

Agenda Item No. 6(f)

DERBYSHIRE COUNTY COUNCIL

CABINET

11 October 2018

Report of the Strategic Director – Economy, Transport and Environment

**DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2017
(HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

(1) **Purpose of Report** To bring to the Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2017 and to seek approval for the wider publication of the report, both electronic and printed form.

(2) **Information and Analysis** The Casualty Report is an annual publication that ensures information on road traffic collision trends is publicly available.

The Casualty Report shows what has been achieved in road traffic casualty reduction within the areas covered by Derbyshire County Council (DCC), the Derby and Derbyshire Road Safety Partnership (DDRSP) and Derby City Council, as well as detailed analysis of casualty trends within each Local Authority District/Borough. The Report, and detailed data lying behind it, will be used to guide casualty reduction work for each area.

The Casualty Report provides performance in casualty reduction, measured against agreed indicators. These use, as the baseline, the annual average number of killed and seriously injured (KSI) casualties between 2005 and 2009. The report links with the Community Safety Strategies, Public Health Joint Strategic Needs Analysis (JSNA), Derbyshire County Council's Council Plan, DDRSP's Strategy and the Local Transport Plans, with a strong emphasis on reducing road casualties.

In 2017, across the DDRSP area, the number of casualties was reduced again to another new record low of 2,122 recorded injury casualties. The number of recorded injury collisions also fell substantially from 1,914 to 1,640.

In addition, and just as importantly, the number of KSI casualties across the DDRSP area reduced from 2016's level, and both Derbyshire's and Derby City's number were the lowest on record.

The number of casualties across both County and City are almost certainly at an all-time low. Comprehensive data is only available for the last 30 years, but research in national and local archives gives officers confidence that these levels of casualties are the lowest since the Second World War, and it is possible that they are the lowest since accident recording began in the 1920's, although the significant changes in road use and recording methods means the datasets are not strictly comparable.

When measured against the Council's agreed targets, it is currently 2% below the 2017 annual milestone and therefore on track to meet the 2020 target.

These reductions are testament to the continuing contributions of all the partners in the core casualty reduction work of education, engineering and enforcement and, in addition, the new initiatives introduced and planned, such as the innovative use of simulated 360° virtual reality technology, which will deliver behaviour change techniques and encourage safer driving, continuing the Council's successful work. By using virtual reality headsets, participants can experience simulated dangers on selected roads. The videos are tailored to road user groups such as motorcyclists or older drivers and focus on scenarios that are relevant to improving their driver behaviour.

Future reductions in casualty numbers will continue to be a challenge. However, the recent successful bid to the Department for Transport (DfT) under the Safer Roads Fund for a total of nearly £6.8 million to comprehensively address road safety on Derbyshire's three roads with the poorest safety records (A619 Thirteen Bends, A5004 Long Hill and A5012 Via Gellia) is testament to the Council's proactive and dynamic approach.

Some of the key points in the 2017 Casualty Report:

Derbyshire County Council area (comparing 2017 with the 2005-2009 baseline).

- 54% reduction in total casualties.
- 36% reduction in KSI casualties.

DDRSP (comparing 2017 with the 2005-2009 baseline).

- 52% reduction in total casualties
- 37% reduction in KSI casualties.

In the DCC area, during 2017, a total of 1,571 people were injured in Police reported collisions, of whom 32 people died and 266 were seriously injured.

In the DDRSP area in 2017, a total of 2,122 people were injured, of whom 36 died and 328 were seriously injured.

Subject to Cabinet's approval, it is proposed that the Casualty Report will be available on County Council and Road Safety Partners' websites. Printed copies will be available for distribution to key officers where required.

The Casualty Report will continue the data-led approach to casualty reduction, highlighting the nature of problems, allowing detailed analysis to ascertain priorities, producing profiles of problem areas and tailoring solutions accordingly.

(3) **Financial Considerations** The production of the documents will be funded from the Road Safety Strategy budget. Production and distribution costs total £30.

(4) **Social Value Considerations** The analysis of collision and casualty data ensures the Casualty Report provides the evidence and information to guide work in areas of road traffic casualty reduction. This ensures society benefits from reducing numbers of injured road users whilst ensuring scarce resources are used most effectively.

Other Considerations

In preparing this report the relevance of the following factors has been considered: legal, prevention of crime and disorder, equality and diversity, human resources, environmental, health, property and transport considerations.

(5) **Key Decision** No.

(6) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

(7) **Background Papers** Held on file within the Economy, Transport and Environment Department. Officer contact details – Matt Pickard, extension 38657.

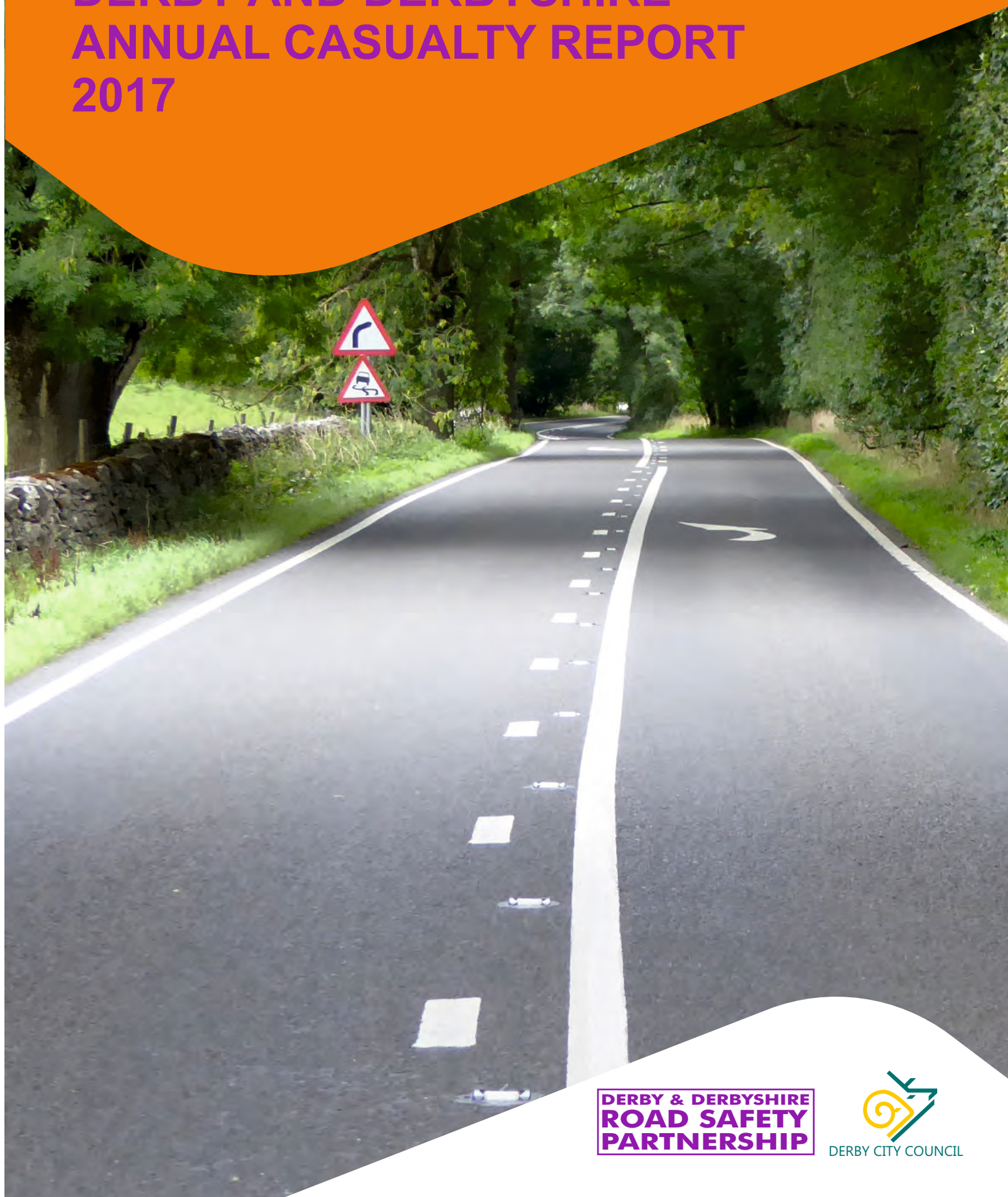
(8) **OFFICER'S RECOMMENDATIONS** That Cabinet:

8.1 Notes the current trends in road casualties as reported in the 'Derby and Derbyshire Annual Casualty Report 2017'.

8.2 Approves its wider publication both in electronic and printed form.

Mike Ashworth
Strategic Director – Economy, Transport and Environment

DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2017



Derby and Derbyshire Annual Casualty Report 2017

Executive Summary

In 2017 the total number of reported casualties from road traffic collisions, across both Derbyshire County Council and Derby City Council areas continued to show reductions.

Since the 2014 annual report casualty levels decreased year on year, and in 2017 the total number of casualties was, we believe, the lowest since the Second World War ¹. Significantly, the more serious collisions, those where people were killed and seriously injured were also the lowest of this seventy two year period.

When measured against our agreed targets we are currently 2% below the 2017 annual milestone and therefore on track to meet the 2020 target ².

However, there are still some groups where casualties have not reduced at the same rate: older car drivers, adult pedal cyclists and work related casualties. All of these are subject to renewed efforts in 2018.

Pedestrian casualties have recently increased and will be investigated to ascertain if they should be a future priority. Children will always be a focus of road safety in Derbyshire. A welcome drop in both motorcyclists and young car drivers injured occurred in 2017 and they will continue to be priorities with targeted road safety campaigns and training.

Our established educational and training schemes continue to deliver excellent results and are constantly updated to cater for the inevitable changes in a rapidly evolving world.

As an authority we continue to invest significantly in our road network.

In addition we have successfully bid for funding from the Department for Transport's Safer Roads Fund. This will provide a total of nearly £6.8 million over the next three years to improve our three roads which have the worst safety records - the A619 Thirteen Bends, A5004 Long Hill and A5012 Via Gellia.

Our successful bid encompasses a comprehensive range of engineering solutions to improve these roads and in addition the innovative use of 360 immersive technology for the training and education of road users most at risk on these roads.

¹ Available data is incomplete for the whole period 1945-2017, but the 2017 data is the lowest of every year where data is available and the pattern of data in the period supports our belief.

² In 2011, DCC and DDRSP agreed to measure progress against a target of a 50% reduction in KSI casualties by 2020, using as the baseline the average KSI casualties between 2005 and 2009.

Derby and Derbyshire Annual Casualty Report 2017

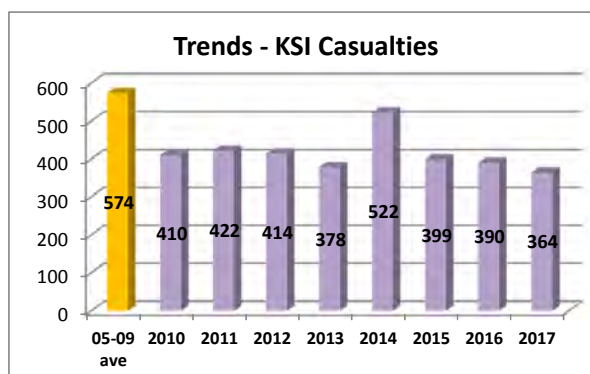
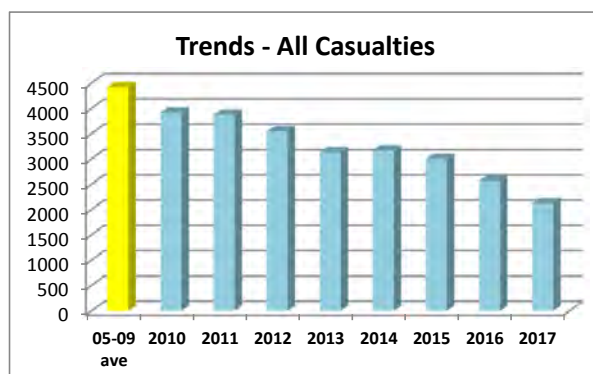
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Derby and Derbyshire Road Safety Partnership

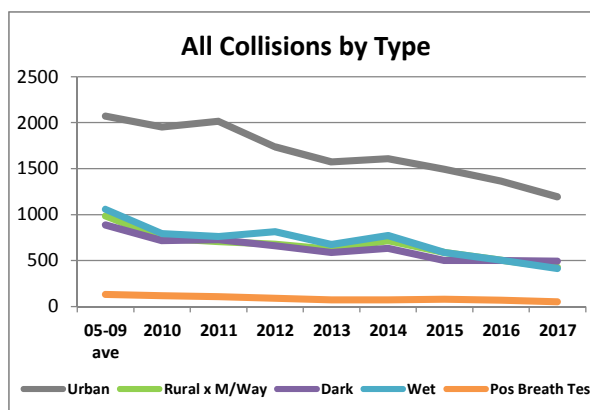
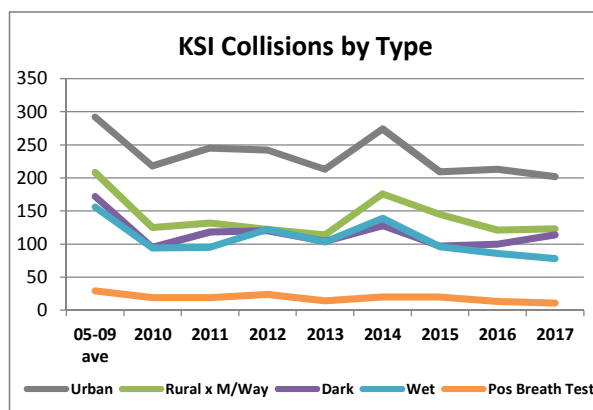
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
46	468	514	2700	3214	05-09 ave	51	523	574	3844	4418
30	323	353	2467	2820	2010	30	380	410	3506	3916
38	347	385	2435	2820	2011	39	383	422	3456	3878
23	350	373	2152	2525	2012	25	389	414	3134	3548
22	311	333	1953	2286	2013	25	353	378	2758	3136
35	423	458	1941	2399	2014	36	486	522	2647	3169
24	334	358	1789	2147	2015	25	374	399	2598	2997
32	306	338	1576	1914	2016	35	355	390	2177	2567
34	296	330	1310	1640	2017	36	328	364	1758	2122
-26%	-37%	-36%	-51%	-49%	% below average	-29%	-37%	-37%	-54%	-52%



The 2017 level of 2122 casualties was the lowest since the end of the Second World War and 52% (2296) below the 2005 to 2009 average.

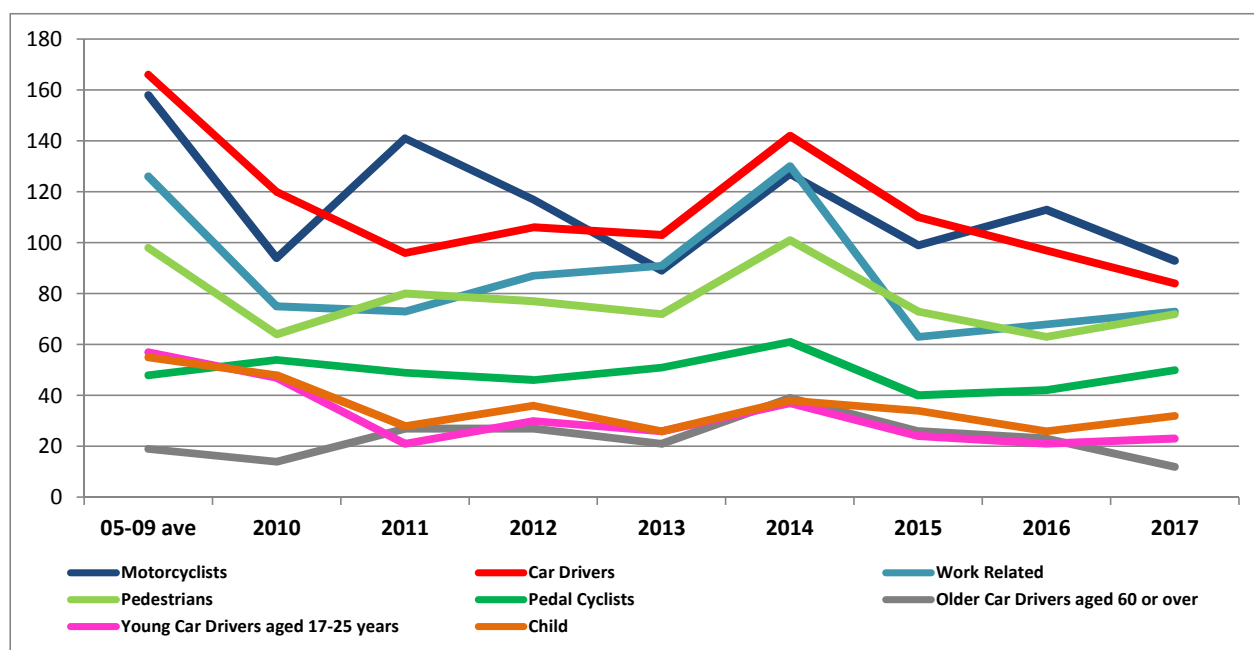
After a peak in 2014, partly due to the effect of a long fine summer, killed and serious casualties reduced in the next three years. The 2017 level of 364 was the lowest since the end of the Second World War, 37% (210) below the 2005 to 2009 average and on track to meet Derbyshire's target of a 50% reduction by 2020.



KSI collisions on wet road surfaces peaked in 2014 then reduced but collisions in the hours of darkness increased in the last two years. Rural collisions have reduced at a faster pace than urban collisions. In urban areas, groups to focus on are older car drivers, adult pedal cyclists, pedestrians and motorcyclists. In rural areas, groups to focus on are adult pedal cyclists, motorcyclists and pedestrians.

Derby and Derbyshire Road Safety Partnership

Killed and Serious Road User Casualty Trends



The Partnership brings together people who are experts in enforcement, engineering, and education and enables joint working by Derbyshire County Council, Derby City Council, Derbyshire Fire and Rescue Service, Derbyshire Constabulary and Highways England in order to have a multi-agency approach to casualty reduction with particular emphasis on the priority groups.

Killed and serious casualties peaked for almost all groups in 2014, which evidence suggests was partly weather related, whereas the impact of weather has been less in 2015, 2016 and 2017. In 2017, compared with 2016, there was a reduction in older car driver, all car driver and motorcyclist KSI casualties, but there were increases in pedestrians, pedal cyclists, work related casualties and child casualties.

Based on evidence of recent casualty trends, definable groups to influence and the proportion that the casualty group comprises, the following are currently priorities for casualty reduction initiatives for DDRSP - Motorcyclists, Young Car Drivers, Work Related Casualties. Pedestrian casualties will be monitored to ascertain if they should be a future priority.

Two other groups, Adult Pedal Cyclists and Older Car Drivers are already priority groups for Derbyshire County Council whilst Motorcyclists are a priority group for both organisations.

Derby and Derbyshire Road Safety Partnership

Casualty Priority Groups and Casualty Reduction Activities

Motorcyclists (26% of KSI casualties in last 3 years)

In 2017, 93 motorcyclists were killed or seriously injured on Derbyshire's roads, including 6 fatalities. This was the lowest level of motorcyclist KSI casualties of the years from 2005 onwards apart from 2013.

Urban motorcyclist KSI casualties reduced at a slower pace than those on rural roads. The pace of reduction was greater for larger bikes over 500cc than smaller bikes less than 125cc.

The most common age for motorcyclists killed or seriously injured in the last three years was 17 to 20 years. In the most recent three years, there has been an increase in riders injured on bikes over 125cc and under 500cc, suggesting the start of a trend for younger riders to upgrade to larger bikes.

DDRSP works in schools and colleges to educate young drivers and riders and provides CBT + training for young riders.

The age group of older riders over 45 years in collisions has stretched upwards with an increase of 56 to 65 year olds.

DDRSP provides ERS training for riders and supports Operation Saferide, our summer long safety campaign for leisure riders.

Young Car Drivers (6% of KSI casualties in last 3 years)

In the last three years the number of young car drivers killed or seriously injured has remained stable and in 2017 this level was 38% (23) casualties below the milestone required to meet the 2020 casualty reduction target. 207 young car drivers were injured on Derbyshire's roads in 2017, comprising 10% of all casualties, but 580 people were injured in collisions where a young car driver was involved, comprising 27% of all casualties.

Twice as many young car drivers were killed or seriously injured on rural roads than urban roads. Rural areas with the highest young driver collision rates were Hathersage and Hope Valley, Melbourne and Bakewell. 81% of young car driver collisions occurred less than 10 miles from the young driver's home.

DDRSP provides the award winning Young Driver Education Programme, available to all schools and colleges which is recognised nationally as a benchmark programme.

Work Related Casualties (on way to/from work or driving for work, including pedestrians injured) (18% of KSI casualties in last 3 years)

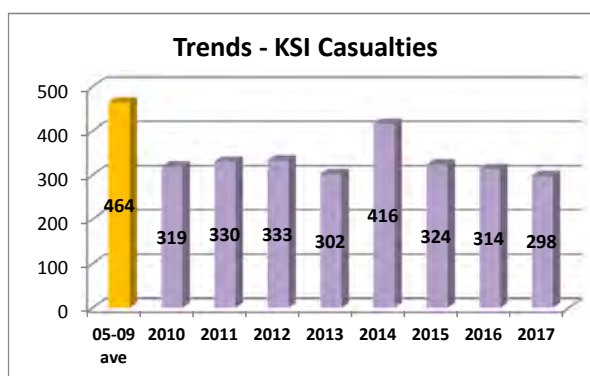
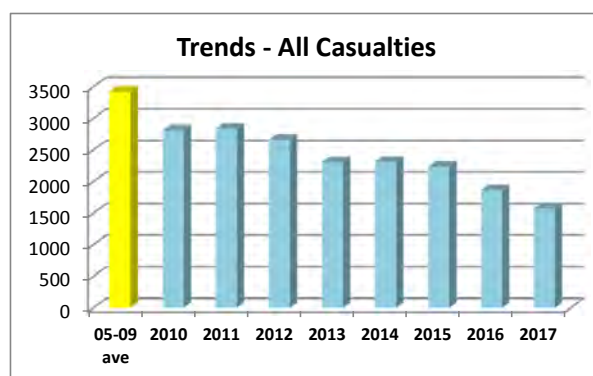
Work related KSI casualties reduced by half from 126 in 2006 to the lowest level of the last thirty years in 2015 (63), followed by small increases in 2016 and 2017. In 2017, 544 collisions or 33% of collisions on Derbyshire's roads involved one or more drivers/riders on a work related journey.

Since 2014 all collisions involving both driving for work and commuting have reduced, but killed and serious collisions involving commuters increased and overtook the level of those driving for work for the first time in 2017.

Derbyshire County Council

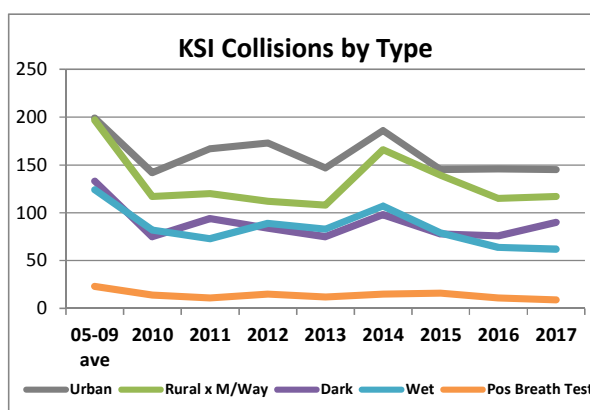
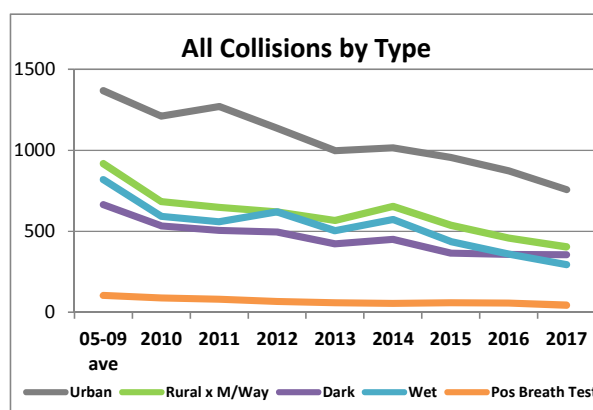
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
40	369	409	2039	2448	05-09 ave	45	419	464	2959	3424
29	240	269	1753	2022	2010	29	290	319	2492	2811
34	261	295	1722	2017	2011	35	295	330	2506	2836
19	275	294	1573	1867	2012	21	312	333	2328	2661
21	240	261	1394	1655	2013	24	278	302	2004	2306
29	331	360	1382	1742	2014	30	386	416	1895	2311
22	266	288	1276	1564	2015	23	301	324	1913	2237
29	236	265	1112	1377	2016	31	283	314	1552	1866
30	237	267	916	1183	2017	32	266	298	1273	1571
-25%	-36%	-35%	-55%	-52%	% below average	-29%	-37%	-36%	-57%	-54%



The 2017 level of 1571 casualties was the lowest of the years since the end of the Second World War and 54% (1853) below the 2005 to 2009 average.

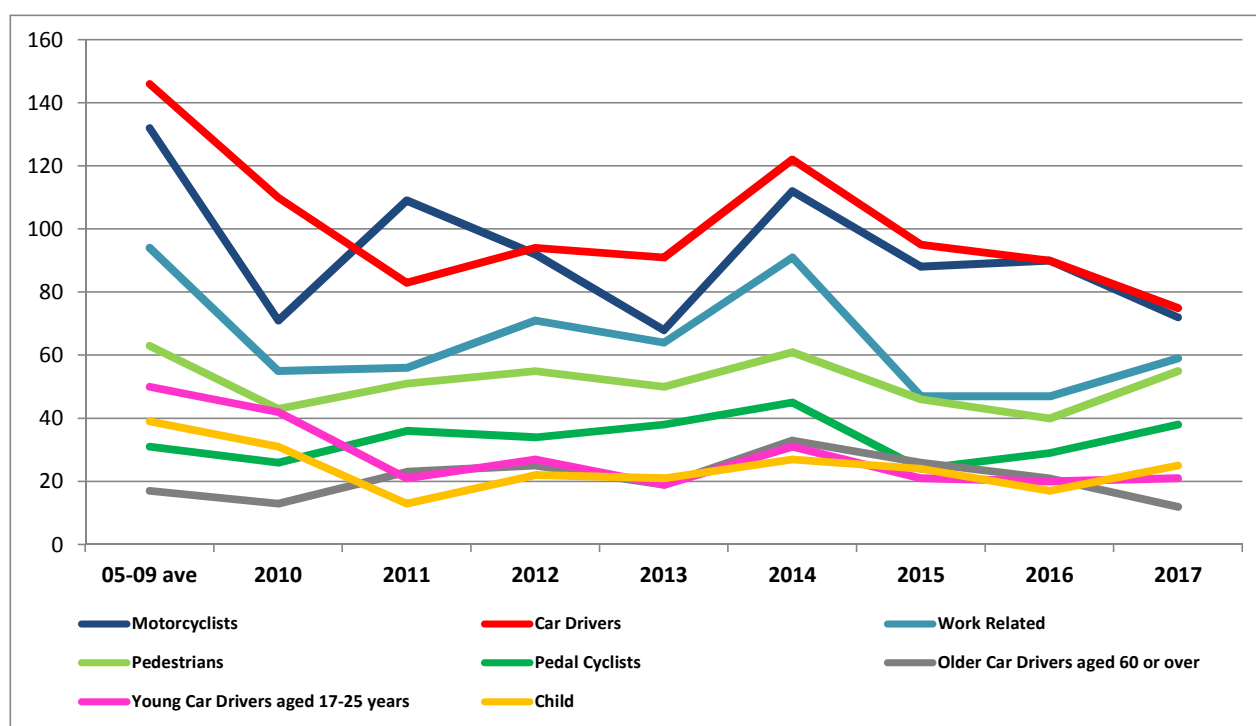
After a peak in 2014, partly due to the effect of a long fine summer, killed and serious casualties reduced in the next three years. The 2017 level of 298 was the lowest since the Second World War, 36% (166) below the 2005 to 2009 average and on track to meet Derbyshire's target of a 50% reduction by 2020.



Both urban and rural KSI collisions peaked in 2014 but in the three years since, rural collisions reduced at a faster pace. Casualty groups in urban areas (with speed limits of 30 or 40mph) that were not on track in 2017 towards the 2020 target were pedestrians, pedal cyclists, older car drivers, children, collisions involving commuters and collisions in the hours of darkness. On rural roads pedestrians, pedal cyclists, goods vehicle users, older car drivers and collisions in the hours of darkness were not on track in 2017.

Derbyshire County Council

Killed and Serious Road User Casualty Trends



Killed and serious casualties peaked for almost all groups in 2014, then reduced. Recent upturns occurred in work related, pedestrian, pedal cyclist and child casualties. Based on evidence of recent trends and the proportion the casualty group comprises, the following are currently priorities for casualty reduction initiatives within the DCC area.

Adult Pedal Cyclists (9% of KSI casualties in last 3 years)

Adult pedal cyclist KSI casualties were not on track to meet the annual milestones for the last 7 years and were the furthest adrift from the 2017 milestone. Casualties on rural roads reduced slower than those on urban roads but casualties on urban roads were a greater proportion (64%). There is evidence of an increase in recreational cycling collisions and it is thought that events such as the Tour de France passing through Derbyshire in 2014 influenced cycling patterns.

Older Car Drivers aged 60 and over (6% of KSI casualties in last 3 years)

Older car driver KSI casualties were not on track to meet the annual milestones for the last 7 years, but in 2017 reduced to the lowest level of the years after 2005. Drivers aged 67 to 80 years were most at risk.

Motorcyclists (27% of KSI casualties in last 3 years)

A dramatic reduction in KSI motorcyclist casualties occurred, from 171 in 1996 to 72 in 2017, the lowest level of the years from 2005 onwards, apart from 2013. Groups to focus on include 17-20 year olds on smaller bikes on urban roads and riders aged 45 or over on urban and rural roads, particularly on leisure routes.

Children killed or seriously injured comprise 7% of Derbyshire's road casualties, and will always be a focus of road safety initiatives. Although on track to meet the 2020 casualty reduction target, in 2017, at the highest level since 2014, they were only 4% below the milestone.

Pedestrian casualties increased in 2017 and were above the milestone target. This group will be monitored to ascertain if they should be a future priority. Casualties in the most deprived wards were not on track in the last two years but reduced in 2017.

Derbyshire County Council

Casualty Reduction Activities

DCC continues to use an evidence-led approach to casualty reduction. Analysis of casualty and collision statistics in conjunction with socio-economic data and traffic information direct our work to the highest risk and greatest need.

We maintain the core body of education and training work in schools and colleges with children and young adults through our Road Safety Officers. Our Child Safety Audit identifies areas and demographic groups where road safety risk is highest. Hence every nursery, school and college has access to free resources and support for road safety learning, but those areas of the highest risk also receive proactive, dedicated support in the classroom from Road Safety Officers.

In addition, continuing analytical work on other road users ensures we address the changing road safety environment in areas including: older road users, occupational road risk and mobility scooters.

Our established work includes:

Child car seat checks to advise members of the public and professionals responsible for care of children.

CBT+ courses to provide additional training for moped riders.

Support for Health Promotion Teams with a range of infant child seat advice leaflets.

The Smartrider scheme which continues to provide pedal cycle training for Year 6 pupils.

We continue as a partner in Public Health's Five 60 programme; every child at Key Stage 2 receives training in safe use of the road as part of the programme.

Over the last two years we have introduced new initiatives that have become established, popular and successful:

County Rider, a countywide adult cycle training programme.

Driving Safer for Longer, a countywide training event for older drivers.

First Gear, a pre-driver training day for 15 and 16 year olds.

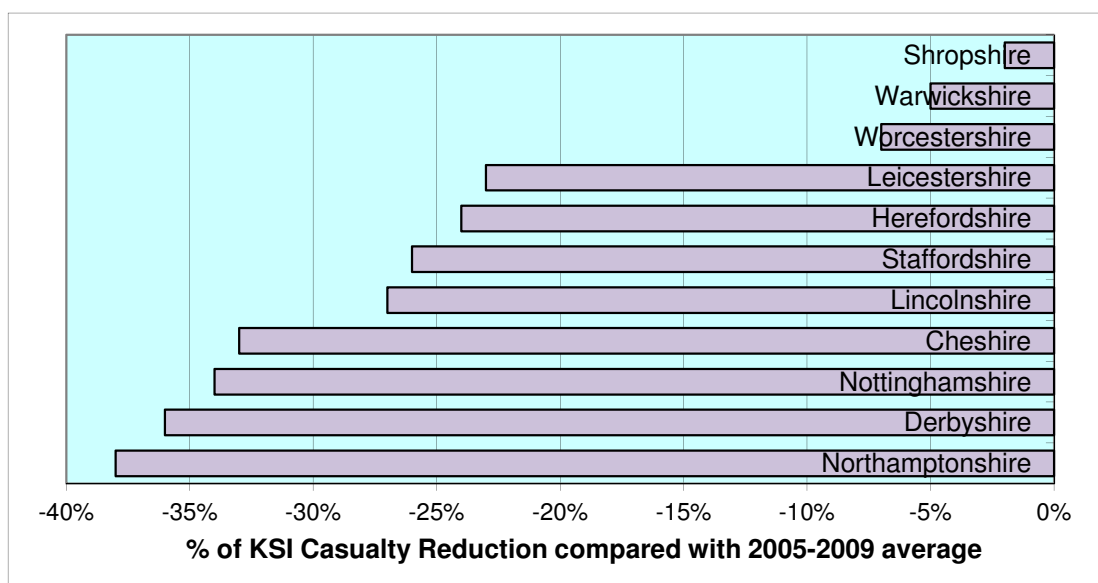
Engineering continues to be an essential element of road safety. In year 2017/2018 over £600,000 was spent on Casualty Reduction Schemes which have a direct and positive effect on road safety.

Partnership work is widely recognised as a key element of road safety and we are the lead member of the Derby and Derbyshire Road Safety Partnership and contribute to all the priority groups.

We are active participants in the regional 'Bare Bones' and 'Shiny Side Up' partnerships which directly address one of our key high casualty groups: motorcyclists. Derbyshire County Council is an active member of the Midlands Service Improvement Group which shares best practice in casualty reduction. We are members of Road Safety GB, the leading national road safety organisation; working as part of the governing body and with national partnerships tackling individual groups such as motorcyclists and with partner organisations such as the National Police Chiefs Council and National Fire Chiefs Council.

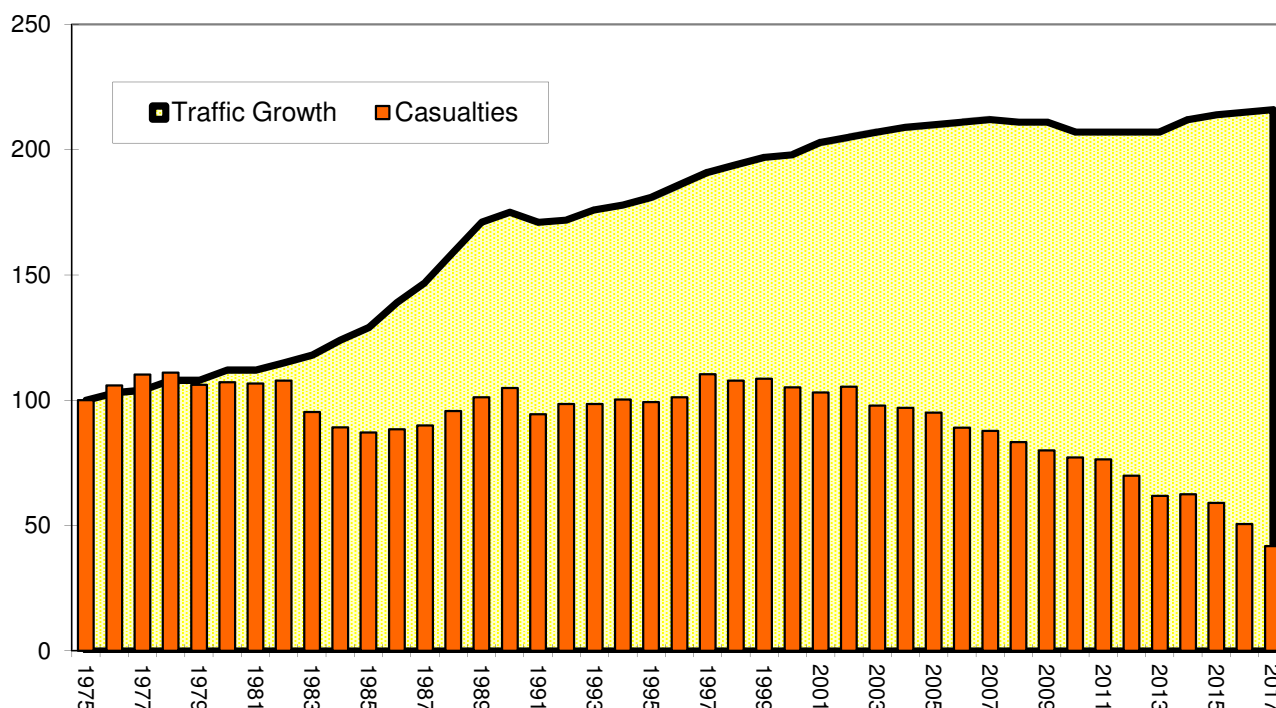
We are also working to enable us to meet future challenges such as the introduction of the Safe System approach across the country.

Derbyshire County Council Comparison with other East Midlands Local Authorities



The fastest pace of KSI casualty reduction up to 2017 occurred in Northamptonshire, followed by Derbyshire. In 2017, KSI casualties in the Derbyshire County Council area were 36% below the 2005 to 2009 average whilst in the East Midlands region they were 30% below.

Casualties and Traffic Flow Trends 1975-2017

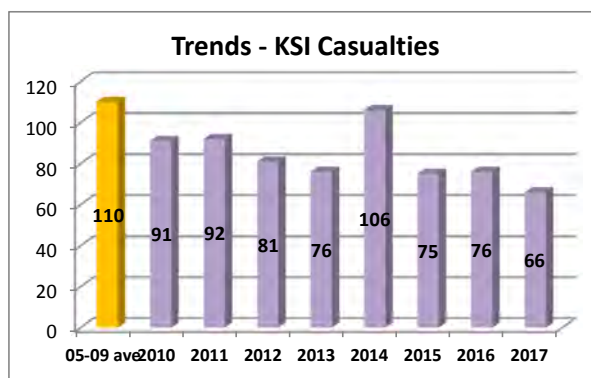
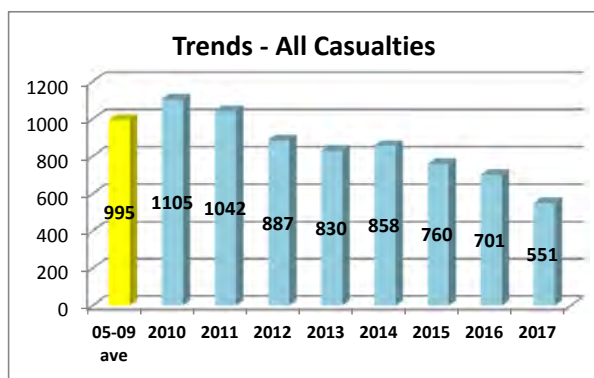


In 2017, traffic flow was 116% greater than in 1975, whilst casualties were 58% lower. Casualties increased to a peak in 1997 with another in 2002, followed by a decreasing trend. Traffic flows remained fairly static from 2010 to 2013 but increased in each of the last four years. Changes in the economy and weather patterns influence both traffic flows and casualty levels.

Derby City Council

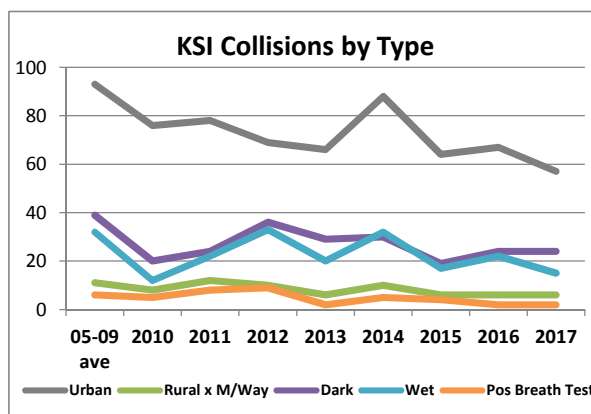
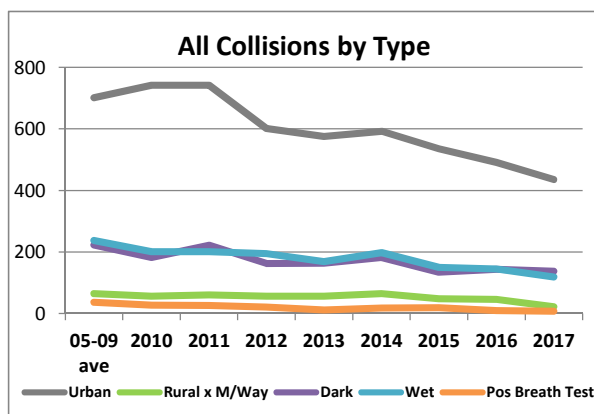
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
6	99	105	661	766	05-09 ave	6	104	110	885	995
1	83	84	714	798	2010	1	90	91	1014	1105
4	86	90	713	803	2011	4	88	92	950	1042
4	75	79	579	658	2012	4	77	81	806	887
1	71	72	559	631	2013	1	75	76	754	830
6	92	98	559	657	2014	6	100	106	752	858
2	68	70	513	583	2015	2	73	75	685	760
3	70	73	464	537	2016	4	72	76	625	701
4	59	63	394	457	2017	4	62	66	485	551
-33%	-40%	-40%	-40%	-40%	% below average	-33%	-40%	-40%	-45%	-45%



In 2017 casualties were at their lowest level since the end of the Second World War and 45% below the 2005 to 2009 average.

After a slight rise in 2014, killed and serious casualties continued to reduce and also now sit at their lowest level, some 40% below the 2005 to 2009 average and on track to meet Derby City's target of a 40% reduction by 2020.

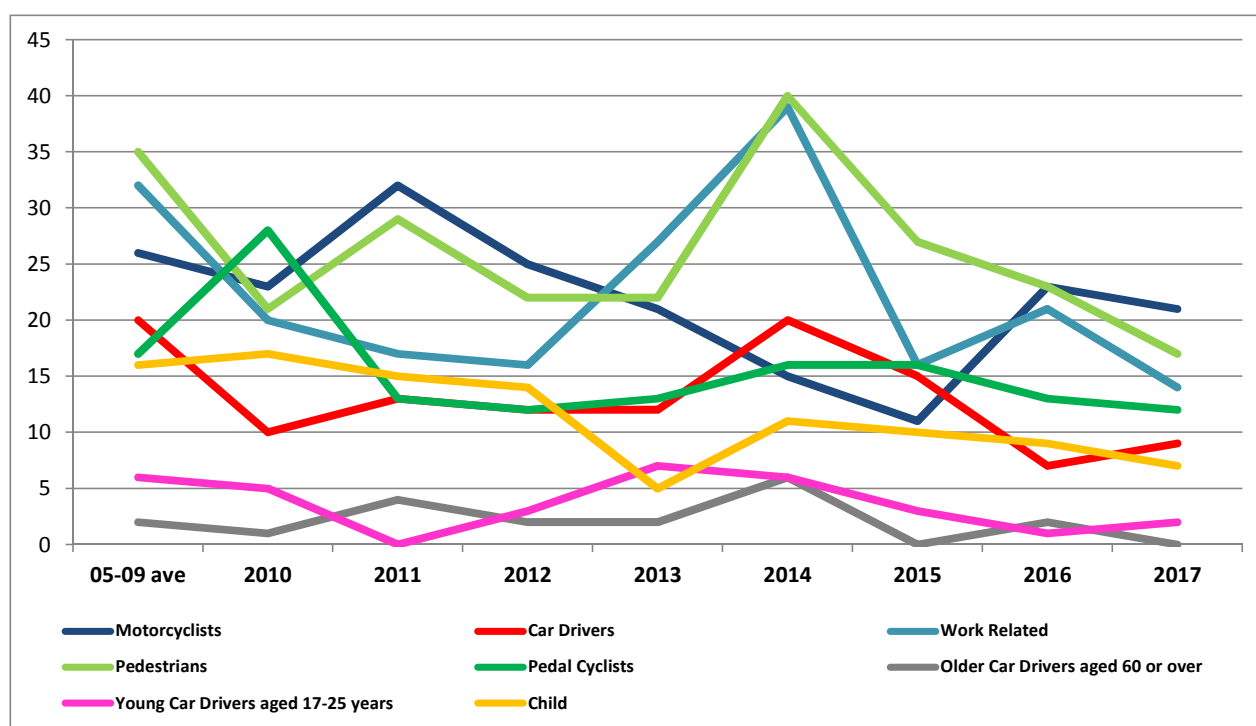


Both KSI collisions on wet road surfaces and during the hours of darkness decreased since 2014.

Collisions where a positive breath test was obtained remained at an encouragingly low level.

Derby City Council

Killed and Serious Road User Casualty Trends



KSI pedestrian casualties reduced again for the third year running, and after a rise in 2016, motorcyclists are again on the way down.

The casualty pattern in Derby is different from that of Derbyshire County Council area. In the City pedestrians, motorcyclists, work related casualties and collisions in the hours of darkness comprise higher proportions.

In general, KSI casualties in Derby have been decreasing apart from the slight upturn in car drivers. In the last three years there were fairly even proportions of riders killed or seriously injured on large motorcycles over 500cc and small bikes under 125cc.

In 2017 groups not on track to meet the 2020 KSI casualty reduction target were pedal cyclists and

Derby City Council continues to work with local communities and partners to support casualty reduction measures and road safety initiatives.

Data supplied by the Police is used to identify collision hotspots and road safety concerns, and to develop specific measures that help to tackle them.

This includes:

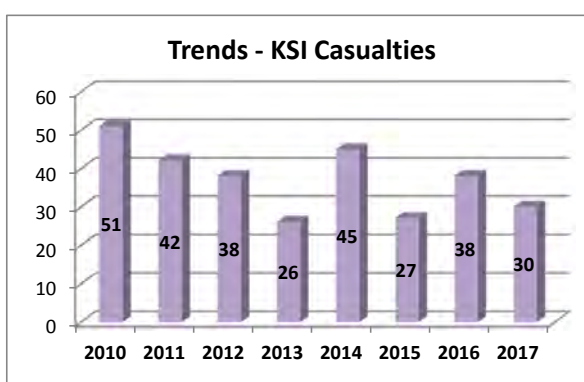
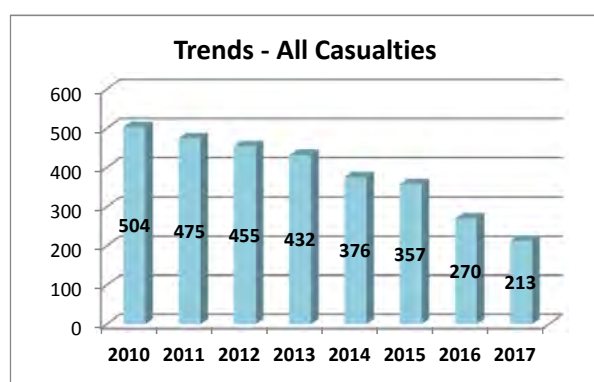
- Child pedestrian and cycle training
- Pedal Plus adult cycle confidence training
- Road safety engineering works
- Enforcement of parking and traffic restrictions

Derby City Council supports road users to help them travel safely, producing on-line guidance and advice targeted at vulnerable and higher risk groups.

Highways England Roads in Derby and Derbyshire

Summary of Trends 2010 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
5	32	37	282	319	2010	8	43	51	453	504
7	24	31	266	297	2011	5	37	42	433	475
4	31	35	242	277	2012	4	34	38	417	455
3	21	24	266	290	2013	4	22	26	406	432
2	38	40	226	266	2014	2	43	45	331	376
0	19	19	203	222	2015	0	27	27	330	357
7	23	30	165	195	2016	7	31	38	232	270
7	21	28	123	151	2017	7	23	30	183	213



Roads in the County of Derbyshire and City of Derby which are maintained by HE are the M1 motorway, A628, A50 and parts of the A38, A52, A5111, A516 and A6.

Total casualties on the trunk road network in Derby and Derbyshire fell by 21% (57), comparing 2017 with 2016, to the lowest level since the Second World War. KSI casualties reduced from 2010 to 2013 and have fluctuated since then. In 2017 motorway collisions comprised 1.3% of the County's total collisions whilst other trunk road collisions accounted for 8%.

Priorities

Highways England has implemented the Asset-led Delivery Model in the East Midlands to improve the planning and programming of major project schemes and maintenance on the Strategic Road Network.

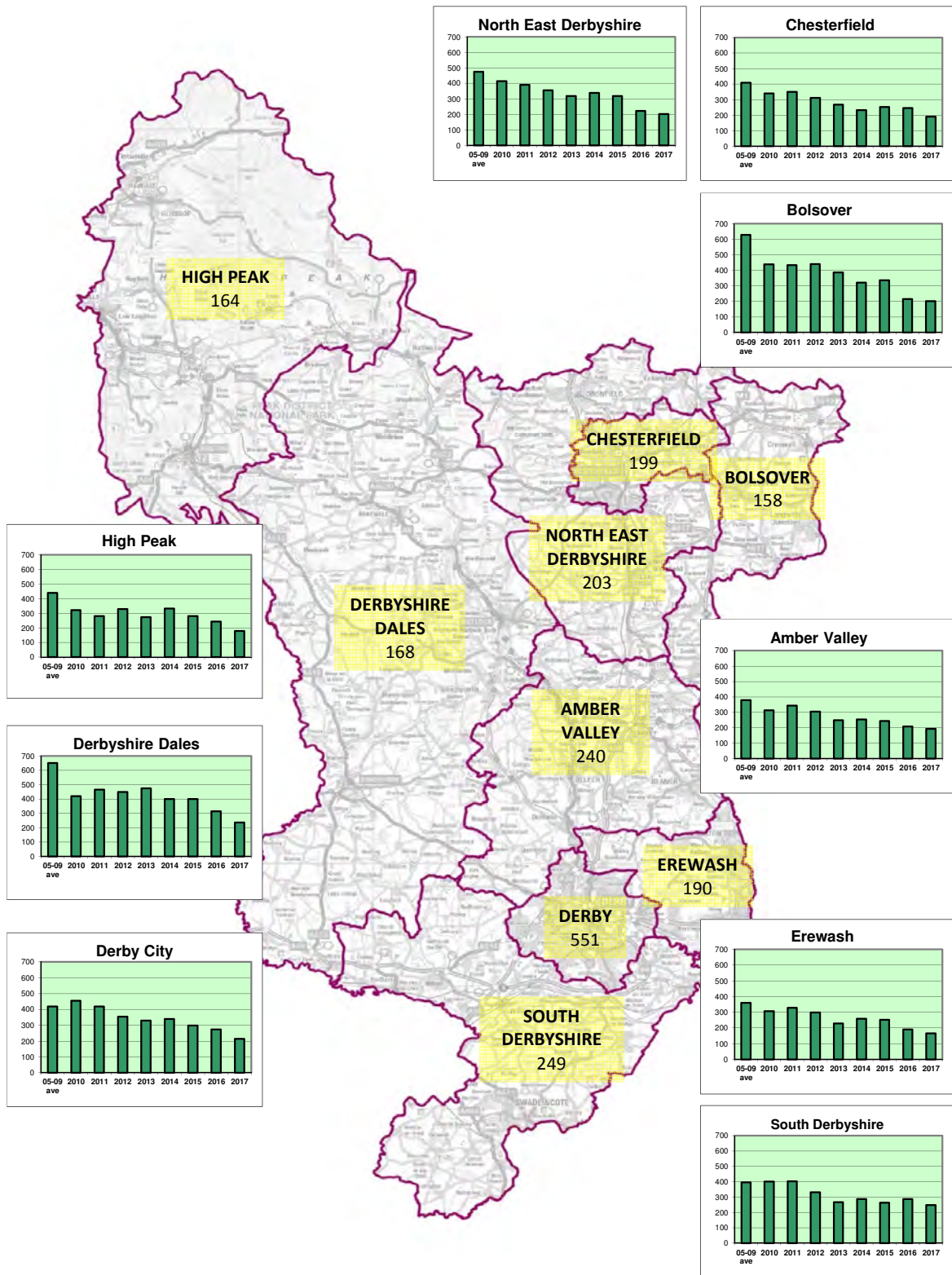
Highways England has agreed a Performance Specification that sets out the eight key areas which the Government and the Strategic Roads Network Monitor will measure for both the network and company performance. These areas are:

- Making the network safer
- Improving user satisfaction
- Supporting the smooth flow of traffic
- Encouraging economic growth
- Delivering better environmental outcomes
- Helping cyclists, walkers and other vulnerable users
- Achieving real efficiency
- Keeping the network in good condition

Highways England aims to have a network where no one should be harmed when travelling or working on our roads. A new target has therefore been agreed, of an ongoing reduction in network KSIs to support a decrease of at least 40% by the end of 2020 against the 2005-09 baseline.

Casualty Trends by District

Casualties per Hundred Thousand Population

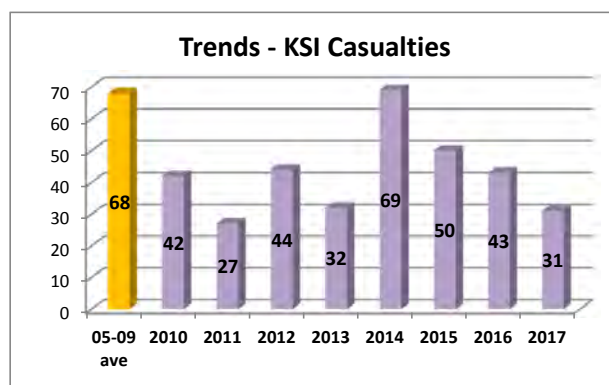
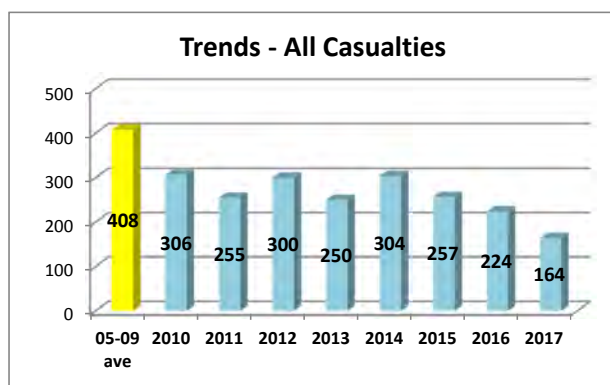


Tourism, including recreational motorcyclists, pedal cyclists and car drivers influence casualties in some districts. Also the motorway has an effect, particularly in Bolsover. Casualties per hundred thousand population generally decreased from 2010 to 2017, apart from in 2014. In 2017 there were smaller reductions in North East Derbyshire, Bolsover and Amber Valley than other districts.

High Peak

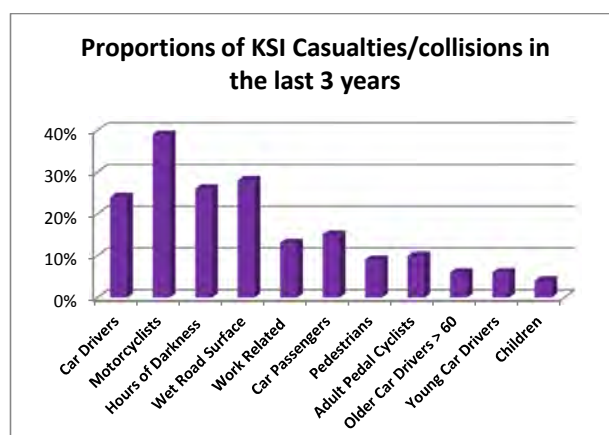
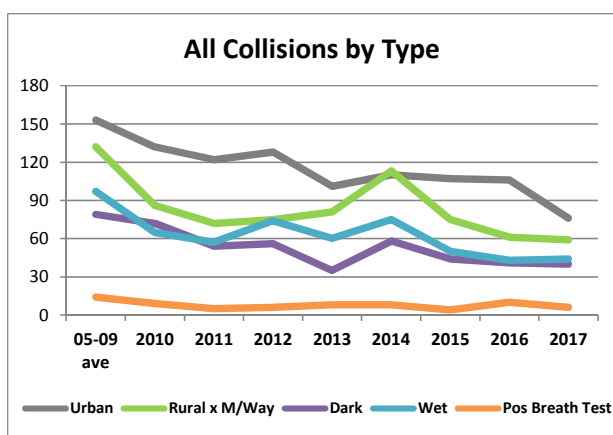
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
6	53	59	226	285	05-09 ave	7	61	68	340	408
4	30	34	184	218	2010	4	38	42	264	306
2	25	27	167	194	2011	2	25	27	228	255
2	36	38	165	203	2012	2	42	44	256	300
3	27	30	152	182	2013	3	29	32	218	250
7	50	57	166	223	2014	7	62	69	235	304
4	37	41	141	182	2015	5	45	50	207	257
5	31	36	131	167	2016	7	36	43	181	224
1	29	30	105	135	2017	1	30	31	133	164
-83%	-45%	-49%	-54%	-53%	% below average	-86%	-51%	-54%	-61%	-60%



In 2017 casualties were at their lowest level since the end of the Second World War and 60% (244) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced and in 2017 were similar levels as in 2013 and 2011. The 2017 level of 31 was 54% (37) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



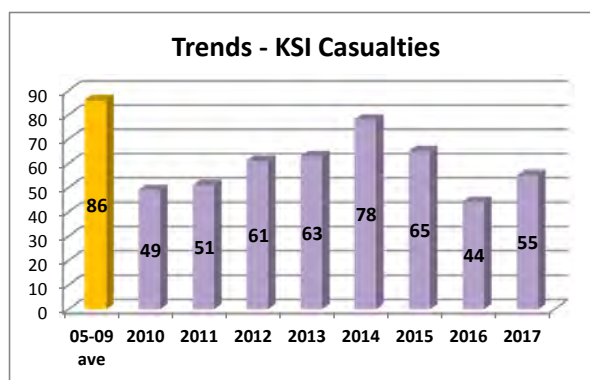
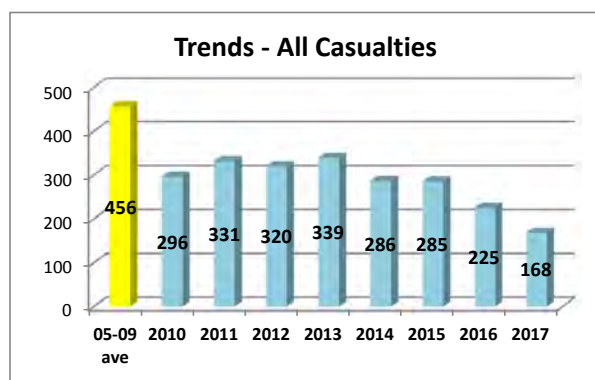
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2017 were adult pedal cyclists and motorcyclists. Motorcyclists comprise a higher proportion of KSI casualties (39%) than in any other district.

Derbyshire Dales

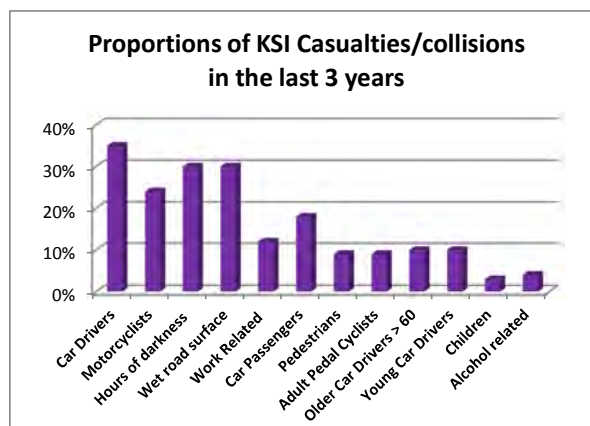
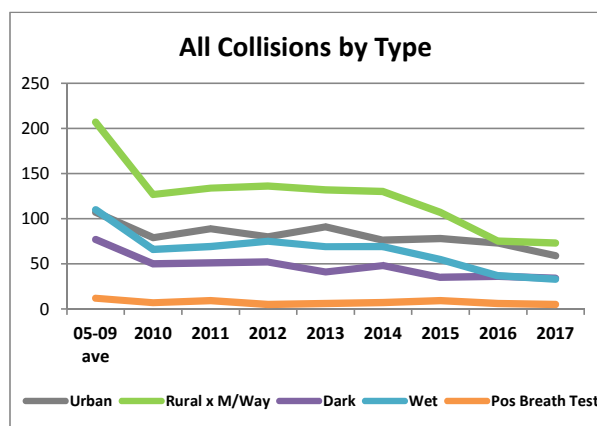
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
9	65	74	240	314	05-09 ave	10	76	86	370	456
4	35	39	167	206	2010	4	45	49	247	296
9	33	42	181	223	2011	9	42	51	280	331
2	45	47	169	216	2012	2	59	61	259	320
7	40	47	176	223	2013	7	56	63	276	339
8	55	63	143	206	2014	8	70	78	208	286
5	50	55	130	185	2015	5	60	65	220	285
3	35	38	110	148	2016	3	41	44	181	225
4	44	48	84	132	2017	4	51	55	113	168
-56%	-32%	-35%	-65%	-58%	% below average	-60%	-33%	-36%	-69%	-63%



In 2017 casualties were at their lowest level since the end of the Second World War and 63% (234) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced but increased again in 2017. The 2017 level of 55 was 36% (31) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



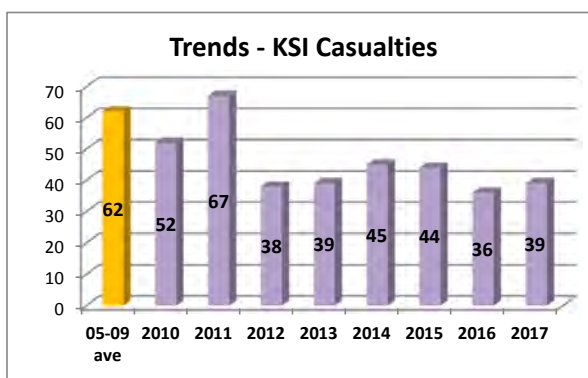
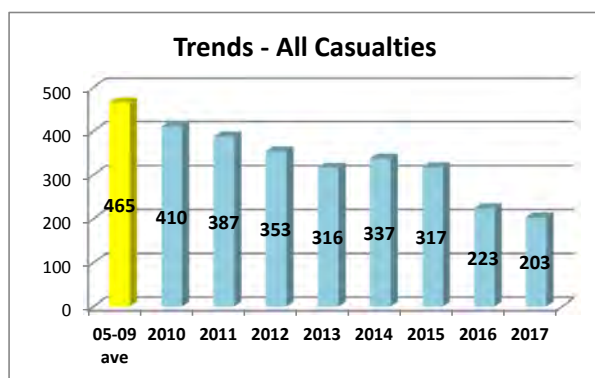
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2017 were adult pedal cyclists and older car drivers. Older car drivers (10%) and young car drivers (10%) comprise higher proportions in Derbyshire Dales than in any other district.

North East Derbyshire

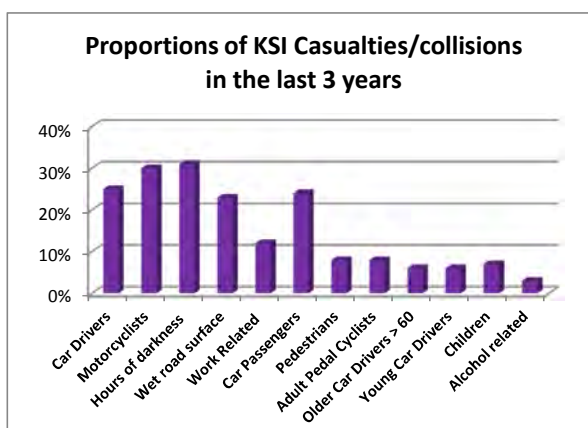
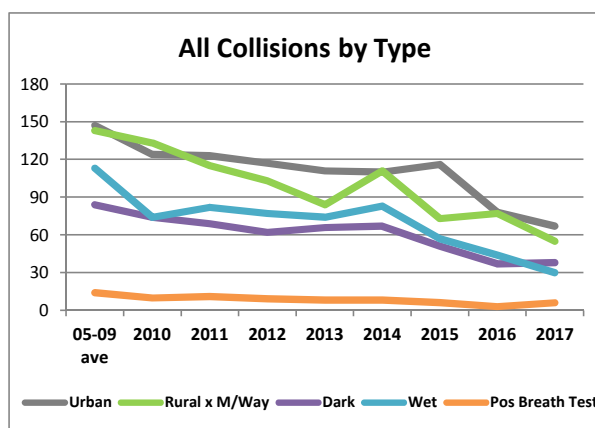
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
5	49	53	268	321	05-09 ave	5	57	62	403	465
8	34	42	237	279	2010	8	44	52	358	410
8	46	54	212	266	2011	9	58	67	320	387
3	31	34	210	244	2012	4	34	38	315	353
5	28	33	177	210	2013	7	32	39	277	316
5	34	39	196	235	2014	6	39	45	292	337
1	38	39	165	204	2015	1	43	44	273	317
1	29	30	131	161	2016	1	35	36	187	223
4	24	28	96	124	2017	4	35	39	164	203
-20%	-51%	-47%	-64%	-61%	% below average	-20%	-39%	-37%	-59%	-56%



In 2017 casualties were at their lowest level since the end of the Second World War and 56% (262) below the 2005 to 2009 average.

After 2014 and 2015 KSI casualties reduced, and were the same in 2017 as in 2013. The 2017 level of 39 was 37% (23) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



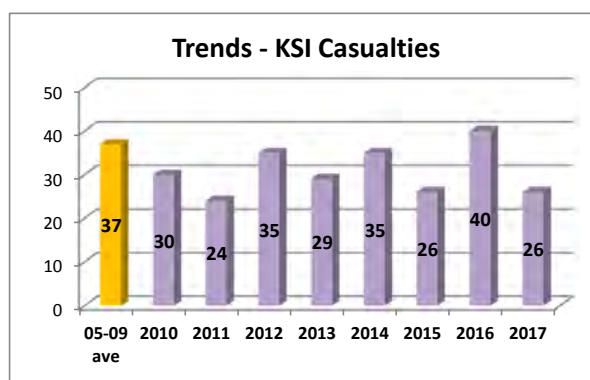
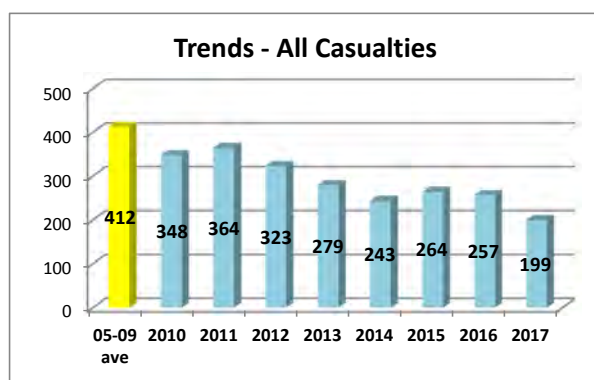
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

In 2017 car user KSI casualties increased to their highest level since 2011. The pre-dominant age group of drivers involved were 17-25 years. KSI collisions during the hours of darkness comprise a higher proportion (31%) than most other districts.

Chesterfield

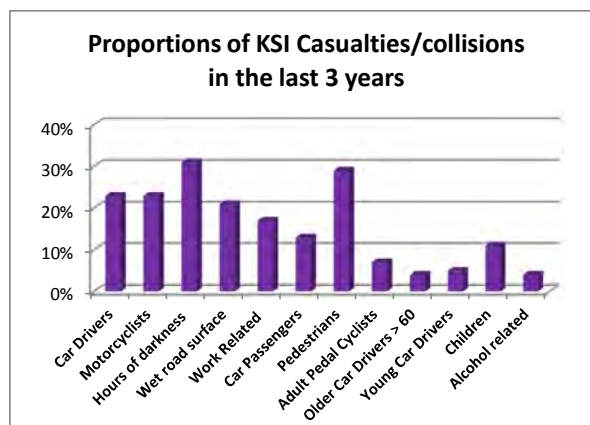
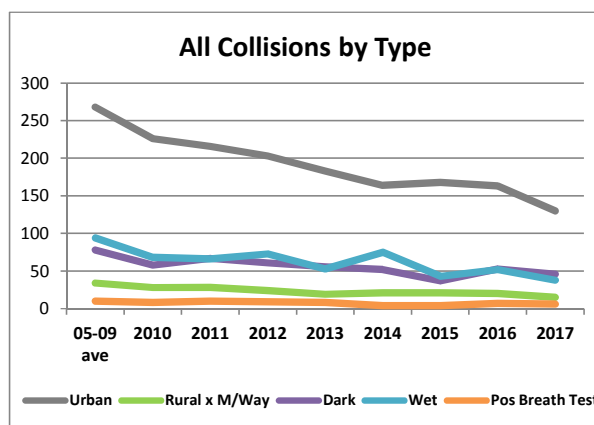
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
1	35	37	276	313	05-09 ave	1	36	37	375	412
1	26	27	236	263	2010	1	29	30	318	348
0	23	23	234	257	2011	0	24	24	340	364
1	33	34	204	238	2012	1	34	35	288	323
0	26	26	186	212	2013	0	29	29	250	279
1	31	32	163	195	2014	1	34	35	208	243
4	21	25	169	194	2015	4	22	26	238	264
4	27	31	154	185	2016	4	36	40	217	257
3	21	24	123	147	2017	4	22	26	173	199
200%	-40%	-35%	-55%	-53%	% below average	300%	-39%	-30%	-54%	-52%



In 2017 casualties were at their lowest level since the end of the Second World War and 52% (213) below the 2005 to 2009 average.

Although KSI casualties reduced in 2017, the level of 26 was 30% (11) below the 2005-2009 average and not on track to meet the 2020 casualty reduction target.



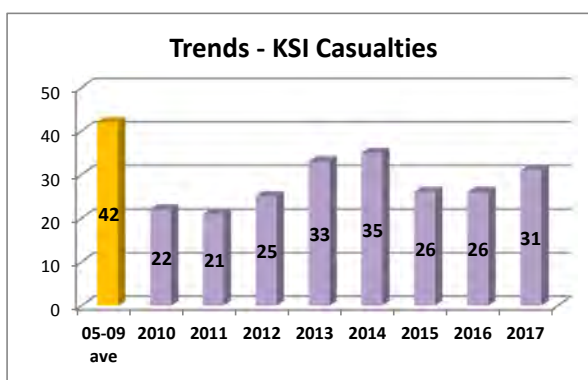
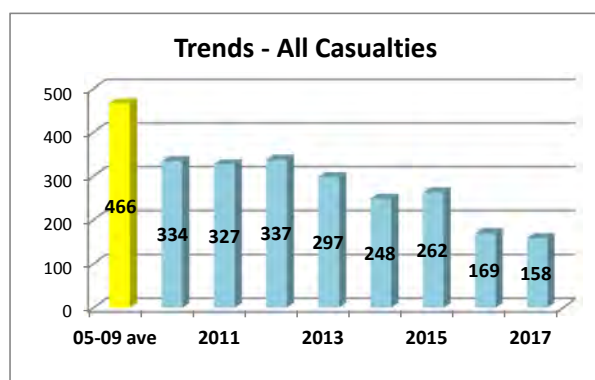
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2017 were pedestrians and collisions during the hours of darkness. Pedestrians comprise a higher proportion of KSI casualties (29%) than in any other district.

Bolsover

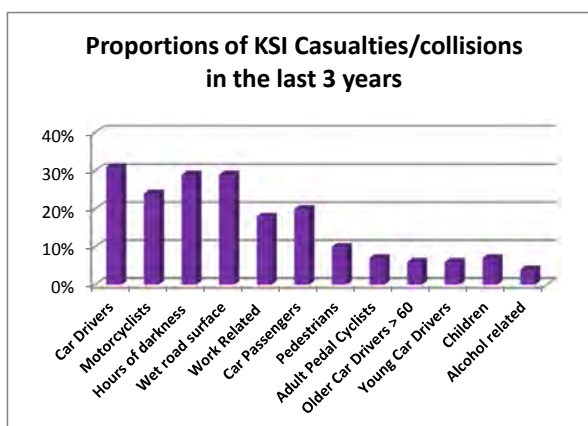
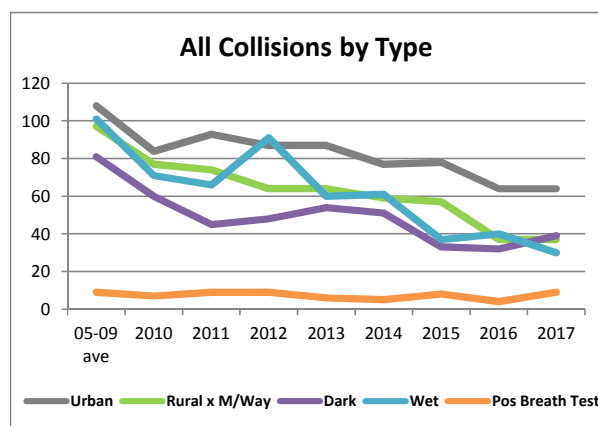
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
4	31	35	264	299	05-09 ave	6	36	42	424	466
1	19	20	205	225	2010	1	21	22	312	334
0	20	20	195	215	2011	0	21	21	306	327
2	22	24	188	212	2012	3	22	25	312	337
0	31	31	176	207	2013	0	33	33	264	297
0	31	31	176	207	2014	0	35	35	213	248
0	33	33	151	184	2015	1	25	26	236	262
2	20	22	108	130	2016	2	24	26	143	169
8	18	26	88	114	2017	8	23	31	127	158
100%	-42%	-26%	-67%	-62%	% below average	33%	-36%	-26%	-70%	-66%



In 2017 casualties were at their lowest since the end of the Second World War and 66% (308) casualties below the 2005-2009 average.

KSI casualties increased in 2017, having been static in the preceding two years. The 2017 level of 31 was 26% (11) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target. Bolsover was the most adrift from the target of all districts.



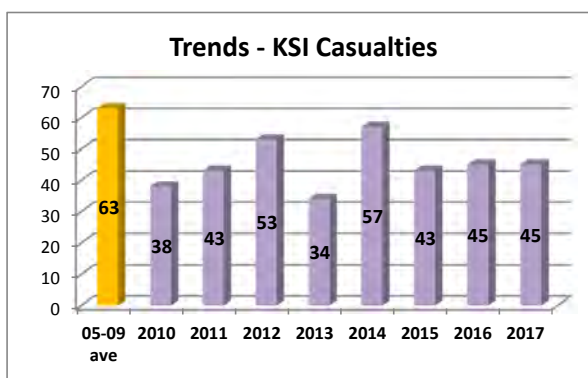
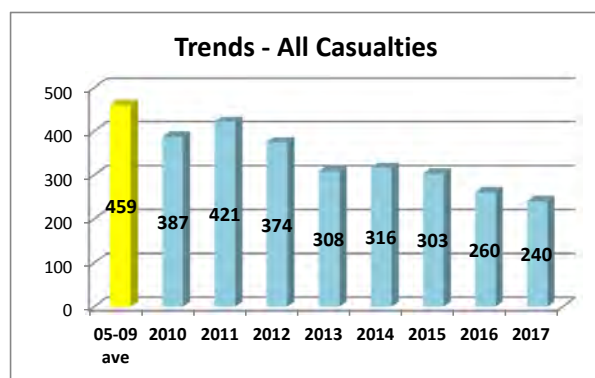
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

In 2017, the highest level of KSI work related casualties occurred since 2013. A priority of the DDRSP is work related casualties and part of this focus will be directed at Bolsover. Other groups not on track to meet the 2020 KSI casualty reduction target were motorcyclists and collisions during the hours of darkness.

Amber Valley

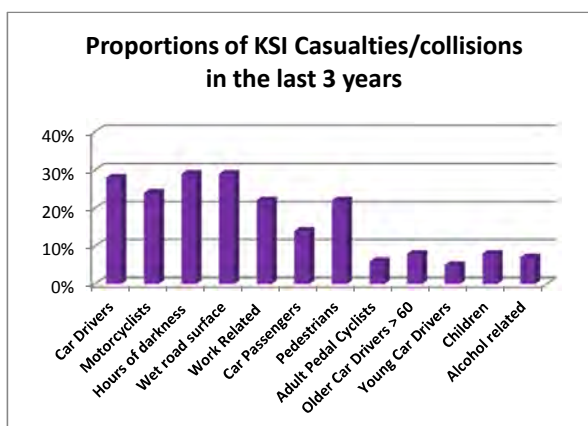
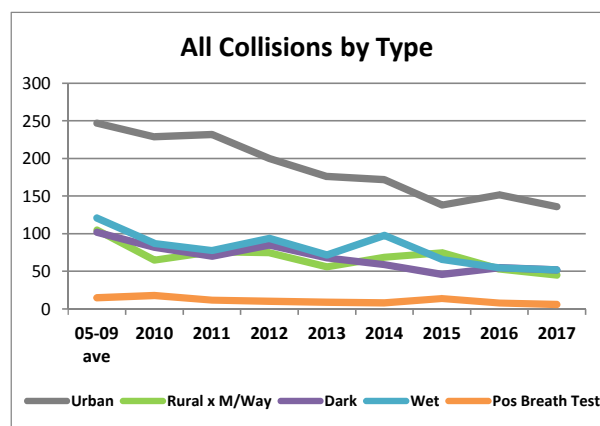
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
5	50	55	297	352	05-09 ave	6	57	63	396	459
6	28	34	260	294	2010	6	32	38	349	387
3	39	41	267	308	2011	2	41	43	378	421
2	47	49	226	275	2012	2	51	53	321	374
1	29	30	202	232	2013	1	33	34	274	308
1	49	50	191	241	2014	1	56	57	259	316
3	36	39	174	213	2015	3	40	43	260	303
4	35	39	166	205	2016	4	41	45	215	260
3	38	41	140	181	2017	4	41	45	195	240
-40%	-24%	-25%	-53%	-49%	% below average	-33%	-28%	-29%	-51%	-48%



In 2017 casualties were at their lowest level since the end of the Second World War and 48% (219) below the 2005 to 2009 average.

After peaks in 2012 and 2014, killed and serious casualties reduced but remained static in the last three years. The 2017 level of 45 was 29% (18) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



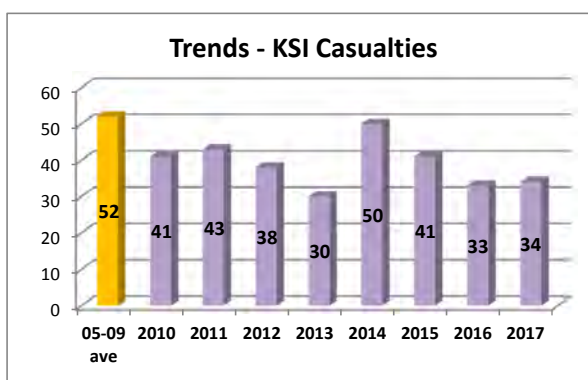
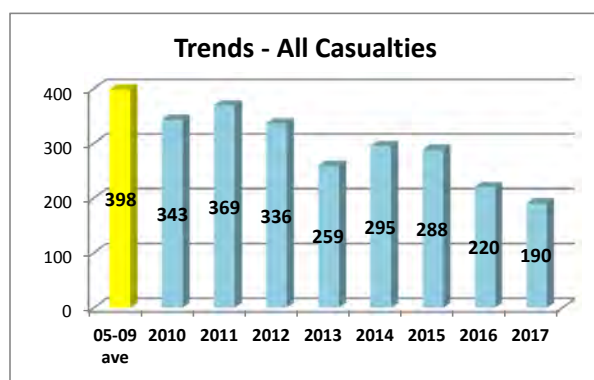
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties were pedestrians, children and work related casualties. Work related, older car driver and pedestrian KSI casualties comprise higher proportions in Amber Valley than in most other districts.

Erewash

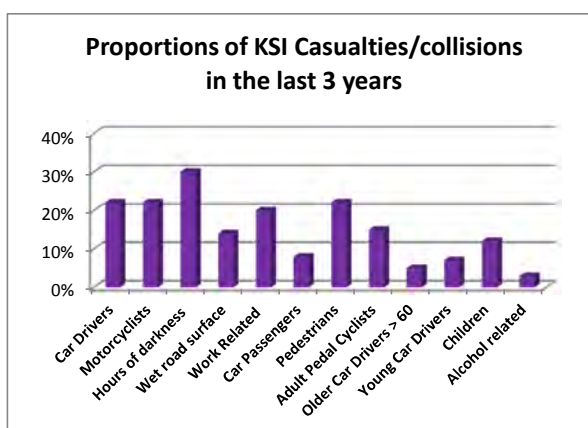
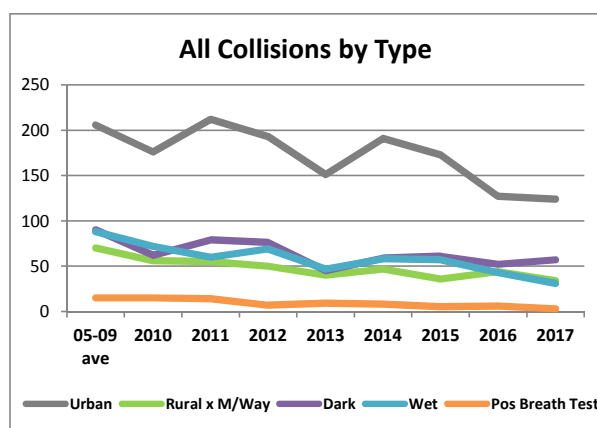
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
5	43	48	253	301	05-09 ave	6	46	52	346	398
3	30	33	231	264	2010	3	38	41	302	343
6	35	41	236	277	2011	6	37	43	326	369
2	35	37	221	258	2012	2	36	38	298	336
2	27	29	172	201	2013	2	28	30	229	259
1	42	43	197	240	2014	1	49	50	245	295
1	38	39	177	216	2015	1	40	41	247	288
5	25	30	150	180	2016	5	28	33	187	220
5	33	38	130	163	2017	0	34	34	156	190
0%	-23%	-21%	-49%	-46%	% below average	-100%	-26%	-35%	-55%	-52%



In 2017 casualties were at their lowest level since the end of the Second World War and 52% (208) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced, but were still higher than in 2013. The 2017 level of 34 was 35% (18) below the 2005 to 2009 average and just on track to meet the 2020 casualty reduction target.



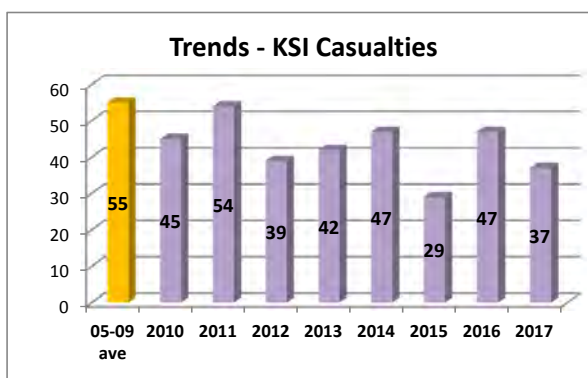
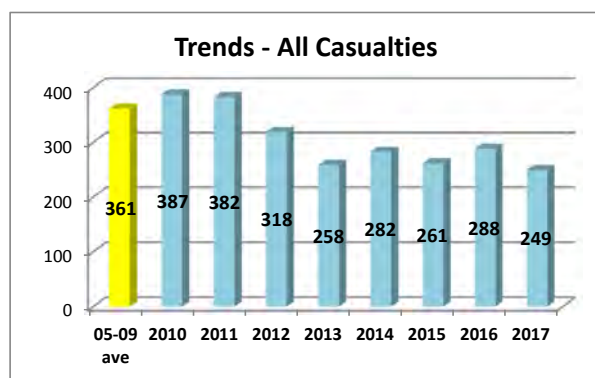
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2017 were adult pedal cyclists, work related casualties and young car drivers. Adult pedal cyclists comprise a higher proportion of KSI casualties in Erewash (15%) than in any other district.

South Derbyshire

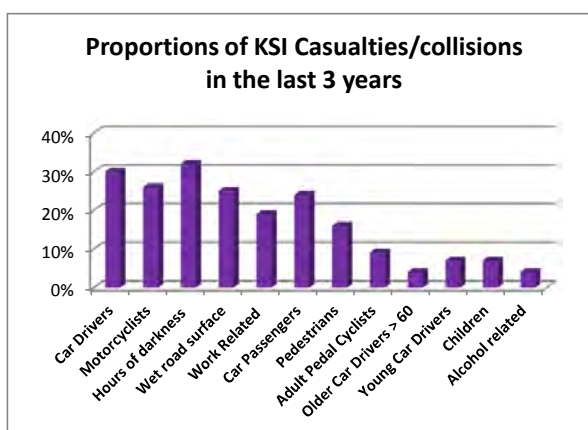
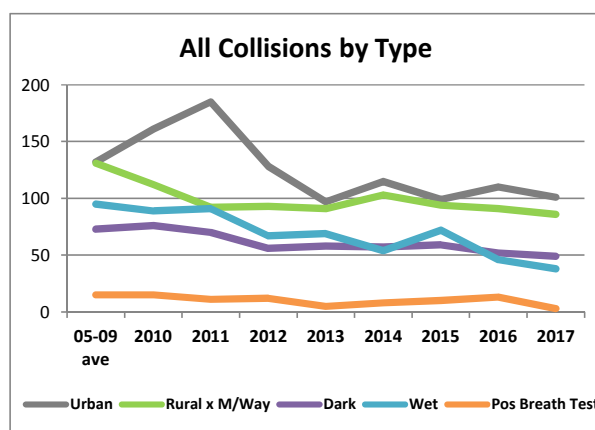
Summary of Trends 2005 to 2017

Collisions					Year	Casualties				
Fatal	Serious	KSI	Slight	Total		Fatal	Serious	KSI	Slight	Total
4	44	48	215	263	05-09 ave	5	50	55	306	361
2	38	40	233	273	2010	2	43	45	342	387
7	40	47	230	277	2011	7	47	54	328	382
5	26	31	190	221	2012	5	34	39	279	318
3	32	35	153	188	2013	4	38	42	216	258
6	37	43	175	218	2014	6	41	47	235	282
3	22	25	168	193	2015	3	26	29	232	261
5	34	39	162	201	2016	5	42	47	241	288
7	30	37	150	187	2017	7	30	37	212	249
75%	-32%	-23%	-30%	-29%	% below average	40%	-40%	-33%	-31%	-31%



In 2017 casualties were at their lowest level since the end of the Second World War and 31% (112) below the 2005 to 2009 average.

Killed and serious casualties have fluctuated during the last few years, but reduced in 2017. The 2017 level of 37 was 33% (18) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2017 were pedestrians and work related casualties. Car users and KSI collisions in the hours of darkness comprise higher proportions in South Derbyshire than in all other districts.

Derby and Derbyshire Annual Casualty Report

Notes

- 1) The data in this Report refers to road traffic injury collisions reported to the Police within 30 days of occurrence.
- 2) Under-reporting of collisions is evident, but the extent is difficult to quantify. It is especially apparent regarding pedal cyclists and work related casualties.
- 3) Data may vary slightly from one annual report to the next, due to ongoing validation exercises. Data used in this report is the latest available full year at the time of production.

Definitions

Car Users	Includes cars and taxis.
Casualty	A person killed or injured in a collision. One collision may result in several casualties.
Child	Person aged 15 years or under.
Collision (injury)	A collision on the public highway (including footways) where one or more persons is killed or injured, and in which one or more vehicles are involved and where it is reported to the Police within 30 days of occurrence.
Collision Severity	The severity of the worst injured casualty.
Darkness	From half an hour after sunset to half an hour before sunrise i.e. 'lighting up time'.
Derby and Derbyshire Road Safety Partnership	(DDRSP) A Partnership formed in 2007 to co-ordinate road safety issues covering the geographical County of Derbyshire, including Derby City.
Derby City	The area administered by Derby City Council from April 1997 onwards.
Derbyshire County Council	The County of Derbyshire, excluding the area of Derby administered by Derby City Council from April 1997 onwards.
Fatal Casualty	A casualty who sustains fatal injuries and dies within 30 days of the collision.
KSI	Killed or Seriously Injured.
Older Car Driver	Drivers of cars or taxis aged 60 years or over.
Rural Roads	Roads with a speed limit of 50mph or over, excluding the motorway.
Serious Casualty	A casualty who sustains injuries of a severe nature, normally considered to be those treated as an in-patient.
Slight Casualty	A casualty who sustains injuries of a minor nature.
TWMV	Two wheeled motor vehicles.
Urban Roads	Roads with a speed limit of 40mph or less.
Work Related	A casualty where the journey purpose is part of work or commuting to/from work.
Young Car Driver	Drivers of cars or taxis aged 17 to 25 years.

Derby and Derbyshire Annual Casualty Report 2017

Contacts

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More information about the Derby and Derbyshire Road Safety Partnership can be found on the following website:

<http://www.saferroadsderbyshire.org.uk/>

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More information about DCC's road safety work and the 2017 Casualty Report can be found on the following website

http://www.derbyshire.gov.uk/transport_roads/road_safety/

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Website: <http://www.cyclederby.co.uk>

More information about Derby City Council can be found on the following website:

<http://www.derby.gov.uk>

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More information about Highways England can be found on the following website:

<http://www.highways.gov.uk/highways-england>

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