

South Yorkshire

2015 Year End Statistics



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**MAKING SOUTH YORKSHIRE
ROADS SAFER**

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Executive Summary

- Although 2015 was a particularly poor year in terms of the number of fatal collisions that occurred on the roads in SY, all the other severity categories have continued to see improved performance on both baselines and last year, with 2015 having the lowest total on record.
- Casualties showed a similar pattern to the collision totals, with a very large increase in the fatal total from 26 in 2014 to 49 in 2015. This is a slight reduction on the 05/09 baseline but greater than the 10/14 one. It should be noted that this increase was due to a large number of fatal collisions in the third quarter of the year when 25 casualties were incurred in the months October to December.
- Once again in 2015 the 17 to 24 year old group has the highest total number of casualties. These make up over 20% of the total in each of the severity groups, this indicates that they are over represented in terms of the overall population, as they only constitute around 10% of this figure.
- Far more people are injured in cars than any other mode of transport, but in terms of KSI, the more vulnerable user groups have still sustained a high percentage of the overall injuries in the period under review.
- P2W and Pedal Cycle, as a mode of travel, makes up a small part of the million vehicle miles covered on the network but are involved as casualties in 35% of the above totals and as such would be deemed to be over represented in these figures, pedestrians are particularly vulnerable and account for nearly 31% of all KSI collisions in this period.
- 2015 saw 57% of the overall total of fatal casualties as a car user, with the majority of these, 68% being the drivers, a high proportion of which were in the 17 to 24 year old age group. This is the highest level of car user fatalities for a number of years and is obviously a cause for concern as the total number of this type is actually higher than the "all" casualty fatal total for last year.
- Pedestrian casualties have fallen closely in line with all casualties over the period under review in terms of KSI, with reductions of 35%, 20% and 13% on the 05/09, 10/14 baselines and 2014 total respectively in this category.
- Pedal Cycle casualties have not followed the overall trend in the past few years with total numbers having slightly increased, 6%, in terms of comparison to the 05/09 baseline, this year seems to have reversed this trend and whilst there has been no difference in the 10/14 baseline, there was a reduction from 2014 of 8%
- P2W casualty figures have been sporadic over the period in question, with each severity being prone to increases and decreases that make year on year comparisons difficult to manage. In simple terms for KSI, whilst there has been a 21% decrease on the 05/09 baseline, there has been a 6% increase on the 10/14 baseline and an 11% decrease on last the total of last year.

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- In 2015 this category has been dominated by a large increase in fatal casualties, with the total of 28 being the highest for many years and well above all the comparative baselines we have used in this document.
 - Conversely the serious total is the lowest we have on record and 47%, 26% and 24% below the same comparative baselines. Taking these large reductions of serious casualties into account leads to an overall reduction in KSI figures 43%, 14% and 12%, which again compares favourably with the overall reductions we have seen on these more severe casualty baselines.
 - Each of the LA's had an increase in fatal and a decrease in both serious and slight casualties, leading to decreases in KSI figures on the 2005/09 baselines.
 - Sheffield and Doncaster recorded the lowest serious figures on record.
 - The total number of all casualties reported in each area showed variations with both Barnsley and Sheffield reducing to the lowest on record, but Rotherham and Doncaster rising to pre 2012 totals.

Introduction

This document has previously focused on the overview for South Yorkshire, but in this edition an indication of the progress in each local authority area for the period 2006 to 2105 will also be included as part of the infographics attached at Appendices A to E

DfT originally looked at a baseline of 2005/09 to give an indication of progress for collision and casualty reduction in GB. This is now being revised and a new baseline of 2010/14 is to be employed for future indicators.

Previously in this document we have reported against the three “indicators of change” detailed in the Safer Roads Strategy written to compliment the Sheffield City Region Transport Strategy 2011 to 2026.

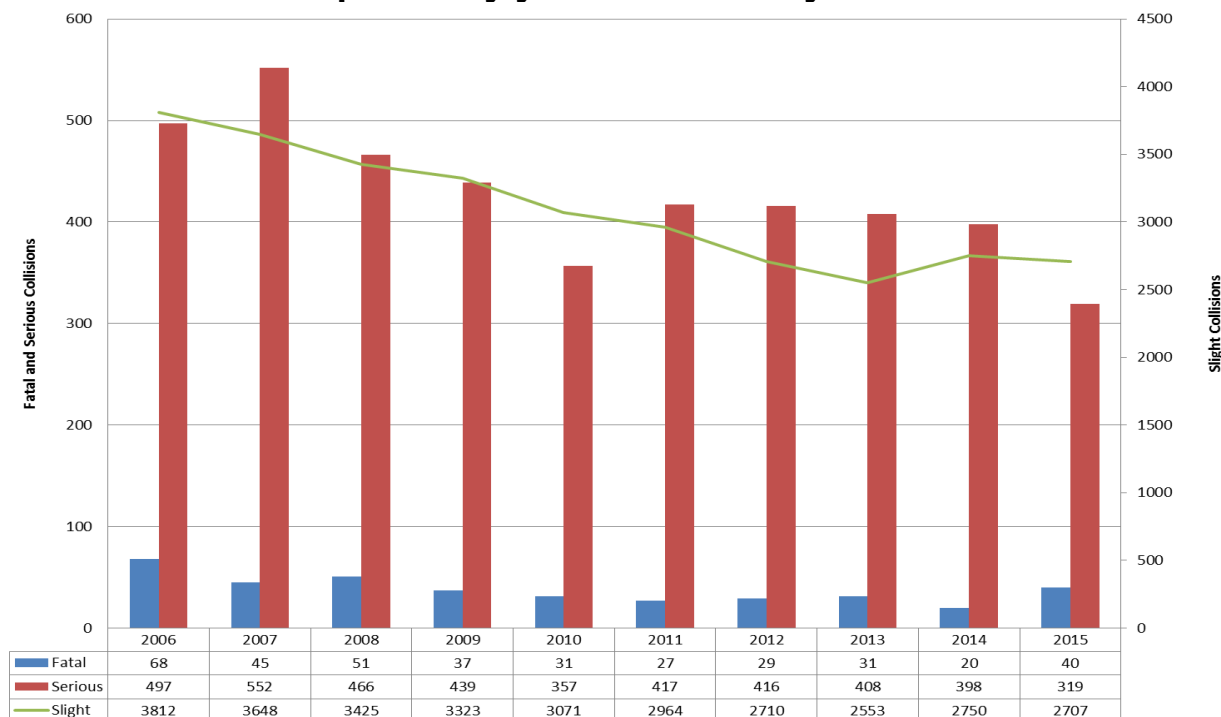
However, moving forward comparisons to both baselines and a detailed suggested format for future target setting are to be included, following the Government release late in 2015 of “Working together to build a Safer Road System”, which states that:

“Devolution remains central to the government’s agenda. We support local decision making and think that LA’s are best placed to decide what safety measures are needed in their local areas, rather than having centralised national targets for the whole UK. However, LA’s and the police are free to set their own targets if they find it useful”

A new baseline and targets are being explored and the suggested format will be included in the revised SRP Road Safety Strategy which is currently being worked on. In view of this it is not intended to include any target results or indicators of change in this edition, but merely to comment on the performance in relation to the two baselines of 05 to 09 and 10 to 14 and performance against the outcomes from the year end data in 2014.

General Trends in South Yorkshire – 2006 to 2015

All Collisions in the period by year and Severity



Although 2015 was a particularly poor year in terms of the number of fatal collisions that occurred on the roads in SY, all the other severity categories have continued to see improved performance on both baselines and last year, with 2015 having the lowest total on record.

All Casualties in the period by year and Severity

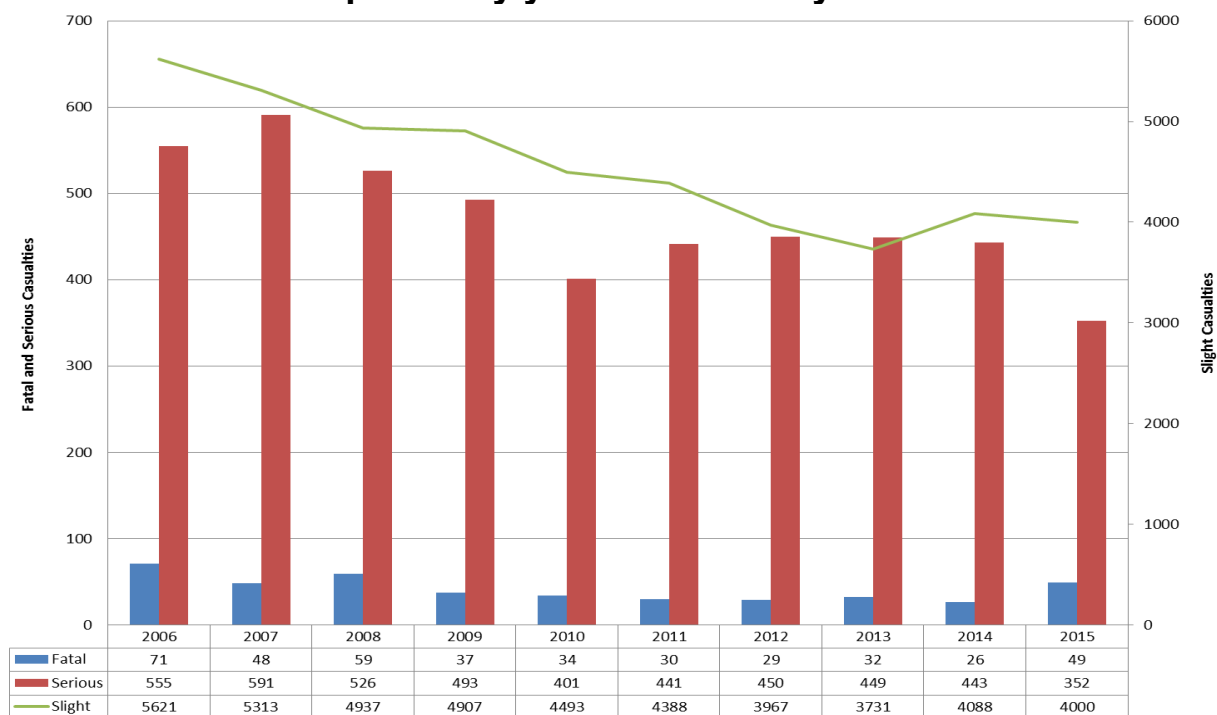


Figure 1 and 2 –South Yorkshire - All collisions / casualties, 2006-2015

Casualties showed a similar pattern to the collision totals, with a very large increase in the fatal total from 26 in 2014 to 49 in 2015. This is a slight reduction on the 05/09 baseline but greater than the 10/14 one. It should be noted that this increase was due to a large number of fatal collisions in the third quarter of the year when 25 casualties were incurred in the months October to December.

However, in terms of both KSI and all casualties there has been a marked reduction on both the baseline data and the year to end of 2014. These totals are the lowest we have on record with KSI being some 14% lower than the 10/14 baseline and 2014 totals and the “All” casualties being 4.3% and 3.4%, respectively.

Distribution of all casualties using standard age groups

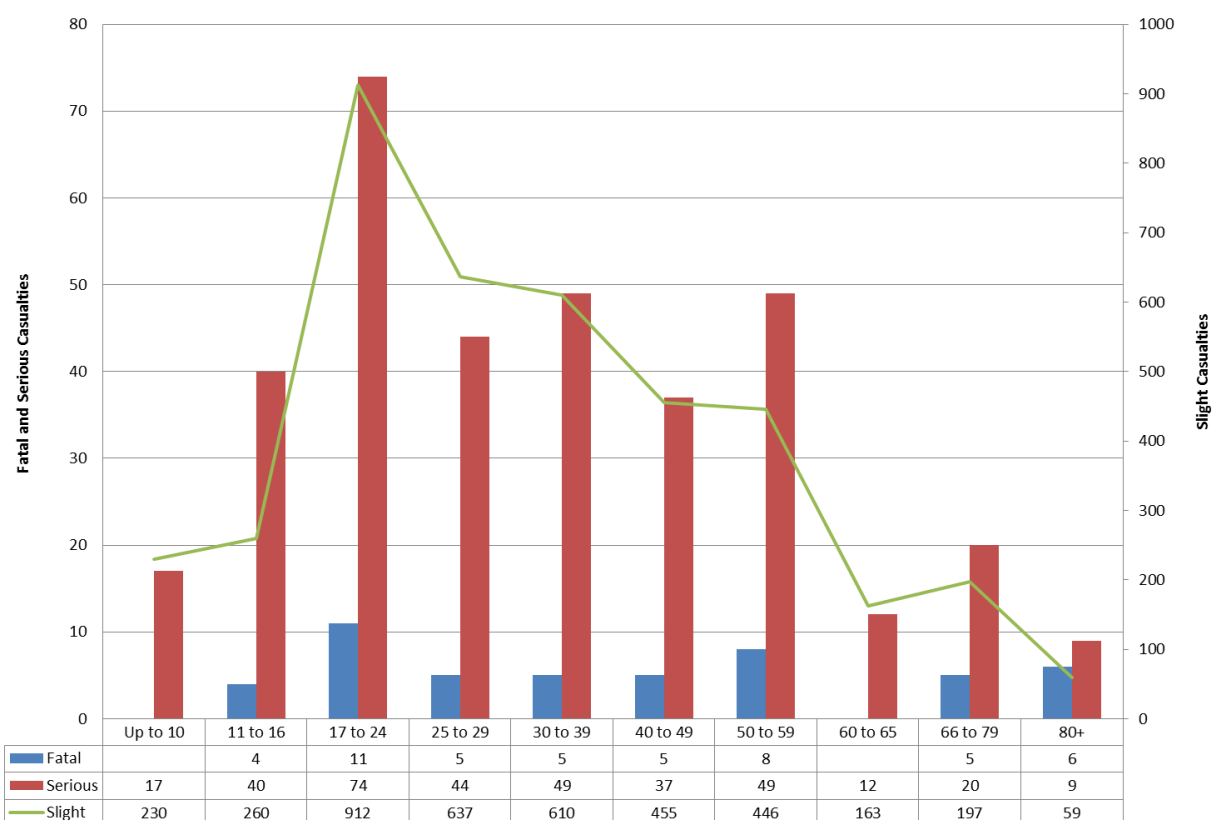


Figure 3 – South Yorkshire - All casualties by age groups, 2015.

Once again in 2015 the 17 to 24 year old group has the highest total number of casualties. These make up over 20% of the total in each of the severity groups, this indicates that they are over represented in terms of the overall population, as they only constitute around 10% of this figure. This has been consistently the case for a number of years and whilst much work has been carried out to alleviate the problem, the problem continues. On the positive side there has been a slightly better reduction in the number of casualties from both the original and new baselines than for the all KSI casualty figures when comparing to 2015, which hopefully indicates that the efforts put into this area have been beneficial and should be continued.

All Casualties by main user groups

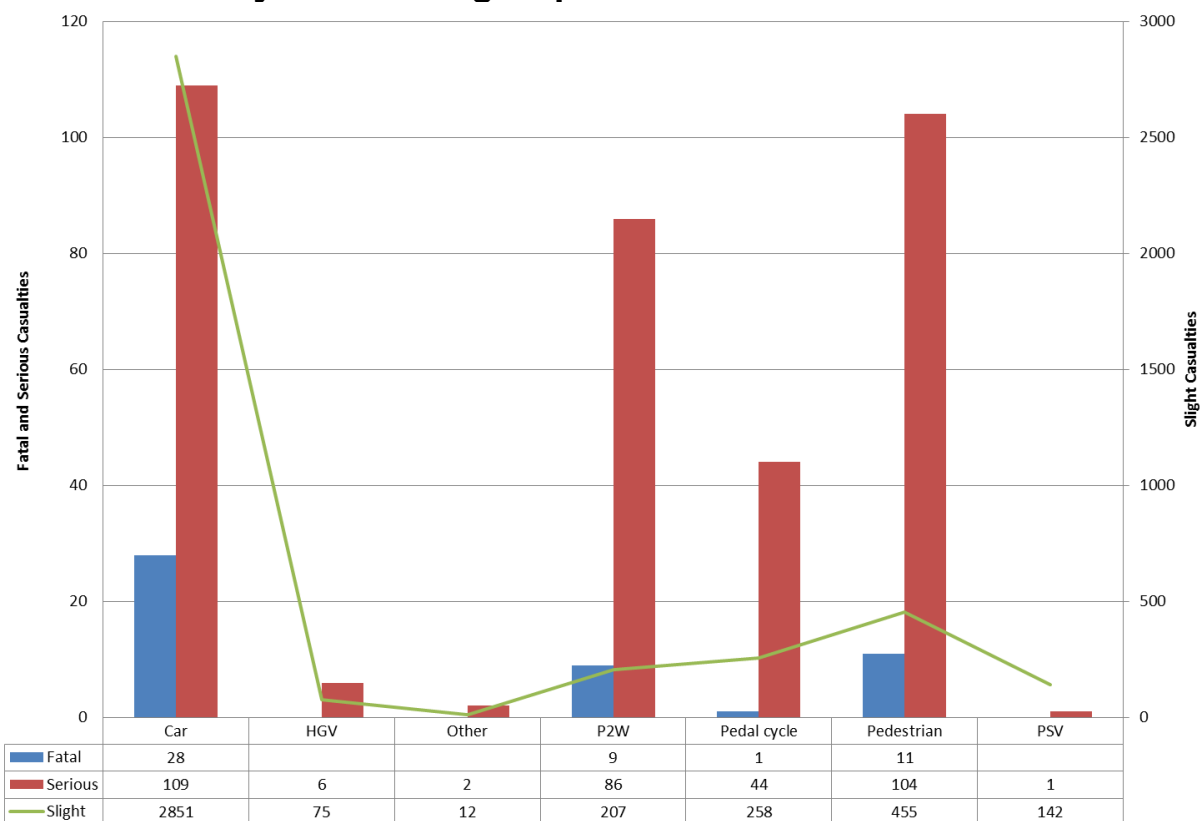


Figure 4 – South Yorkshire - All Casualties by User Group, 2015

Far more people are injured in cars than any other mode of transport, but in terms of KSI, the more vulnerable user groups have still sustained a high percentage of the overall injuries in the period under review. This of course has been the trend for a number of years and is highlighted further by the following commentary:

P2W and Pedal Cycle, as a mode of travel, makes up a small part of the million vehicle miles covered on the network but are involved as casualties in 35% of the above totals and as such would be deemed to be over represented in these figures, pedestrians are particularly vulnerable and account for nearly 31% of all KSI collisions in this period.

The vulnerable user groups are explored further in the later sections of this report.

2015 saw 57% of the overall total of fatal casualties as a car user, with the majority of these, 68% being the drivers, a high proportion of which were in the 17 to 24 year old age group. This is the highest level of car user fatalities for a number of years and is obviously a cause for concern as the total number of this type is actually higher than the “all” casualty fatal total for last year.

Pedestrian Casualties

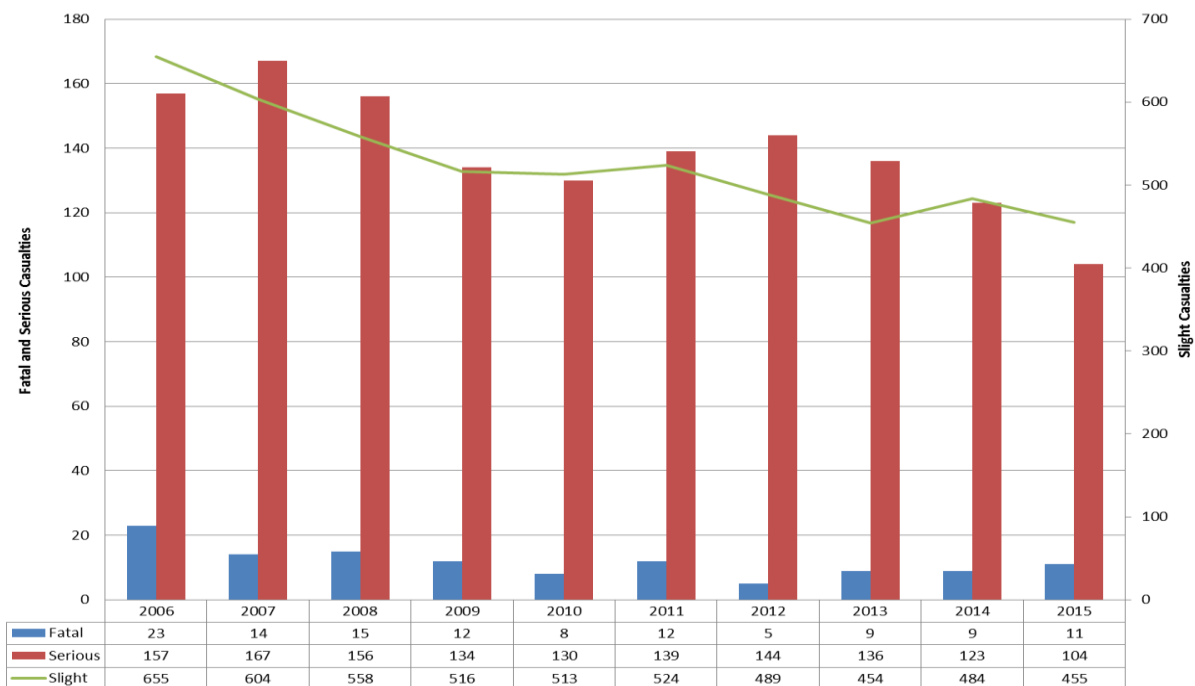


Figure 5 – South Yorkshire - Pedestrian Casualties, 2006 – 2015

Pedestrian casualties have fallen closely in line with all casualties over the period under review in terms of KSI, with reductions of 35%, 20% and 13% on the 05/09, 10/14 baselines and 2014 total respectively in this category. The reductions on the “all” baselines are slightly better, with 27%, 10% and 7% respectively, both 10/14 and 2014 total are nearly twice the total of the overall reduction in these periods.

Pedestrian Casualties – Standard Age Groups

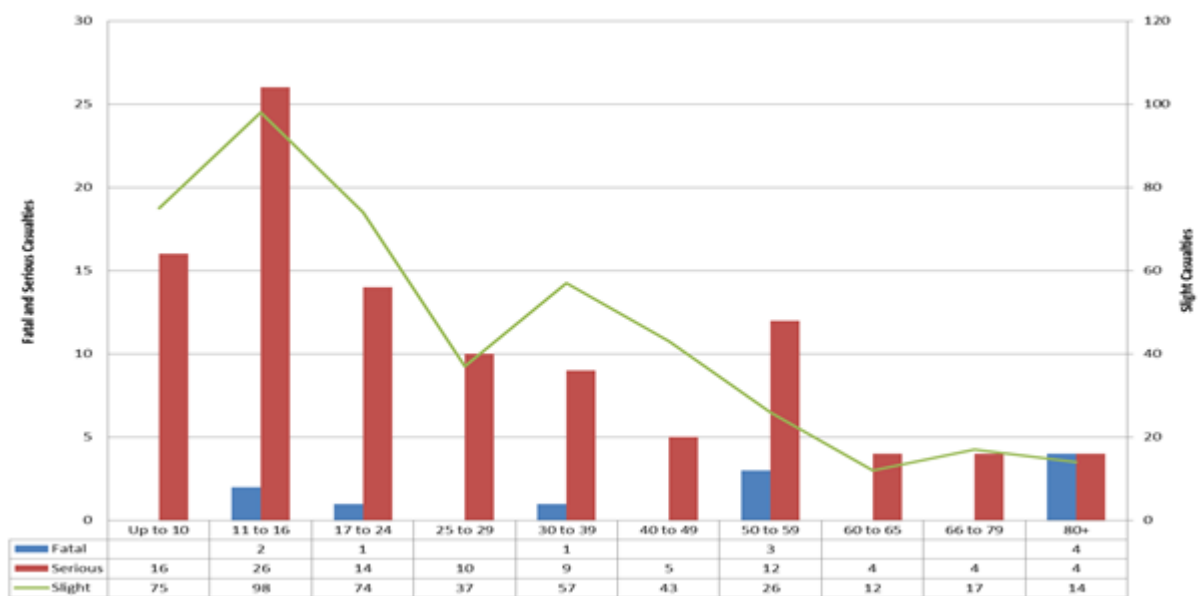


Figure 6 – South Yorkshire - Pedestrian Casualties by Age Group, 2015

When highlighting who we need to concentrate on in order to make the most gains it is fairly obvious those groupings at the younger end are more at risk in terms of serious and slight casualties, but in terms of fatal casualties the 50+ bracket is the most prevalent. As the aging population becomes more prominent this will be an area that we need to keep an eye on in order to make sure that there is a continued push to reduce the incidence of this type of casualty in the overall picture.

Pedal Cycle Casualties

This category of casualty has not followed the overall trend in the past few years with total numbers having slightly increased in terms of all casualties on the 05/09 baseline of 6%, this year seems to have reversed this trend and whilst there has been no difference in the 10/14 baseline, there was a reduction from 2014 of 8%

KSI casualties also had been very static up to this reporting year, as can be seen in figure 7 below. However, 2015 has seen a positive move towards reducing the totals with a 15% and 21% reductions on the respective comparative periods.

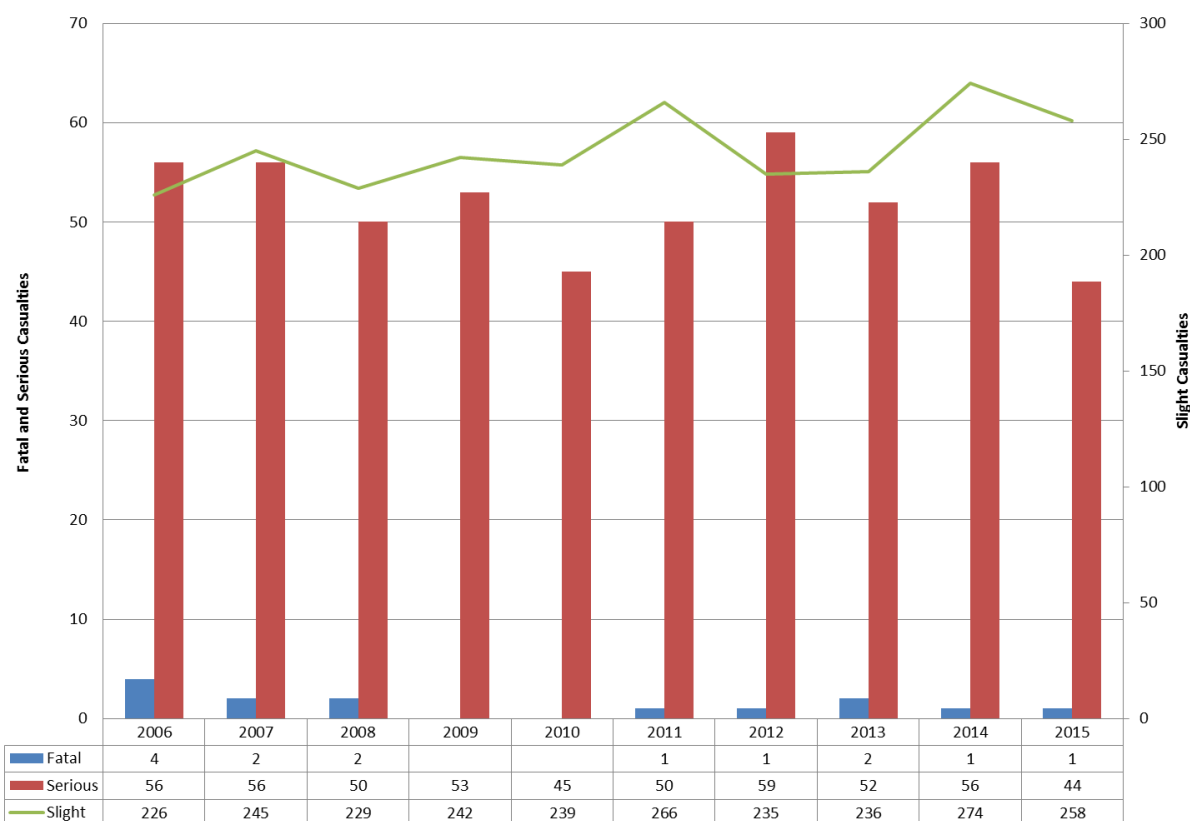


Figure 7 -- South Yorkshire - Pedal Cycle Casualties, 2006 - 2015

Fortunately very few cyclists have been killed on the roads in South Yorkshire over the period under consideration. However, once again the main input to this category over the time period has been the 17 to 24 year old group, with 2015 being the same. This group are not as highly represented in the serious and slight categories, with older riders being more involved in this type of incident, but have still been involved in 50% of the fatal collisions between 2005 and 2015

Pedal Cycle Casualties Standard Age Groups

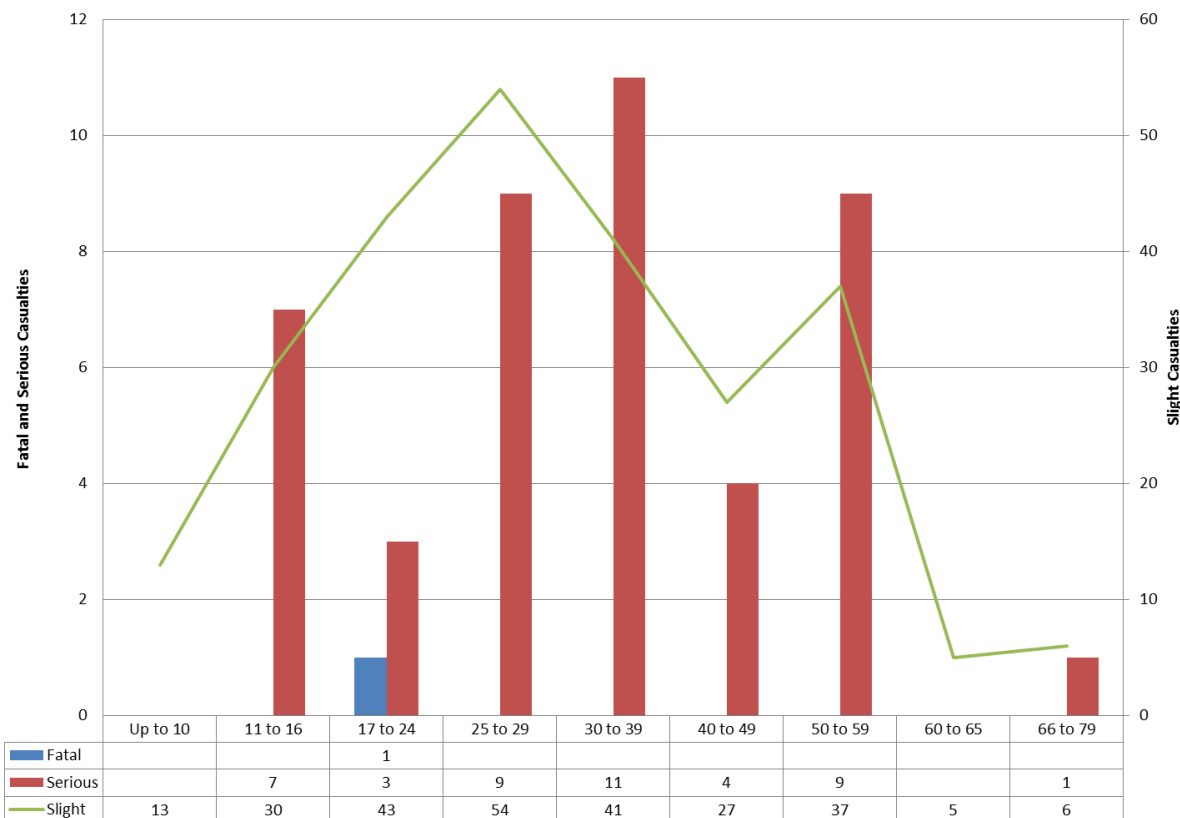


Figure 8 – South Yorkshire - Pedal Cycle Casualties by Age Group, 2015

Powered 2 Wheelers

P2W casualty figures have been sporadic over the period in question, with each severity being prone to increases and decreases that make year on year comparisons difficult to manage. In simple terms for KSI, whilst there has been a 21% decrease on the 05/09 baseline, there has been a 6% increase on the 10/14 baseline and an 11% decrease in the total of last year.

Fatal casualties rose by 7 in 2015 after being at an all-time low of 2 in 2014. On average in the 2006 to 2014 there have been 8 fatal casualties per year on P2Ws, the 2015 is not significantly different to this long term average, indicating that there is still work to be done in this arena. Also looking at this longer term average the age and power bracket of the problem is firmly in the arena of the larger CC bike (500+) and the 30 to 39 year old rider, although anyone riding a bike of this size appears more in the data set than other bike capacities, with over 61% of all fatal casualties being on a bike of this category.

In terms of who is most at risk of being involved in a KSI collision in the 10/14 period the data highlights the smaller CC bikes and the 17 to 24 year old age bracket, this is very much reflected in Figure 10 where a large peak can be seen in that age and power bracket.

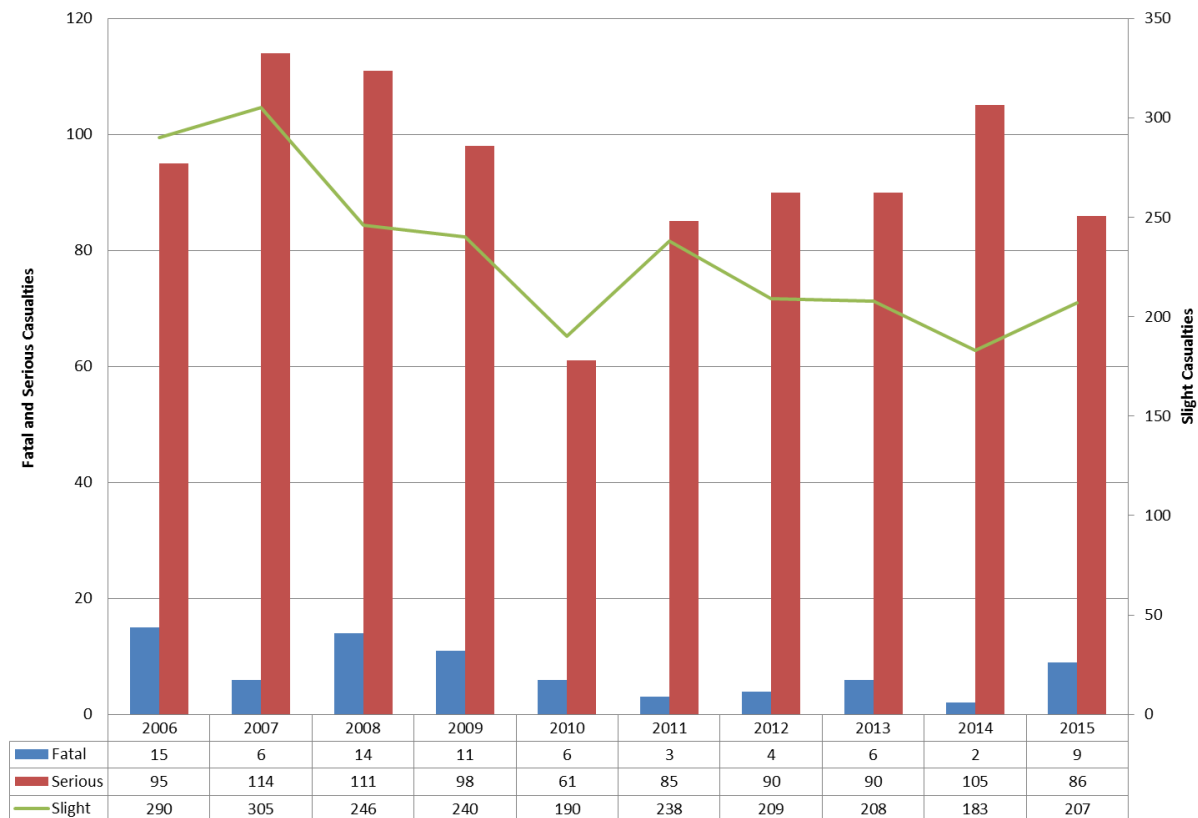


Figure 9 – South Yorkshire - P2W casualties, 2006 - 2015

P2W by engine size and standard age

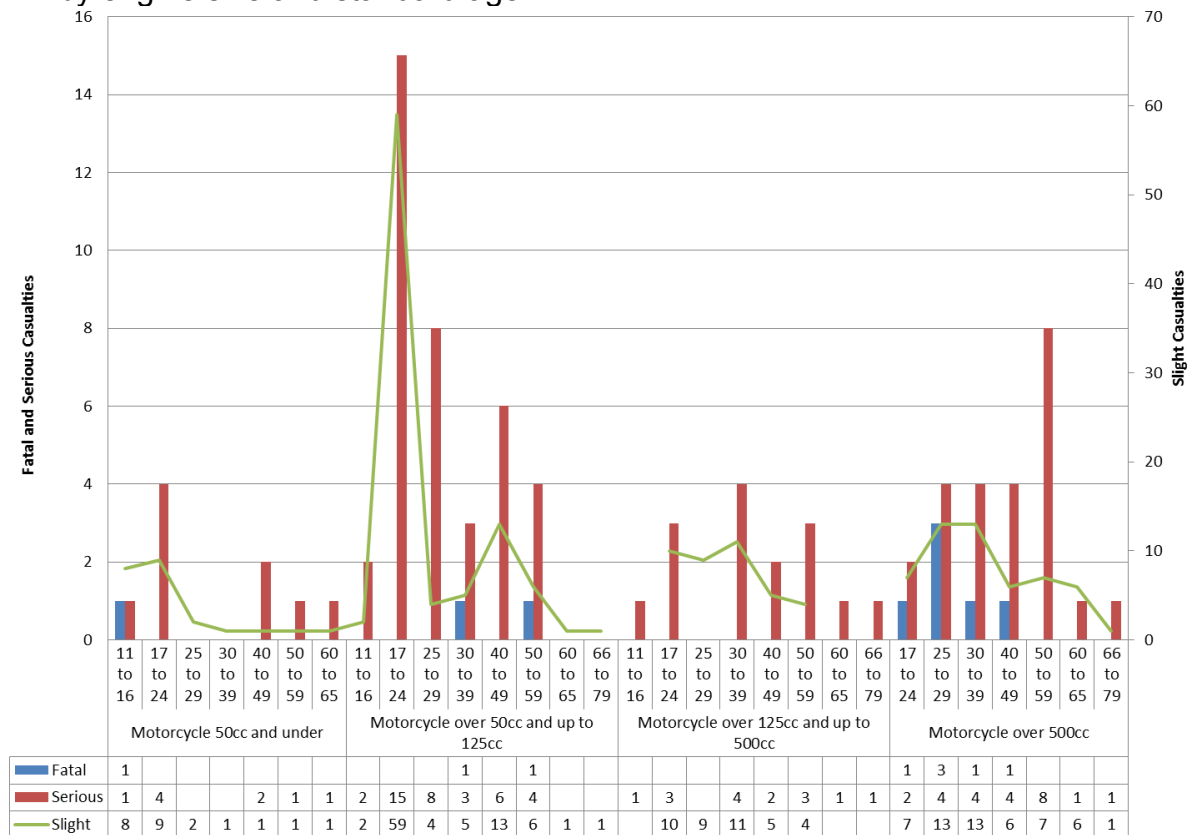


Figure 10 – South Yorkshire - P2W Casualties by Age Group and Engine size, 2015

Car Users

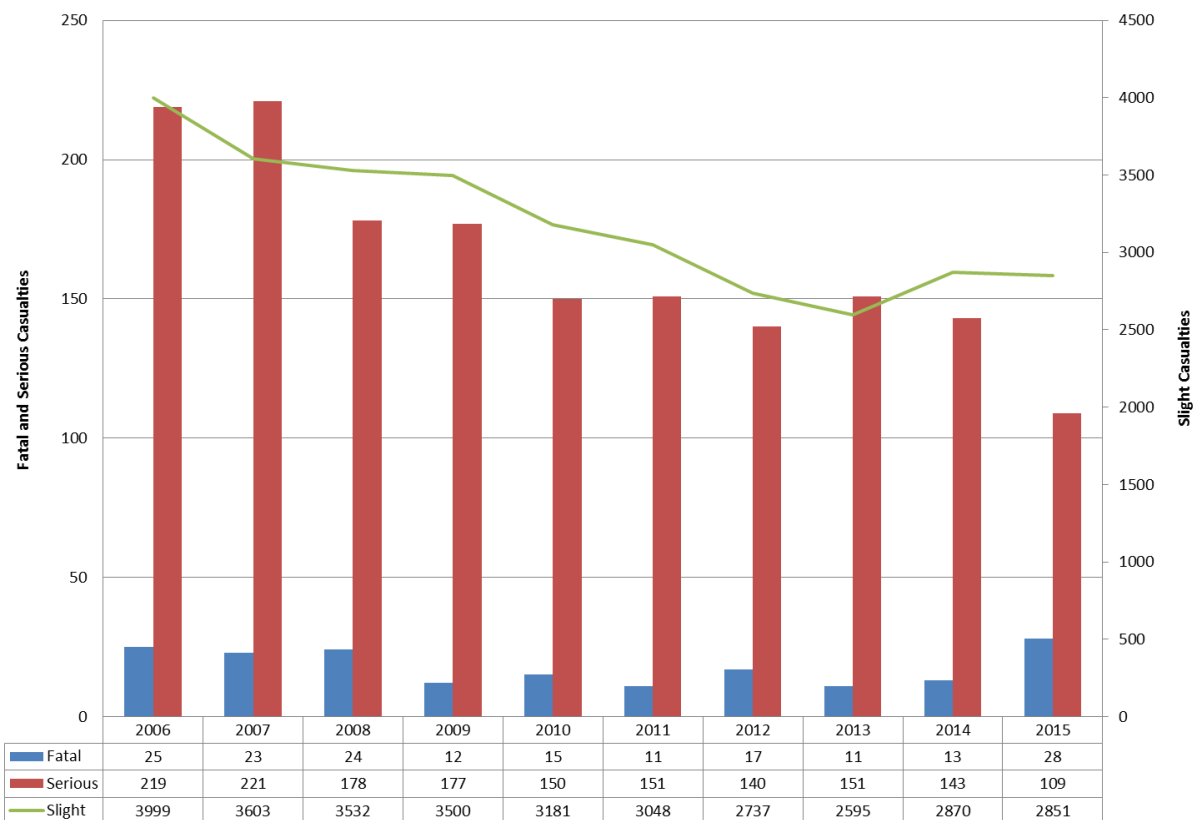


Figure 11 – South Yorkshire - Car User Casualties, 2006 - 2015

In 2015 this category has been dominated by a large increase in fatal casualties, with the total of 28 being the highest for many years and well above all the comparative baselines we have used in this document.

Conversely the serious total is the lowest we have on record and 47%, 26% and 24% below the same comparative baselines. Taking these large reductions of serious casualties into account leads to an overall reduction in KSI figures 43%, 14% and 12%, which again compares favourably with the overall reductions we have seen on these more severe casualty baselines.

All casualties also fell in this category in 2015 and whilst not the lowest we have seen in the past few years, have gone in the right direction following last years rise. In terms of baseline data there has been a 24%, 1.9% and 1.3% reduction respectively.

Once again the 17 to 24 year olds feature highly in 2015 in both driver and passenger numbers (see figures 12 and 13), with around 29% of the overall fatal and 38% of the serious totals being made up of this age group.

Car Passengers by Standard Age Group

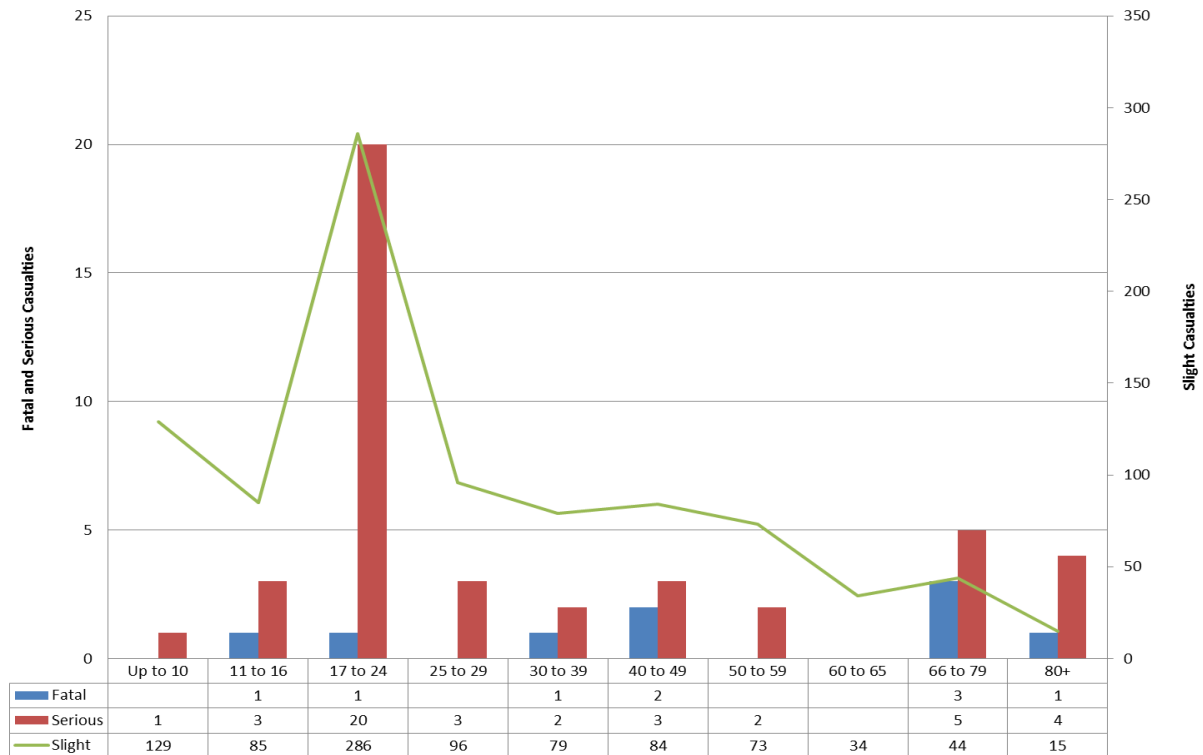


Figure 12– South Yorkshire - Car Passengers Casualties by Age Group, 2015

Car Drivers by Standard Age Group

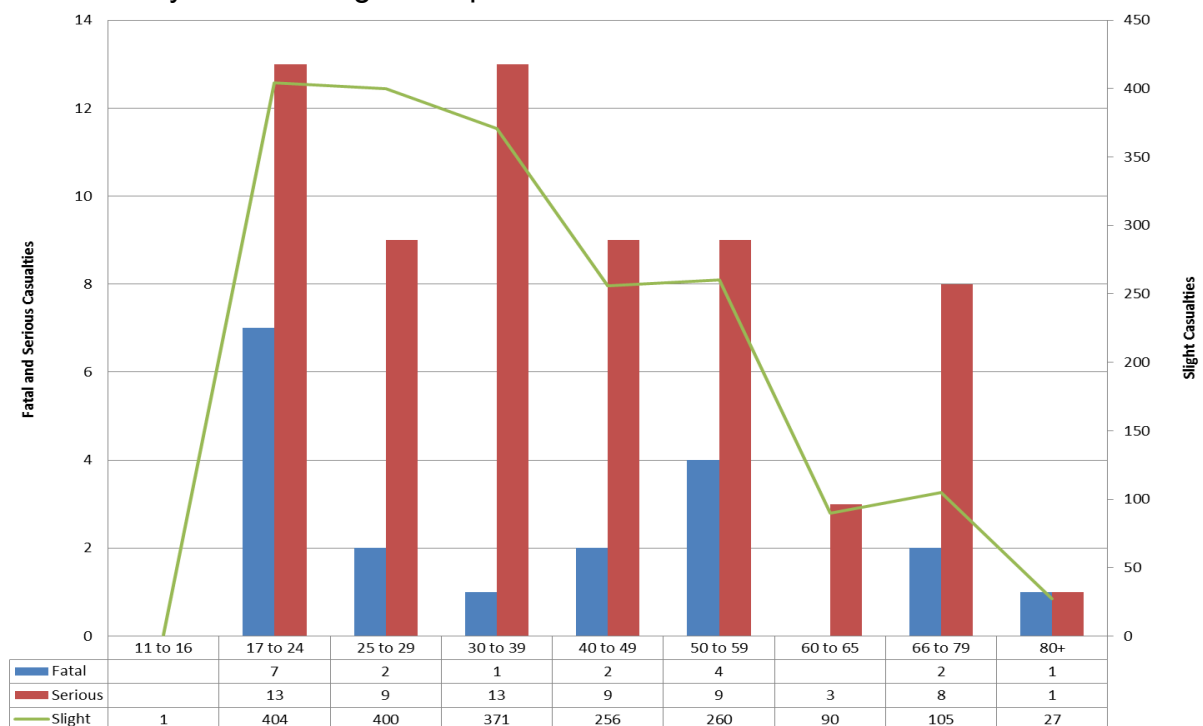


Figure 13 – South Yorkshire - Car Driver Casualties by Age Group, 2015

Public Service Vehicles

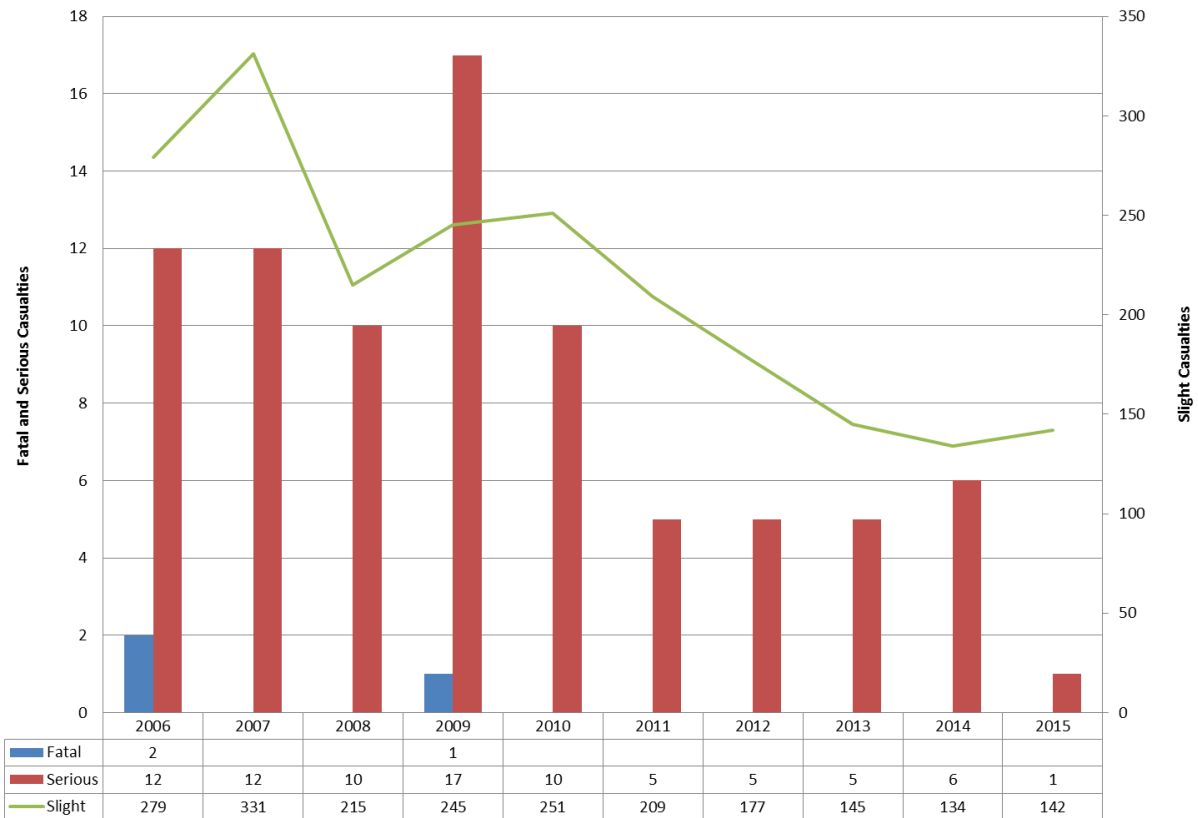


Figure 14 – South Yorkshire - PSV Casualties, 2006 – 2015

PSV - Standard Age Group

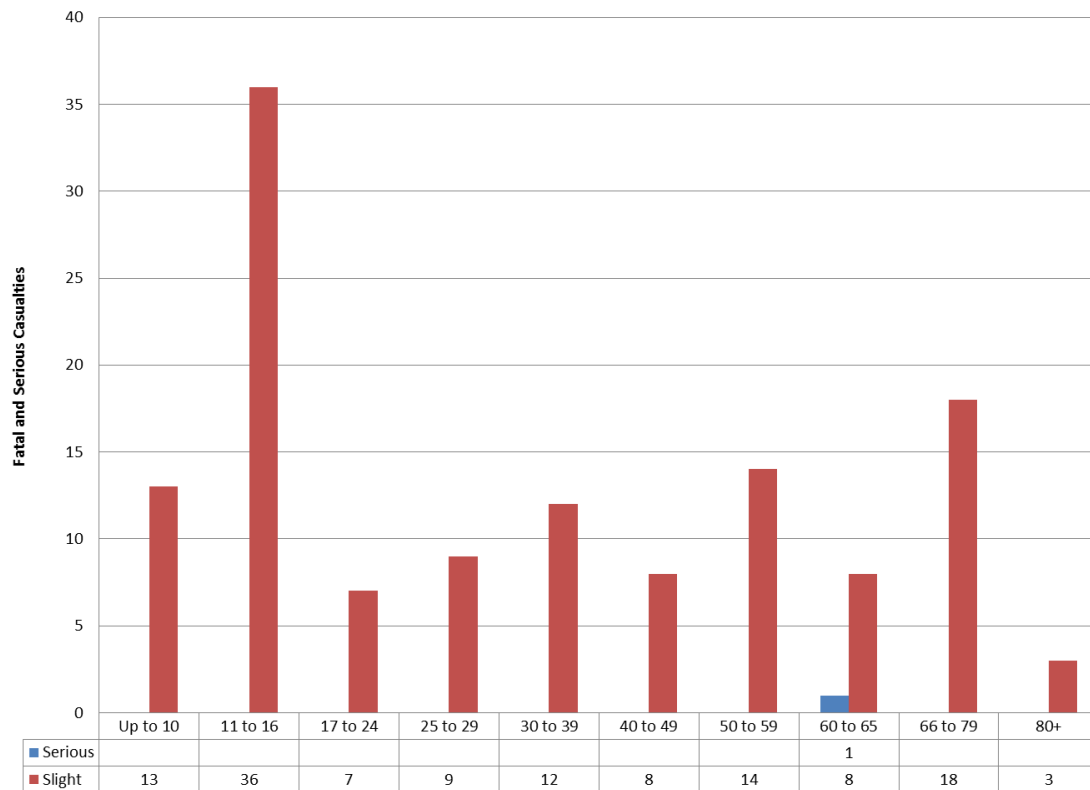


Figure 15 – South Yorkshire - PSV Casualties by Age Group, 2015

The data shown in Figures 14 and 15 relate to passengers and drivers in PSV's, the numbers have fallen over the period from the two baselines, with 2015 being 50% and 25% less in overall terms respectively, there was however a small rise from 2014 to 2015. KSI returns are very low and fortunately there have been no fatal casualties since 2009. From the age banding it can be seen that any work that is undertaken needs to be addressed to the 11 to 16 aged and the older aged passenger, this is probably due to these groups being more likely to use the bus. However, as the numbers are low any initiatives would only bear a small overall reduction and would not return particularly good value for money.

Heavy Goods Vehicles

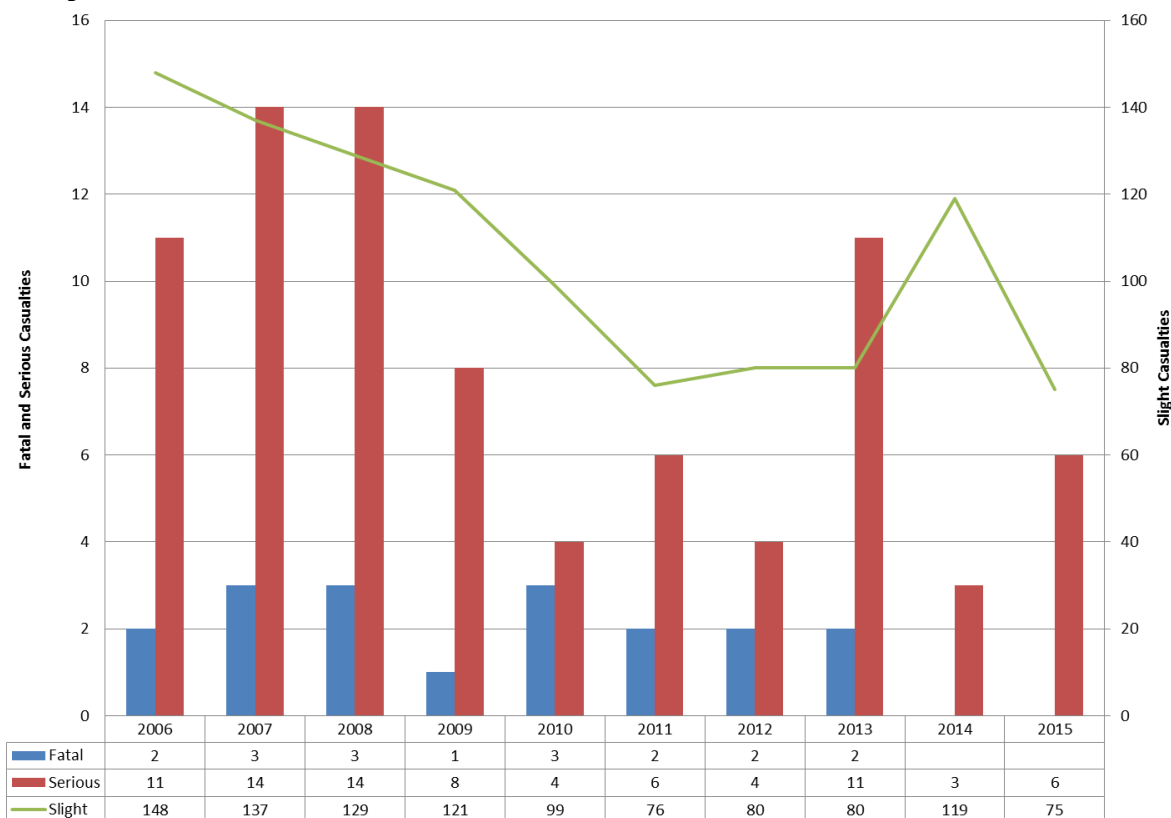


Figure 16 – HGV Casualties by severity, 2005-2014.

The above data looks at casualties that have been injured while driving or being a passenger in a HGV. In terms of reductions on the baselines for All casualties there has been a 47%, 17% and 34% reduction respectively.

KSI saw a slightly different picture with reductions of 52% and 19% on the two baselines but a rise of 100% on the 2014 total (this is of course a very small total though and open to major fluctuation).

In 2015, 70% of the casualties in this category were in Van/Goods vehicle 3.5 tonnes mgw and under and generally more likely to happen on local roads than on the Motorway network. In terms of age banding they are more likely to involve drivers over the age of 25 and up to 59, as would be expected as these will mainly be work related journeys.

Appendices – A to E – Infographics for SY and individual LA's



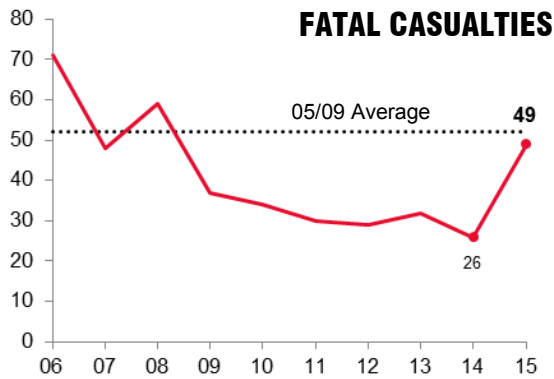
ROAD CASUALTIES : 2015

SOUTH YORKSHIRE

COLLISIONS: 3,066

VEHICLES: 5,749

CASUALTIES: 4,401

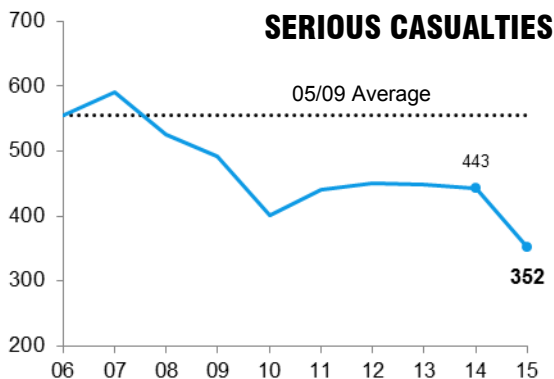


compared with previous year

88.5%

compared with 05/09 average

5.8%

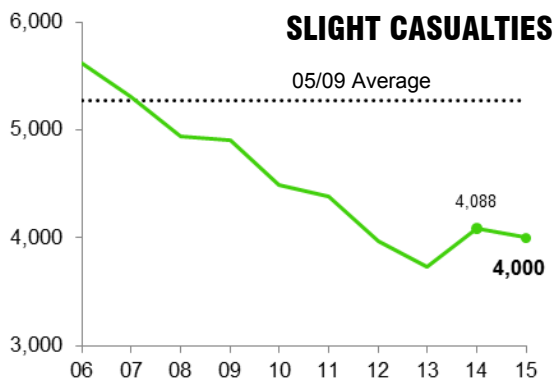


compared with previous year

20.5%

compared with 05/09 average

36.6%



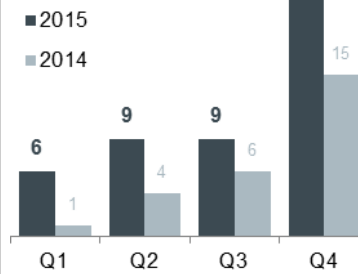
compared with previous year

2.2%

compared with 05/09 average

24.2%

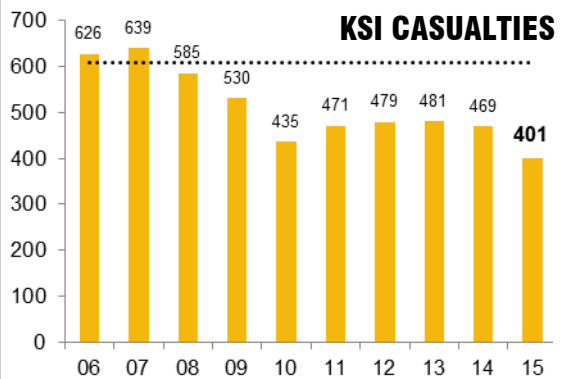
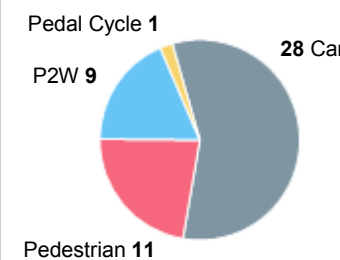
FATAL CASUALTIES BY QUARTER



KEY POINTS

- During 2015 there were 49 fatal casualties as a result of road traffic collisions on the roads in South Yorkshire. This is the highest number since 2008.
- There were 352 serious casualties in 2015, 20.5% fewer than in 2014. This is the lowest ever recorded.
- On combination of these figures, the number of KSI casualties during 2015 was 401. This is a decrease of 14.5% on the previous year and is also the lowest figure ever recorded.
- There were higher numbers of recorded casualties amongst P2W and PSV users in comparison to the previous year. However, all other road user groups saw a decrease in casualties.
- There were fewer recorded child (47), and young driver (20) KSI casualties than ever before.

FATAL CASUALTIES BY ROAD USER GROUP



compared with previous year

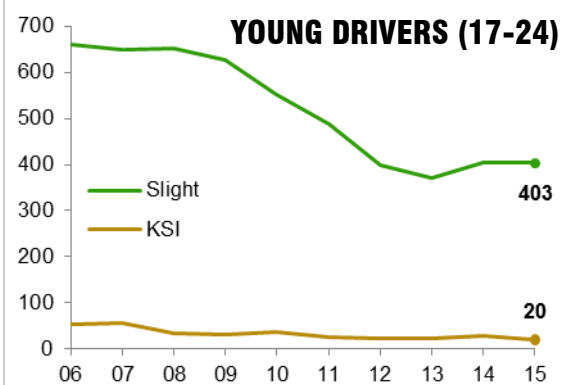
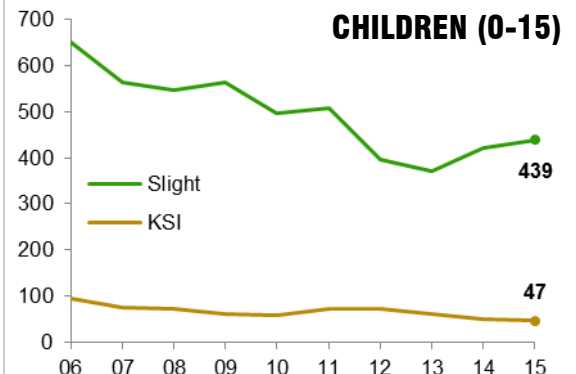
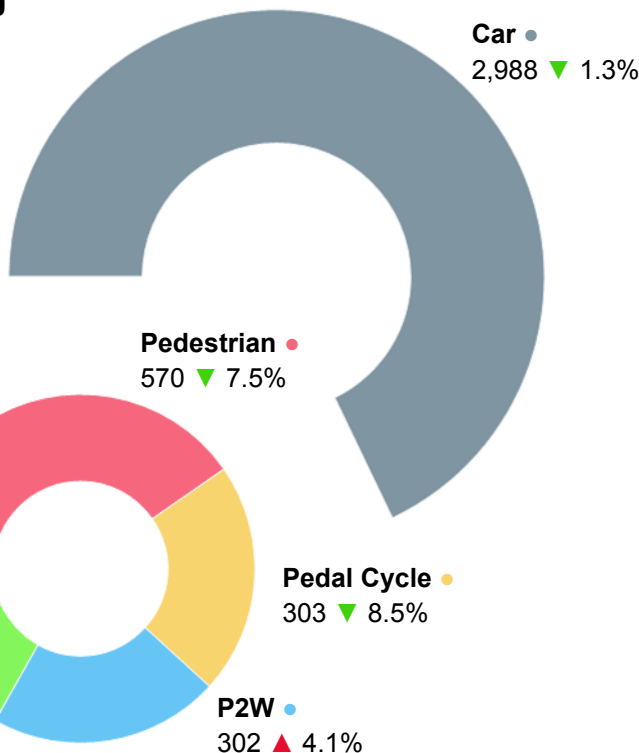
14.5%

compared with 05/09 average

34.0%

CASUALTIES BY ROAD USER GROUP

Car	67.9%
Pedestrian	13.9%
Pedal Cycle	6.9%
P2W	6.9%
PSV	3.2%
HGV	1.8%
Other	0.3%



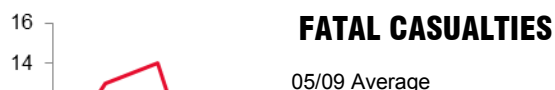
ROAD CASUALTIES : 2015

BARNSELEY

COLLISIONS: 499

VEHICLES: 924

CASUALTIES: 721

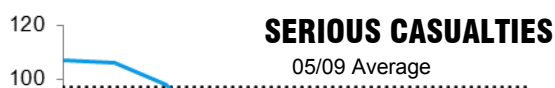


compared with
previous year

50.0%

compared with
05/09 average

75.0%

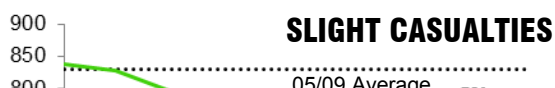


compared with
previous year

18.8%

compared with
05/09 average

33.0%



compared with
previous year

12.9%

compared with
05/09 average

21.4%

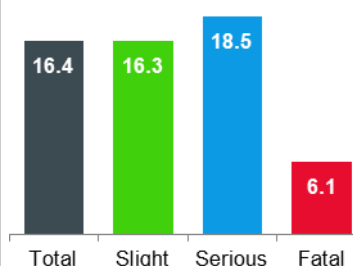
FATAL CASUALTIES BY ROAD USER GROUP



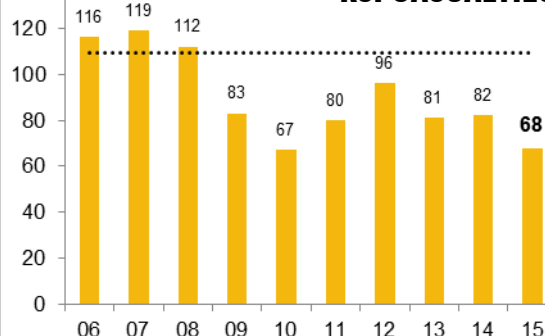
KEY POINTS

- During 2015 there were a total of 721 recorded casualties as a result of road traffic collisions on the roads in Barnsley, 111 fewer than in the previous year.
- There were 3 fatal casualties. This is 1 more than in 2014 but is still well below the 05/09 average.
- Recorded serious casualties declined by 18.8% on the previous year to 65. This is 33.0% below the 05/09 average.
- KSI casualties totalled 68, the second lowest recorded figure, 17.1% fewer than in the previous year.
- After an increase between 2013 and 2014, recorded slight casualties dropped to 653 in 2015.
- There was a decrease in casualties amongst all road user groups compared to the previous year.

PERCENTAGE OF SOUTH YORKSHIRE CASUALTIES



KSI CASUALTIES



compared with
previous year

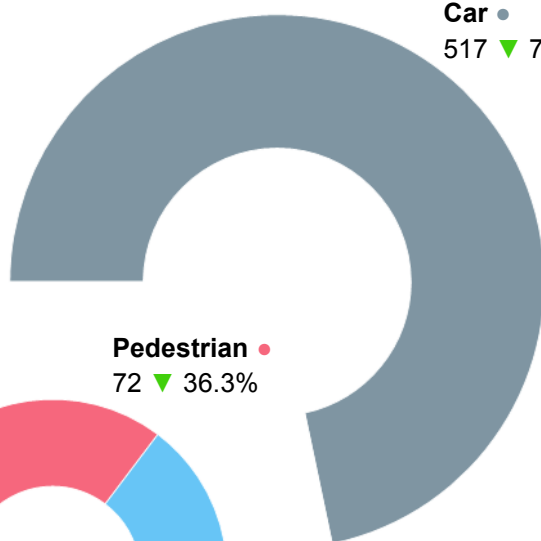
17.1%

compared with
05/09 average

37.6%

CASUALTIES BY ROAD USER GROUP

Car	71.7%
Pedestrian	10.0%
P2W	8.6%
Pedal Cycle	5.0%
PSV	2.9%
HGV	1.5%
Other	0.3%



Pedestrian ●
72 ▼ 36.3%

P2W ●
62 ▼ 6.1%

Pedal Cycle ●
36 ▼ 5.3%

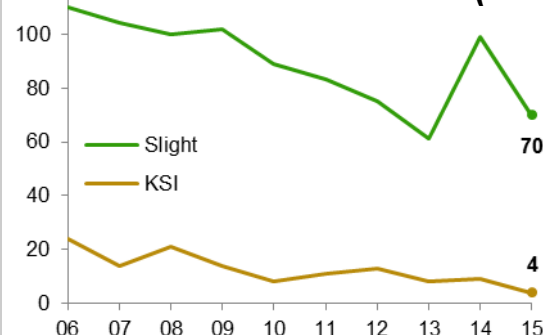
Other ●
2 ▼ 93.8%

HGV ●
11 ▼ 35.3%

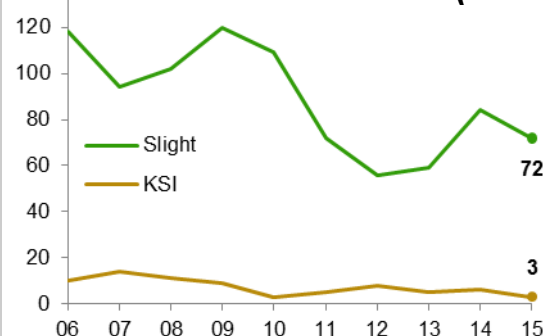
PSV ●
21 ▼ 32.3%

Car ●
517 ▼ 7.5%

CHILDREN (0-15)



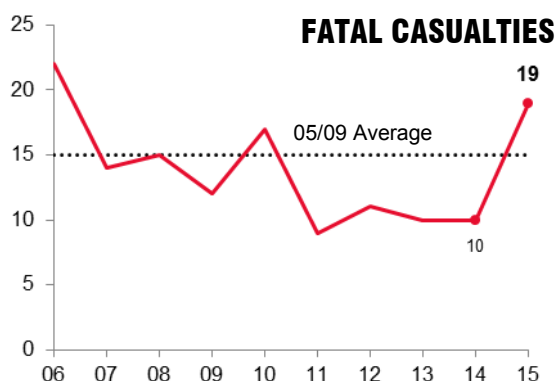
YOUNG DRIVERS (17-24)



ROAD CASUALTIES : 2015

DONCASTER

COLLISIONS: 588
VEHICLES: 1,639
CASUALTIES: 1,264

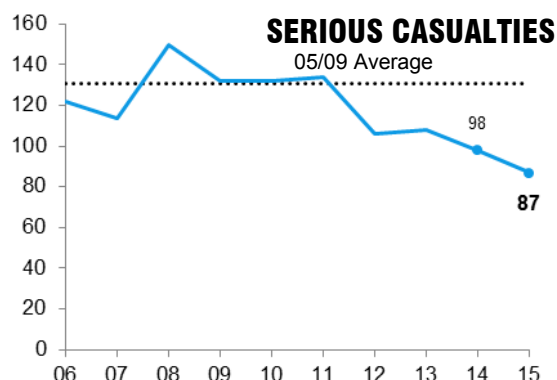


compared with previous year

90.0%

compared with 05/09 average

26.7%

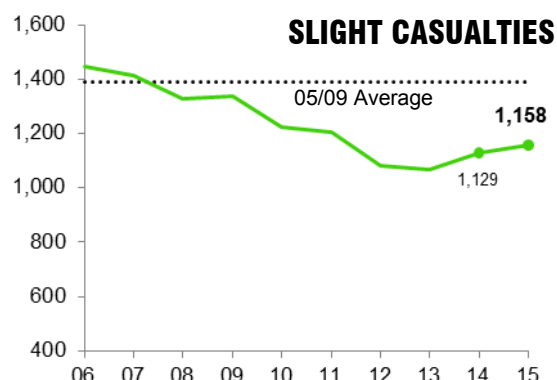


compared with previous year

11.2%

compared with 05/09 average

33.6%



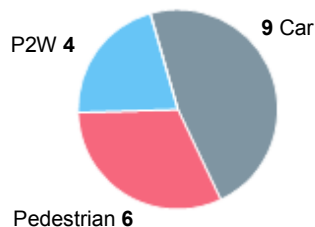
compared with previous year

2.6%

compared with 05/09 average

16.8%

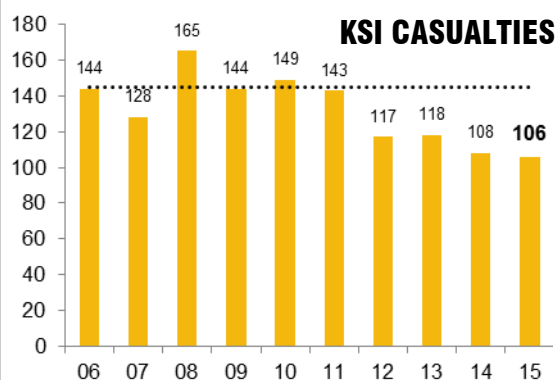
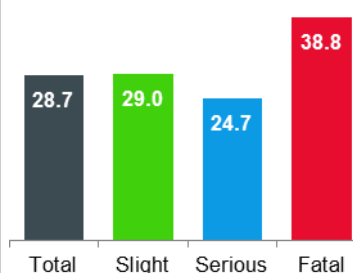
FATAL CASUALTIES BY ROAD USER GROUP



KEY POINTS

- Recorded casualties on Doncaster roads during 2015 totalled 1,264. This represents a 2.2% increase on the previous year.
- There were 19 fatal casualties, 9 more than in 2014. This figure stands above the 05/09 average.
- Recorded serious casualties declined by 11.2% on the previous year to 87.
- KSI casualties saw a slight decrease on the previous year to 106. This is the lowest ever recorded figure for Doncaster.
- There were 1,158 recorded slight casualties, 16.8% fewer than the 05/09 average but 2.6% more than in 2014.
- Increases in casualties were recorded amongst pedestrians as well as P2W and PSV users.

PERCENTAGE OF SOUTH YORKSHIRE CASUALTIES



compared with previous year

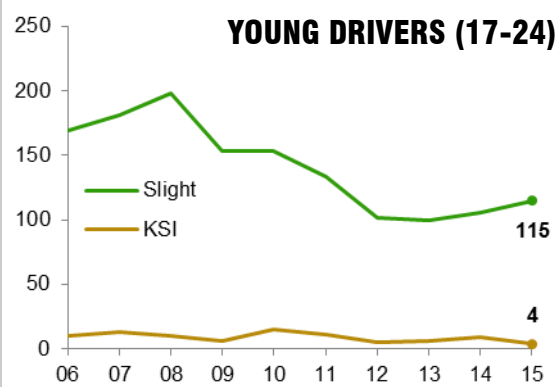
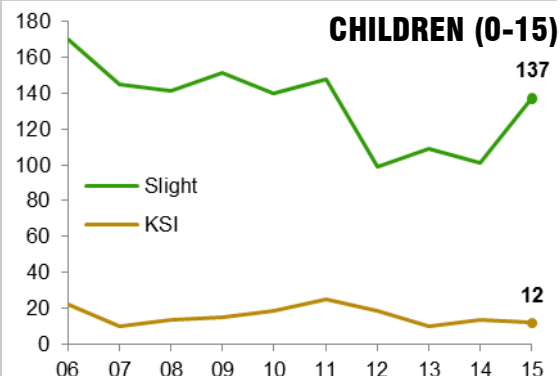
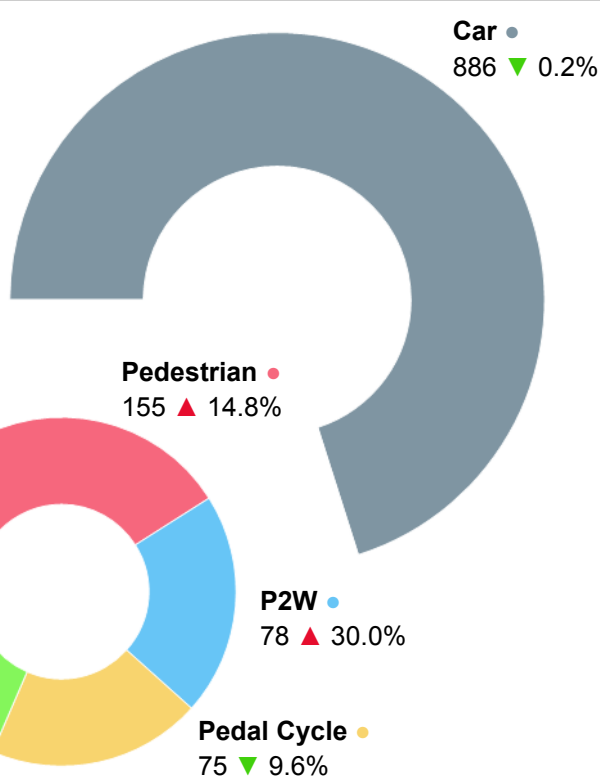
1.9%

compared with 05/09 average

25.5%

CASUALTIES BY ROAD USER GROUP

Car	70.1%
Pedestrian	12.3%
P2W	6.2%
Pedal Cycle	5.9%
PSV	2.9%
HGV	2.2%
Other	0.4%



ROAD CASUALTIES : 2015

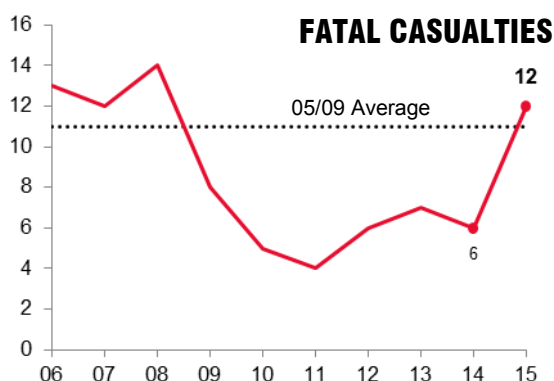
ROTHERHAM

COLLISIONS: 574

VEHICLES: 1,109

CASUALTIES: 853

FATAL CASUALTIES



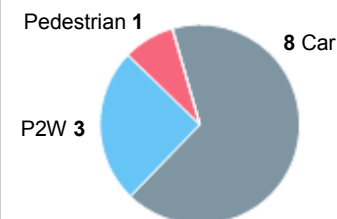
compared with previous year

100.0%

compared with 05/09 average

9.1%

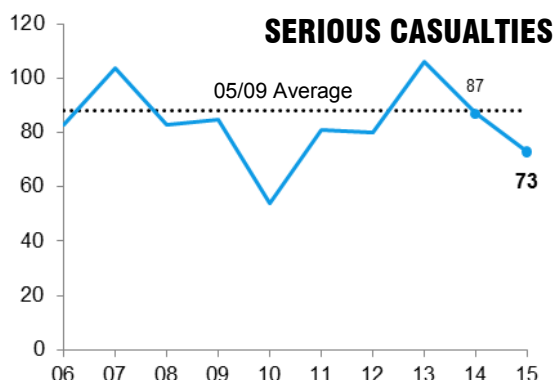
FATAL CASUALTIES BY ROAD USER GROUP



KEY POINTS

- There were 853 recorded casualties on the roads in Rotherham during 2015. This is 30 more than in 2014.
- There were 12 fatal casualties, twice as many as in the previous year. This is above the 05/09 average.
- Recorded serious casualties totalled 73, a 16.1% decrease on the previous year and 17.0% decrease on the 05/09 average.
- Compared to 2014, KSI casualties fell by 8.6% to 85.
- 768 slight casualties were recorded during 2015. This represents a 5.2% increase when compared with the previous year but is still well below the 05/09 average.
- There were more casualties amongst car, P2W, PSV and pedal cycle users as well pedestrians in comparison to the previous year.

SERIOUS CASUALTIES



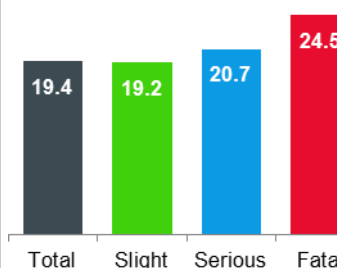
compared with previous year

16.1%

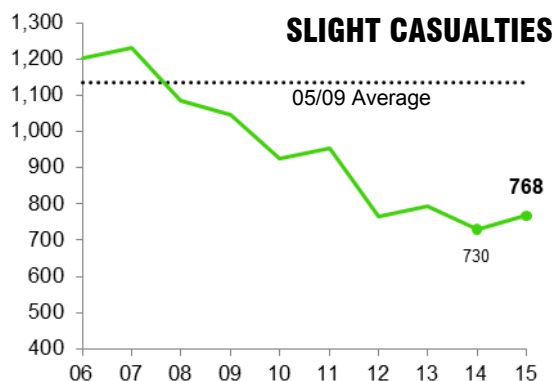
compared with 05/09 average

17.0%

PERCENTAGE OF SOUTH YORKSHIRE CASUALTIES



SLIGHT CASUALTIES



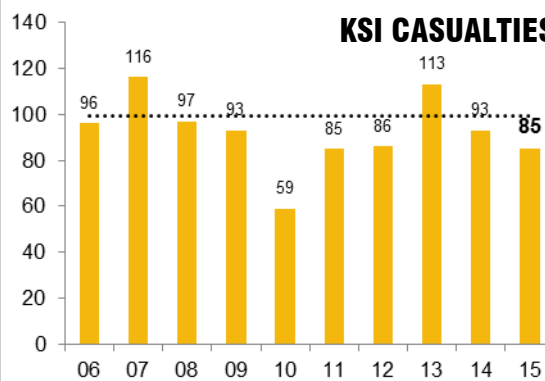
compared with previous year

5.2%

compared with 05/09 average

32.4%

KSI CASUALTIES



compared with previous year

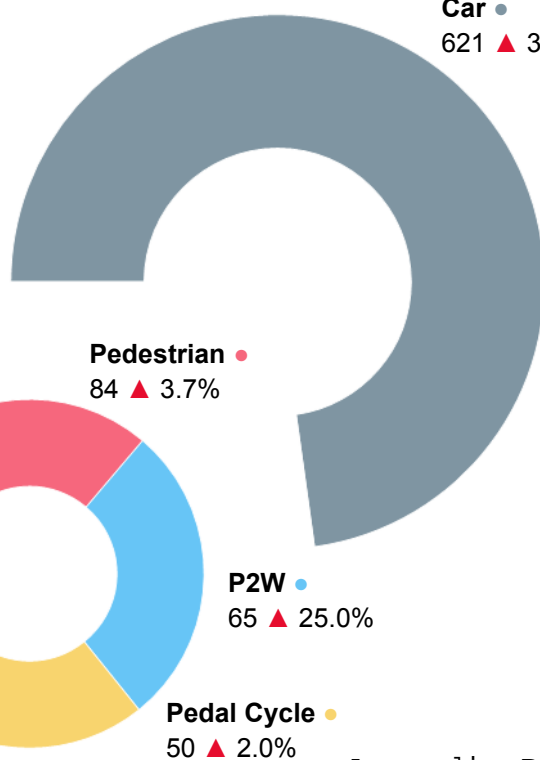
8.6%

compared with 05/09 average

14.1%

CASUALTIES BY ROAD USER GROUP

Car	72.8%
Pedestrian	9.8%
P2W	7.6%
Pedal Cycle	5.9%
HGV	2.2%
PSV	1.4%
Other	0.2%



Car 621 ▲ 3.8%

Pedestrian 84 ▲ 3.7%

P2W 65 ▲ 25.0%

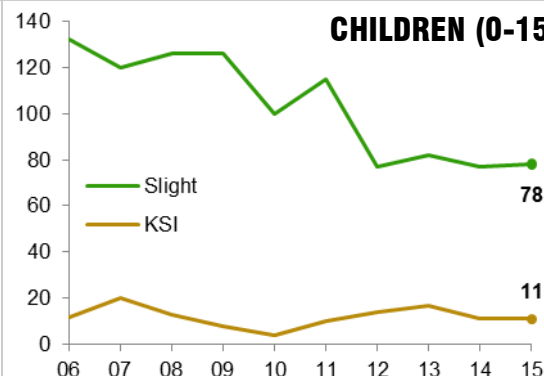
Pedal Cycle 50 ▲ 2.0%

Other 2 ▼ 60.0%

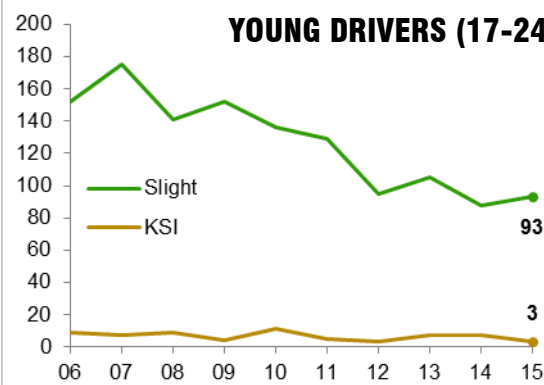
PSV 12 ▲ 71.4%

HGV 19 ▼ 38.7%

CHILDREN (0-15)



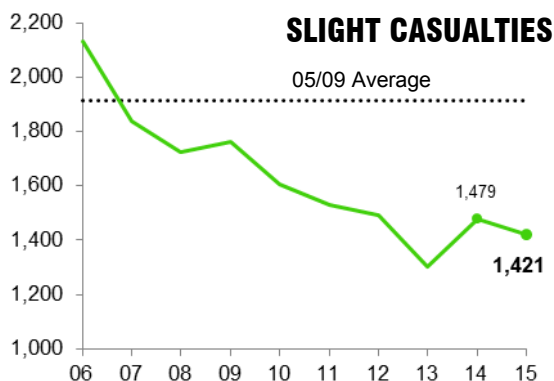
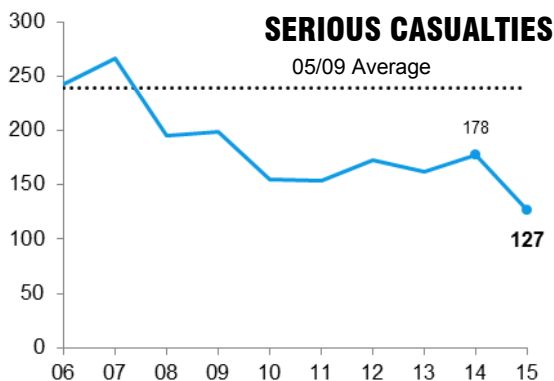
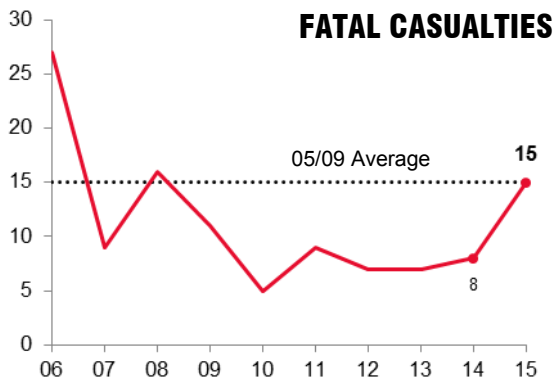
YOUNG DRIVERS (17-24)



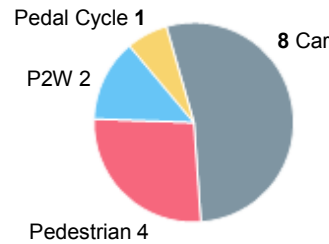
ROAD CASUALTIES : 2015

SHEFFIELD

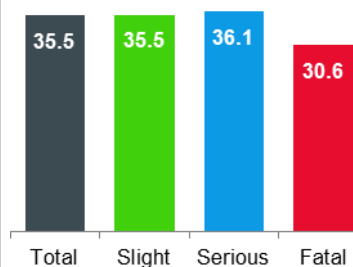
COLLISIONS: 1,138
VEHICLES: 2,077
CASUALTIES: 1,563



FATAL CASUALTIES BY ROAD USER GROUP

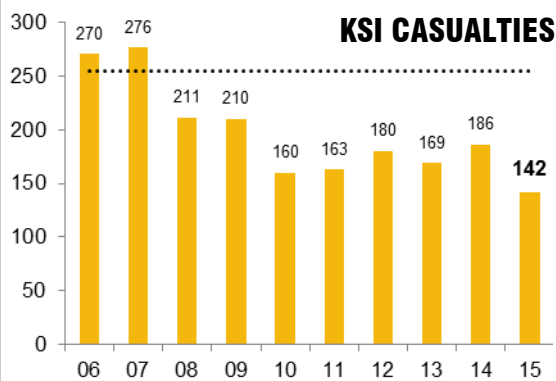


PERCENTAGE OF SOUTH YORKSHIRE CASUALTIES



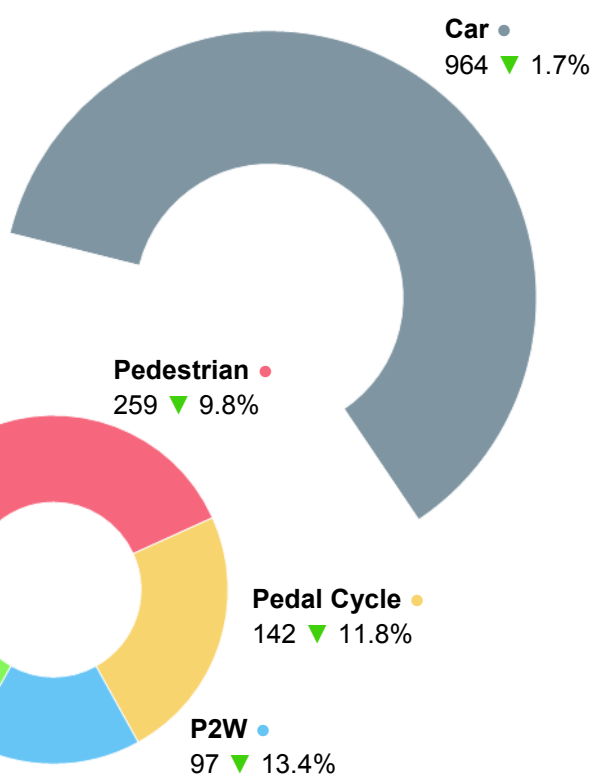
KEY POINTS

- During 2015 there were 1,563 recorded casualties on the roads in Sheffield, 6.1% fewer than in 2014.
- There were 15 fatal casualties, up from 8 in the previous year. This is also equal to the 05/09 average.
- Recorded serious casualties declined considerably from the previous year and totalled 127.
- This is also reflected in the KSI figure for 2015 which stands at 142, the lowest ever recorded and 44.1% below the 05/09 average.
- There were 1,421 slight casualties recorded. This represents a decrease of 3.9% on the previous year.
- All road user groups have seen a decline in casualties when compared to 2014. In particular pedal cycle casualties were down 11.8% on the previous year.

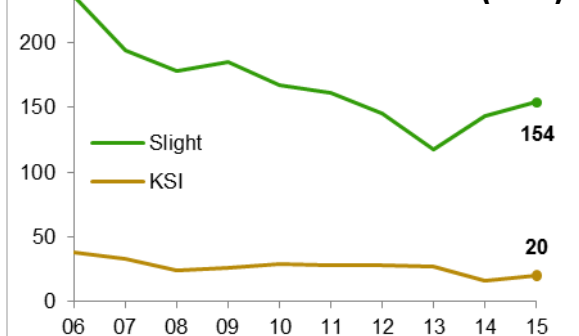


CASUALTIES BY ROAD USER GROUP

Car	61.7%
Pedestrian	16.6%
Pedal Cycle	9.1%
P2W	6.2%
PSV	4.7%
HGV	1.5%
Other	0.3%



CHILDREN (0-15)



YOUNG DRIVERS (17-24)

