualties	page 22
Young Car Driver Casualties	page 24
Older Car Driver Casualties	page 26
Work Related Casualties	page 28
Notes and Definitions	page 30
Contacts	page 31

# Derby and Derbyshire Annual Casualty Report 2020

## Executive Summary

The Derby and Derbyshire Road Safety Partnership (DDRSP) is focused on reducing the number and severity of road safety casualties and brings together people who are experts in enforcement, engineering and education. The Partnership has a multi-agency approach to casualty reduction and enables joint working by Derbyshire County Council, Derby City Council, Derbyshire Constabulary, Derbyshire Fire and Rescue Service and National Highways, formerly Highways England.

During 2020 national and local trends in reporting road casualties have been impacted by the national restrictions implemented from March 2020 onwards following the coronavirus (COVID 19) pandemic.

In total there were 1910 casualties which is 57% below the 2005-2009 average, a decrease occurred in fatalities to the very low level of 18 casualties. Killed and seriously injured casualties decreased 51% below the 2005 to 2009 average and therefore met the target to reduce casualties by 50% from the 2005 to 2009 average by 4 casualties.

Casualty reduction is based on an evidence led approach. Analysis of collision trends directs work to the geographic locations and road user groups with the highest risk. Established educational and training schemes continue to deliver results and are constantly updated to be responsive to changes in the wider world.

# Derby and Derbyshire Casualty Reduction Activities

Casualty reduction is based on an evidence led approach. Analysis of collision trends directs work to the geographic locations and road user groups with the highest risk.

Established work includes:

- Education and training work in schools and colleges, delivered by Road Safety Officers. The Child Safety Audit identifies areas and demographic groups where risk is highest. Every nursery, school and college has access to free resources and support for road safety learning, but areas of highest risk also receive proactive, dedicated support in the classroom.
- Child car seat checks to advise members of the public and professionals responsible for the care and transportation of children.
- Multi-agency working including Police seatbelt enforcement campaigns.
- Delivery of pedal cycle training for Year 6 pupils in primary and junior schools. Further expansion of cycle delivery is currently being worked on.
- County Rider Adult Cyclist Training Programme for anyone aged 18 years or over who lives, works or studies in Derbyshire.
- First Gear Training Course which provides pre-driver training for 15 to 17 year olds.
- The award winning Young Driver Education Programme, available to all schools and colleges.
- Driving Safer for Longer, a session providing advice, support and assessed driver sessions for older drivers aged 65 and over who live in Derbyshire.
- Pre Compulsory Basic Training (CBT) workshops enabling 15 to 18 year old motorcyclists to learn from a two hour safety workshop.
- CBT Plus giving a 3 hour moped training session to Derbyshire residents aged up to 23 years old.
- Enhanced Rider Scheme (ERS) providing motorcyclists with a free 2 hour practical motorcycle riding skills check.
- UpRight biker events at dealers across the County and Biker Down courses for Derbyshire residents.
- An annual summer Motorcycle Awareness Campaign including roadside posters on the worst rural routes and summer and winter campaigns centred on junctions, including locations in Derby.
- Participating in the National Young Rider Forum, aimed at riders aged 14 to 16 years, the 'Shiny Side Up' partnership, Road Safety GB, the leading national road safety organisation and sharing best practice in the Midlands Service Improvement Group.
- Detailed investigations to formulate annual programmes of Casualty Reduction engineering schemes, targeted at sites or routes with common collision patterns. Monitoring of sites has proven that the schemes have a positive effect in reducing collisions.
- Delivering the Department of Transport Safer Roads Fund bid including engineering improvements to three routes, plus educational initiatives, including the use of headsets with immersive technology, using imagery tailored to individual road user groups.
- Moving towards the 'Safe System' approach including assessments of safer infrastructure on the worst routes.

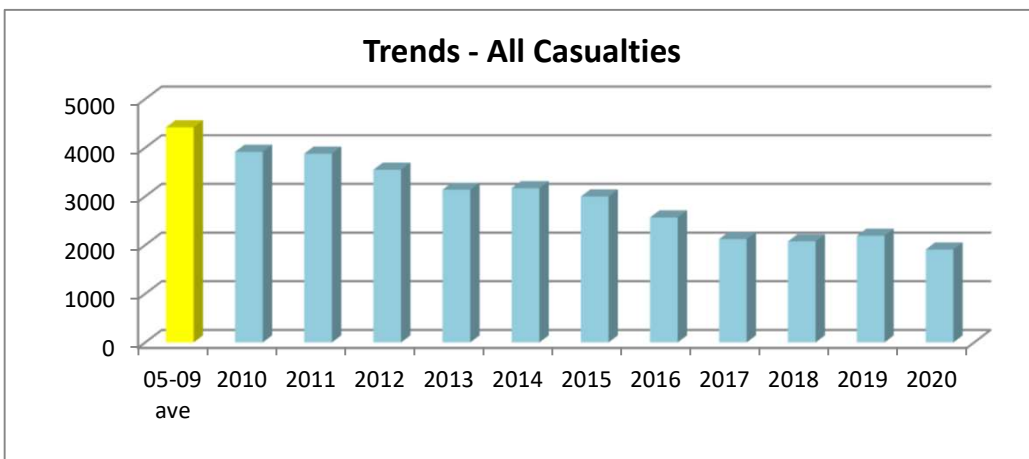
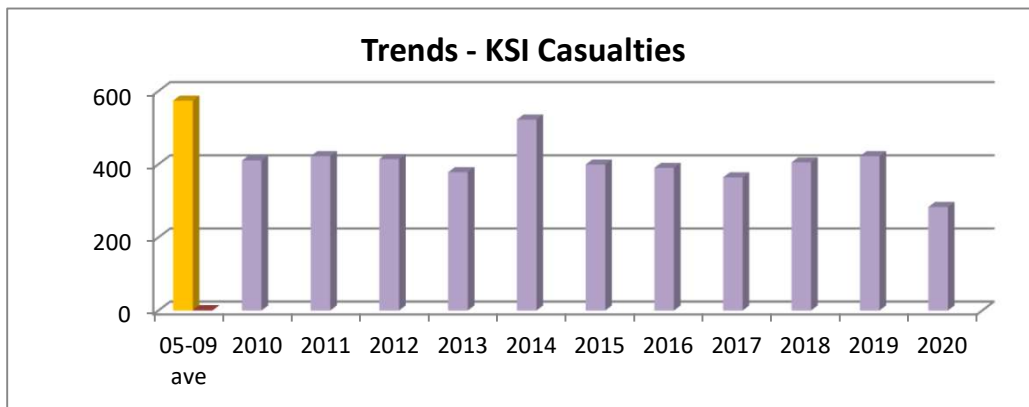
# Derby and Derbyshire Road Safety Partnership

## Summary of Casualty Trends 2005 to 2020

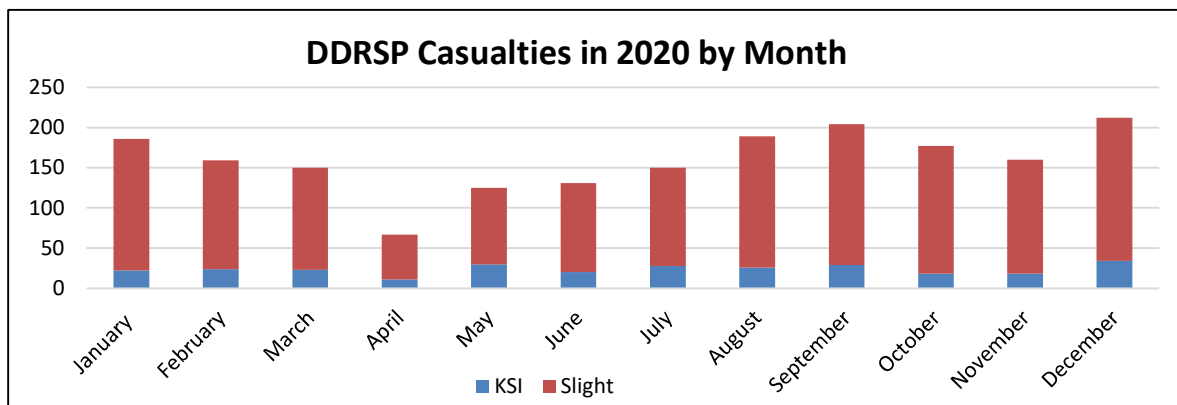
Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>51</b>	<b>523</b>	<b>574</b>	<b>3844</b>	<b>4418</b>
<b>2010</b>	30	380	410	3506	3916
<b>2011</b>	39	383	422	3456	3878
<b>2012</b>	25	389	414	3134	3548
<b>2013</b>	25	353	378	2758	3136
<b>2014</b>	36	486	522	2647	3169
<b>2015</b>	25	374	399	2598	2997
<b>2016</b>	35	355	390	2177	2567
<b>2017</b>	36	328	364	1758	2122
<b>2018</b>	51	354	405	1671	2076
<b>2019</b>	40	382	422	1769	2191
<b>2020</b>	<b>18</b>	<b>265</b>	<b>283</b>	<b>1627</b>	<b>1910</b>
<b>% below average</b>	<b>-65%</b>	<b>-49%</b>	<b>-51%</b>	<b>-58%</b>	<b>-57%</b>

Due to the Covid 19 pandemic and lockdowns casualties in 2020 reduced to their lowest level since the Second World War. There were 1910 casualties in total which is 57% below the 2005-2009 average.

A decrease occurred in fatalities to the very low level of 18 casualties. Killed and seriously injured casualties decreased 51% (283) below the 2005 to 2009 average and therefore met the target to reduce casualties by 50% from the 2005 to 2009 average by 4 casualties.



# Derby and Derbyshire Road Safety Partnership



In 2020 there were 33% fewer KSI casualties and 8% fewer slight casualties than in 2019.

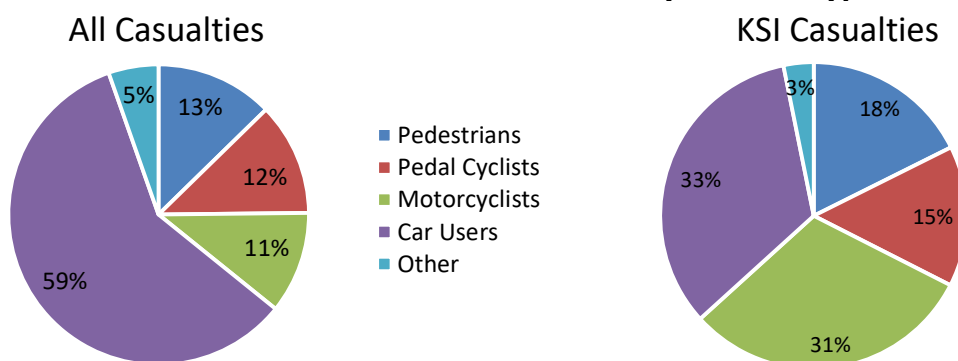
Casualty levels were suppressed by the national lock-down due to coronavirus after 23 March 2020 and increased again with the easing of restrictions in May, but not back to 2019 levels. Levels were again suppressed from September to November but increased to a higher level than 2019 in December.

Collisions in DDRSP Area 2020	KSI Casualties	Slight Casualties	Total	Change from 2019	% of all Collisions in DDRSP
Collisions on urban roads	167	896	1063	13% decrease	73%
Collisions on rural roads (excluding motorway)	88	270	358	20% decrease	24%
Collisions on motorway	6	35	41	52% increase	3%
Collisions on wet road surface	70	347	417	12% increase	29%
Collisions in hours of darkness	83	323	406	10% decrease	28%
Collisions with a positive breath test	16	68	84	38% increase	6%

Collisions on rural roads decreased more in 2020 than collisions on urban roads. The number of collisions on the motorway increased to its highest level since 2016 although KSI collisions remained low at just 6.

The number of collisions on wet road surfaces increased and was higher than in the last three years and collisions where a driver had given a positive breath test increased to the highest level since 2012. Collisions in the hours of darkness reduced to the lowest level since the 2005-2009 targets were set.

## 2020 Collisions in DDRSP Area by Vehicle Type



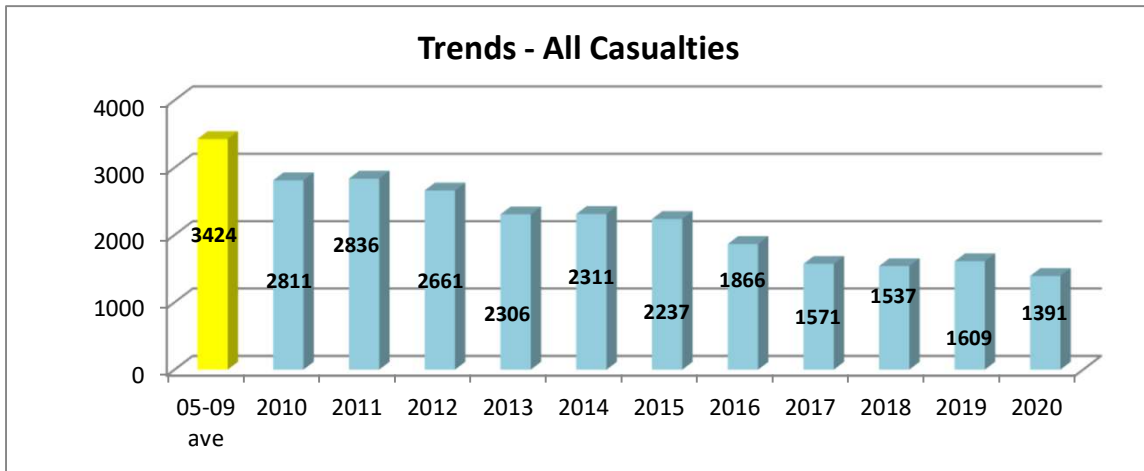
# Derbyshire County Council

Derbyshire County Council's target was a 50% reduction of the 2005-2009 average by 2020

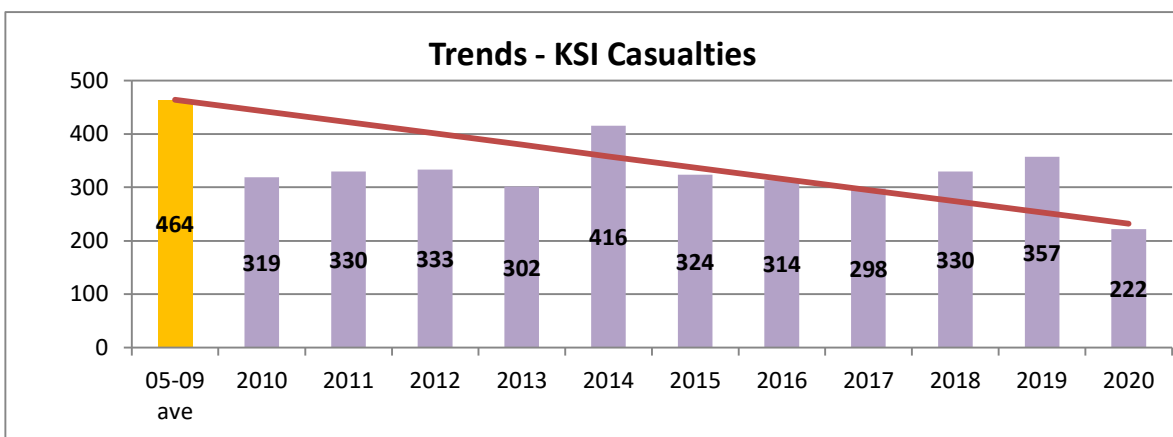
## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>45</b>	<b>419</b>	<b>464</b>	<b>2959</b>	<b>3424</b>
2010	29	290	319	2492	2811
2011	35	295	330	2506	2836
2012	21	312	333	2328	2661
2013	24	278	302	2004	2306
2014	30	386	416	1895	2311
2015	23	301	324	1913	2237
2016	31	283	314	1552	1866
2017	32	266	298	1273	1571
2018	42	288	330	1207	1537
2019	35	322	357	1252	1609
<b>2020</b>	<b>17</b>	<b>205</b>	<b>222</b>	<b>1169</b>	<b>1391</b>
<b>% below average</b>	<b>-62%</b>	<b>-51%</b>	<b>-52%</b>	<b>-60%</b>	<b>-59%</b>

Overall casualties are at their lowest level for ten years. The 2020 level of 1391 casualties was the lowest ever and 59% (2033) below the 2005 to 2009 average.



After a peak in 2014, KSI casualties reduced in the next three years then increased in 2018 and 2019. In 2020 KSI casualties reduced to their lowest level ever (222) and at 52% (242) below the 2005 to 2009 average met Derbyshire's target of a 50% reduction by 2020.



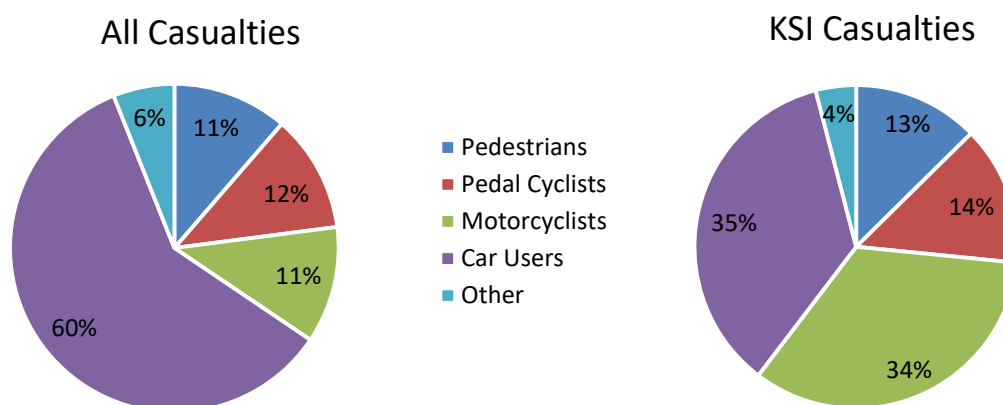
# Derbyshire County Council

Collisions in DCC Area 2020	KSI Casualties	Slight Casualties	Total	Change from 2019	% of all Collisions in DCC
Collisions on urban roads	111	554	665	15% decrease	64%
Collisions on rural roads (excluding motorway)	84	257	341	20% decrease	33%
Collisions on motorway	6	35	41	52% increase	3%
Collisions on wet road surface	54	231	285	4% increase	27%
Collisions in hours of darkness	65	224	289	10% decrease	28%
Collisions with a positive breath test	11	56	67	43% increase	6%

Collisions on both urban and rural roads decreased to their lowest level since the 2005-09 target was set. The number of collisions on the motorway increased to its highest level since 2016 but collisions on all dual carriageways (including motorway) remained similar to the last 2 years.

Collisions in the hours of darkness reduced to the lowest level since the 2005-2009 targets were set. The number of collisions on wet road surfaces increased although KSI collisions reduced to their lowest level since the 2005-09 target was set. Collisions where a driver had given a positive breath test increased to the highest level since 2012.

## 2020 Casualties in DCC Area



In the DCC area vulnerable road users (pedestrians, pedal cyclists and motorcyclists) made up just over a third of all casualties but over 60% of KSI casualties.

Groups with slower reductions of KSI casualties were adult pedal cyclists, motorcyclists and older drivers.



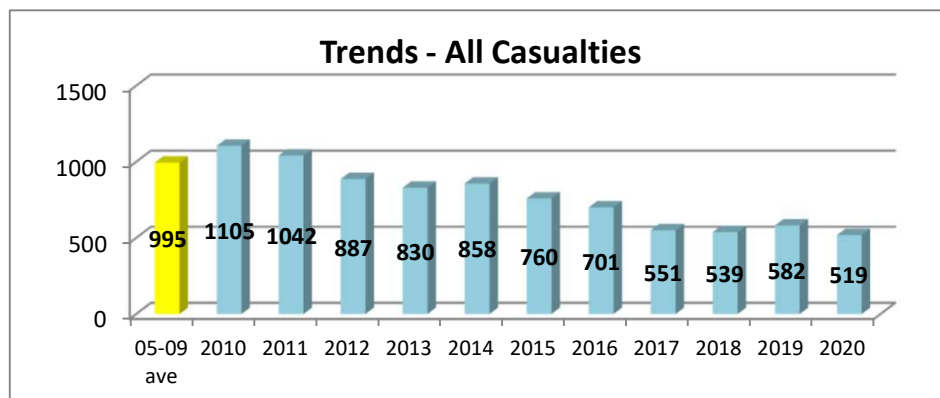
# Derby City Council

Derby City's target was a 40% reduction of the 2005-2009 average by 2020

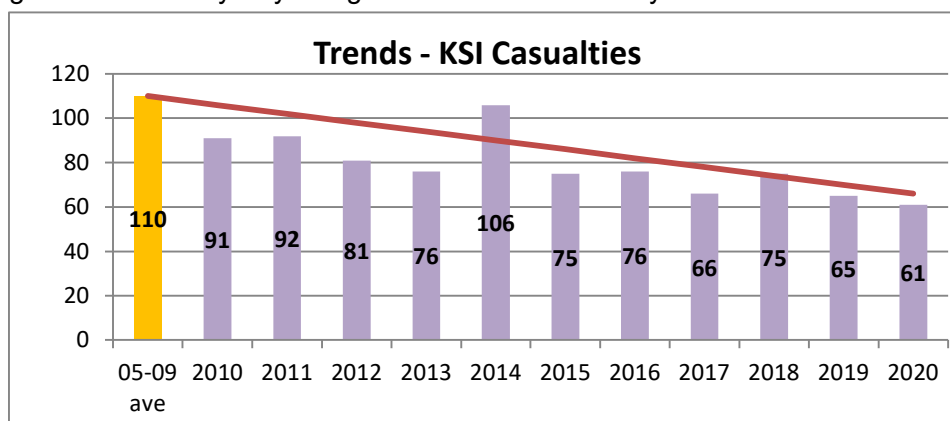
## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>6</b>	<b>104</b>	<b>110</b>	<b>885</b>	<b>995</b>
<b>2010</b>	1	90	91	1014	1105
<b>2011</b>	4	88	92	950	1042
<b>2012</b>	4	77	81	806	887
<b>2013</b>	1	75	76	754	830
<b>2014</b>	6	100	106	752	858
<b>2015</b>	2	73	75	685	760
<b>2016</b>	4	72	76	625	701
<b>2017</b>	4	62	66	485	551
<b>2018</b>	9	66	75	464	539
<b>2019</b>	5	60	65	517	582
<b>2020</b>	<b>1</b>	<b>60</b>	<b>61</b>	<b>458</b>	<b>519</b>
<b>% below average</b>	<b>-83%</b>	<b>-42%</b>	<b>-45%</b>	<b>-48%</b>	<b>-48%</b>

Casualties overall reduced to nearly half of the 2005-2009 average. All 2020 casualties (519) were 11% below the figure for 2019 (582). In 2020, all casualties reduced to their lowest level and were 42% (476) below the 2005 to 2009 average.



After a rise in 2014, KSI casualties reduced, remained fairly level and were at their lowest ever level in 2020. KSI casualties were 45% (49) below the 2005 to 2009 average and met Derby City's target of a 40% reduction by 2020.



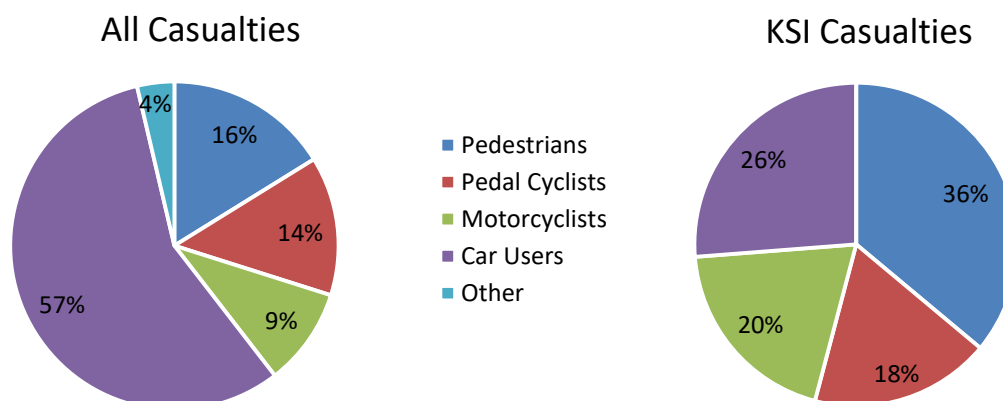
## Derby City Council

Collisions in Derby City 2020	KSI Casualties	Slight Casualties	Total	Change from 2019	% of all Collisions in City
Collisions on urban roads	56	342	398	10% decrease	96%
Collisions on rural roads (excluding motorway)	4	13	17	26% decrease	4%
Collisions on wet road surface	16	116	132	33% increase	32%
Collisions in hours of darkness	18	99	117	11% decrease	28%
Collisions with a positive breath test	5	12	17	21% increase	4%

Collisions on both urban and rural roads decreased to their lowest level since the 2005-09 target was set. The majority of roads in the City area are urban roads.

Collisions in the hours of darkness were at a similar level to 2018 but KSI collisions reduced to their lowest level since the 2005-2009 targets were set. The number of collisions on wet road surfaces increased although KSI collisions were similar to 2019. Collisions where a driver had given a positive breath test increased to the highest level since 2015.

### 2020 Casualties in Derby City



In Derby City vulnerable road users (pedestrians, pedal cyclists and motorcyclists) made up 39% of all casualties but three quarters of KSI casualties.

Groups with slower reductions of KSI casualties were older people, including drivers and pedestrians, car drivers, work related casualties and pedestrians.

# Pedestrians

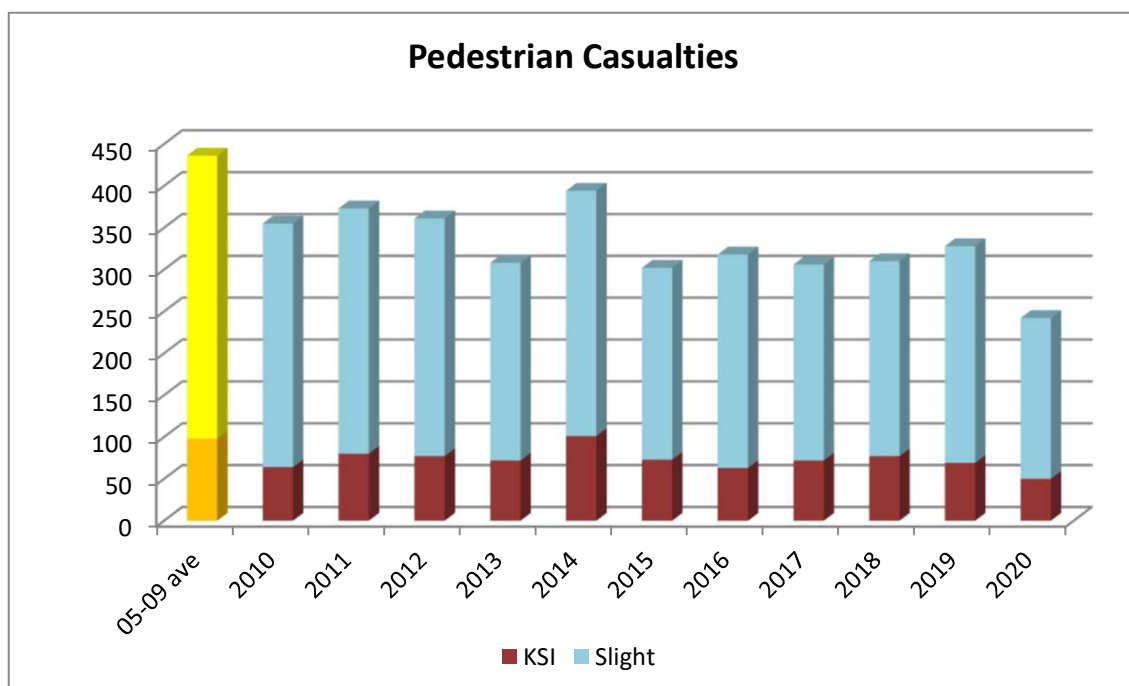
## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>9</b>	<b>89</b>	<b>98</b>	<b>338</b>	<b>437</b>
<b>2010</b>	5	59	64	291	355
<b>2011</b>	8	72	80	293	373
<b>2012</b>	4	73	77	284	361
<b>2013</b>	3	69	72	236	308
<b>2014</b>	10	91	101	293	394
<b>2015</b>	4	69	73	229	302
<b>2016</b>	7	56	63	255	318
<b>2017</b>	10	62	72	234	306
<b>2018</b>	11	66	77	233	310
<b>2019</b>	15	54	69	259	328
<b>2020</b>	<b>2</b>	<b>48</b>	<b>50</b>	<b>192</b>	<b>242</b>
<b>% below average</b>	<b>-78%</b>	<b>-46%</b>	<b>-49%</b>	<b>-43%</b>	<b>-45%</b>

In 2020 both KSI and Slight pedestrian casualties reduced to the lowest number since the 2005-2009 targets were set.

There were 2 fatal and 48 serious pedestrian casualties. This was 49% below the 2005-2009 average. There were 242 pedestrian casualties in total.

Older pedestrian KSI casualties (60 years and over) did not decrease as fast as other age groups. Older pedestrians comprised 24% of all KSI pedestrian casualties in 2020. Child casualties comprised 20% of all KSI pedestrian casualties.

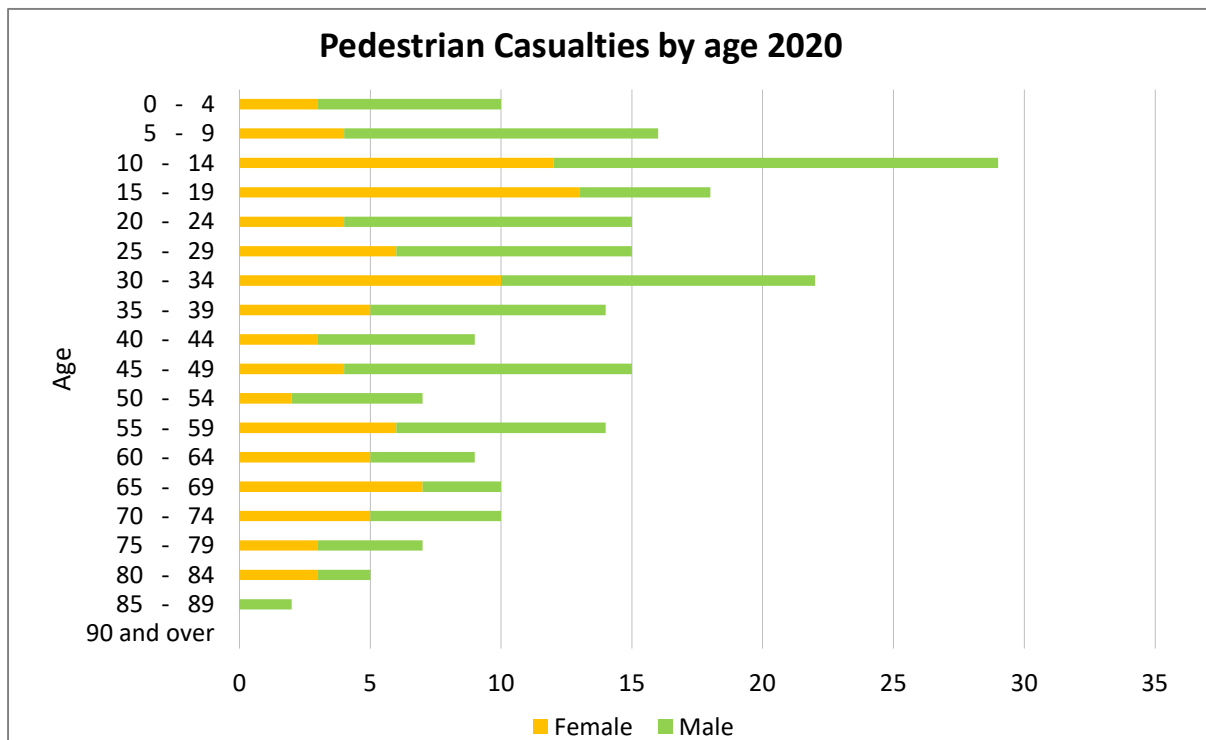


## Pedestrians

<b>Pedestrian Casualties by District/Borough 2020</b>	<b>KSI Casualties</b>	<b>Slight Casualties</b>	<b>Total</b>	<b>% of all Pedestrian Casualties</b>	<b>% of all Casualties in District</b>
Amber Valley	4	18	22	9%	13%
Bolsover	5	11	16	7%	9%
Chesterfield	2	15	17	7%	12%
Derby City	22	62	84	35%	16%
Derbyshire Dales	1	12	13	5%	6%
Erewash	3	27	30	12%	17%
High Peak	6	17	23	10%	15%
North East Derbyshire	0	13	13	5%	8%
South Derbyshire	7	17	24	10%	14%

**(18% of KSI casualties and 13% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of pedestrian casualties were Erewash, Derby City, High Peak and South Derbyshire.



Nearly two thirds of pedestrian casualties were male. The proportion was higher for child casualties but for older pedestrians aged 60 plus just over half of casualties were female. 18% of pedestrian casualties were aged 60 and over.

90% of pedestrians were injured on urban roads and casualties on urban roads reduced slower than those on rural roads.

# Pedal Cyclists

## Summary of Casualty Trends 2005 to 2020

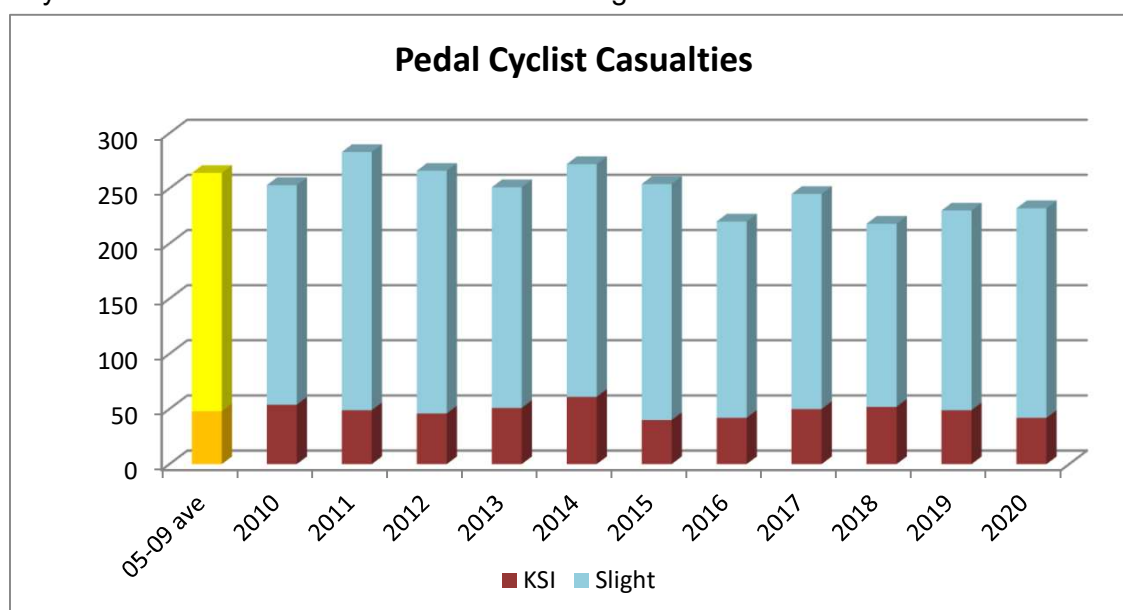
Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>3</b>	<b>45</b>	<b>48</b>	<b>216</b>	<b>264</b>
<b>2010</b>	1	53	54	199	253
<b>2011</b>	2	47	49	234	283
<b>2012</b>	0	46	46	220	266
<b>2013</b>	1	50	51	200	251
<b>2014</b>	4	57	61	211	272
<b>2015</b>	2	38	40	214	254
<b>2016</b>	2	40	42	178	220
<b>2017</b>	3	47	50	195	245
<b>2018</b>	5	47	52	166	218
<b>2019</b>	2	47	49	181	230
<b>2020</b>	<b>3</b>	<b>39</b>	<b>42</b>	<b>190</b>	<b>232</b>
<b>% below average</b>	0%	-13%	-13%	-12%	-12%

In 2020 KSI pedal cyclist casualties were at their lowest level since 2016 but slight casualties were higher than in the last two years.

There were 3 fatal and 39 serious pedal cyclist casualties. This was 13% below the 2005-2009 average. There were 232 pedal cyclist casualties in total.

Pedal cyclist KSI casualties were consistently not on track to meet the annual milestones and did not meet the 2020 target.

Child pedal cyclists reduced at a faster rate than adult pedal cyclists. In 2020 child pedal cyclist casualties were 58% below the 2005-2009 average and adult pedal cyclists were 5% above the 2005-2009 average.

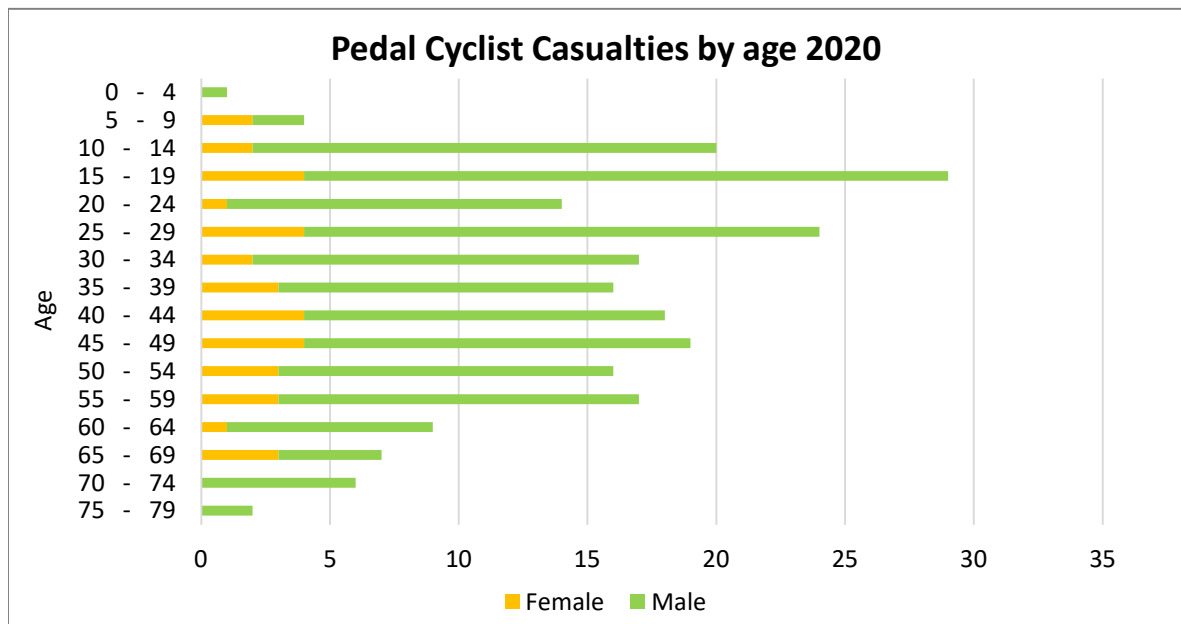


## Pedal Cyclists

Pedal Cyclist Casualties by District/Borough 2020	KSI Casualties	Slight Casualties	Total	% of all Pedal Cyclist Casualties	% of all Casualties in District
Amber Valley	5	22	27	12%	16%
Bolsover	1	9	10	4%	6%
Chesterfield	1	13	14	6%	10%
Derby City	11	60	71	31%	14%
Derbyshire Dales	4	16	20	9%	9%
Erewash	3	23	26	11%	15%
High Peak	9	9	18	8%	12%
North East Derbyshire	4	17	21	9%	12%
South Derbyshire	4	21	25	11%	14%

**(15% of KSI casualties and 12% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of pedal cyclist casualties were Amber Valley, Erewash, Derby City and South Derbyshire.



Over 80% of pedal cyclist casualties were male. 13% of pedal cyclist casualties were children and a similar proportion of them were male.

Casualties on rural roads reduced slower than those on urban roads but 80% of pedal cyclists were injured on urban roads.

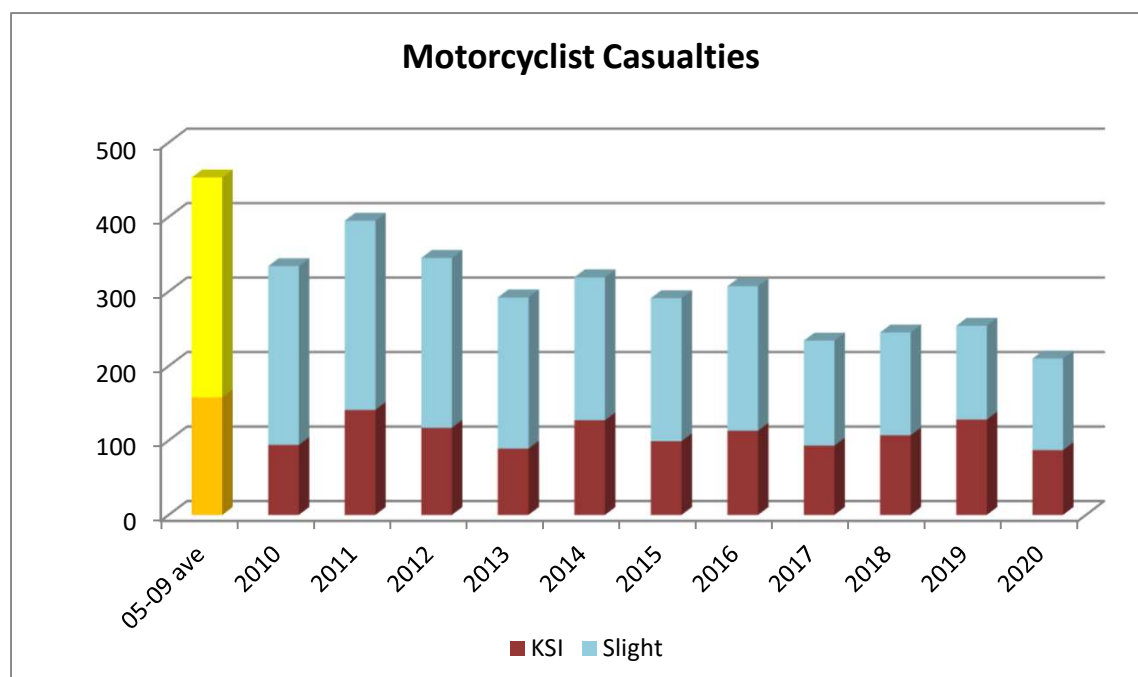
# Motorcyclists

## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>12</b>	<b>146</b>	<b>158</b>	<b>295</b>	<b>453</b>
<b>2010</b>	5	89	94	240	334
<b>2011</b>	16	125	141	254	395
<b>2012</b>	6	111	117	228	345
<b>2013</b>	9	80	89	203	292
<b>2014</b>	9	118	127	192	319
<b>2015</b>	10	89	99	192	291
<b>2016</b>	12	101	113	194	307
<b>2017</b>	6	87	93	141	234
<b>2018</b>	11	96	107	138	245
<b>2019</b>	9	119	128	126	254
<b>2020</b>	<b>3</b>	<b>84</b>	<b>87</b>	<b>123</b>	<b>210</b>
<b>% below average</b>	<b>-75%</b>	<b>-42%</b>	<b>-45%</b>	<b>-58%</b>	<b>-54%</b>

In 2020 both KSI and Slight motorcyclist rider and passenger casualties were at their lowest number since the 2005-2009 targets were set.

There were 3 fatal and 84 serious motorcyclist casualties. This was 45% below the 2005-2009 average. There were 210 motorcyclist casualties in total.

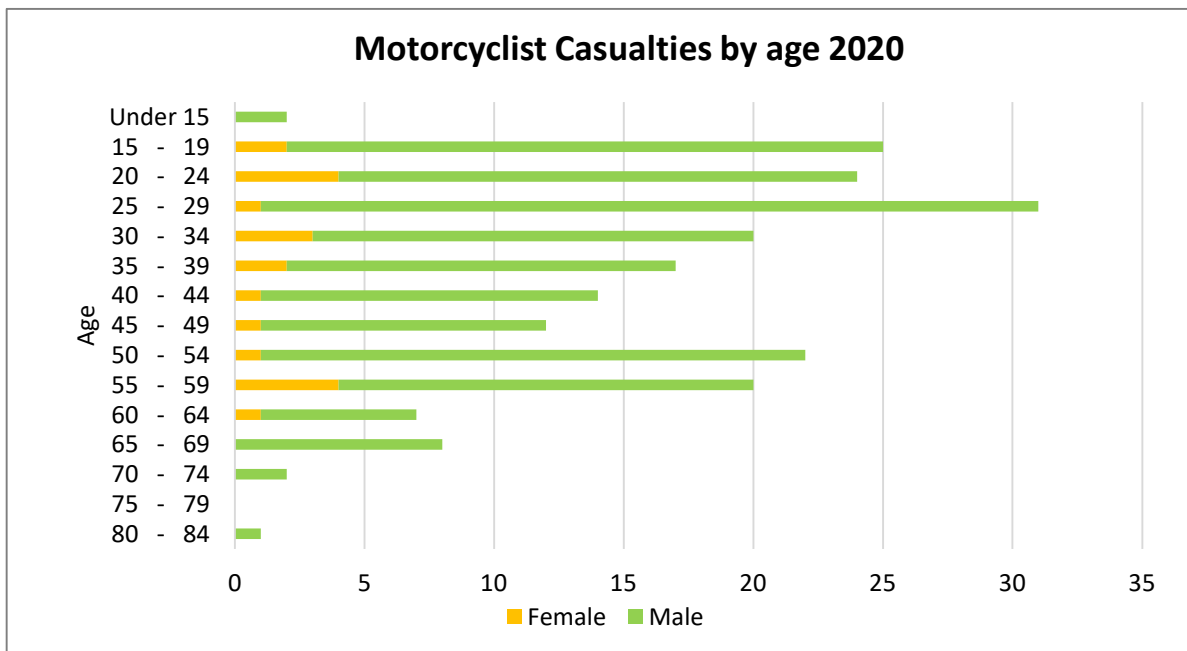


# Motorcyclists

<b>Motorcyclist Casualties by District/Borough 2020</b>	KSI Casualties	Slight Casualties	Total	% of all Motorcyclist Casualties	% of all Casualties in District
Amber Valley	6	13	19	9%	11%
Bolsover	7	8	15	7%	8%
Chesterfield	5	6	11	5%	8%
Derby City	12	38	50	24%	10%
Derbyshire Dales	26	15	41	20%	18%
Erewash	6	9	15	7%	9%
High Peak	12	13	25	12%	16%
North East Derbyshire	5	8	13	6%	8%
South Derbyshire	8	13	21	10%	12%

**(31% of KSI casualties and 11% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of motorcyclist casualties were Derbyshire Dales, High Peak, South Derbyshire and Amber Valley.



90% of motorcyclist casualties were male. The proportion is similar for all age ranges.

23% of motorcycle casualties were aged 16-24 and 30% of motorcyclist casualties were aged 45-65.

Casualties on urban roads reduced slower than those on rural roads. 45% of KSI motorcyclist casualties were injured on rural roads but only 20% of slight motorcyclists were injured on rural roads.



# Motorcyclists by Type of Bike

## Summary of Casualty Trends 2005 to 2020

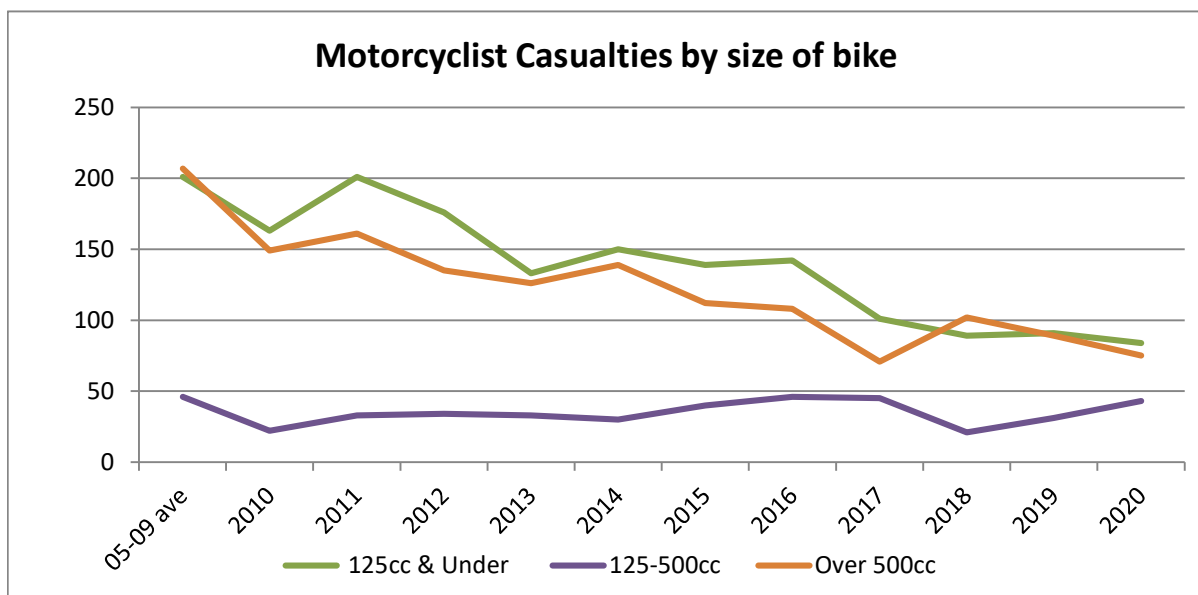
Year	Size of Motorcycle		
	125cc & Under	125-500cc	Over 500cc
<b>05-09 ave</b>	<b>201</b>	<b>46</b>	<b>207</b>
<b>2010</b>	163	22	149
<b>2011</b>	201	33	161
<b>2012</b>	176	34	135
<b>2013</b>	133	33	126
<b>2014</b>	150	30	139
<b>2015</b>	139	40	112
<b>2016</b>	142	46	108
<b>2017</b>	101	45	71
<b>2018</b>	89	21	102
<b>2019</b>	91	31	89
<b>2020</b>	<b>84</b>	<b>43</b>	<b>75</b>
<b>% below average</b>	<b>-58%</b>	<b>-7%</b>	<b>-64%</b>

In 2020 casualties on small motorcycle riders made up 40% of all motorcyclist casualties and reduced to the lowest number since the 2005-2009 targets were set.

Casualties on large motorcycles made up 36% of all motorcyclist casualties and were at the second lowest level since the 2005-2009 target was set.

Casualties on medium sized motorcycles made up 20% of all motorcyclist casualties and increased to its highest level since 2017.

Large motorcycle casualties reduced at a faster rate than other sizes of bike.



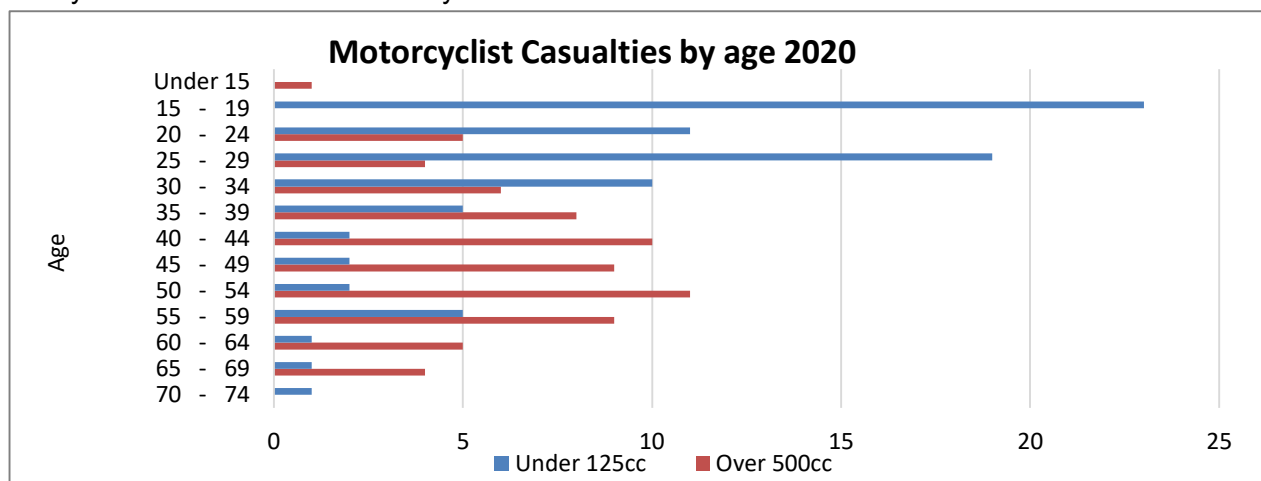
## Motorcyclists by Type of Bike

Small Motorcyclist Casualties by District/Borough 2020	Under 125cc	% of all Small Motorcyclist Casualties	% of all Casualties in District
Amber Valley	7	8%	4%
Bolsover	9	11%	5%
Chesterfield	7	8%	5%
Derby City	24	29%	5%
Derbyshire Dales	9	11%	4%
Erewash	7	8%	4%
High Peak	5	6%	3%
North East Derbyshire	7	8%	4%
South Derbyshire	9	11%	5%

Large Motorcyclist Casualties by District/Borough 2020	Over 500cc	% of all Large Motorcyclist Casualties	% of all Casualties in District
Amber Valley	9	12%	5%
Bolsover	4	5%	2%
Chesterfield	2	3%	1%
Derby City	11	15%	2%
Derbyshire Dales	18	24%	8%
Erewash	5	7%	3%
High Peak	15	20%	10%
North East Derbyshire	5	7%	3%
South Derbyshire	6	8%	3%

Districts/Boroughs with a higher proportion of small motorcycle casualties were Derby City, Bolsover South Derbyshire and Chesterfield.

Districts/Boroughs with a higher proportion of large motorcycle casualties were High Peak, Derbyshire Dales and Amber Valley.



In 2020 over 80% of all motorcycle casualties riding small motorcycles under 125cc were travelling on urban roads. Only 14% were on rural roads. Three quarters of small motorcycle riders were aged between 16 and 35 years.

In 2020 just under half of all motorcycle casualties riding large motorcycles over 500cc were travelling on rural roads but two thirds of KSI casualties were on rural roads. Most large motorcycle riders were aged between 40 and 65 years.

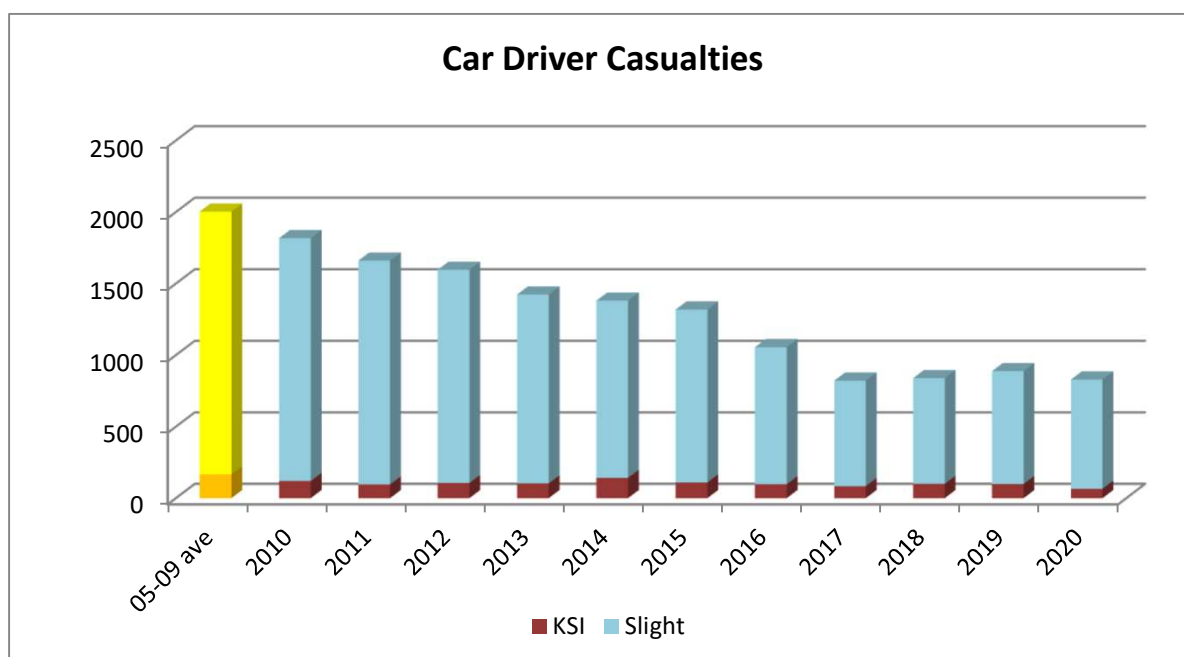
# Car/Taxi Drivers

## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>17</b>	<b>150</b>	<b>167</b>	<b>1836</b>	<b>2003</b>
<b>2010</b>	13	107	120	1697	1817
<b>2011</b>	9	87	96	1564	1660
<b>2012</b>	4	102	106	1490	1596
<b>2013</b>	6	97	103	1320	1423
<b>2014</b>	9	133	142	1238	1380
<b>2015</b>	7	103	110	1208	1318
<b>2016</b>	12	85	97	958	1055
<b>2017</b>	9	75	84	737	821
<b>2018</b>	13	87	100	739	839
<b>2019</b>	7	92	99	789	888
<b>2020</b>	<b>7</b>	<b>59</b>	<b>66</b>	<b>763</b>	<b>829</b>
<b>% below average</b>	<b>-59%</b>	<b>-61%</b>	<b>-60%</b>	<b>-58%</b>	<b>-59%</b>

In 2020 both KSI and Slight car and taxi driver casualties reduced to the lowest number since the 2005-2009 targets were set.

There were 7 fatal and 59 serious car driver casualties. This was 60% below the 2005-2009 average. There were 829 casualties in total.

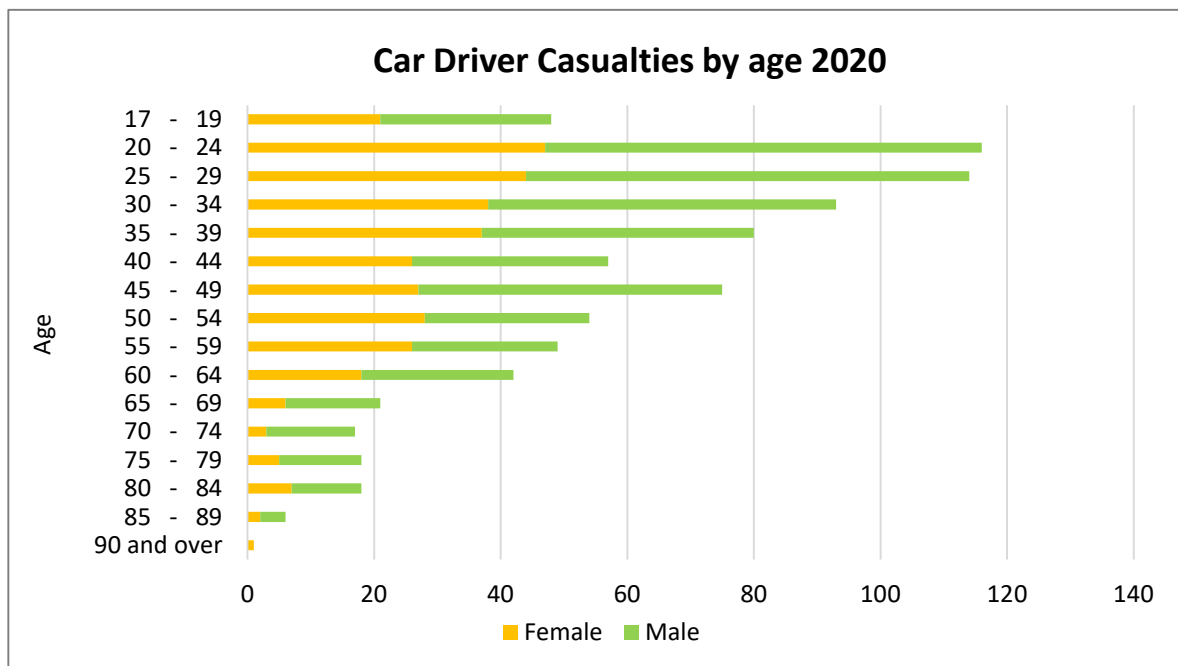


## Car/Taxi Drivers

<b>Car Driver Casualties by District/Borough 2020</b>	KSI Casualties	Slight Casualties	Total	% of all Car Driver Casualties	% of all Casualties in District
Amber Valley	3	71	74	9%	43%
Bolsover	7	77	84	10%	47%
Chesterfield	1	67	68	8%	47%
Derby City	13	211	224	27%	43%
Derbyshire Dales	17	73	90	11%	41%
Erewash	7	63	70	8%	41%
High Peak	4	64	68	8%	45%
North East Derbyshire	8	76	84	10%	50%
South Derbyshire	6	61	67	8%	38%

**(23% of KSI casualties and 43% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of car driver casualties were North East Derbyshire, Bolsover, Chesterfield and High Peak.



Slightly over half of car passenger casualties were male.

The highest proportion of car drivers were aged 20-30.

Three quarters of car user casualties were on urban roads. For KSI casualties this was just over 50%. Casualties have reduced slower on urban roads than rural roads.

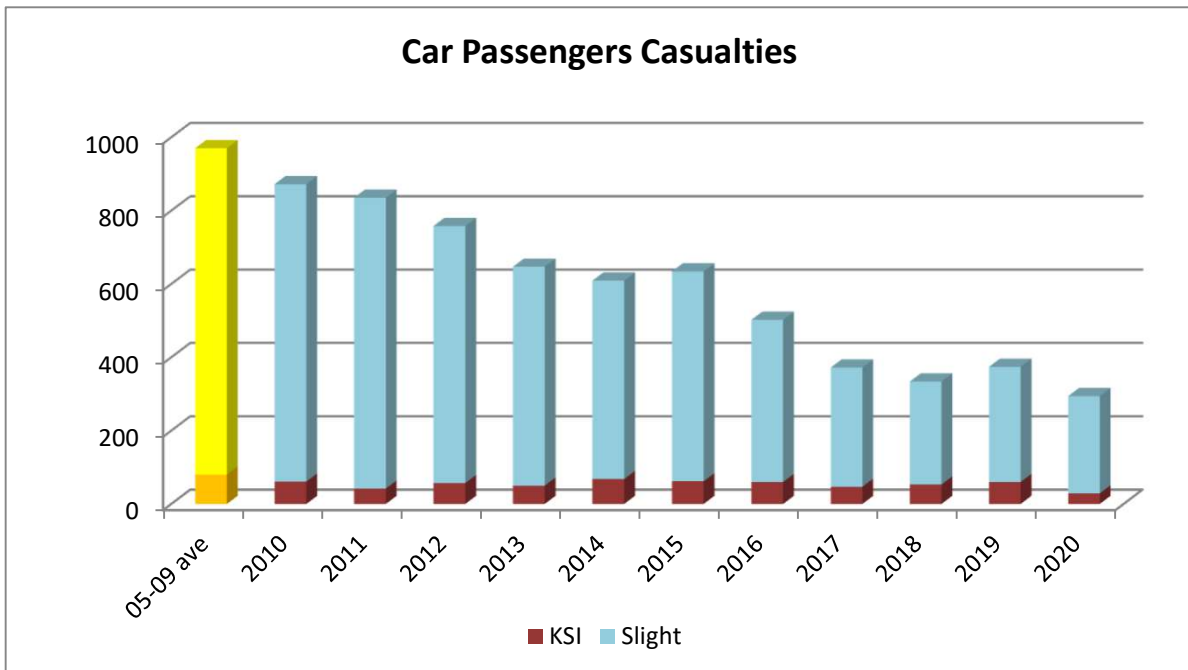
# Car/Taxi Passengers

## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>9</b>	<b>71</b>	<b>80</b>	<b>890</b>	<b>970</b>
<b>2010</b>	4	57	61	811	872
<b>2011</b>	3	39	42	793	835
<b>2012</b>	9	48	57	701	758
<b>2013</b>	4	46	50	597	647
<b>2014</b>	2	66	68	541	609
<b>2015</b>	2	60	62	572	634
<b>2016</b>	2	58	60	442	502
<b>2017</b>	5	42	47	325	372
<b>2018</b>	8	45	53	281	334
<b>2019</b>	6	54	60	314	374
<b>2020</b>	<b>3</b>	<b>26</b>	<b>29</b>	<b>265</b>	<b>294</b>
<b>% below average</b>	-67%	-63%	-64%	-70%	-70%

In 2020 both KSI and Slight car and taxi passenger casualties reduced to the lowest number since the 2005-2009 targets were set.

In 2020 there were 3 fatal and 26 serious car passenger casualties. This was 64% below the 2005-2009 average. There were 294 car passenger casualties in total.

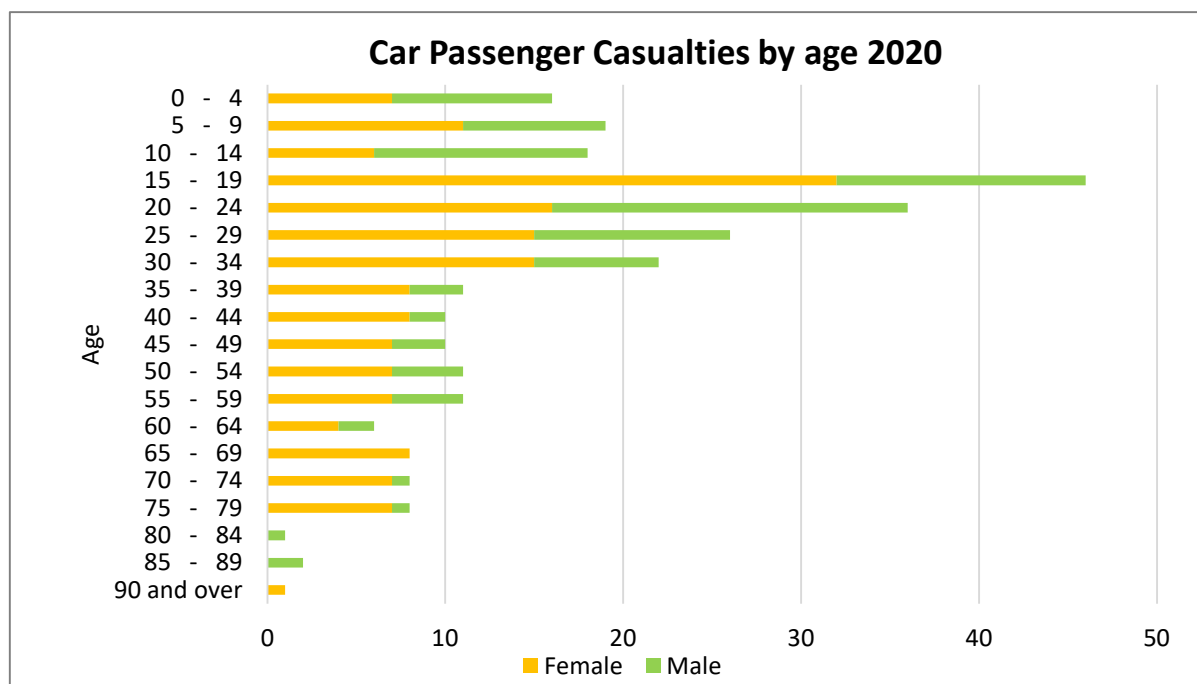


## Car/Taxi Passengers

Car Passenger Casualties by District/Borough 2020	KSI Casualties	Slight Casualties	Total	% of all Car Passenger Casualties	% of all Casualties in District
Amber Valley	1	13	14	5%	8%
Bolsover	3	37	40	14%	22%
Chesterfield	6	21	27	9%	19%
Derby City	3	68	71	24%	14%
Derbyshire Dales	4	35	39	13%	18%
Erewash	3	20	23	8%	13%
High Peak	1	13	14	5%	9%
North East Derbyshire	4	27	31	11%	18%
South Derbyshire	4	31	35	12%	20%

**(10% of KSI casualties and 15% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of car passenger casualties were Bolsover, South Derbyshire, Chesterfield, Derbyshire Dales and North East Derbyshire.



Over 60% of car passenger casualties were female. The proportion was higher for older passengers aged 60 and over where nearly 80% were female. Child car passenger casualties were more equally split between male and female.

61% of passengers were in the front seat of the car or taxi and 39% were rear seat passengers.

# Child Casualties age 0-15

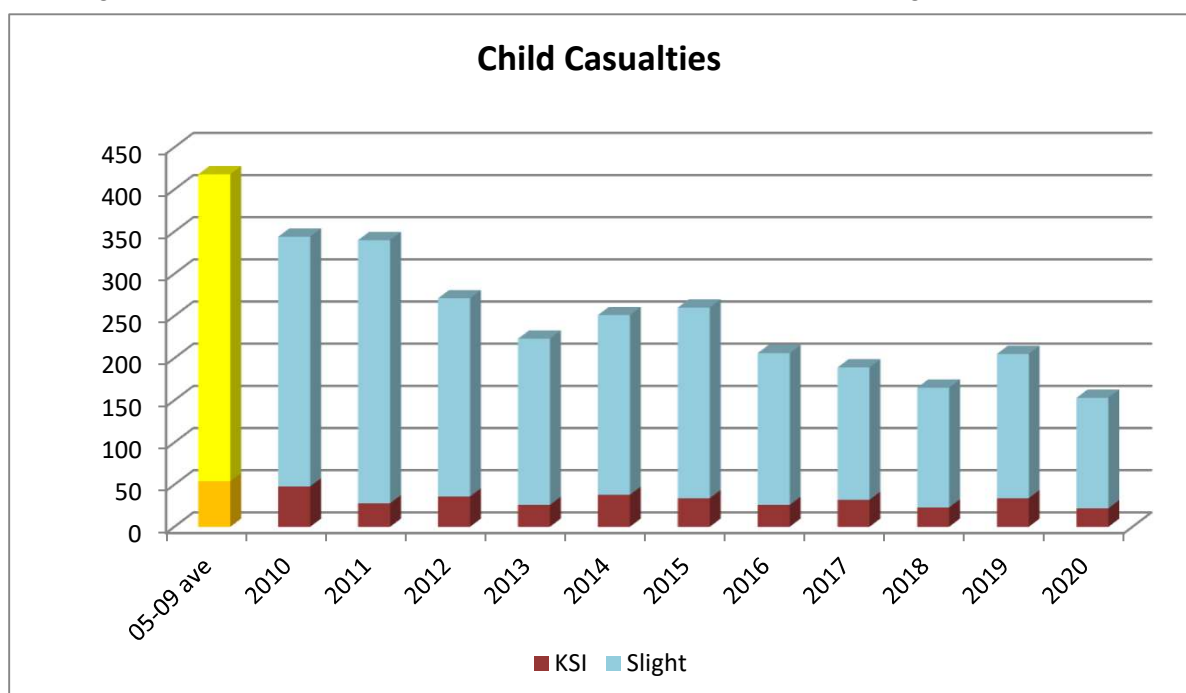
## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>2</b>	<b>52</b>	<b>54</b>	<b>364</b>	<b>418</b>
<b>2010</b>	2	46	48	296	344
<b>2011</b>	0	28	28	312	340
<b>2012</b>	3	33	36	235	271
<b>2013</b>	0	26	26	197	223
<b>2014</b>	0	38	38	213	251
<b>2015</b>	0	34	34	226	260
<b>2016</b>	0	26	26	180	206
<b>2017</b>	4	28	32	157	189
<b>2018</b>	1	22	23	142	165
<b>2019</b>	2	32	34	171	205
<b>2020</b>	<b>1</b>	<b>21</b>	<b>22</b>	<b>131</b>	<b>153</b>
<b>% below average</b>	<b>-50%</b>	<b>-60%</b>	<b>-59%</b>	<b>-64%</b>	<b>-63%</b>

In 2020 there were 1 fatal and 21 serious child casualties. This was the lowest level since the 2005-2009 target was set.

There were 153 child casualties in total. This is 63% below the 2005-2009 average and was also the lowest figure since the 2005-2009 target was set.

Secondary school aged casualties have reduced more slowly over the last few years although in 2020 the number was the lowest since the 2005-2009 target was set.

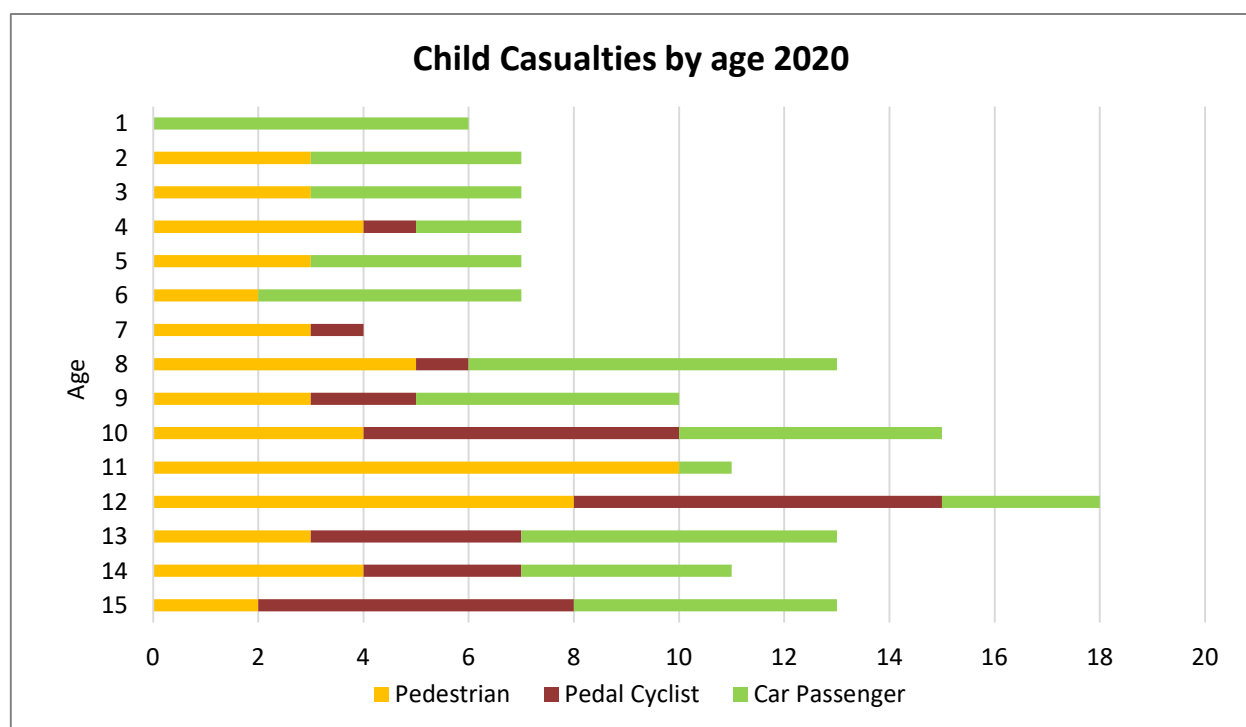


## Child Casualties age 0-15

Child Casualties by District/Borough 2020	Pedestrians	Pedal Cyclists	Car Passengers	All Child Casualties	% of all Child Casualties	% of all Casualties in District
Amber Valley	4	2	4	10	7%	6%
Bolsover	7	2	8	18	12%	10%
Chesterfield	3	0	6	9	6%	6%
Derby City	24	10	10	46	30%	9%
Derbyshire Dales	2	2	7	11	7%	5%
Erewash	3	3	5	11	7%	6%
High Peak	3	1	3	7	5%	5%
North East Derbyshire	3	6	5	15	10%	9%
South Derbyshire	8	5	13	26	17%	15%

**(8% of KSI casualties and 8% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of child casualties were South Derbyshire, Bolsover, Derby City and North East Derbyshire.



Nearly two thirds of child casualties were male. The proportion increases for secondary school age casualties and decreases for primary school age casualties.

The proportion of pedal cyclists and pedestrians is higher for secondary school aged casualties. Just over a quarter of these casualties were car passengers compared with nearly half for primary school aged casualties and over half of pre-school aged casualties.



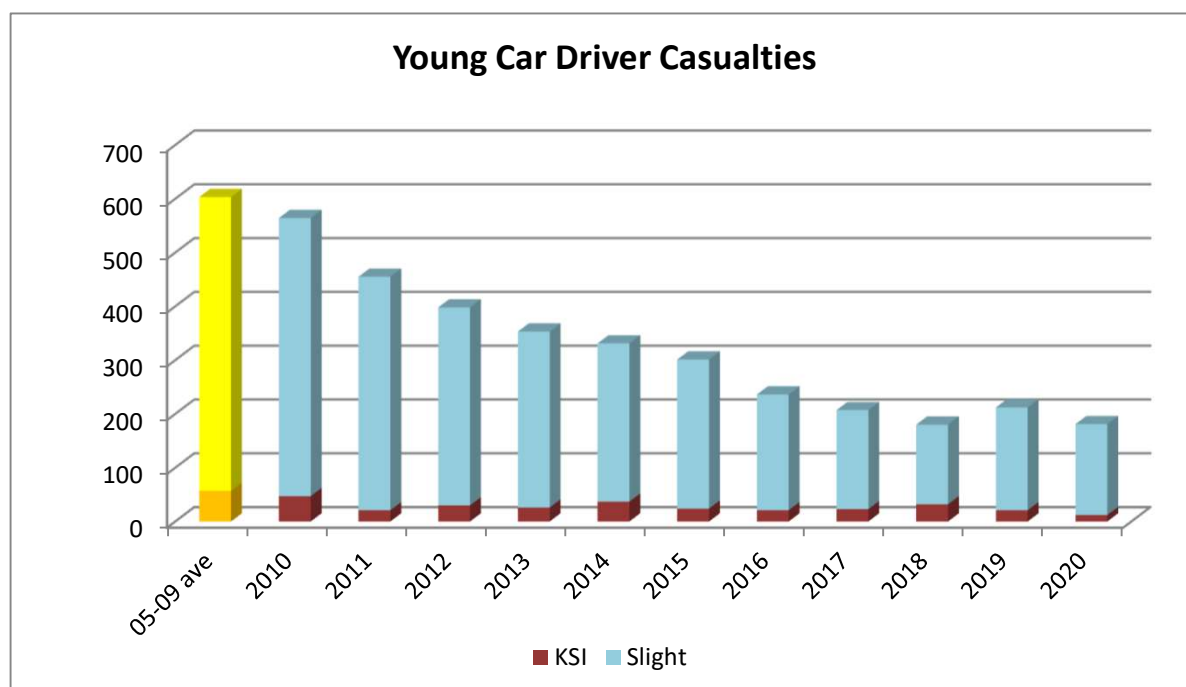
# Young Car Drivers aged 17-25

## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>7</b>	<b>50</b>	<b>57</b>	<b>546</b>	<b>603</b>
<b>2010</b>	3	44	47	517	564
<b>2011</b>	2	19	21	434	455
<b>2012</b>	0	30	30	368	398
<b>2013</b>	2	24	26	327	353
<b>2014</b>	1	36	37	294	331
<b>2015</b>	3	21	24	277	301
<b>2016</b>	2	19	21	215	236
<b>2017</b>	2	21	23	184	207
<b>2018</b>	3	29	32	148	180
<b>2019</b>	1	20	21	191	212
<b>2020</b>	<b>2</b>	<b>10</b>	<b>12</b>	<b>169</b>	<b>181</b>
<b>% below average</b>	-71%	-80%	-79%	-69%	-70%

In 2020 both KSI young car driver casualties reduced to the lowest number since the 2005-2009 targets were set and slight casualties were at their second lowest number.

There were 2 fatal and 10 serious young car driver casualties. This was 79% below the 2005-2009 average. There were 181 young car driver casualties in total.



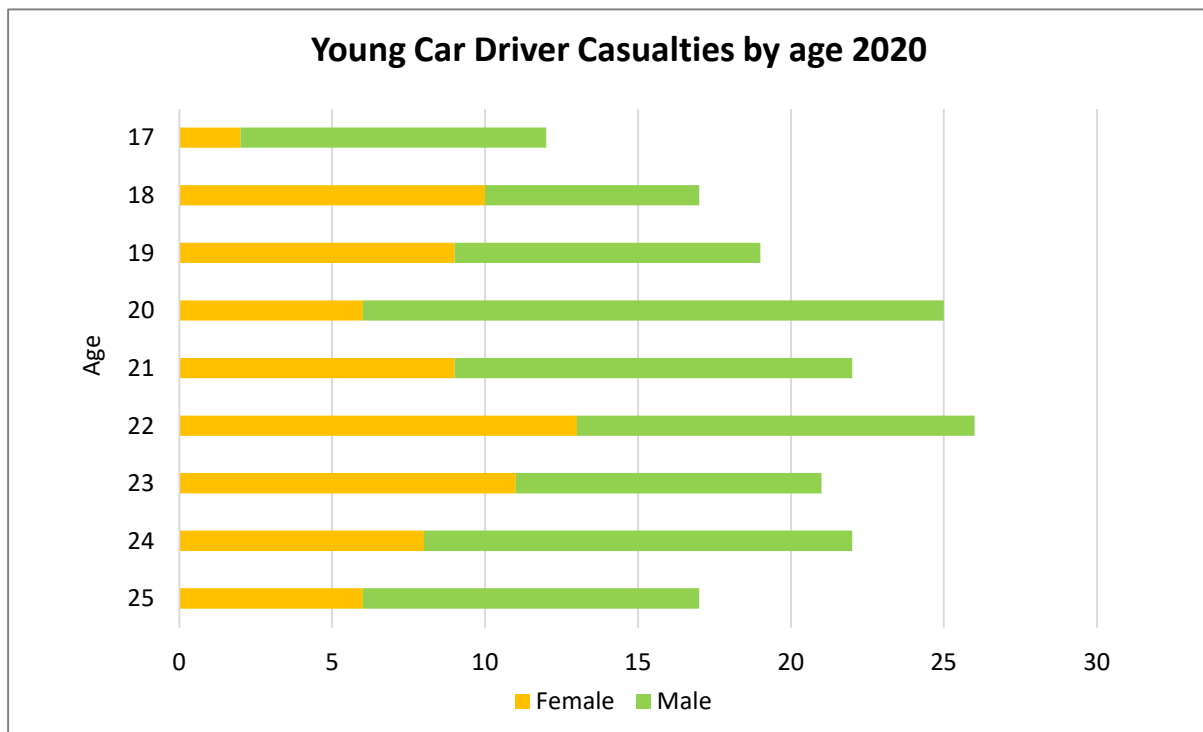
## Young Car Drivers aged 17-25

Young Car Driver Casualties by District/Borough 2020	KSI Casualties	Slight Casualties	Total	% of all Young Car Driver Casualties	% of all Casualties in District
Amber Valley	1	21	22	12%	13%
Bolsover	2	18	20	11%	11%
Chesterfield	1	16	17	9%	12%
Derby City	3	42	45	25%	9%
Derbyshire Dales	1	15	16	9%	7%
Erewash	0	8	8	4%	5%
High Peak	3	16	19	10%	13%
North East Derbyshire	1	20	21	12%	12%
South Derbyshire	0	13	13	7%	7%

**(4% of KSI casualties and 9% of all casualties in 2020)**

However 643 people were injured in collisions where a young car driver was involved, 24% of all casualties.

Districts/Boroughs with a higher proportion of young car driver casualties were Amber Valley, High Peak, North East Derbyshire, Chesterfield and Bolsover.



Young car driver casualties are more likely to be male.

Half of KSI young driver casualties were injured on rural roads and half on urban roads but nearly three quarters of slight casualties were injured on urban roads.

# Older Car Drivers aged 60 plus

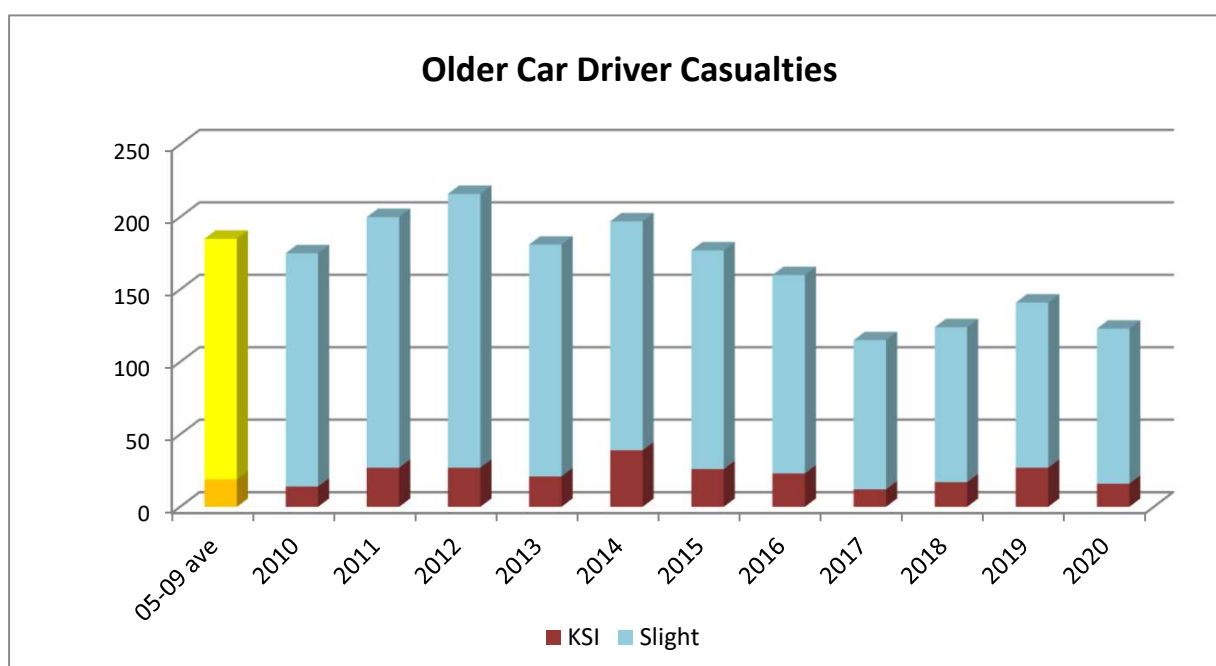
## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>2</b>	<b>17</b>	<b>19</b>	<b>166</b>	<b>185</b>
<b>2010</b>	4	10	14	161	175
<b>2011</b>	3	24	27	173	200
<b>2012</b>	1	26	27	189	216
<b>2013</b>	2	19	21	160	181
<b>2014</b>	4	35	39	158	197
<b>2015</b>	2	24	26	151	177
<b>2016</b>	2	21	23	137	160
<b>2017</b>	3	9	12	103	115
<b>2018</b>	2	15	17	107	124
<b>2019</b>	3	24	27	114	141
<b>2020</b>	<b>3</b>	<b>13</b>	<b>16</b>	<b>107</b>	<b>123</b>
<b>% below average</b>	50%	-24%	-16%	-36%	-34%

In 2020 KSI older car driver casualties aged 60 and over were at a low level, the third lowest number since the 2005-2009 targets were set. Slight casualties reduced to the second lowest number since the 2005-2009 targets were set.

There were 3 fatal and 13 serious older car driver casualties. This was 16% below the 2005-2009 average. There were 123 older car driver casualties in total.

Older car driver KSI casualties were consistently not on track to meet the annual milestones and did not meet the 2020 target.



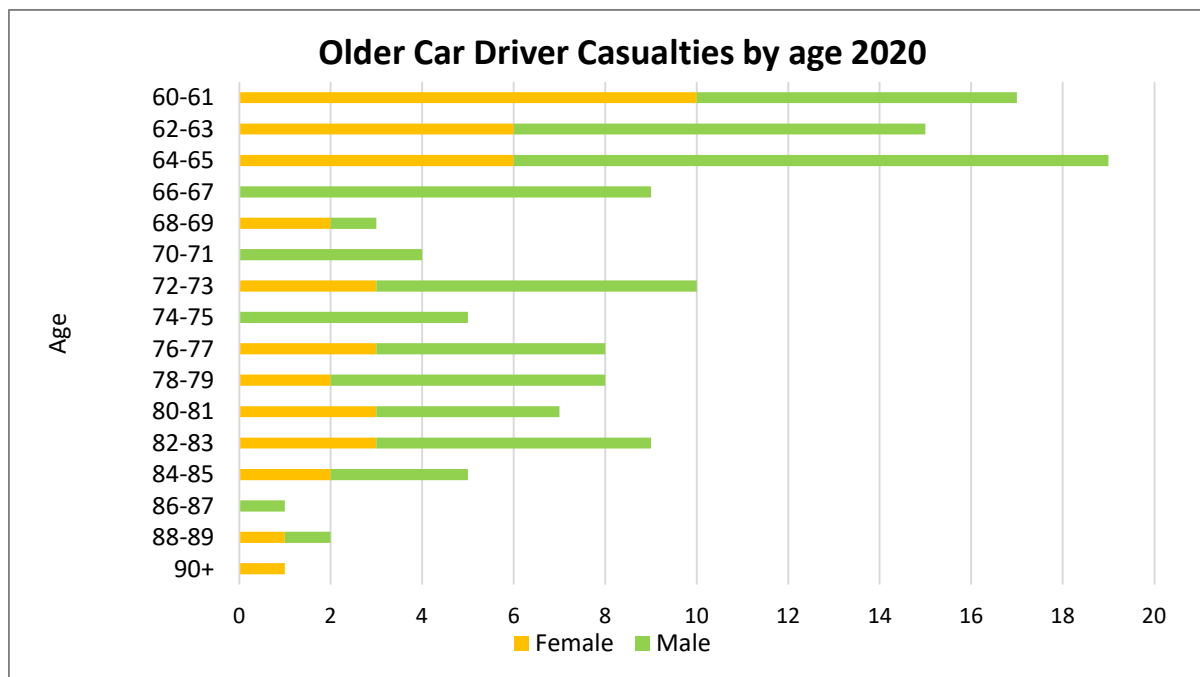
## Older Car Drivers aged 60 plus

Older Car Driver Casualties by District/Borough 2020	KSI Casualties	Slight Casualties	Total	% of all Older Car Driver Casualties	% of all Casualties in District
Amber Valley	1	7	8	7%	5%
Bolsover	1	7	8	7%	4%
Chesterfield	0	10	10	8%	7%
Derby City	3	24	27	22%	5%
Derbyshire Dales	5	17	22	18%	10%
Erewash	0	13	13	11%	8%
High Peak	0	7	7	6%	5%
North East Derbyshire	5	16	21	17%	12%
South Derbyshire	1	6	7	6%	4%

### (6% of KSI casualties and 6% of all casualties in 2020)

However 355 people were injured in collisions where an older car driver was involved, 19% of all casualties.

Districts/Boroughs with a higher proportion of older car driver casualties were North East Derbyshire, Derbyshire Dales, Erewash, and Chesterfield.



Two thirds of older car driver casualties were male. The proportion was much higher for drivers in their 70s than drivers in their 60s or 80s.

Three quarters of older car drivers were injured on urban roads.

# Work Related Casualties

Work related casualties includes drivers and passengers in vehicles commuting or driving as part of their work and pedestrians injured by a vehicle commuting or driving as part of work.

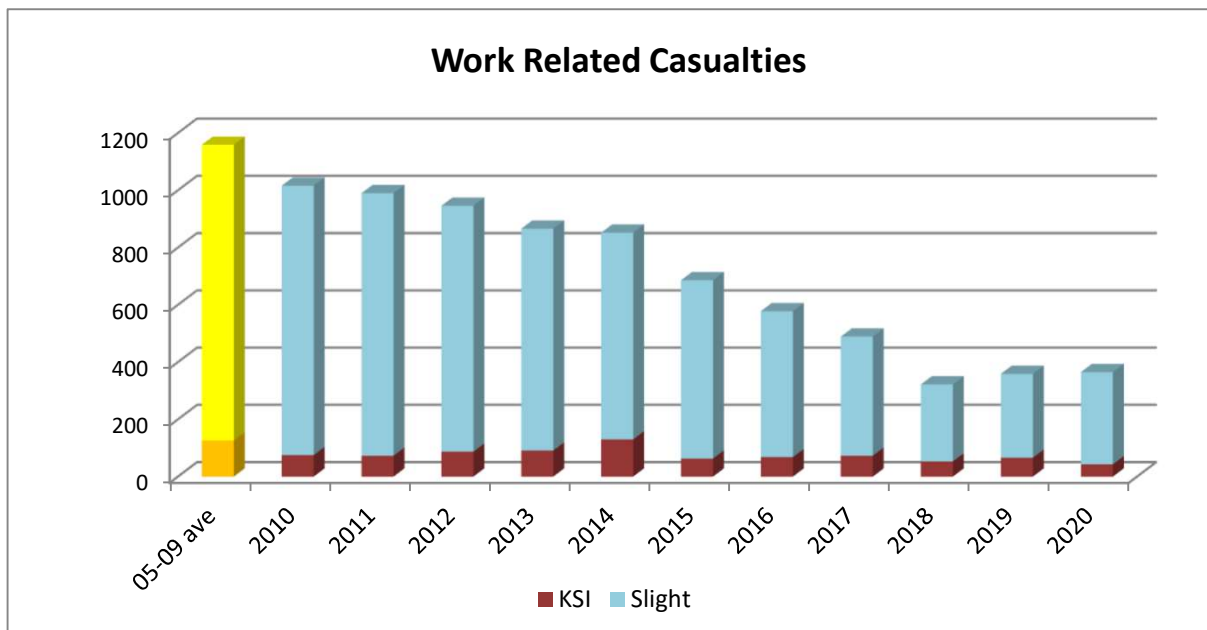
## Summary of Casualty Trends 2005 to 2020

Year	Fatal	Serious	KSI	Slight	Total
<b>05-09 ave</b>	<b>11</b>	<b>115</b>	<b>126</b>	<b>1033</b>	<b>1159</b>
<b>2010</b>	7	68	75	941	1016
<b>2011</b>	8	65	73	917	990
<b>2012</b>	3	84	87	859	946
<b>2013</b>	3	88	91	775	866
<b>2014</b>	6	124	130	722	852
<b>2015</b>	6	57	63	623	686
<b>2016</b>	7	61	68	510	578
<b>2017</b>	8	65	73	416	489
<b>2018</b>	9	44	53	269	322
<b>2019</b>	5	61	66	293	359
<b>2020</b>	<b>2</b>	<b>41</b>	<b>43</b>	<b>322</b>	<b>365</b>
<b>% below average</b>	<b>-82%</b>	<b>-64%</b>	<b>-66%</b>	<b>-69%</b>	<b>-69%</b>

In 2020 both KSI work related casualties reduced to the lowest number since the 2005-2009 targets were set. Slight casualties were at their highest level since 2017.

There were 2 fatal and 41 serious work related casualties. This was 66% below the 2005-2009 average. There were 365 work related casualties in total.

The number of vehicles driving for work involved in collisions reduced faster than the number of vehicles commuting but both met the 2020 target.

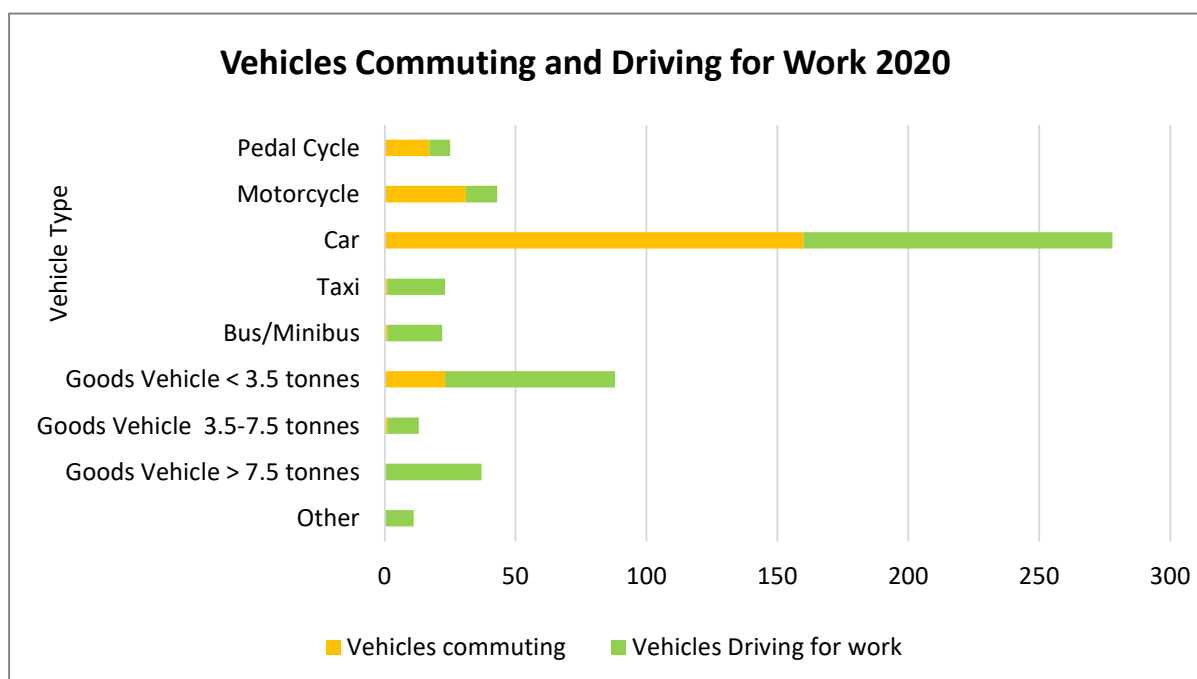


## Work Related Casualties

Work Related Casualties by District/Borough 2020	KSI Casualties	Slight Casualties	Total	% of all Work Related Casualties	% of all Casualties in District
Amber Valley	4	34	38	10%	22%
Bolsover	5	27	32	9%	18%
Chesterfield	2	21	23	6%	16%
Derby City	13	113	126	35%	24%
Derbyshire Dales	4	33	37	10%	17%
Erewash	4	25	29	8%	17%
High Peak	2	26	28	8%	18%
North East Derbyshire	3	25	28	8%	17%
South Derbyshire	6	18	24	7%	14%

**(15% of KSI casualties and 19% of all casualties in 2020)**

Districts/Boroughs with a higher proportion of work related casualties were Derby City, Amber Valley, Bolsover and High Peak.



Cars made up the vast majority of both vehicles driving for work and commuting.

Just over two thirds of vehicles driving for work and commuting were on urban roads. 7% of vehicles driving for work were on the motorway.

# Derby and Derbyshire Annual Casualty Report

## Notes

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

2) Under-reporting of collisions is evident, but the extent is difficult to quantify. It is especially apparent regarding pedal cyclists and work related casualties. It is possible that the large reductions in slight collisions in recent years may be due to reporting issues.

3) Data may vary slightly from one annual report to the next, due to ongoing validation exercises. Data used in this report is the latest available full year at the time of production.

## Definitions

<b>Car Users</b>	Includes cars and taxis.
<b>Casualty</b>	A person killed or injured in a collision. One collision may result in several casualties.
<b>Child</b>	Person aged 15 years or under.
<b>Collision (injury)</b>	A collision on the public highway (including footways) where one or more persons is killed or injured, and in which one or more vehicles are involved and where it is reported to the Police within 30 days of occurrence.
<b>Collision Severity</b>	The severity of the worst injured casualty.
<b>Darkness</b>	From half an hour after sunset to half an hour before sunrise i.e. 'lighting up time'.
<b>Derby and Derbyshire Road Safety Partnership</b>	(DDRSP) A Partnership formed in 2007 to co-ordinate road safety issues covering the geographical County of Derbyshire, including Derby City.
<b>Derby City</b>	The area administered by Derby City Council from April 1997 onwards.
<b>Derbyshire County Council</b>	(DCC) The County of Derbyshire, excluding the area of Derby administered by Derby City Council from April 1997 onwards.
<b>Fatal Casualty</b>	A casualty who sustains fatal injuries and dies within 30 days of the collision.
<b>KSI</b>	Killed or Seriously Injured.
<b>Older Car Driver</b>	Drivers of cars or taxis aged 60 years or over.
<b>Rural Roads</b>	Roads with a speed limit of 50mph or over, excluding the motorway.
<b>Serious Casualty</b>	A casualty who sustains injuries of a severe nature, normally considered to be those treated as an in-patient.
<b>Slight Casualty</b>	A casualty who sustains injuries of a minor nature.
<b>TWMV</b>	Two wheeled motor vehicles.
<b>Urban Roads</b>	Roads with a speed limit of 40mph or less.
<b>Work Related</b>	A casualty where the journey purpose is part of work or commuting to/from work.
<b>Young Car Driver</b>	Drivers of cars or taxis aged 17 to 25 years.

# Derby and Derbyshire Annual Casualty Report 2020

## Contacts

### Derby and Derbyshire Road Safety Partnership

Casualty Reduction and Road Safety Policy  
Vanessa Ball  
Tel: 01629 538060  
Email: [vanessa.ball@derbyshire.gov.uk](mailto:vanessa.ball@derbyshire.gov.uk)

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

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

### Derbyshire County Council

Casualty Reduction and Road Safety Policy  
Vanessa Ball  
Tel: 01629 538060  
Email: [vanessa.ball@derbyshire.gov.uk](mailto:vanessa.ball@derbyshire.gov.uk)

Casualty Data and Analysis  
Claire Gibson  
Tel: 01629 538119  
Email: [claire.gibson@derbyshire.gov.uk](mailto:claire.gibson@derbyshire.gov.uk)

Road Safety Education, Training and Publicity  
Kimberley Greaves  
Tel: 01629 538066  
Email: [kimberley.greaves@derbyshire.gov.uk](mailto:kimberley.greaves@derbyshire.gov.uk)

Traffic and Safety  
(engineering schemes and traffic management)  
Simon Tranter  
Tel: 01629 538673  
Email: [simon.tranter@derbyshire.gov.uk](mailto:simon.tranter@derbyshire.gov.uk)

More information about Derbyshire County Council's road safety work and the 2020 Casualty Report can be found on the following website:

[http://www.derbyshire.gov.uk/transport\\_roads/road\\_safety/](http://www.derbyshire.gov.uk/transport_roads/road_safety/)

### Derby City Council

Traffic and Transportation Group Manager  
David Dowbenko  
Tel: 01332 641754  
Email: [dave.dowbenko@derby.gov.uk](mailto:dave.dowbenko@derby.gov.uk)

Cycle Derby (training, cycle routes)  
Tel: 01332 641747  
Email: [cyclederby@derby.gov.uk](mailto:cyclederby@derby.gov.uk)  
Website: <http://www.cyclederby.co.uk>

More information about Derby City Council can be found on the following website:

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

### National Highways (Midlands Region)

(previously called Highways England)

Safety Engineering Team Leader  
Gregory Payne  
Email: [Gregory.Payne@highwaysengland.co.uk](mailto:Gregory.Payne@highwaysengland.co.uk)

More information about National Highways can be found on the following website:

<https://www.gov.uk/government/organisations/highways-england>



# **Derby and Derbyshire Annual Casualty Report 2020**

Designed and produced by Derbyshire County Council,  
Derbyshire Business Centre, County Hall,  
Matlock, Derbyshire. DE4 3AG

