

Derby and Derbyshire Annual Casualty Report 2018

Executive Summary

The Derby and Derbyshire Road Safety Partnership (DDRSP) is focused on reducing the number and severity of road safety casualties in the area covered by both Derby City and Derbyshire County Councils. The Partnership comprises partners from both councils, Derbyshire Constabulary, Derbyshire Fire and Rescue Service and Highways England.

In 2018 the total number of reported casualties - killed, seriously injured and slight - from road traffic collisions across the Partnership area continued to reduce. After an unexpected peak in 2014, the trend of annual decreases has continued and, in 2018, it is believed that total casualties were the lowest since the Second World War.

However, while the number of slight casualties in the DDRSP area continued to fall, this trend was not echoed by killed and serious (KSI) casualties. KSIs rose unexpectedly to their highest level since the 2014 peak, with fatalities rising from 36 to 51, their highest level for the last 12 years and an unprecedented 42% increase on the preceding year. Over the same period, serious casualties increased from 328 to 354, a rise of 8%. KSIs in total were 18% above the 2018 milestone and therefore not on track to meet the 2020 target.

Compared with 2017, KSI casualties in 2018 increased in almost all road user groups. Motorcyclist casualties continue to be a priority. Many casualties have been linked to the heatwave of that year, with above average casualties of riders on large motorbikes, riders over 40 years and at weekends. In urban areas such as Derby, there were above average injuries of riders on small and mid-range bikes. A programme of training initiatives developed for different age groups of motorcyclists will continue.

Children and young car drivers will always be central strands of road safety initiatives, including the teaching of life-long skills. An acclaimed Partnership venture is the Young Driver Education Programme which is rolled out annually to 16 and 17 year olds. Work-related casualties, including driving for work and commuting, will also continue to be a focus for DDRSP.

Evidence shows that the popularity of pedal cycling, both as a leisure activity and mode of transport, has continued to increase. Unfortunately, casualty levels have also increased and programmes of cycle related training are in place. Older car drivers form another road user group with a slower pace of reduction than expected, so there is a focus on educational sessions for this particular group. A recent increase in numbers of pedestrians killed and seriously injured means that new and innovative actions will be targeted towards this vulnerable group.

Established educational and training schemes continue to deliver results and are constantly updated to be responsive to changes in the wider world.

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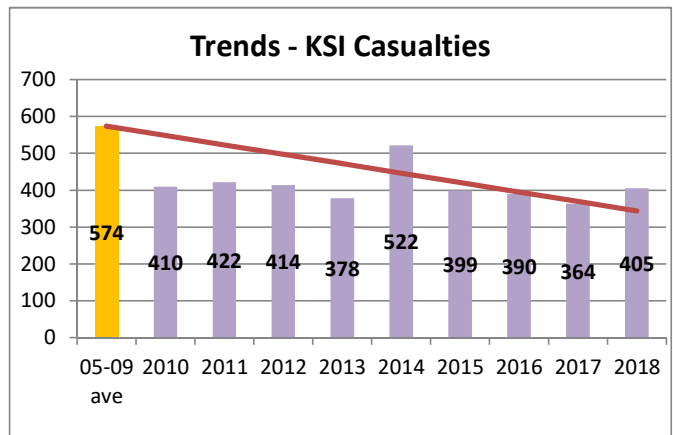
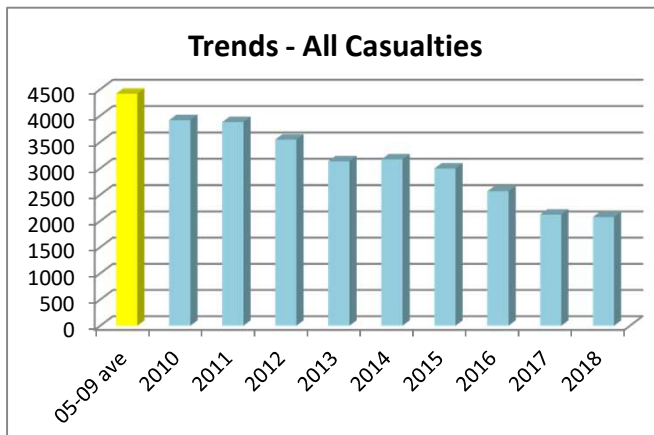
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Derby and Derbyshire Road Safety Partnership

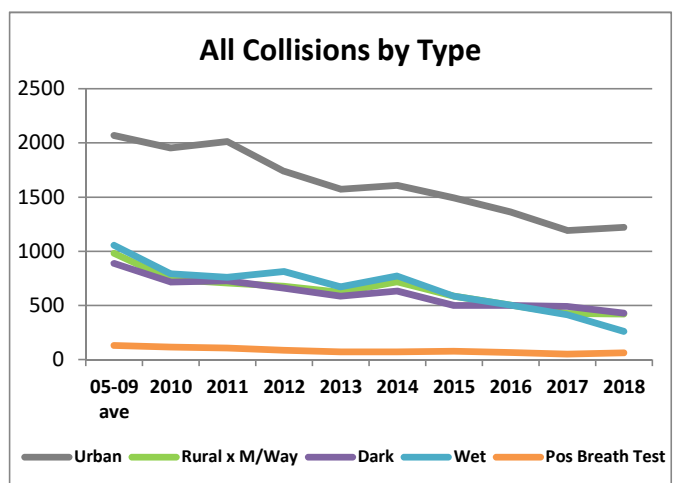
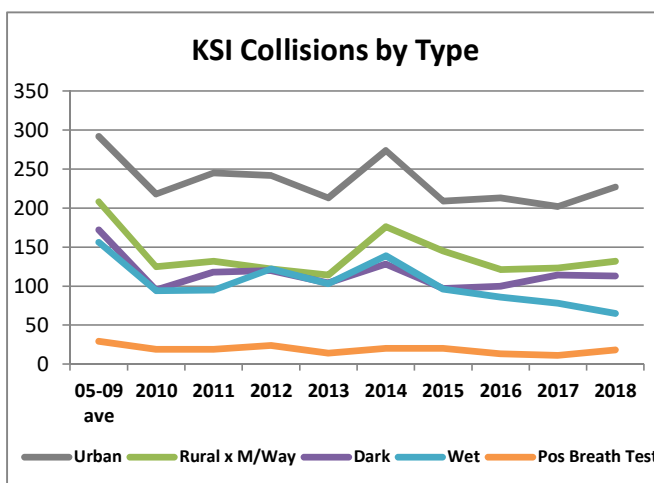
Summary of Trends 2005 to 2018

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
48	313	361	1299	1660	2018	51	354	405	1671	2076
4%	-33%	-30%	-52%	-48%	% below average	0%	-32%	-29%	-57%	-53%



The 2018 level of 2076 casualties was the lowest since 1945 and 53% (2342) below the 2005 to 2009 average. However, KSI casualties were at their highest level (405) since 2014, 29% (169) below the 2005 to 2009 average and not on track to meet Derbyshire's target of a 50% reduction by 2020.

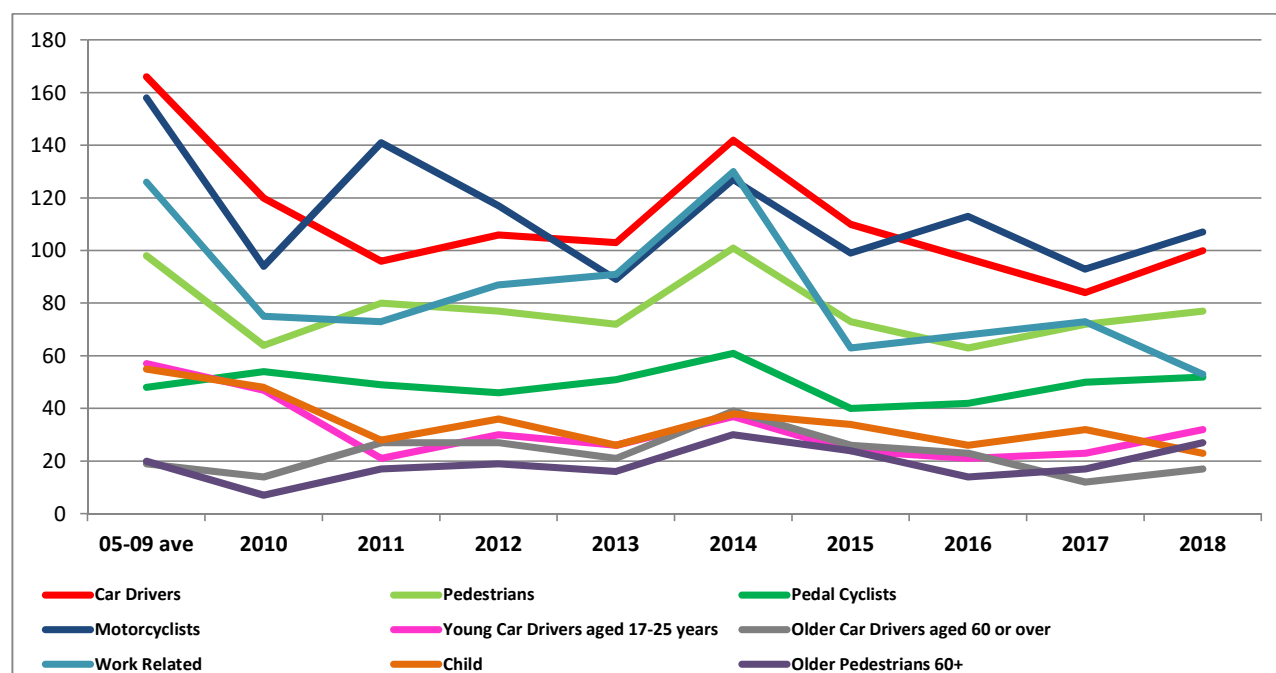
It is evident that in 2014 and 2018, with long spells of summer weather, there were above average levels of collisions involving motorcyclists, pedal cyclists and older car drivers. In early 2018, KSI casualty levels were suppressed due to snowfalls from January to early April.



KSI collisions on wet road surfaces peaked in 2014 then reduced, but collisions in the hours of darkness have not reduced. Both rural and urban collisions increased in 2018 compared with 2017. In particular, groups to focus on are older car drivers, 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.

In 2018, KSI casualties in all the big road user groups increased compared with 2017, except for work related casualties and children. 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.

Three other groups, Adult Pedal Cyclists, Older Car Drivers and Pedestrians 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 (27% of KSI casualties in last 3 years)

In 2018, 107 motorcyclists were killed or seriously injured on Derbyshire's roads, including 11 fatalities.

This was the second highest year after a peak in 2014, and the highest for riders of small bikes under 125cc. Motorcyclists were not on track at 13% or 12 casualties above the 2018 casualty reduction milestone.

Although KSI casualties involving large bikes over 500cc reduced at a faster pace than small bikes, larger bikes were consistently the higher proportion (51% in 2018), whereas small bikes comprised 41%. The proportion of riders killed or seriously injured on 50cc or under reduced in recent years, 50cc to 125cc and over 500cc remained stable but mid-range bikes of 125 to 500cc grew, especially after 2013. This may be due to younger riders upgrading to larger bikes. The age group with most growth in casualties riding 125cc to 500cc bikes was 19 to 21 years. At the other end of the age spectrum, all riders involved in collisions have gradually become older with increasing proportions of 54 to 68 year olds.

DDRSP works in schools and colleges to educate young drivers and riders and provides Compulsory Basic Training Plus for young riders.

DDRSP provides Enhanced Rider Scheme training for riders and runs an annual summer motorcycle safety campaign for leisure riders.

Young Car Drivers (7% of KSI casualties in last 3 years)

Having remained fairly stable in the preceding three years, the number of young car drivers killed or seriously injured increased in 2018 (32), but this level was still below the milestone required to meet the 2020 casualty reduction target by 9% or 3 casualties. 180 young car drivers were injured on Derbyshire's roads in 2018, comprising 9% of all casualties, but 501 people were injured in collisions where a young car driver was involved, comprising 24% of all casualties.

Young car driver KSI casualties increased on both urban and rural roads in 2018 compared with the preceding two years. 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, which is available to all schools and colleges and recognised nationally as a benchmark programme.

Work Related Casualties (on way to/from work or driving for work, including pedestrians injured) (17% of KSI casualties in last 3 years)

Work related KSI casualties were consistently on track to meet the 2020 target except in 2014 and were at their lowest level of the last thirty years in 2018 (53). In 2018, 406 collisions or 24% of collisions on Derbyshire's roads involved one or more drivers/riders on a work related journey.

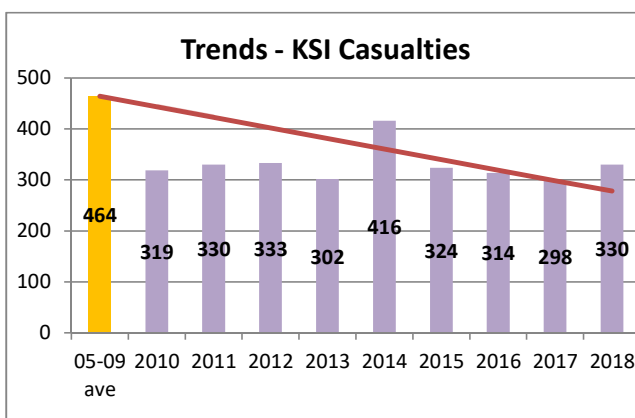
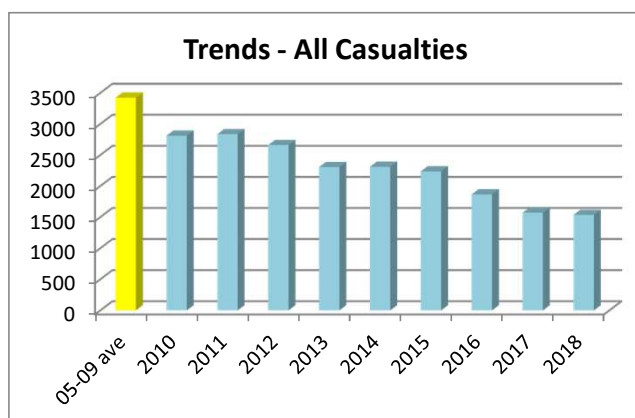
After 2014, there was a reducing trend in KSI collisions involving both driving for work and commuting. Driving for work collisions levelled in the last 2 years, whereas commuter collisions increased then reduced.

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

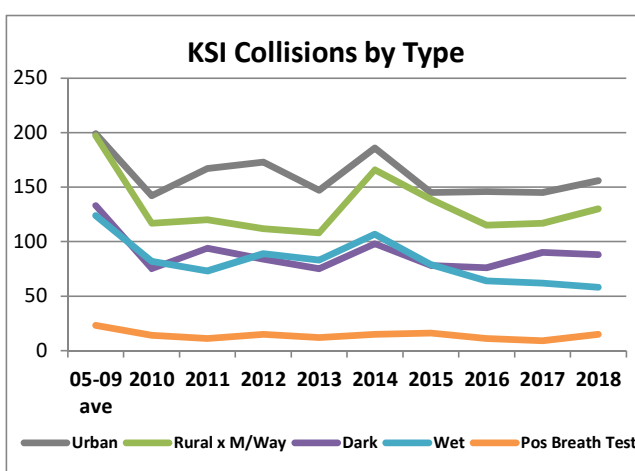
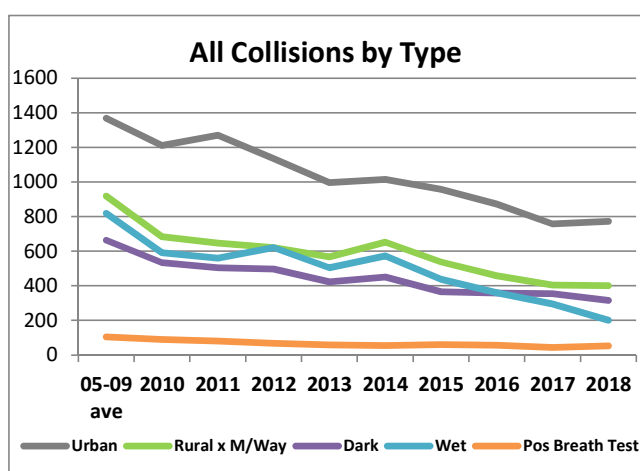
Summary of Trends 2005 to 2018

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
39	249	288	905	1193	2018	42	288	330	1207	1537
-3%	-33%	-30%	-56%	-51%	% below average	-7%	-31%	-29%	-59%	-55%



The 2018 level of 1537 casualties was the lowest of the years since the end of the Second World War and 55% (1887) below the 2005 to 2009 average.

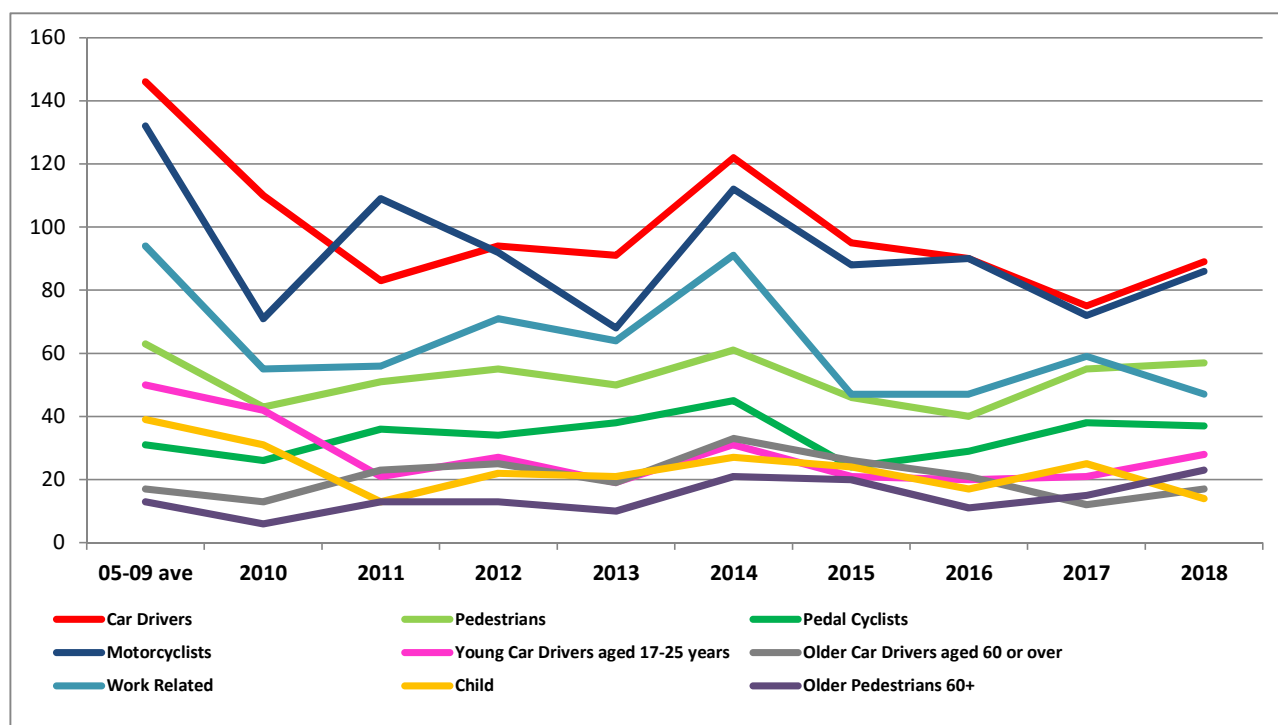
After a peak in 2014, KSI casualties reduced in the following three years then increased in 2018, another year with fine summer weather. The 2018 level of 330 KSI casualties was 29% (134) below the 2005 to 2009 average.



Urban and rural KSI collisions peaked in 2014, reduced and stabilised for three years, then increased in 2018 and were not on track to meet the 2020 target. Collisions on urban roads were further adrift from the 2018 milestone than collisions on rural roads. Groups to focus on are older car drivers, pedestrians, pedal cyclists, motorcyclists, urban commuters and rural roads in the hours of darkness.

Derbyshire County Council

Killed and Serious Road User Casualty Trends



KSI casualties increased in almost all road user groups in 2018 compared with 2017, but pedestrians, pedal cyclists and young car drivers were closest to the 2014 peak. 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. Pedestrians are a new priority as KSI casualties were above the milestone targets in the last few years.

Adult Pedal Cyclists (10% of KSI casualties in last 3 years)

Adult pedal cyclist KSI casualties were not on track to meet the annual milestones for the last 8 years and were 20 casualties above the 2018 milestone. Casualties on rural roads reduced slower than those on urban roads but casualties on urban roads were a greater proportion (59%). Analysis has been carried out on adult pedal cyclist collisions on gradients and on conflicts involving goods vehicles. There is evidence that Derbyshire's hills attract recreational cyclists.

Older Car Drivers aged 60 and over (5% of KSI casualties in last 3 years)

Older car driver KSI casualties were not on track to meet the annual milestones for the last 8 years, and in 2018, were 6 casualties (55%) above the milestone. Since 2013, female older drivers in collisions reduced at a slower pace, but male casualties were a greater proportion (69%).

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

KSI motorcyclist casualties were on track to meet the 2020 target from 2015 to 2017 but were 9% (7 casualties) above in 2018. 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. In May 2018, at the start of the fine weather, the highest monthly motorcyclist casualties were recorded since August 2014. Analysis shows that, in the last 5 years, only 3% of riders in Derbyshire Dales lived within 2 miles of their collision and over a quarter lived more than 21 miles away. It is evident that Derbyshire's roads attract recreational bikers who may not be familiar with the roads.

Pedestrians (16% of KSI casualties in last 3 years)

In 2018, pedestrian KSI casualties were 19 casualties (50%) above the milestone. An increase in older pedestrians of 60 years and over killed or seriously injured (23) was evident in 2018, the highest level of the years from 2005 onwards. However, child pedestrians were the fastest reducing age group and met the 2018 milestone.

Children killed or seriously injured comprise 6% of Derbyshire's road casualties, and will always be a focus of road safety initiatives.

Derbyshire County Council

Casualty Reduction Activities

Derbyshire County Council (DCC) continues to use an evidence-led approach to casualty reduction. Analysis of collision trends directs work to the geographic locations and road user groups with the highest risk.

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

Established work includes:

- Child car seat checks to advise members of the public and professionals responsible for the care and transportation of children.
- Supporting Health Promotion Teams with a range of child car seat advice leaflets.
- Smartrider which provides pedal cycle training for Year 6 pupils in primary and junior schools.
- County Rider Adult Cyclist Training Programme for anyone aged 18 years or over who lives, works or studies in Derbyshire.
- First Gear Training Course which provides pre-driver training for 15 to 17 year olds.
- Driving Safer for Longer, a session providing advice and support for older drivers aged 65 and over who live in Derbyshire.
- Pre Compulsory Basic Training (CBT) workshops enabling 15 to 18 year old motorcyclists to learn from a two hour safety workshop.
- CBT Plus giving a 3 hour moped training session to Derbyshire residents aged up to 23 years old.
- Enhanced Rider Scheme (ERS) providing motorcyclists with a free 2 hour practical motorcycle riding skills check.
- 20 biker events at dealers across the county and 3 biker first aid courses for Derbyshire residents.
- An annual summer Motorcycle Awareness Campaign including roadside posters on the worst rural routes and summer and winter campaigns centred on junctions, including locations in Derby.

Engineering is an essential element of road safety. Each year, detailed investigations lead to a programme of Casualty Reduction Schemes which have a direct and positive effect. Schemes carried out in 2015 led to a 67% decrease in collisions (comparison of 3 years before implementation of schemes with 3 years afterwards).

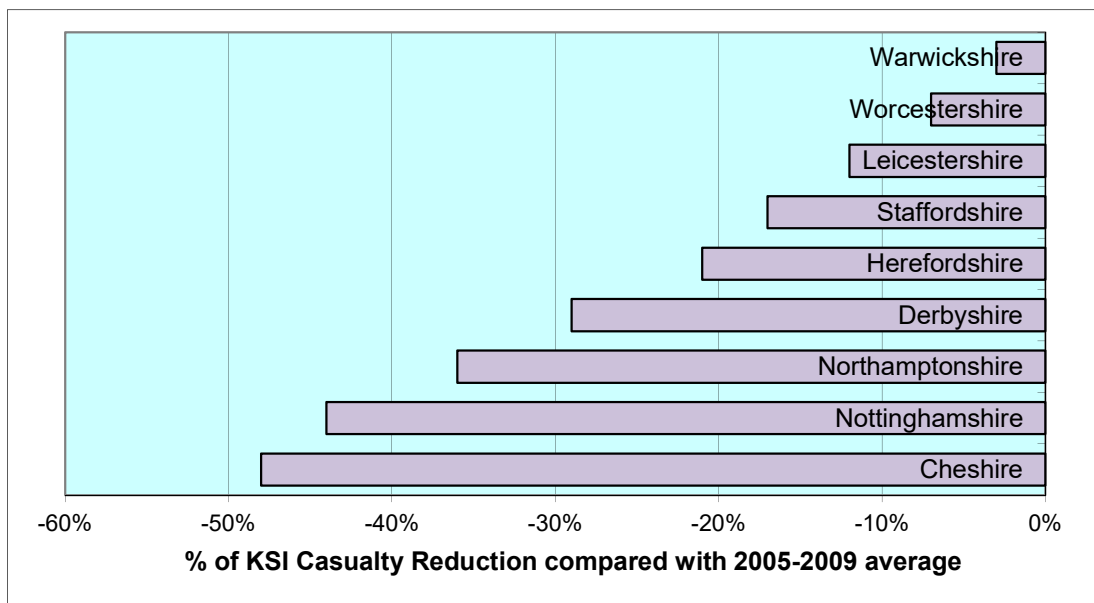
Partnership work is a key element. DCC is the lead member of the Derby and Derbyshire Road Safety Partnership and contributes to all the priority groups.

DCC participates in regional 'Bare Bones' and 'Shiny Side Up' partnerships which address motorcyclist casualties, the Midlands Service Improvement Group which shares best practice and are members of Road Safety GB, the leading national road safety organisation.

The Department for Transport Safer Roads Fund bid will enable use of headsets with immersive technology, using imagery tailored to individual road user groups. DCC is also working towards the Safe System approach including assessments of safer infrastructure on the worst routes.

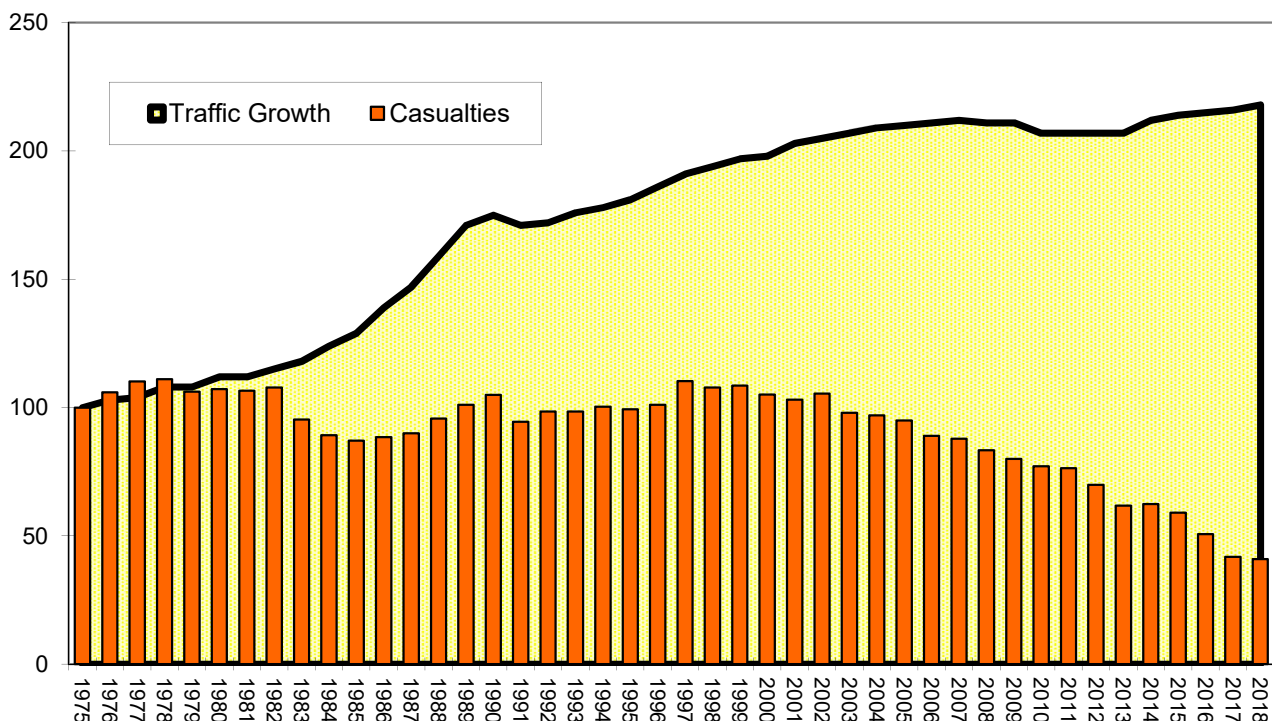
Derbyshire County Council

Comparison with other East Midlands Local Authorities



The fastest pace of KSI casualty reduction up to 2018 occurred in Cheshire. By 2018, KSI casualties in Derbyshire had reduced at a faster pace than in Great Britain as a whole. In Derbyshire, KSI vulnerable road user casualties (pedestrians, motorcyclists and pedal cyclists) followed a similar trend to that of Great Britain and reduced at a slower pace than total casualties.

Casualties and Traffic Flow Trends 1975-2018

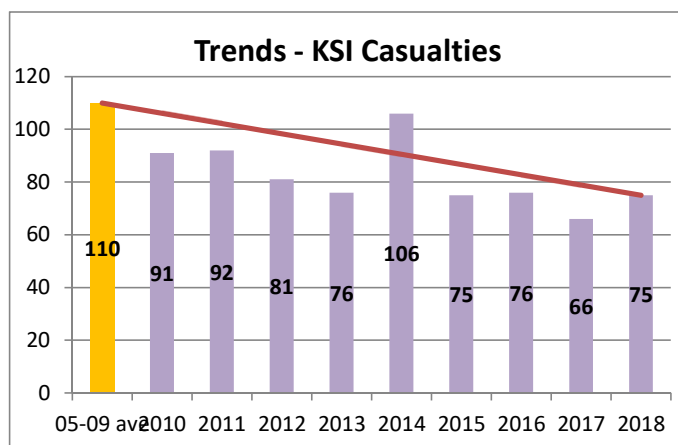
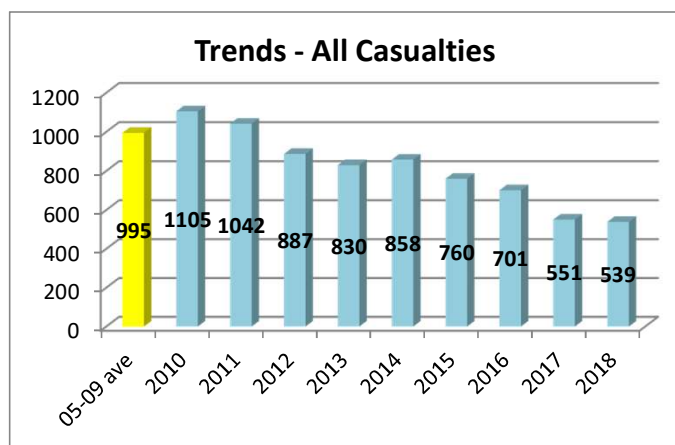


In 2018, traffic flow was more than double (118%) that of 1975, whilst casualties had more than halved (-59%) over the 43 years. Casualties increased to a peak in 1997 with another in 2002, followed by a decreasing trend. Traffic flows remained fairly static from 2010 to 2013 but increased in each of the last five years. Changes in the economy and weather patterns influence both traffic flows and casualty levels.

Derby City Council

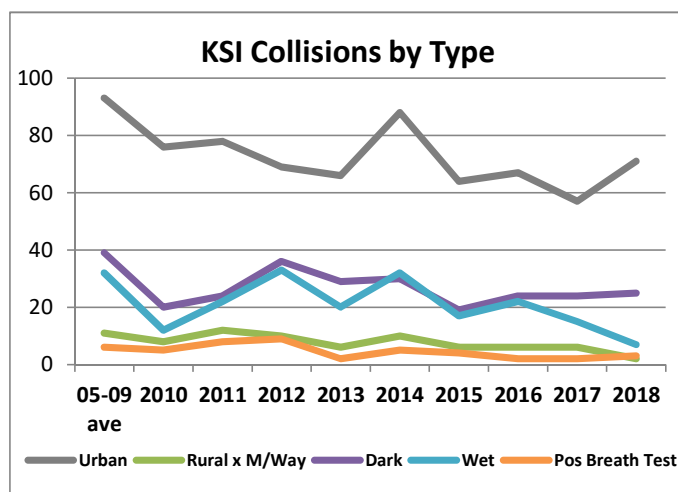
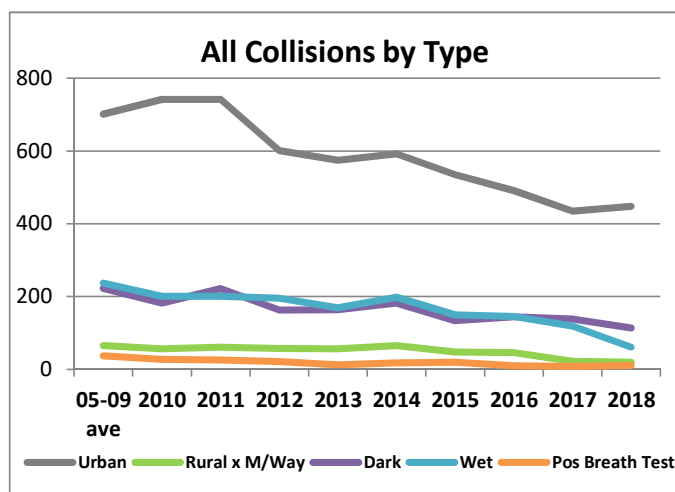
Summary of Trends 2005 to 2018

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
9	64	73	394	467	2018	9	66	75	464	539
50%	-35%	-30%	-40%	-39%	% below average	50%	-37%	-32%	-48%	-46%



In 2018, all casualties were at their lowest level since the end of the Second World War and 46% below the 2005 to 2009 average.

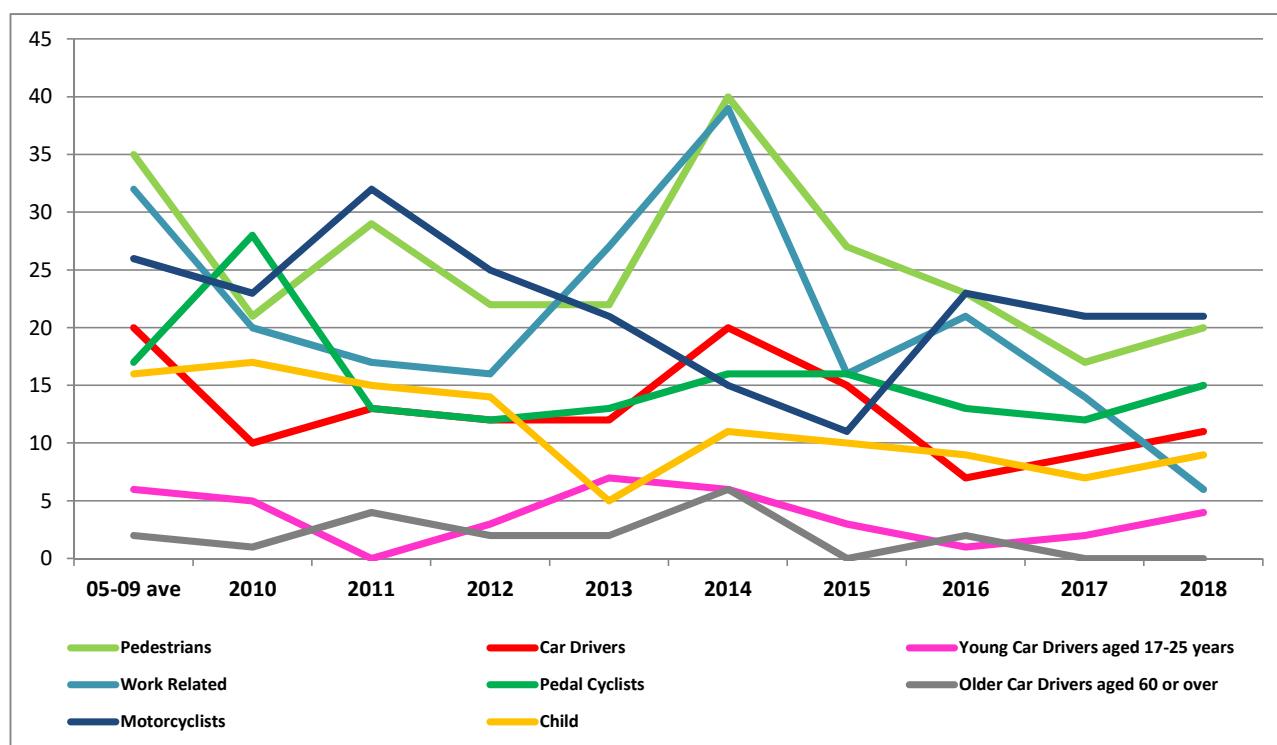
After a rise in 2014, killed and serious casualties reduced and remained fairly level apart from a drop in 2017. In 2018, KSI casualties were 32% below the 2005 to 2009 average and on track to meet Derby City's target of a 40% reduction by 2020.



KSI collisions on wet road surfaces reduced in 2018 but those in the hours of darkness remained stable. Collisions where a positive breath test was obtained remained at an encouragingly low level.

Derby City Council

Killed and Serious Road User Casualty Trends



In 2018, there was a slight upturn in KSI casualties involving pedestrians, pedal cyclists, car drivers and young car drivers but motorcyclists reduced for the second year running. No older car drivers were killed or seriously injured.

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 the last 3 years, over half (55%) of motorcyclists injured in the City were riding small bikes under 125cc, compared with 43% in the the County Council area.

In 2018, groups not on track to meet the 2020 KSI casualty reduction target were pedal cyclists, motorcyclists and older pedestrians of 60 years or over.

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:

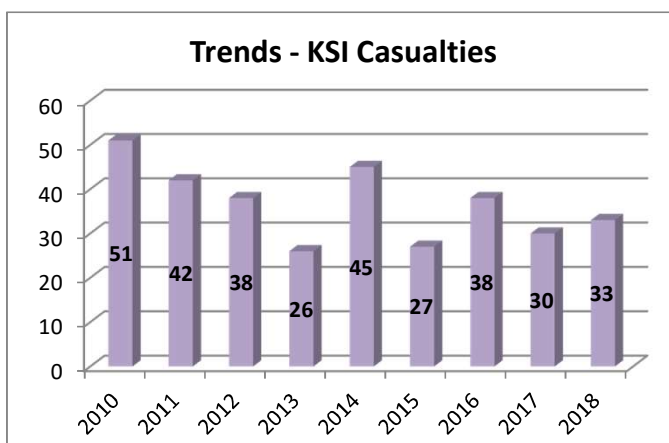
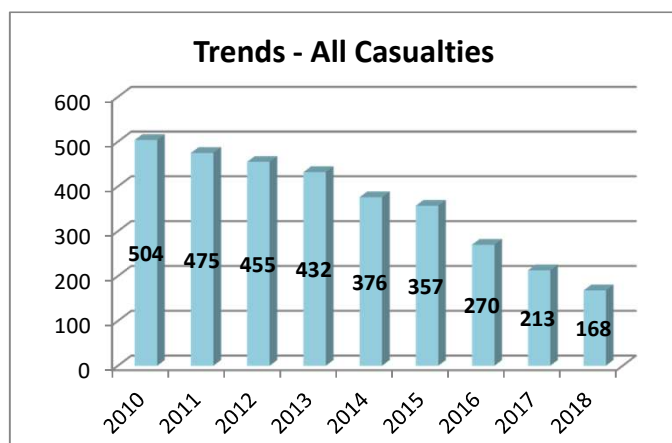
- Adult cycle confidence training
- Road safety engineering works
- Enforcement of parking and traffic restrictions

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 2018

Collisions					Casualties					
Fatal	Serious	KSI	Slight	Total	Year	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
8	16	24	94	118	2018	8	25	33	135	168



Roads in the County of Derbyshire and City of Derby which are maintained by Highways England 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% (45), comparing 2018 with 2017. KSI casualties reduced from 2010 to 2013 and have fluctuated since then. In 2018, motorway collisions comprised 1.2% of the County's total collisions whilst other trunk road collisions accounted for 6%.

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.

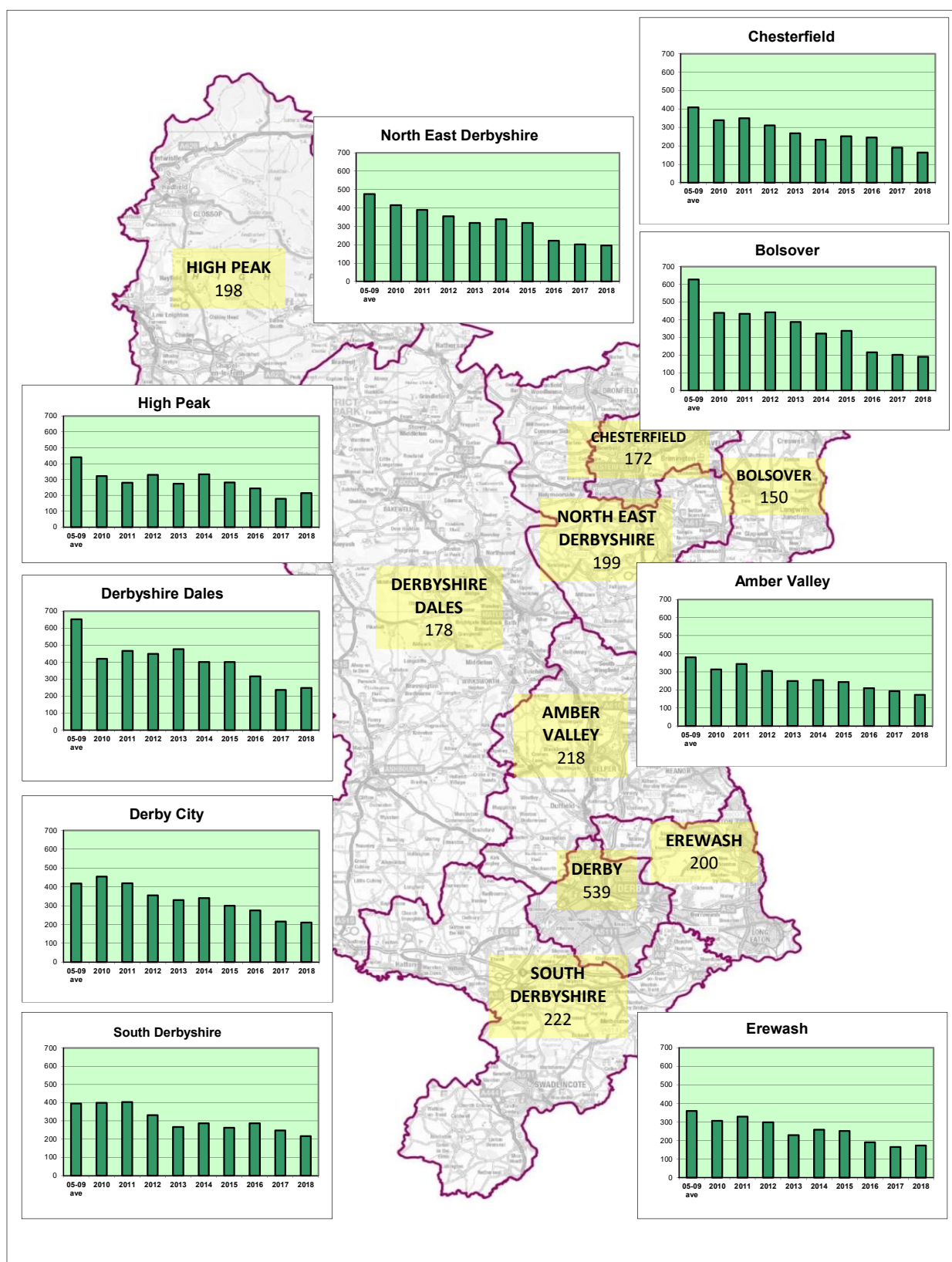
Highways England has agreed a Performance Specification that sets out the 8 key areas which the Government and the Strategic Roads Network Monitor will measure for both the network and company performance. These areas are:

- 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 to 2009 baseline.

Casualty Trends by District or Borough

Casualties per Hundred Thousand Population

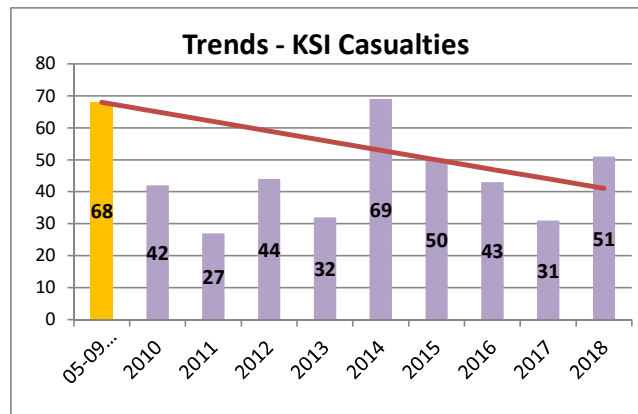
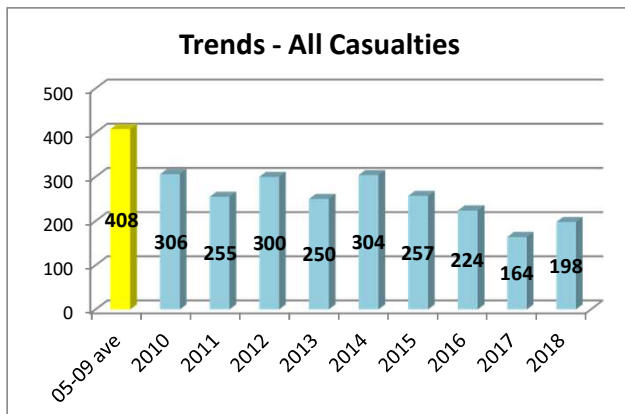


Tourism, including recreational motorcyclists, pedal cyclists and car drivers influence casualties in some districts. Also, the motorway has an effect, particularly in Bolsover. Casualties per hundred thousand population generally decreased from 2010 to 2018, apart from in 2014. In 2018, there were increases in High Peak, Derbyshire Dales and Erewash, possibly due to recreational road users in the fine summer of 2018.

High Peak

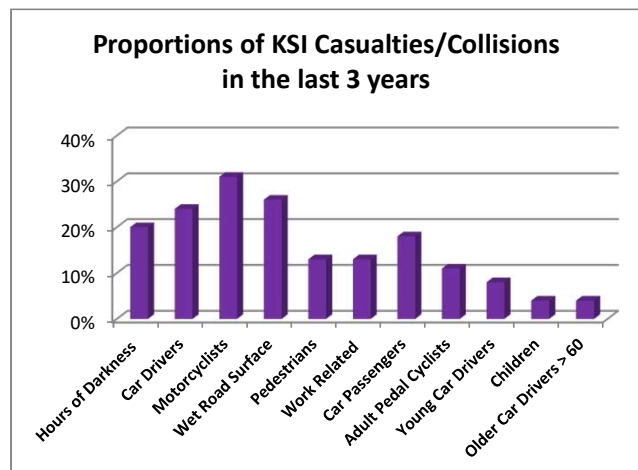
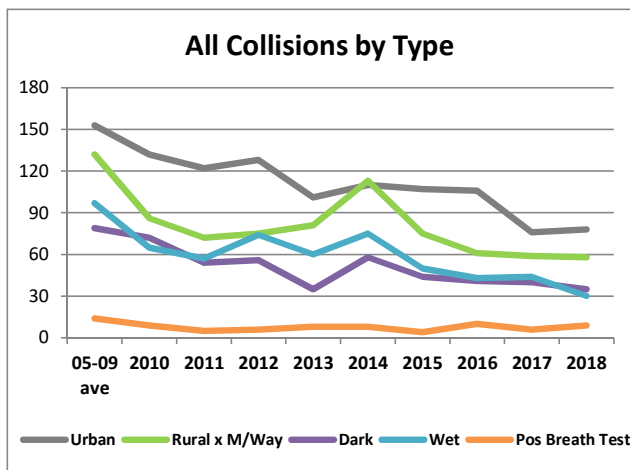
Summary of Trends 2005 to 2018

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
6	33	39	97	136	2018	8	43	51	147	198
0%	-38%	-34%	-57%	-52%	% below average	14%	-30%	-25%	-57%	-51%



In 2018, casualties increased slightly from their lowest level in 2017 and were 51% (210) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced up to 2017 but increased in 2018 to a similar level to 2015. The 2018 level of 51 was 25% (17) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



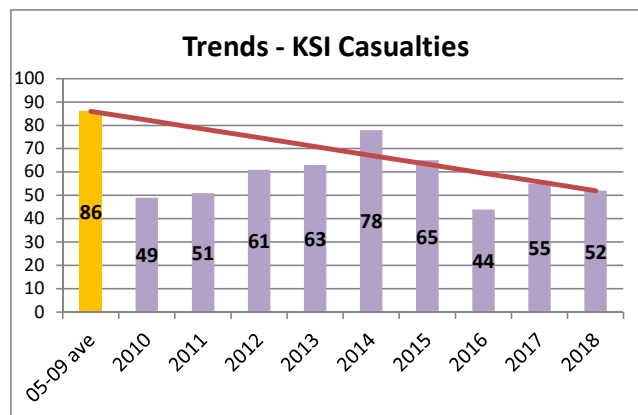
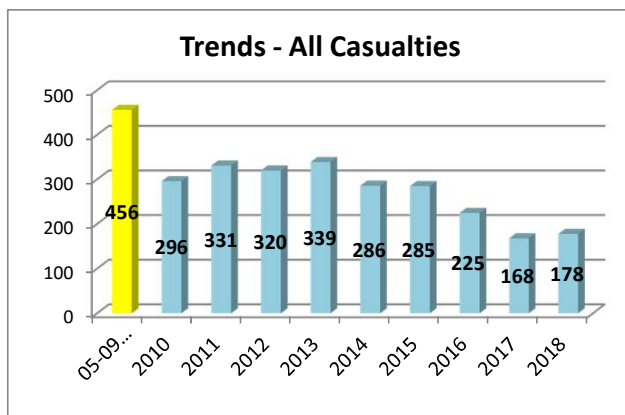
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were adult pedal cyclists, pedestrians, older car drivers and young car drivers. Although motorcyclist casualties have reduced since 2015, in 2018, they still comprised 31% of KSI casualties.

Derbyshire Dales

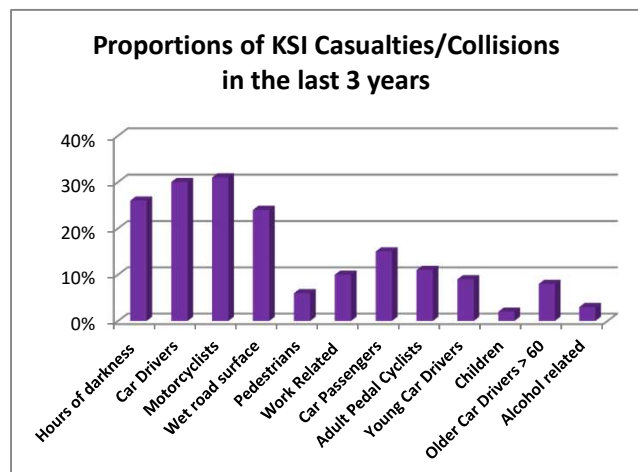
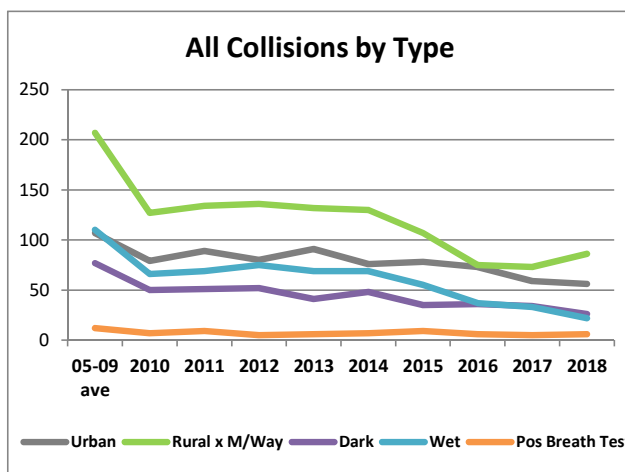
Summary of Trends 2005 to 2018

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
9	39	48	94	142	2018	10	42	52	126	178
0%	-40%	-35%	-61%	-55%	% below average	0%	-45%	-40%	-66%	-61%



In 2018, casualties increased slightly from their lowest level in 2017 and were 61% (278) below the 2005 to 2009 average.

After a peak in 2014, killed and serious casualties reduced up to 2016, then increased and levelled in 2017 and 2018. The 2018 level of 52 was 40% (34) below the 2005 to 2009 average and just on track to meet the 2020 casualty reduction target.



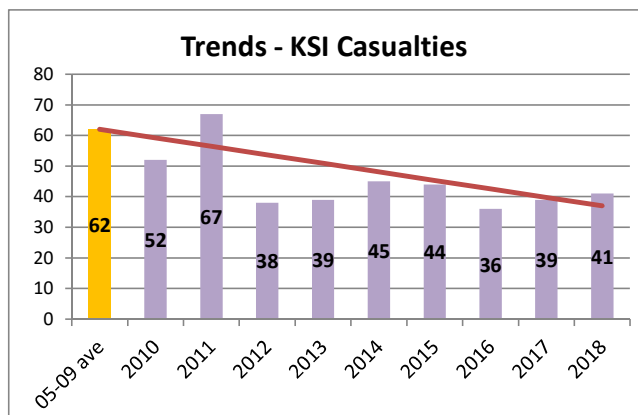
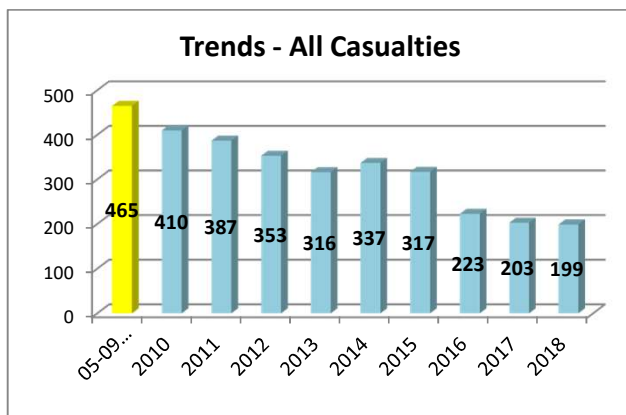
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were adult pedal cyclists, older car drivers and motorcyclists. In Derbyshire Dales, there were higher proportions of both older car drivers (8%) and young car drivers (9%) than in other districts.

North East Derbyshire

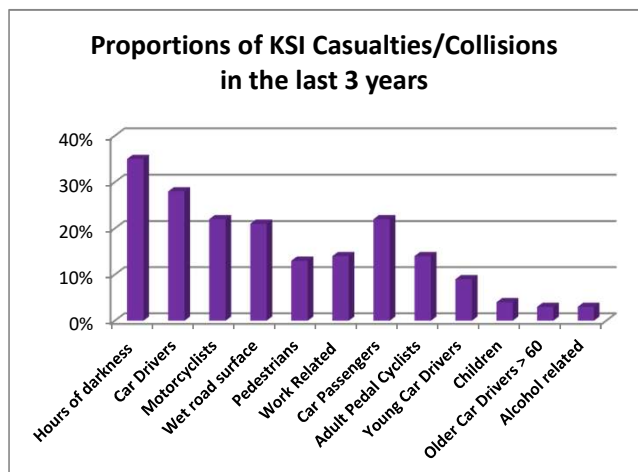
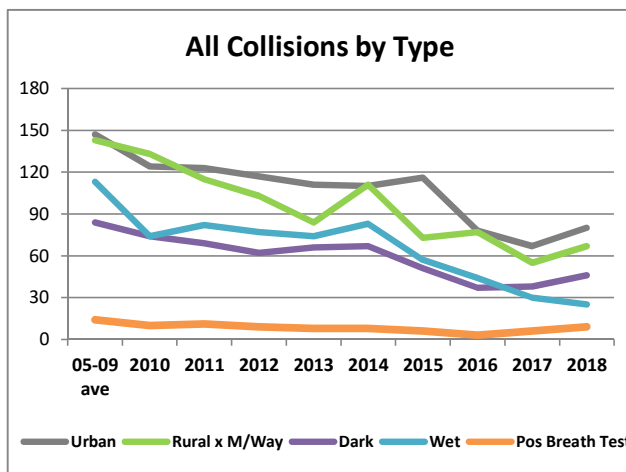
Summary of Trends 2005 to 2018

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
7	30	37	112	149	2018	7	34	41	158	199
40%	-39%	-30%	-58%	-54%	% below average	40%	-40%	-34%	-61%	-57%



In 2018, casualties were at their lowest level since the end of the Second World War and 57% (266) below the 2005 to 2009 average.

After the even 2014 and 2015 level, KSI casualties reduced in 2016 but increased in both of the last 2 years. The 2018 level of 41 was 34% (21) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



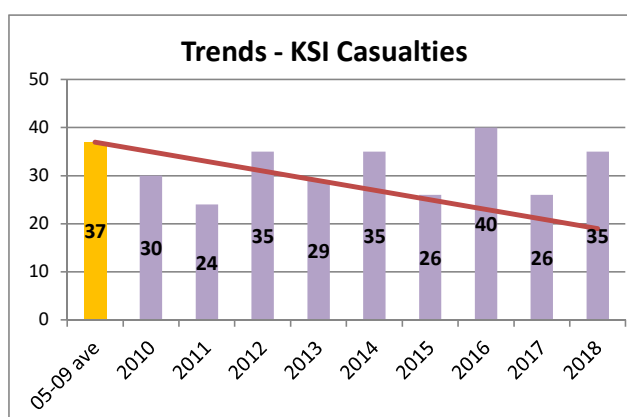
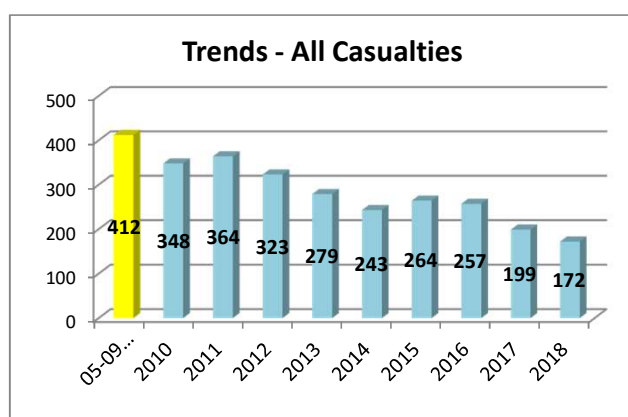
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were adult pedal cyclists, commuters, and collisions in the hours of darkness. KSI collisions during the hours of darkness comprise a higher proportion (35%) than most other districts, likewise young car drivers (9%).

Chesterfield

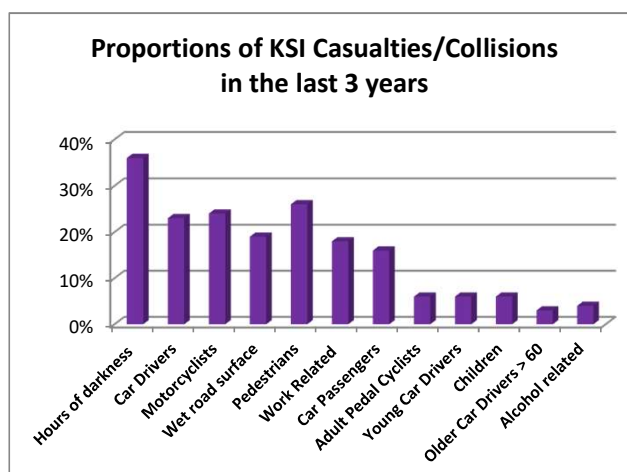
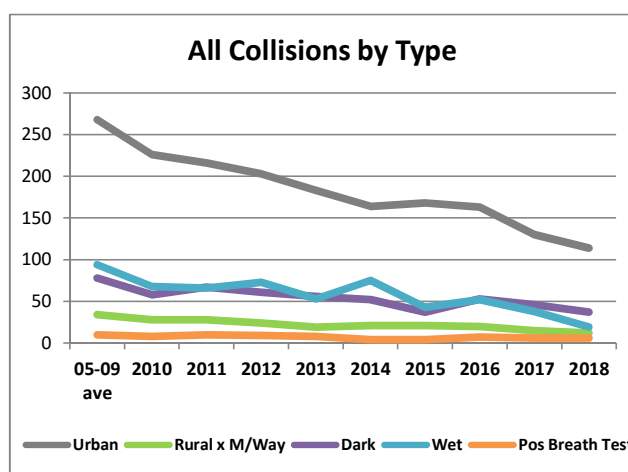
Summary of Trends 2005 to 2018

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
1	27	28	104	132	2018	1	34	35	137	172
0%	-23%	-24%	-62%	-58%	% below average	0%	-6%	-5%	-63%	-58%



In 2018, casualties were at their lowest level since the end of the Second World War and 58% (240) below the 2005 to 2009 average.

After a peak in 2016, KSI casualties reduced in 2017 but increased again in 2018 to just 5% (2) below the 2005-2009 average and not on track to meet the 2020 casualty reduction target. Chesterfield was the borough the most adrift from the 2018 milestone target.



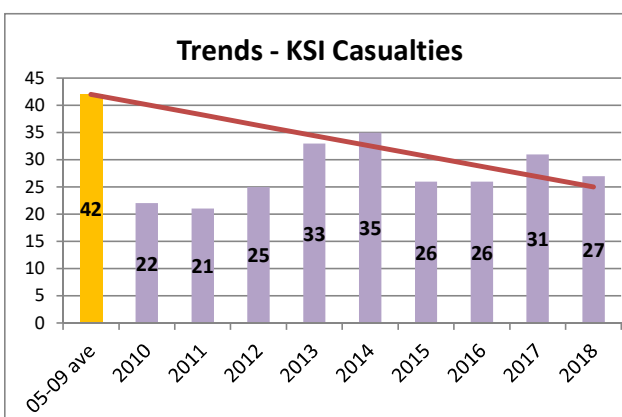
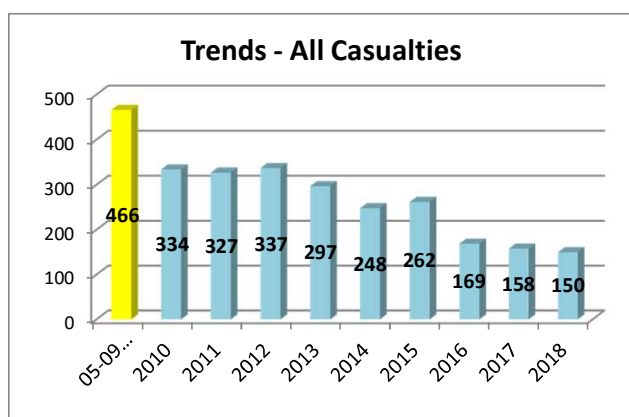
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were young car drivers, motorcyclists and collisions during the hours of darkness. Pedestrians and collisions in the hours of darkness comprise higher proportions of KSI casualties than in all other districts.

Bolsover

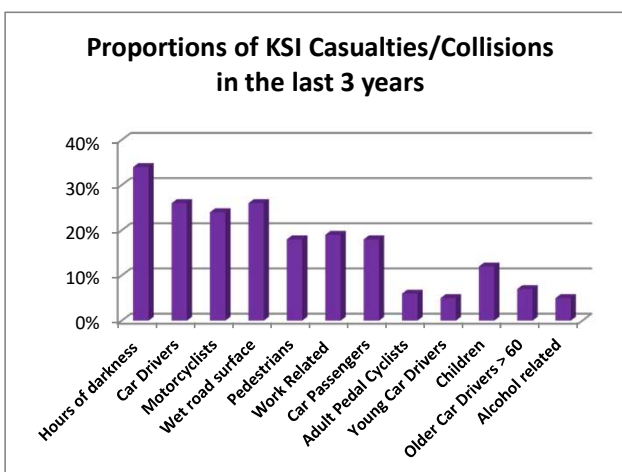
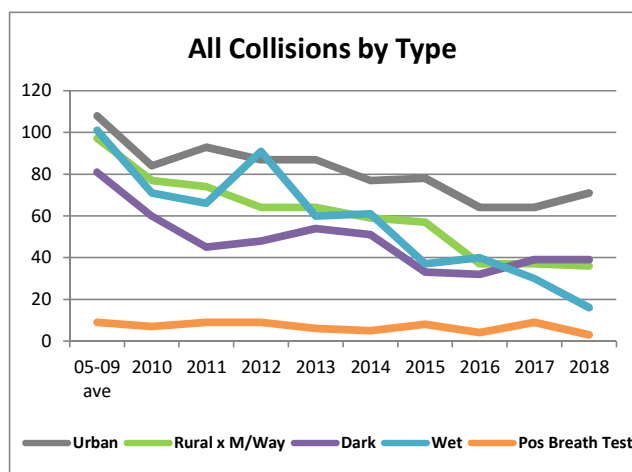
Summary of Trends 2005 to 2018

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
2	23	25	91	116	2018	2	25	27	123	150
-50%	-26%	-29%	-66%	-61%	% below average	-67%	-31%	-36%	-71%	-68%



In 2018, casualties were at their lowest since the end of the Second World War and 68% (316) casualties below the 2005-2009 average.

KSI casualties reduced in 2018, after a higher year in 2017. The 2018 level of 27 was 36% (15) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



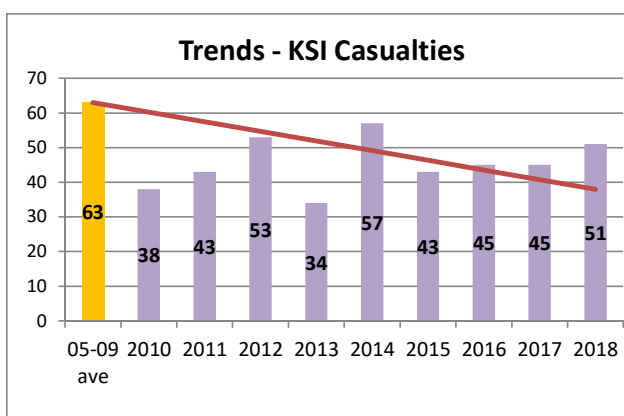
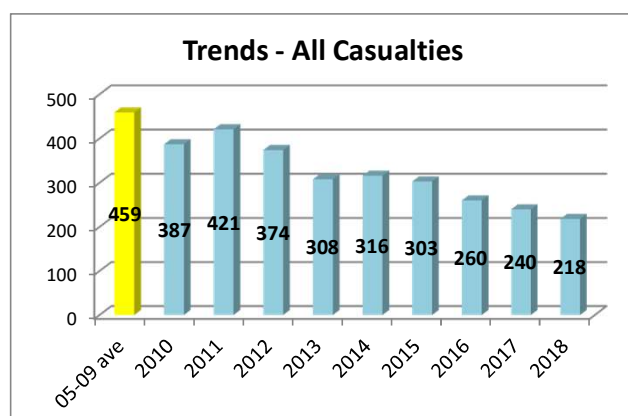
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties, up to 2018, were pedestrians including children, and collisions in the hours of darkness. The same groups also comprised higher than average proportions in Bolsover.

Amber Valley

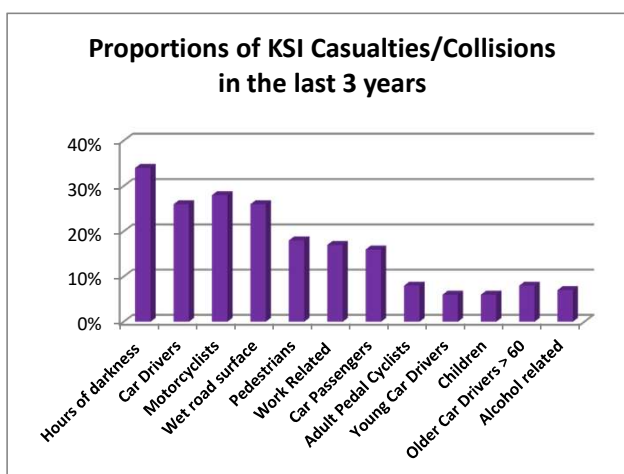
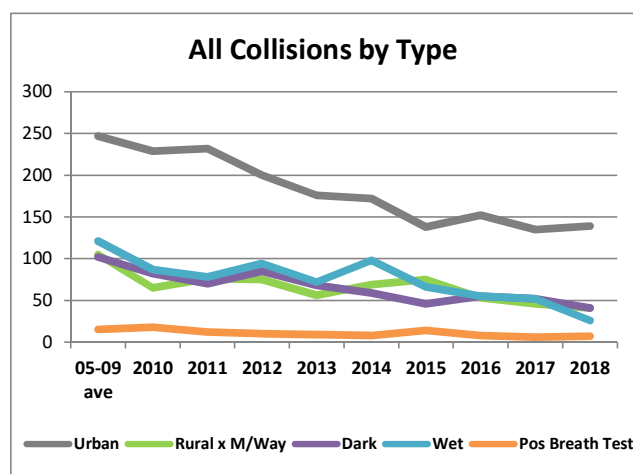
Summary of Trends 2005 to 2018

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
5	39	44	136	180	2018	5	46	51	167	218
0%	-22%	-20%	-54%	-49%	% below average	-17%	-19%	-19%	-58%	-53%



In 2018, casualties were at their lowest level since the end of the Second World War and 53% (241) below the 2005 to 2009 average.

After peaks in 2012 and 2014, killed and serious casualties reduced but remained static from 2015 to 2017 then peaked again in 2018. The 2018 level of 51 was 19% (12) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target.



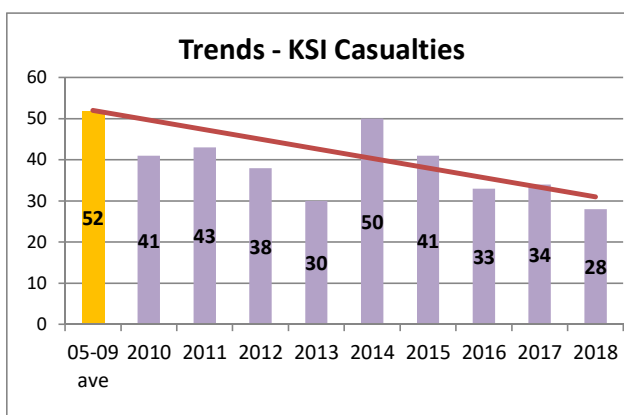
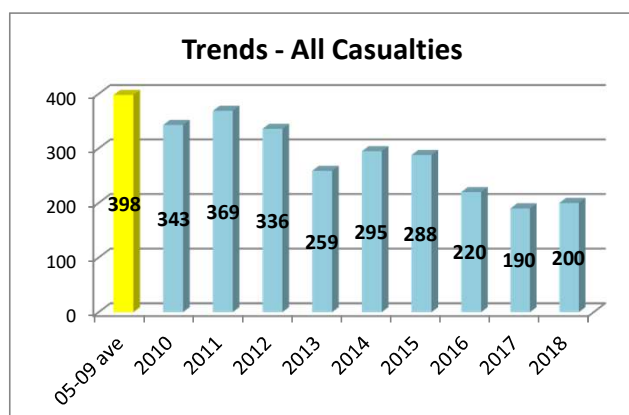
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were motorcyclists, older car drivers, commuters and collisions in the hours of darkness. Older car driver and alcohol related KSI casualties comprise higher proportions in Amber Valley than in other districts.

Erewash

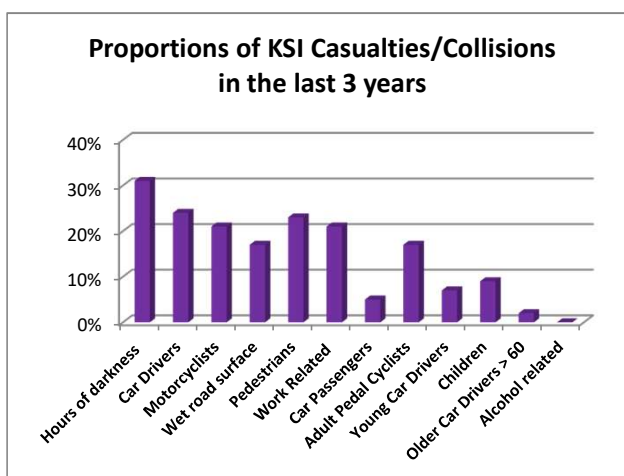
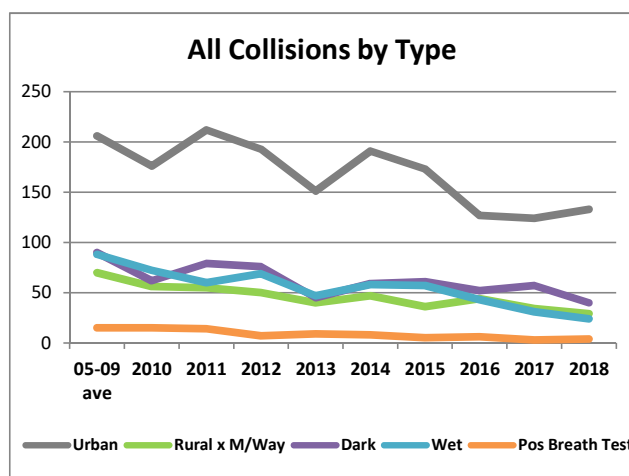
Summary of Trends 2005 to 2018

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	33	33	130	163	2017	0	34	34	156	190
3	23	26	139	165	2018	3	25	28	172	200
-40%	-47%	-46%	-45%	-45%	% below average	-50%	-46%	-46%	-50%	-50%



In 2017, casualties were at their lowest level since the end of the Second World War but increased slightly in 2018 to 50% (198) below the 2005 to 2009 average.

Killed and serious casualties reduced to their lowest level since the Second World War (28) in 2018 and were 46% (24) below the 2005 to 2009 average and on track to meet the 2020 casualty reduction target. Up to 2018, the fastest pace of reduction in KSI casualties of any district/borough occurred in Erewash.



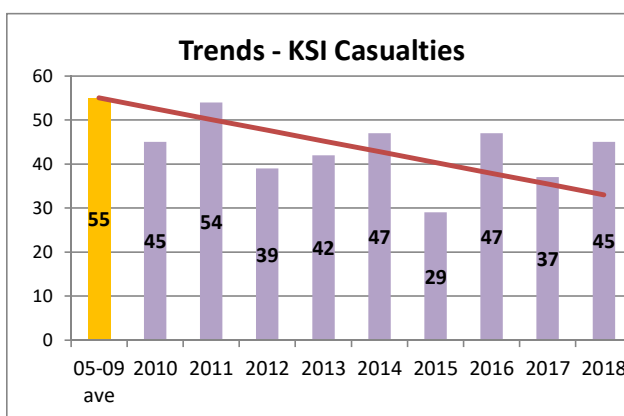
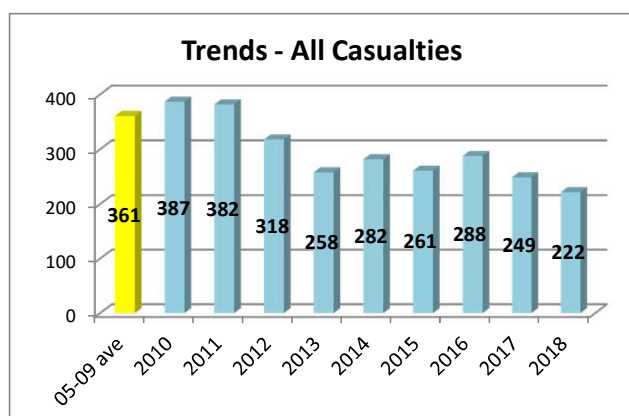
Bars in the proportions graph are in order of size of the groups in DCC as a whole. Hours of Darkness, Wet Road Surface and Alcohol Related are based on collisions, whilst other groups are based on casualties.

Groups with a slower pace of reduction in KSI casualties up to 2018 were older car drivers and adult pedal cyclists. Adult pedal cyclists and pedestrians comprise higher proportions of KSI casualties in Erewash than in other districts.

South Derbyshire

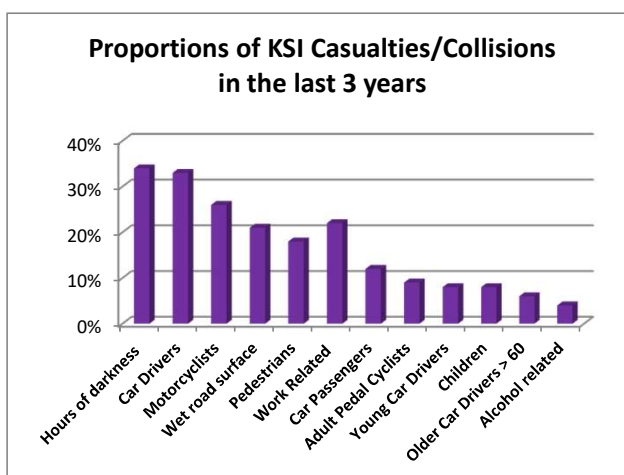
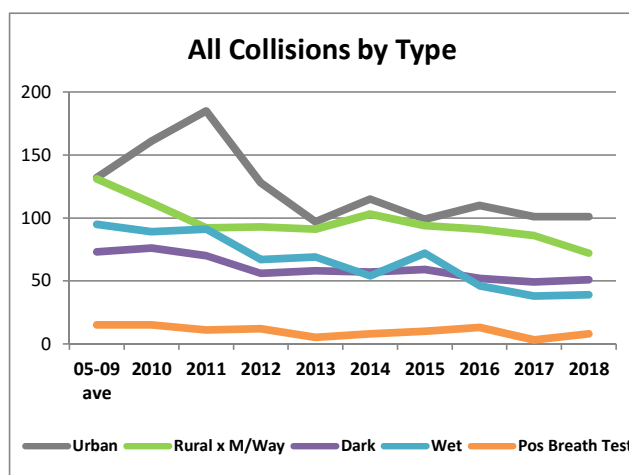
Summary of Trends 2005 to 2018

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
6	35	41	132	173	2018	6	39	45	177	222
50%	-20%	-15%	-39%	-34%	% below average	20%	-22%	-18%	-42%	-39%



In 2018, casualties were at their lowest level since the end of the Second World War and 39% (139) below the 2005 to 2009 average.

KSI casualties fluctuated with peaks in 2011, 2014, 2016 and 2018 (45), a level 18% (10) below the 2005 to 2009 average and not on track to meet the 2020 casualty reduction target. South Derbyshire was the second furthest district from meeting the 2018 milestone.



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 2018, were work related casualties, adult pedal cyclists, pedestrians and motorcyclists. Car drivers and work related KSI casualties comprise higher proportions in South Derbyshire than in 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. It is possible that the large reductions in slight collisions in recent years may be due to reporting issues.

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	(DCC) 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 2018

Contacts

Derby and Derbyshire Road Safety Partnership

Casualty Reduction and Road Safety Policy

Sonya Hurt
Tel: 01629 538657
Email: sonya.hurt@derbyshire.gov.uk

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

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

Derbyshire County Council

Casualty Reduction and Road Safety Policy

Sonya Hurt
Tel: 01629 538657
Email: sonya.hurt@derbyshire.gov.uk

Casualty Data and Analysis

Jenny Horsler
Tel: 01629 538676
Email: jenny.horsler@derbyshire.gov.uk

Road Safety Education, Training and Publicity

Vanessa Ball
Tel: 01629 538060
Email: vanessa.ball@derbyshire.gov.uk

Traffic and Safety
(engineering schemes and traffic management)

Simon Tranter
Tel: 01629 538673
Email: simon.tranter@derbyshire.gov.uk

More information about Derbyshire County Council's road safety work and the 2018 Casualty Report can be found on the following website

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

Derby City Council

Traffic and Transportation Group Manager

Tony Gascoigne
Tel: 01332 641779
Email: tony.gascoigne@derby.gov.uk

Cycle Derby (training, cycle routes)

Tel: 01332 641747
Email: cycl Derby@derby.gov.uk
Website: <http://www.cycl Derby.co.uk>

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

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

Highways England (Midlands Region)

Safety Improvements Team Leader

Emma Timson
Tel: 0300 470 7547
Email: Emma.Timson@highwaysengland.co.uk

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

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