PTE/14/61
Place Scrutiny Committee
15 September 2014

Road Traffic Collisions and Casualties 2013

Report of the Head of Planning, Transportation and Environment

1. Summary and long-term trends

This report is presented at the request of Place Scrutiny Committee (min *47 10 June 2014 refers).

The overall long term (10 year) trend for Devon's road **casualties**[1] is mixed, with all severities in 2013 down by 7% compared with 2012; down by 24% since 2004 and down by 10% against the 5 year average between 2008-2012. However, there are some areas where casualties are rising.

2013 also saw the lowest number of road fatalities on record. 16 road users lost their lives travelling in Devon in 2013 – compared with 34 in 2012. This was a 53% reduction on 2012 and was 45% lower than the five-year average from 2008-2012.[2]

However, collisions involving serious casualties are a cause for concern. **Serious casualties**[3] were up 7% over 2012 and the long-term trend is also upwards. The 294 serious casualties in 2013 were 29% higher than in 2004 and 28% higher than the 2008-2012 average. These increases are significant, are unlikely to be the result of statistical variation and we will need to review our strategic and operational approaches to road casualty reduction to ensure that our actions, and those of our partners, offer the best long term opportunities for reducing both the number and severity of injuries sustained by Devon's road users. The evidence bases for our activities – and specifically those activities which may influence the severity of injuries - will be reviewed and, wherever necessary, adjustments made to our operational and long-term strategic plans.

Whilst overall casualty numbers for pedestrians and cyclists are decreasing over time, the most serious injuries are rising. Cyclist killed or seriously injured (KSI) casualties totalled 33 in 2013, are up 27% on 2012 and up 43% on the 2009-12 five-year average. Pedestrian KSI totalled 45 in 2013, are up 7% on up 2012 and 25% on the five-year average.

Although casualties involving these vulnerable road users have increased it is important to note that cars were involved in 84% of all injury collisions on the Devon network and in 91% of those incidents which resulted in serious or fatal injuries.

A summary of key Devon figures, together with national comparisons, is presented in Appendix 4.

2. Background and national context

The **Road Traffic Act** (Section 39) places a duty on local authorities to make provision for road safety[4]. Local authorities must 'prepare and carry out a programme of measures designed to promote road safety', must 'carry out studies into accidents arising out of the use of vehicles' and 'in the light of those studies, take such measures as appear to the

[1] See Appendix 1
[2] See Appendix 2
[3] See Appendix 3
[4] http://www.legislation.gov.uk/ukpga/1988/52/section/39

authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users…'[5]

The Road Safety Team works with a broad evidence base, of which police collision data forms an important part. Our annual statistical review[6] is substantially based on police data and is complemented by national and international research, as well as studies undertaken locally to test the effectiveness of road safety interventions undertaken by Devon County Council and its partners.

In addition, intelligence reports at district level are produced to assist Devon and Cornwall Police deploy enforcement officers, and this year we will produce summary reports for market and coastal towns which will assist Devon officers and their partners to deliver road safety interventions that are, where possible, more tailored to local need.

National road casualty figures are produced by the Department for Transport, and a summary of the 2013 national outturn appears in the second half of Appendix 4. All classes of casualty were down in 2013, set against a small rise in vehicle miles travelled. As is the case in Devon, KSI injuries accounted for 13% of all casualties.

3. Devon Road Casualties and Collisions – local performance

In 2011 DfT published the Strategic Framework for Road Safety[7], which removed national targets for road safety performance. It is left to individual highway authorities to track their own progress and a number of indicators[8] and comparison[9] figures are used by Devon to do this.

- The number of Killed or Seriously Injured (KSI) casualties – recent rises in those seriously injured mean that the long term trend is shallowing and shows little overall improvement.
- The rate of KSI casualties per million people – the long-term trend is downwards but again shallow, and both the south west and national rates are lower.
- Rate of KSI per billion vehicle miles – this shows a positive long-term decline.
- The estimated economic cost of collisions – the rolling three year average shows an increase in 2010-12 at £149m per annum (compared with £115m for 2009-11). 2013 data will be calculated when the DfT updates its figures in September 2014.

4. Young people and children (0-16yrs)

The five-year trend for all severities of child casualty is encouraging and, at 184 recorded injuries, 2013 was 11% lower than 2012 and 10% lower than the five-year average. These decreases were recorded for all modes of travel[10] with the exception of walking. Child pedestrian injuries increased by 24% over 2012 and 13% over the average for the previous five years.

Increases were also recorded for child KSI casualties and although more children are injured as vehicle passengers, the most serious injuries occur when the child is a pedestrian. (The figures for pedestrians of all ages reflects this – all severities of injury show a steady

[5] http://www.legislation.gov.uk/ukpga/1988/52/section/39
[6] http://www.devon.gov.uk/index/transportroads/roads/road_safety/collision-stats.htm
[7] https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/8146/strategicframework.pdf
[8] See Appendix 5
[9] See Appendix 6
[10] See Appendix 7

downward trend but those pedestrians who are killed or seriously injured [45 in 2013] is rising).

It is difficult to provide an accurate estimate of the distances covered by Devon's young people on the home to school journey. School run public transport passenger miles alone are estimated at around 55 million per annum. There will be several million additional miles journeyed in private vehicles, on foot and by bicycle. On the home to school journey, in 2013, there were:
97 children injured during school term **dates**[11], of which 52 were likely to have been on a home-to-school **journey**. Of the 52 travelling to or from school:
20 were passengers in vehicles 30 were pedestrians and 2 were cyclists.

Appendix 14 shows that there was no change in collisions between 2012 and 2013 and the five-year trend remains downwards.

5. The road user

Car **occupants** accounted for 67% of all Devon's road casualties. However, **cars were involved in 91% of all injury collisions** occurring on Devon's roads and 84% of the collisions involving serious injury. Car drivers therefore still offer the single most important opportunity to influence the overall safety of Devon's road users.

When examined by individual mode there are notable differences in Devon's road casualty outturn between the overall number of casualties[12] and those involving the most serious injuries[13].

Most major categories of road user saw decreases in casualty numbers, except for goods vehicles, with a significant rise for light goods vehicles. This is a class of vehicle that has been growing in recent years, reflecting changes in retail habits and goods delivery throughout the UK.

However, all major classes of road user experienced rises in the most serious injuries and more work will need to be done to address those factors than can be influenced. The current strategy includes influencing the skills and transport choices of the youngest and oldest drivers; educating younger drivers about the risks associated with an older vehicle pool; influencing the speed choices of all motorised road users; persuading and assisting companies to manage more effectively the safety of their fleets and the practices of their drivers, and providing training, information and support to more experienced motorcyclists riding larger capacity machines.

Whilst the emphasis will be on improving the standards of motorists for the collective benefit of all road users, we will also be working closely with our partners to ensure that those younger and more vulnerable also receive the skills and knowledge they need to help protect themselves. Whilst it is too early to say what effects a detailed review of the evidence will have on our long-term strategy and our shorter-term operational plans, the aim is to refresh the existing Devon Road Safety Strategy to ensure that it reflects the available evidence base and recognised best practice – and also reflects the resources available.

[11] See Appendix 14
[12] See Appendix 8
[13] See Appendix 9

6. Collision causes - including road user behaviours

There are 78 Contributory Factors that may be assigned to a collision by the police.[14] Of these, the three most common contributory factors for all severities in 2013 were:

- (1) Driver/rider failed to look properly
- (2) Driver/rider failed to judge path or speed
- (3) Loss of control

These rankings are unchanged from 2012.

For the most serious injuries the three most common contributory factors were:

- (1) Driver/rider failed to look properly
- (2) Loss of control
- (3) Driver/rider failed to judge path or speed

A failure to judge path or speed became more common in 2013 than in 2012.

Appendix 10 shows the 10 most common contributory factors in Devon.

Appendix 11 shows the 10 most common groups of factors, with the following as the three most common:

- (1) Driver/rider error
- (2) Injudicious action
- (3) Behaviour or inexperience.

The contributory factors and factor groups consistently point to problems relating to road user error and treating these behavioural factors – with an emphasis on errors, lapses and violations committed by motorists specifically - will remain the principal focus of our road casualty reduction programme.

7. The network and casualty distribution

The majority of collisions (89%) occurred on roads managed by Devon – the remaining 11% were on Highways Agency (HA) roads. However, the highest collision rate (collisions per billion vehicle miles travelled) was on the HA network. Of those collisions which occurred on the Devon network the highest percentage (37%) occurred on A class roads, which, whilst only 7% of the network, accords with these roads carrying the highest volumes of traffic. A class roads also attract the highest percentage of KSI collisions (40%).

Devon's A roads are, for the purposes of risk rankings, broken down into 138 sections. B roads are broken down into 94 sections. These rankings provide essential information for front line officers – including police officers and those maintaining the carriageway – to help deploy resources to areas of greatest need. Also, as the number of collision clusters diminish following road safety treatments, our focus is shifting towards smaller sections of carriageway which may respond to improvements through light touch engineering and changes made during routine and reactive maintenance as a cost effective means of improving their collision performance.

[14] http://assets.dft.gov.uk/statistics/series/road-accidents-and-safety/stats19-road-accident-injury-statistics-report-form.pdf

Examples of these risk rankings – based on 2013 data – appear in Appendix 12.

These tables show the relative risk of roads in Devon as compared to other Devon roads **based only on Devon data**. In order to get a sense of their relative level of risk in a broader, national context, it is important to consider the European Road Assessment Programme's annual rankings.[15] In this context Devon has no roads that are ranked as having higher than medium risk. Those ranked as Medium are the A3213; two sections of the A3072 either side of the A377; and the A3121.

Casualties in each of Devon's districts, including their casualty rates per one million population, are presented in Appendix 13.

8. Conclusions and targeting

There is clearly a need to address those incidents in which road users suffer serious injuries. Devon's challenges in this regard are reflected elsewhere in the South West, with serious injuries up 17% across the Devon and Cornwall Police area. Consequently, there will be a coordinated response to this issue across our partners reflecting a refreshed Road Safety Strategy - following further detailed analysis of the factors that lie behind these types of collision.

The rises in serious incidents involving more vulnerable road users are also of concern and are again reflected in other South West highway authorities. Ensuring that the network is available and attractive to pedestrians and cyclists is essential to a broad range of agendas, not least health and economic growth. The skills and behaviours of motorised road users is central to protecting more vulnerable modes, and this is likely to be the principal focus of Devon and its partners in future. Cars are involved in 91% of incidents involving serious injury, even though the occupants of those cars accounted for 67% of all injuries.

Devon will continue to examine the entire highway network for collision clusters each year. However, if the trend away from clusters continues the focus for engineering interventions will shift towards small sections and routes, with road safety specialists working with colleagues in maintenance, transportation planning and development control to provide safety enhancements wherever opportunities present, and prioritised by the risk ranking of each individual section.

Devon County Council will also continue with its role as a leading partner in multi-agency interventions that will enable us to maintain front line engagement with some of Devon's most at-risk road users. These partnerships will include, but not be exclusive to, colleagues in neighbouring highway authorities, the Police and Fire and Rescue services. This will enable Devon to maintain a best practice 'safer system' approach to highway safety, treating the user, highway and mode of travel with a combination of interventions designed to have the most effective impact and the most efficient use of resource.

9. Appendices

Appendix 1	Devon Casualties – 10 year trend
Appendix 2	Fatal Casualties – 10 year trend
Appendix 3	Serious Casualties – 10 year trend
Appendix 4	Reported Road Casualties in Devon – Summary and National Comparison
Appendix 5	Performance indicators
Appendix 6	Regional and National Comparisons
Appendix 7	Child casualties by transport mode

[15] http://www.eurorap.org/media/186687/measuring_to_manage_2013_web.pdf

Appendix 8	Road User Casualties – all severities
Appendix 9	Road User Casualties – Killed and Seriously Injured
Appendix 10	Top 10 Contributory Factors
Appendix 11	Top 10 Contributory Factor Groups
Appendix 12	A and B class routes in the top risk quartile
Appendix 13	Casualty numbers and rates for Devon Districts
Appendix 14	Term time collisions involving young casualties

Dave Black
Head of Planning Transportation and Environment

Electoral Divisions: All Divisions

Cabinet Member for Highway Management & Flood Prevention: Councillor Stuart Hughes

Strategic Director, Place: Heather Barnes

Local Government Act 1972: List of Background Papers

Contact for enquiries: Jeremy Phillips

Room No. Lucombe House, County Hall, Exeter. EX2 4QD

Tel No: (01392) 383000

Background Paper	Date	File Reference
Nil		

p020914psc Road Traffic Collisions and Casualties 2013
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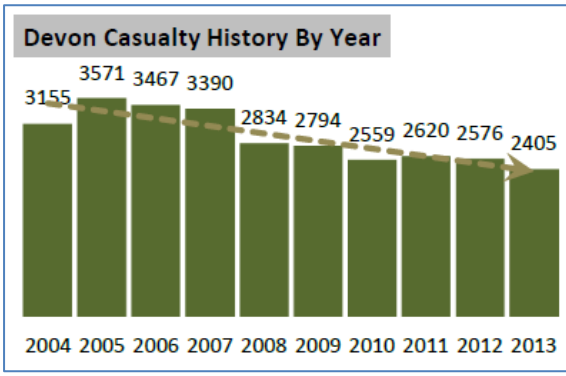
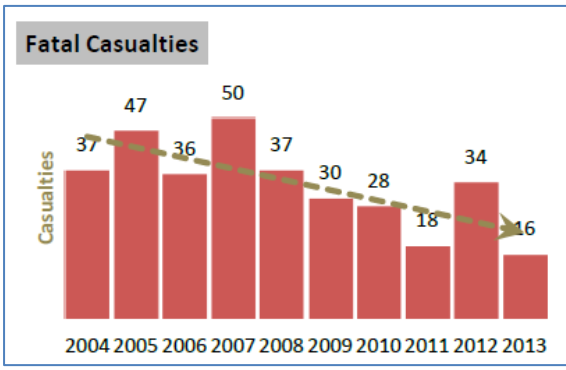
Appendix 1
Devon Casualties – 10 year trend



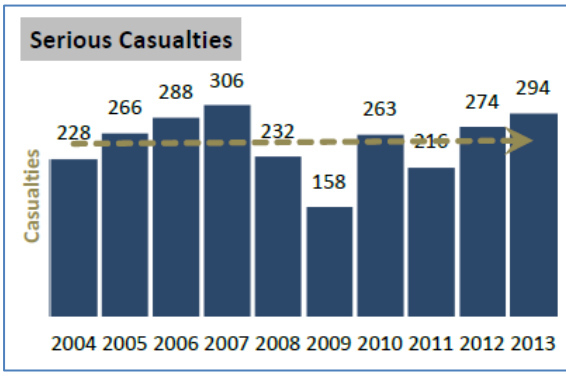
Casualties	2013	% Change from 2012	% Change from 2004	% Change from 2008-12
Devon	2,405	-7%	-24%	-10%

Appendix 2
Fatal Casualties – 10 year trend



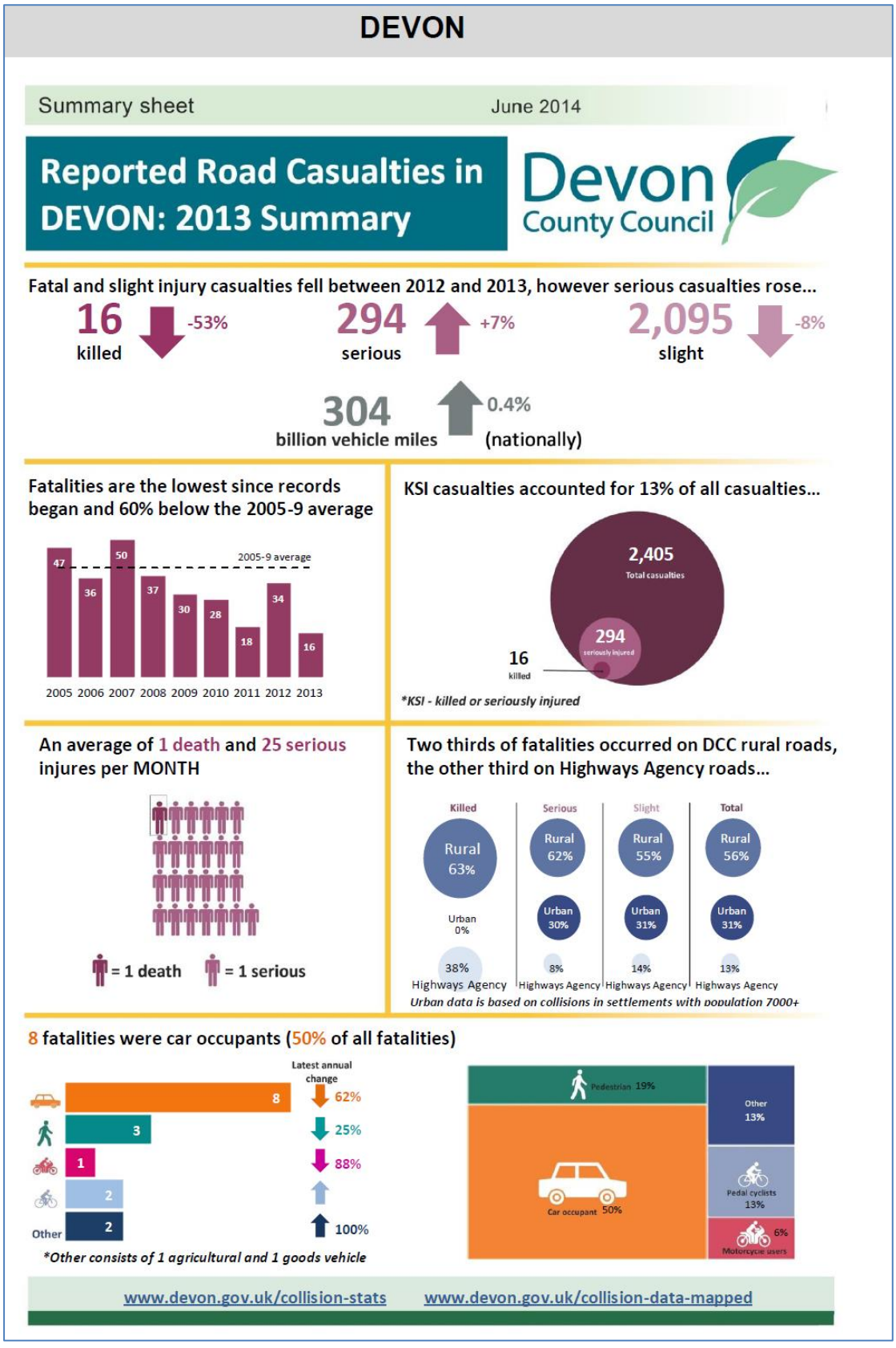
Casualties	2013	% Change from 2012	% Change from 2004	% Change from 2008-12
Devon	16	-53%	-57%	-45%

Appendix 3
Serious Casualties – 10 year trend



Casualties	2013	% Change from 2012	% Change from 2004	% Change from 2008-12
Devon	294	+7%	+29%	+28%

Appendix 4
Reported Road Casualties in Devon – Summary and National Comparison



NATIONAL

Summary sheet 26 June 2014

Reported Road Casualties in Great Britain: Main Results 2013

Department for Transport

Casualties fell between 2012 and 2013 for all severities despite a small increase in traffic ...

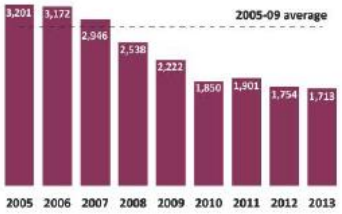
1,713 killed ↓ 2%

21,657 serious ↓ 6%

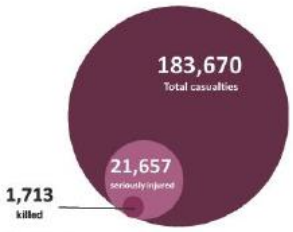
160,300 slight ↓ 6%

304 billion vehicle miles ↑ 0.4%

Fatalities are the lowest since records began and 39% below 2005-09 average ...

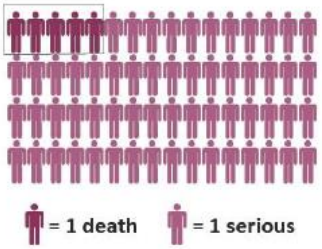


KSI casualties accounted for 13% of all casualties ...

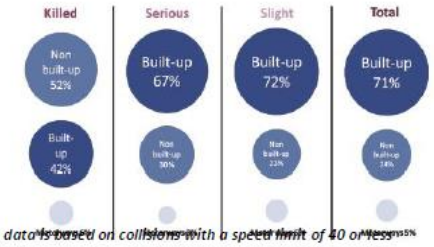


**KSI - killed or seriously injured*

An average of 5 deaths and 59 serious injuries occurred per day ...

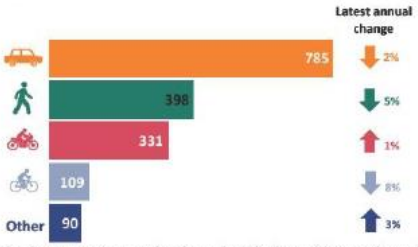


The majority of fatalities occured on non built-up roads and serious injuries on built-up roads ...



Urban data is based on collisions with a speed limit of 40 or less

785 fatalities were car occupants (46% of all fatalities) ...



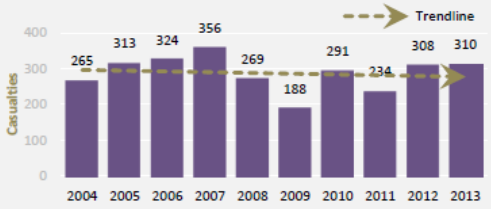
**Other consists mainly of goods vehicle and bus and coach occupants*

www.gov.uk/government/publications/reported-road-casualties-in-great-britain-main-results-2013

Appendix 5
Performance indicators

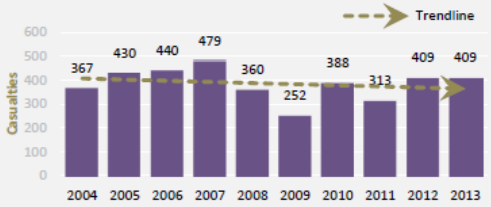
Primary indicators

Number of killed or seriously injured casualties



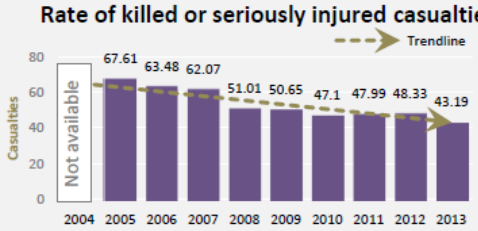
We have seen a recent rise in KSI casualties (see page 11) which will require further investigation into serious casualties (fatal casualties have been decreasing).

Rate of killed or seriously injured casualties per million people



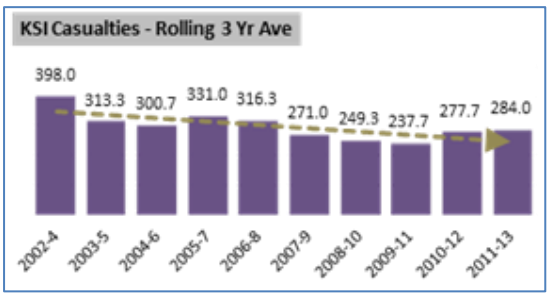
Devon's rate is similar to Cornwall and Torbay, (see page 11) however the South West and National rates are lower.

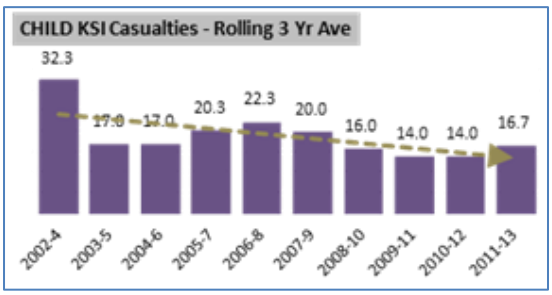
Rate of killed or seriously injured casualties per billion vehicle miles



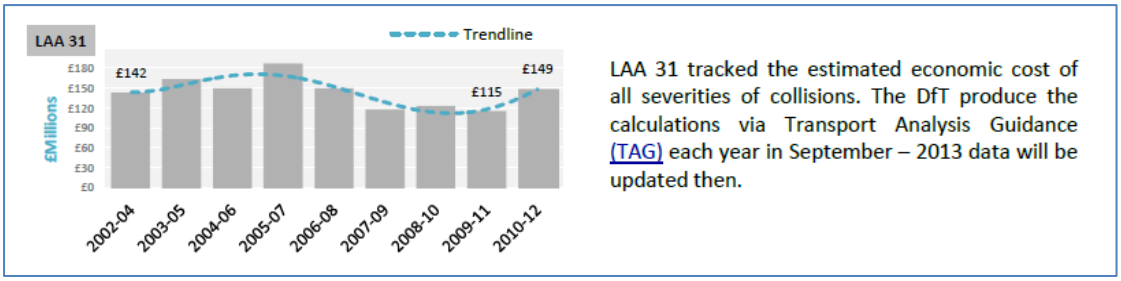
There was a decrease in rate from 2012 to 2013 and the ten year trend shows a general decline in the rate over time which is a positive outcome. These are calculations that the DfT have used on their road collisions webpage. 2004 rates have not been published.

KSI and Child KSI Rolling Three Year Averages





Economic Cost rolling Three Year Averages



LAA 31 tracked the estimated economic cost of all severities of collisions. The DfT produce the calculations via Transport Analysis Guidance (TAG) each year in September – 2013 data will be updated then.

Appendix 6
Regional and National Comparisons

LOCAL & NATIONAL COMPARISON

Devon, Cornwall, Torbay and Plymouth are all showing a decrease from the previous five year averages. If you consider the change from 2012 to 2013 Plymouth was the only area to see a rise.

South West and National figures will be available around September.

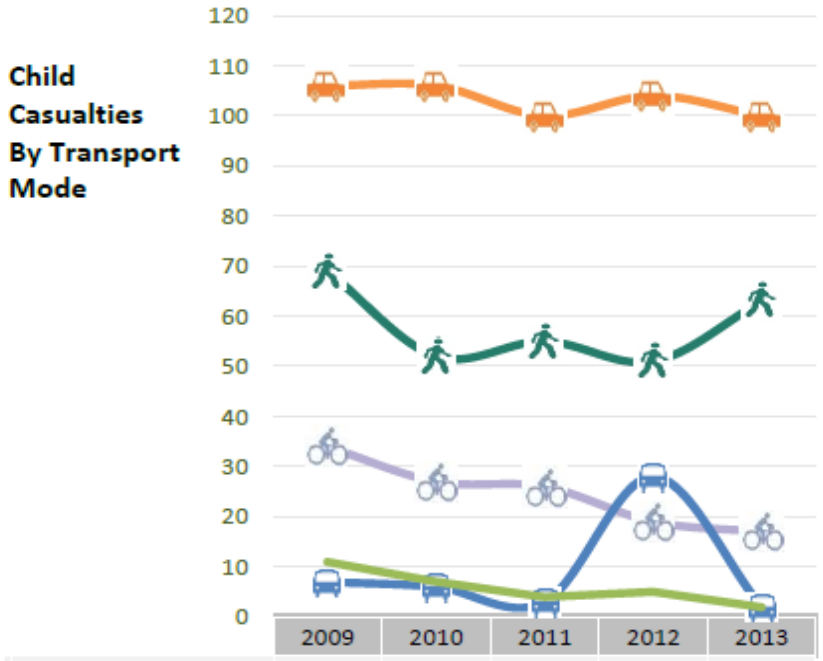
Collisions	2013	% Change from 2012	% Change from 2004	% Change from 2008-12	Poisson Sig
Devon	1,708	-6%	-30%	-11%	n/a
Cornwall	1,284	-1%	-36%	-10%	n/a
Torbay	303	-1%	-28%	-8%	n/a
Plymouth	633	+8%	-33%	-7%	n/a
South West	TBC	TBC	TBC	TBC	n/a
National	TBC	TBC	TBC	TBC	n/a

The casualties figures show a similar picture to the collisions, a decrease for all south west peninsular local authorities compared to the previous five year averages.
Nationally and within the whole of the South West region (which comprises Gloucestershire, Bristol, Wiltshire, Somerset, Dorset, Devon, Cornwall and the Isles of Scilly) there was a decrease in overall casualties from 2012 to 2013, and also a decrease from the 2008-12 average.

Casualties	2013	% Change from 2012	% Change from 2004	% Change from 2008-12	Poisson Sig	Casualties Per 1 mn Population
Devon	2,405	-7%	-24%	-10%	n/a	**3173**
Cornwall	1,804	-1%	-34%	-13%	n/a	**3333**
Torbay	364	-10%	-28%	-14%	n/a	**2756**
Plymouth	830	+13%	-28%	-4%	n/a	**3202**
South West	15,137	-5%	-37%	-13%	n/a	**2815**
National	183,670	-6%	-35%	-13%	n/a	**2949**

Casualties per million population statistics show that Devon, Cornwall and Plymouth are above the South West and National rates.

Appendix 7
Child casualties by transport mode



	2009	2010	2011	2012	2013	Change from 2012	Change from 5 yr ave
Car Occupants	106	106	100	104	100	-4%	-3%
Pedestrian	69	52	55	51	63	+24%	+13%
Cycle	34	27	26	19	17	-11%	-43%
Bus/Minibus	7	6	3	28	2	-93%	-80%
Other	11	7	4	5	2	-60%	-66.7%-

Appendix 8
Road User Casualties – all severities

	Devon				
	Road User Type	2009-13 Trend	2013 Casualties	Change from last year (2012)	Change from 5 yr average (2008-12)
Car Occupants	Car Driver - Young		259	-15%	-20%
	Car Driver - Mid		683	-7%	-9%
	Car Driver - Older		159	-1%	+5%
	Car Driver - U/Kn & <16		10	+11%	-44%
	Car passenger		502	-12%	-17%
	ALL CAR OCCUPANTS		**1,613**	**-9%**	**-13%**
Motorcyclists	Motorcycle under 50cc		31	-9%	-31%
	Motorcycle 50-125cc		79	-6%	+4%
	Motorcycle 125-500cc		19	0%	-32%
	Motorcycle 500cc+		118	+12%	+11%
	ALL MOTORCYCLE USERS		**248**	**+2%**	**-2%**
Business	Light Goods (<3.5 t)		66	+89%	+83%
	Heavy Goods (3.5+t)		20	-9%	-5%
	ALL GOODS VEHICLES		**86**	**+51%**	**+51%**
	Taxi		11	+120%	+57%
	Agricultural vehicles		7	-30%	+40%
Sustainable	Pedal Cycle		168	0%	-2%
	Pedestrian		231	-3%	-9%
	Bus/coach/Minibus		27	-47%	-47%
	Horses		5	+25%	0%
	Other		10	-57%	-50%
	TOTAL CASUALTIES		**2,405**	**-7%**	**-10%**
	Child casualties (all modes)		184	-11%	-10%

Appendix 9
Road User Casualties – Killed and Seriously Injured

		Devon KSI			
	Road User Type	2009-13 Trend	2013 Casualties	Change from 2012	Change from 5 yr average (2008-12)
Car Occupants	Car Driver - Young		18	-40%	-22%
	Car Driver - Mid		46	-13%	+7%
	Car Driver - Older		27	+69%	+93%
	Car Driver - U/Kn & <16		0		-100%
	Car passenger		47	-2%	+15%
	ALL CAR OCCUPANTS		**138**	**-6%**	**+13%**
Motorcyclists	Motorcycle under 50cc		3	-25%	-50%
	Motorcycle 50-125cc		22	-19%	+22%
	Motorcycle 125-500cc		9	+50%	+50%
	Motorcycle 500cc+		41	0%	+11%
	ALL MOTORCYCLE USERS		**75**	**-4%**	**+12%**
Business	Light Goods (<3.5 t)		9	+200%	+350%
	Heavy Goods (3.5+t)		3	0%	+200%
	ALL GOODS VEHICLES		**12**	**+100%**	**+200%**
	Taxi		0		-100%
	Agricultural vehicles		3	-25%	+200%
Sustainable	Pedal Cycle		33	+27%	+43%
	Pedestrian		45	+7%	+25%
	Bus/coach/Minibus		1	-50%	-50%
	Horses		2		
	Other		1	-67%	-67%
	TOTAL CASUALTIES		**310**	**+1%**	**+20%**
	Child casualties (all modes)		21	+24%	+40%

Appendix 10
Top 10 Contributory Factors

All Collisions

2013 Count	Description	2013 Rank	2012 Rank	5yr ave Rank
687	Driver/rider failed to look properly	1	1	1
391	Driver/rider failed to judge	2	2	2
282	Loss of control	3	3	3
280	Driver/rider Careless/Reckless/hurry	4	5	5
253	Poor turn or manoeuvre	5	4	7
242	Travelling too fast for conditions	6	6	4
221	Slippery road (due to weather)	7	7	6
181	Sudden braking	8	8	8
134	Following too close	9	9	9
113	Inexperienced or learner driver/rider	10	10	10

KSI Collisions

2013 Count	Description	2013 Rank	2012 Rank	5yr ave Rank
96	Driver/rider failed to look properly	1	1	1
68	Loss of control	2	2	2
52	Driver/rider failed to judge path/speed	3	4	5
52	Poor turn or manoeuvre	4	6	6
49	Driver/rider Careless/Reckless/hurry	5	5	4
39	Travelling too fast for conditions	6	3	3
26	Swerved	7	16	13
24	Slippery road (due to weather)	8	7	7
22	Exceeding speed limit	9	7	8
20	Sudden braking	=10	12	12
20	Other	=10	13	15

Appendix 11
Top 10 Contributory Factor Groups

All Severities	2013	2012	5 yr ave
Driver/rider error	45%	45%	43%
Injudicious action	13%	13%	14%
Behaviour or inexperience	12%	12%	12%
Road environment	10%	10%	11%
Impairment or distraction	7%	7%	7%
Pedestrian related	5%	6%	6%
Vision Affected	6%	5%	6%
Vehicle defects	1%	1%	1%
Other	2%	2%	2%

KSI	2013	2012	5 yr ave
Driver/rider error	44%	41%	41%
Injudicious action	11%	15%	15%
Behaviour or inexperience	12%	12%	12%
Road environment	7%	7%	8%
Impairment or distraction	9%	10%	8%
Pedestrian related	7%	9%	8%
Vision Affected	6%	3%	5%
Vehicle defects	1%	1%	1%
Other	3%	2%	2%

Appendix 12
A and B class routes in the top risk quartile

A Roads

Rank out of 138	Route Length Description	Urban /Rural /Mixed	AADT	KM Length	(1) Ave KSI per yr	(2) Ave annual KSI per km	(3) KSI per bn veh km	(4) Ave Colls Per yr	(5) Ave annual colls per km	(6) Colls per bn veh km
1	A380 Penn Inn thro Kingskerswell to Torbay Boundary	U	30080	4.4	2.6	0.59	54	22.4	5.1	461
2	A381 Penn Inn to Newton Abbot A382 jct	U	16627	1.9	0.8	0.43	70	9.0	4.8	792
3	A3015 Countess Wear to Exeter Centre (Acorn Gyratory)	U	25149	3.2	1.6	0.50	54	12.0	3.7	408
4	A383 N'Ab Fire Sv RAB - racecourse - G'HillWay	U	14991	2.5	1.0	0.40	73	6.2	2.5	451
5	A358 Boshill Cross thro Musbury to Axminster 30 term	R	6653	6.0	1.4	0.23	96	5.8	1.0	398
6	A377 from A30 jct - Alphington Rd - Exe Bridges	U	22259	1.9	0.6	0.32	39	11.2	5.9	731
7	A386 Central Bideford - Long Bridge to A39 RA	U	18634	1.8	0.6	0.34	50	6.8	3.8	565
8	A375 Honiton Urban Area - High St Battisham Tesco jct	U	12166	2.3	0.8	0.35	78	4.8	2.1	469
9	A399 Hele Bch (Ilf'cbe) thro Cbe'Martin to Blackmoor Gt	M	1845	14.0	1.4	0.10	148	7.2	0.5	761
10	A377 Exe Bridges to Cowley Bridge RAB	U	12318	3.2	0.6	0.18	41	8.8	2.7	603

B Roads

Rank out of 95	Route Length Description	AADT	Length	(1) Ave KSI per yr	(2) Ave annual KSI per km	(3) KSI per bn veh km	(4) Ave colls per yr	(5) Ave annual colls per km	(6) Colls per bn veh km
1	B3183 Exeter Paris St RAB - Heavitree - Middlemoor	unknown	3.1	2.2	0.71	-	19.6	6.3	-
2	B3212 Part 5 Middlemoor to Sidwell St RAB	unknown	2.7	2.0	0.74	-	11.4	4.2	-
3	B3178 Part 1 Exmouth to Budleigh (Knowle)	unknown	5.7	1.2	0.21	-	9.4	1.6	-
3	B3195 NAbbot - Courtenay Pk to Highweek St	unknown	1.9	0.8	0.42	-	8.8	4.6	-
5	B3260 White Hse Services A30 to Neldon jct A30	10210	7.8	1.2	0.15	-	7.8	1.0	-
6	B3180 Part 1 Hulham Road/Common to Half Way Inn	5990	4.8	1.0	0.21	-	6.2	1.3	-
7	B3233 Wesleigh to Sticklepath	10626	10.2	1.2	0.12	-	7.4	0.7	-
8	B3183 Exeter Clock Tower to Paris St RAB	unknown	1.0	0.4	0.40	-	6.2	6.2	-
9	B3192 Ashcombe Cross to Teignmouth	6284	8.4	1.0	0.12	-	6.4	0.8	-
9	B3212 Part 3 Pocombe Bridge to Exe Bridges Exeter	6663	2.3	0.4	0.17	-	8.2	3.6	-

Appendix 13
Casualty numbers and rates for Devon Districts[16]

ALL SEVERITIES — COLLISONS

Devon District	2013 Collisions	% Change from 2012	% Change from 5 yr ave	Poisson Significance
East Devon	300	-5%	-9%	n/a
Exeter	243	-11%	-14%	n/a
Mid Devon	154	+3%	-11%	n/a
North Devon	206	-15%	-11%	n/a
South Hams	210	-14%	-13%	n/a
Teignbridge	305	-6%	-17%	n/a
Torridge	140	+15%	+5%	31%
West Devon	150	0%	-6%	n/a
Devon	**1,708**	**-6%**	**-11%**	n/a

ALL SEVERITIES — CASUALTIES

Devon District	2013 Casualties	2012 Population	Casualties Per 1 million Population
East Devon	445	134,359	3312
Exeter	282	119,397	2362
Mid Devon	223	78,335	2847
North Devon	304	93,847	3239
South Hams	280	83,597	3349
Teignbridge	431	125,020	3447
Torridge	210	64,743	3244
West Devon	230	53,859	4270
Devon	**2,405**	**753,157**	**3,193**

KSI — COLLISONS

Devon District	2013 Collisions	% Change from 2012	% Change from 5 yr ave	Poisson Significance
East Devon	37	-26%	-10%	n/a
Exeter	37	+12%	+48%	4%
Mid Devon	29	+53%	+53%	6%
North Devon	36	-16%	+9%	46%
South Hams	36	+33%	+33%	12%

KSI — CASUALTIES

Devon District	2013 Casualties	2012 Population	Casualties Per 1 million Population
East Devon	48	134,359	357
Exeter	39	119,397	327
Mid Devon	33	78,335	421
North Devon	41	93,847	437
South Hams	38	83,597	455

[16] The Poisson Significance in the tables refers to the level of confidence that the change – in this case an increase in collisions – may repeat in future years. Exeter shows a Poisson Significance of 4% - suggesting a 96% confidence level that the increase is not just due to random statistical fluctuation and instead occurred because of real-world changes.

Appendix 14
Term time collisions involving young casualties in 2013