

2025

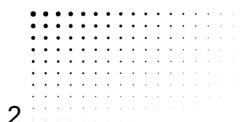
# STRATEGIC ASSESSMENT



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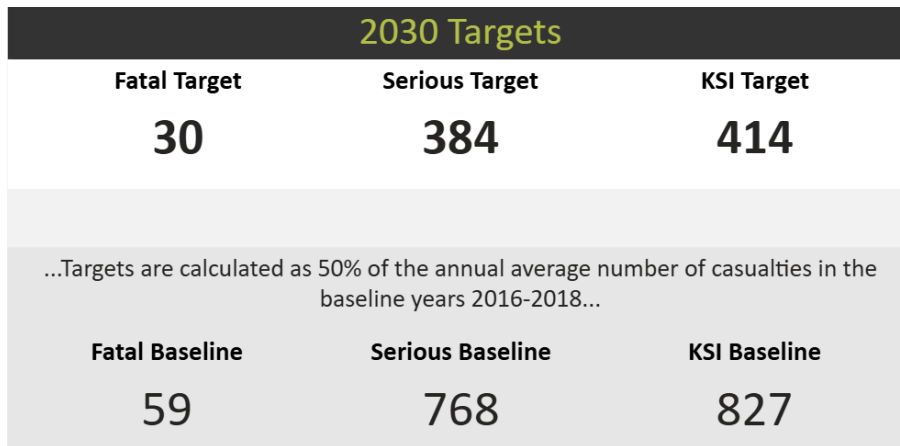
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# Executive Summary

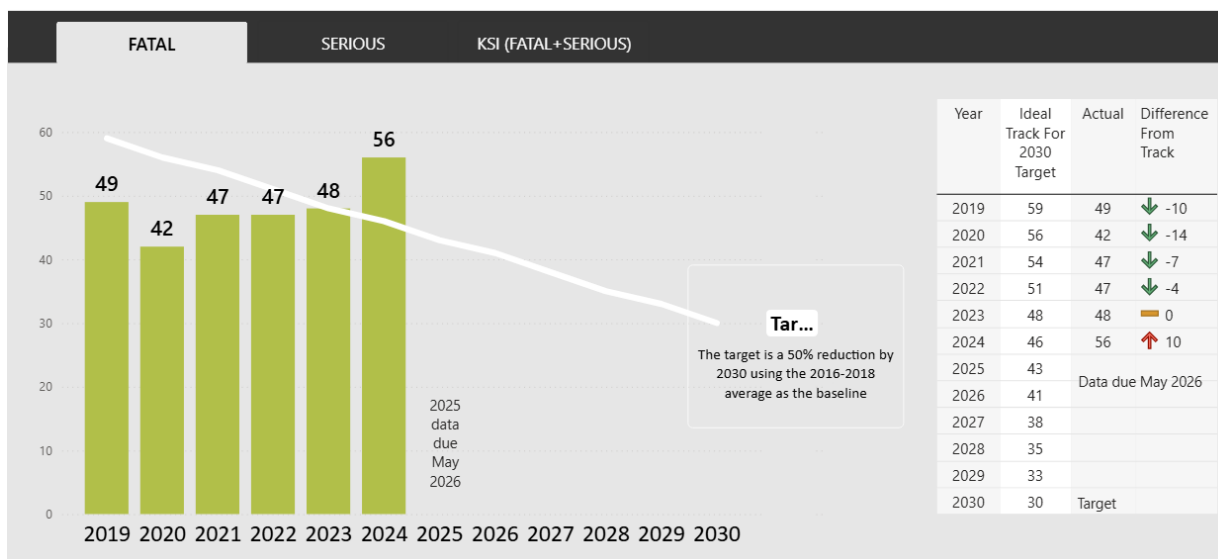
This Strategic Assessment was developed in 2025, and data reviewed is up to and includes 31st December 2024.

Vision Zero South West has adopted a 50% reduction in the number of people killed or seriously injured (KSIs) on the roads of Devon and Cornwall by 2030 as an interim target. This is from an averaged baseline between 2016-2018, see figure 1.

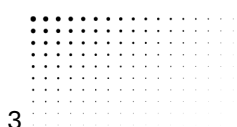


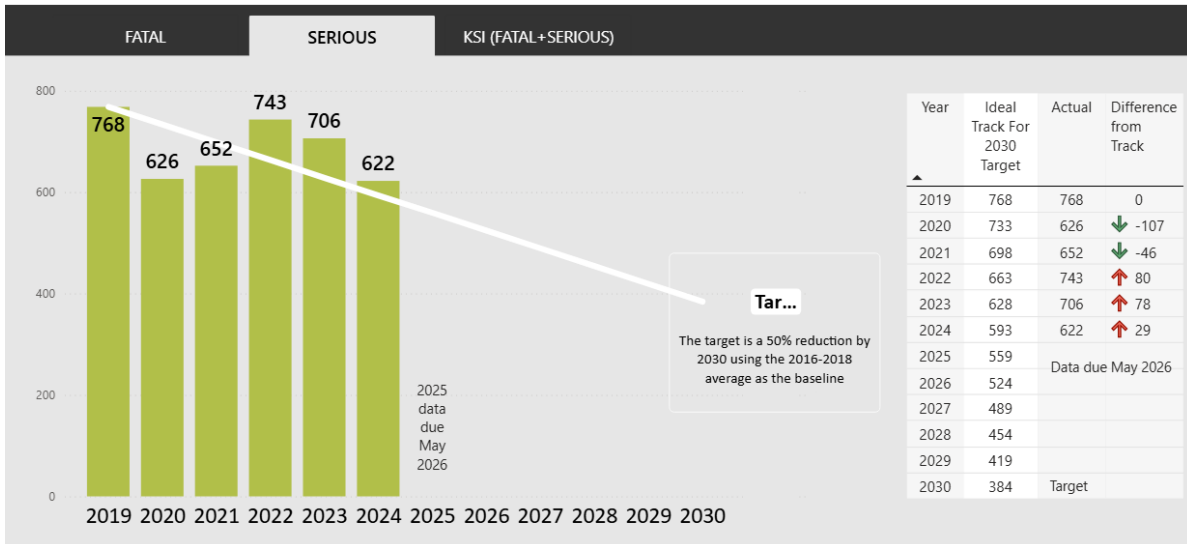
**Figure 1: VZSW 50% interim KSI reduction target**

Overall, KSIs in Devon and Cornwall have been reducing year on year since 2017 following a similar pattern to the national trend seen across Great Britain. The following three figures show progress towards our interim casualty reduction targets in terms of fatalities, serious injuries and the combined KSIs.

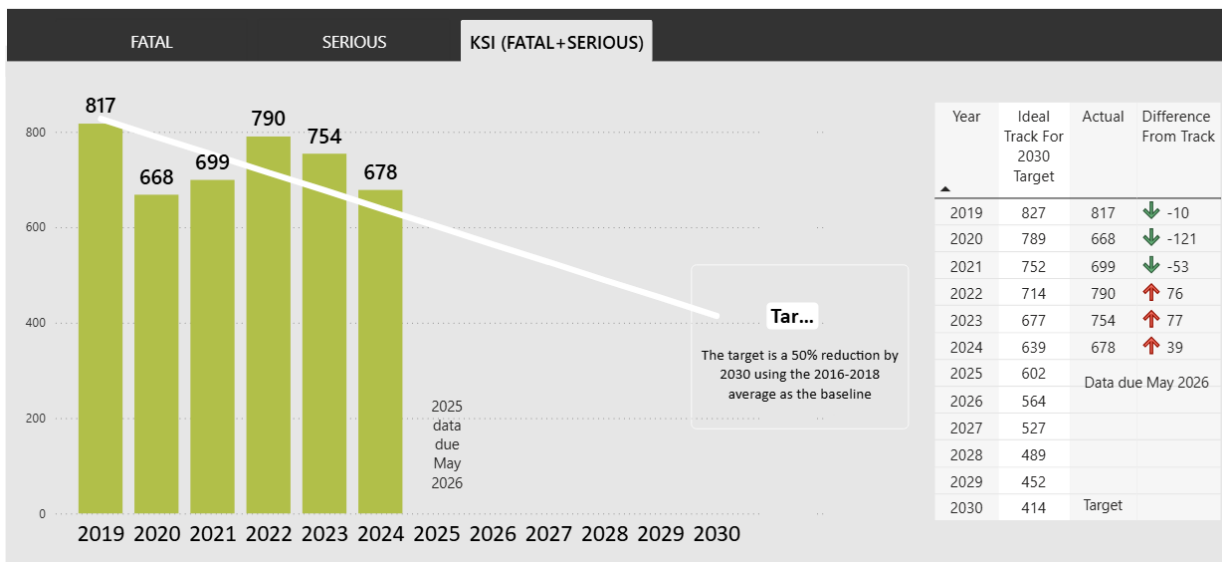


**Figure 2: Fatal Casualties – Progress Towards 2030 Target**





**Figure 3: Serious Casualties – Progress Towards 2030 Target**



**Figure 4: Fatal and Serious (KSI) Casualties – Progress Towards 2030 Target**

The pandemic saw a sharper decrease during 2020 and 2021, with 2022 returning to pre-pandemic levels. Between 2022 to 2024 Devon & Cornwall has continued to see year-on-year reductions in KSI casualties from 790 in 2022, to 678 in 2024. This is a reduction from the baseline of approximately 17%. To monitor progress VZSW also adopted a number of Safety Performance Indicators (using publications from PACTs and Agilysis) and detail is provided in Appendix 1.

The report explores trends within each of our thematic areas, but a high level trend summary is provided below.



- **Older Driver Collisions** make up **34% of all KSIs**, with a rising long-term trend and a growing share of overall casualties. Health-related fitness to drive remains a key factor.
- **Young Driver Collisions** - account for **30% of KSIs**, with long-term increases despite a recent year-on-year dip. Risk is driven by **young male drivers, inexperience and over-confidence**.
- **Motorcyclist Collisions** - represent **29% of all KSIs**, with a relatively stable long-term trend. A unique factor of motorcycle collisions is how harmful they are, with KSIs twice as likely as for other collision types. Younger and middle-aged riders are most affected.
- **Business Drivers Collisions** - contribute **27% of KSIs**, with post-pandemic rises now followed by a significant fall in 2024. Diverse risk profiles require further analysis.
- **Pedestrian Collisions** - account for **18% of KSIs**; numbers have risen since 2021 but remain below pre-pandemic levels. Younger pedestrians (10–20) are most affected, with collisions peaking in winter.
- **Cyclist Collisions** - represent **10% of KSIs**, with figures remaining stable and lower since the pandemic. Key issues include visibility, observation and compliance; risks differ for urban gig-economy riders vs rural terrain challenges.

## Road User Group: Older Drivers

The term 'Older Drivers' refers to drivers aged 60 or older. Older Driver Collisions refer to any collision involving at least one older driver. The term 'casualties' represent all casualties involved in those collisions, not just the older drivers themselves.

Road User Group	2019-2023 What % of all KSI Casualties come from...	2024 What % of all KSI Casualties come from...	Trend	Forecast	Key Issues
Older Driver Collisions	34%	34%	↗	↗	<ul style="list-style-type: none"> <li>Health and fitness to drive</li> <li>The causes of older driver collisions are well understood nationally and heightened in Devon and Cornwall due to the ageing population</li> <li>Greater national direction and resource is needed to address the scale of the issue.</li> </ul>

**Figure 5: Summary of older driver findings**

### How many collisions occur involving Older Drivers?

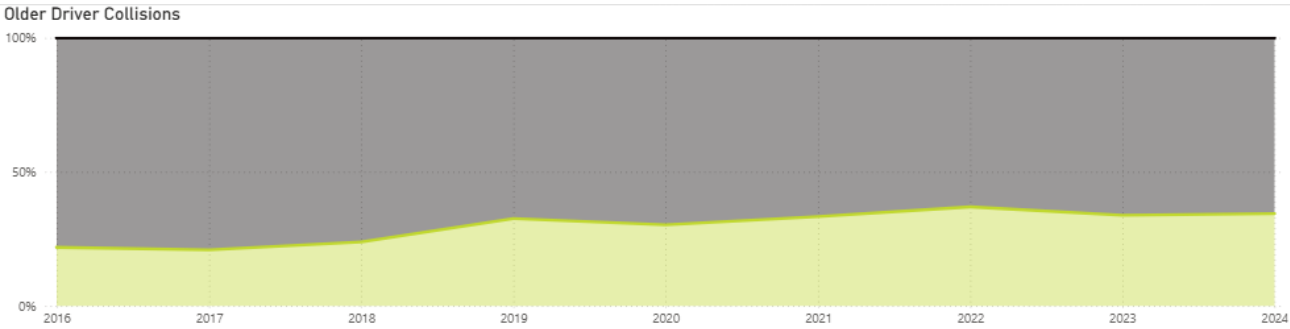
Between 2019 and 2024, there were on average 879 older driver collisions per year. Of these, on average 219 collisions (24.9%) per year involved a killed or seriously injured casualty (KSI). Across the six-year period, older driver collisions accounted for 30.6% of all collisions in Devon & Cornwall and 36.5% of KSI collisions. The number of collisions involving an older driver has increased, surpassing pre-pandemic levels. The latest figures for 2024 show that 33% of all collisions involved an older driver, and of this, 21.7% were KSI.

### How harmful are Older Driver collisions?

Between 2019 and 2024, collisions involving an older driver resulted in an average of 1229 casualties per year of which an average of 247 (20.1%) were KSI casualties. An older driver problem profile found that Devon and Cornwall see a greater proportion of overall casualties coming from an older age group when compared to national data (DfT Road Casualty Statistics 2018 to 2023).

Between 2019 to 2024, casualties involved in an older driver collision made up an average of 31.8% of all casualties. Of all KSI casualties between 2019-2024, 34.4% were involved in an older driver collision. Despite a drop from 2023 to 2024, the broad trend is increasing in volume in recent years. In addition to the volume increase, the proportion of Devon and Cornwall's KSI casualties coming from older driver collisions is also increasing. This suggests they are increasing at a disproportionately high rate compared to other road user groups.



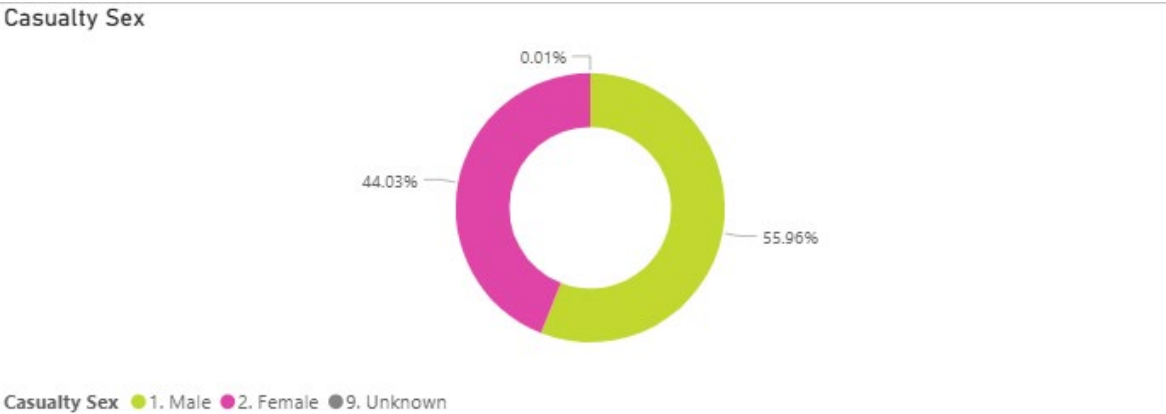


**Figure 6: Proportion of KSI casualties that come from older driver collisions**

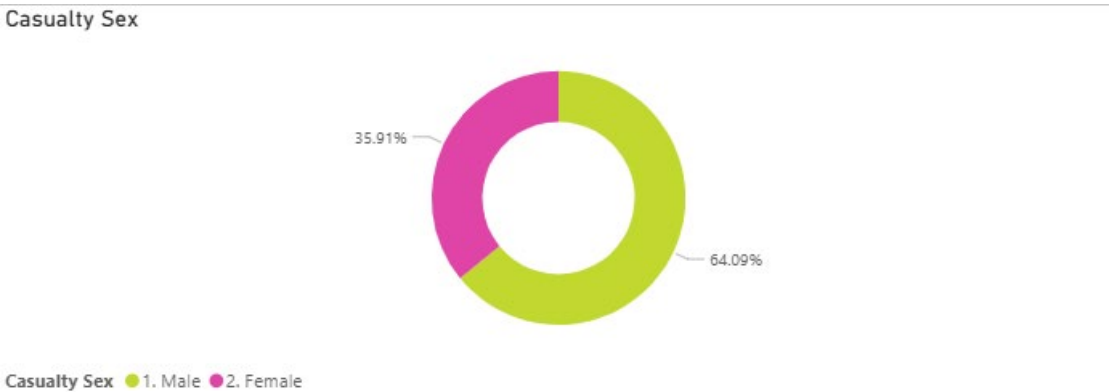
The increases in older driver collisions and casualties are likely to be a return towards pre-pandemic levels rather than caused by any new, changed or unidentified issue. However, this trend is at odds with overall collisions and casualty figures which are reducing year-on-year.

**Who is involved in Older Driver collisions?**

Casualties recorded in collisions involving an older driver have a relatively even divide between males and females. However, the percentage of males increases when focusing on collisions that involve a KSI casualty.



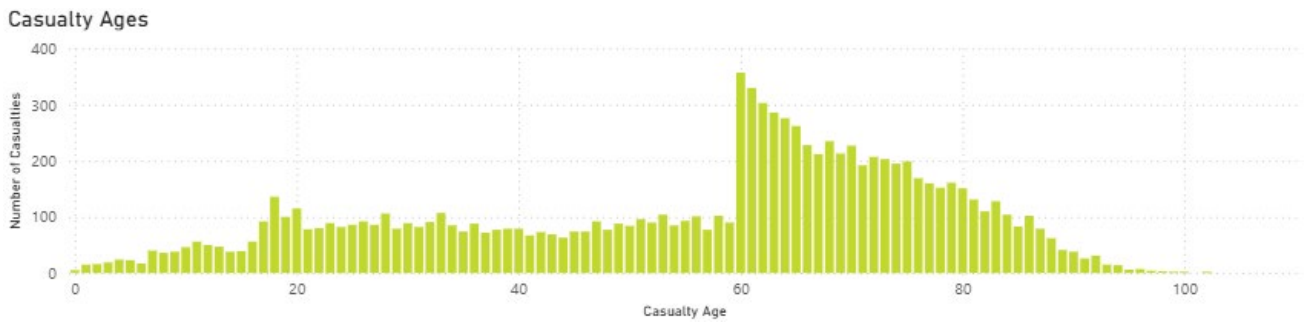
**Figure 7: Sex of casualties recorded in a collision involving an older driver**



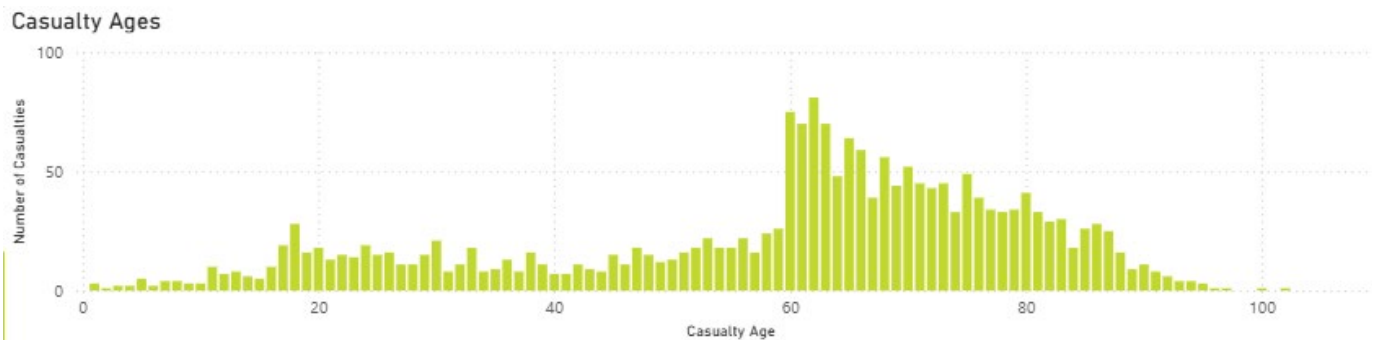
**Figure 8: Sex of casualties recorded in a KSI collision involving an older driver**



Most casualties recorded in collisions involving an older driver are aged 60 and above. The number of recorded casualties falls with increasing age. It is possible this is due to lower numbers of more elderly drivers. This trend also appears for KSI collisions although slightly more fragmented.



**Figure 9: Age of casualties recorded in a collision involving an older driver**



**Figure 10: Age of casualties recorded in a KSI collision involving an older driver**

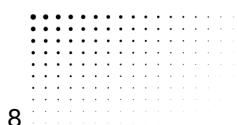
**When do Older Driver collisions occur?**

Collisions are at their highest from May to November. However, this trend in slightly higher number mid-year is not as pronounced as some other road user groups. KSI collisions are at their highest in July. The lower numbers of collisions from December through to April may reflect older drivers avoiding driving in the darker, wetter, Autumn and Winter months.



**Figure 11: KSI collisions involving an older driver by month**

The majority of collisions happen between Tuesday through to Friday however KSI collisions are concentrated later in the week on Thursdays, Fridays, and Saturdays.



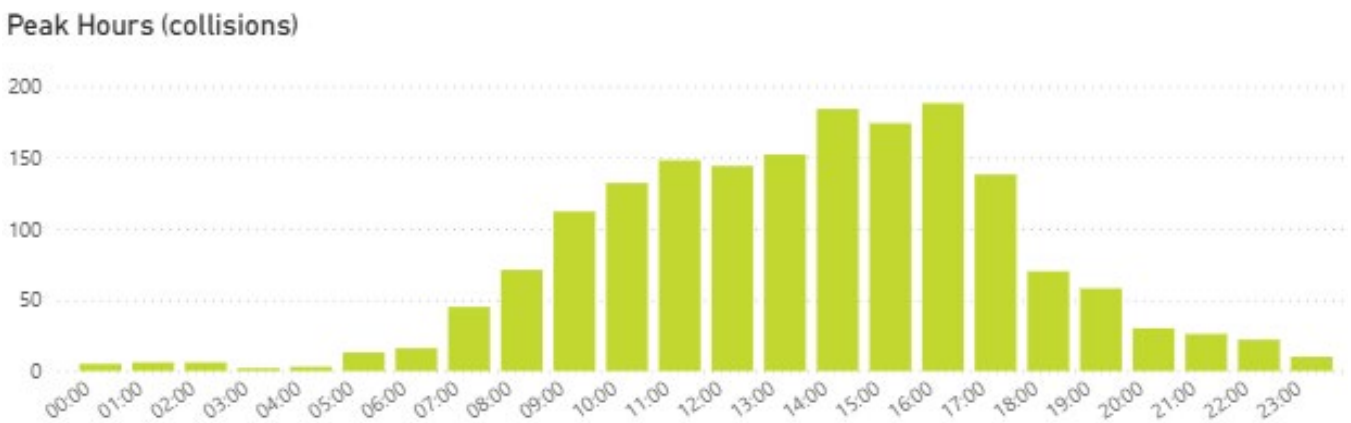


**Figure 12: All collisions involving an older driver by day of the week**



**Figure 13: KSI collisions involving an older driver by day of week**

Most collisions involving an older driver occur between 9am-6pm with KSI collisions more likely to happen in the afternoon between 2-4pm. The drop in number of collisions after 6pm could relate to older drivers avoiding driving in the dark.



**Figure 14: KSI collisions involving an older driver by hour**

**What is the nature of Older Driver collisions?**

An analysis of the Road Safety Factors (RSFs) associated with older driver collisions showed that the three most common RSFs were, ineffective observation (49%), travelling too fast for conditions (25%), and driver/rider being aggressive, dangerous or reckless (20%). An



analysis of Power BI Key Influencers looked at how many times more likely a RSF was to be associated to older driver collisions, shown in figure 15.

<b>The below Road Safety Factor:</b>	<b>... is x times more likely to be associated with a collision involving an older driver</b>
D4. Driver/rider had uncorrected or defective eyesight	3.3x
D5. Illness or disability	2.5x
B2. Driver/rider disobeyed double white lines	1.53x
D3. Driver/rider too tired to drive/ride safely	1.44x
R5. Driver/riders vision affected by adverse weather or dazzling sun	1.38x
B3. Driver/rider overshot junction or poor turn/manoeuvre	1.2x
B4. Ineffective observation by either the driver, rider, or pedestrian	1.17x
B1. Driver/rider illegal turn/direction of travel or failed to comply with traffic sign/signal	1.12x

**Figure 15: Road Safety Factors unique to collisions involving an older driver**

Several of these factors (D4, D5, D3) indicate an issue around Health and Fitness to Drive, one of the Fatal 5 elements in Devon and Cornwall. Evidence suggests that older drivers are more likely to suffer from physical and visual impairment, coupled with slower reactions to hazards or 'reading the road'. Pedal misapplication is a rising concern. These risks and causes of older driver collisions have been well evidenced nationally by Road Safety Professionals. Furthermore, a review of Fatal collisions involving older drivers in 2024 showed similar themes. This adds context to the Road Safety Factors, posing illness, vision, observation, and skill (B3) as issues unique to Older Drivers.

### **How are we tackling Older Driver collisions?**

With an ageing population in Devon and Cornwall, it is likely that older drivers will continue to be a high-risk demographic without intervention. Therefore, a long-term multi-agency approach is necessary to bring down the numbers of collisions and casualties. This may extend beyond Vision Zero South West, requiring policy change and national support.

A National Road Safety Strategy is expected to be announced at the turn of the year. It is anticipated that it will include key aspects relevant to the safety of older drivers including mandatory eye tests for older drivers over the age of 70 every 3 years and broader health checks for conditions which may impair driving ability such as dementia. Current activity delivered by the partnership includes:

- Garden centre visits
- Older driver events and older driver skills day
- Driving safer for longer
- Focus groups to explore and understand the thoughts of older drivers themselves
- County show engagement

# Road User Group: Young Drivers

The term 'Young Drivers' refers to drivers aged 16 to 25. Young Driver Collisions refer to any collision involving at least one young driver. As this has been based on drivers and riders, and not filtered by vehicle type, motorcyclists with riders between the ages of 16 and 25 will also be included in this overview. The term 'casualties' represents all casualties involved in those collisions, not necessarily the young drivers or riders themselves.

Road User Group	2019-2023 What % of all KSI Casualties come from	2024 What % of all KSI Casualties come from	Trend	Forecast	Key Issues
Young Driver Collisions	29%	30%	↗	↗	<ul style="list-style-type: none"> <li>• Over-confidence</li> <li>• Inexperience in reading and adapting to road conditions</li> <li>• Losing control of the vehicle</li> <li>• Young males</li> </ul>

**Figure 16: Summary of young driver findings**

## How many collisions occur involving young drivers?

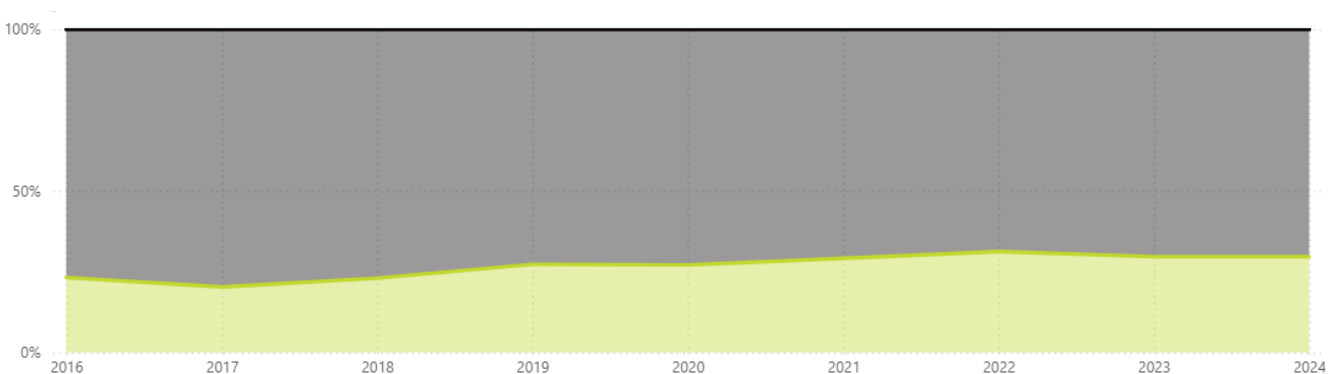
Between 2019 and 2024, there were on average 868 young driver collisions per year. Of these, on average 188 collisions (21.8%) per year involved a killed or seriously injured casualty (KSI).

Across the six-year period, young driver collisions accounted for 30.2% of all collisions in Devon & Cornwall and 28.5% of KSI collisions. The latest figures for 2024 show that 30.1% of all collisions involved a young driver, and of this, 20.8% were KSI.

## How harmful are Young Driver collisions?

Between 2019 and 2024, collisions involving a young driver resulted in an average of 1220 casualties per year of which an average of 213 (17.6%) were KSI casualties.

The number of casualties from young driver collisions did not fall in 2020 to the same extent as other road user groups and as a result are returning to pre pandemic levels. KSI casualties from collisions involving a young driver have increased beyond pre-pandemic levels.



**Figure 17: Proportion of KSI casualties that come from young driver collisions**

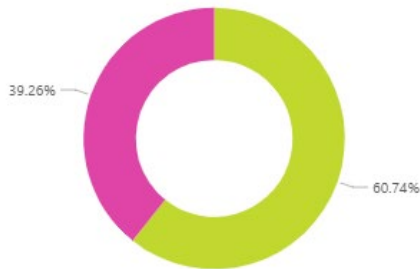


Between 2019 to 2024, casualties involved in a young driver collision made up an average of 31.5% of all casualties. Of all KSI casualties between 2019-2024, 29.1% were involved in a young driver collision. Despite a drop from 2023 to 2024, the broad trend is increasing in volume in recent years. In addition to the volume increase, the proportion of Devon and Cornwall's KSI casualties coming from young driver collisions is also increasing. This suggests they are increasing at a disproportionately high rate compared to other road user groups.

Evidence suggests that young drivers are more likely to injure themselves in a single car collision compared to other aged drivers. As young drivers are more likely to have passengers in the car, this poses both an increased likelihood of injury to drivers and passengers but may also indicate an issue around driver distraction from passengers.

### Who is involved in young driver collisions?

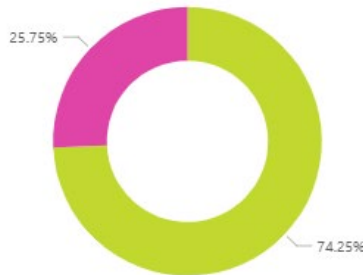
Casualty Sex



Casualty Sex 1. Male 2. Female

**Figure 180: Sex of casualties recorded in a collision involving a young driver**

Casualty Sex



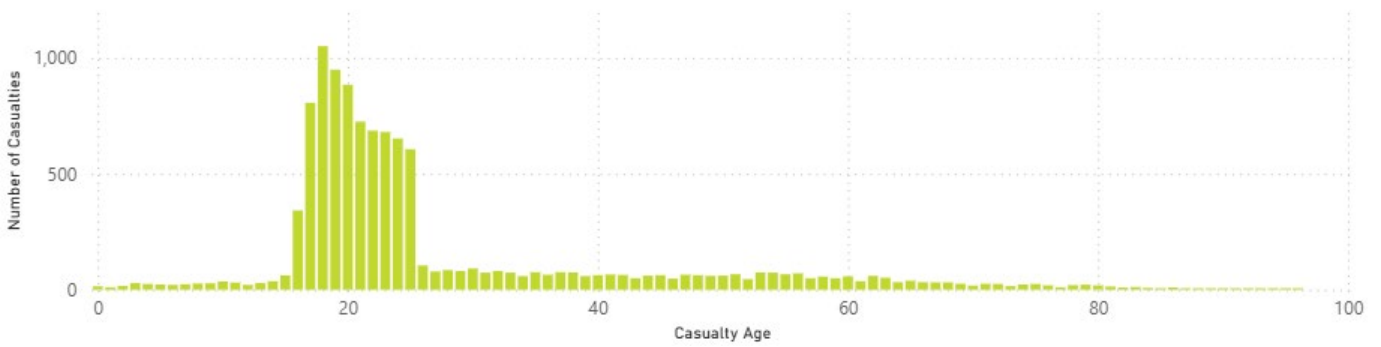
Casualty Sex 1. Male 2. Female

**Figure 19: Sex of casualties recorded in a KSI collision involving a young driver**

Casualties recorded in collisions involving a young driver are more likely to be male than female, particularly in a KSI collision where the percentage of male casualties increases by just under 14%.

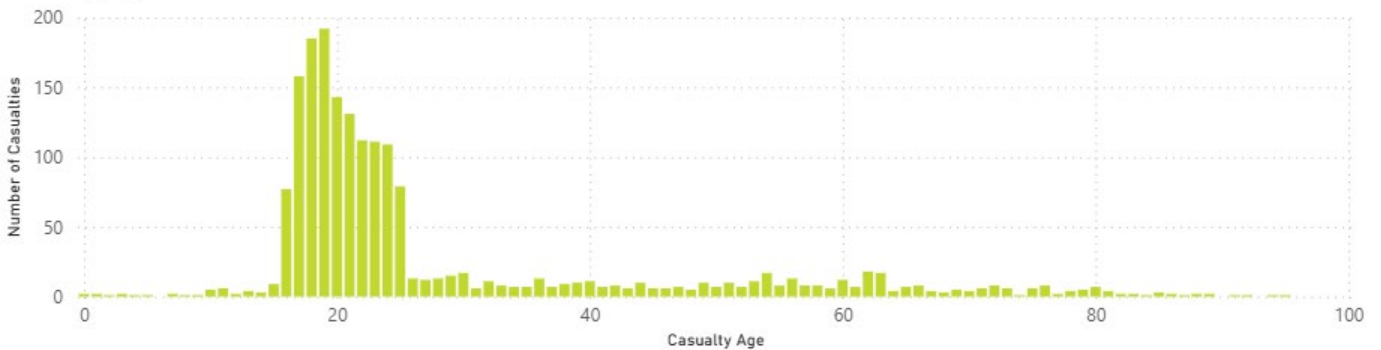


Casualty Ages



**Figure 20: Age of casualties recorded in a collision involving a young driver**

Casualty Ages



**Figure 21: Age of casualties recorded in a KSI collision involving a young driver**

The age of casualties recorded in a collision involving a young driver peaks for those aged 17-19. When filtering by this age range, the gender breakdown remains similar, indicating that young males are most likely to be involved in collisions involving a young driver, either as a passenger or the driver themselves.

**When do Young Driver collisions occur?**

Young Driver collisions are at their highest from May-November. KSI collisions increase in June and have a greater drop into December.



**Figure 22: All collisions involving a young driver by month**



**Figure 23: KSI collisions involving a young driver by month**

Young driver collisions are most likely to occur on a weekday, noticeably a Friday. This is more prominent for KSI collisions.

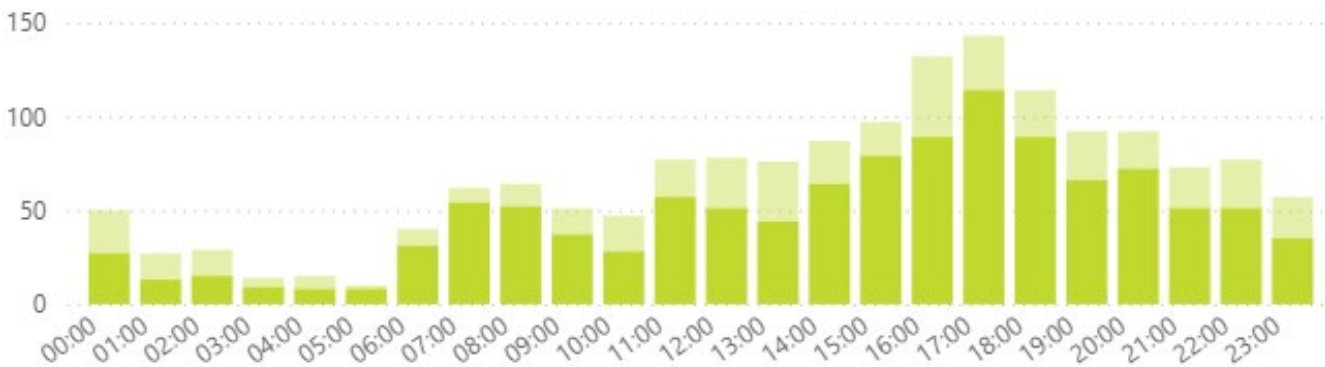
Peak Days (collisions)



**Figure 24: KSI collisions involving a young driver by day of the week**

By time of day, the peak is seen mid-afternoon to early evening (3pm – 6pm). There is a much smaller spike around 8am however this is not as stark for KSI collisions.

Peak Hours (collisions)

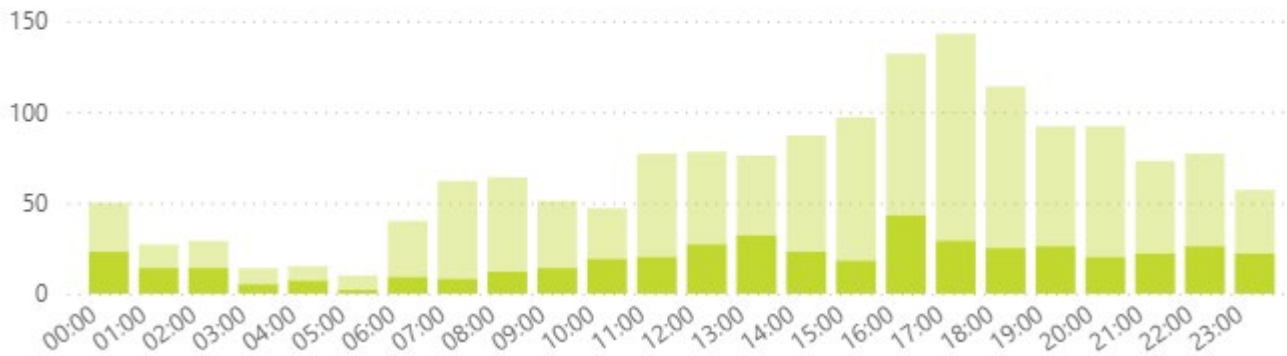


**Figure 25: KSI collisions involving a young driver (Monday to Friday) by hour**



This differs for collisions which occur on a Saturday or Sunday as these are more likely to happen around lunchtime (12pm/1pm) or later in the afternoon (4pm/5pm), with a noticeable fall in numbers in between.

### Peak Hours (collisions)



**Figure 26: KSI collisions involving a young driver (Saturday & Sunday) by hour**

### What is the nature of Young Driver collisions?

An analysis of the Road Safety Factors (RSFs) associated with young driver collisions showed that the three most common RSF's were, ineffective observation (42%), travelling too fast for conditions (33%), and driver/rider being aggressive, dangerous or reckless (30%).

An analysis of Power BI Key Influencers looked at how many times more likely a RSF was to be associated to young driver collisions, see figure 27.

The below Road Safety Factor:	... is x times more likely to be associated with a collision involving a younger driver
B5. Driver/rider inexperienced or learner	2.31x
R2. Road surface was slippery due to weather	1.46x
B2. Driver/rider disobeyed double white lines	1.39x
S1. Driver/rider exceeding speed limit	1.38x
S2. Driver/rider travelling too fast for conditions (including loss of control or swerving)	1.35x
R1. Poor or defective road surface or deposits on road	1.26x
B8. Sudden braking or braking in a way unsuitable for conditions	1.23x
V2. Vehicle defect (excluding tyres and light)	1.22x
S4. Driver/rider being aggressive, dangerous or reckless	1.15x

**Figure 27: Road Safety Factors unique to collisions involving a young driver**



This evidence presents inexperience and over-confidence, reading and adapting to road conditions, and losing control of the vehicle as the root causes of collisions involving a young driver. It is possible that this impacts their ability to deal with more challenging road conditions. For example, slippery road surfaces have been identified as a road safety factor more likely to be associated with a collision involving a young driver and this is further evidenced in the data as wet/damp roads occur in 34.35% young driver KSI collisions compared to 29.79% of all KSI collisions.

This is further supported in national statistics, which found that vehicles driven by a younger car driver were more likely to have factors 'loss of control', 'exceeding speed limit' and 'learner or inexperienced driver' compared to vehicles driven by drivers of other ages (Department for Transport 2024).

### **How are we tackling Young Driver collisions?**

There is national recognition of the risks posed by young drivers. To address the young drivers in Devon and Cornwall, a long-term Vision Zero South West multi-agency approach is required. Activity focuses on the education of and engagement with young drivers through a range of interventions aimed to capture different cohorts of young drivers to maximise potential reach. The following summarises activity that is being delivered:

- Learn 2 Live
- Survive The Drive
- The Honest Truth subsidy for ADIs
- CRASH workshop
- Ford Focus RS Engagement Car
- Ford Mustang Engagement Car

# Road User Group: Motorcyclists

'Motorcycle Collisions' refer to any STATS19 collision with a linked vehicle that is:

- Motorcycle 50cc and under
- Electric motorcycle
- Motorcycle over 50 - 125cc
- Motorcycle over 125 - 500cc
- Motorcycle over 500cc
- Motorcycle - unknown cc.

'Motorcycle Casualties' refer to any casualty linked to a 'Motorcycle Collision' linked to a vehicle detailed above. This represents all casualties involved in those collisions, not just the motorcyclists or pillion.

Road User Group	2019-2023 What % of all KSI Casualties come from...	2024 What % of all KSI Casualties come from...	Trend	Forecast	Key Issues
Motorcycle Collisions	28%	29%	→	→	<ul style="list-style-type: none"> <li>• Collisions in summer months due to the seasonality of riding</li> <li>• Inexperience, overconfidence, and lack of ability for younger riders who are a higher number of casualties</li> <li>• Road surface, driver behaviour, observation</li> </ul>

Figure 28: Summary of motorcyclist findings

## How many collisions occur involving Motorcyclists?

Between 2019 and 2024, there were on average 481 motorcyclist collisions per year. Of these, on average 201 collisions (41.8%) per year involved a killed or seriously injured casualty (KSI). Across the six-year period, motorcyclist collisions accounted for 16.8% of all collisions in Devon & Cornwall and 30.5% of KSI collisions.

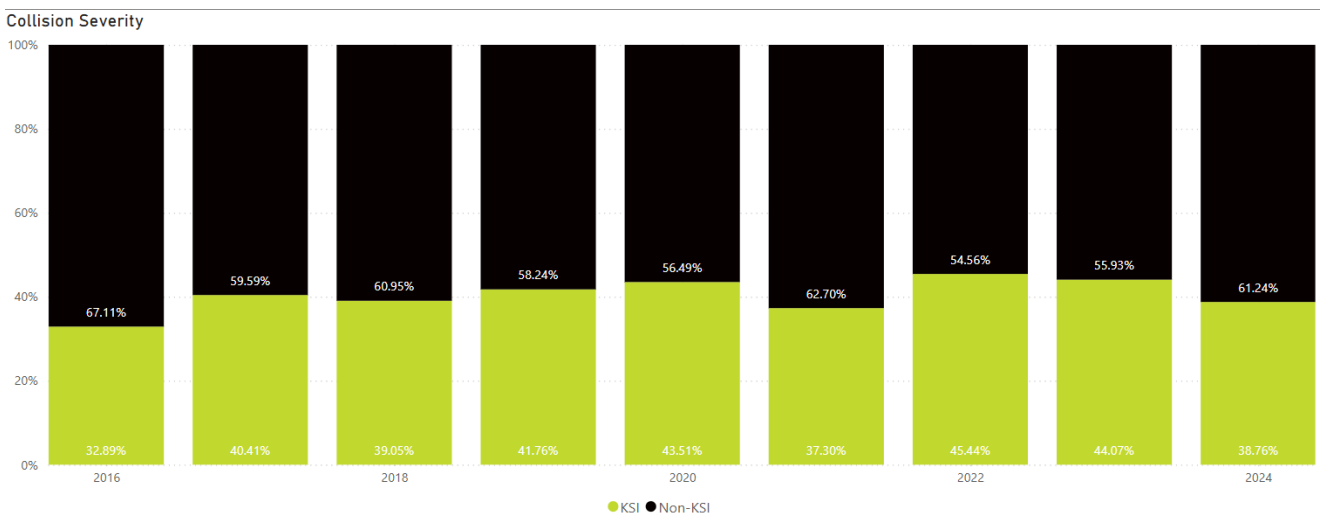


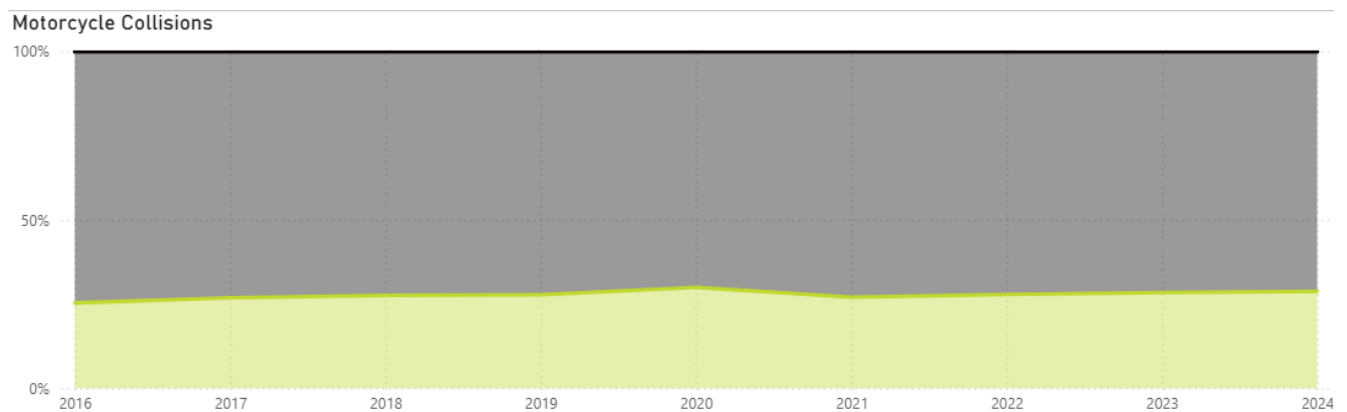
Figure 29: Proportion of KSI and Non-KSI motorcyclist collisions



The latest figures for 2024 show that 17.2% of all collisions involved a motorcyclist, and of this, 38.8% were KSI. This demonstrates a high proportion of KSI collisions within motorcycle collisions, and this is a trend that can be seen over recent years. Although there could be innovation in technology to improve the safety of riders, the cost-of-living crisis is increasing the use of motorcycles as a method of transportation. It is likely that those turning to motorcycles for this reason would not be in a financial position to invest in new technology.

### How harmful are Motorcyclist collisions?

Between 2019 and 2024, collisions involving a motorcyclist resulted in an average of 538 casualties per year of which an average of 208 (38.7%) were KSI casualties. The proportion of KSI casualties from motorcycle collisions has been increasing in recent years.



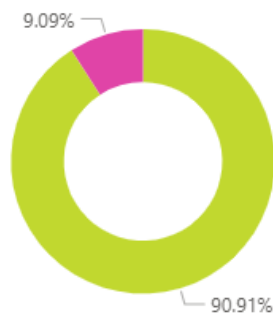
**Figure 30: Proportion of KSI casualties that come from motorcyclist collisions**

Between 2019 to 2024, casualties involved in a motorcyclist collision made up an average of 14% of all casualties. Of all KSI casualties between 2019-2024, 28.3% were involved in a motorcyclist collision. After a drop in motorcycle related KSIs during the pandemic, 2022 saw an increase back to pre-pandemic levels. Since then, there has been a year on year decrease. Despite this, the 9-year trend to 2024 is fairly static.

### Who is involved in motorcyclist collisions?

Males form the majority of casualties from motorcycle collisions. Looking specifically at the motorcycle riders themselves, males represent over 90% of KSI casualties.

Casualty Sex



Casualty Sex ● 1. Male ● 2. Female

**Figure 31: Sex of casualties recorded in a KSI collision involving a motorcyclist**



### Casualty Sex: Motorcycle Riders

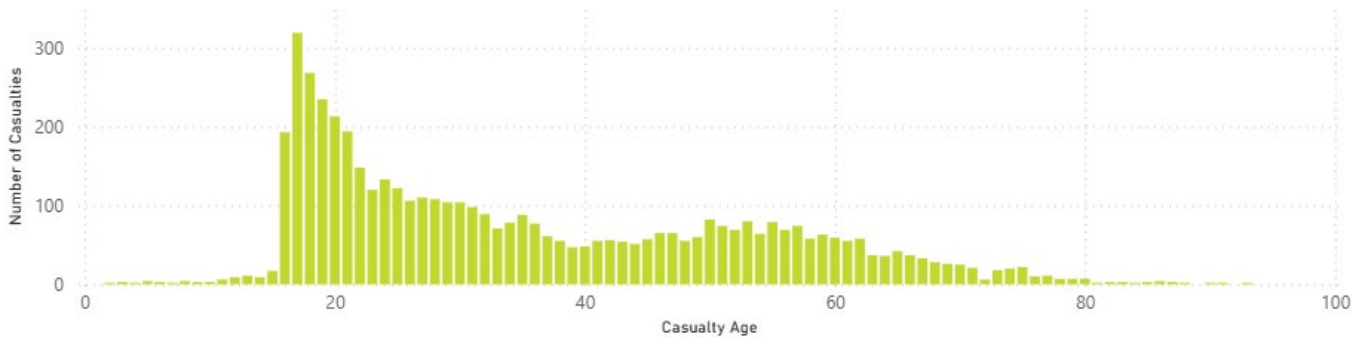


Casualty Sex ● 1. Male ● 2. Female

**Figure 32: Sex of motorcycle riders recorded in a KSI collision**

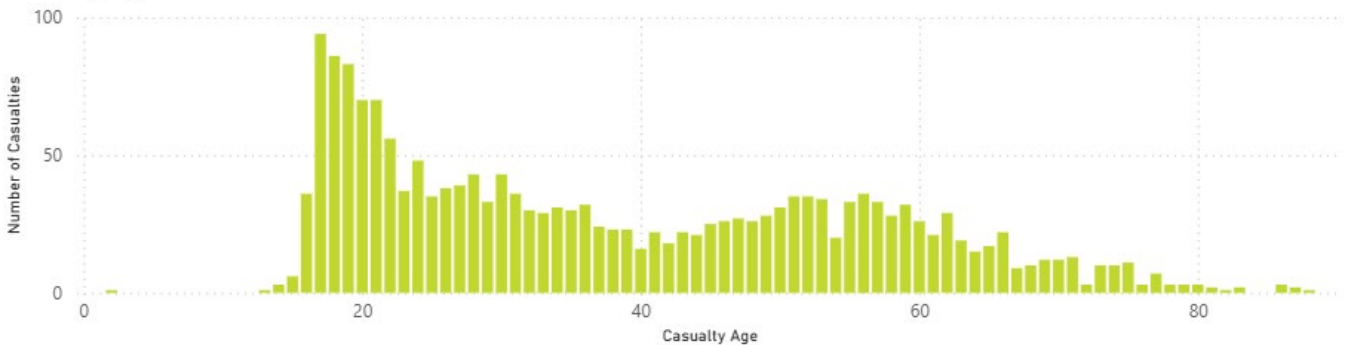
The ages of casualties involved in motorcycle collisions is late teens. This declines steadily towards middle age, then increases again around 50-55.

### Casualty Ages



**Figure 33: Age of casualties recorded in a collision involving a motorcyclist**

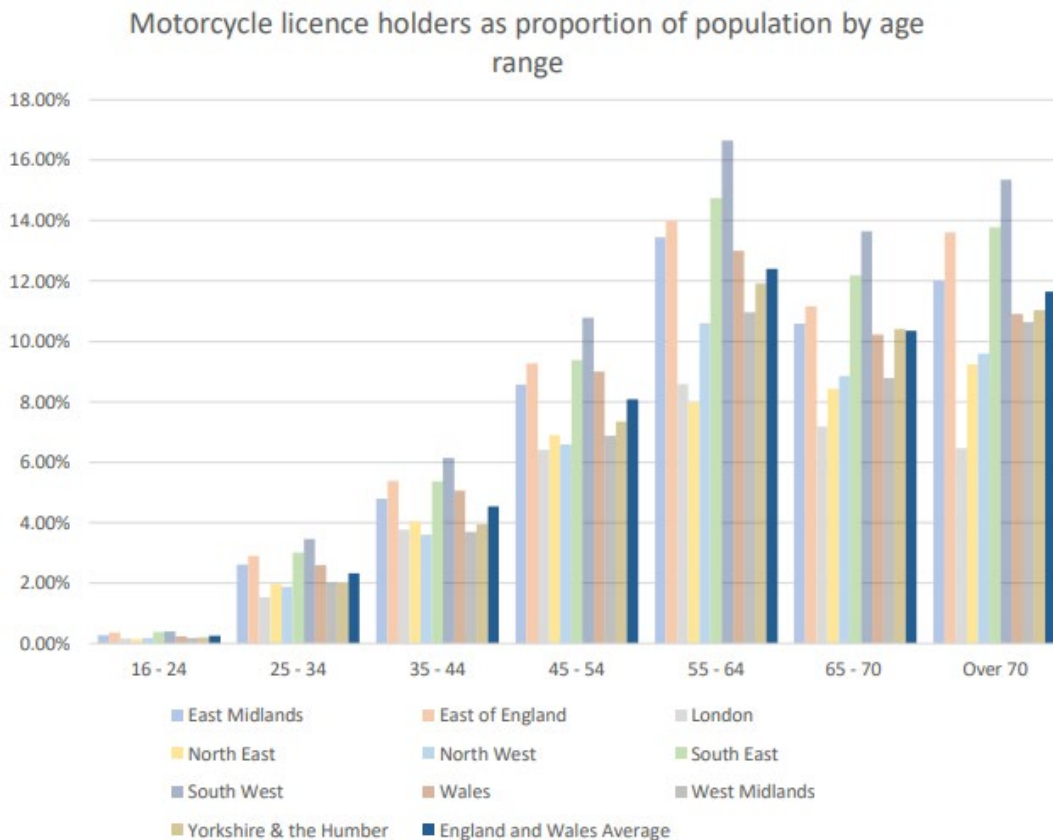
### Casualty Ages



**Figure 34: Age of casualties recorded in a KSI collision involving a motorcyclist**



It is notable that this differs from national statistics, where the peak ages for motorcycle KSI casualties are seen for those aged 30-39 and 50-59 (Department for Transport 2024). The Motorcycle Action Group and Lund University used the 2021 census to explore proportions of licence holders by age range, which identifies the Southwest as having the highest proportion of riders across all age ranges.



**Figure 35: Motorcycle licence holders as a proportion of population by age range**

This supports that there could be more young motorcyclists in Devon and Cornwall. Due to cost-of-living it could be a more accessible and cheaper way of getting around, notably at a younger age. Due to the severity of motorcyclist casualties, the proportions of younger, inexperienced riders could continue to be an area of focused concern.

**When do Motorcyclist collisions occur?**

Motorcycle collisions are at their highest from May-September. There is a distinct drop off during winter months. This seasonality of riding is likely due to the idyllic scenery and roads of Devon and Cornwall attracting motorcyclists in the spring and summer seasons, when the weather is good.



Peak Months (collisions)



**Figure 36: KSI collisions involving a motorcyclist by month**

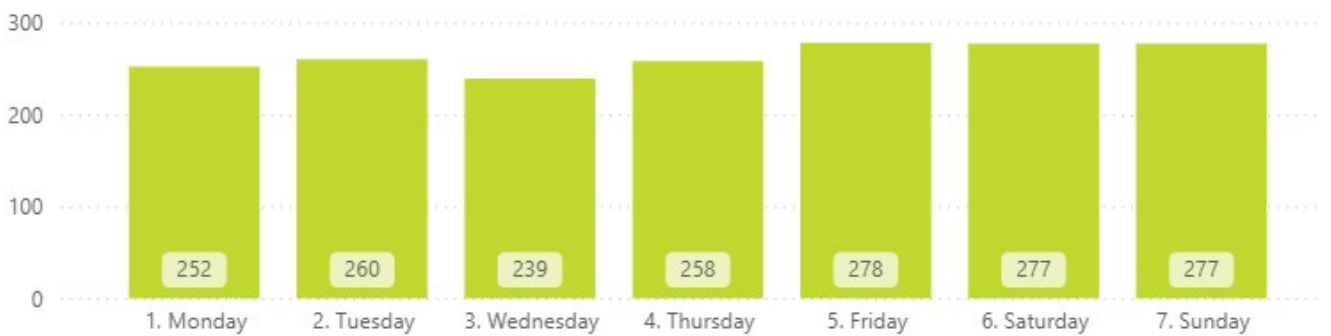
Most motorcycle collisions occur on a Tuesday or Friday. More serious KSI collisions tend to occur Friday through to Sunday.

Peak Days (collisions)



**Figure 37: All collisions involving a motorcyclist by day of the week**

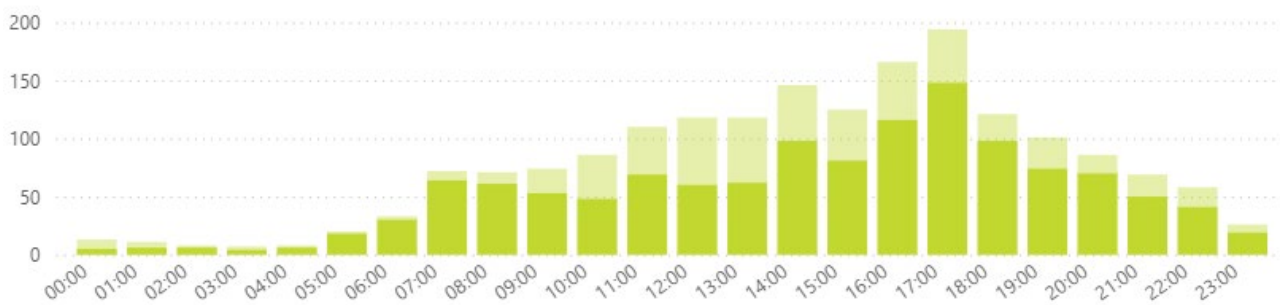
Peak Days (collisions)



**Figure 38: KSI collisions involving a motorcyclist by day of the week**

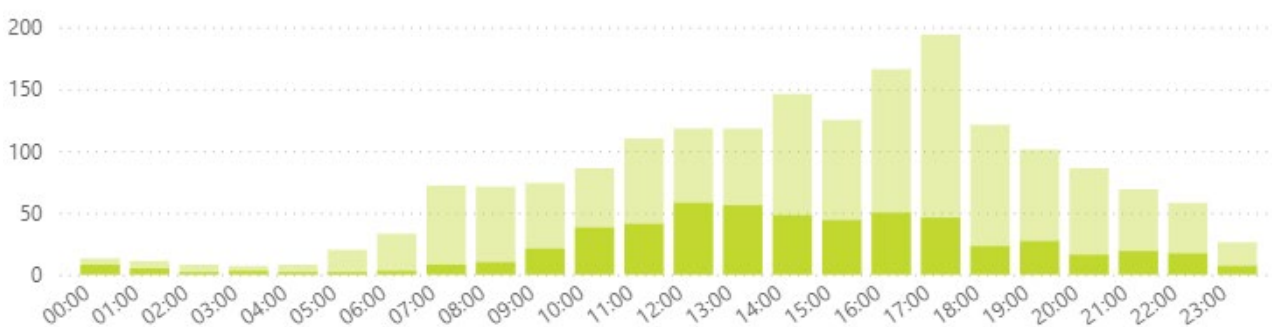
On weekdays, motorcycle collisions peak from approximately 2pm – 7pm. This differs for collisions occurring on Saturdays and Sundays, as these tend to be more spread across the day from 10am to 6pm.

Peak Hours (collisions)



**Figure 39: KSI collisions involving a motorcyclist (Monday to Friday) by hour**

Peak Hours (collisions)



**Figure 40: KSI collisions involving a motorcyclist (Saturday & Sunday) by hour**

**What is the nature of Motorcyclist collisions?**

An analysis of the Road Safety Factors (RSFs) associated with motorcyclist collisions showed that the three most common RSF's were ineffective observation (49%), travelling too fast for conditions (29%), and driver/rider being aggressive, dangerous or reckless (27%). An analysis of Power BI Key Influencers looked at how many times more likely a RSF was to be associated to motorcyclist collisions, see figure 41.

The below Road Safety Factor:	... is x times more likely to be associated with a collision involving a motorcyclist
B5. Driver/rider inexperienced or learner	1.91x
R1. Poor or defective road surface or deposits on road	1.78x
B2. Driver/rider disobeyed double white lines	1.69x
V4. Driver/rider view obscured by blind spot	1.51x
R3. Driver/riders view obscured by stationary or parked vehicle	1.5x
B3. Driver / rider overshot junction or poor turn / manoeuvre	1.5x

**Figure 41: Road Safety Factors unique to collisions involving a motorcyclist.**



This evidence presents experience, road surface, driver behaviour, and observation as road safety factors as unique to motorcyclist collisions.

### **How are we tackling Motorcyclist collisions?**

Motorcyclists are among the most vulnerable road users nationally and locally. National Fire Chiefs Council (NFCC) are continuing focus on motorcyclists and powered two wheelers, an area also recognised by the National Police Chiefs Council. In Devon and Cornwall, Vision Zero South West is taking a multi-agency approach to address motorcyclists and are linked into the National Young Rider Forum. Activity tends to focus motorcycle behaviour and aims to capture different demographics, VZSW activity includes:

- Streetwise
- Visits to military bases
- BikeSafe
- Engagement at events such as County Shows
- Engagement at Bike Nights/Meets
- Biker Down
- National Young Riders Forum membership
- Motorcycle Simulator, primarily focused on younger riders

# Road User Group: Business Drivers

'Business Driver Collisions' refers to any collision involving either a vehicle where journey is listed as 'Journey as part of work' or the linked vehicle is one of the following:

- Minibus (8 - 16 seats)
- Bus or coach (17+ seats)
- Agricultural vehicle
- Van / Goods 3.5 tonnes maximum gross weight (mgw) and under
- Goods over 3.5 - 7.5 tonnes mgw
- Goods 7.5 tonnes mgw and over
- Taxi/Private hire car
- Goods vehicle - unknown weight.

The term casualties refers to any casualty linked to collisions involving those listed above, not necessarily the business driver themselves.

Road User Group	2019-2023 What % of all KSI Casualties come from...	2024 What % of all KSI Casualties come from...	Trend	Forecast	Key Issues
<b>Business Driver Collisions</b>	28%	27%	↘	↘	The term Business Drivers covers a broad spectrum of road users. Further work to be undertaken to understand the key issues specific to the different types of business driver.

**Figure 42: Summary of business driver findings**

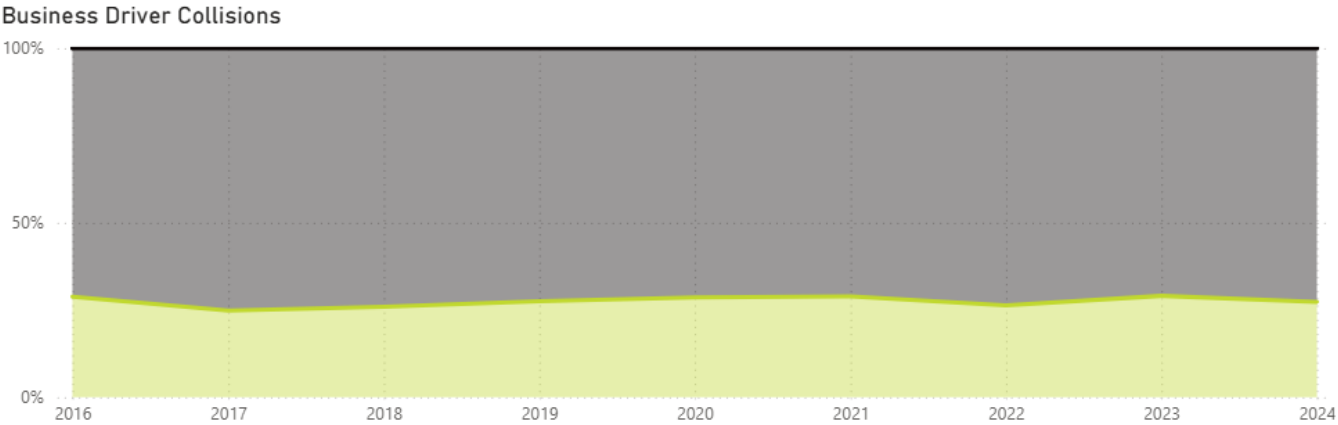
## How many Business Driver collisions occur?

Between 2019 and 2024, there were on average 794 business driver collisions per year. Of these, on average 184 collisions (23.3%) per year involved a killed or seriously injured casualty (KSI).

Across the six-year period, business driver collisions accounted for 27.6% of all collisions in Devon & Cornwall and 28% of KSI collisions. The latest figures for 2024 show that 26.4% of all collisions involved a business driver, and of this, 21.8% were KSI.

## How harmful are Business Driver collisions?

Between 2019 and 2024, collisions involving a business driver resulted in an average of 1269 casualties per year of which an average of 205 (17.3%) were KSI casualties.



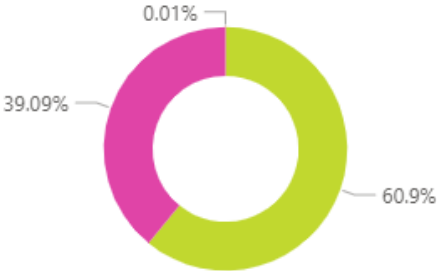
**Figure 43: Proportion of KSI casualties that come from business driver collisions**

Between 2019 to 2024, casualties involved in a business driver collision made up an average of 33% of all casualties. Of all KSI casualties between 2019-2024, 28% were involved in a business driver collision. The proportion of KSI casualties coming from collisions involving a business driver has had little fluctuation in recent years. Since the pandemic, KSI casualties from business driver related collisions increased year on year from 2020 to 2023 but saw a steep decline in 2024. The 9 year trend appears to show a slight decline in the number of KSI casualties.

**Who is involved in Business Driver Collisions?**

Males account for 60% of the casualties associated with business driver collisions. This percentage increases to nearly 70% when focused to KSI casualties.

**Casualty Sex**



Casualty Sex ● 1. Male ● 2. Female ● 9. Unknown

**Figure 44: Sex of casualties recorded in a collision involving a business driver**



Casualty Sex



Casualty Sex ● 1. Male ● 2. Female

**Figure 45: Sex of casualties recorded in a KSI collision involving a business driver**

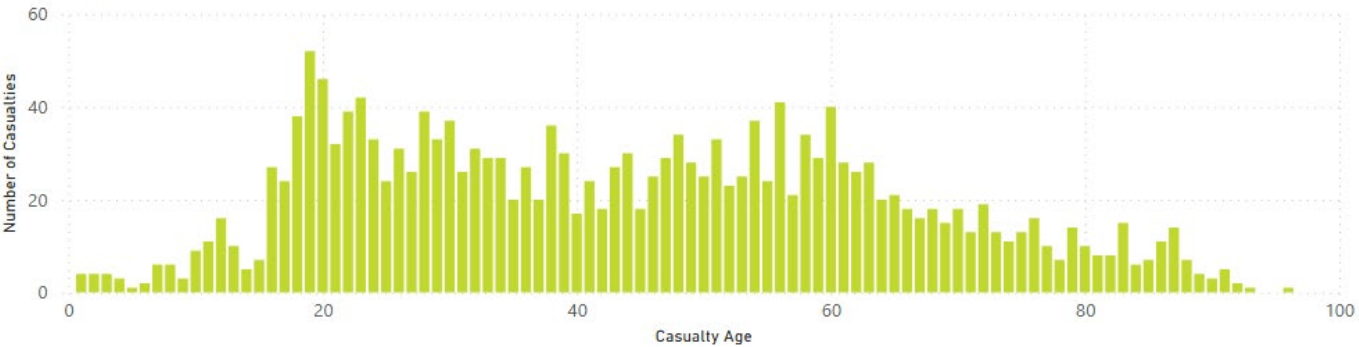
Those aged 18-20 show a peak in the number of business driver casualties, followed by a declining number of collisions for older ages. The number of casualties increases slightly from age 45 until 60 and then continues to decline. For KSI collisions, there is a peak in the number of casualties at younger ages but more fluctuation in the number of casualties beyond this age.

Casualty Ages



**Figure 46: Age of casualties recorded in a collision involving a business driver**

Casualty Ages



**Figure 47: Age of casualties recorded in a KSI collision involving a business driver**

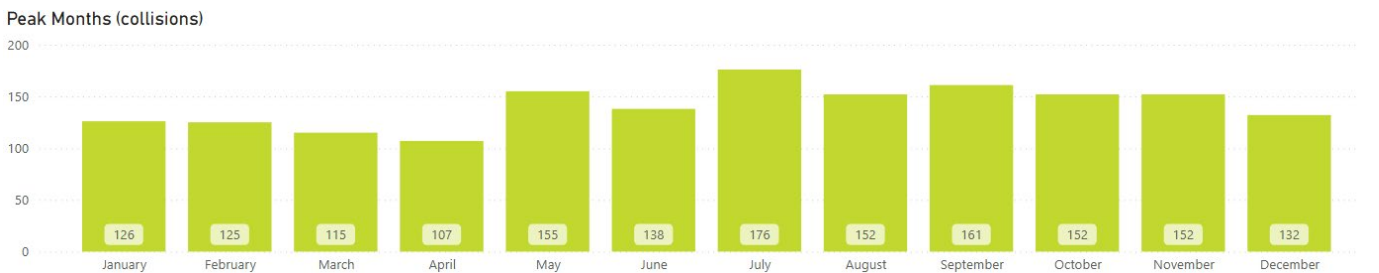


### When do Business Driver collisions occur?

There is no clear trend to all business driver collisions. KSI collisions are more likely to occur between May and September, with a spike in July. This could be due to busier roads in the summer season.



**Figure 48: All collisions involving a business driver by month**



**Figure 49: KSI collisions involving a business driver by month**

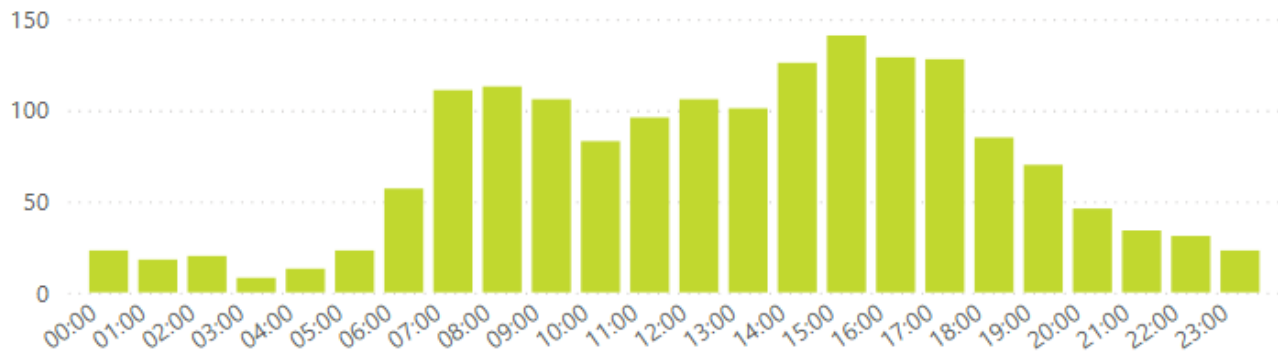
Most collisions occur Monday to Friday, with KSI collisions slightly more likely to be on a Thursday or Friday. This is most likely due to many businesses working the traditional 5-day week.



**Figure 50: KSI collisions involving a business driver by day of the week**

Peak times for collisions are between 7am and 6pm, with a morning peak between 7am and 10am, then an afternoon peak from 2pm until 6pm. The number of KSI collisions is higher in the afternoon.

### Peak Hours (collisions)



**Figure 51: KSI collisions involving a business driver by hour**

### What is the nature of Business Driver collisions?

An analysis of the Road Safety Factors (RSFs) associated with business driver collisions showed that the three most common RSF's were, ineffective observation (53%), driver/rider being aggressive (24%), dangerous or reckless and travelling too fast for conditions (24%). An analysis of Power BI Key Influencers looked at how many times more likely a RSF was to be associated to business driver collisions, see figure 52.

The below Road Safety Factor:	... is x times more likely to be associated with a collision involving a business driver
V3. Vehicle or trailer was overloaded or poorly loaded	2.68x
B7. Vehicle door opened into path of another road user or pedestrian	1.67x
S3. Vehicle used in course of crime	1.67x
V4. Driver/Rider view obscured by blind spot	1.48x
V5. Vehicle with defective lights or not using headlight when visibility is reduced	1.43x
P3. Pedestrian showing risk taking behaviour in carriageway	1.25x
B8. Sudden braking or braking in a way unsuitable for conditions	1.23x
B4. Ineffective observation by either the driver, rider or pedestrian	1.21x
S4. Driver/rider being aggressive, dangerous or reckless	1.1x

**Figure 52: Road Safety Factors unique to collisions involving a business driver**



Diving into key influencers for business driver collisions produces a range of factors including poor loading, opening doors into the paths of other road users, and vehicles used in crime. Further work will be undertaken to understand the root causes of business driver collisions in Devon and Cornwall.

### **How are we tackling Business Driver collisions?**

What is viewed as a business driver collision by the public in Devon and Cornwall tends to differ depending on geography. An issue in rural areas is larger vehicles tackling smaller roads whereas those in urban areas experience more elements of the gig economy such as delivery drivers and riders. An increase in courier traffic in LGVs is likely to have impacted all areas following the pandemic and increasing online purchasing habits. As a result, organisational pressures to manage the issue vary across the partnership, current activity includes:

- Operation Tramline – patrolling of the strategic network in unmarked HGV vehicles to capture offences such as mobile phone, seatbelt and not in proper control
- DVSA & Agriculture checks and proactive engagement
- Seizure of illegal e-bikes including those related to the gig economy
- TyreSafe – tyre checks
- Driving for Better Business (National Highways) – policy builder and information/resources site for businesses to access

## Road User Group: Pedestrians

'Pedestrian Collisions' refer to any collision involving where a pedestrian is injured. Casualties include anyone injured as part of a pedestrian collision, not just the pedestrian themselves. There may be limited instances where a pedestrian is not the only injured party, or where the pedestrian is less seriously injured than a driver or rider also involved in the collision. It is important to consider that collisions involving a pedestrian may not always be reported and listed under STATS19 data as they may not be attended by the police or reported.

Road User Group	2019-2023 What % of all KSI Casualties come from...	2024 What % of all KSI Casualties come from...	Trend	Forecast	Key Issues
Pedestrian Collisions	15%	18%	→	↗	<ul style="list-style-type: none"> <li>• Seasonal: Reduced daylight hours</li> <li>• Weekday traffic</li> <li>• Pedestrians of younger ages</li> <li>• Unsafe pedestrian behaviour, including visibility</li> </ul>

**Figure 53: Summary of pedestrian findings**

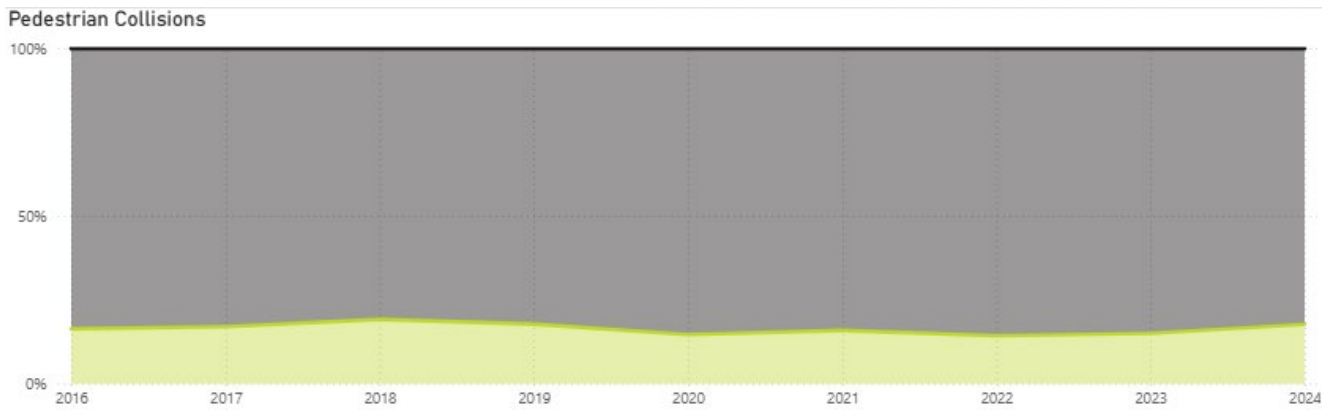
### How many Pedestrian collisions occur?

Between 2019 and 2024, there were on average 400 pedestrian collisions per year. Of these, on average 113 collisions (28.1%) per year involved a killed or seriously injured casualty (KSI). Across the six-year period, pedestrian collisions accounted for 13.9% of all collisions in Devon & Cornwall and 17% of KSI collisions.

The latest figures for 2024 show that 15% of all collisions involved a pedestrian, and of this, 26.8% were KSI. The trend has not yet returned to pre-pandemic levels. A change in driver habits following lockdown, such as an increase in hybrid working arrangements or more online purchases could be a contributing factor. During this time Cornwall has also rolled out an extension programme of 20mph limits across Cornwall and Local Authorities are encouraging active travel.

### How harmful are Pedestrian collisions?

Between 2019 and 2024, collisions involving a pedestrian resulted in an average of 431 casualties per year of which an average of 117 (27%) were KSI casualties.

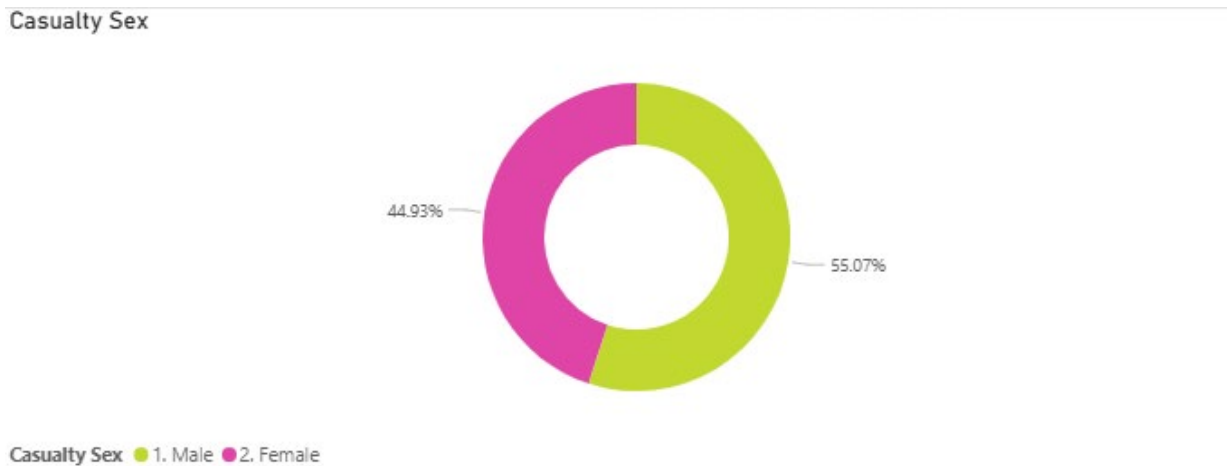


**Figure 54: Proportion of KSI casualties that come from pedestrian collisions**

Between 2019 to 2024, casualties involved in a pedestrian collision made up an average of 11.1% of all casualties. Of all KSI casualties between 2019-2024, 15.9% were involved in a pedestrian collision. There was a steep decline in pedestrian KSI casualties during the pandemic. Since 2021, there has been a year-on-year increase to 120 in 2024. However, these have not reached the pre-pandemic average of 145 per year.

**Who is involved in Pedestrian collisions?**

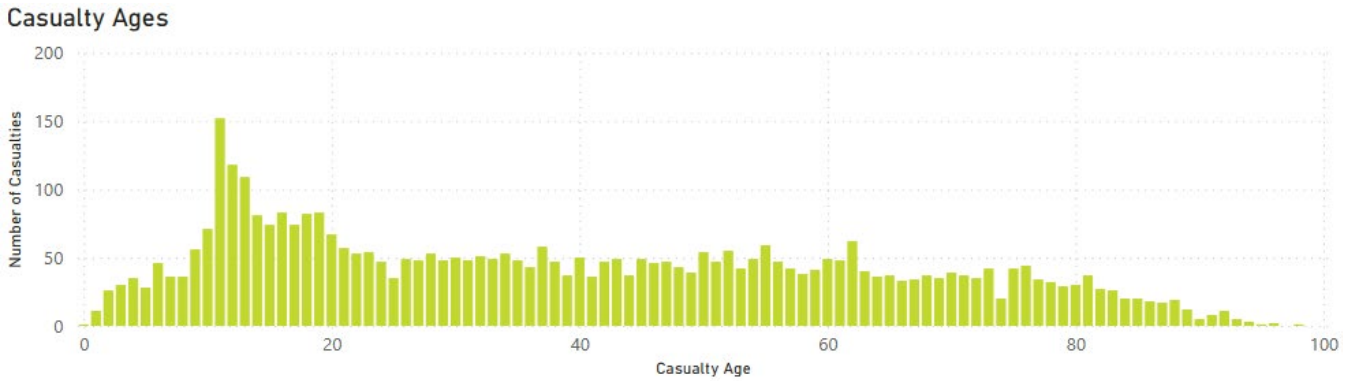
There is a relatively even gender split for casualties involved in a pedestrian collision, with only a slight skew to more males. The percentages only see a 0.46% increase for males when looking at all collisions involving a pedestrian, rather than just KSI. When focused on pedestrians aged 5-16 at school times (8am – 10am, 3pm – 5pm), the percentage of male casualties increases by 4%.



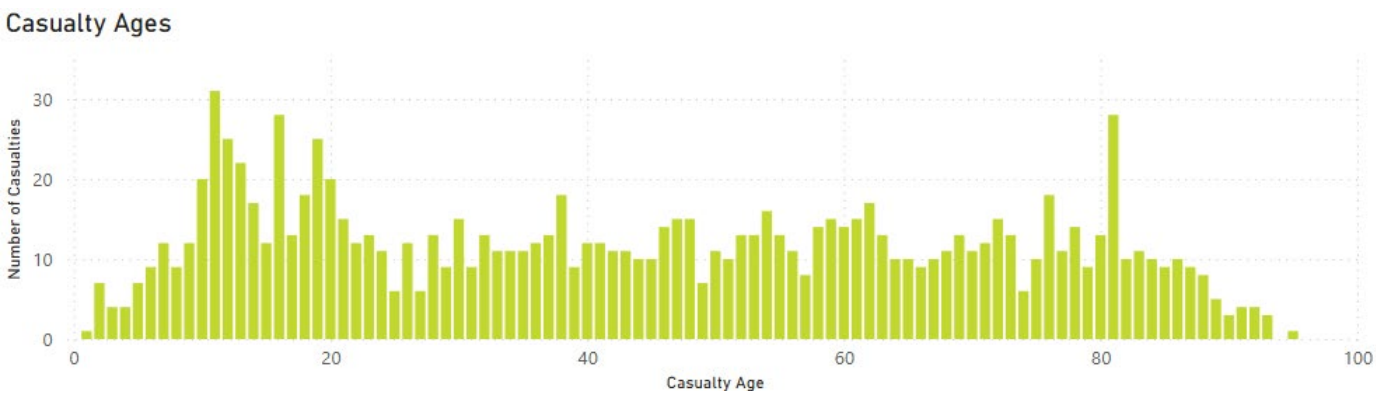
**Figure 55: Sex of casualties recorded in a KSI collision involving a pedestrian**

Most pedestrian casualties happen between ages 11-13 which is notably after the transition to secondary school. KSI pedestrian casualties see a fluctuating number of casualties between ages 10 to 20. There are fewer numbers of pedestrian casualties at older ages. A later spike in KSI appears at age 81, likely due to their vulnerability and ability to recover. However, this peak only appears once rather than across an age group.





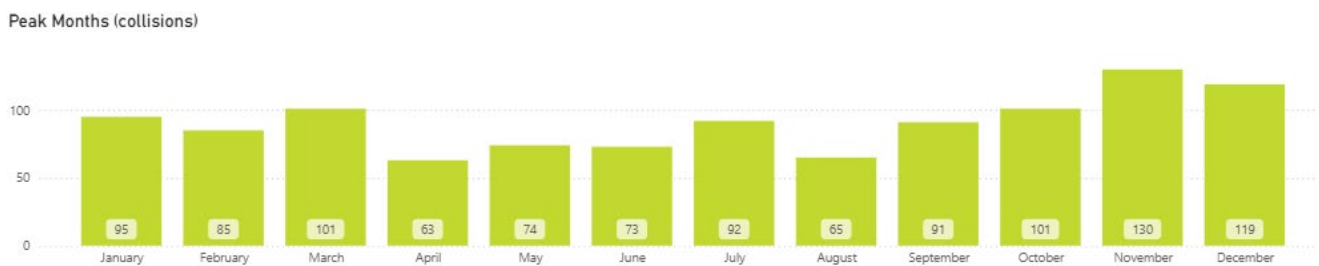
**Figure 56: Age of casualties recorded in a collision involving a pedestrian**



**Figure 57: Age of casualties recorded in a KSI collision involving a pedestrian**

**When do Pedestrian collisions occur?**

Pedestrian KSI collisions are at their highest from October until April, likely due to reduced daylight hours in the winter. November and December are the most prominent months for collisions.



**Figure 58: KSI collisions involving a pedestrian by month**

Pedestrian collisions are more likely to happen on a Thursday or Friday. The number of collisions that happens on a weekday gradually increases throughout the week and then drops off at the weekend.

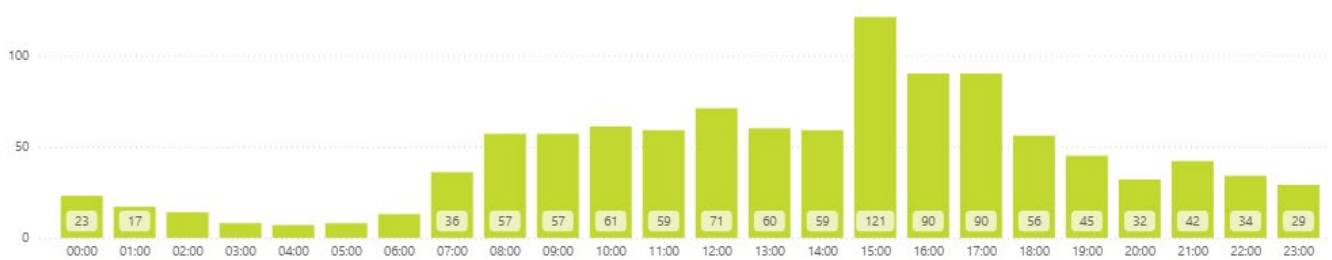
### Peak Days (collisions)



**Figure 59: KSI collisions involving a pedestrian by day of the week**

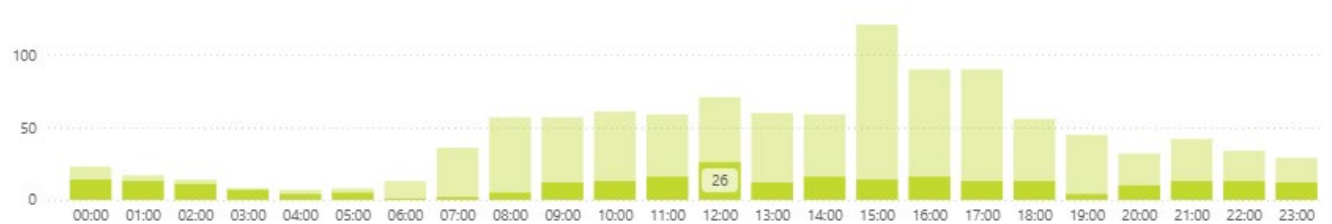
Peak hours for pedestrian collisions tend to be from 3-6pm, coinciding with school and commuter hours. When including slights within this, another smaller peak from 8-9am is also identifiable. On the weekend, the afternoon/evening peak is less prominent.

### Peak Hours (collisions)



**Figure 60: KSI collisions involving a pedestrian (Monday to Friday) by hour**

### Peak Hours (collisions)



**Figure 61: KSI collisions involving a pedestrian (Saturday and Sunday) by hour**

### What is the nature of Pedestrian collisions?

An analysis of the Road Safety Factors (RSFs) associated with pedestrian collisions showed that the three most common RSF's were, ineffective observation (67%), pedestrian careless or in a hurry (18%), and driver/rider being aggressive, dangerous or reckless (15%). It should be noted that ineffective observation by either the driver, rider or pedestrian does not indicate which party was at fault. This factor and driver/rider being aggressive are associated with the majority of collisions and are not unique to collisions involving a pedestrian.

An analysis of Power BI Key Influencers looked at how many times more likely a RSF was to be associated to pedestrian collisions, see figure 62.

<b>The below Road Safety Factor:</b>	<b>... is x times more likely to be associated with a collision involving a pedestrian</b>
P4. Pedestrian careless or in a hurry	7.97x
P1. Incorrect use of crossing facility by person crossing the road	7.26x
P3. Pedestrian showing risk taking behaviour in carriageway	7.15x
P5. Pedestrian, cyclist, equestrian is hard to see	4.47x
B6. Driver/rider passing too close to another road user or pedestrian	3.55x
V4. Driver/Rider view obscured by blind spot	2.26x
R3. Driver/Riders view obscured by stationary or parked vehicle	2.03x
B4. Ineffective observation by either the driver, rider or pedestrian	1.82x
D5. Illness or disability	1.21x
D1. Affected by alcohol	1.16x

**Figure 62: Road Safety Factors unique to collisions involving a pedestrian.**

This evidence poses pedestrian behaviour and visibility as key issues central to collisions involving a pedestrian. In some instances, it is possible that the view of a pedestrian may have been obscured by other factors, or a driver/rider of a vehicle may not have observed effectively.

### **How are we tackling Pedestrian collisions?**

Pedestrians are a road user group normally addressed on a local level. Concerns are usually relevant to specific demographics and environments. VZSW currently supports a range of child pedestrian training programmes across Devon & Cornwall.

## Road User Group: Cyclists

'Cyclist Collisions' refer to any collision involving where a cyclist is injured. Casualties include anyone injured as part of a cyclist collision, not just the cyclist themselves. There may be limited instances where a cyclist is not the only injured party, or where the cyclist is less seriously injured than a driver or rider also involved in the collision. It is important to consider that like collisions involving a pedestrian, collisions involving a cyclist may not always be reported. Therefore, there could be some underreporting of cyclist collisions.

Road User Group	2019-2023 What % of all KSI Casualties come from...	2024 What % of all KSI Casualties come from...	Trend	Forecast	Key Issues
Bicycle Collisions	11%	10%	↘	↘	<ul style="list-style-type: none"> <li>• Issues differ by urban and rural settings</li> <li>• Seasonality of cycling due to weather</li> <li>• Visibility and observation</li> <li>• Further work diving into cyclist collisions to be completed to better understand the nature of the issue</li> </ul>

Figure 63: Summary of cyclist findings

### How many Cyclist collisions occur?

Between 2019 and 2024, there were on average 285 cyclist collisions per year. Of these, on average 79 collisions (28%) per year involved a killed or seriously injured casualty (KSI). Across the six-year period, cyclist collisions accounted for 10% of all collisions in Devon & Cornwall and 12% of KSI collisions. The latest figures for 2024 show that 9.5% of all collisions involved a cyclist, and of this, 24.3% were KSI.

### How harmful are Cyclist collisions?

Between 2019 and 2024, collisions involving a cyclist resulted in an average of 295 casualties per year of which an average of 81 (27.4%) were KSI casualties. Between 2019 to 2024, casualties involved in a cyclist collision made up an average of 7.7% of all casualties. Of all KSI casualties between 2019-2024, 11% were involved in a cyclist collision.

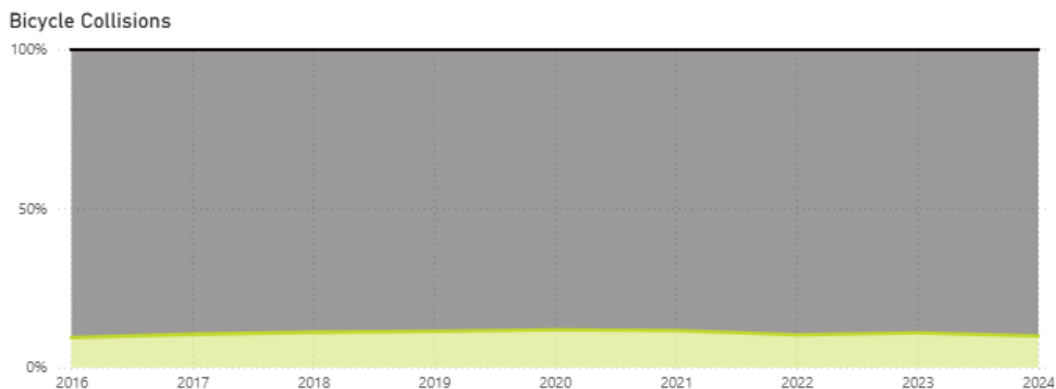


Figure 64: Proportion of KSI casualties that come from cyclist collisions

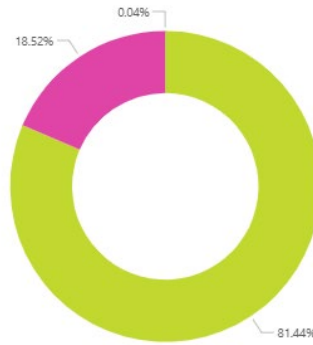


There was a steep decline in bicycle related KSI casualties during the pandemic. Since 2021, figures remained lower and relatively stable. 2024 saw a further decline in the number of KSI casualties. We expect bicycle related KSI's to remain relatively stable or to reduce slightly.

### Who is involved in Cyclist collisions?

The majority of cyclist casualties are male regardless of collision severity.

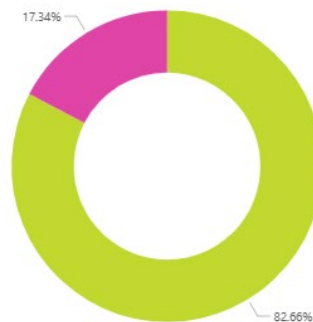
Casualty Sex



Casualty Sex ● 1. Male ● 2. Female ● 9. Unknown

**Figure 65: Sex of casualties recorded in a collision involving a cyclist**

Casualty Sex



Casualty Sex ● 1. Male ● 2. Female

**Figure 66: Sex of casualties recorded in a KSI collision involving a cyclist**

When focused on cyclists aged 5-16 at school times (8am – 10am, 3pm – 5pm), the percentage of male casualties increases by 10%. This suggests a potential focus for cycle training and school children.

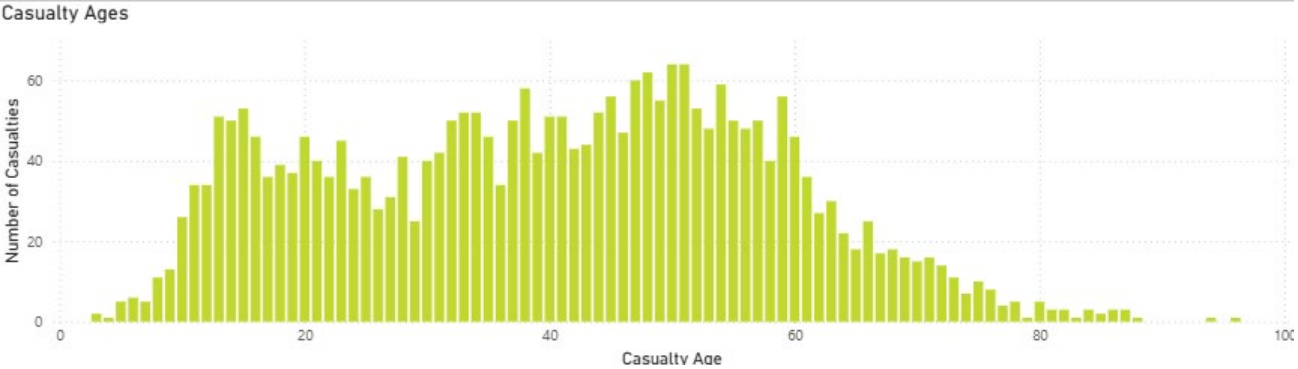
Casualty Sex: School Age Cyclists at School Times



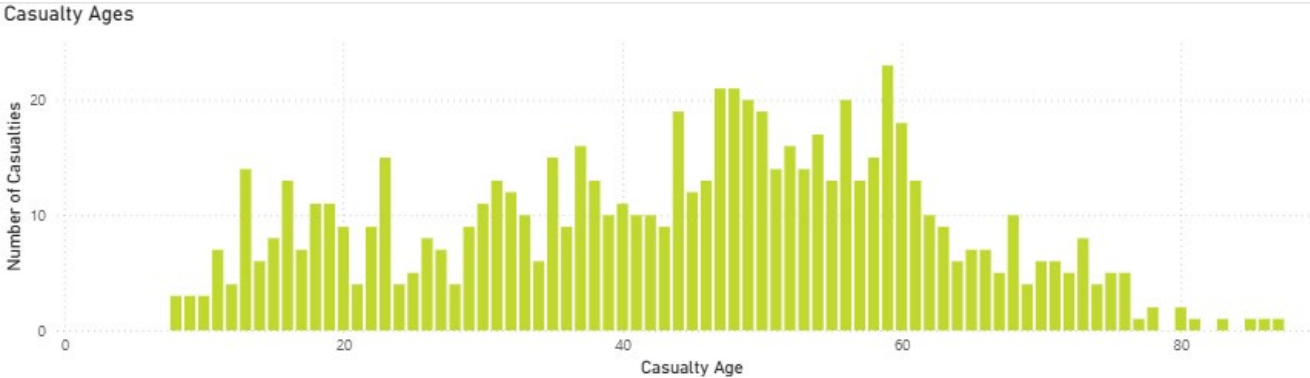
Casualty Sex ● 1. Male ● 2. Female

**Figure 67: Sex of school age casualties recorded in a KSI collision involving a cyclist at school times**

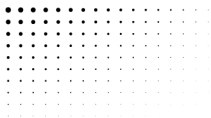
Most cyclist casualties are between ages 32 and 60. There is also a peak of 13-15 year olds. When focused to KSI casualties, the peak for younger ages is less prominent and more casualties are between the ages of 44 and 60.



**Figure 68: Age of casualties recorded in a collision involving a cyclist**



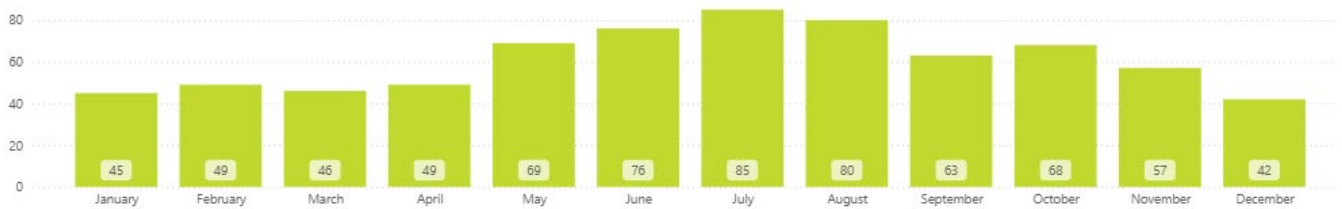
**Figure 69: Age of casualties recorded in a KSI collision involving a cyclist**



### When do Cyclist collisions occur?

May to August is when bicycle collisions are at their highest, likely due to the better weather for being outside.

Peak Months (collisions)



**Figure 70: KSI collisions involving a cyclist by month**

Tuesdays through to Thursdays have the most collisions involving a cyclist. The number of KSI collisions occurring on a Saturday also increases slightly, likely due to the recreational nature of riding for many.

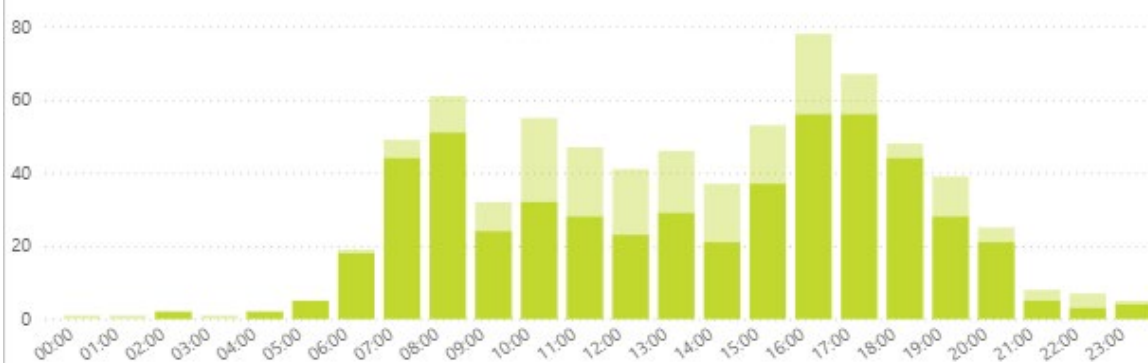
Peak Days (collisions)



**Figure 71: KSI collisions involving a cyclist by day of the week**

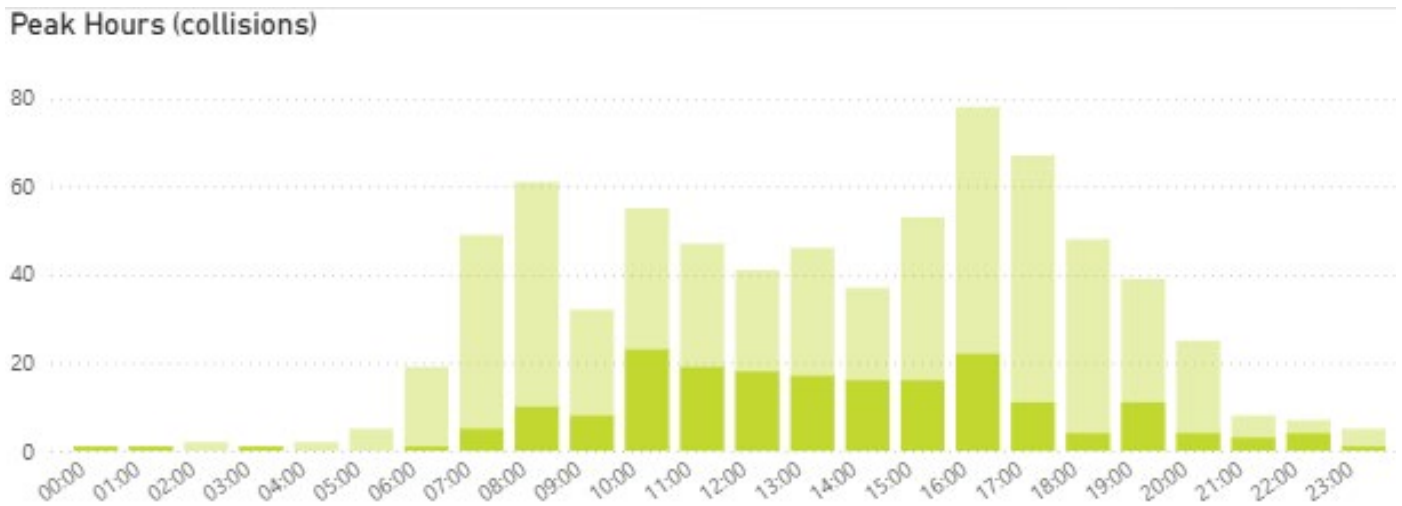
On weekdays, bicycle collisions are most likely to occur in the morning from 7-9am or later in the afternoon until early evening from 3-7pm. This differs for collisions that happen on weekends, which are more likely to be spread throughout the day, particularly from 10am to 5pm.

Peak Hours (collisions)



**Figure 72: KSI collisions involving a cyclist (Monday to Friday) by hour**





**Figure 73: KSI collisions involving a cyclist (Saturday & Sunday) by hour**

### What is the nature of Cyclist collisions?

An analysis of the Road Safety Factors (RSFs) associated with cyclist collisions showed that the three most common RSF's were, ineffective observation (66%), driver/rider being aggressive, dangerous or reckless (23%), and driver/rider overshot junction or poor turn/manoeuvre (15%). However, these RSF's are commonly associated to all collisions, particularly ineffective observation. To identify what is unique to collisions involving a bicycle, an analysis of Power BI Key Influencers looked at how many times more likely a RSF was to be associated to cyclist collisions, see figure 74.

The below Road Safety Factor:	... is x times more likely to be associated with a collision involving a cyclist
P2. Vehicle entering road from pavement	10.12x
B7. Vehicle door opened into path of another road user or pedestrian	4.41x
B6. Driver/rider passing too close to another road user or pedestrian	4.26x
V5. Vehicle with defective lights or not using headlights when visibility is reduced	4.27x
V4. Driver/rider view obscured by blind spot	3.02x
P5. Pedestrian, cyclist, equestrian is hard to see	2.5x
B4. Ineffective observation by either the driver, rider or pedestrian	2x
R5. Driver/riders vision affected by adverse weather or dazzling sun	1.42x
B1. Driver/rider illegal turn/direction of travel or failed to comply with traffic sign/signal	1.31x
R3. Driver/riders view obscured by stationary or parked vehicles	1.25x

**Figure 74: Road Safety Factors unique to collisions involving a cyclist.**

This evidence poses visibility, observation and complying with traffic signs as some of the root causes for collisions involving a cyclist.



## How are we tackling Cyclist collisions?

Cyclists in Devon and Cornwall pose different challenges for urban and rural areas. In urban areas, there are more issues surrounding gig economy cyclists and e-bikes. However, it is likely that these areas include more dedicated cycle lanes and paths. On the other hand, cyclists in rural areas have challenges such as narrow roads and more varied terrain and road condition. This highlights the complex nature of cycling in Devon and Cornwall. Therefore, partnership activity must address a range of different factors and audiences associated with cycling. Current activity delivered includes:

- Cycle signage schemes for collision hotspots
- Seizure of illegal e-bikes – including those related to the gig economy
- County show engagement with bike lights

## Cross Cutting Themes: Fatal 5

The Fatal 5 is a key feature in collisions across Devon and Cornwall, and different elements are highlighted by the vulnerable road user groups throughout this report. Education and behaviour change is critical in tackling the root of these issues.

Road Safety Factor	All KSI Collisions	Younger Driver KSI Collisions	Older Driver KSI Collisions	Business Driver KSI Collisions	Motorcycle KSI Collisions	Bicycle KSI Collisions	Pedestrian KSI Collisions
S2. Driver/rider travelling too fast for conditions (including loss of control or swerving)	27.4%	33.2%	24.8%	23.7%	28.8%	15.2%	6.8%
D1. Affected by alcohol	10.1%	9.6%	3.1%	6.6%	5.1%	2.6%	13.4%
S1. Driver/rider exceeding speed limit	9.2%	14.3%	6.4%	7.0%	12.9%	1.6%	3.6%
D5. Illness or disability	5.6%	2.1%	12.1%	5.6%	1.3%	1.1%	6.1%
D2. Affected by drugs	4.4%	5.4%	1.7%	3.4%	3.1%	1.2%	5.0%
D3. Driver/rider too tired to drive/ride safely	2.9%	2.1%	4.2%	3.1%	1.1%	1.0%	0.3%
D4. Driver/rider had uncorrected or defective eyesight	0.5%	0.2%	1.3%	0.7%	0.2%	0.7%	0.6%
D6. Using mobile device	0.5%	0.6%	0.4%	0.6%	0.1%	0.1%	0.3%

**Figure 75: Rank of Road Safety Factors Associated with Fatal 5 (by all collisions)**

### Excessive or Inappropriate Speed

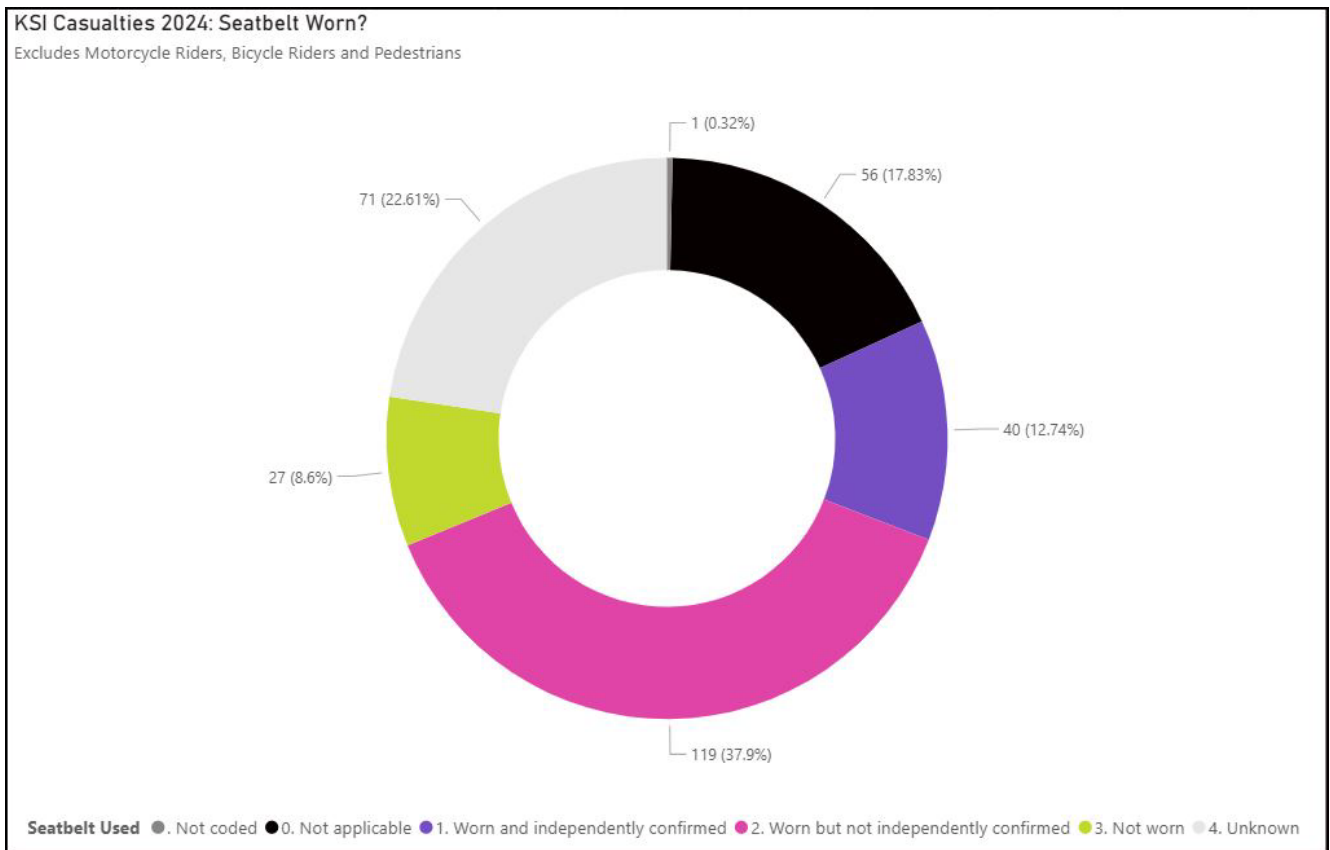
Excessive or inappropriate speed is a Fatal 5 factor for collisions. The RSF 'Driver/rider travelling too fast for conditions (including loss of control or swerving)' appears in 27.4% of all collisions and is within the top three most commonly ranked factors for all motorised user groups in this report (young drivers, older drivers, motorcyclists, and business drivers). Of these road user groups, this factor only appeared as a key influencer for young driver KSI collisions, and this is echoed in national research which indicates that young people underestimate high-risk behaviours (Brake).

When reviewing the road safety factors, they are the group with the second highest percentages for driver/rider travelling too fast and driver/rider exceeding speed limit.

### Not wearing a Seatbelt

Although not wearing a seatbelt is one of the Fatal 5 elements, it has not been a theme that has appeared throughout this strategic assessment because it is not a road safety factor. The details of collisions and casualties data recorded on CRaSH (and subsequently used for this analysis) are primarily entered when the collision is first recorded and seatbelt use may not be fully understood.

Beyond what can be drawn from the collisions and casualties data, AI cameras are being used to detect drivers and passengers not wearing seatbelts. Whilst the percentage of seatbelt offences versus total vehicles monitored is small, the number of seatbelt offences is concerning. Especially unrestrained children (including those who may be on laps or squeezed into fewer seats than the number of passengers).



**Figure 76: KSI Casualty Seatbelt Data for 2024**

**Driving using your Mobile Phone**

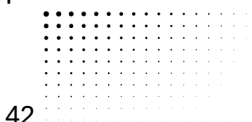
Many motorists rely on their mobile phone during a journey for uses such as music and navigation. However, unacceptable use of a mobile phone whilst driving remains an issue, particularly for young drivers. Mobile phones act as a distraction, impacting cognitive capacity needed to focus on the road. The same AI cameras that are detecting seatbelt offences are also being used to detect mobile phone offences.

Data on drivers using a mobile phone does not feature in high proportions in the collisions data. To some extent, this could be due to underreporting or differences in recording. For example, it may also be recorded within 'D7. Distraction to driver/rider from inside/outside or on vehicle'.

**Driving under the influence of Alcohol or Drugs**

Despite KSI collisions and KSI casualties falling in number over the past 9 years, the volume of alcohol related KSI collisions and casualties is staying level and the volume of drug related KSI collisions and casualties is increasing. Collisions are more lethal when they involve alcohol or drugs, with collisions involving alcohol 1.7x more likely to result in a fatality and collisions involving drugs 2.6x more likely to result in a fatality.

Young driver KSI collisions had the highest percentage for the road safety factor 'affected by alcohol', when compared to other motorised vehicles. It is of note that this percentage is higher for KSI collisions which involved a pedestrian. When looking at those 'affected by drugs', the percentage of young driver KSI collisions is highest, closely followed by pedestrians.



The Government's National Road Safety Strategy is expected at the turn of the year, and it is anticipated to include several aspects relating to drink and drug driving:

- Lower Drink-Drive Limit: Proposed reduction of the legal alcohol limit from 35 to 22 micrograms per 100ml of breath.
- Drug-Driving Enforcement Improvements: Introduction of roadside saliva tests to replace blood tests.
- Repeat drink-driving offenders may face mandatory installation of alcolocks (Breath Alcohol Ignition Interlock Devices (BAIIDs)).

## Alcohol

Despite KSI collisions and casualties falling in number over the past 9 years, the volume of alcohol related KSI collisions and casualties is staying level and the volume of drug related KSI collisions and casualties is increasing. Collisions are more lethal when they involve alcohol or drugs, with collisions more likely to result in a fatality.

Following a review of evidential breath tests conducted in 2024 indicated 80% were male and 20% were female and the highest number of arrests were made for those aged 31 to 40.

Saturdays and Sundays had the highest number of tests, followed by Fridays. More tests are completed later in the day and gradually increase in numbers through the night until early hours of the morning, likely due to the drinking habits of drivers. In addition, driving under the influence of alcohol the following morning can also be an issue, with some not realising they are still over the limit.

## Drugs

Despite KSI collisions and casualties falling in number over the past 9 years, the volume of alcohol related KSI collisions and casualties is staying level and the volume of drug related KSI collisions and casualties is increasing. Collisions are more lethal when they involve alcohol or drugs, with collisions more likely to result in a fatality. Following a review of positive roadside drug tests from 2024, this indicated for those in their late teens and early 20s, Cannabis (THC) use is generally higher. Those in their 30s have higher amounts of cocaine use or both drugs, and more positive tests are recorded for those at this age. Other illegal drugs detected included MDMA and Ketamine. Of those tested, 83% were male and 17% were female. It is important to recognise that this data is not representative of everyone driving under the influence of drugs and only represents those who have been caught driving under the influence of drugs. It will also be impacted by an element of targeted testing.

## Health and Fitness to Drive

The 5<sup>th</sup> element of the Fatal 5 is Health and Fitness to Drive. This is a national and local issue and has replaced Careless and Inconsiderate Driving. This may cover those with restricted mobility, poor eyesight, medication, diabetes, cognitive issues etc. This does not focus solely on older drivers but due to the nature of ageing and the impact it can have on driving ability, many may fall under this umbrella, evidenced by figure 79.

The below Road Safety Factor:	... is x times more likely to be associated with a collision involving an older driver
D4. Driver/rider had uncorrected or defective eyesight	3.3x
D5. Illness or disability	2.5x
D3. Driver/rider too tired to drive/ride safely	1.44x

**Figure 77: Road Safety Factors unique to collisions involving an older driver and associated with the Fatal 5**

The same issues identified with other road users such as fatigue in business drivers, would also fall under Health and Fitness to Drive. Business drivers are a road user group where health and fitness to drive may also be drawn out as a key area of focus due to the amount of time they spend on the roads. It is also important to recognise that the Government are expected to launch a National Road Safety Strategy in the autumn and key aspects of this relate to health and fitness to drive. These are mandatory eye tests and broader health checks.

## Annex

### Collisions and Casualties Parameters per Road User Group:

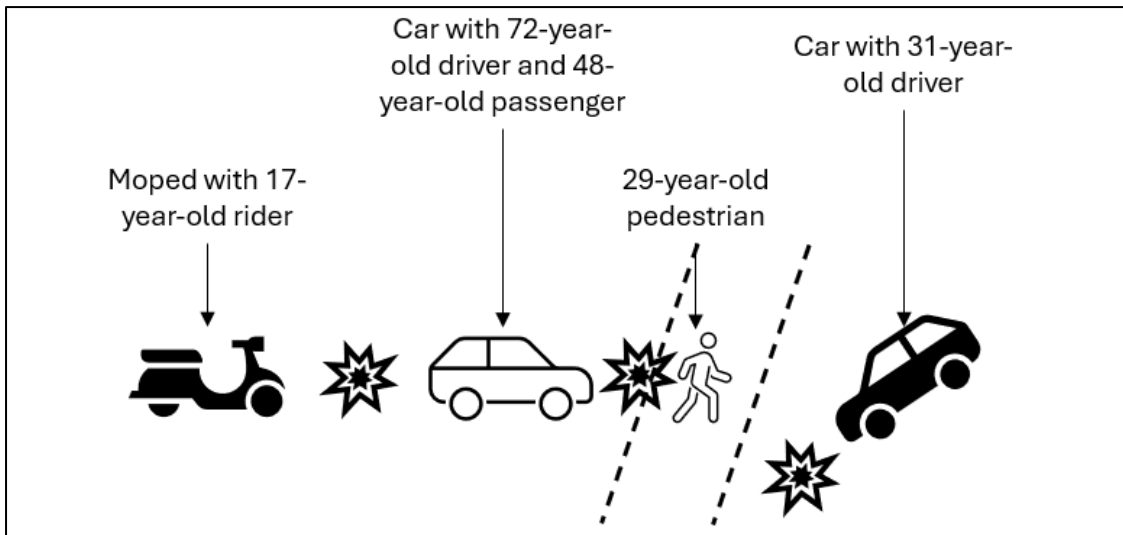
Road User Group	Collision Parameters:
Older Drivers	<ul style="list-style-type: none"> <li>INCLUDES: Any STATS19 collision with a linked <b>casualty</b> or <b>involved party</b> (not witness) who is a <b>driver/rider</b> and <b>60 years of age or older</b></li> <li>LIMITATIONS: "Collision involves older driver - 'YES'" does not mean the older driver was the faulty party, therefore Road Safety Factors may not relate to the older driver themselves</li> </ul>
Young Drivers	<ul style="list-style-type: none"> <li>INCLUDES: Any STATS19 collision with a linked <b>casualty</b> or <b>involved party</b> (not witness) who is a <b>driver/rider</b> and <b>16 to 25 years of age</b></li> <li>LIMITATIONS: "Collision involves younger driver - 'YES'" does not mean the younger driver was the faulty party, therefore Road Safety Factors may not be related to the younger driver themselves</li> </ul>
Motorcyclists	<ul style="list-style-type: none"> <li>INCLUDES: Any STATS19 collision with a linked <b>vehicle</b> that is: <b>2. Motorcycle 50cc and under; 23. Electric motorcycle; 3. Motorcycle over 50 - 125cc; 4. Motorcycle over 125 - 500cc; 5. Motorcycle over 500cc; 97. Motorcycle - unknown cc</b></li> <li>LIMITATIONS: "Collision involves motorcycle- 'YES'" does not mean the motorcycle rider was the faulty party, therefore Road Safety Factors may not be related to the motorcycle rider themselves</li> </ul>
Business Drivers	<ul style="list-style-type: none"> <li>INCLUDES: Any STATS19 collision with a linked <b>vehicle</b> that is: <b>10. Minibus (8 - 16 seats); 11. Bus or coach ( 17+ seats); 17. Agricultural vehicle; 19. Van / Goods 3.5 tonnes mgw and under; 20. Goods over 3.5 - 7.5 tonnes mgw; 21. Goods 7.5 tonnes mgw and over; 8. Taxi/Private hire car; 98. Goods vehicle - unknown weight AND 'Journey' is not 9. Personal business or leisure. OR, Vehicle 'Journey' is '1. Journey as part of work'</b></li> <li>LIMITATIONS: "Collision involves business driver - 'YES'" does not mean the business driver was the faulty party, therefore Road Safety Factors may not be related to the business driver themselves. Filters on vehicle types may exclude business drivers using cars, motorcycles or bicycles. Vehicle 'journey' reason is not always populated.</li> </ul>
Pedestrians	<ul style="list-style-type: none"> <li>INCLUDES: Any STATS19 collision with a linked <b>casualty</b> who is a <b>pedestrian</b></li> <li>LIMITATIONS: "Collision involves pedestrian - 'YES'" does not mean the pedestrian was the faulty party, therefore Road Safety Factors may not be related to the pedestrian themselves</li> </ul>
Cyclists	<ul style="list-style-type: none"> <li>INCLUDES: Any STATS19 collision with a linked <b>vehicle</b> that is: <b>1. Pedal Cycle (Including pedal assisted electric bicycles)</b></li> <li>LIMITATIONS: "Collision involves cycle- 'YES'" does not mean the cyclist was the faulty party, therefore Road Safety Factors may not be related to the cyclist themselves</li> </ul>

**Figure 78: Data Parameters for Collisions by Road User Group**



Road User Group	Casualty Parameters:
Older Drivers	<ul style="list-style-type: none"> <li>INCLUDES: Any casualty linked to an 'Older Driver Collisions', i.e. Any STATS19 collision with a linked <b>casualty</b> or <b>involved party</b> (not witness) who is a <b>driver</b> and <b>60 years of age or older</b></li> <li>LIMITATIONS: "Collision involves older driver - 'YES'" does not mean the older driver was the faulty party, therefore Road Safety Factors may not relate to the older driver themselves</li> </ul>
Young Drivers	<ul style="list-style-type: none"> <li>INCLUDES: Any casualty linked to a 'Younger Driver Collisions'. I.e. Any STATS19 collision with a linked <b>casualty</b> or <b>involved party</b> (not witness) who is a <b>driver</b> and <b>16 to 25 years of age</b></li> <li>LIMITATIONS: "Collision involves younger driver - 'YES'" does not mean the younger driver was the faulty party, therefore Road Safety Factors may not be related to the younger driver themselves</li> </ul>
Motorcyclists	<ul style="list-style-type: none"> <li>INCLUDES: Any casualty linked to a 'Motorcycle Collision'. I.e. Any collision with a linked <b>vehicle</b> that is: <b>2. Motorcycle 50cc and under; 23. Electric motorcycle; 3. Motorcycle over 50 - 125cc; 4. Motorcycle over 125 - 500cc; 5. Motorcycle over 500cc; 97. Motorcycle - unknown cc</b></li> <li>LIMITATIONS: "Collision involves motorcycle- 'YES'" does not mean the motorcycle rider was the faulty party, therefore Road Safety Factors may not be related to the motorcycle rider themselves</li> </ul>
Business Drivers	<ul style="list-style-type: none"> <li>INCLUDES: Any casualty linked to a 'Business Driver Collision'. I.e. Any STATS19 collision with a linked <b>vehicle</b> that is: <b>10. Minibus (8 - 16 seats); 11. Bus or coach ( 17+ seats); 17. Agricultural vehicle; 19. Van / Goods 3.5 tonnes mgw and under; 20. Goods over 3.5 - 7.5 tonnes mgw; 21. Goods 7.5 tonnes mgw and over; 8. Taxi/Private hire car; 98. Goods vehicle - unknown weight AND 'Journey' is not 9. Personal business or leisure. OR, Vehicle 'Journey' is '1. Journey as part of work'</b></li> <li>LIMITATIONS: "Collision involves business driver - 'YES'" does not mean the business driver was the faulty party, therefore Road Safety Factors may not be related to the business driver themselves. Filters on vehicle types may exclude business drivers using cars, motorcycles or bicycles. Vehicle 'journey' reason is not always populated.</li> </ul>
Pedestrians	<ul style="list-style-type: none"> <li>INCLUDES: Any casualty linked to a 'Pedestrian Collision'. I.e. Any collision with a linked <b>casualty</b> who is a <b>pedestrian</b></li> <li>LIMITATIONS: "Collision involves pedestrian - 'YES'" does not mean the pedestrian was the faulty party, therefore Road Safety Factors may not be related to the pedestrian themselves</li> </ul>
Cyclists	<ul style="list-style-type: none"> <li>INCLUDES: Any casualty linked to a 'Bicycle Collision'. I.e. Any collision with a linked <b>vehicle</b> that is: <b>1. Pedal Cycle (Including pedal assisted electric bicycles)</b></li> <li>LIMITATIONS: "Collision involves cycle- 'YES'" does not mean the cyclist was the faulty party, therefore Road Safety Factors may not be related to the cyclist themselves</li> </ul>

**Figure 79: Data Parameters for Casualties by Road User Group**



**Figure 80: Example scenario of a collision**

For example, a 29-year-old pedestrian crosses the road unexpectedly while the crossing lights are red and the traffic signals are still green.

A car with a 72-year-old driver and 48-year-old passenger fails to stop in time, hitting and seriously injuring the pedestrian. The driver is slightly injured and the passenger uninjured. The moped also fails to stop in time, hitting the rear of the car and seriously injuring the 17-year-old rider.

A third vehicle takes evasive action to avoid hitting the pedestrian, hitting a streetlamp at the side of the road. The 31-year-old driver is slightly injured.

Is the collision...	Yes/No Rationale...
An Older Driver Collision?	• Yes – This is a STATS19 collision with a linked casualty or involved party (not witness) who is a driver/rider and 60 years of age or older.
A Young Driver Collision?	• Yes - This is a STATS19 collision with a linked casualty or involved party (not witness) who is a driver/rider and 16 to 25 years of age.
A Motorcycle Collision?	• Yes - This is a STATS19 collision and involved a motorcycle.
A Business Driver Collision?	• No – This collision does not involve a business vehicle and none of the vehicles journey reason was 'as part of work'.
A Pedestrian Collision?	• Yes – This is a STATS19 collision with a linked casualty who is a pedestrian.
A Bicycle Collision?	• No – This collision did not involve a bicycle.

**Figure 81: Table outlining what the example scenario would be classified as in terms of collisions and casualties**

How many casualties are counted as...	Casualty Count - Rationale	KSI Casualty Count - Rationale
Older Driver Casualties?	4 - This is an 'older driver collision' and there are 4 casualties (pedestrian, older driver, motorcyclist and other driver).	2 - This is an 'older driver collision' and 2 casualties are seriously injured (pedestrian and motorcyclist).
Motorcycle Casualties?	4 - This is a 'motorcycle collision' and there are 4 casualties (pedestrian, older driver, motorcyclist and other driver)	2 - This is a 'motorcycle collision' and 2 casualties are seriously injured (pedestrian and motorcyclist).
Young Driver Casualties?	4 - This is a 'younger driver collision' and there are 4 casualties (pedestrian, older driver, motorcyclist and other driver).	2 - This is a 'younger driver collision' and 2 casualties are seriously injured (pedestrian and motorcyclist).
Motorcycle Casualties?	4 - This is a 'motorcycle collision' and there are 4 casualties (pedestrian, older driver, motorcyclist and other driver)	2 - This is a 'motorcycle collision' and 2 casualties are seriously injured (pedestrian and motorcyclist).
Business Driver Casualties?	0 - This is not a 'business driver collision'.	0 - This is not a 'business driver collision'.
Pedestrian Casualties?	4 - This is a 'pedestrian collision' and there are 4 casualties (pedestrian, older driver, motorcyclist and other driver).	2 - This is a 'pedestrian collision', and 2 casualties are seriously injured (pedestrian and motorcyclist).
Bicycle Casualties?	0 - This is not a 'bicycle collision'.	0 - This is not a 'bicycle collision'.

**Figure 82: Table outlining what the example scenario would be classified as in terms of collision type**

## References

[Reported road casualties in Great Britain: younger driver factsheet, 2023 - GOV.UK](#)

[Reported road casualties Great Britain: motorcyclist factsheet 2023 - GOV.UK](#)

[Motorcycle and Car Driving Licence Holders](#)

[Young drivers | Brake](#)

## Appendix 1 Safety Performance Indicators

In 2022, VZSW adopted a number of Safety Performance Indicators (SPIs) using publications from PACTs and Agilysis, see table below.

Safety Performance Indicator	Safe System Pillar
Percentage of traffic complying with speed limits on national roads (e.g. National Highways roads, A30/A38/A303/A35/M5)	Safe Speed
Percentage of traffic complying with speed limits on local roads.	Safe Speed
Percentage of drivers who do not drive after a) consuming alcohol b) consuming drugs	Safe Road Use
Percentage of vehicle occupants using a seat belt a) driver b) front seat passenger	Safe Road Use
Percentage of drivers not using in vehicle phone a) hand held b) hands free	Safe Road Use
Percentage of motorcyclists wearing full PPE	Safe Road Use
Percentage of vehicles manufactured in the last 3/5 years	Safe Vehicles
Percentage of routes that are red on the high harm routes dashboard	Safe Roads
<i>To be determined</i>	Post-Crash Care

Each SPI has an outcome measure which measures relevant enforcement activity and a final measure which measures associated KSIs. In order to measure safe road use, a road user survey of Devon and Cornwall residents was undertaken. It is important to note that any variations between surveys conducted over various year will reflect attitudes of respondents at a point in time. As the pool of respondents varies it is difficult to draw firm conclusions but merely show a snapshot of potential behaviours.

The SPIs and measures are visualised in the graphics that follow. It is important to note future monitoring will likely mirror any new SPIs published by the Government.



# Safety Performance Indicators:



**34%**

Percentage of traffic complying with speed limits on national roads (e.g. National Highways roads)

## Outcome Measures

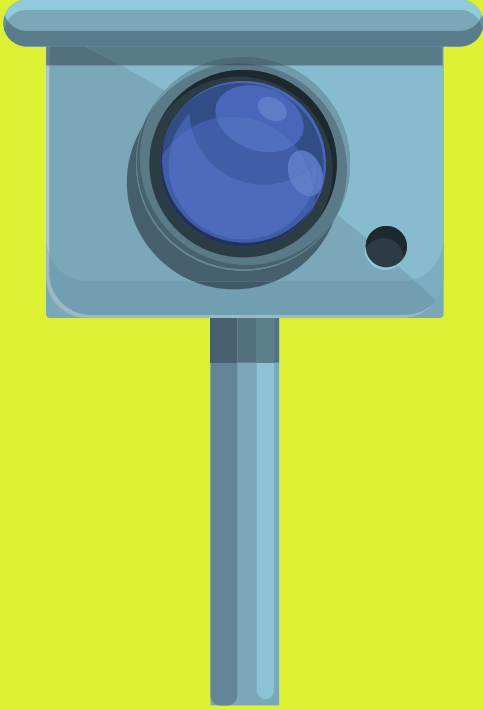
Number of drivers detected speeding by Safety Cameras on national roads **12,179**

No. of drivers who reached threshold for a speed awareness course **10,693**

No. of drivers who reached threshold for a conditional offer **1,375**

Number of drivers who reached threshold for prosecution **131**

Number of drivers detected speeding by a police officer **270**



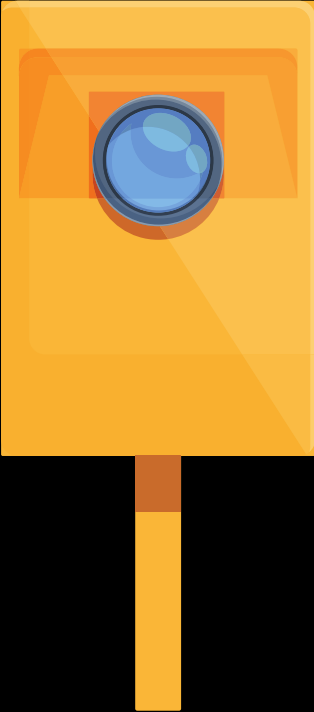
## Final Measures

Number of people killed or seriously injured in a collision where speed was a contributory factor (over the limit) **3**

Number of people killed or seriously injured in a collision where speed was a contributory factor (too fast for conditions) **8**




# Safety Performance Indicators:



## Outcome Measures

Number of drivers detected speeding by Safety Cameras on local roads	<b>94,812</b>
Number of drivers who reached threshold for a speed awareness course	<b>89,135</b>
Number of drivers who reached threshold for a conditional offer	<b>5,208</b>
Number of drivers who reached threshold for prosecution	<b>445</b>
Number of drivers detected speeding by a police officer	<b>301</b>

## Final Measures



<b>61</b>	Number of people killed or seriously injured in a collision where speed was a contributory factor (over the limit)
<b>67</b>	Number of people killed or seriously injured in a collision where speed was a contributory factor (too fast for conditions)



# Safety Performance Indicators:



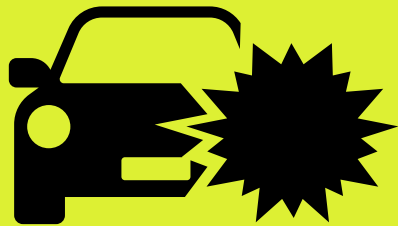
Percentage of traffic complying with speed limits on national and local roads: See figures above.

## Outcome Measures



Number of drivers detected speeding by Safety Cameras on local roads	<b>111,296</b>
Number of drivers who reached threshold for a speed awareness course	<b>98,241</b>
Number of drivers who reached threshold for a conditional offer	<b>12,502</b>
Number of drivers who reached threshold for prosecution	<b>553</b>
Number of vehicles detected speeding by CSW (20/30/40 MPH only)	<b>21,536</b>

## Final Measures



Please refer to local and national figures shown above



## Safety Performance Indicators:



# Impairment

**88.5%**

Percentage of drivers who do not drive after a) consuming alcohol

**94.9%**

Percentage of drivers who do not drive after a) consuming drugs

## Outcome Measures

Number of breathalyser tests performed **11,344**

Number of positive breathalyser tests **1,887**

Number of drug wipes performed **2,132**

Number of positive drug wipe tests **1,036**



## Final Measures

Number of people killed or seriously injured in a collision where alcohol was a contributory factor (impaired by alcohol)

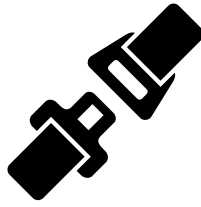
**75**

Number of people killed or seriously injured in a collision where speed was a contributory factor (impaired by drugs - illicit or medicinal)

**44**



## Safety Performance Indicators:



# Seatbelts

Percentage of vehicle occupants using a seat belt - driver

**94.8%**

Percentage of vehicle occupants using a seat belt - passenger

**94.2%**



## Outcome Measures

Number of drivers detected not wearing a seat belt by a police officer **195**

Number of drivers detected not wearing a seatbelt by Acusensus cameras **5,708**

Number of passengers detected not wearing a seat belt by a police officer **47**

## Final Measures

**12** Number of drivers/riders killed or seriously injured in a collision where a seatbelt was not being worn

**11** Number of passengers killed or seriously injured in a collision where a seatbelt was not being worn





## Safety Performance Indicators:



# Distraction

**95.5%**

Percentage of drivers not using in vehicle phone - hand held

**45.5%**

Percentage of drivers not using in vehicle phone - hands free

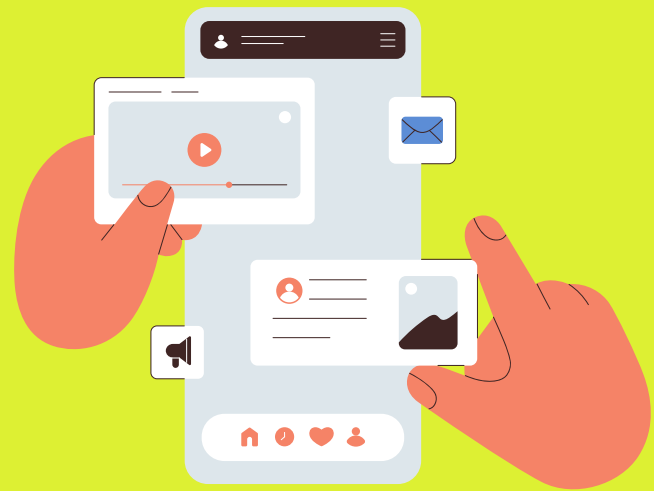
## Outcome Measures

Number of drivers detected using a mobile phone by Acusensus cameras

**2,216**

Number of drivers detected using a mobile phone by a police officer

**1,392**



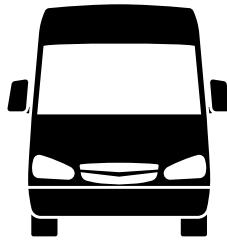
## Final Measures

Number of people killed or seriously injured in a collision where driver using mobile phone is a contributory factor

**10**



## Safety Performance Indicators:



**Vehicles, High Harm Routes & Emergency Service Response**

### Outcome Measure

Number of drivers detected for safe vehicle related offences by a police officer **1,308**

### Final Measure

Number of people killed or seriously injured in a collision where vehicle defects were a contributory factor **32**



## Safety Performance Indicator

**16%** Percentage of routes that are red on the high harm routes dashboard

### Final Measure

**84** Number of fatal or serious casualties on a red high harm route



### Outcome Measure

Percentage of fire and rescue responses within 15 minutes  
Devon **74.1%** Cornwall **65%**

Percentage of police responses within 20 minutes  
Devon & Cornwall **63%**

