

# Nottinghamshire Local Transport Plan Evidence Base Report

## 9. Road casualties

The numbers of casualties injured on Nottinghamshire's roads has been in steady decline for a number of years as shown in the figures below. There remain, however, three particular areas of focus – speed, motorcycle riders and young drivers. These three areas are detailed in section 9.7 below.

The numbers of casualties in the districts correspond to the lengths of network in each of the districts (i.e. the length of the networks is greatest in Newark & Sherwood, Bassetlaw, and Rushcliffe respectively).

### 9.1 Killed and seriously injured casualties

The numbers of killed and seriously injured (KSI) casualties has decreased year on year and in 2009 the number of casualties had fallen by over 46% when compared to the 1994-98 average; and by 25% when compared to 2005. The numbers of killed and seriously injured casualties are shown in figure 91 and table 42 below.

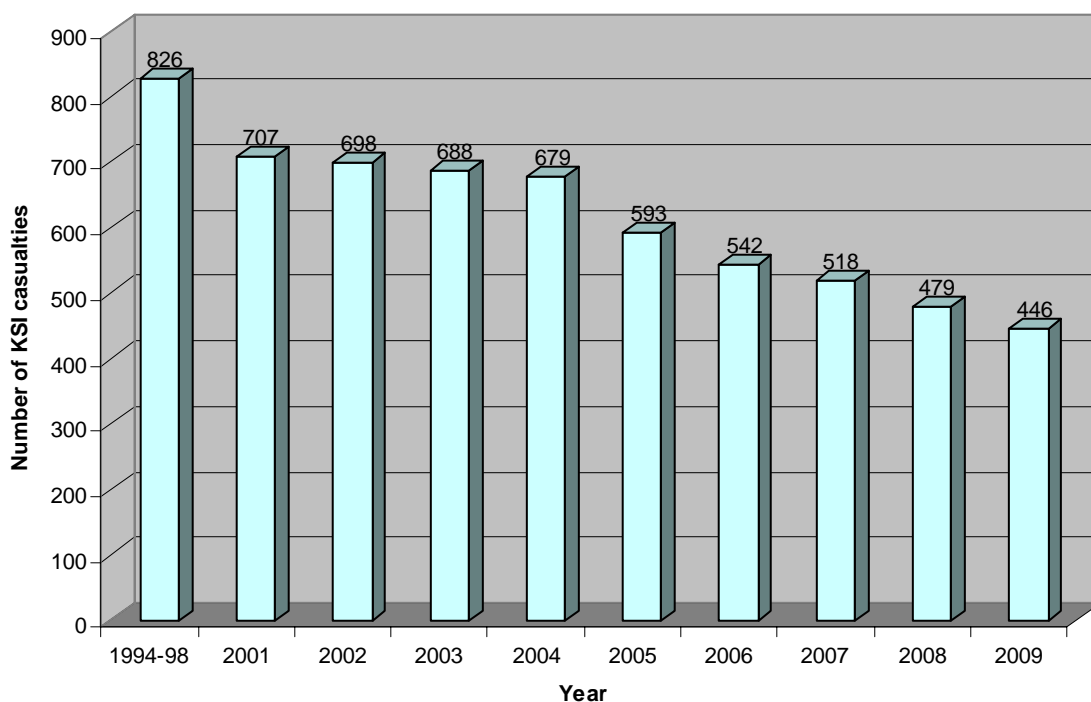


Figure 91: The number of killed and seriously injured casualties in Nottinghamshire  
Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

The numbers of KSI casualties in Broxtowe and Mansfield districts increased in 2009 and there have been slight increases in the number of casualties in these two districts when comparing 2009 with 2005. There was an 8% increase in Broxtowe district – although almost a fifth of these are on motorway and trunk roads – and a 6% increase in Mansfield district. It should be noted, however, that these districts had the lowest numbers of casualties in the base year.

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Table 42: The number of killed and seriously injured casualties in Nottinghamshire

District	No. of killed or seriously injured casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	71	74	73	53	54	-24%
Bassetlaw	119	103	88	85	84	-29%
Broxtowe	49	46	69	47	53	8%
Gedling	72	57	45	45	46	-36%
Mansfield	54	51	43	63	57	6%
Newark & Sherwood	127	118	127	109	89	-30%
Rushcliffe	101	93	72	78	66	-35%
<b>Nottinghamshire</b>	<b>593</b>	<b>542</b>	<b>518</b>	<b>479</b>	<b>446</b>	<b>-25%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, Nottinghamshire has seen more significant decreases in the number of KSI casualties than most other authorities in the East Midlands as shown in table 43 below, better than the regional and national averages.

Table 43: Killed or seriously injured casualty comparative data from East Midlands authorities

Authority	No. of killed or seriously injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Nottingham City	323	148	-54%
Northamptonshire	773	391	-49%
Nottinghamshire	824	447	-46%
Lincolnshire	764	456	-40%
Leicestershire	408	263	-36%
Derbyshire	618	449	-27%
Leicester City	126	87	-31%
Derby City	143	117	-18%
East Midlands Region	4,020	2,384	-41%
England	40,815	23,206	-43%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.2 Slightly injured casualties

The numbers of slight injuries has seen significant reductions and in 2009 the number of casualties had decreased by just over 21% when compared to the 1994-98 average; and by 15% when compared to 2005. The numbers of slight injured casualties are shown in figure 92 and table 44 below.

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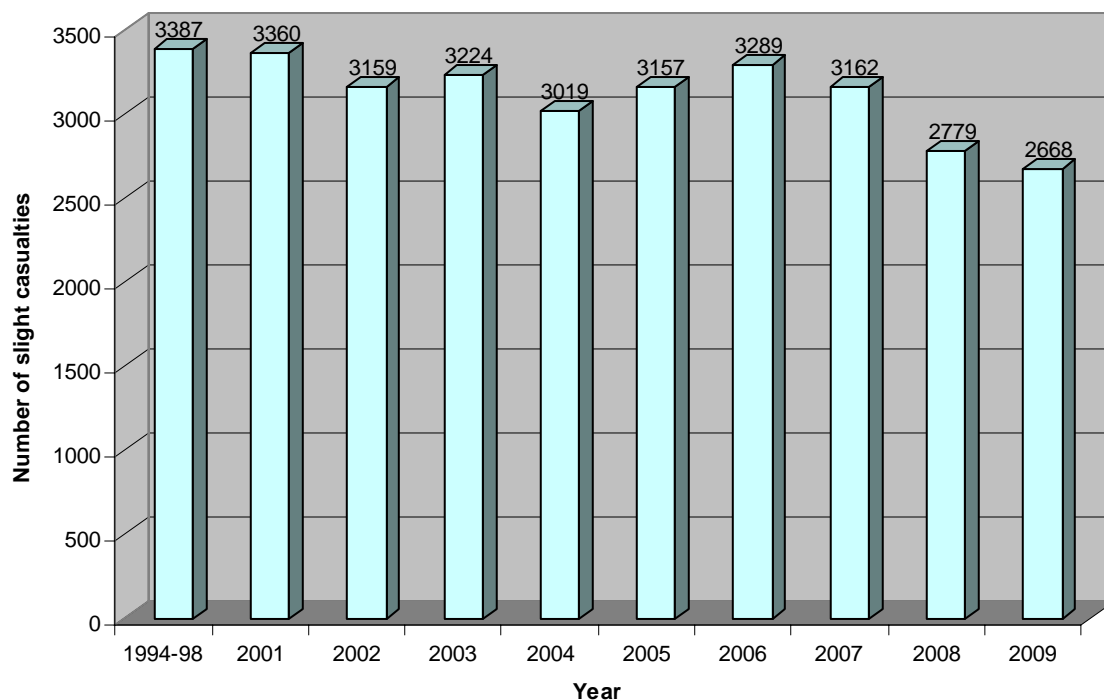


Figure 92: The number of slightly injured casualties in Nottinghamshire  
 Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with 2005, the numbers of slight casualties has decreased in each of the districts except Rushcliffe. The numbers of casualties in Rushcliffe has, however, decreased year on year since 2006.

Table 44: The number of slightly injured casualties in Nottinghamshire

District	No. of slight casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	448	531	470	412	395	-12%
Bassetlaw	586	572	531	415	434	-26%
Broxtowe	364	336	409	320	318	-13%
Gedling	386	371	363	299	334	-13%
Mansfield	463	427	393	433	369	-20%
Newark & Sherwood	537	561	566	469	421	-22%
Rushcliffe	373	491	433	430	401	8%
<b>Nottinghamshire</b>	<b>3,157</b>	<b>3,289</b>	<b>3,162</b>	<b>2,779</b>	<b>2,668</b>	<b>-15%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, the reduction in slight casualties in Nottinghamshire is the same as the regional average but less than the national average as shown in table 45 below. The actual number of casualties remains higher than other authorities in the region (except Lincolnshire), although it should be noted that the number of casualties in Nottinghamshire also started from a higher base figure.

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Table 45: Slightly injured casualty comparative data from East Midlands authorities

Authority	No. of slightly injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Northamptonshire	2,316	1,557	-33%
Leicestershire	2,773	1,945	-30%
Derbyshire	3,585	2,525	-30%
Nottingham City	1,452	1,089	-25%
Nottinghamshire	3,381	2,672	-21%
Leicester City	1,390	1,255	-10%
Lincolnshire	3,079	2,859	-7%
Derby City	925	970	5%
East Midlands Region	19,097	14,992	-21%
England	241,953	173,574	-28%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.3 Child killed and seriously injured casualties

The numbers of child KSI casualties has decreased year on year and in 2009 the number of casualties had fallen by just over 68% when compared to the 1994-98 average; and by 50% when compared to 2005. The numbers of child killed and seriously injured casualties are shown in figure 93 and table 46 below.

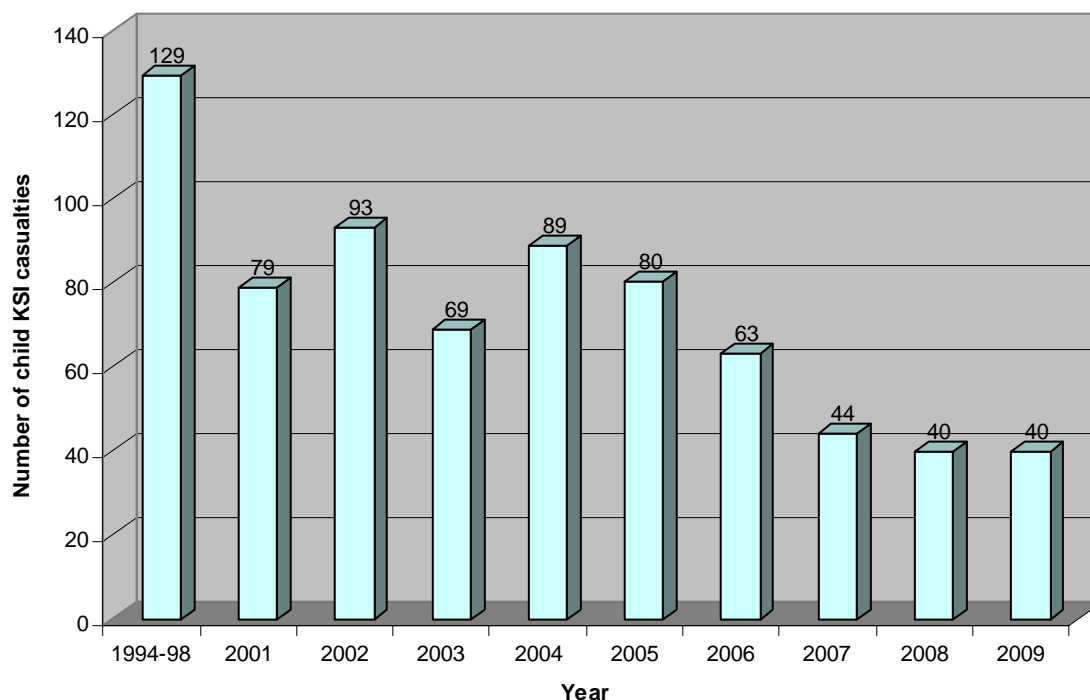


Figure 93: The number of child killed and seriously injured casualties in Nottinghamshire

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

Despite starting from a low base, the numbers of child KSI casualties have decreased in each of the districts when comparing 2009 with 2005.

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Table 46: The number of child killed and seriously injured casualties in Nottinghamshire

District	No. of child killed or seriously injured casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	15	13	5	6	5	-66%
Bassetlaw	16	7	9	6	8	-50%
Broxtowe	8	8	6	4	4	-50%
Gedling	7	6	8	5	3	-57%
Mansfield	11	10	5	8	10	-9%
Newark & Sherwood	13	12	9	4	7	-46%
Rushcliffe	10	7	4	7	4	-60%
<b>Nottinghamshire</b>	<b>80</b>	<b>63</b>	<b>44</b>	<b>40</b>	<b>40</b>	<b>-50%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, Nottinghamshire has seen more significant decreases in the number of child KSI casualties than other authorities in the East Midlands (except Nottingham City) as shown in table 47 below, better than the regional and national averages. But the actual number of casualties is higher than all the other authorities in the region, although it should be noted that the number of casualties in Nottinghamshire also started from a higher base figure.

Table 47: Child killed or seriously injured casualty comparative data from East Midlands authorities

Authority	No. of child killed or seriously injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Nottingham City	67	16	-76%
Nottinghamshire	129	41	-68%
Lincolnshire	76	27	-65%
Leicestershire	42	16	-62%
Derby City	28	11	-61%
Northamptonshire	88	38	-57%
Derbyshire	72	34	-53%
Leicester City	27	18	-34%
East Midlands Region	534	202	-62%
England	5,729	2,278	-60%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.4 Pedal cyclist killed or seriously injured casualties

The numbers of pedal cyclist KSI casualties has decreased year on year and in 2009 the number of casualties had fallen by almost 56% when compared to the 1994-98 average; and by over 22% when compared to 2005. The numbers of pedal cyclists killed and seriously injured casualties are shown in figure 94 and table 48 below.

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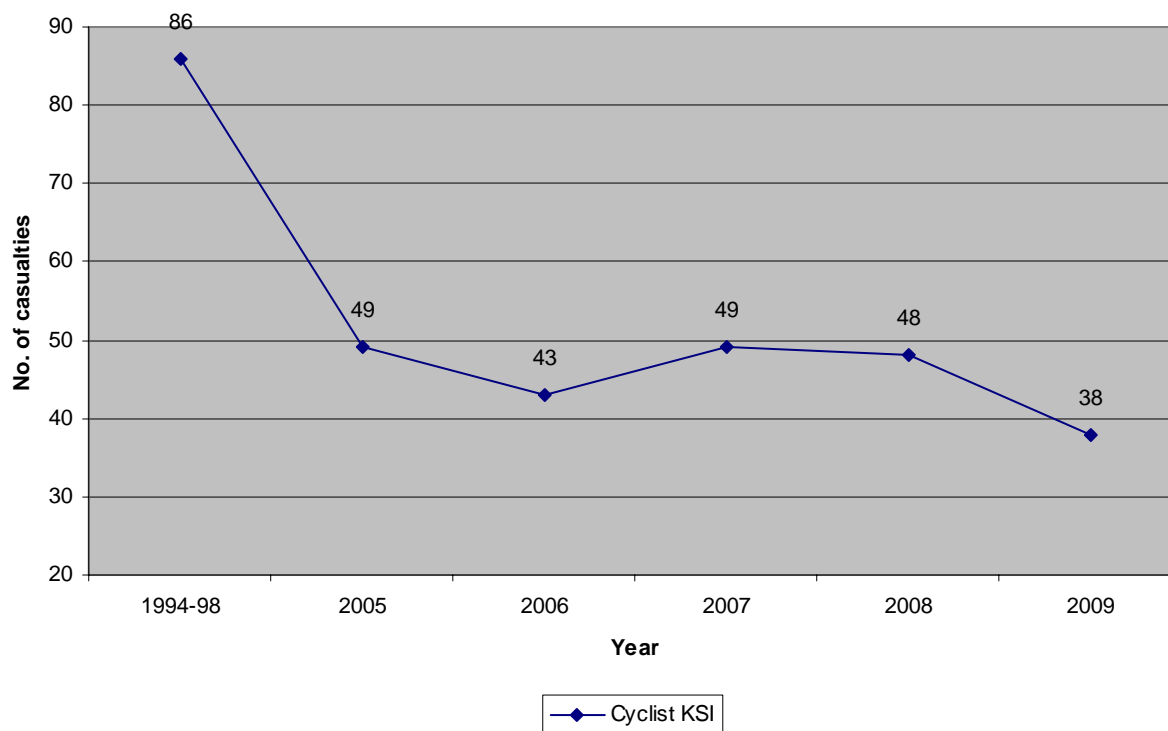


Figure 94: The number of pedal cyclist killed and seriously injured casualties in Nottinghamshire  
 Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with 2005 the numbers of pedal cyclist KSI casualties has decreased in each of the districts except Broxtowe and Rushcliffe. Whilst there have been increases in the number of cyclist KSI casualties in Broxtowe and Rushcliffe, the actual numbers of casualties in 2009 are still small, 12 and 7 respectively. Both Broxtowe and Rushcliffe districts also started from a very low base (4 and 3 casualties respectively) and have seen significant increases in cycling levels (5% and 12% respectively) during the same period.

Table 48: The number of pedal cyclist killed and seriously injured casualties in Nottinghamshire

District	No. of cyclist killed or seriously injured casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	9	6	4	4	4	-56%
Bassetlaw	10	4	8	6	2	-80%
Broxtowe	4	10	6	6	12	200%
Gedling	6	4	6	4	3	-50%
Mansfield	6	7	1	7	5	-17%
Newark & Sherwood	11	7	19	12	5	-55%
Rushcliffe	3	5	5	9	7	133%
<b>Nottinghamshire</b>	<b>49</b>	<b>43</b>	<b>49</b>	<b>48</b>	<b>38</b>	<b>-22%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, Nottinghamshire has seen more significant decreases in the number of pedal cyclist KSI casualties than other authorities in the East Midlands (except Northamptonshire) as shown in table 49 below, significantly better than the regional and national averages. But the actual number of casualties is higher than all the other authorities in the region, although it should be noted that the number of casualties in Nottinghamshire also started from a higher base figure.

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Table 49: Pedal cyclist killed or seriously injured casualty compared with East Midlands authorities

Authority	No. of pedal cyclist killed or seriously injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Northamptonshire	47	18	-62%
Nottinghamshire	86	38	-56%
Leicestershire	28	14	-49%
Nottingham City	39	27	-30%
Lincolnshire	44	36	-19%
Derbyshire	37	32	-13%
Leicester City	13	13	0%
Derby City	17	25	+45%
East Midlands Region	313	205	-34%
England	3,376	2,470	-27%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.5 Pedestrians killed or seriously injured casualties

The numbers of pedestrian KSI casualties has seen steady decreases and in 2009 the number of casualties had reduced by 58% when compared to the 1994-98 average; and by 37% when compared to 2005. The numbers of pedestrians killed and seriously injured casualties are shown in figure 95 and table 50 below.

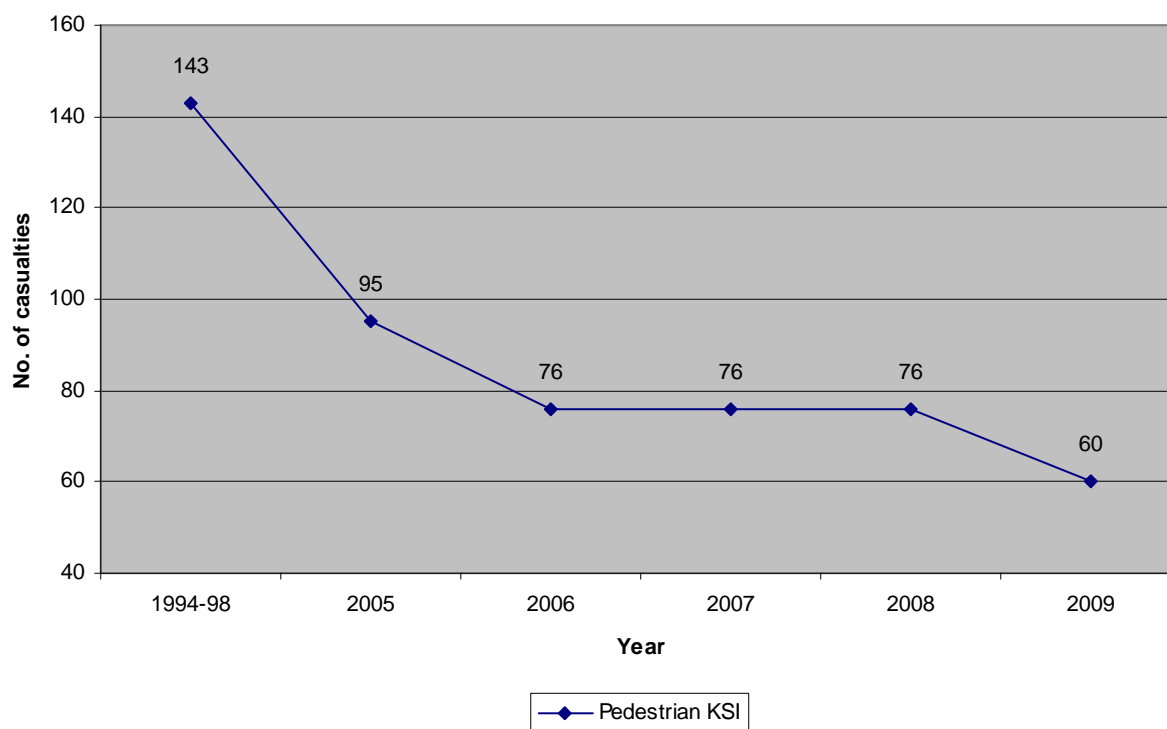


Figure 95: The number of pedestrian killed and seriously injured casualties in Nottinghamshire

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

Despite starting from a low base, the numbers of pedestrian KSI casualties have decreased in each of the districts when comparing 2009 with 2005, except Ashfield where there has been no change.

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Table 50: The number of pedestrian killed and seriously injured casualties in Nottinghamshire

District	No. of pedestrian killed or seriously injured casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	15	14	14	10	15	0%
Bassetlaw	13	10	12	14	5	-62%
Broxtowe	10	10	10	8	5	-50%
Gedling	17	10	6	11	5	-71%
Mansfield	17	12	11	17	13	-24%
Newark & Sherwood	16	15	19	11	11	-31%
Rushcliffe	7	5	4	5	6	-14%
<b>Nottinghamshire</b>	<b>95</b>	<b>76</b>	<b>76</b>	<b>76</b>	<b>60</b>	<b>-37%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, Nottinghamshire has seen more significant decreases in the number of pedestrian KSI casualties than other authorities in the East Midlands (except Nottingham City) as shown in table 51 below, significantly better than the regional and national averages.

Table 51: Pedestrian killed or seriously injured casualties compared with East Midlands authorities

Authority	No. of pedestrian killed or seriously injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Nottingham City	133	50	-62%
Nottinghamshire	143	60	-58%
Leicestershire	60	26	-57%
Derby City	59	26	-56%
Northamptonshire	123	62	-49%
Derbyshire	109	61	-44%
Leicester City	62	36	-42%
Lincolnshire	80	58	-28%
East Midlands Region	771	381	-51%
England	9,861	5,236	-47%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.6 Car drivers and passengers

The numbers of car driver and passenger KSI casualties has decreased significantly and in 2009 the number of casualties had fallen by 47% when compared to the 1994-98 average; and by 27% when compared to 2005. The numbers of car drivers and passengers killed and seriously injured casualties are shown in figure 96 and table 52 below.



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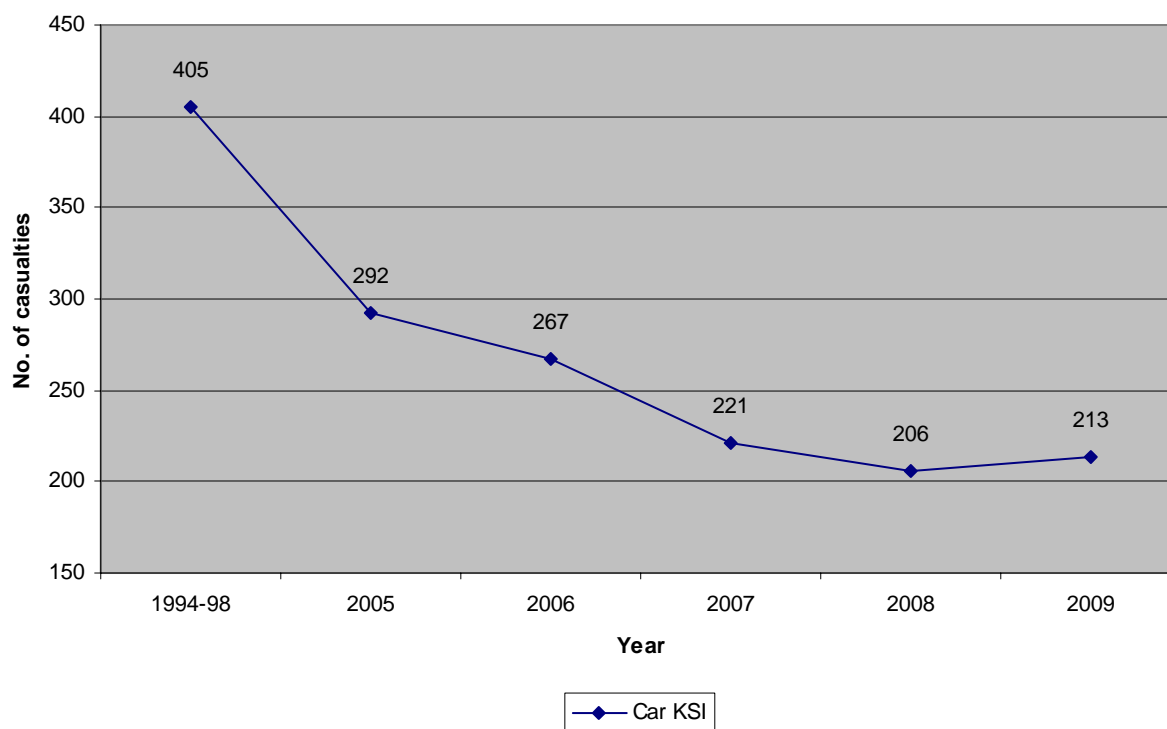


Figure 96: The number of car driver and passenger killed and seriously injured casualties in Nottinghamshire

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with 2005, the numbers of car driver and passenger KSI casualties has decreased in each of the districts except Mansfield, where the number of casualties has increased in each of the last two years. The numbers of car driver and passengers KSI casualties in Mansfield, however, remains low when compared to other districts.

Table 52: The number of car driver and passenger killed and seriously injured casualties in Nottinghamshire

District	No. of car driver and passenger killed or seriously injured casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	26	33	24	24	23	-12%
Bassetlaw	61	53	43	33	49	-20%
Broxtowe	24	10	31	17	15	-38%
Gedling	34	26	11	15	20	-41%
Mansfield	16	17	17	20	21	31%
Newark & Sherwood	68	68	48	55	55	-19%
Rushcliffe	63	60	46	42	33	-48%
<b>Nottinghamshire</b>	<b>292</b>	<b>267</b>	<b>221</b>	<b>206</b>	<b>213</b>	<b>-27%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, the reduction in car driver and passenger KSI casualties in Nottinghamshire is higher than the regional average but less than the national average as shown in table 53 below. But the actual number of casualties is higher than some other authorities in the region, although it should be noted that the number of casualties in Nottinghamshire also started from a higher base figure.

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Table 53: Car drivers and passengers killed or seriously injured casualties compared with East Midlands authorities

Authority	No. of car driver and passenger killed or seriously injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Nottingham City	94	34	-64%
Northamptonshire	471	210	-55%
Nottinghamshire	418	215	-49%
Lincolnshire	478	249	-48%
Derbyshire	327	201	-39%
Leicester City	35	23	-35%
Leicestershire	233	155	-34%
Derby City	44	33	-25%
East Midlands Region	2,130	1,135	-47%
England	19,579	9,249	-53%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.7 Road safety issues

### 9.7.1 Motorcyclist killed or seriously injured casualties

The numbers of motorcycle KSI casualties has decreased by 15% when compared to the 1994-98 average; and by 10% since 2005. This decrease is significantly lower than all other road users but in line with the national picture. In 2009 motorcyclists accounted for 1% of traffic on Nottinghamshire's roads but 25% of all of the KSI casualties. The numbers of motorcycle riders and passengers killed and seriously injured casualties are shown in figure 97 and table 54 below.

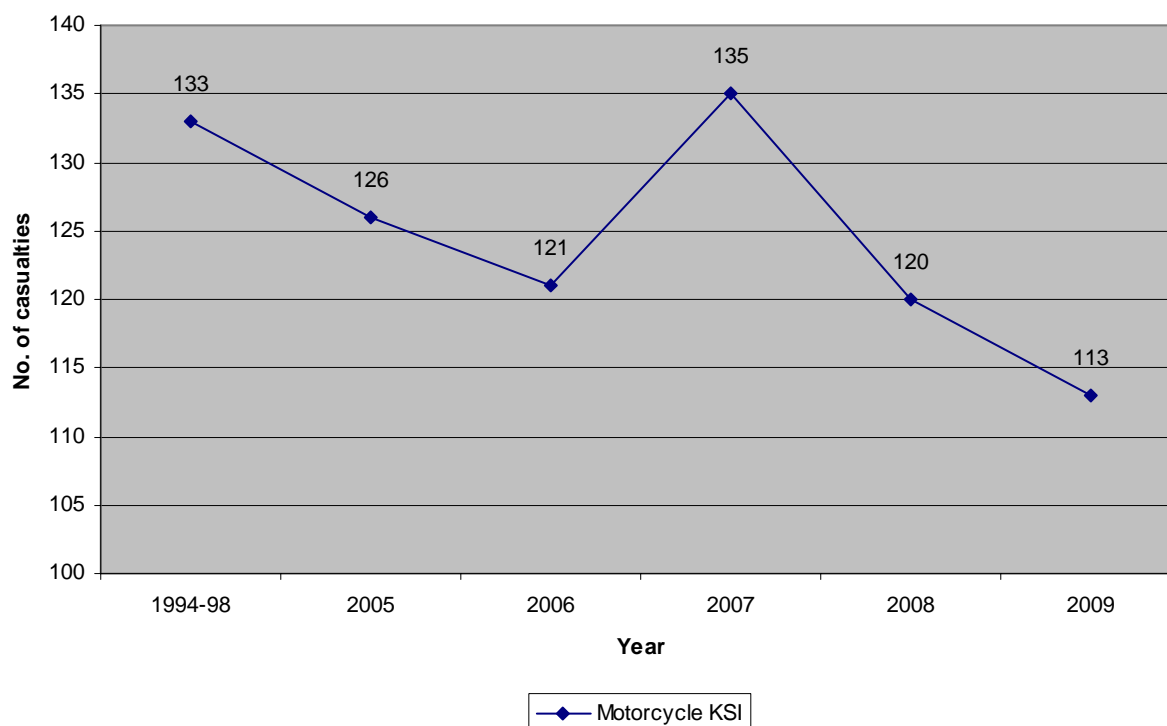


Figure 97: The number of motorcyclists and passenger killed and seriously injured casualties in Nottinghamshire

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

The greatest numbers of KSI motorcycle casualties involve riders of larger bikes over 500cc whilst they are overtaking (stationary and moving vehicles) or negotiating bends. The largest numbers of slight casualties involve riders of smaller bikes up to 125cc whilst they are overtaking (stationary and moving vehicles) or turning right. Historically the majority of accidents have involved older

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riders on higher powered bikes but accidents involving teenagers riding mopeds and bikes up to 125cc now feature.

When comparing 2009 with 2005, the more urban areas of Broxtowe and Gedling have seen increases in the numbers of KSI motorcycle casualties.

Table 54: The number of motorcyclists and passenger killed and seriously injured casualties in Nottinghamshire split by district

District	No. of motorcyclist and passengers killed or seriously injured casualties					Comparison of 2009 with 2005
	2005	2006	2007	2008	2009	% change
Ashfield	19	20	26	15	9	-53%
Bassetlaw	26	26	20	24	23	-12%
Broxtowe	10	13	18	13	17	70%
Gedling	14	14	20	14	18	29%
Mansfield	15	13	13	13	15	0%
Newark & Sherwood	22	21	29	24	16	-27%
Rushcliffe	22	14	9	18	15	-32%
<b>Nottinghamshire</b>	<b>126</b>	<b>121</b>	<b>135</b>	<b>120</b>	<b>113</b>	<b>-10%</b>

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

When comparing 2009 with the 1994-98 average, Nottinghamshire has seen more significant decreases in the number of motor cycle and passenger KSI casualties than most other authorities in the East Midlands as shown in table 55 below, better than the regional and national averages. But the actual number of casualties is higher than most other authorities in the region, although it should be noted that the number of casualties in Nottinghamshire also started from a higher base figure.

Table 55: Motorcycle rider and passengers killed or seriously injured casualties compared with East Midlands authorities

Authority	No. of motorcycle rider and passenger killed or seriously injured casualties		Comparison of 2009 with 1994-98 average
	1994-98 average	2009	% change
Nottingham City	44	28	-37%
Lincolnshire	112	94	-16%
Nottinghamshire	133	113	-15%
Northamptonshire	89	79	-11%
Leicestershire	61	57	-6%
Leicester City	12	11	-5%
Derbyshire	116	138	+19%
Derby City	19	32	+65%
East Midlands Region	590	558	-5%
England	5,867	5,211	-11%

Source: DfT Reported Road Casualties Great Britain 2009 Annual Report

## 9.7.2 Young drivers

When comparing 2009 with 2005, the numbers of young driver KSI casualties has fluctuated but has ultimately increased by 12%. The proportion of young driver KSI casualties has also increased. Young driver KSI casualties in 2009 accounted for 37% of all of the car driver KSI casualties in Nottinghamshire, compared to 29% in 2005. The numbers of young car drivers and passengers killed and seriously injured casualties are shown in figure 98 below.

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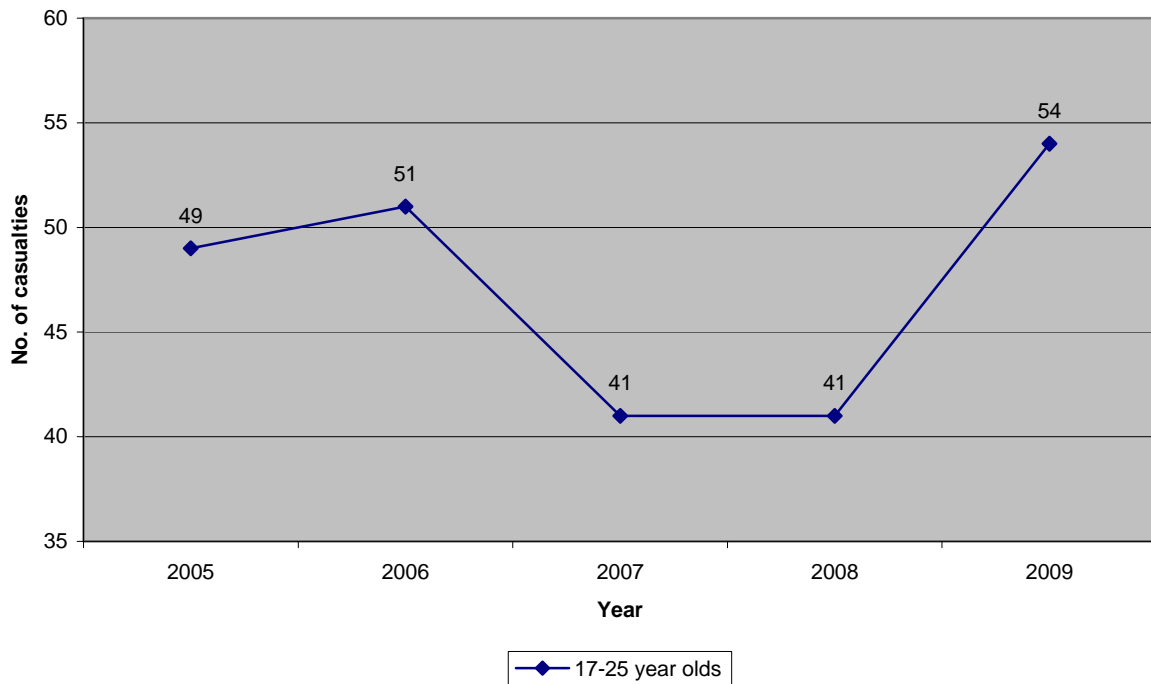


Figure 98: The number of young drivers and passenger killed and seriously injured casualties in Nottinghamshire

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

## 9.7.3 Speed

The numbers of KSI casualties where speed (either excessive speed or driving too fast for the conditions) was a contributory factor to the accident has decreased by 24% when comparing 2009 with 2005. The number of fatal casualties where speed was a contributory factor to the accident, however, has doubled between 2005 and 2009. In 2009 speed was a contributory factor in 43% of all of the fatal casualties in Nottinghamshire. The numbers of killed and seriously injured casualties where speed was a contributory factor are shown in figure 99 below.

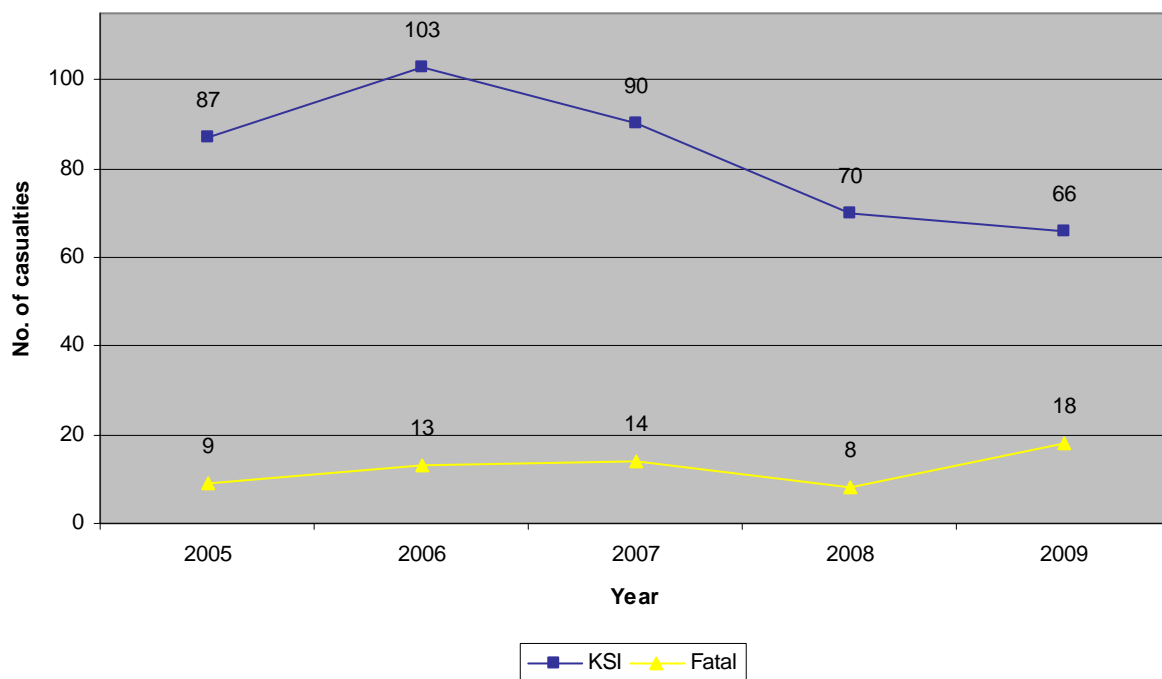


Figure 99: The number of fatal casualties and the number of killed and seriously injured casualties in Nottinghamshire where speed was a contributory factor to the accident

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10

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The number of killed and seriously injured casualties where speed was a contributory factor has significantly decreased in rural areas but has slightly increased in urban areas as shown in figure 100 below.

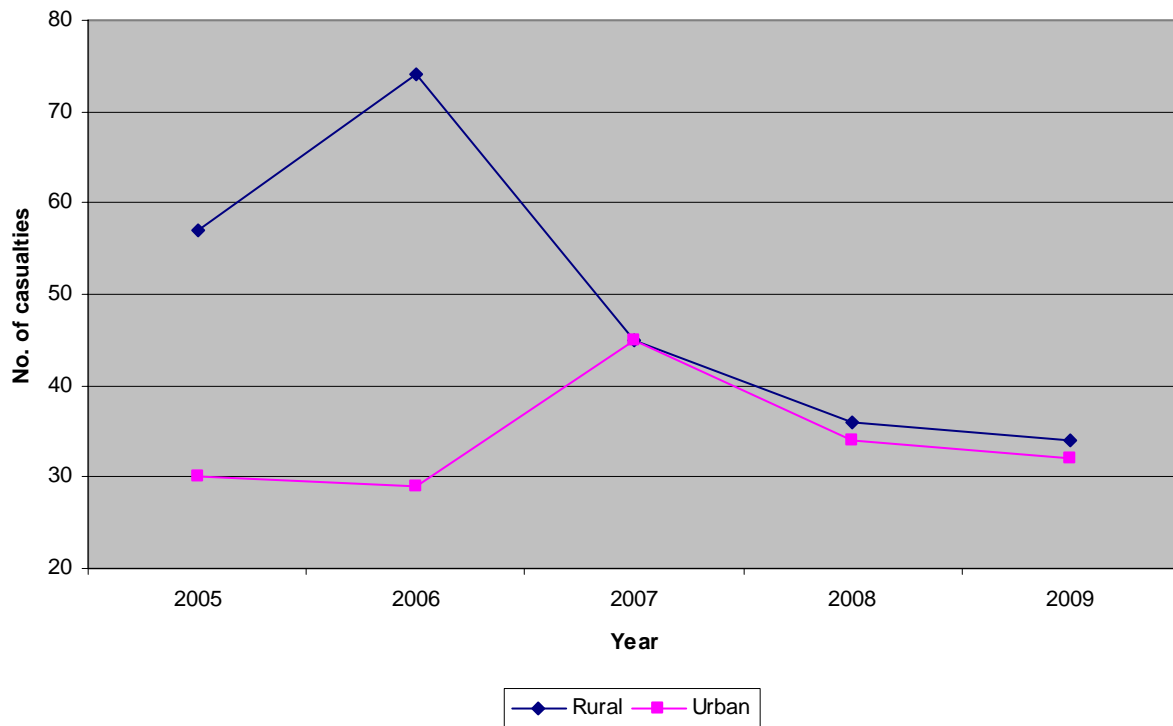


Figure 100: The number of killed and seriously injured casualties in rural and urban areas of Nottinghamshire where speed was a contributory factor to the accident

Source: Nottinghamshire County Council from STATS19 data - figures as at 05.08.10