

Agenda Item No. 7(f)

DERBYSHIRE COUNTY COUNCIL

CABINET

14 September 2017

Report of the Strategic Director – Economy, Transport and Communities

**DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2016
(HIGHWAYS, TRANSPORT AND INFRASTRUCTURE)**

- (1) **Purpose of Report** To bring to the Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2016 and to seek approval for the wider publication of the report both in 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 variously 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 DDRSP covers both the County and City areas. The Report will be used to guide casualty reduction work for each area.

The Casualty Report indicates 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), Economy, Transport and Communities' Service Plan, DDRSP's Strategy and the Local Transport Plans, with a strong emphasis on reducing road casualties.

In 2016, across the DDRSP area, DDRSP built on the previous year's record low number of casualties by reducing even further to a new record low number of 2,567 recorded injury casualties. The number of recorded injury collisions also fell below 2,000 for the first time in 30 years.

As importantly, the number of KSI casualties across the DDRSP area reduced from 2015's level and both Derbyshire's and Derby City's number was the second lowest for the last 30 years.

When measured against DDRSP and the Council's agreed targets, they are currently 3% below the 2016 annual milestone and therefore on track to meet the 2020 target.

Of particular note is that only two young car drivers were casualties in KSI collisions involving alcohol, and no child pedal cyclists were recorded as KSI casualties, the first time since 2005.

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 the Council implemented to tackle emerging trends such as Driving Safer for Longer (older driver casualties). Despite these encouraging outcomes, though, both the economic and social costs of injuries caused by collisions remain substantial. Government's latest (2015) valuations of the costs to society of fatal and serious casualties are approximately £1.8 million and £0.2 million respectively, and each of these incidents brings about life-changing circumstances for those involved directly or indirectly.

Some of the key points in the 2016 Casualty Report:

Derbyshire County Council area (comparing 2016 with the 2005-2009 baseline)

- 46% reduction in total casualties – an 11% improvement on 2015.
- 32% reduction in KSI casualties.
- 31 fatal casualties.

DDRSP (comparing 2016 with the 2005-2009 baseline)

- 42% reduction in total casualties - a 10% improvement on 2015.
- 32% reduction in KSI casualties.
- 35 fatal casualties.

In the DCC area, during 2016, a total of 1,866 people were injured in Police reported collisions, of whom 31 people died and 283 were seriously injured.

In the DDRSP area in 2016, a total of 2,567 people were injured, of whom 35 died and 355 were seriously injured.

Subject to Cabinet's approval, it is proposed that the Casualty Report will be available to all on the County Council's 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 which will allow for approximately 30 copies.

(4) **Social Value Considerations** The analysis of collision and casualty data ensures the Casualty Report provides the evidence and information to guide work in all 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 Communities 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 2016'.

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

Mike Ashworth
Strategic Director – Economy, Transport and Communities

DERBY AND DERBYSHIRE ANNUAL CASUALTY REPORT 2016



Derby and Derbyshire Annual Casualty Report 2016

Executive Summary

In 2016 the total number of reported casualties from road traffic collisions, across both Derbyshire County Council and Derby City Council areas continued to show reductions. The previous year had recorded the lowest level of casualties for thirty years, and in 2016, the total again dropped to a new low record.

Significantly, the numbers of killed and seriously injured in 2016 was the second lowest, only 2013 being lower and in that year prolonged snow had a disproportionate effect on casualty numbers.

We have returned to our longterm trend of reducing casualties after the worrying increase shown in 2014. It is now evident that a number of factors contributed to that rise with a combination of a long 'summer' and increasing numbers of more vulnerable traffic on the roads.

When measured against our agreed targets we are currently 3% below the 2016 annual milestone and therefore on track to meet the 2020 target.¹

However, there are still some groups where casualties have not reduced at the same rate: older car drivers, smaller motorcycles under 125cc and adult pedal cyclists. All of these are subject to renewed efforts in 2017.

Pleasingly though, no child pedal cyclists were killed or seriously injured in 2016, for the first time since 2005.

We continue to introduce new initiatives to build on previous successes: the County Rider adult cycle training programme is now well established, and 2017 sees the introduction of First Gear (a pre-driver training workshop) and Driving Safer for Longer (older driver education) across the whole County.

In 2016 DDRSP was the proud recipient of the Prince Michael International Road Safety Award for its Young Driver Education Programme. Developed over a number of years, this programme has been independently evaluated by RoSPA and proven to have a longterm effect on young driver behaviour. It is recognised as a benchmark programme.

Despite reductions in funding from Central Government we continue our significant investment in safer roads through engineering improvements, £628,000 being spent on safety schemes in 2016/17.

¹ 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 2016

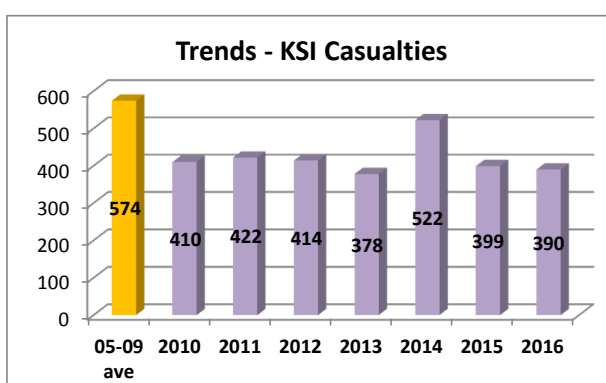
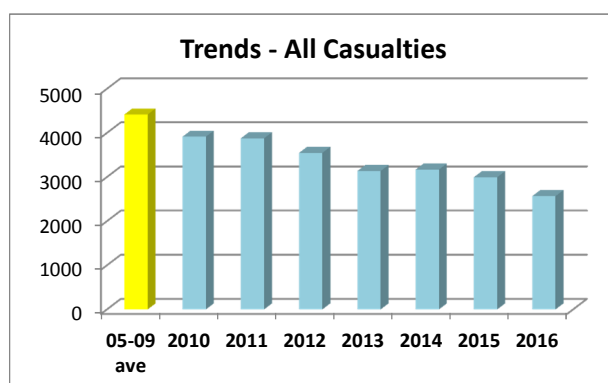
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Derby and Derbyshire Road Safety Partnership

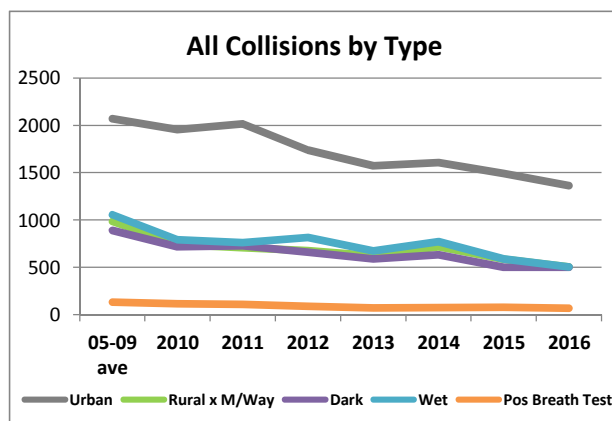
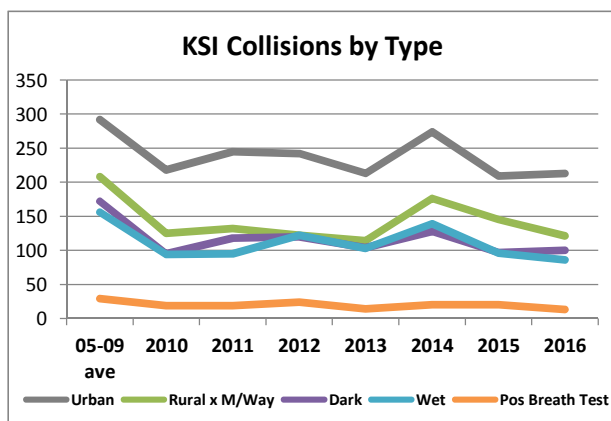
Summary of Trends 2005 to 2016

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
-30%	-35%	-34%	-42%	-40%	% below average	-31%	-32%	-32%	-43%	-42%



The 2016 level of 2567 casualties was the lowest of the last thirty years and 42% (1851) below the 2005 to 2009 average.

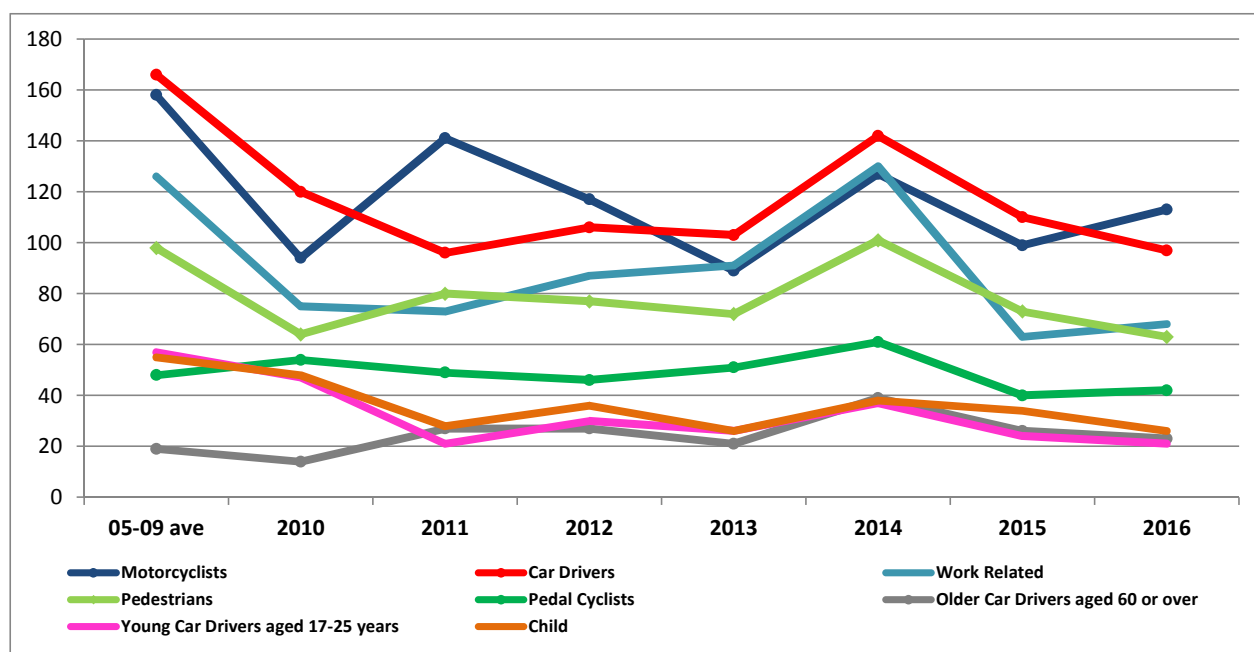
After a peak in 2014, partly due to the effect of a long fine summer, killed and serious casualties reduced in the next two years. The 2016 level of 390 was the second lowest of the last thirty years, and 32% (184) below the 2005 to 2009 average and on track to meet Derbyshire's target of a 50% reduction by 2020.



Both urban and rural collisions peaked in 2014 but in the two years since, rural KSI collisions reduced at a faster pace. In urban areas groups to focus on are older car drivers, adult pedal cyclists, drivers commuting and driving for work and motorcyclists. In 2016, the lowest number of alcohol related KSI collisions were recorded of the years from 2005 onwards and only two young car drivers were killed or seriously injured in these collisions.

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 both 2015 and 2016. In 2016 compared with 2015, for most road user groups KSI casualties reduced or remained level, but there were increases in motorcyclists, both riders of small motorcycles under 125cc and large motorcycles over 500cc and pedal cyclists. Car passengers reduced at a slower pace than other groups and an increase occurred in the number of drivers in collisions whilst commuting to/from work.

Based on evidence of recent casualty trends, definable groups to influence and the proportion the casualty group comprises, the following are currently priorities for casualty reduction initiatives for DDRSP - Motorcyclists, Young Car Drivers, Work Related Casualties.

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.

A detailed strategy "Derby and Derbyshire Road Safety Partnership, Making Your Roads Safer" has been written which includes an analysis of casualty data and key recommendations for action. This can be found on the Derby and Derbyshire Road Safety Partnership website www.saferroadsderbyshire.org.uk

Derby and Derbyshire Road Safety Partnership

Casualty Priority Groups and Casualty Reduction Activities

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

In 2016, 113 motorcyclists were killed or seriously injured on Derbyshire's roads, including 12 fatalities. Although 40 fewer motorcyclists were killed or seriously injured in 2016 compared with 2006, the level was 2% above the milestone required to meet the 2020 casualty reduction target. The pace of reduction in KSI casualties up to 2016 was greater for larger bikes over 500cc at 11% below the milestone target whereas smaller bikes under 125cc were 3% above. 16-21 year old motorcyclists killed or seriously injured doubled in 2016 compared with 2015, the highest since 2012. Although there was an increase in KSI casualties of 16-21 year old riders on bikes less than 125cc, a larger than average level occurred on bikes between 125cc and 500cc. This will be monitored to see if it is 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.

An 18% increase in motorcyclist KSI casualties aged 45 or over occurred in 2016 compared with the average for 2013-2015.

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)

A reduction in young car driver casualties occurred to the extent that in 2016 the level (21) was lower than one third of that of 2006,(66) but there was a small increase in the last three years compared with the preceding three years. However, although 236 injured young car drivers comprised 9% of all casualties on Derbyshire's roads in 2016, in total, 694 persons were injured in collisions where a young car driver was involved which equates to 27% of casualties. Rural KSI young car driver casualties comprise twice the level of casualties on 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 and predominant areas of residence were Derby, Alfreton, Brimington and Ilkeston.

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) (20% of KSI casualties in last 3 years)

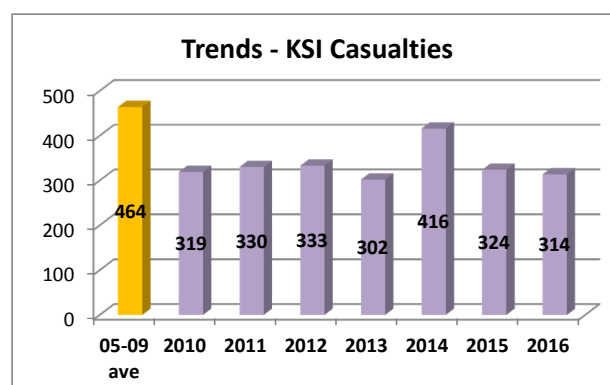
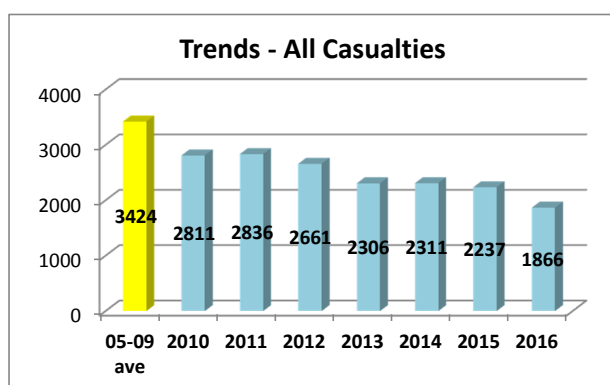
Work related KSI casualties reduced by half from 126 in 2006 to the lowest level of the last thirty years in 2015 (63), followed by a small increase in 2016. In 2016, 671 collisions or 35% of collisions on Derbyshire's roads involved one or more drivers/riders on a work related journey. Analysis of 2015 collisions showed a need to focus on driving for work collisions but in 2016 an increase occurred in collisions whilst commuting. In 2016, of vehicles involved in KSI work related collisions just under half (48%) were commuting and just over half (52%) driving for work.

DDRSP's Occupational Road Risk priority group is working with Highways England in supporting small and medium enterprises to implement or improve their own safe driving policies.

Derbyshire County Council

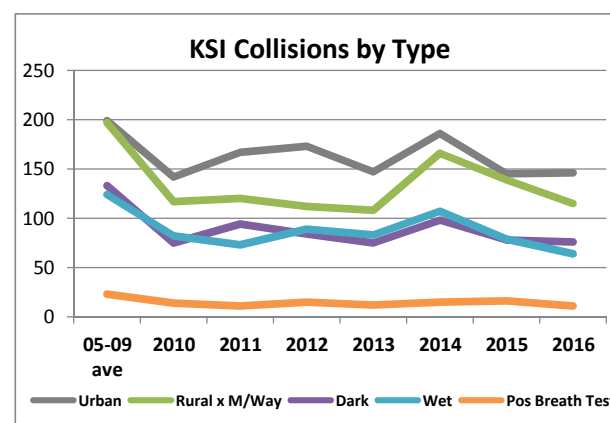
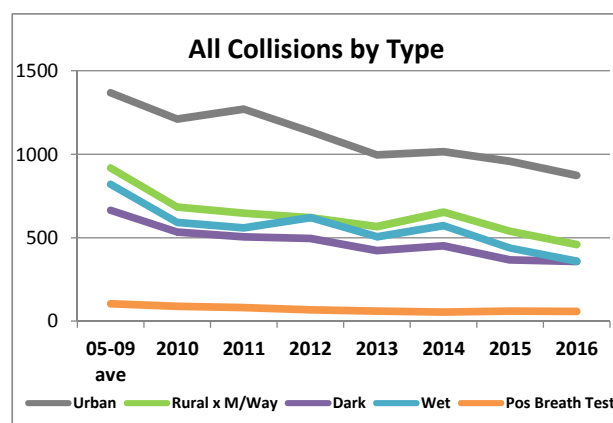
Summary of Trends 2005 to 2016

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
-28%	-36%	-35%	-45%	-44%	% below average	-31%	-32%	-32%	-48%	-46%



The 2016 level of 1866 casualties was the lowest of the last thirty years and 46% (1558) below the 2005 to 2009 average.

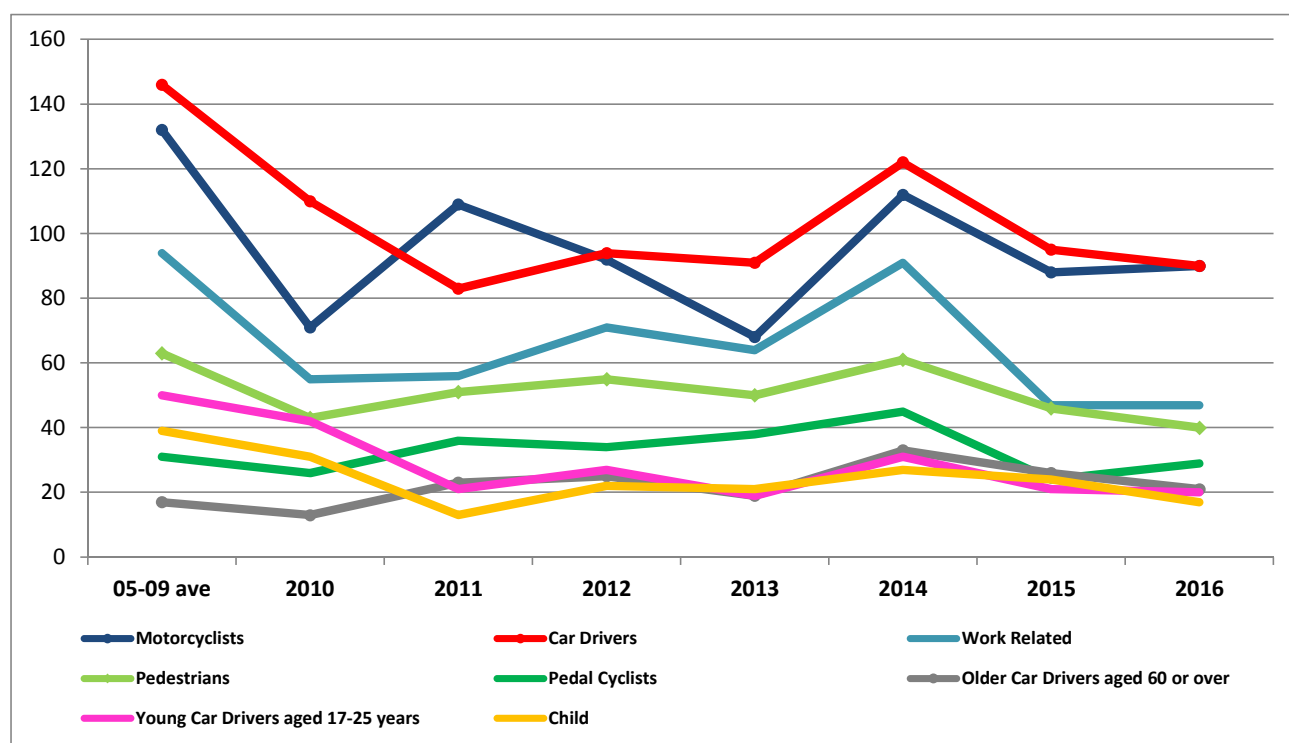
After a peak in 2014, partly due to the effect of a long fine summer, killed and serious casualties reduced in the next two years. The 2016 level of 314 was the second lowest of the last thirty years and 32% (150) below the 2005 to 2009 average and on track to meet Derbyshire's target of a 50% reduction by 2020.



Both urban and rural collisions peaked in 2014 but in the two years since, rural KSI collisions reduced at a faster pace. Casualty groups in urban areas (with speed limits of 30 or 40mph) that were not on track in 2016 towards the 2020 target were motorcyclists, particularly riders aged 16-19 years on smaller bikes and riders aged 45 or over on bikes over 500cc, car users, adult pedal cyclists and older car drivers aged 60 or over. On rural roads only adult pedal cyclists and older car drivers were not on track in 2016, yet in 2014 with better than average weather, many other road user groups were also not on track.

Derbyshire County Council

Killed and Serious Road User Casualty Trends



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 both 2015 and 2016. Based on evidence of recent casualty trends and the proportion the casualty group comprises, the following groups are currently priorities for casualty reduction initiatives within the DCC area.

Adult Pedal Cyclists (8% of KSI casualties in last 3 years)

Adult pedal cyclist KSI casualties were not on track to meet the annual milestones for the last 6 years and were the group furthest adrift from the 2016 milestone. Casualties on rural roads reduced slower than those on urban roads. After 2011, increases occurred in collisions on summer evenings and weekends and it is thought that events such as the Tour de France passing through Derbyshire influenced recreational cycling patterns. Although adult pedal cyclists casualties are a current issue, for the first time in the years since 2005 no child pedal cyclists were killed or seriously injured.

Older Car Drivers aged 60 and over (8% of KSI casualties in last 3 years)

Older car driver KSI casualties were not on track to meet the annual milestones for the last 6 years, but a welcome reduction occurred after a peak in 2014. Older car drivers comprised nearly a quarter of all car driver casualties in 2016 and were a higher level than young car drivers aged 17-25 years. Drivers aged 67 to 80 years were most at risk.

Motorcyclists (28% of KSI casualties in last 3 years)

A dramatic reduction in KSI motorcyclist casualties occurred, from 171 in 1996 to 90 in 2016, but this level is only 2% below the annual milestone. Road safety work has been carried out including successful summer Motorcycle Awareness Campaigns, but there is scope for further reductions in casualties. 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 6% of Derbyshire's road casualties, and although on track to meet the 2020 target will always be a focus of road safety initiatives. In 2015, pedestrian casualties were only just on track, and although a reduction occurred in 2016 we will continue to monitor this group. Likewise, casualties in the most deprived wards were not on track towards the 2020 target in the last two years and will be monitored.

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.

Our established work includes:

Theatre in Education supported by follow-up interactive workshops.

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 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.

To tackle changing trends we have established:

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 2016/2017 over £600,000 was spent on Casualty Reduction Schemes which have a direct and positive effect on road safety.

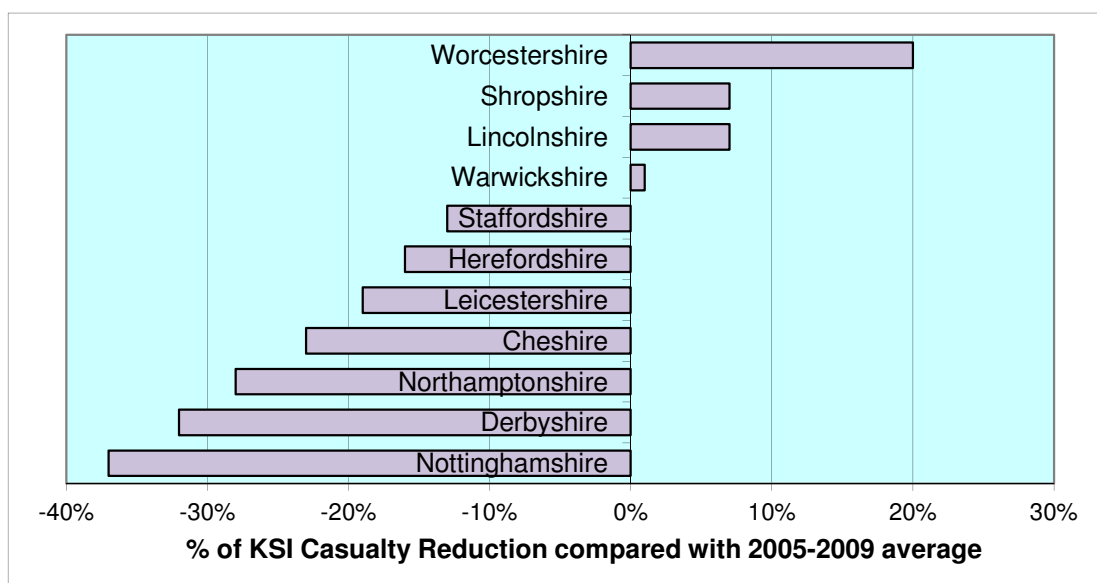
Partnership work is widely recognised as a key element of road safety and we are the lead member of the Derby and Derbyshire Road Safety Partnership and contribute to all the priority groups: motorcycles, young drivers and occupational road risk.

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.

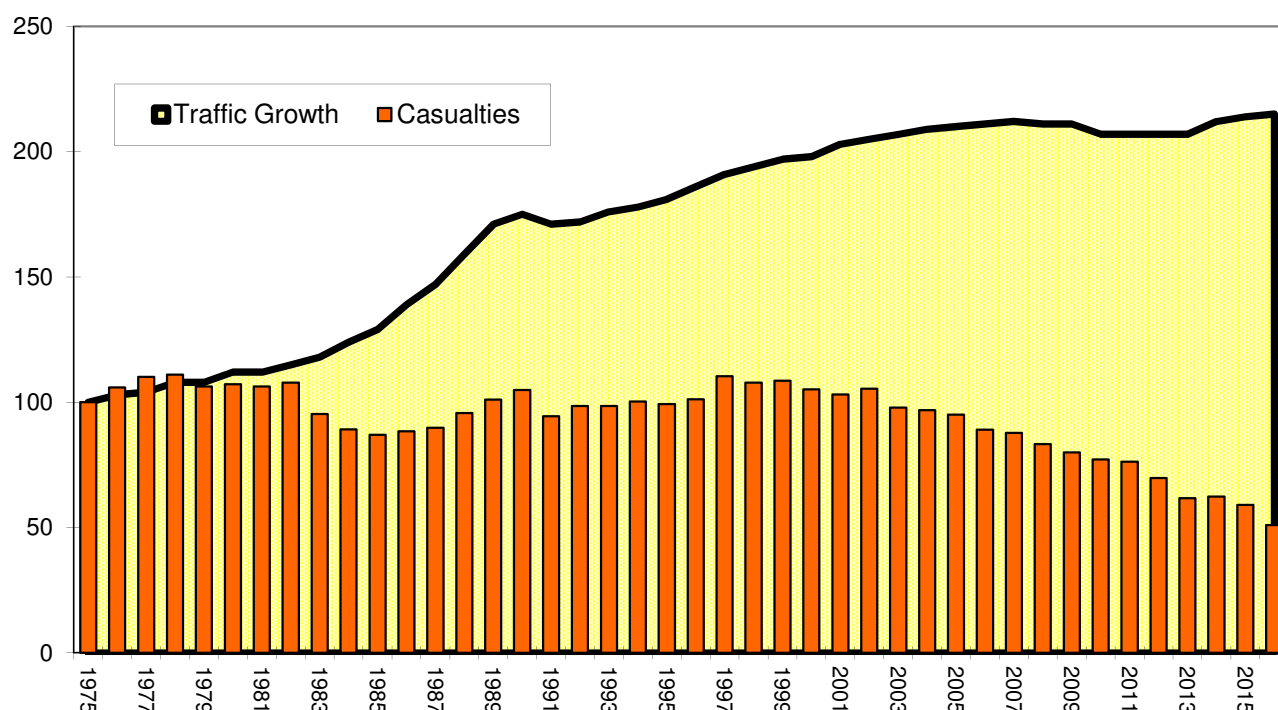
We are members of Road Safety GB, the leading national road safety organisation. Working as part of the governing body and with national partnerships tackling individual groups such as motorcyclists and with partner organisations such as the National Police Chiefs Council and National Fire Chiefs Council.

Derbyshire County Council Comparison with other East Midlands Local Authorities



The fastest pace of KSI casualty reduction up to 2016 occurred in Nottinghamshire, followed by Derbyshire. In 2016, KSI casualties in the Derbyshire County Council area were 32% below the 2005 to 2009 average whilst in the East Midlands region they were 20% below.

Casualties and Traffic Flow Trends 1975-2016

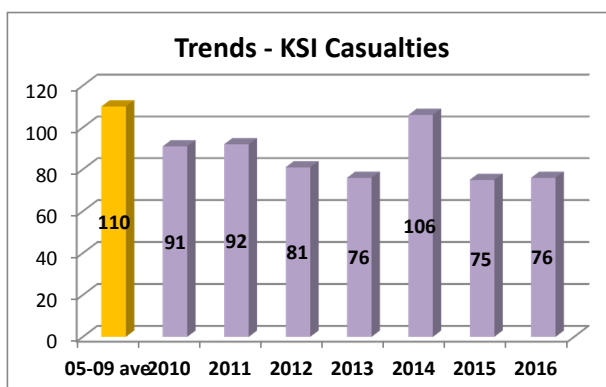
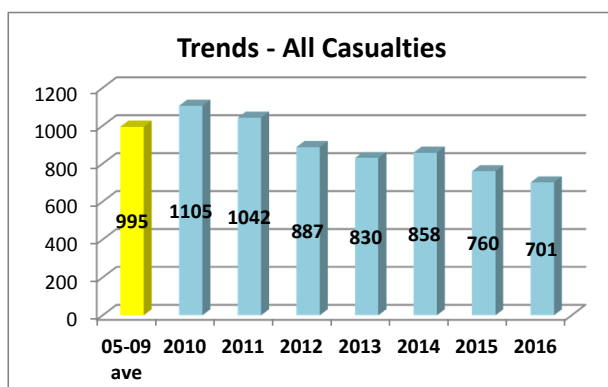


In 2016, traffic flow was 115% greater than in 1975, whilst casualties were 49% lower. Casualties increased to a peak in 1997 with another in 2002, then decreased with the exception of 2014. Traffic flows remained fairly static from 2010 to 2013 but increased in each of the last three years. Changes in the economy and weather patterns influence both traffic flows and casualty levels.

Derby City Council

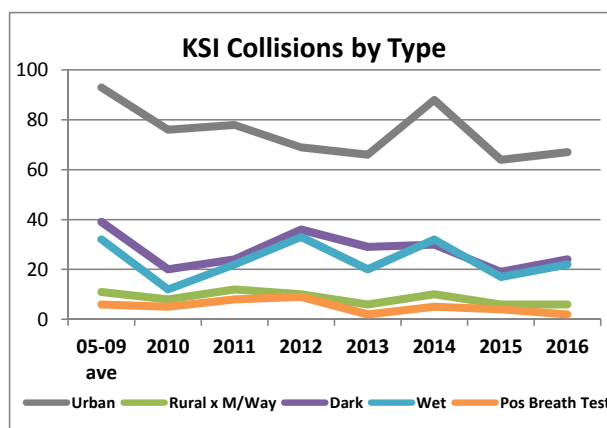
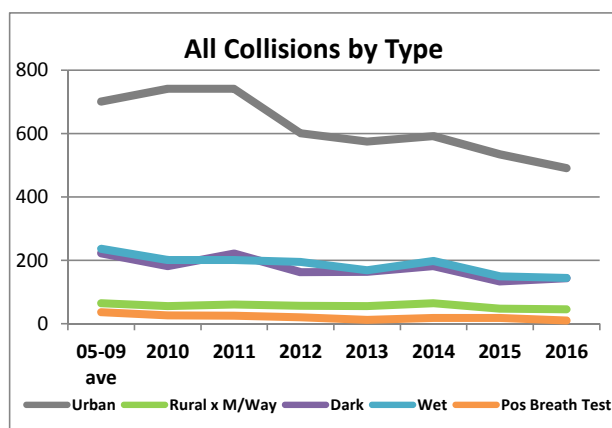
Summary of Trends 2005 to 2016

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
-50%	-29%	-30%	-30%	-30%	% below average	-33%	-31%	-31%	-29%	-30%



The 2016 level of 701 casualties was the lowest of the last thirty years and 30% (294) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced and in 2015 and 2016 were the same level as in 2013. The 2016 level of 76 was the second lowest of the last thirty years, and 31% (34) below the 2005 to 2009 average and on track to meet Derby City's target of a 40% reduction by 2020.

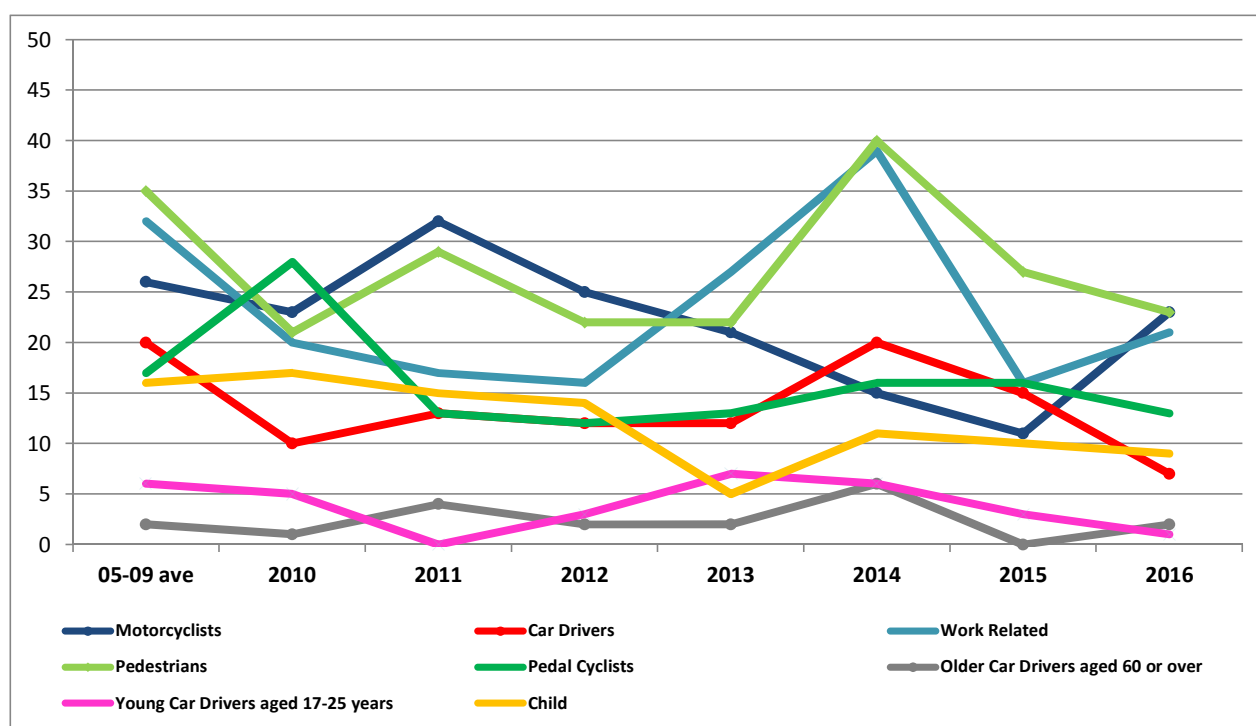


In 2016 the lowest number of alcohol related KSI collisions were recorded of the years from 2005 onwards.

In 2016 there were increases in KSI collisions on both wet roads and in the hours of darkness compared with 2015.

Derby City Council

Killed and Serious Road User Casualty Trends



The largest peaks in KSI casualties in Derby City in 2014 were pedestrians and work related collisions.

The pattern in Derby is different from that of Derbyshire County Council area. In the City pedestrians and motorcyclists comprise higher proportions.

The road user group with the largest increase in KSI casualties comparing 2016 with 2015 was motorcyclists. After steadily reducing from 2011 to 2015 there were KSI casualty increases for riders of both small bikes of 125cc and under and large bikes over 500cc.

Work related KSI casualties also increased in 2016 compared with 2015. Of vehicles involved in work related KSI collisions in 2016 66% were commuting, a much higher proportion than in the county area.

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:

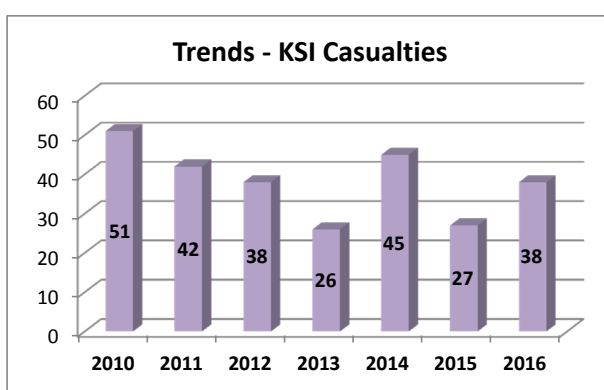
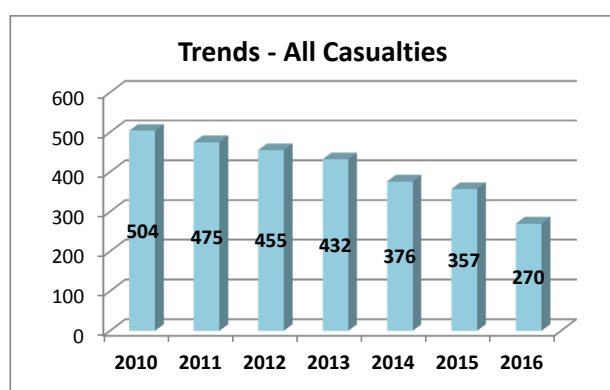
- Child pedestrian and cycle training
- Pedal Plus adult cycle confidence training
- Road safety engineering works
- Enforcement of parking and traffic restrictions

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 2005 to 2016

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



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 87 (24%), comparing 2016 with 2015, to the lowest level of the last 30 years. Since 2010 there has been a reducing trend in KSI casualties with the exception of 2014 and 2016. In 2016 motorway collisions comprised 2.4% of the County's total collisions whilst trunk road collisions accounted for 10%.

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.

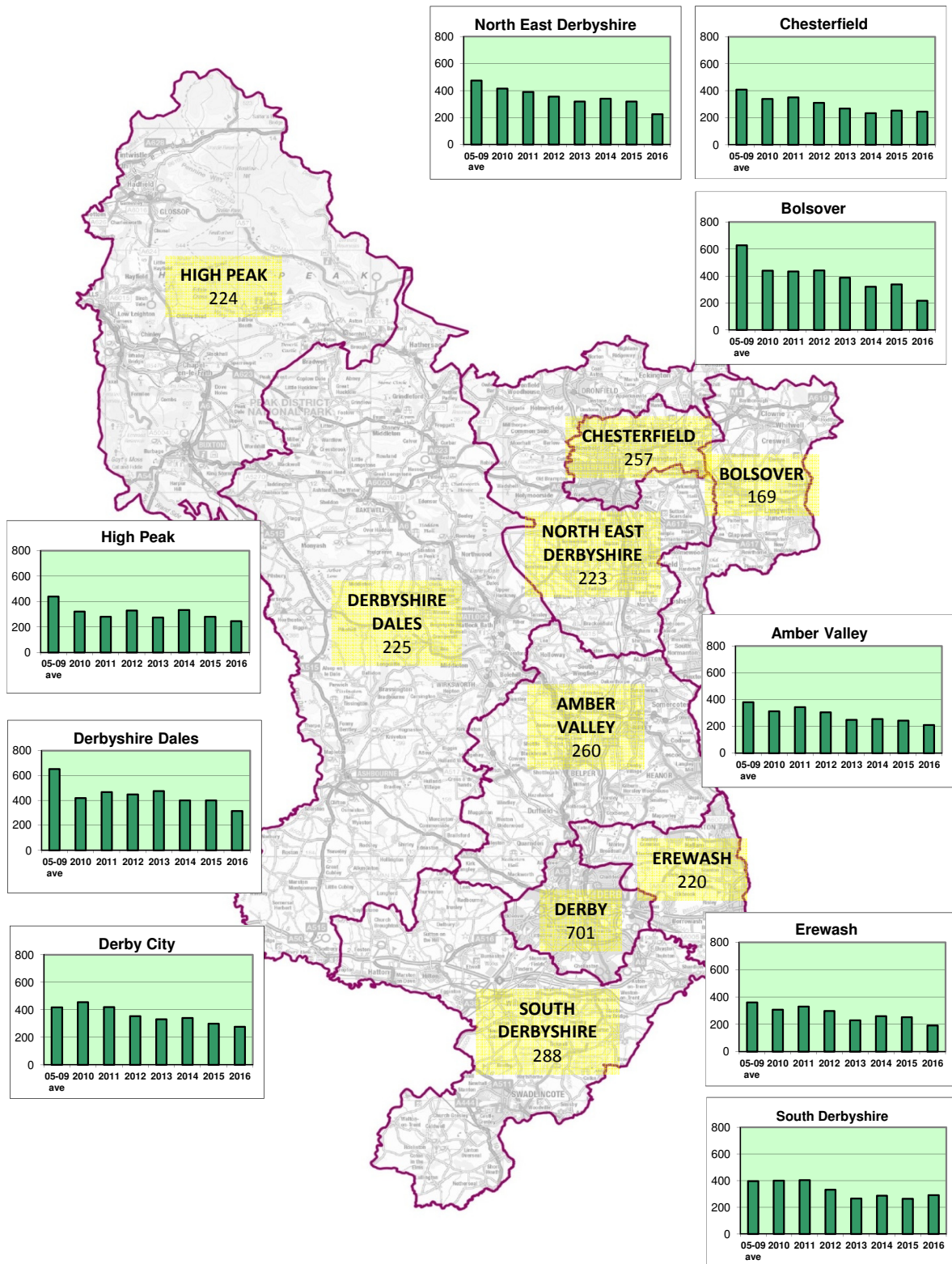
Highways England has agreed a Performance Specification that sets out the eight key areas which the Government and the Strategic Roads Network Monitor will measure for both the network and company performance. These areas are:

- 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

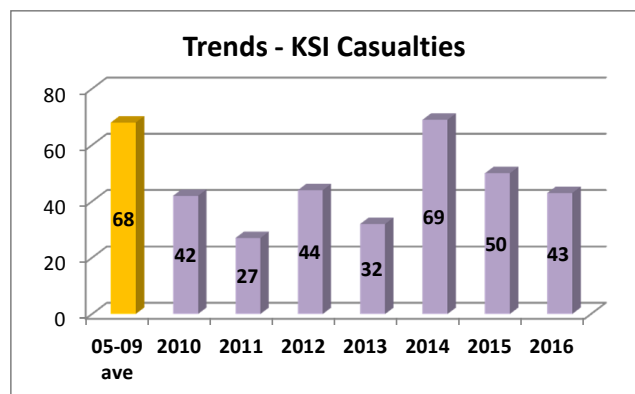
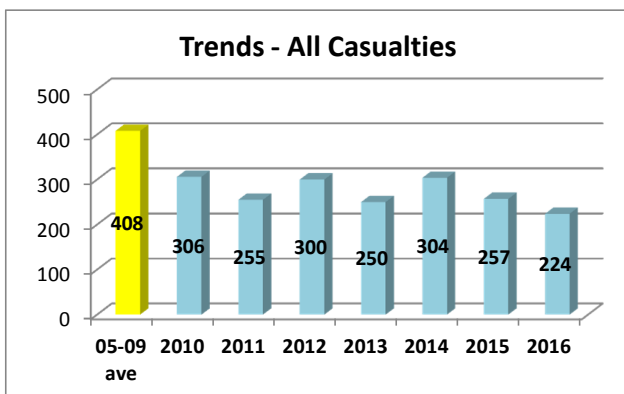


Tourism, including recreational motorcyclists, pedal cyclists and car drivers influences casualties in some districts. Also the motorway has an effect, particularly in Bolsover. Casualties per hundred thousand population generally decreased from 2010 to 2016, apart from in 2014. However, in South Derbyshire there was an increase in 2016 and smaller reductions in Derby and Amber Valley.

High Peak

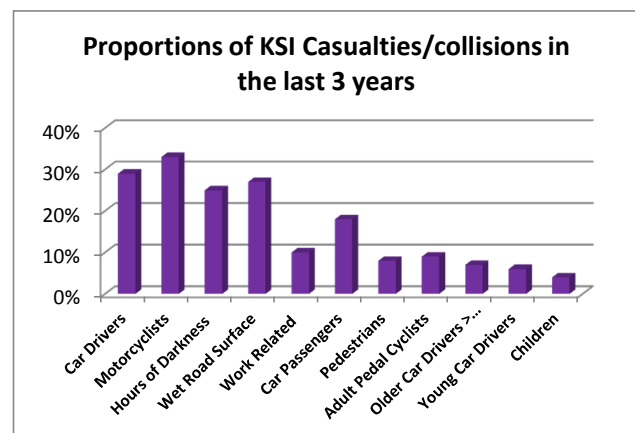
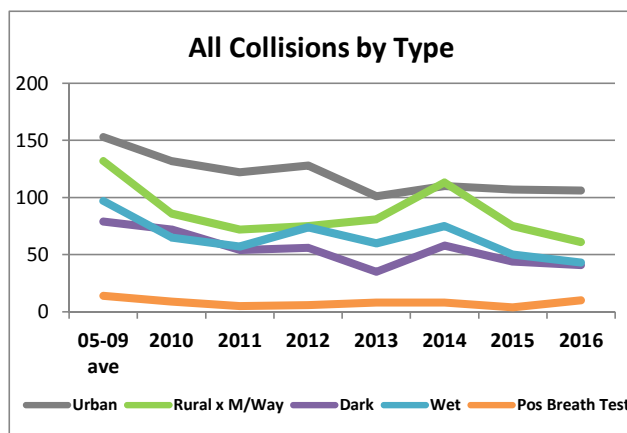
Summary of Trends 2005 to 2016

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
-17%	-42%	-39%	-42%	-41%	% below average	0%	-41%	-37%	-47%	-45%



The level of casualties in High Peak in 2016 was the lowest of the last thirty years and 45% (184) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced and in 2016 were similar levels as in 2012 and 2010. The 2016 level of 43 was 37% (25) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



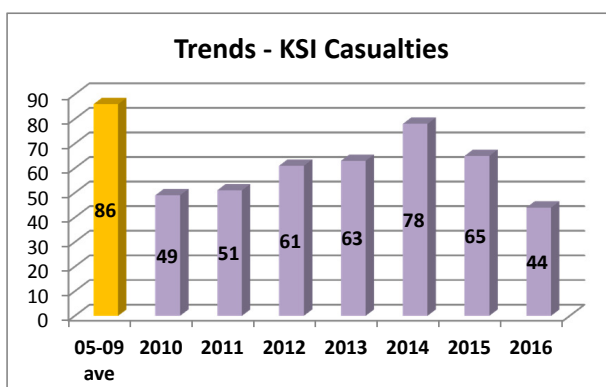
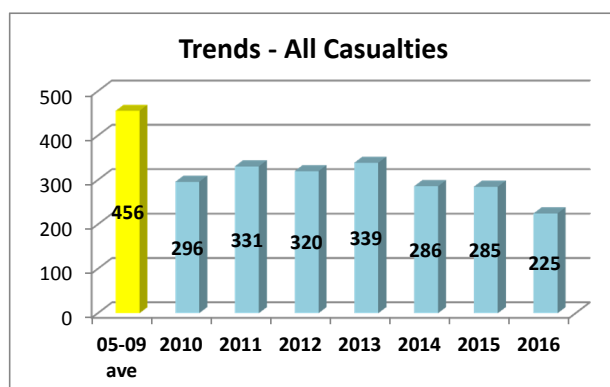
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

Motorcyclist KSI casualties were just on track and continue to be a priority. In most districts, car users comprise the highest proportion of KSI casualties, but In High Peak, motorcyclists are the highest.

Derbyshire Dales

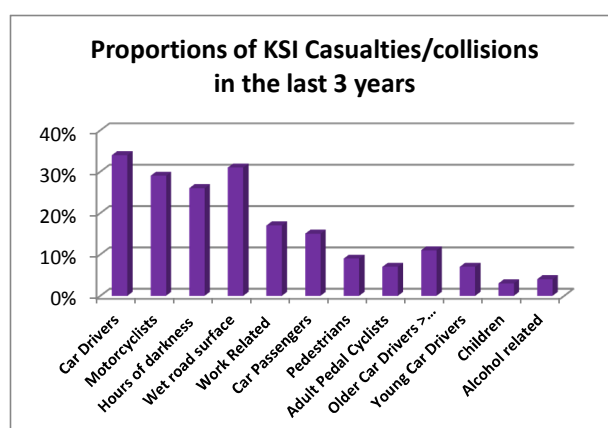
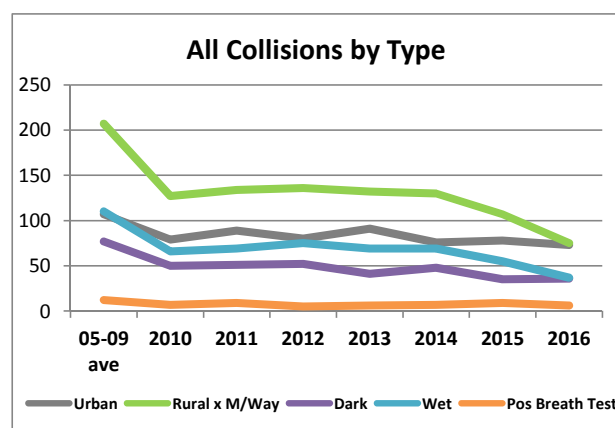
Summary of Trends 2005 to 2016

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
-67%	-46%	-49%	-54%	-53%	% below average	-70%	-46%	-49%	-51%	-51%



The level of casualties in Derbyshire Dales in 2016 was the lowest of the last thirty years and 51% (234) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced in the last two years. The 2016 level of 44 was 49% (42) below the 2005 to 2009 average, on track to meet the 2020 casualty reduction target and a bigger decrease than in any other district.



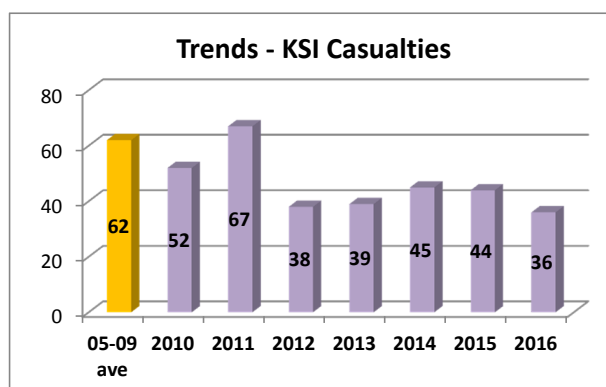
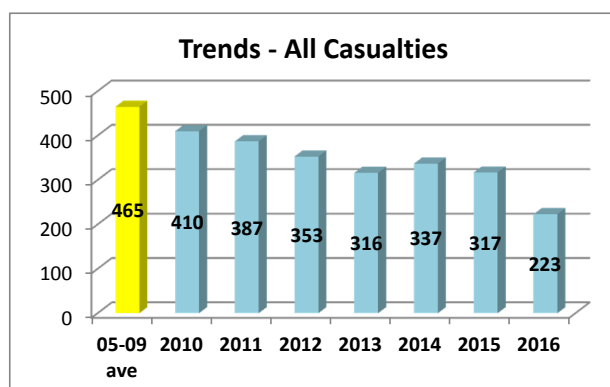
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

In Derbyshire Dales a priority group to focus on is older car drivers aged 60 and over where KSI casualties have not reduced over the last four years. Derbyshire Dales has the highest proportion of older car driver KSI casualties of any district.

North East Derbyshire

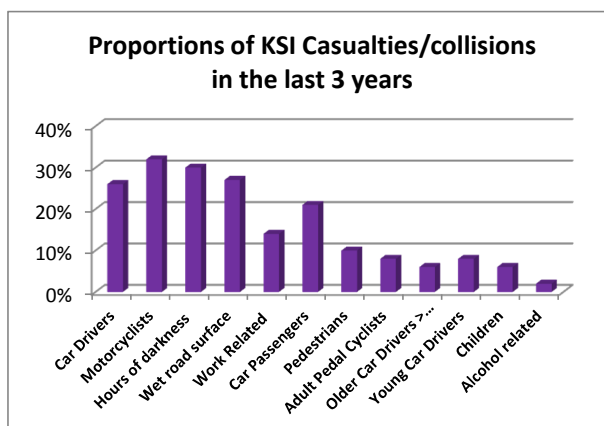
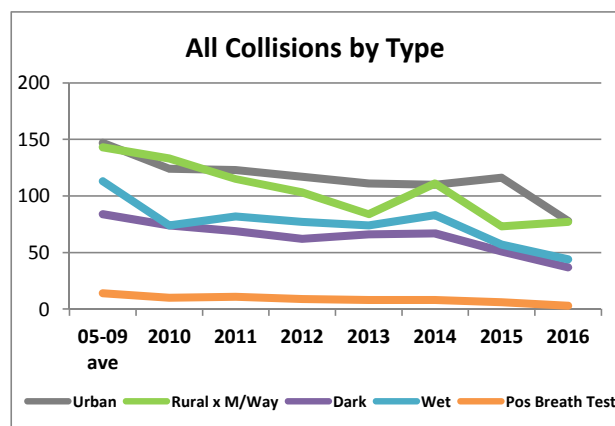
Summary of Trends 2005 to 2016

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
-80%	-41%	-43%	-51%	-50%	% below average	-80%	-39%	-42%	-54%	-52%



The level of casualties in North East Derbyshire in 2016 was the lowest of the last thirty years and 52% (242) below the 2005 to 2009 average.

After staying level in 2014 and 2015, killed and serious casualties reduced in 2016 to the lowest level of the last thirty years. The 2016 level of 36 was 42% (26) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



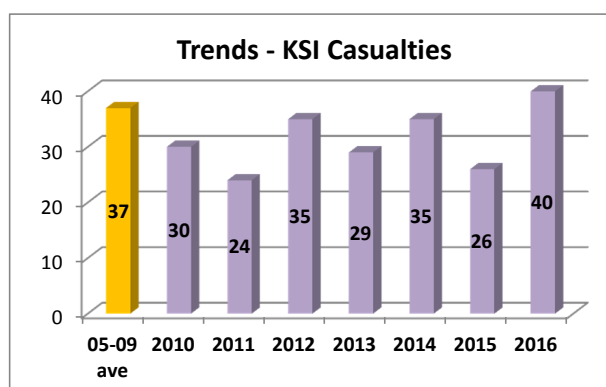
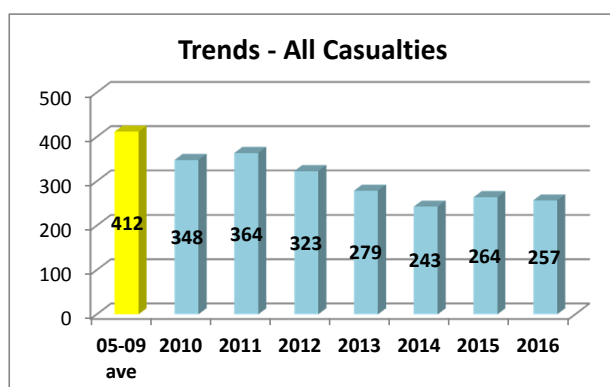
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

In North East Derbyshire, in 2016, KSI motorcyclist casualties were not on track to meet the 2020 casualty reduction target. There was a 14% increase comparing the last 3 years with the preceding 3 years and motorcyclists comprised almost the same proportion of all KSI casualties as in High Peak.

Chesterfield

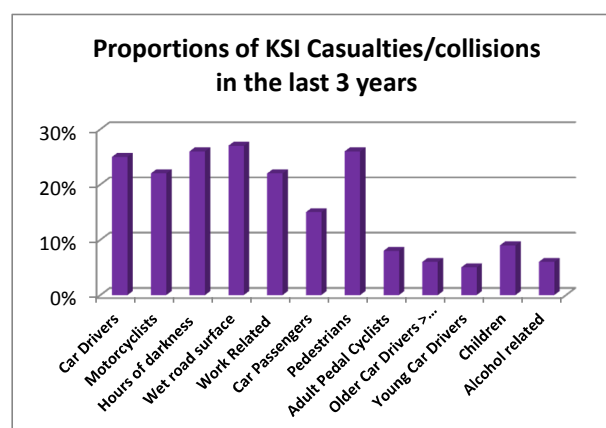
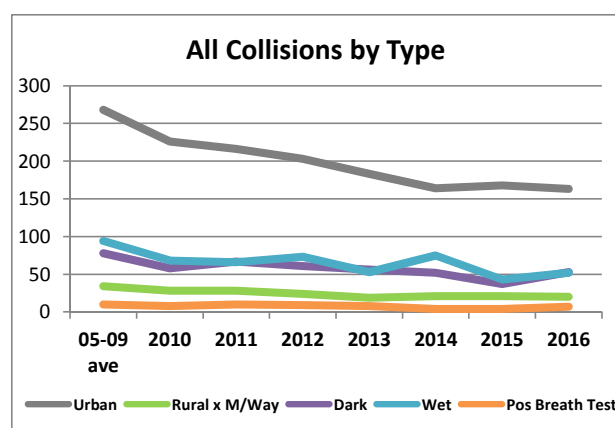
Summary of Trends 2005 to 2016

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
300%	-23%	-16%	-44%	-41%	% below average	300%	0%	8%	-42%	-38%



Casualties in Chesterfield increased were higher in the last two years than in 2014, a different pattern than in other districts.

In 2016 KSI casualties in Chesterfield were the highest since 2009. The level of 40 was 3 casualties (8%) above the 2005-2009 average and not on track to meet the 2020 casualty reduction target. In 2016 Chesterfield was the district the most adrift from the 2020 target.



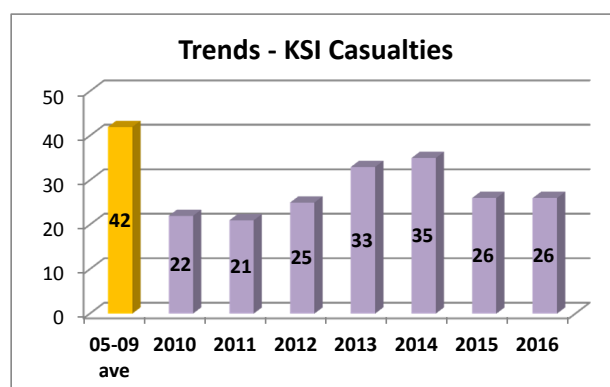
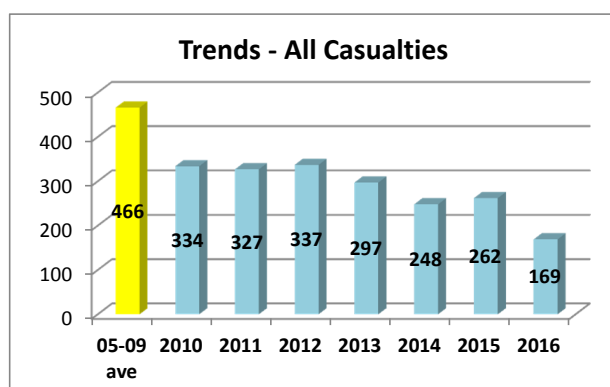
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

In Chesterfield, in 2016 KSI work related casualties were the highest level since 2009 apart from in 2014, and comprised 22% of casualties, a higher proportion than most other districts.

Bolsover

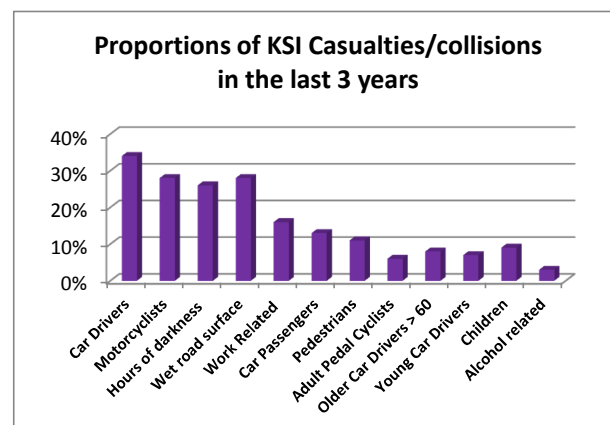
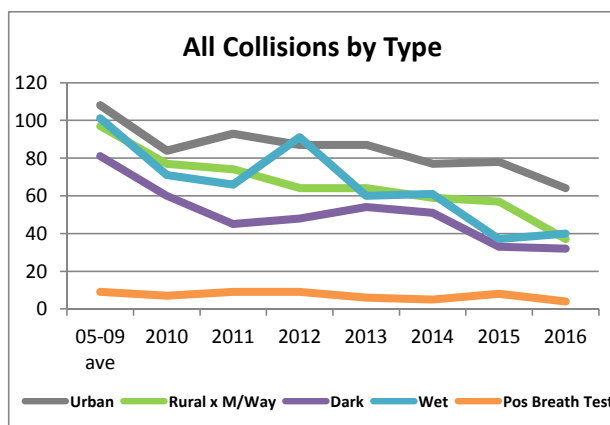
Summary of Trends 2005 to 2016

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
-50%	-35%	-37%	-59%	-57%	% below average	-67%	-33%	-38%	-66%	-64%



The level of casualties in Bolsover in 2016 was the lowest of the last thirty years and 64% (297) casualties below the 2005-2009 average.

KSI casualties increased from 2010 to 2014, then reduced and remained level in 2015 and 2016. The 2016 level of 26 was 38% (16) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



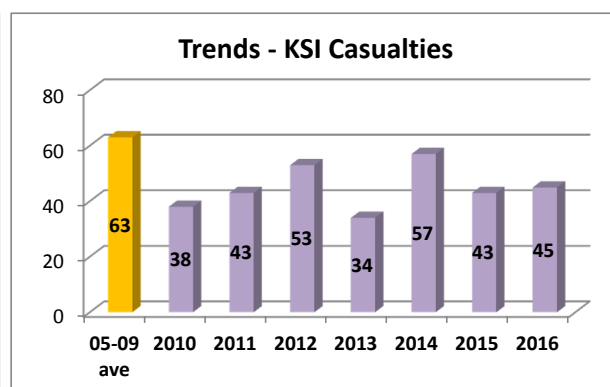
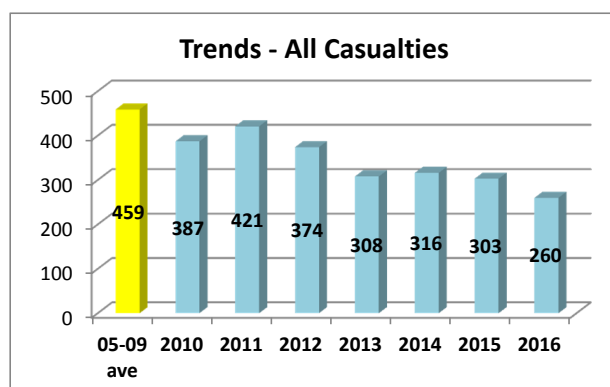
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

A priority of the DDRSP is Work Related casualties and part of this focus will be directed at Bolsover. A higher than average proportion of casualties in Bolsover occurred when a driver was driving for work. 45% of vehicles in collisions driven for work in Bolsover were cars.

Amber Valley

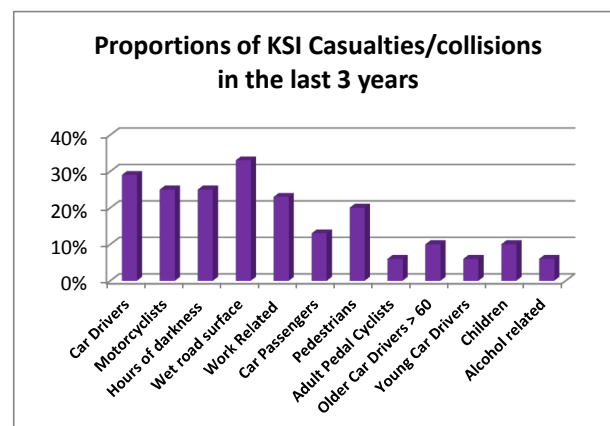
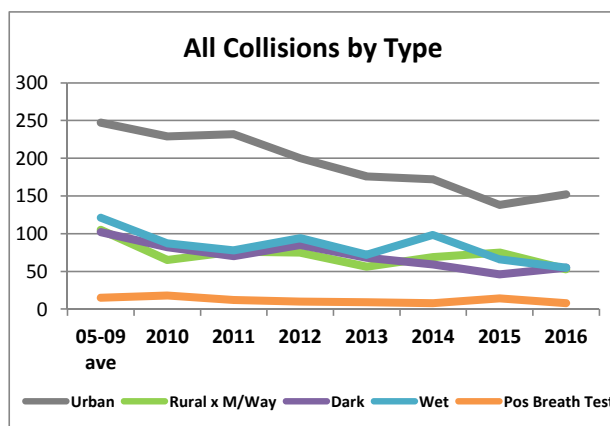
Summary of Trends 2005 to 2016

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
-20%	-30%	-29%	-44%	-42%	% below average	-33%	-28%	-29%	-46%	-43%



The level of casualties in Amber Valley in 2016 was the lowest of the last thirty years and 43% (199) below the 2005 to 2009 average.

After peaks in 2012 and 2014, killed and serious casualties reduced but 2016 was the third worst year since 2010. The 2016 level of 45 was 29% (18) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



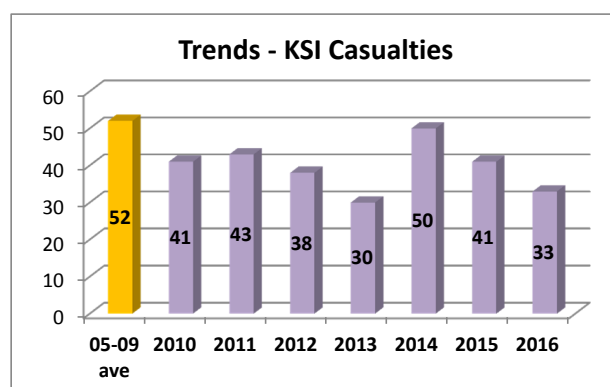
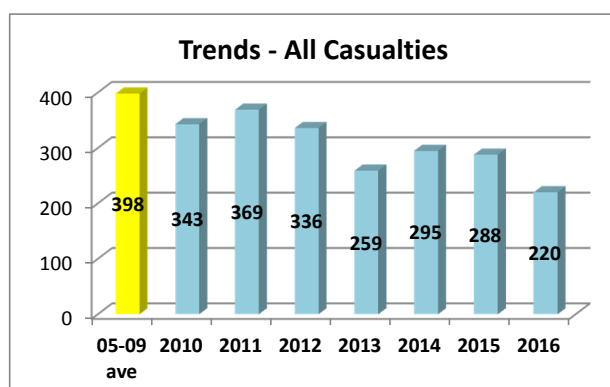
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

In 2016, in Amber Valley, older car drivers aged 60 or over were not on track to meet the 2020 casualty reduction target. Older car drivers were a higher proportion of killed and serious casualties than in all other districts apart from Derbyshire Dales.

Erewash

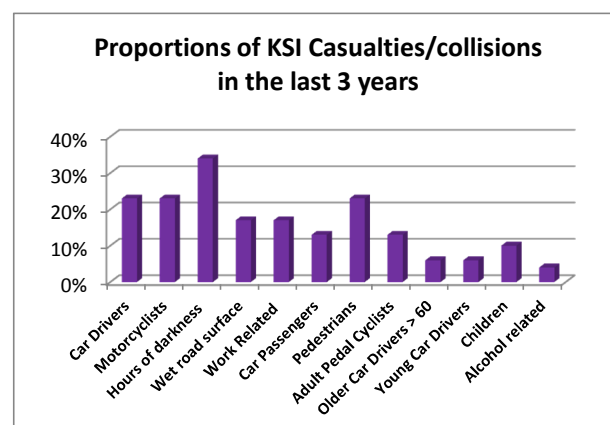
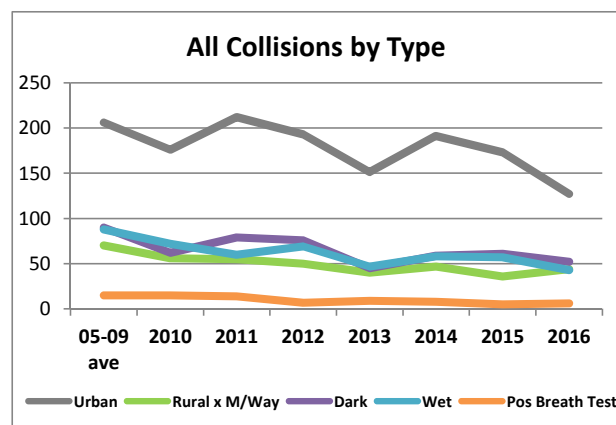
Summary of Trends 2005 to 2016

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
0%	-42%	-38%	-41%	-40%	% below average	-17%	-39%	-37%	-46%	-45%



The level of casualties in Erewash in 2016 was the lowest of the last thirty years and 45% (178) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced and in 2016, apart from 2013 were the lowest level of the last thirty years. The 2016 level of 33 was 37% (19) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target.



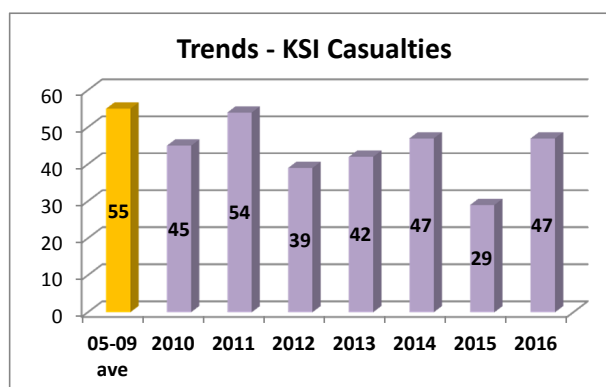
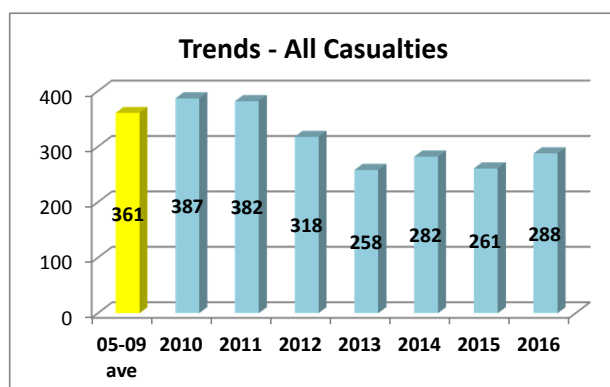
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

In Erewash, in 2016, older car drivers killed or seriously injured were not on track towards meeting the 2020 casualty reduction target. Driving Safer for Longer sessions will be available for drivers aged 65 and over.

South Derbyshire

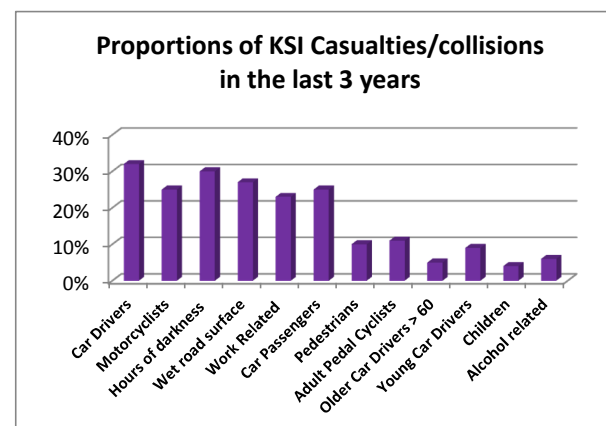
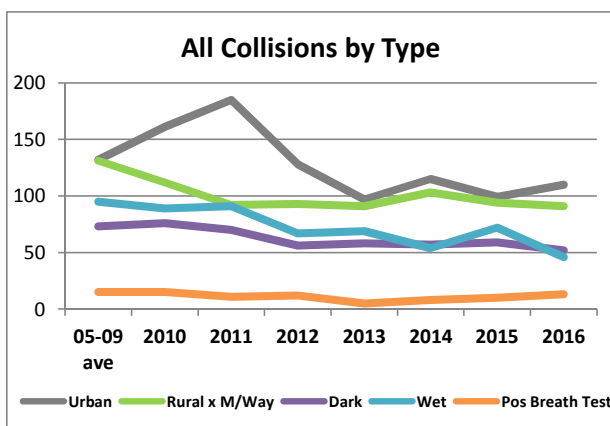
Summary of Trends 2005 to 2016

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
25%	-23%	-19%	-25%	-24%	% below average	0%	-16%	-15%	-21%	-20%



After 2013, the general trend was an increase in casualties to a level in 2016 of 20% (73) below the 2005 to 2009 average.

After the lowest level of thirty years in 2015, killed and serious casualties increased in 2016 to the same level as in 2014. The 2016 level of 47 was 15% (8) 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 and Wet Road Surface are based on collisions, whilst other groups are based on casualties.

In South Derbyshire, in 2016, young car drivers killed or seriously injured were not on track towards meeting the 2020 casualty reduction target. The award winning Young Driver Education Programme will be available for young drivers in South Derbyshire.

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 70 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 2016

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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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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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