



# Road Safety Ward Report: Bestwood

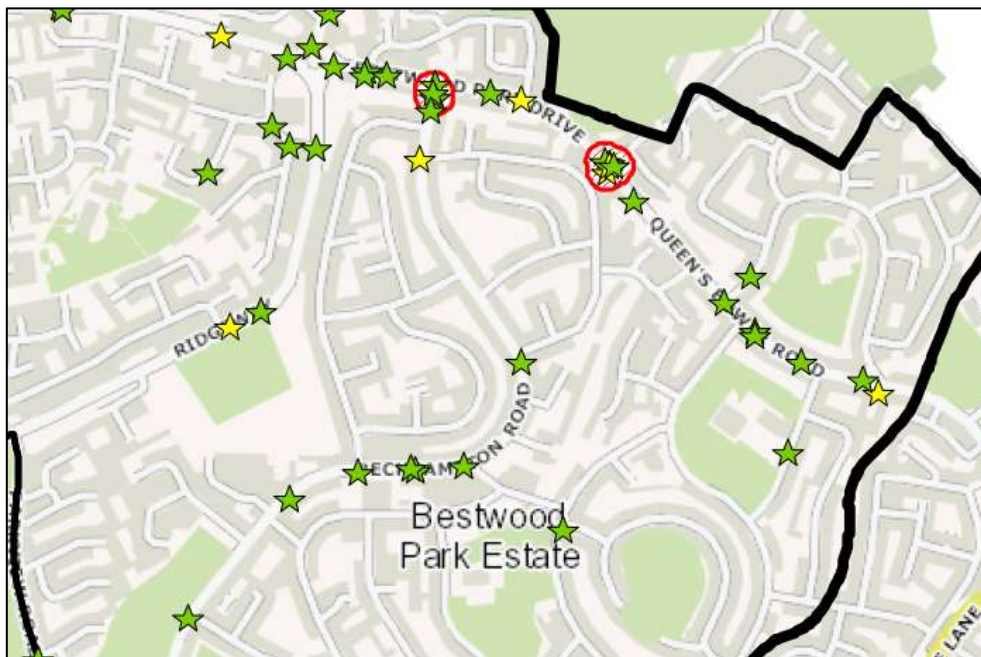
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## 2016 report

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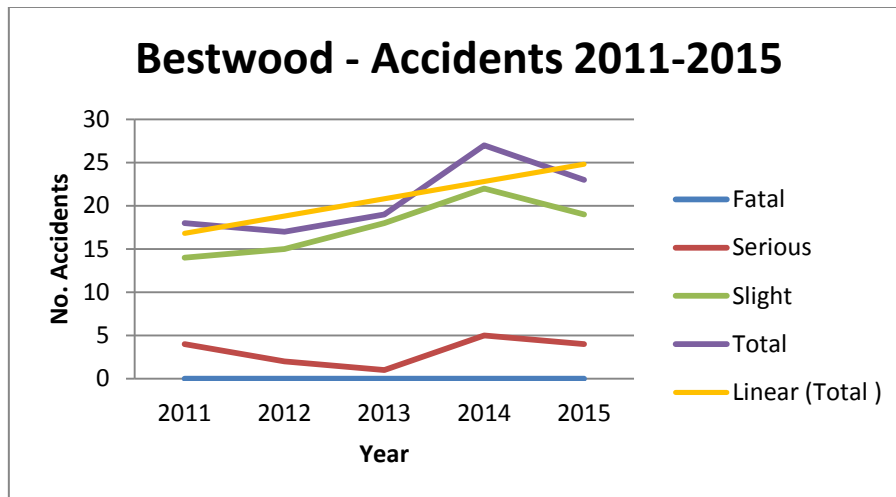
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## Road Safety Report 2016: Bestwood Ward

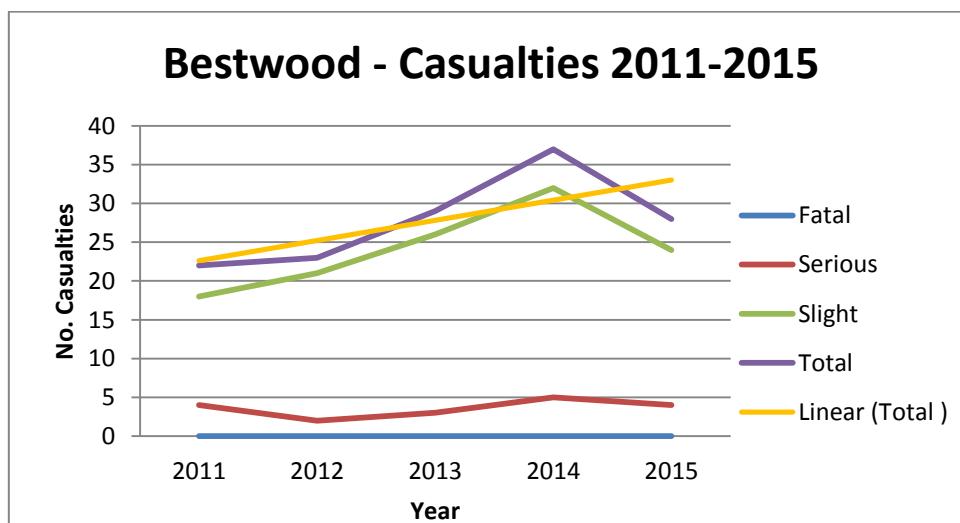
In order to attempt to reduce the number and severity of accidents across Nottingham it was decided last year to review the trends on a ward by ward basis to try and tackle some of the specific problem sites within each area, with support from the local Ward Councillors. This report therefore details the accident trends within the **Bestwood Ward** over the last five calendar years, to the end of 2015.

Unfortunately, after a highly successful period of reducing accidents and the resulting number of casualties across Nottingham, the last three years have seen accident numbers increase across the city with a sharp increase in Killed and Seriously Injured (KSI) accidents in 2015. This increase has mirrored the time over which we have seen casualty reduction scheme funding significantly reduced.

In the Bestwood Ward the trend over the most recent complete five years shows that accident numbers are increasing, although there was a drop between 2014 and 2015. This is shown below:



Similarly the number of casualties resulting from these accidents increased as shown below:



## Data Led Problem Identification.

**Appendix A** provides a plot of the accidents and casualties within the **Bestwood Ward** and along the Ward boundaries. It is important to note that the plot highlights only those locations where there have been clusters of four or more accidents within the five year period. This is shown with a red circle to identify the location. It does not specifically highlight lengths of road or areas over which high numbers of accidents may be spread, which would require more detailed analysis to identify, although all accidents are plotted to indicate this.

A summary table with details of the accident and casualty trends in your area along with some initial analysis to identify the age groups of casualties, types of vehicles involved in these accidents and more details about each cluster is included in **Appendix B**.

## Problem Areas

The cluster plot shows that there are **four** individual locations where there are groups of four or more accidents within a 20m radius in the last five years. The top ranking sites are as follows:

### ***A611 Hucknall Road at the junction with Kersall Drive: 6 accidents / 9 casualties***

- This cluster is on the boundary of the adjacent Basford and Bulwell Forest Wards.
- 1 casualty sustained serious injuries.
- At this site there have been 1 accident involving pedal cycles and 2 involving a powered two-wheeler.

### ***A611 Hucknall Road at the junction with Arnold Road: 6 accidents / 15 casualties***

- At this site there have been 2 accidents involving a child, 3 involving OAPs and 2 involving a powered-two-wheeler.

### ***Bestwood Park Drive at the junction with Deer Park Drive: 5 accidents / 5 casualties***

- 2 casualty sustained serious injuries.
- At this site there have been 4 accidents involving pedal cycles.

### ***Beckhampton Road at the junction with Bestwood Park Drive: 4 accidents / 4 casualties***

- At this site there have been 2 accidents involving pedestrians and 1 involving a child.

As would be expected the clusters are all on the main roads across the Ward with accidents regularly spread along these lengths between the major junctions. The plot included in **Appendix A** however also shows that there are other accidents along the lengths of **Beckhampton Road and Arnold Lane** that may warrant further investigation.

## Other potential issues

As shown above, most of the accidents across the Ward are centred on the main routes through the area. It is also worth noting the types of casualty shown within the Ward, highlighted below:

### **Total casualties within the Ward (2011-2015): 141 (from 106 accidents)**

- Pedestrian casualties: 29 (20.5%) including 6 serious injuries.
  - *Compared against the average for Nottingham of 17.8% the proportion of pedestrian casualties in the Bestwood Ward is high.*
- Pedal cyclist casualties: 14 (10%) including 3 serious injuries.
- Powered two-wheelers (motorcycles/mopeds): 20 (14%) including 4 serious injuries.
  - *The proportion of casualties who were the riders of powered two-wheelers in the Bestwood Ward is almost twice the average for Nottingham of 7.77%.*
- The remaining casualties were drivers or passengers within motor vehicles.
- In total across the Ward 20 casualties (14%) were aged 16 years of age or under.
  - *Across all of Nottingham 11% of all accidents involve an injury to someone aged 16 and under.*

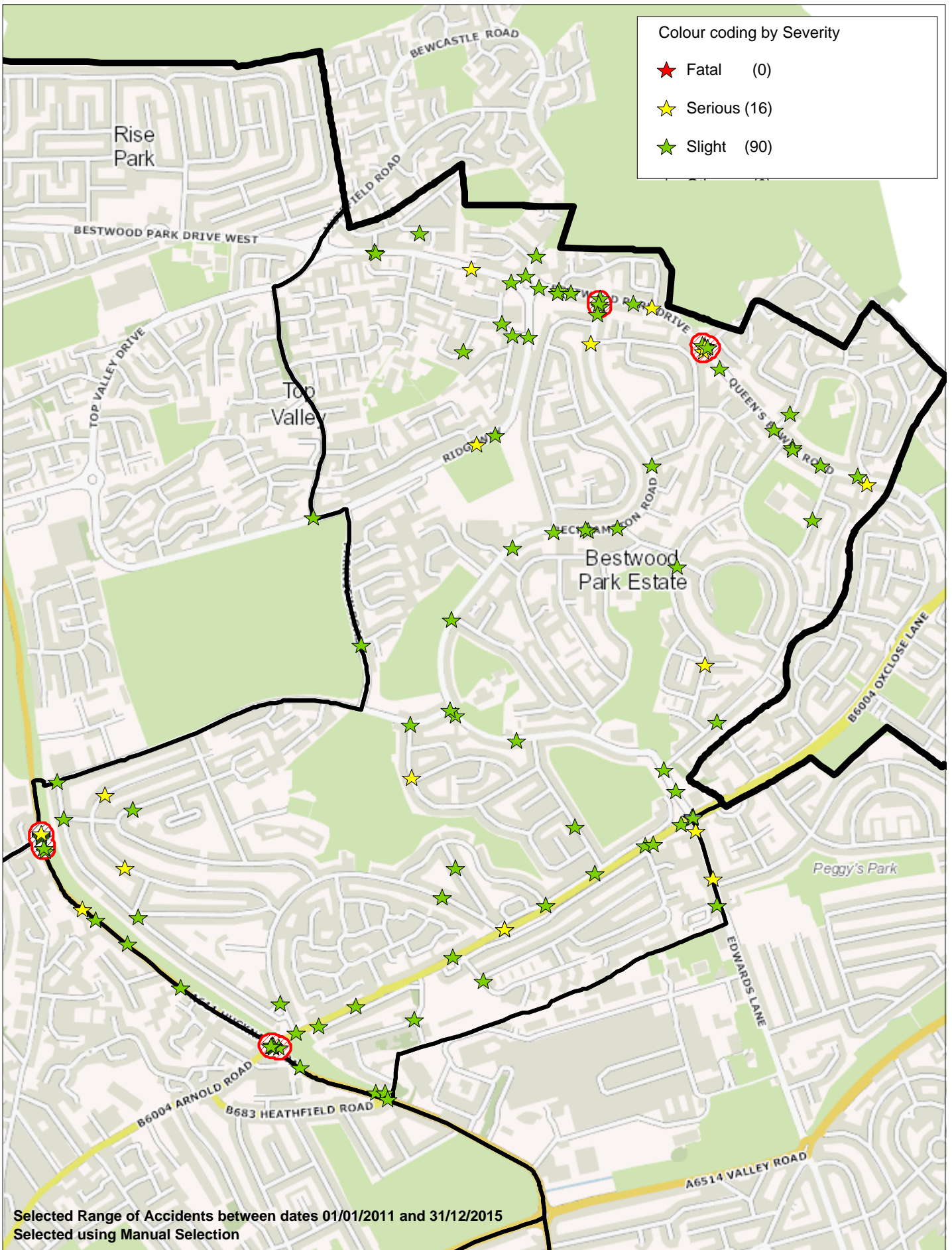
Further investigation of these user groups may identify sites, routes or areas where there are disproportionately high numbers of one user group – for example pedestrians, cyclists or children, who are injured as a result of road traffic accidents. This could help to focus resources on resolving specific issues encountered by that group.

## What can be done next?

If you are interested in investigating some of these sites, lengths or areas in more depth feasibility studies or investigations can be requested through the Area Focus and Road Safety Teams. These studies can identify trends and potential causes of the accident clusters or accidents along a route and may identify potential casualty reduction schemes that can be carried out.

The cost of these studies will vary depending on the area to be considered and number of accidents. A quote can be provided for this initial work should you wish to explore potential treatments at the accident clusters in your area.

**Please contact Chris Berry in the Road Safety Team ([chris.berry@nottinghamcity.gov.uk](mailto:chris.berry@nottinghamcity.gov.uk) / 0115 878 65257) to discuss any of the data provided in this report. Alternatively please contact Ged Newton or Martin Bee in the Area Focus Team ([Area.Focus@nottinghamcity.gov.uk](mailto:Area.Focus@nottinghamcity.gov.uk)) should you want to issue a works package to carry out further analysis of the problems in the Bestwood Ward.**



**Appendix A:  
Bestwood Ward Accident Plot**

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SCALE	1 : 13041
DATE	22/11/2016
DRAWING No.	
DRAWN BY	

Accidents between dates 01/01/2011 and 31/12/2015 (60) months  
 Selection: Selected using Manual Selection  
 Notes: Bestwood Ward

Table 1 - Accidents by Month

	2011	2012	2013	2014	2015	Total
January	1	1	3	4	3	12
February	1	2	-	3	2	8
March	2	3	1	2	-	8
April	1	1	2	2	1	7
May	2	-	1	2	-	5
June	1	2	-	-	4	7
July	3	-	3	3	2	11
August	3	-	2	1	1	7
September	-	3	2	2	1	8
October	2	1	4	4	3	14
November	2	2	2	2	4	12
December	1	2	-	2	2	7
TOTAL	19	17	20	27	23	106

Table 2 - Casualties by Month

	2011	2012	2013	2014	2015	Total
January	1	1	7	5	5	19
February	1	3	-	6	2	12
March	3	5	3	2	-	13
April	3	1	2	2	1	9
May	2	-	1	2	-	5
June	1	3	-	-	5	9
July	4	-	3	3	2	12
August	3	-	2	1	2	8
September	-	3	4	5	1	13
October	2	1	4	5	3	15
November	2	3	4	4	4	17
December	1	3	-	2	3	9
TOTAL	23	23	30	37	28	141

Table 3 - All Accidents by Severity

	2011	2012	2013	2014	2015	Total
Fatal	0	0	0	0	0	0
Serious	4	2	1	5	4	16
Slight	15	15	19	22	19	90
TOTAL	19	17	20	27	23	106

Table 4 - Casualties by Severity

	2011	2012	2013	2014	2015	Total
Fatal	0	0	0	0	0	0
Serious	4	2	3	5	4	18
Slight	19	21	27	32	24	123
TOTAL	23	23	30	37	28	141

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

Selection:

Selected using Manual Selection

Notes:

Bestwood Ward

**DEFAULT VEHICLE GROUPS**

Accidents involving:	Fatal	Serious	Slight	Total	Casualties:	Fatal	Serious	Slight	Total
Motor Vehicles Only	0	6	62	68	Vehicle Driver	0	1	42	43
2-wheeled motor vehicles	0	7	18	25	Vehicle Passenger	0	4	31	35
Pedal Cycles	0	3	12	15	Motorcycle rider	0	4	16	20
Horses & Other	0	0	0	0	Cyclist	0	3	11	14
					Pedestrians	0	6	23	29
Total Accidents	0	16	90	106	Other	0	0	0	0
					<hr/>				
					Total	0	18	123	141

Accidents between dates 01/01/2011 and 31/12/2015 (60) months

**Selection:**  
4 total accidents within a radius of 30 metres  
(Overlapping clusters have been merged)  
Ranked by Total Accidents  
Selected using Manual Selection

**Notes:**  
Bestwood Ward Clusters

Cluster ID	Rank	Location	Node No.	Grid Reference		Severity Ratio	Accidents						Casualties						Accidents involving					
				Easting	Northing		Fa	Se	SI	Tot.	p.a.	KSI	Fa	Se	SI	Tot.	p.a.	KSI	Peds	Cyes	Child	OAPs	P2W	
1	1	A611 HUCKNALL ROAD, at its Junction with Unclassified Road KERSALL DRIVE		455214	344602	0.167	0	1	5	6	1.2	1	0	1	8	9	2	1	0	1	0	0	0	2
2	1	A611 HUCKNALL ROAD, at its Junction with B6004 ARNOLD ROAD, NOTTINGHAM		455819	344068	0.000	0	0	6	6	1.2	0	0	0	15	15	3	0	0	0	2	3	2	2
3	3	Unclassified Road BESTWOOD PARK DRIVE, at its Junction with Unclassified Road DEER PARK DRIVE, NOTTINGHAM		456940	345885	0.400	0	2	3	5	1.0	2	0	2	3	5	1	2	0	4	0	0	0	0
4	4	Unclassified Road BECKHAMPTON ROAD, at its Junction with Unclassified Road BESTWOOD PARK DRIVE, NOTTINGHAM		456664	345998	0.000	0	0	4	4	0.8	0	0	0	4	4	1	0	2	0	1	0	0	0