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# South Yorkshire

## “2014 Year End”

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Brent Sharp: Data & Research Officer – LTP Office

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The South Yorkshire Safer Roads Partnership is made up of Barnsley, Doncaster, Rotherham and Sheffield Councils, the Highways Agency, South Yorkshire Police (including the Safety Camera Partnership), South Yorkshire Fire and Rescue, South Yorkshire Passenger Transport Executive, the University of Sheffield, the Yorkshire Ambulance Service, Public Health bodies and the Peak District National Park Authority. Its aim is to reduce casualties from road traffic collisions and improve safety on all roads in South Yorkshire.

## Executive Summary

### South Yorkshire Overview

- Compared to 2013, there was a 5.9% increase in the number of recorded collisions in 2014 to 3,168, the first time this figure has risen in a number of years.
- Casualties also rose (8.2%) to 4,557. Of these, 4,088 (89.7%) were of slight severity and 469 (10.3%) involved death or serious injury, a decrease of 12 from the previous year. There were 26 fatal casualties on South Yorkshire roads, 6 less than in 2013.
- The number of KSI casualties appears to have flat lined between 2011 and 2014. However, the total is still 23% lower when compared to the 2005/09 average.

### District Overview

- Progress in the four districts of South Yorkshire has varied in 2013. Casualty numbers rose in all districts except for Rotherham, where they fell by 83 to 823 (9.2%)
- KSI casualties fell in Doncaster and Rotherham by 8.5% (10) and 17.7% (20) respectively. In Barnsley however, they increased by 1.2% (1) and in Sheffield by 10.1% (17).
- Sheffield was the only area to have a rise in fatal casualties this year with one more for a total of 8. Barnsley and Rotherham saw decreases (for totals of 2 and 6 respectively) and Doncaster had the same number, 10, as in 2013.
- In Barnsley and Sheffield, KSI casualties rose by 1.2% and 10.7% to 82 and 186 respectively. In Doncaster there was a slight decrease to 108 and in Rotherham the number reduced to 93.

### Child Casualties (0-15)

- Casualties aged 0 -15 rose in 2014 to 470.
- Again there were 2 fatal casualties in this age range the same as in 2014.
- Serious collisions fell in 2014 meaning that overall, child KSI casualties were down by 20% to 48.
- The majority of child casualties were in vehicles as passengers (47%).

### Young Drivers / Riders (17-24)

- The number of young driver / rider casualties has seen a further 2.3% increase compared to 2014.
- The number of young driver / rider KSI casualties, reduced slightly in 2014 following the rise in 2013.
- The majority of young driver / rider casualties that suffered injury this year were car drivers. However, in terms of KSI the P2W riders were higher by 1 totalling 30.

### Pedal Cycles

- There was 1 less pedal cycle user death in 2014, however there were 7 more serious injuries recorded.
- Overall pedal cycle casualties totalled 330, a 14% increase on the previous year.

## Introduction

### Indicators of progress for SRP for the period 2010 to 2020

Following detailed consideration at various workshops arranged with and through the SRP and mindful of advice given in, amongst other things:-

- ◆ 'A Safer Way: Consultation in Making Britain's Roads the Safest in the World' [April 2009];
- ◆ 'Advice about Local Road Safety Strategies' [July 2009];
- ◆ 'National Road Safety Strategy and Road Casualty Reduction in Local Transport Plans' [March 2010];
- ◆ The Coalition Government's Ministerial letter about road safety and future funding for fixed speed and other cameras [June/July 2010];
- ◆ Comprehensive Spending Review and Local Government Formula Grant settlement [October/November 2010];
- ◆ The World Health Organisation's Global Plan for the Decade of Action for Road Safety 2010 to 2020 [May 2011];
- ◆ DfT's Strategic Framework for Road Safety (SFRS) [May 2011].

We have concluded that we should aim for three headline objectives for all roads in South Yorkshire:-

- ◆ Reduce the total number of deaths and serious injuries arising from road traffic collisions;
- ◆ Reduce the number of deaths and serious injuries to children and young people [0 to 17 years inclusive] arising from road traffic collisions;
- ◆ Reduce the number of people with slight injuries as a result of traffic-related incidents.

The future remains very uncertain: in particular regarding availability of resources for delivery and the fact that SFRS does not set targets or indicate the level of funding available nationally. This Plan recognises this and objectives and any forecasts have been influenced by this uncertainty. As stated earlier, we will review the Plan regularly via the annual report and the LTP3 Implementation Plan processes.

With this in mind, we consider it inappropriate to set longer term, quantified, detailed targets as such. SFRS utilises a forecast and trend projection methodology based on rolling averages to project likely percentage casualty reductions at a national level for 2020 and 2030, based on a 2005 to 2009 average. Taking the Government's central projections, which are founded on future traffic predictions and the assumption that the existing road safety programmes and initiatives will broadly continue (but that there will be no significant new ones akin to compulsory seat belt wearing, for example) (see TRL Report PPR552 (2011)), leads to the conclusion that KSIs are predicted to reduce by some 40% by 2020 and 55% by 2030.

In order to give an indication of progress towards meeting these key objectives, the following will be applied to the 3 main indicators that we have chosen:-

- ◆ The total number of deaths and serious injuries – based on a five year average of outputs from 2005 to 2009, year on year, a 4% reduction on the previous 5 year rolling average;
- ◆ The total numbers of deaths and serious injuries to children and young people aged 0 to 17 yrs. old - based on a five year average of outputs from 2005 to 2009, year on year, a 5% reduction on the previous 5 year rolling average;
- ◆ The total number of slight injuries - based on a five year average of outputs from 2005 to 2009, year on year, a 1% reduction on the previous 5 year rolling average.

It should be stressed that these are neither targets nor definitive forecasts but we are confident that with effective deployment of resources and our multi agency partnership approach, these can be realised.

The following tables summarise the progress that has been made at the end of the calendar year 2014 on the three main indicators we are currently reporting on, showing that although the reductions year on year seem to flattening out over the last 5 years, the overall trend is still down and the reduction in each category is greater than the forecast we aimed for.

#### PEOPLE KILLED OR SERIOUSLY INJURED IN ROAD TRAFFIC COLLISIONS

REPORTING YEAR	RESULTS					
	ACTUAL YEAR TOTAL	5 YEAR AVERAGE	YEAR ON YEAR CHANGE		CUMULATIVE CHANGE	
	NO.	NO.	NO.	%	NO.	%
2005	658	N/A	N/A	N/A	N/A	N/A
2006	626	N/A	N/A	N/A	N/A	N/A
2007	639	N/A	N/A	N/A	N/A	N/A
2008	585	N/A	N/A	N/A	N/A	N/A
2009	530	607.6	N/A	N/A	N/A	N/A
2010	435	563.0	-44.6	-7.3%	-44.6	-7.3%
2011	471	532.0	-31.0	-5.5%	-75.6	-12.4%
2012	479	500.0	-32.0	-6.0%	-107.6	-17.7%
2013	481	479.2	-20.8	-4.2%	-128.4	-21.1%
2014	469	467.0	-12.2	-2.5%	-140.6	-23.1%

**CHILDREN AND YOUNG PEOPLE KILLED OR SERIOUSLY INJURED IN ROAD TRAFFIC COLLISIONS**

REPORTING YEAR	RESULTS					
	ACTUAL YEAR TOTAL	5 YEAR AVERAGE	YEAR ON YEAR CHANGE		CUMULATIVE CHANGE	
	NO.	NO.	NO.	%	NO.	%
2005	142	N/A	N/A	N/A	N/A	N/A
2006	138	N/A	N/A	N/A	N/A	N/A
2007	114	N/A	N/A	N/A	N/A	N/A
2008	112	N/A	N/A	N/A	N/A	N/A
2009	101	121.4	N/A	N/A	N/A	N/A
2010	93	111.6	-9.8	-8.1%	-9.8	-8.1%
2011	99	103.8	-7.8	-7.0%	-17.6	-14.5%
2012	95	100.0	-3.8	-3.7%	-21.4	-17.6%
2013	88	95.2	-4.8	-4.8%	-26.2	-21.6%
2014	79	90.8	-4.4	-4.6%	-30.6	-25.2%

**PEOPLE SLIGHTLY INJURED IN ROAD TRAFFIC COLLISIONS**

REPORTING YEAR	RESULTS					
	ACTUAL YEAR TOTAL	5 YEAR AVERAGE	YEAR ON YEAR CHANGE		CUMULATIVE CHANGE	
	NO.	NO.	NO.	%	NO.	%
2005	5,594	N/A	N/A	N/A	N/A	N/A
2006	5,621	N/A	N/A	N/A	N/A	N/A
2007	5,313	N/A	N/A	N/A	N/A	N/A
2008	4,937	N/A	N/A	N/A	N/A	N/A
2009	4,907	5,274.4	N/A	N/A	N/A	N/A
2010	4,493	5,054.2	-220.2	-4.2%	-220.2	-4.2%
2011	4,388	4,807.6	-246.6	-4.9%	-466.8	-8.9%
2012	3,967	4,538.4	-269.2	-5.6%	-736.0	-14.0%
2013	3,731	4,297.2	-241.2	-5.3%	-977.2	-18.5%
2014	4,088	4,133.4	-163.8	-3.8%	-1,141.0	-21.6%

**NOTES**

- \* This indicator utilises information from validated STATS 19 Police returns.
- \* This indicator is reported using five year averages.
- \* The 2005-09 five year average is used as the 'baseline'.

**REVISIONS FROM PREVIOUS VERSION**

- \* Inclusion of 2014 results.

## Collisions

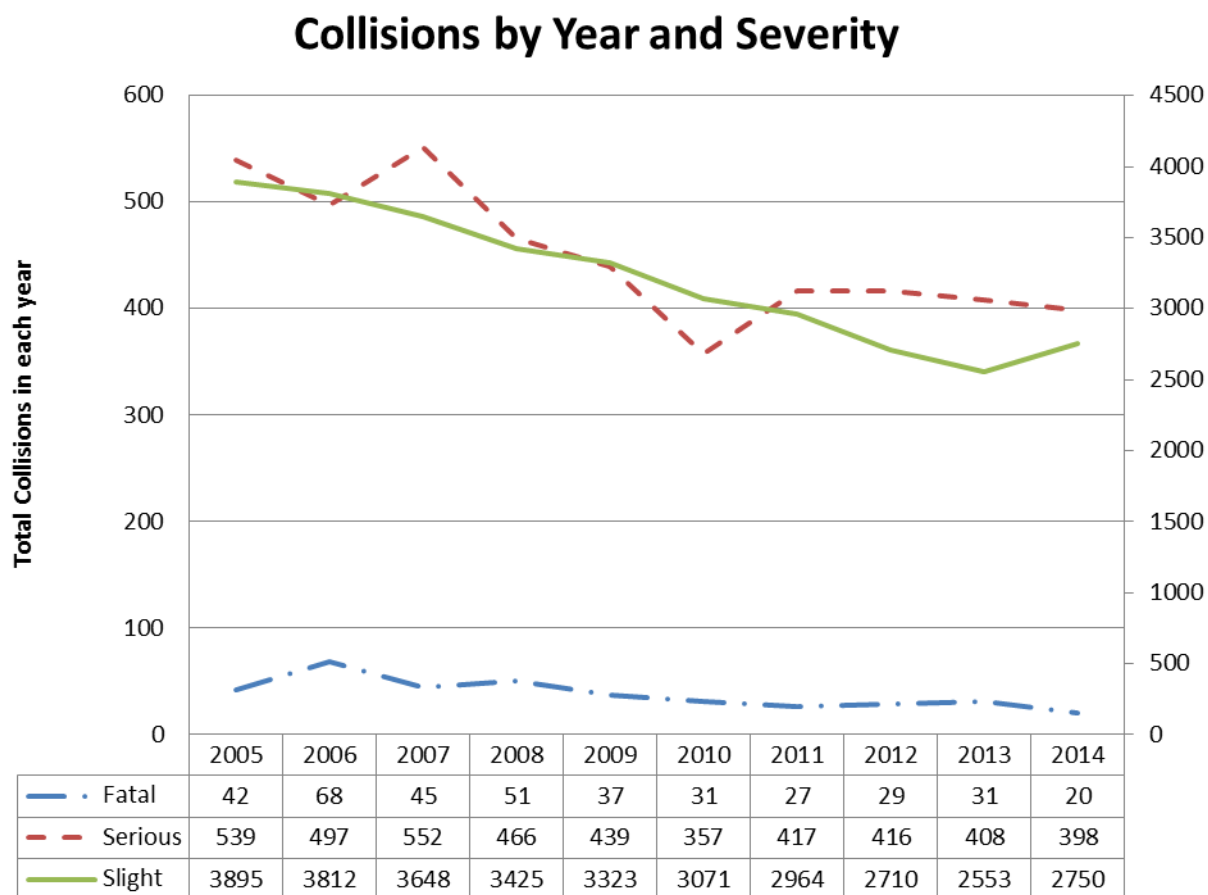


Figure 1 – South Yorkshire All Collisions 2005-2014.

Unlike the previous 10 year trend, the number of recorded road traffic collisions across South Yorkshire has risen in 2014 to 3,168. This figure represents a 5.9% increase on the previous year, but is still 24% decrease on the 2005/09 baseline figure; this figure is very similar to the figure in 2012 after the lowest recorded figure of less than 3000 in 2013. Of these collisions, 2,750 involved slight injury, 398 serious and 20 resulted in a fatal injury. It is worth noting that the increase in collisions has been within the slight category with fatal being the lowest on record and serious collisions only being lower on one occasion in 2010, when the lowest KSI total in South Yorkshire ever was recorded.

If the previous quarterly reports that have been received from DfT are reflected in RCGB then our Fatal and Serious totals will be seen to buck the national trend as it would appear both categories are on the rise this year in GB.

Using the 2005/09 as a baseline the following can be said in terms of net reductions in collisions in this year:

Fatal collisions by 58.8%,  
 Serious Collisions by 20.2%  
 Slight collisions by 24%  
 All Collisions by 24%

## Casualties

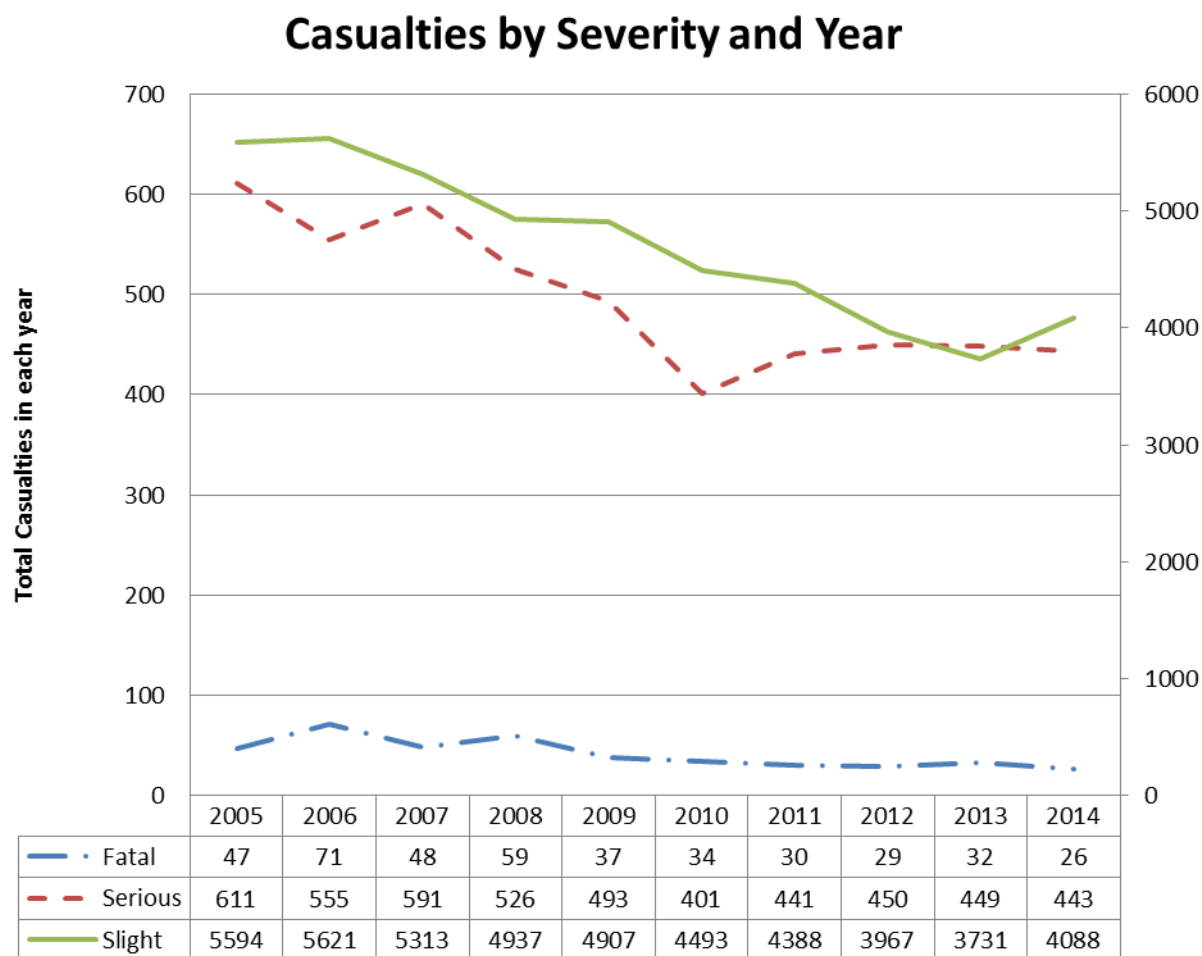


Figure 2 – South Yorkshire All Casualties, 2005-2014.

In 2014, the number of recorded casualties as a result of road traffic collisions across South Yorkshire totalled 4,557, 8.2% (345) more than in 2013 (Figure 2). This bucks the downward trend that has been observed since 2001 but still means that there has been a 23% decrease in casualties on the 2005/09 baseline.

The number of slight casualties has risen from 3,731 in 2013 to 4,088, whilst the number of serious casualties fell by 6 to 443 and the number of fatal casualties has also fallen from 32 to 26.

## Pedestrian Casualties

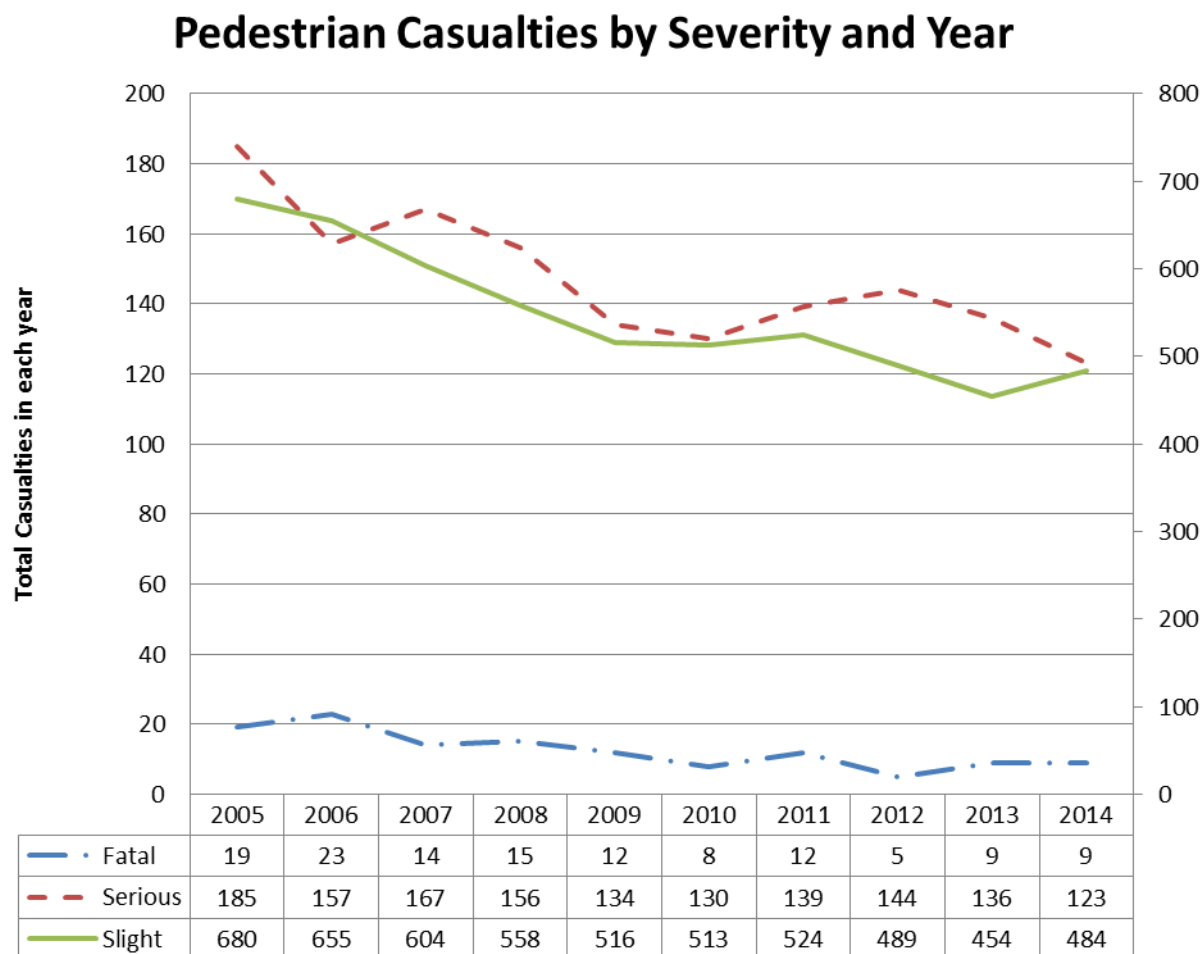


Figure 3 – Pedestrian Casualty totals, 2005-2014

Pedestrians were the second highest casualty user group, (616 /13.5%) and they also had the second highest percentage of KSI casualties (28.1%) highlighting their vulnerability. The same number of pedestrians were killed on roads in South Yorkshire (9) compared to the previous year, however serious casualties decreased by 13. An increase in slight casualties of 30 contributed to an overall 2.8% (7) rise in pedestrian casualties compared to 2013.

In terms of who is most at risk in this group, this year again saw pedestrians between the ages of 11 and 17 contributing the highest to the overall total and the 12 year olds having by far the largest KSI total with 9 in the year.

This user group has been highlighted in the figures for a number of years with a more detailed report being presented to SRP in November 2013 year and a specific one on younger pedestrians in April 2014. We will need to keep a close eye on this area as the 65+ age bracket has also seen a rise this year from last.

## Child Casualties (0 to 15 years old)

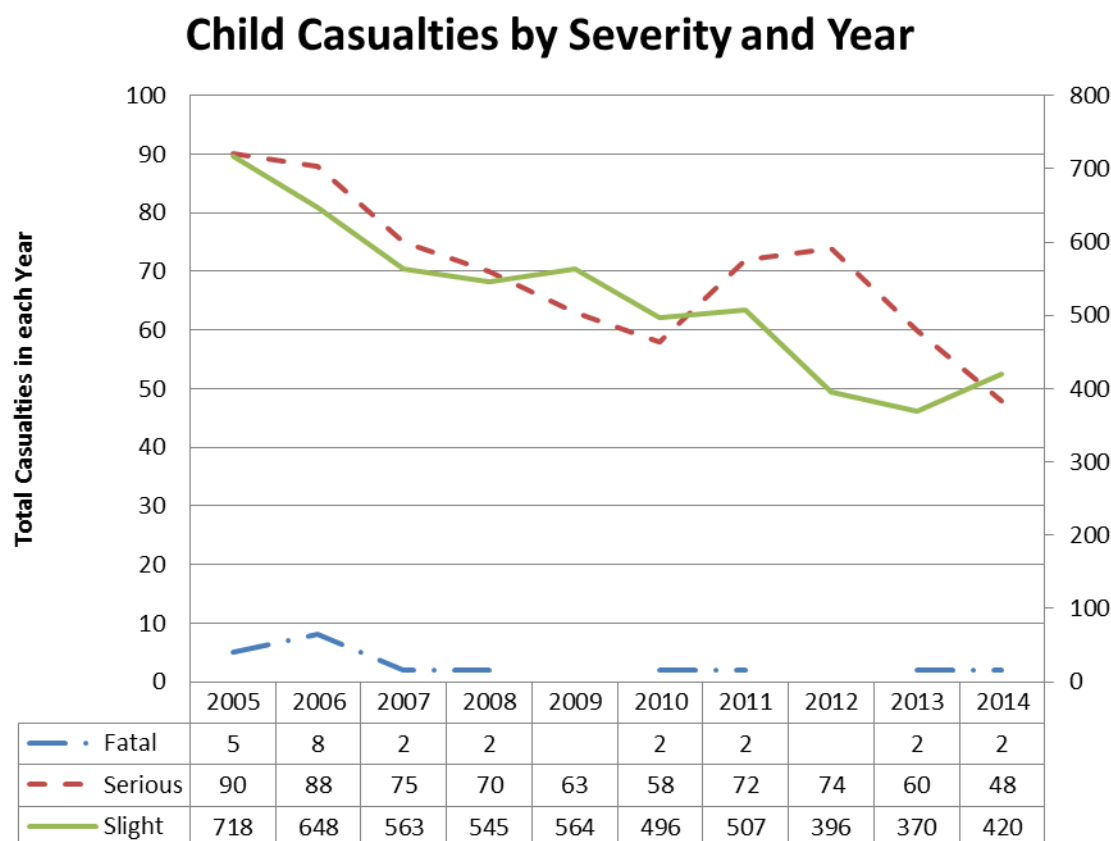


Figure 4 – Child Casualty totals, 2005-2014

As can be seen in Figure 4, there has been a reduction in the KSI total in 2014 of 12% from the 2013 total. This is actually the lowest total KSI total that has been recorded for this age group back to 1979. Unfortunately we still had 2 children killed in this year. One was a pedestrian and the other was a car passenger, which mirrors last year.

Along with the overall there was a rise in the slight total, which led to a rise in the total number of casualties for this category.

Figures 5 and 6 below; show the numbers in relation to the group that we are now reporting on as part of our Indicator of change data.

Again a reduction in the KSI total has been seen, but slight casualties have risen in line with the overall increase in this severity. However, Figure 6 shows the true extent of what appears to be 2 major peaks in the pedestrian and passenger categories. Both of these have a single fatal casualty and high numbers of slights, but the serious category is dominated by the pedestrian input and interestingly the pedal cycle group is showing a slightly higher number in the serious category than both the car passengers and P2W categories.

## Casualties involving Children and Young People (0 to 17 years old)

### Children and Young People (0 to 17) - Year and Severity

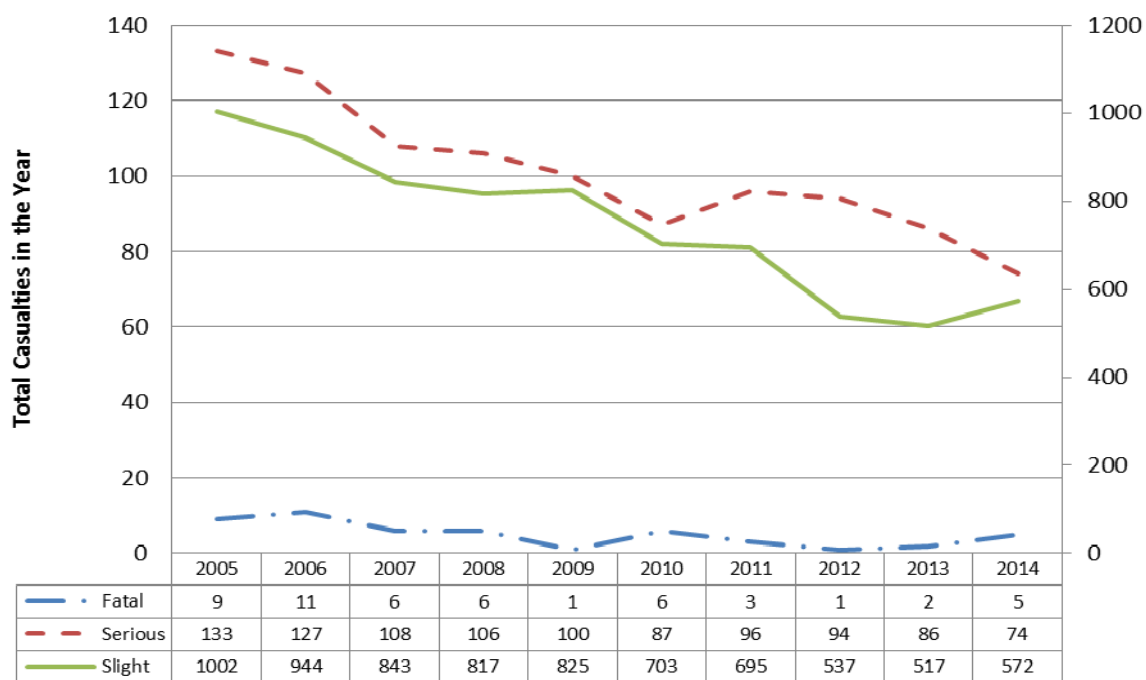


Figure 5 – Child and Young People Casualty totals, 2005-2014

### Children and Young People (0 to 17) - User Group and Severity

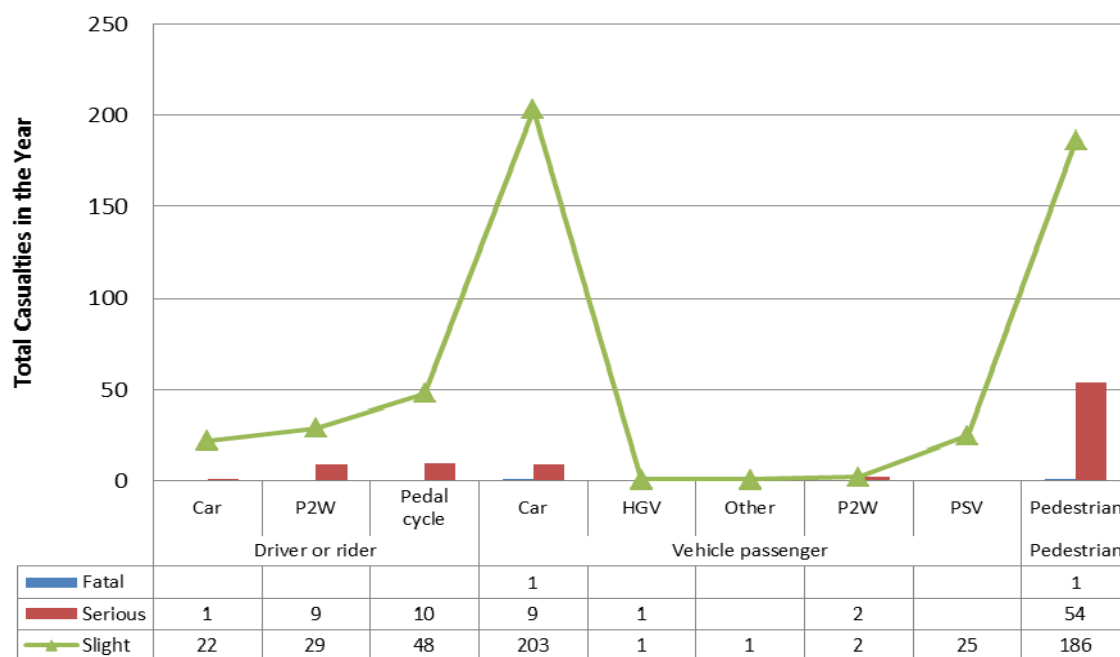


Figure 6 – Children and Young People User Group totals, 2014

## Pedal Cycle Casualties

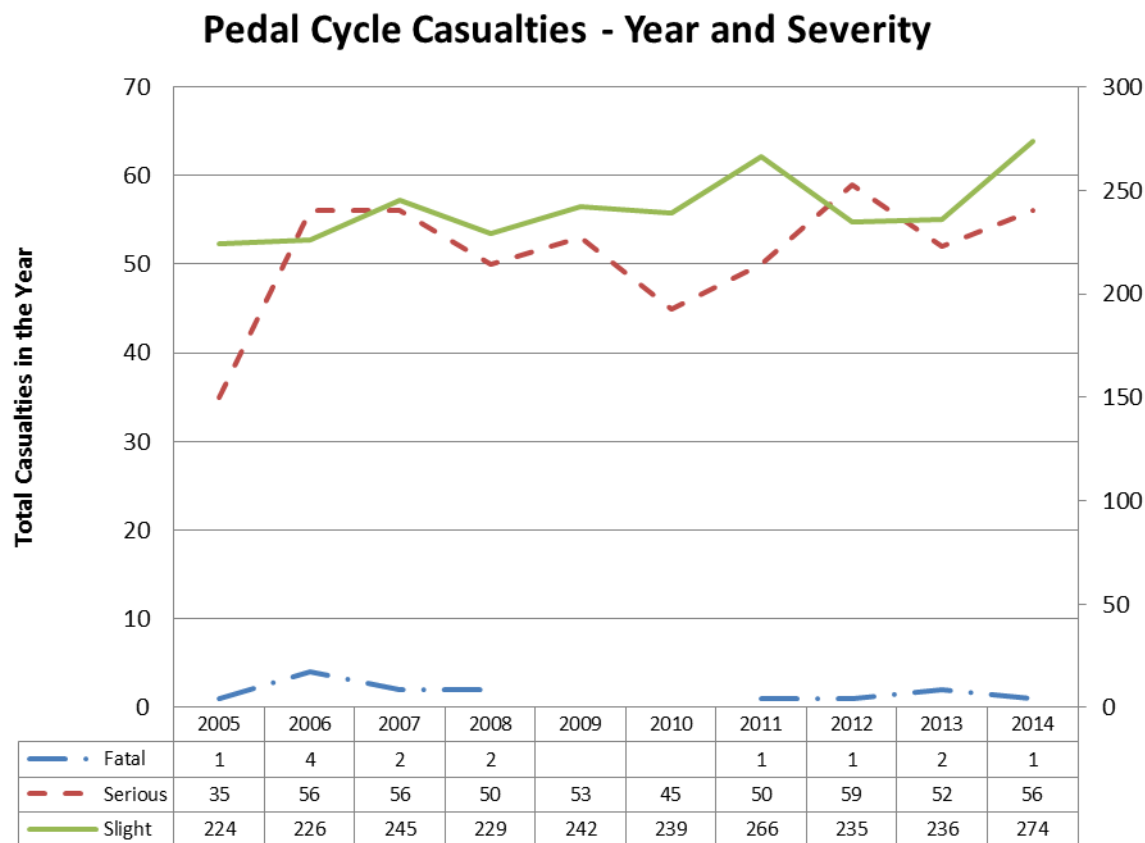


Figure 7 – Pedal Cycle Casualty totals, 2005-2014

Pedal cycling has been fairly high profile over the last few years in Yorkshire with the Tour De France in 2014 and more recently the Tour De Yorkshire in 2015. Although the yearly cordon counts don't always reflect the growth in cycling year on year, there are anecdotal observations that can be made on a daily basis that would suggest cycling as a mode of transport to work and for leisure has increased over the last few years.

Bearing this in mind casualty totals, although having risen from the 2005/09 average by some 16% overall by 2014, if viewed as represented in Figure 8 below, as a rate of casualties / count of cycles through the cordon are lower than they were in 2007.

Each LA has seen variations year on year in casualty numbers and count, the rate is worked out using a 3 year average of both the casualties and the counts to smooth out these variations as the numbers are quite small. Using this method the risk can be shown to have decreased by around 20% for SY.

It may be the case that the number of casualties will carry on rising as more people take to the cycle as an alternative mode of transport in South Yorkshire. This will be monitored as part of the ongoing work being undertaken in all areas of Road Safety to promote casualty reduction and safer roads in general.

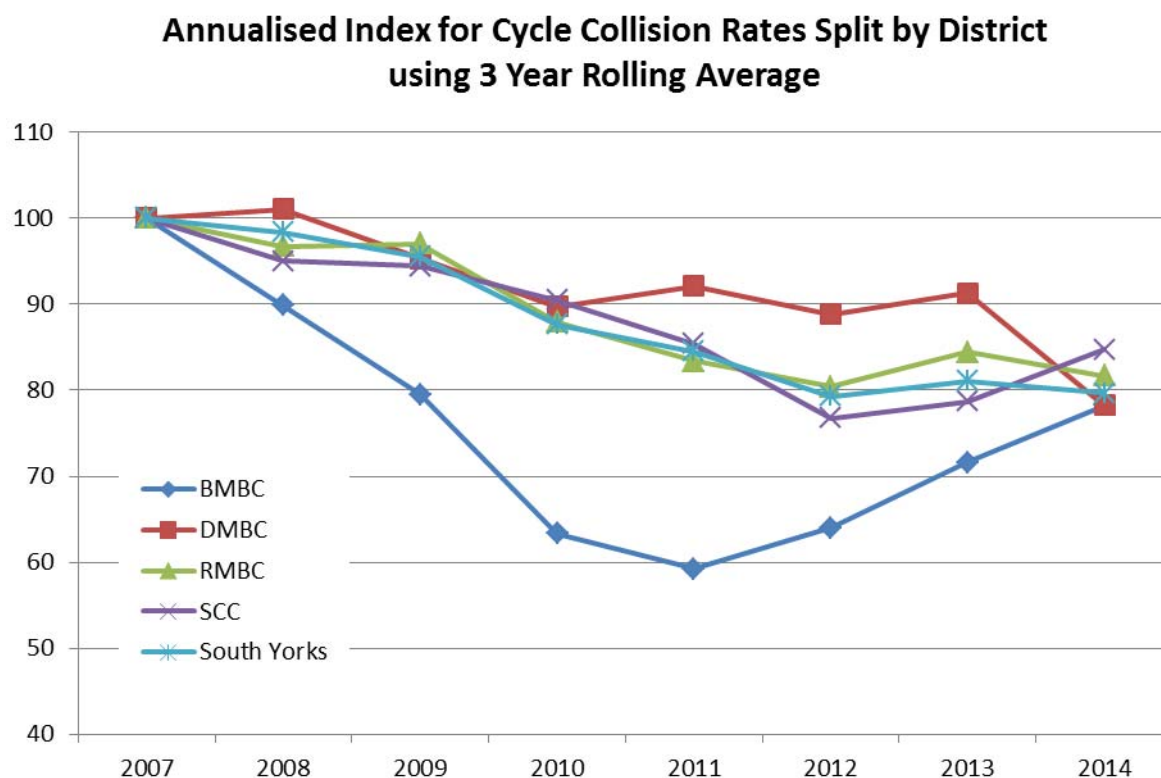


Figure 8 – Pedal Cycle Risk Index based on a 3yr average, 2007-2014

## Powered 2 Wheelers

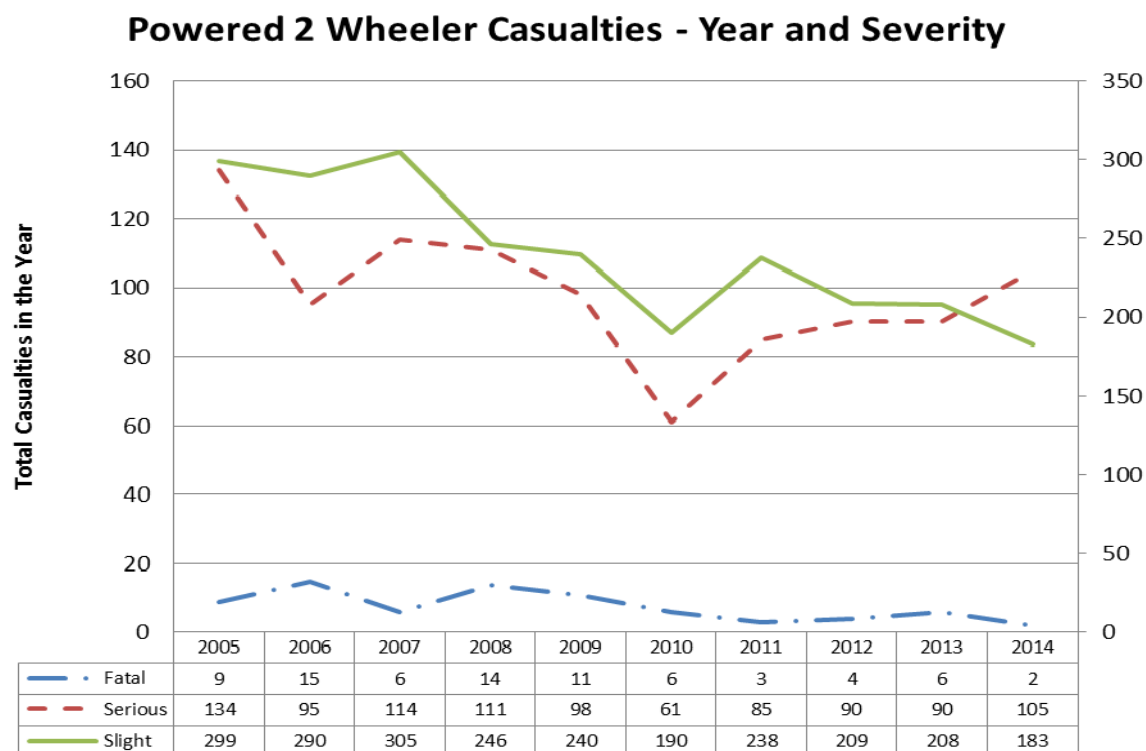


Figure 9 – P2W Casualty Totals, 2005-2014

In 2014 there was an overall reduction in P2W casualties of 4.6% against the 2013 total and a 27% reduction on the 2005/09 baseline average. However, the KSI total has risen by 11.5%, even though there was a reduction from 6 to 2 fatal casualties this year.

Again this year the younger aged riders featured highly in the figures on P2W, mainly on machines below 125cc, this of course is one of our identified priority groups. Work is currently being undertaken in the ETP arena but is only in its infancy, these interventions will continue in an effort to reduce this category of casualty over the next couple of years, hopefully with good effect.

## Car User Casualties

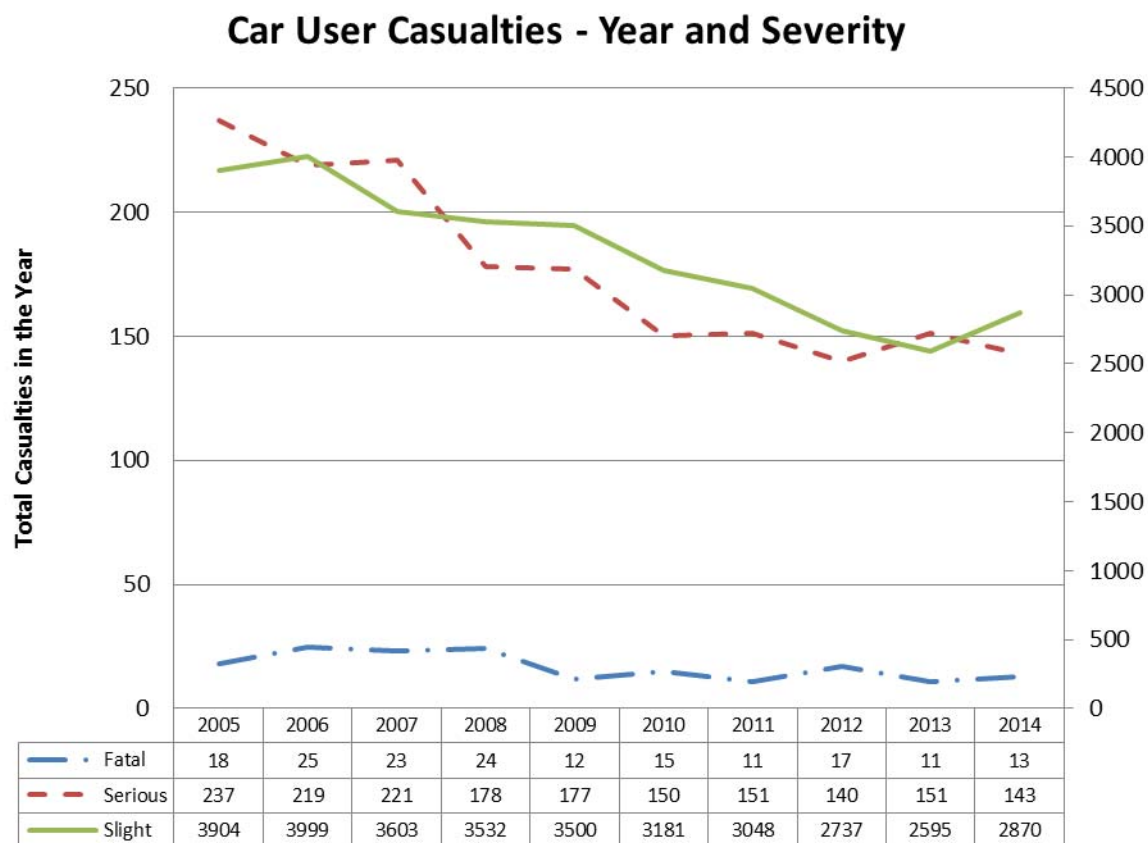


Figure 10 – Car User Casualty Totals, 2005-2014

The total KSI figures again have fallen this year to the lowest total on record. However, the fatal casualty total unfortunately rose to 13 following a multiple collision involving a number of young adults in Doncaster towards the end of the calendar year.

Slight casualties rose this year for the first time in 10 years, but the number recorded was still lower than the 2011 total and well below the 2005/09 average for this user group type. This could be an effect of the Country coming out of recession and may have a greater effect in years to come.

It should also be noted that the amount of collisions involving cars and casualties in this type of vehicle still far out weights any of the other types.