Appendix 2: Road Safety Data (supplied by Derbyshire County Council in support of the A5004 and A5012 Safer Roads Schemes)

Evidence of Collisions along the A5004 & A5012 Routes

Collision Data

Collison data and their causes are recorded by the Police and examined over 3-year intervals by the County Council. The County Council looks for trends in the collision data to identify safety interventions to try and remedy any likely causes. These may be at specific locations or along the route depending in the issues. The data is received direct from the Police regarding the nature of the injuries received, the likely cause(s) of the collision(s) and any contributory factors. The Police class speed related collisions as ones which have one or more of 3 contributory factors assigned as follows:

- Exceeding the Speed limit
- Careless, reckless or in a hurry
- Travelling too fast for the conditions.

The Police's assessment of the contributory factors is open to interpretation, particularly when there is no eyewitness account. The Police's conclusion of the causes of an accident is an important factor for motor insurance companies and reflects in the future insurance record and premiums of a motorist involved in a collision. Therefore, the Police need to be certain that one of the above factors was a contributory factor to the accident occurring before reporting it as part of their accident statistics. **This means that unless there is clear evidence of speed related contributory factors then some speed related collisions often go unreported.**

Note that it is only the fatal or serious injury (KSI) relating to speed as a contributory factor that have been used in the analysis below. You can see from the paragraph above that there are several slight injury collisions relating to speed which are not picked up in these figures.

Safer Roads Fund Collision Assessment Year

The Safer Roads Fund bid used data from the 2012-2014 period to assess baseline figures for collisions and casualties. The collision history for following years were also examined to demonstrate whether collisions have increased, decreased, or remained the same.

Note that the data for 2021-2022 comprises a 2-year period. The full statistics won't be known until the end of the 2023-2024 financial year and there is often a 3-month time lag when the Police supply the data. Note also that the Covid pandemic would have also reduced traffic numbers on each route during the UK lockdown period with many people working from home.

A5004 Buxton to Whaley Bridge Collision History

The collision history for the A5004 is tabulated below. Collisions peaked in the 2012-2014 period when the Safer Roads Fund was proposed. The next two periods had fewer collisions, but collision rates had increased in the 2018-2020 period even though the country was in lockdown for part of that period due to the Covid movement restrictions.

The standout figures relate to collisions involving cars averaging between 77%-91% of all collisions resulting in an injury. The number of motorcycle collisions remains consistent within the first two study periods at 11 but reduced in the third period to just 2 (i.e., during the Covid period). They account for between 18%-42% of the injury collisions. Those collisions involving speed related issues account for between 11%-22% of the KSI statistics over the same periods. **Remember that the number of speed related collisions are likely to be greater (i.e., if the**

Police cannot be certain of the contributory factors, they won't include them). There are more slight injury speed related collisions as indicated below.

Please don't fall into the trap of thinking that the numbers are low in the table below. The numbers represent real people impacted by the collisions. The Department for Transport has recognised that these numbers are too high and one of the worst in the UK. The number and severity of collisions would still meet current intervention criteria even though they have reduced since the DfT base line year. This has an impact on society, and the Council has a duty to reduce the collisions by tackling these high-risk routes.

Collision Trends A5004	Safer Roads Baseline		Collisions		Collisions	
	2012-2014	% of all collisions	2015-2017	% of all collisions	2018-2019 *	% of all collisions
All collisions	35	-	26	-	11	-
Killed or Serious Injury collisions	8	-	9	-	5	-
All casualties	50	-	35	-	17	-
Killed or Serious Injury casualties	8	-	9	-	5	-
Collisions in Darkness	9	26%	7	27%	1	9%
Collisions on Wet Roads	12	34%	5	19%	0	0%
Collisions involving pedestrians	1	3%	3	12%	1	9%
Collisions involving motorcyclists	11	31%	11	42%	2	18%
Collisions involving pedal cyclists	4	11%	2	8%	3	27%
Collisions involving cars/taxis	27	77%	20	77%	10	91%
Collisions involving Young Car Drivers	10	29%	2	8%	0	0%
Collisions involving Older Car Drivers	11	41%	3	18%	2	15%
Collisions involving Goods Vehicles	2	6%	3	3%	0	0%
Speed related collisions	6	17%	4	15%	1	9%
	1 serious, 5 slight speed collisions		1 fatal, 0 serious, 3 slight speed collisions		1 serious, 0 slight speed collisions	
KSI speed related collisions	1	13%	1	11%	1	20%

* 2 years data only as 2020 was the Covid lockdown year so figures will be distorted

As can be seen from the collision maps for the A5004, see Appendix A, the collisions are not in one location but along the route. This means that a holistic approach needs to be taken to the route.

A5012 Cromford to Via Gellia Collision History

The collision history for the A5012 is tabulated below. Collisions peaked in the 2012-2014 period when the Safer Roads Fund was proposed. The next two periods had fewer collisions, but collision rates had increased in the 2018-2020 period even though the country was in lockdown for part of that period.

The standout figures relate to collisions involving cars averaging 79% of all collisions resulting in an injury. The number of motorcycle collisions remains consistent with between 3-7 across all periods. They account for between 22%-45% of the injury collisions. Those collisions involving speed related issues account for between 20%-33% of the injury statistics over the same periods. **Remember that the number of speed related collisions are likely to be greater (i.e., if the Police cannot be certain of the contributory factors, they won't include them). There are more slight injury speed related collisions as indicated below.**

Collision Trends A5012	Safer Roads Baseline		Collisions		Collisions	
	2012-2014	% of all collisions	2015-2017	% of all collisions	2018-2019 *	% of all collisions
All collisions	27	-	17	-	13	-
Killed or Serious Injury collisions	9	-	5	-	4	-
All casualties	40	-	22	-	16	-
Killed or Serious Injury casualties	11	-	5	-	3	-
Collisions in Darkness	6	22%	2	12%	4	31%
Collisions on Wet Roads	15	56%	4	24%	4	31%
Collisions involving pedestrians	1	4%	1	6%	1	8%
Collisions involving motorcyclists	6	22%	7	41%	3	23%
Collisions involving pedal cyclists	4	15%	3	18%	0	0%
Collisions involving cars/taxis	26	96%	12	71%	8	62%
Collisions involving Young Car Drivers	8	30%	2	12%	1	8%
Collisions involving Older Car Drivers	11	41%	3	18%	2	15%
Collisions involving Goods Vehicles	2	7%	0	0%	7	54%
Speed related collisions	5	19%	2	12%	2	15%

	2 serious, 3 slight speed collisions		1 serious, 1 slight speed collisions		1 serious, 1 slight speed collisions	
KSI speed related collisions	2	22%	1	20%	1	33%

* 2 years data only as 2020 was the Covid lockdown year so figures will be distorted

As can be seen from the collision maps for the A5012, see Appendix B, the collisions are not in one location but along the route. This means that a holistic approach needs to be taken to the route. As with the A5004, the number and severity of collisions would still meet current intervention criteria even though they have reduced since the DfT base line year.

Past Road Safety Improvements

Both these routes have had many road safety measures installed along them in the past and prior to the Safer Roads Fund study year but the number of KSI injuries remains high. The method employed has been to target known collision sites and install safety intervention measures. However, limited funding is available for road safety improvements which is why a risk-based approach had to be undertaken in the past by addressing known rather than perceived risk locations or taking a holistic approach to the routes in their entirety. The Safer Roads Fund has allowed the County Council to take this holistic approach and deal with the wider safety issues along the route.

However, this doesn't address one of the major collision causes which is excessive or inappropriate speed. Although the number of collisions has reduced since the study year, they remain at a level that would require intervention by the County Council to fulfil its Statutory Duty to provide safer highways for its users. Excessive speed remains a major contributory factor in the collisions occurring as demonstrated in the tables above.

Past safety improvements have been constrained to some extent by the Peak Park's requirements to prioritise the park's aesthetic attraction over the safety of those travelling through or within it. This has led to the County Council taking a minimalist approach to collision reduction measures such as hazard warning signs and road markings but at the expense of a higher-than-average collision history for these routes continuing. The self-policing policy is therefore being promoted for these routes instead of the proliferation of signs and other measures to achieve this step-change reduction in collisions and collision severity.

Evidence from other sites where Average Speed Cameras have been installed

Peak Park specifically asked to see evidence that the introduction of average speed camera on other route result in fewer collisions and a reduction in the KSI rates. The following data has been obtained in a similar format to the above from Cheshire East Council for the A537 'Cat & Fiddle' route.

Collision A537	**Safer Roads Baseline**		**Collisions**		**Collisions**	
	2007-2009	% of all collisions	2013-2015	% of all collisions	2017-2019	% of all collisions
All Collisions	61	-	33	-	11	-
KSI	31	-	11	-	2	-
All Casualties	84	-	38	-	11	-
KSI	36	-	11	-	2	-
Collisions in Darkness	6	10%	6	18%	0	0%

Collisions in Wet	24	39%	16	48%	4	36%
Collisions involving Peds	0	0	0	0	0	0
Collisions involving motorcyclists	31	51%	16	48%	2	18%
Collisions involving pedal cyclists	5	8%	3	9%	4	36%
Collisions involving cars/taxis	34	56%	18	55%	8	73%
Collisions involving young drivers	16	16%	4	8%	1	9%
Collisions involving older drivers	9	9%	5	10%	1	9%
Collisions involving HGVs	5	8%	0	0%	1	9%
Speed related collisions	2	3%	2	6%	0	0%

In the baseline year, **the total number of collisions was 61 resulting in 84 casualties in total and 31 KSI**. The A537 had a significant issue with motorcycle related collisions both along the route and at cluster locations. **Motorcyclists featured in 31 out of 61 collisions along the route.**

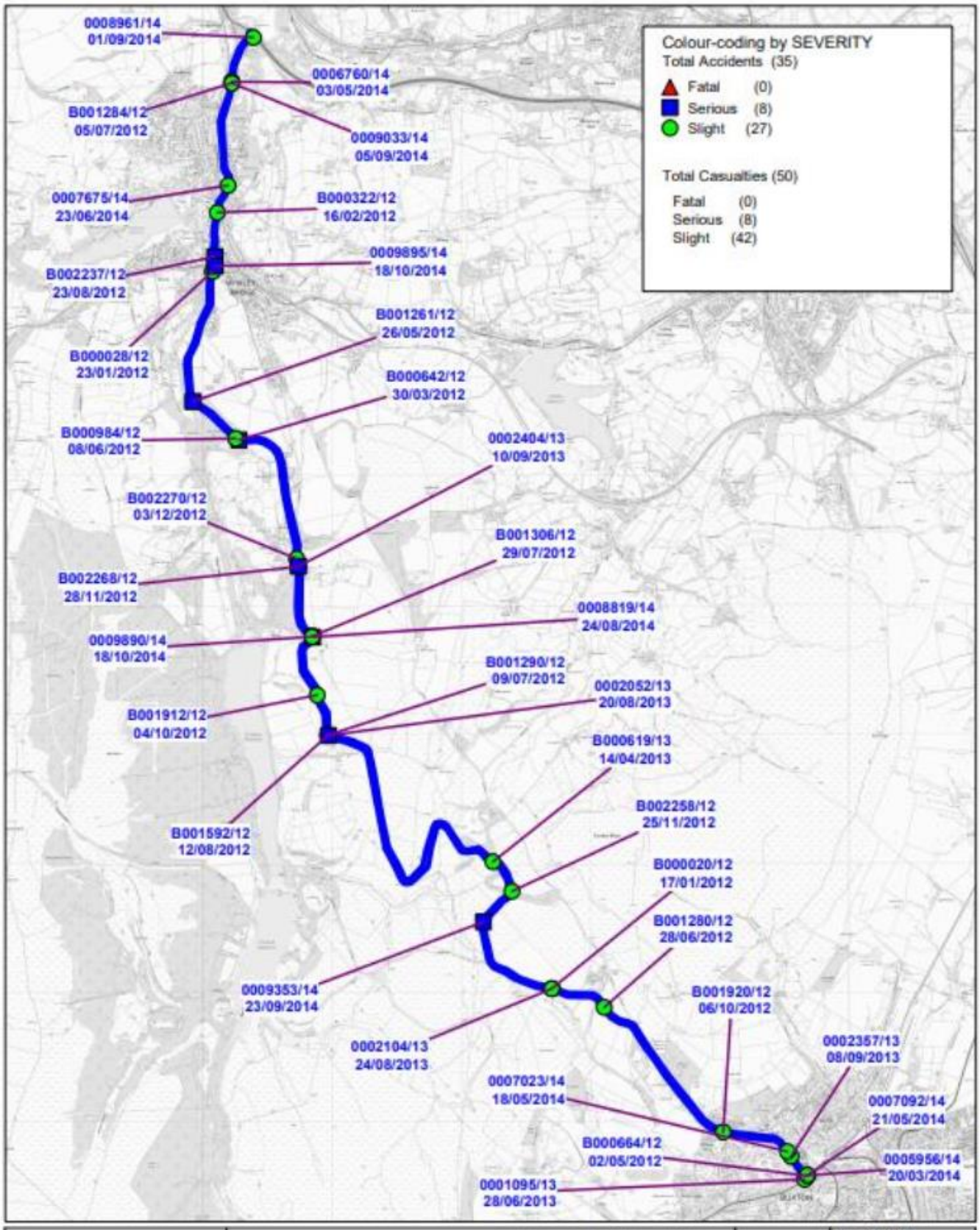
The introduction of the average speed cameras had the following impacts on collision reduction along the route over the two periods:

- The number of collisions almost halved **from 61 to 33 in the first period** and further reduced **from 33 to 11 in the second period**. **This represents an overall 82% reduction in collisions.**
- The number of people injured along the route reduced **from 84 to 38 in the first period** and **from 38 to 11 in the second period. This represents an 87% reduction in the people injured along the route.**
- The number of KSI along the route reduced **from 31 to 11 in the first period** and **from 11 to 2 in the second period. This represents a 94% reduction in the KSI rate along the route.**
- The number of motorcycle collisions has also reduced along the route **from 36 to 11 in the first period and from 11 to 2 in the second period. This represents a 94% reduction along the route.**

All other classes of collisions have seen similar dramatic reductions following the installation of average speed cameras. There is therefore a compelling case for the introduction of average speed cameras given that collision and injury rates have reduced by between 80-94%. There is no reason to suggest that a similar reduction would not be achieved along the A5004 and A5012 by the provision of average speed cameras on these routes.

Appendix A – A5004 Collision Plans

For the 2012-2014 period

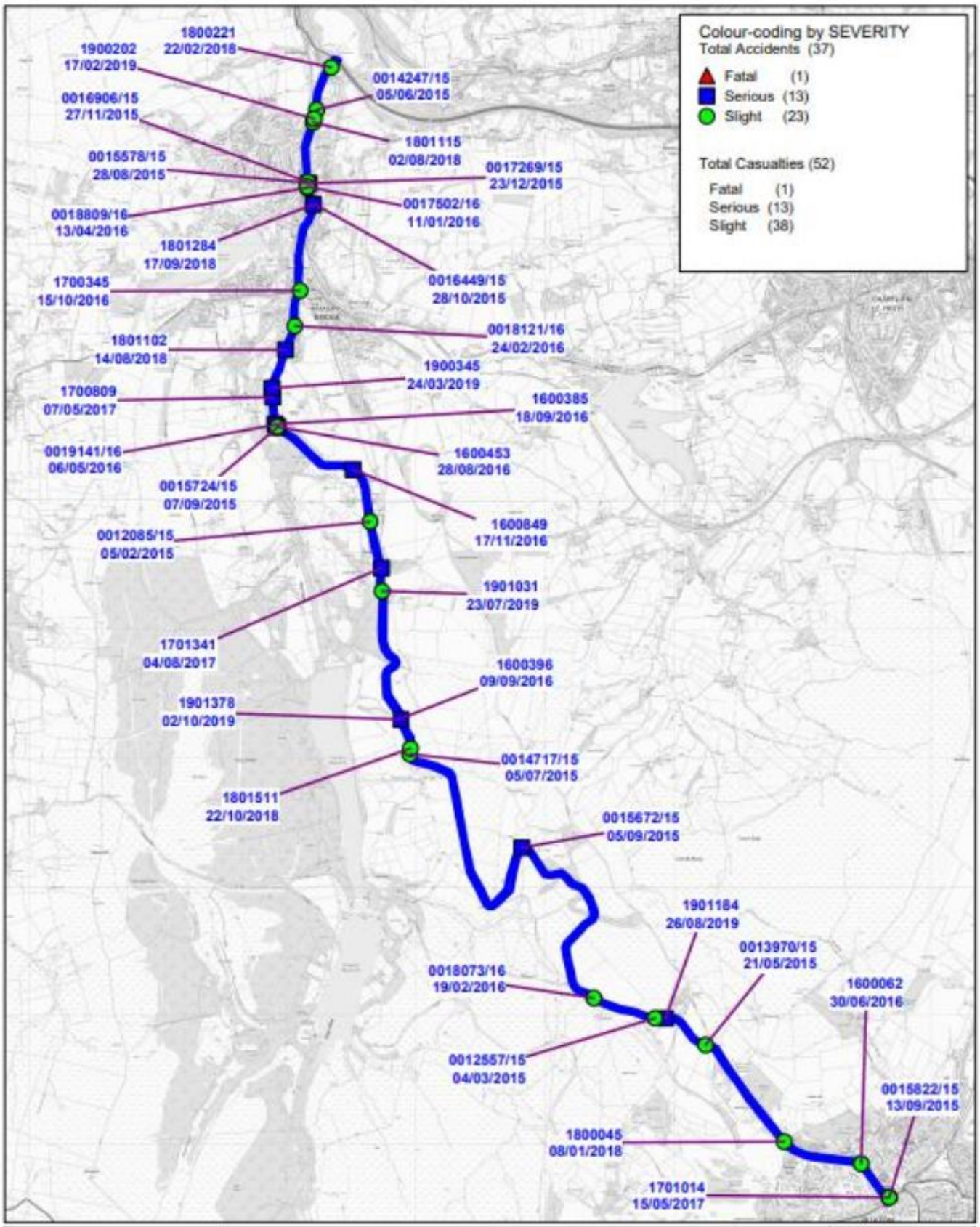


DERBYSHIRE County Council

Collisions on A5004 Long Hill 2012-2014

SCALE	1 : 40000
DATE	06/03/2023
DRAWING No.	
DRAWN BY	

For the 2015-2019 Period



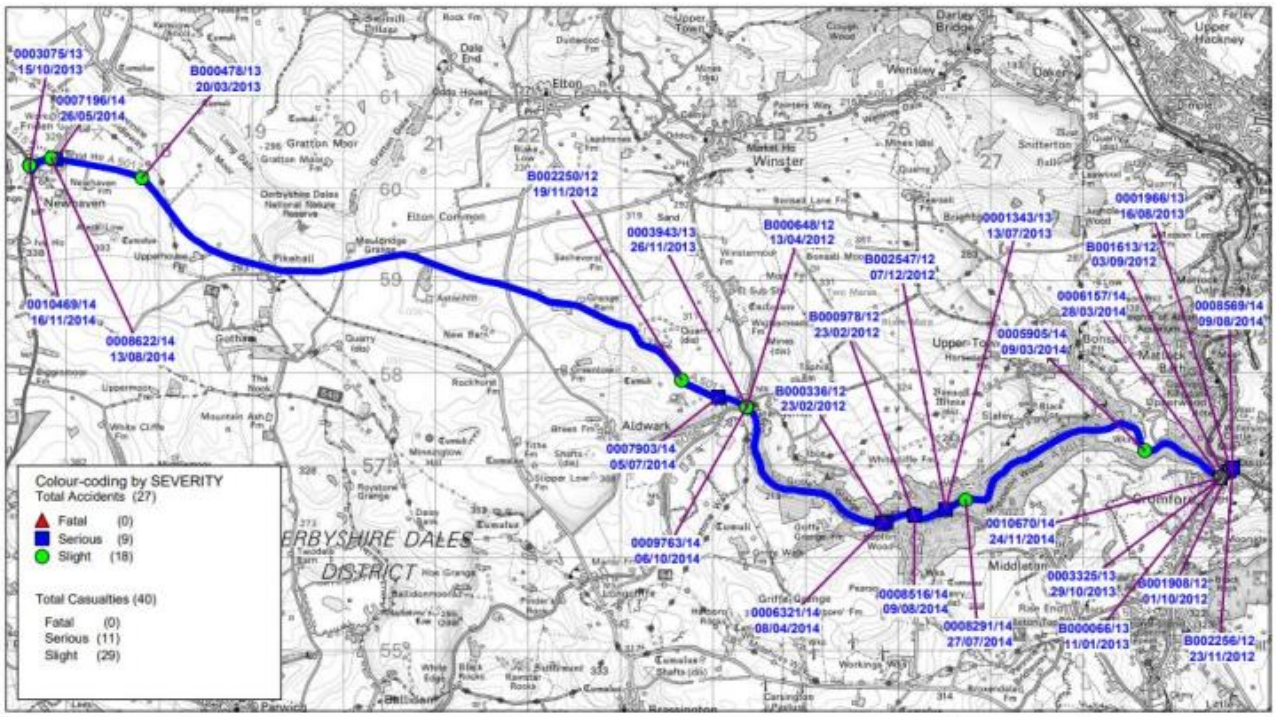
DERBYSHIRE County Council

Collisions on A5004 Long Hill 2015-2019

SCALE	1 : 40160
DATE	06/03/2023
DRAWING No.	
DRAWN BY	

Appendix B – A5012 Collision Plans

For 2012-2014 Period

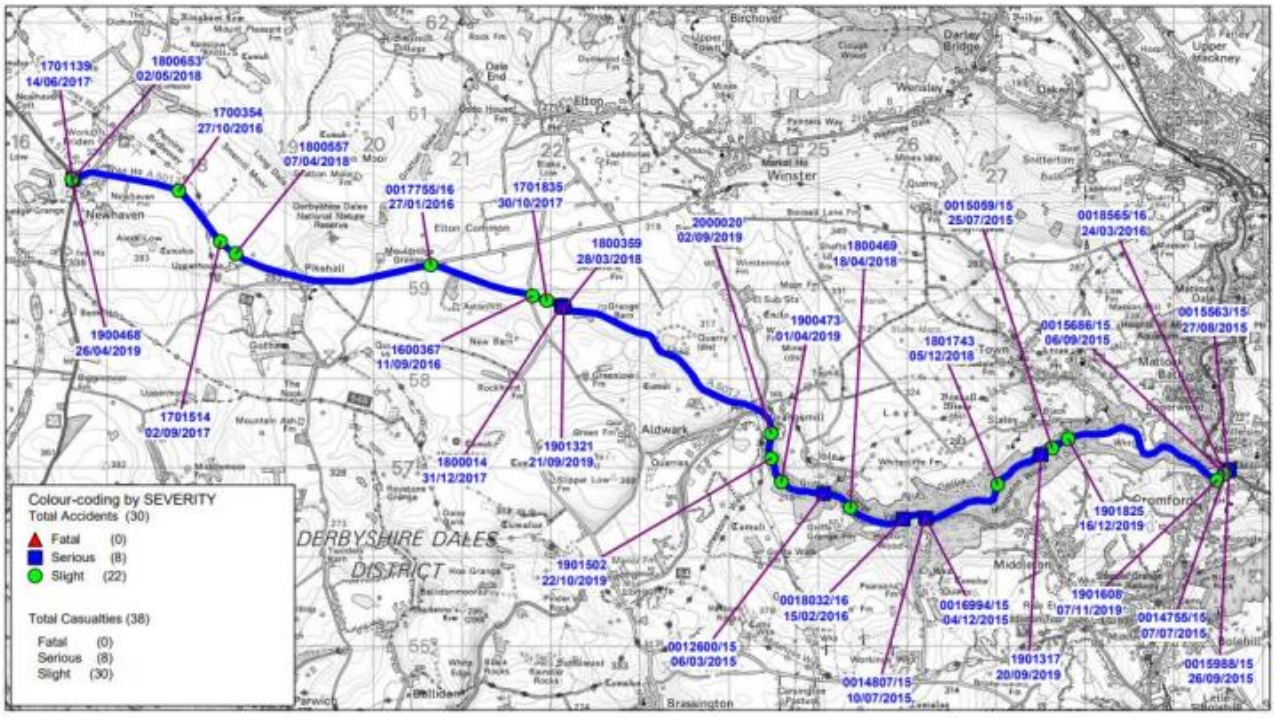


DERBYSHIRE County Council

Collisions on A5021 Via Gellia 2012-2014

SCALE	1 : 50000
DATE	07/03/2023
DRAWING No.	
DRAWN BY	

For 2015-2019 period



DERBYSHIRE County Council

Collisions on A5021 Via Gellia 2015-2019

SCALE	1 : 52000
DATE	07/03/2023
DRAWING No.	
DRAWN BY	