Agenda Item No: 5

ROAD CASUALTY DATA ANNUAL REPORT

To:	**Highways & Infrastructure Committee**
Meeting Date:	**9 July 2019**
From:	**Steve Cox, Executive Director – Place & Economy**
Electoral division(s):	**All**
Forward Plan ref:	**Not Applicable** *Key decision:* **No**
Purpose:	**To provide details of the collisions on the county's road network for the 5 years 2014-2018.**
Recommendation:	**The Committee is recommended to:**

a) Note the changes to reporting processes for collisions outlined in paragraphs 2.1 to 2.4 and the impact of these.
b) Approve the actions outlined in paragraph 2.4 to ensure a clean data set for 2020 onwards.
c) Note the casualty data for the five year period 2014-18 outlined in paragraphs 2.5 to 2.20.
d) Note the updated collision cluster site list in Appendix 2

	Officer contact:		***Member contacts:***
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1. BACKGROUND

1.1. Bedfordshire, Cambridgeshire and Hertfordshire (BCH) Police forces moved to the Department for Transport's (DfT) new collision recording system (CRASH) in April 2016. This replaced paper reporting of collisions with digital reporting in CRASH, which was then exported to the Local Authority and DfT.

1.2. Since the introduction of CRASH, BCH police officers have continued to use paper reporting forms which are then manually inputted into CRASH at the back-office. A copy of this form is received by the Council's Business Intelligence team for verification resulting in hundreds of paper forms being received by the local authority.

1.3. The use of a combination of the two systems has led to numerous queries each year where either a paper record is received with no corresponding CRASH record exported, or vice versa.

1.4. The introduction of CRASH, and the change to an injury-based method for assessing severity resulted in a significant increase in the number of casualties recorded as seriously injured across Cambridgeshire, as has been discussed at this committee previously.

1.5. The DfT issued a significant update to CRASH (version 7) in November 2018 and the changes brought about by this are outlined below, along with some proposed action to be taken moving forward.

1.6. On 13 March 2018 the Highway & Community Infrastructure committee (H&CI) discussed proposals to transform road safety services in the county and approved new methodology for assessing collision hotspots and high risk routes.

1.7. On 10 July 2018 the Highway & Community Infrastructure Committee approved an action plan for the transformation of road safety services, including changes to the way road casualty data is reported.

1.8. This report provides the first presentation of data using new dashboard tools which, once tested, will be used to disseminate the information both internally and externally in future.

2. MAIN ISSUES

There are two main issues to be discussed in the following sections:

- Changes to data collection processes
- Presentation of collision data for the 5 year period January 2014 to December 2018.

Changes to data collection processes

2.1 CRASH version 7 comes with a number of operational benefits to the Police and the Local Authority. The key benefits in relation to the Partnership are:

- Improved mapping – accuracy of collision location should improve and ability to produce "heat maps" in CRASH showing collision "hotspots"

- Analysis capability within CRASH – individual or groups of collisions can be analysed within the CRASH software, including data dashboards and “heatmaps”
- Local Authority direct access to CRASH – expected imminently, Local Authorities will be able to access a redacted version of CRASH directly, rather than relying on a data export and the paper copy of the collision form.
- Introduction of a dedicated CRASH mobile app – to enable reporting from handheld devices by officers at the scene, including geo-tagging of scene photos to improve location accuracy.
- Faster data availability – the reduced number of steps in the process will mean data should be available quicker, once the system is embedded.

2.2 However, the change also comes with a number of risks to the Police and the Council, as outlined below:

- The information is only as good as the officer inputting it – this has always been the case, however, the digital recording in the CRASH app by officers removes validation checks, relying on the prompts in CRASH to ensure officers collect all the necessary information. This is likely to result in a reduced data quality, certainly initially, as the new system and reporting mechanism is embedded. This should improve over time.

- Detachment of Council and Police staff – the paper-based system required two-way communication between the Police and Council data entry/analyst staff to undertake verification and provide reporting to the Department for Transport. CRASH provides the exports to the DfT automatically, including any subsequent corrections/updates made by either the Police or Council.

2.3 It is recognised that CRASH 7 is a positive step forward in improving the efficiency of recording, timeliness and, ultimately, consistency of the data. However, this comes with a recognition that the 2016-2019 data set will be adversely affected by the changes in reporting, both with the introduction of CRASH in April 2016 and the move to CRASH 7 and a paperless system in 2018/19.

2.4 Following discussion with the Police it is suggested that we recognise the fluctuation in data quality during this time period and, rather than invest significant time to correct the historical data now, the time of the analysts, in the Police, Council and other partners, be directed to introducing the processes to ensure a clean data set for 2020 onwards. This will involve:

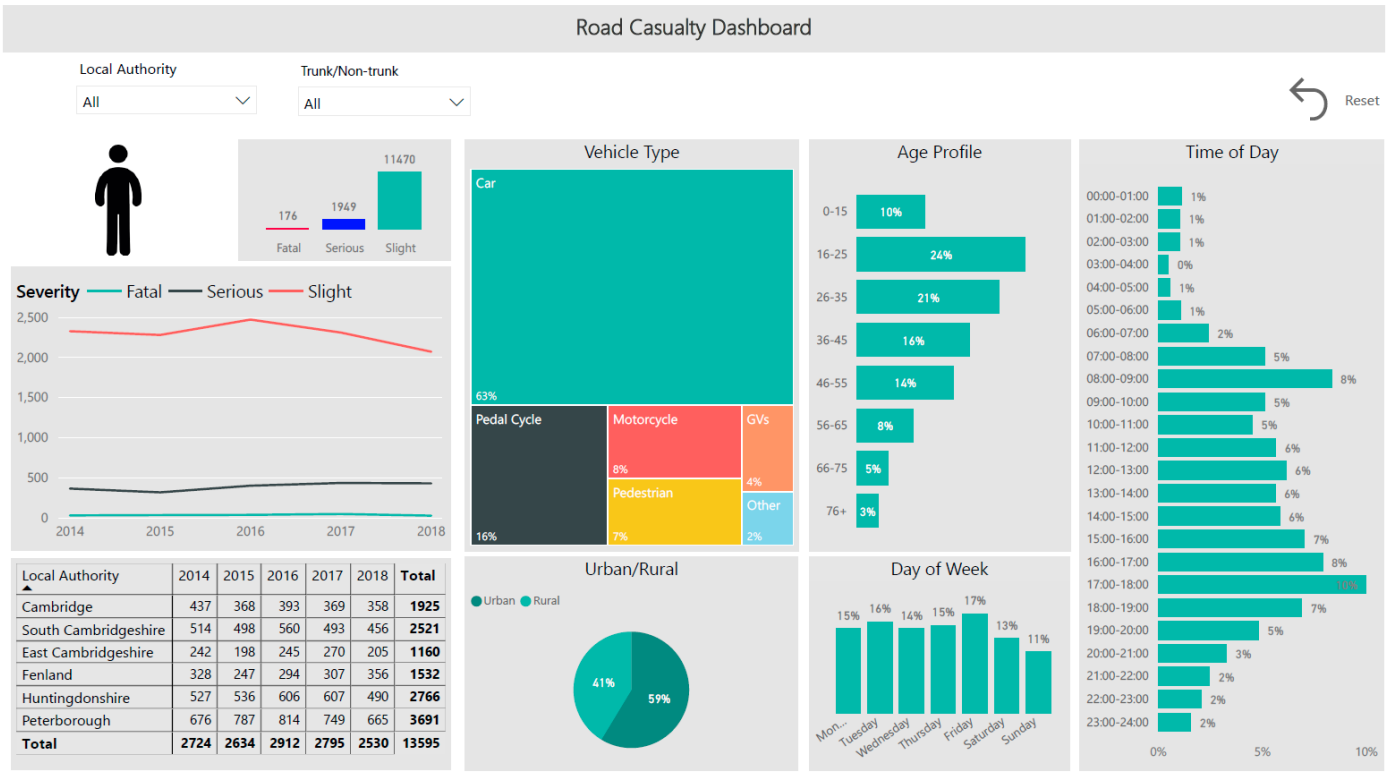
- Stopping the processing and validation of paper records immediately on receiving Local Authority access to CRASH, and not processing any paper records already received. This is expected imminently.

- Close working between the Police, Local Authority and other partner analysts to provide appropriate methods to ensure data quality.

Accident data 2014 – 2018

2.5 In 2018 there were 27 people killed in road traffic collisions across Cambridgeshire and Peterborough, as well as 430 seriously injured and 2073 slightly injured.

2.6 Figure 1 shows a summary of these collisions in a new dashboard format produced in Power BI. With wider roll-out of Power BI across the Council, we will trial dissemination of these reports electronically, which will allow recipients to interrogate the data themselves as each section of the dashboard can be used to filter the data.



Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	437	368	393	369	358	**1925**
South Cambridgeshire	514	498	560	493	456	**2521**
East Cambridgeshire	242	198	245	270	205	**1160**
Fenland	328	247	294	307	356	**1532**
Huntingdonshire	527	536	606	607	490	**2766**
Peterborough	676	787	814	749	665	**3691**
Total	**2724**	**2634**	**2912**	**2795**	**2530**	**13595**

Figure 1 - Collision summary dashboard

2.7 Examples of what this filtering looks like has been reproduced in Appendix 1 for the following elements:

- 17-29 year-old casualties – Appendix 1a
- 70+ year-old casualties – Appendix 1b
- Each district – Appendix 1c-h
- By severity – Appendix 1i-k
- Each road user type
- Rural / Urban

2.8 Highlights from this analysis are outlined below:

2.9 The number of fatalities is at a 5-year low (27).

2.10 Young people age 17-29 remain at most risk of being injured in a road traffic collision, however this appears to be following a downward trend, as shown in Figure 2.

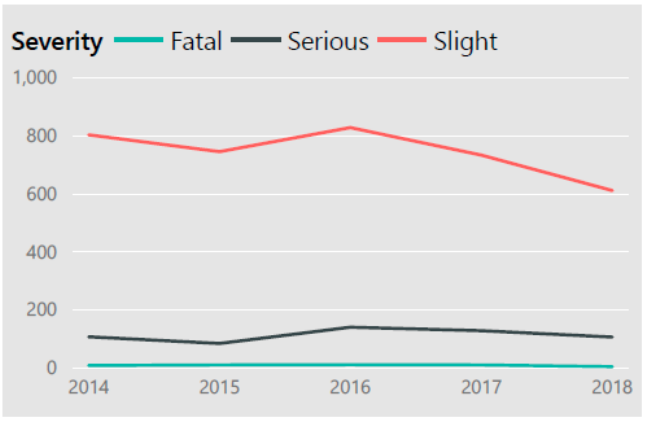


Figure 2 - 17-29 year-old casualties trend

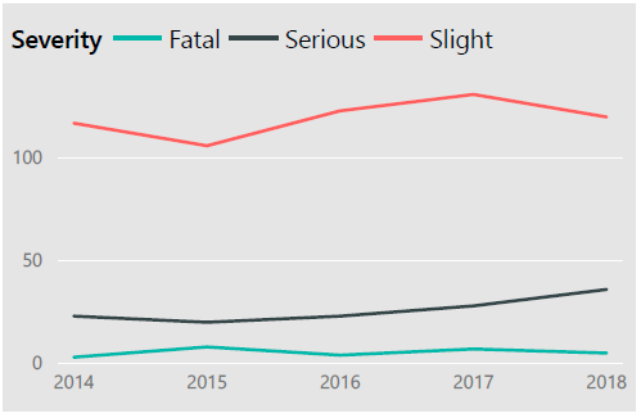


Figure 3 - 70+ year-old casualties trend

2.11 The number of older road user casualties (age 70+) is relatively small (approx. 6%) but appears to be on the increase, as shown in Figure 3. Frailty is a key factor in relation to the proportion of fatal and serious injuries experienced by this age group.

2.12 Most districts have seen flat or slightly decreasing casualty trends, in line with the county overall, with the exception of Fenland, which has seen year on year increases in the number of casualties across all severities since 2014, as shown in Figure 4.

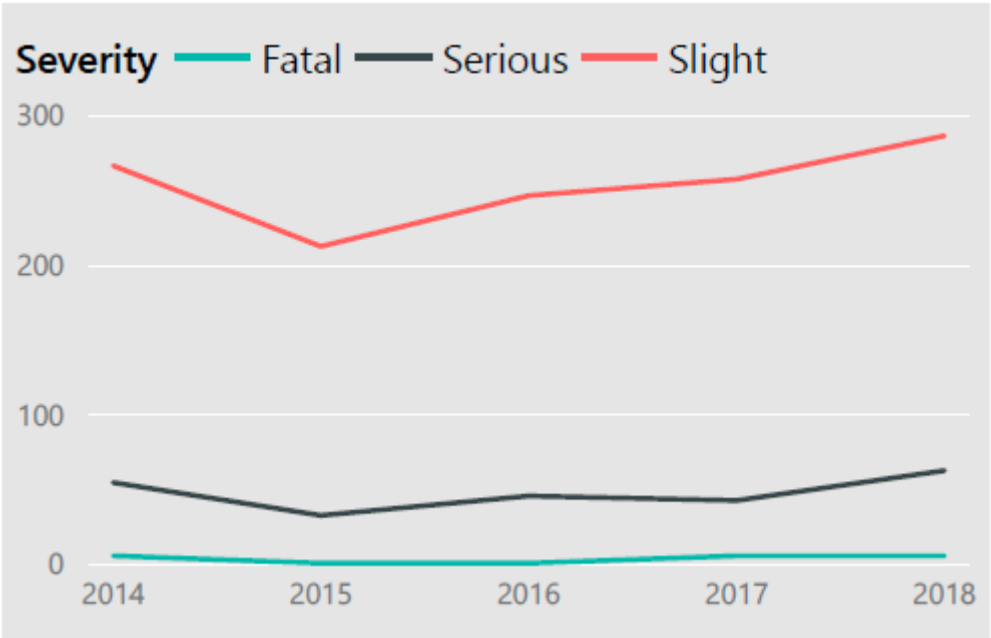


Figure 4 - Fenland casualty trend

2.13 81% of fatal collisions in Cambridgeshire and Peterborough occur on our rural road network. This is significantly above the national average, which is approximately 60%.

2.14 As outlined above, the change to injury-based reporting in 2016 has seen an increase in the number of casualties recorded as seriously injured.

2.15 Overall, there has also been a noticeable decrease in the number of slightly injured casualties. There is concern that this may be driven by reduced reporting levels as opposed to casualty savings, but this is yet to be corroborated through any robust data analysis.

2.16 There has been a 36% reduction in the number of motorcycle casualties over the last 5 years across Cambridgeshire and Peterborough, as shown in Figure 5. No other road user groups have seen similar reductions, particularly in relation to serious injuries.

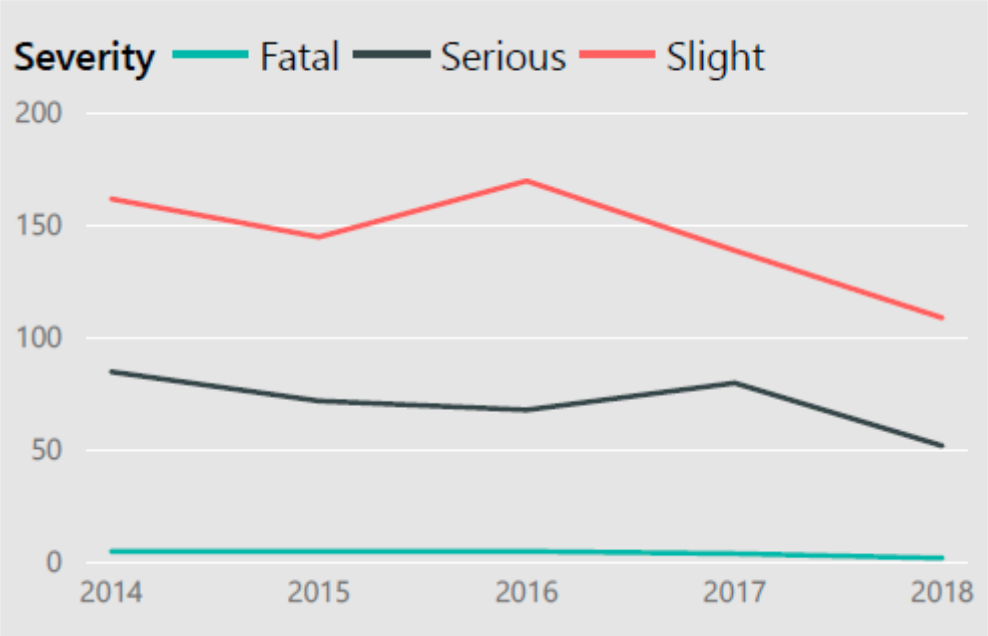


Figure 5 - Motorcycle casualties trend

2.17 The collision cluster site report has been run using the agreed criteria of 6 injury collisions, or 3 fatal or serious injury collisions, within a 100m radius over the last 3 calendar years (2016-18). This has identified 53 collision cluster sites in Cambridgeshire, which are listed in order of their score (highest = worst) in Appendix 2.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

The following bullet points set out details of implications identified by officers:

- Ensuring safe infrastructure is in place for new and existing communities is key to the approach

3.2 Thriving places for people to live

The following bullet points set out details of implications identified by officers:

- Ensuring safe infrastructure is in place for new and existing communities is key to the approach

3.3 The best start for Cambridgeshire's children

There are no significant implications for this priority.

4 SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications for this priority.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for this priority

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- Under Section 39 of the Road Traffic Act 1988 the Council has a statutory duty to "prepare and carry out a programme of measures designed to promote road safety… must carry out studies into accidents arising out of the use of vehicles on roads or parts of roads, other than trunk roads, within their area [and] in the light of those studies, **take such measures as appear to the authority to be appropriate to prevent such accidents**, including the dissemination of information and advice relating to the use of roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads." *[bold formatting added by author for emphasis]*

- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.

4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- Residents in lower Index of Multiple Deprivation (IMD) quintiles are at higher risk of being involved in a collision as are younger drivers.

- Older drivers are more likely to sustain serious or fatal injuries in collisions due to their frailty.
- It is essential that the Council maintains an element of targeting in its approach to delivering road safety as those most in need of prevention services often do not demand these services. For example, young drivers in Fenland have been highlighted as being at particular risk of being involved in road traffic collisions but would not be inclined to access road safety interventions themselves. The new model is designed to enable a balance of universal, self-service interventions for those seeking support (e.g. parishes looking to address speeding) with targeted interventions aimed at high-risk groups.

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- Potential for shared service arrangements with Peterborough City Council, and within the wider road safety partnership.
- Serious road traffic collisions attract significant media attention and the Council's actions to reduce their occurrence comes under regular media scrutiny.

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- The new processes should result in more timely data, which combined with the dashboard presentation should provide local members with more up to date information regarding collisions in their district area.

4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- Road traffic collisions have a significant burden on health services.
- Public Health indicator 1.10, KSI casualties per 100,000 population, is currently red for Cambridgeshire, and specifically for East Cambs, Huntingdonshire and South Cambs districts (Fenland and Cambridge City are amber).

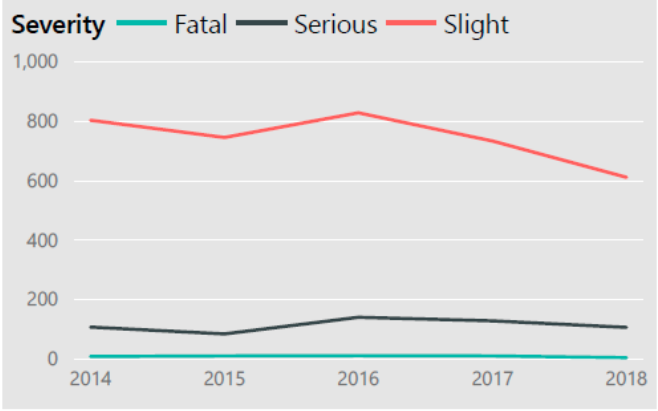
Implications	**Officer Clearance**
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been	Yes Name of Officer: Gus de

cleared by the LGSS Head of Procurement?	Silva
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Eleanor Bell
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Richard Lumley
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

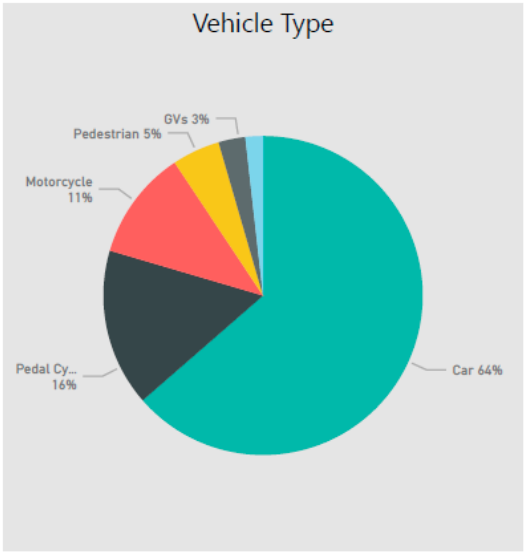
Source Documents	**Location**
Road Safety across Cambridgeshire – report to H&CI committee 13 March 2018 Road Safety Action Plan – report to H&CI committee 10 July 2018	https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/570/Committee/7/Default.aspx https://cmis.cambridgeshire.gov.uk/ccc_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/778/Committee/7/Default.aspx

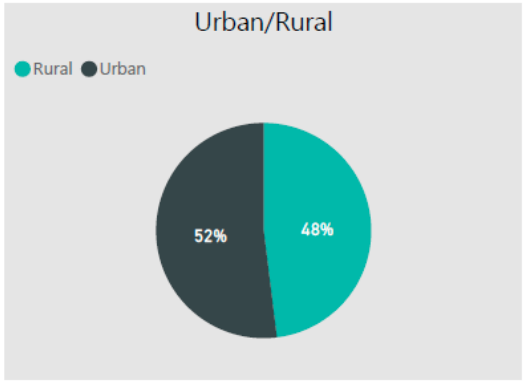
Appendix 1a – 17-29 year-old casualties

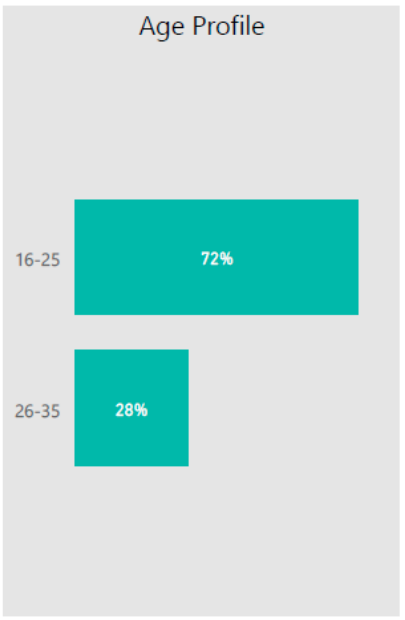
Severity	2014	2015	2016	2017	2018	Total
Fatal	9	11	12	11	5	**48**
Serious	108	85	141	129	107	**570**
Slight	804	746	829	734	612	**3725**
Total	**921**	**842**	**982**	**874**	**724**	**4343**

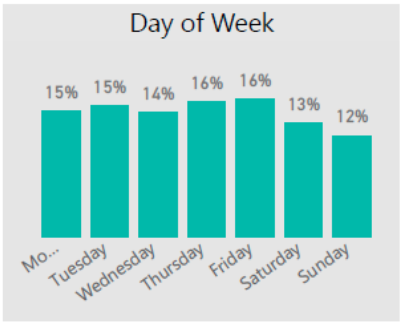


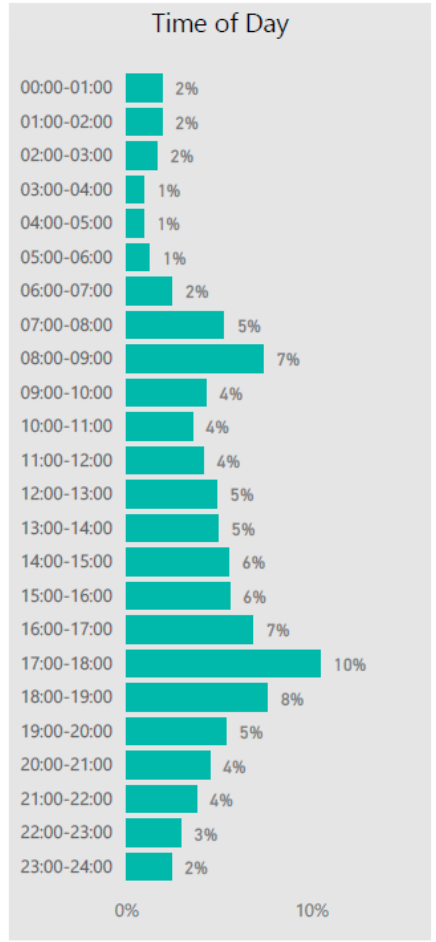
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	172	119	154	131	117	**693**
South Cambridgeshire	152	163	186	140	124	**765**
East Cambridgeshire	81	64	89	76	68	**378**
Fenland	104	78	104	108	85	**479**
Huntingdonshire	184	166	188	178	128	**844**
Peterborough	228	252	261	241	202	**1184**
Total	**921**	**842**	**982**	**874**	**724**	**4343**





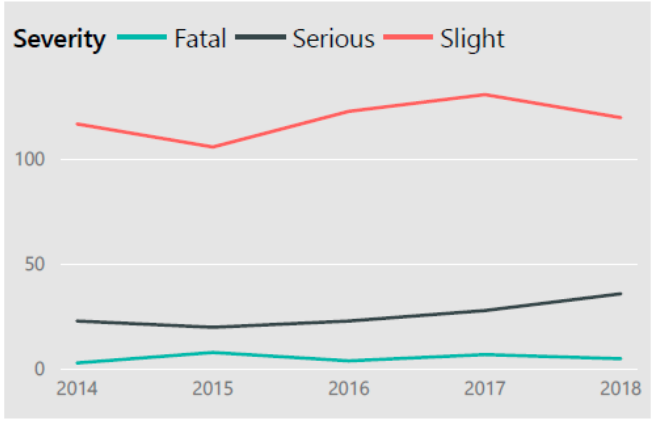




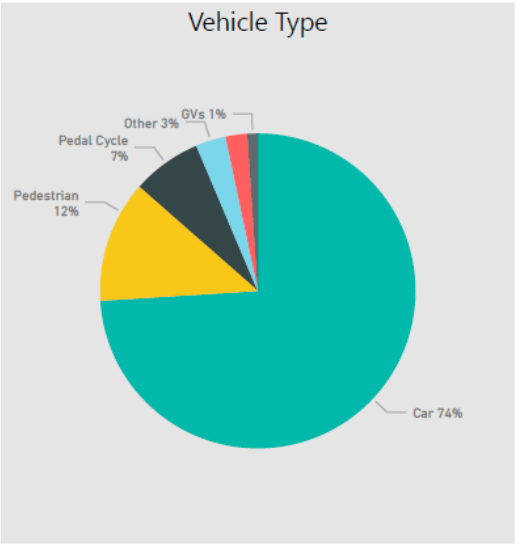


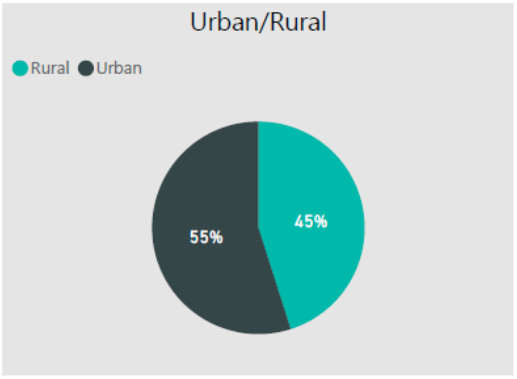
Appendix 1b – 70+ year-old casualties

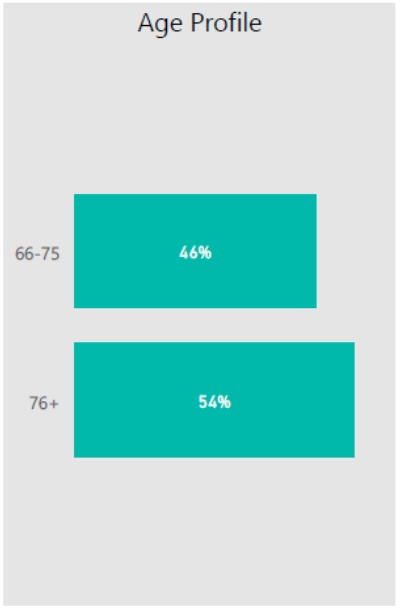
Severity	2014	2015	2016	2017	2018	Total
Fatal	3	8	4	7	5	**27**
Serious	23	20	23	28	36	**130**
Slight	117	106	123	131	120	**597**
Total	**143**	**134**	**150**	**166**	**161**	**754**

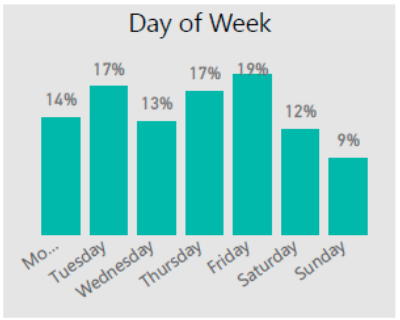


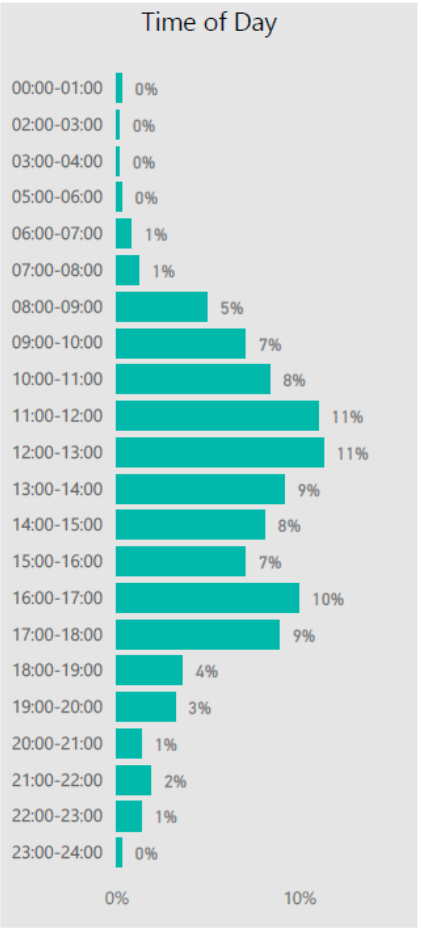
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	18	13	9	13	28	**81**
South Cambridgeshire	34	20	39	40	25	**158**
East Cambridgeshire	15	14	16	22	12	**79**
Fenland	17	21	20	20	17	**95**
Huntingdonshire	32	35	35	41	39	**182**
Peterborough	27	31	31	30	40	**159**
Total	**143**	**134**	**150**	**166**	**161**	**754**





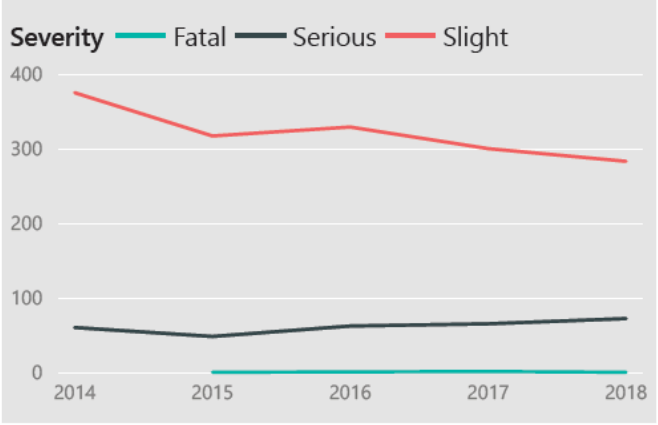






Appendix 1c – Cambridge City casualties

Severity	2014	2015	2016	2017	2018	Total
Fatal		1		2	1	**4**
Serious	61	49	63	66	73	**312**
Slight	376	318	330	301	284	**1609**
Total	**437**	**368**	**393**	**369**	**358**	**1925**



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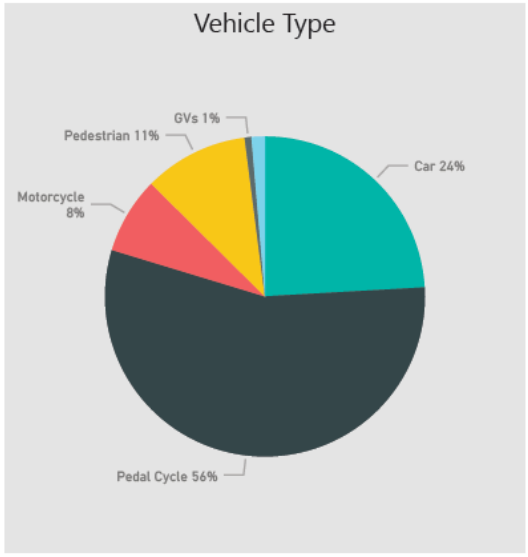
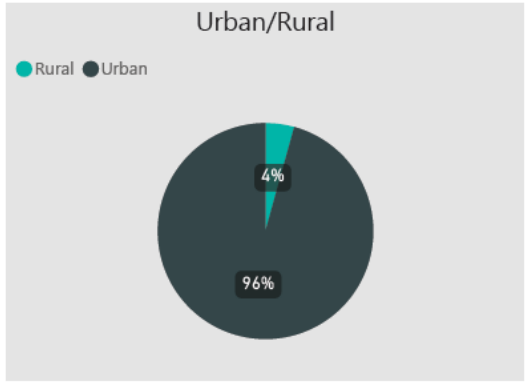
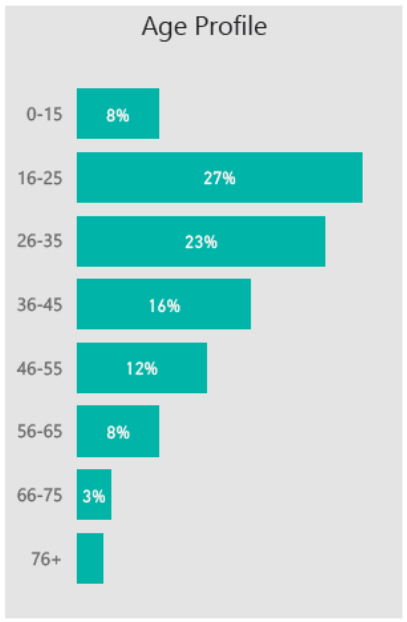
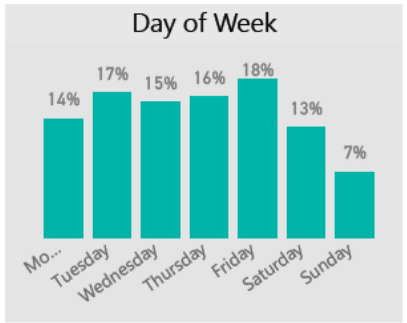
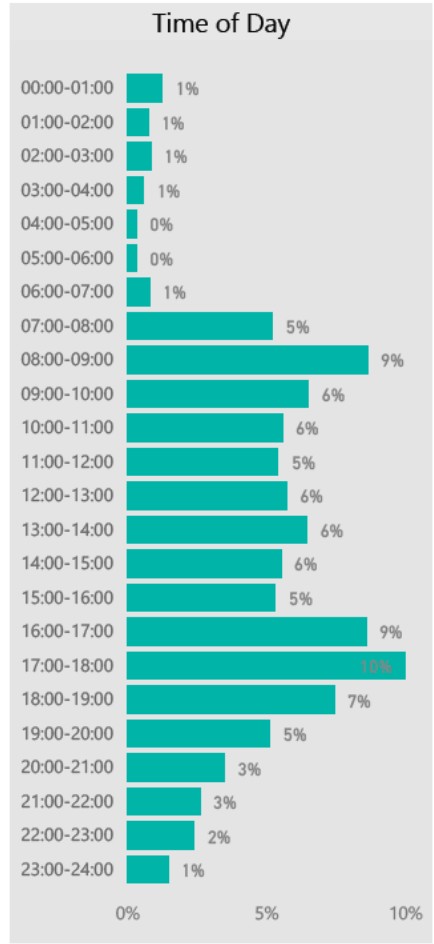




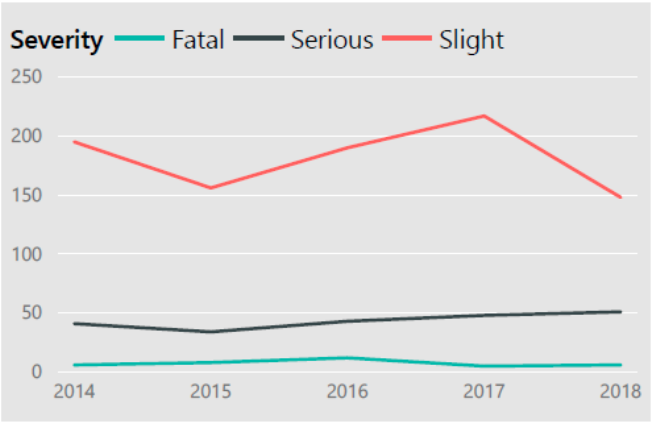






Appendix 1d – East Cambs casualties

Severity	2014	2015	2016	2017	2018	Total
Fatal	6	8	12	5	6	**37**
Serious	41	34	43	48	51	**217**
Slight	195	156	190	217	148	**906**
Total	**242**	**198**	**245**	**270**	**205**	**1160**



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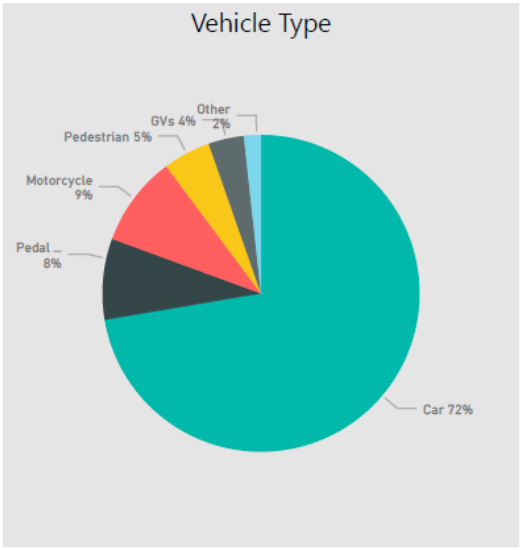
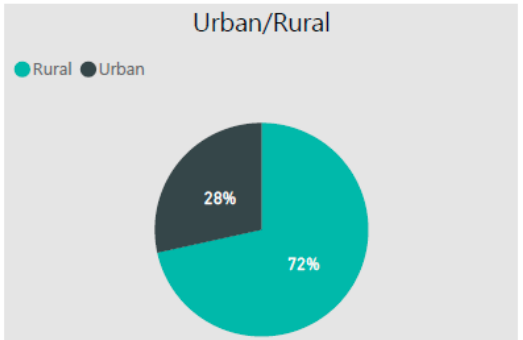
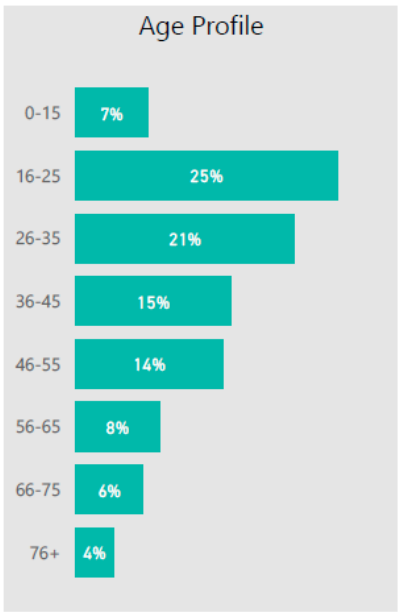
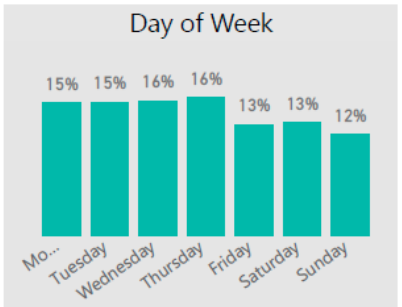
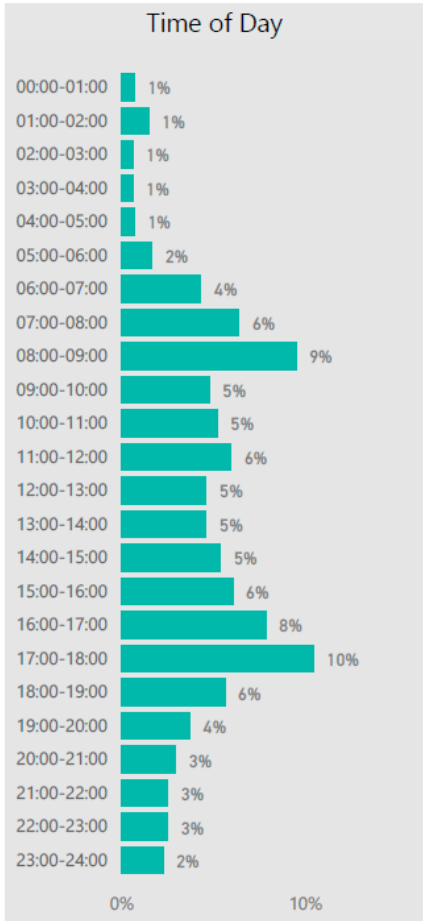




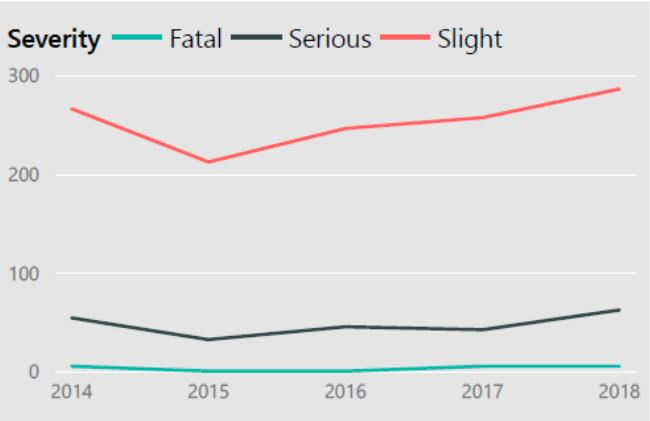




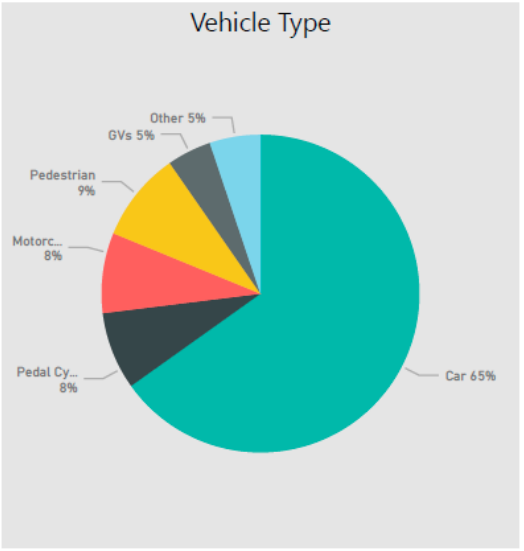


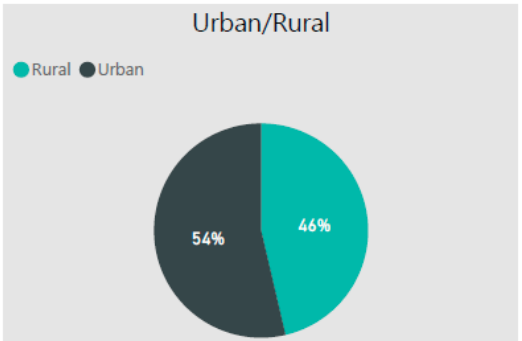
Appendix 1e – Fenland casualties

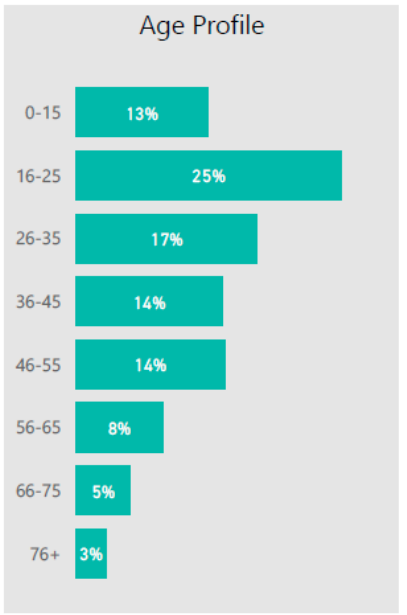
Severity	2014	2015	2016	2017	2018	Total
Fatal	6	1	1	6	6	**20**
Serious	55	33	46	43	63	**240**
Slight	267	213	247	258	287	**1272**
Total	**328**	**247**	**294**	**307**	**356**	**1532**

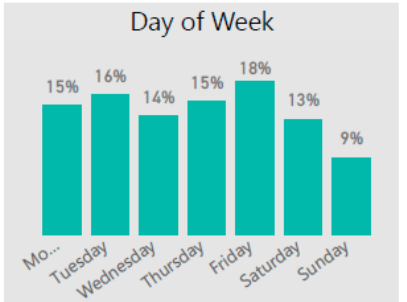


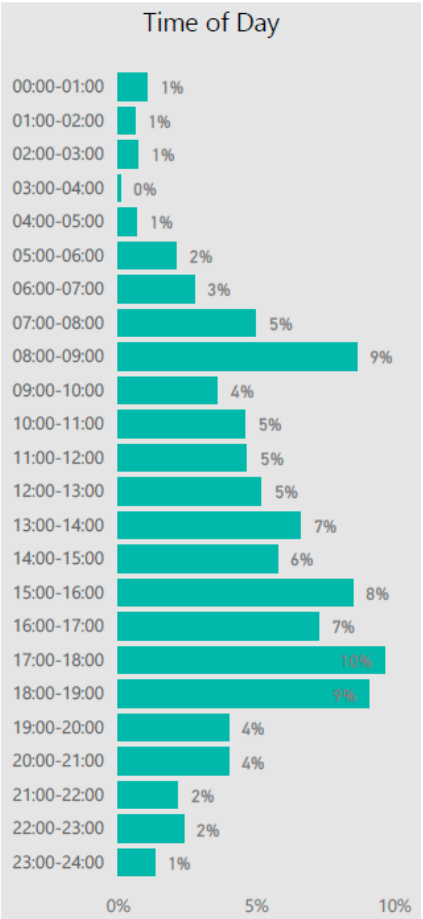
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	437	368	393	369	358	**1925**
South Cambridgeshire	514	498	560	493	456	**2521**
East Cambridgeshire	242	198	245	270	205	**1160**
Fenland	328	247	294	307	356	**1532**
Huntingdonshire	527	536	606	607	490	**2766**
Peterborough	676	787	814	749	665	**3691**
Total	**2724**	**2634**	**2912**	**2795**	**2530**	**13595**





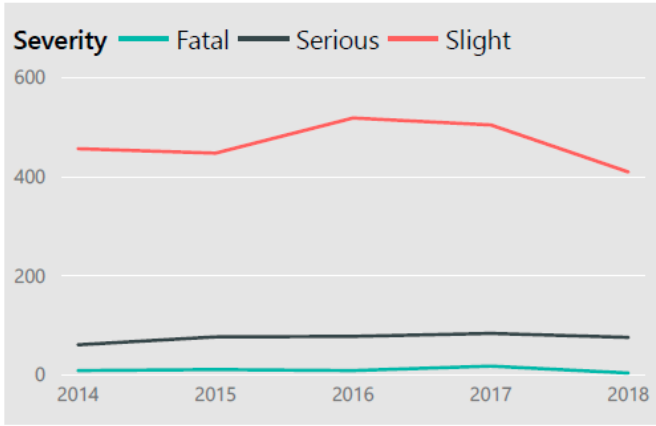




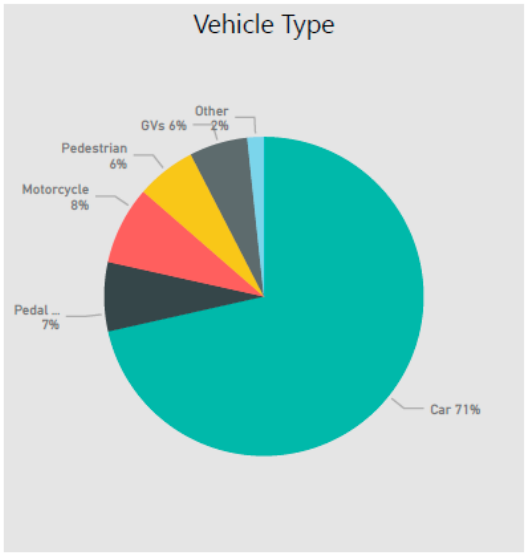


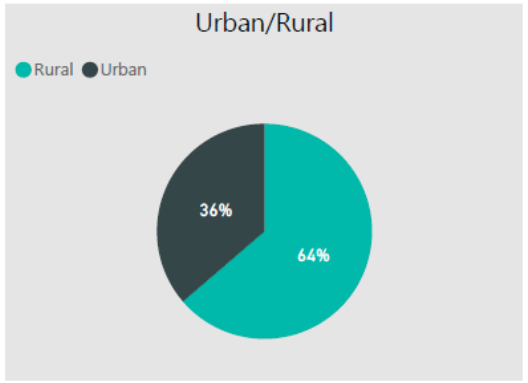
Appendix 1f – Hunts casualties

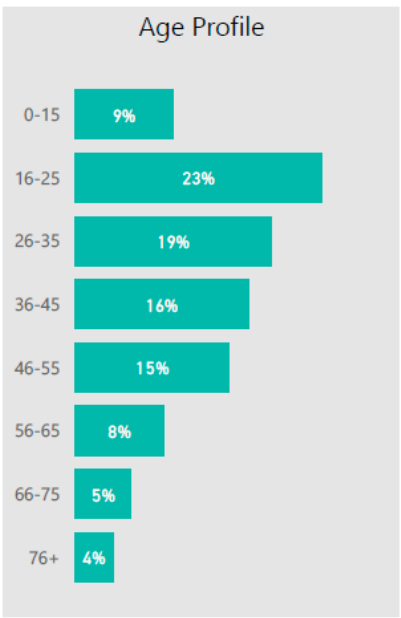
Severity	2014	2015	2016	2017	2018	Total
Fatal	9	11	9	18	4	**51**
Serious	61	77	78	84	76	**376**
Slight	457	448	519	505	410	**2339**
Total	**527**	**536**	**606**	**607**	**490**	**2766**

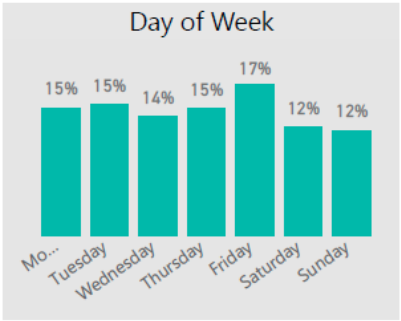


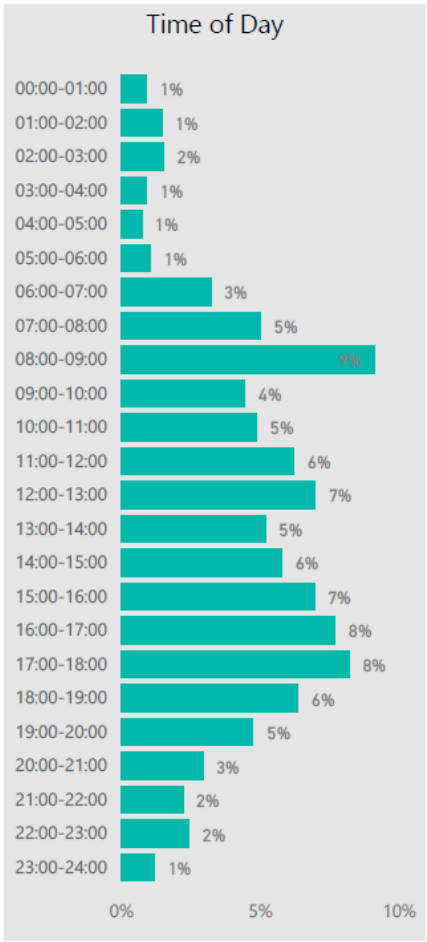
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	437	368	393	369	358	**1925**
South Cambridgeshire	514	498	560	493	456	**2521**
East Cambridgeshire	242	198	245	270	205	**1160**
Fenland	328	247	294	307	356	**1532**
Huntingdonshire	527	536	606	607	490	**2766**
Peterborough	676	787	814	749	665	**3691**
Total	**2724**	**2634**	**2912**	**2795**	**2530**	**13595**





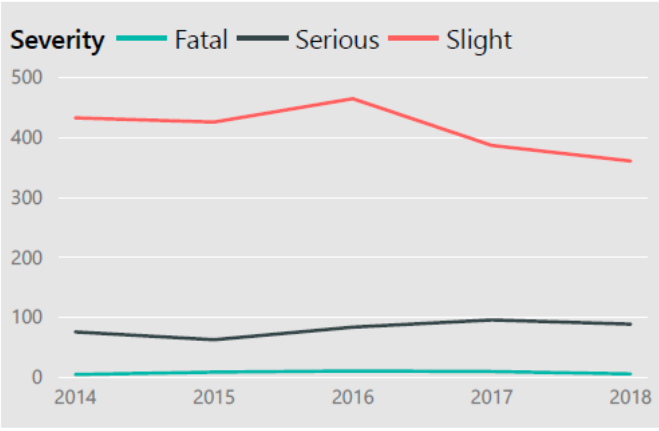




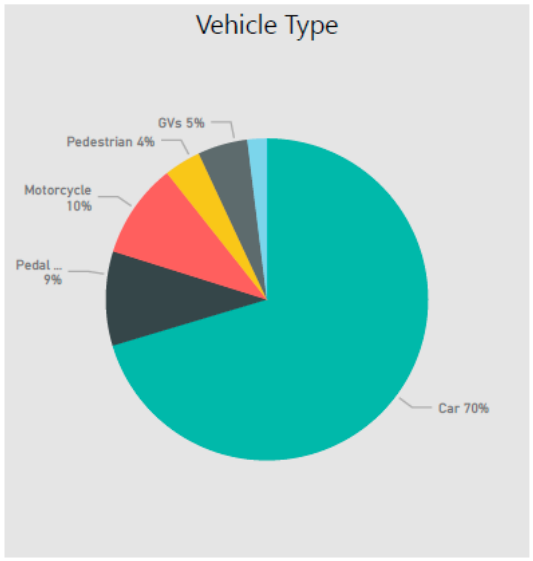


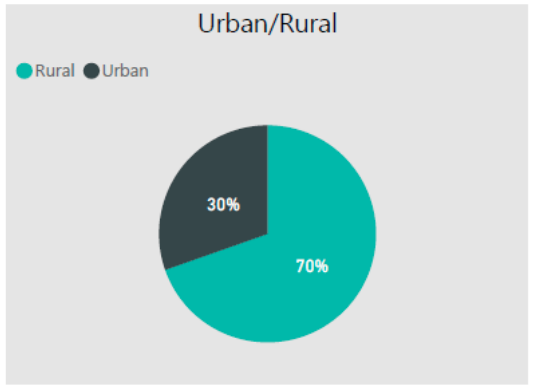
Appendix 1g – South Cambs casualties

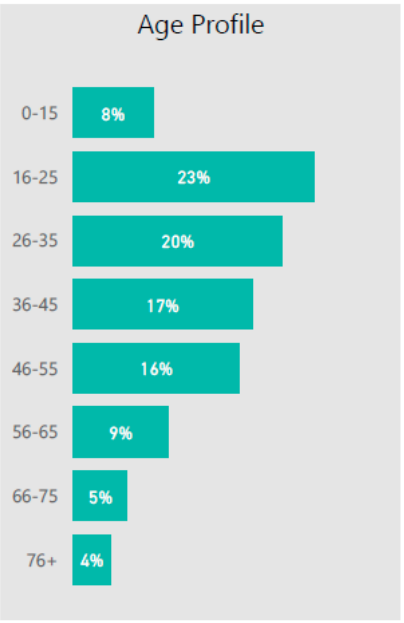
Severity	2014	2015	2016	2017	2018	Total
Fatal	5	9	11	10	6	**41**
Serious	76	63	84	96	89	**408**
Slight	433	426	465	387	361	**2072**
Total	**514**	**498**	**560**	**493**	**456**	**2521**

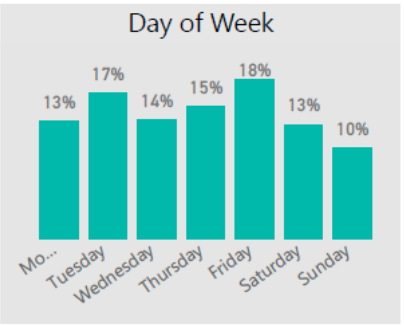


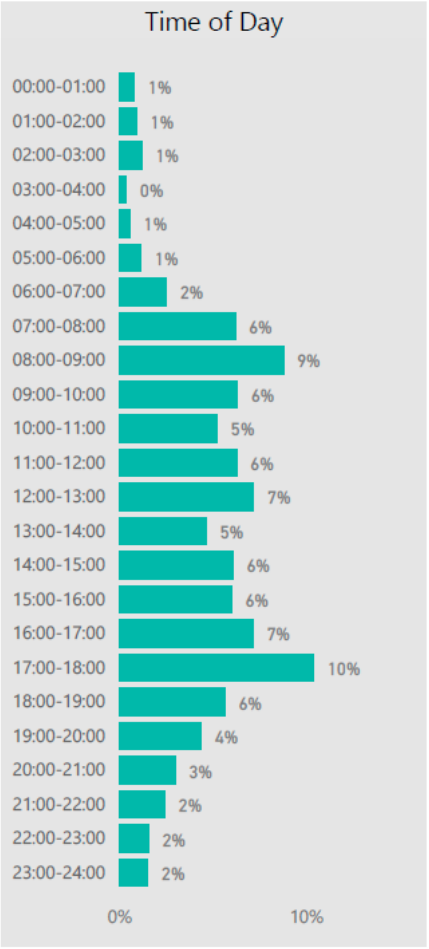
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	437	368	393	369	358	**1925**
South Cambridgeshire	514	498	560	493	456	**2521**
East Cambridgeshire	242	198	245	270	205	**1160**
Fenland	328	247	294	307	356	**1532**
Huntingdonshire	527	536	606	607	490	**2766**
Peterborough	676	787	814	749	665	**3691**
Total	**2724**	**2634**	**2912**	**2795**	**2530**	**13595**





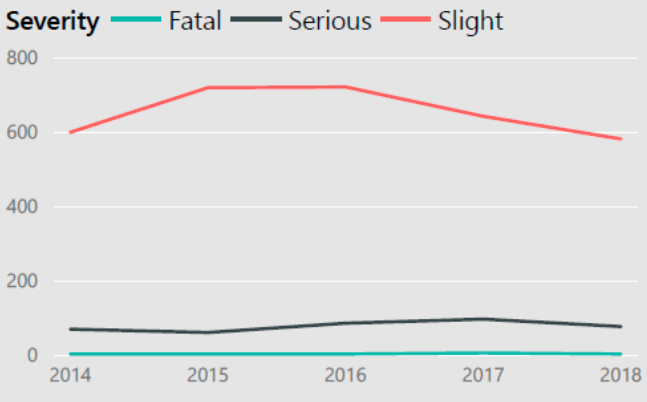




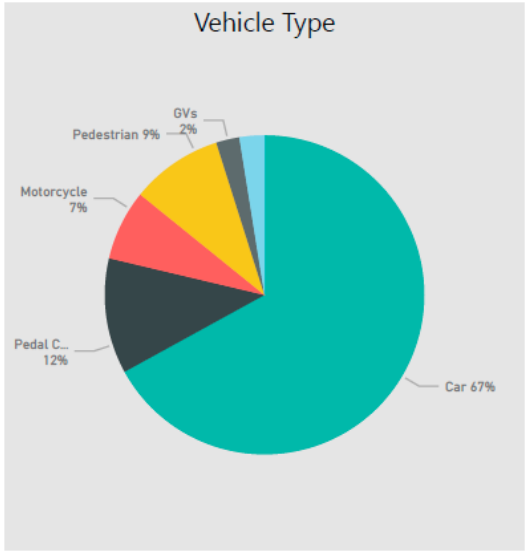


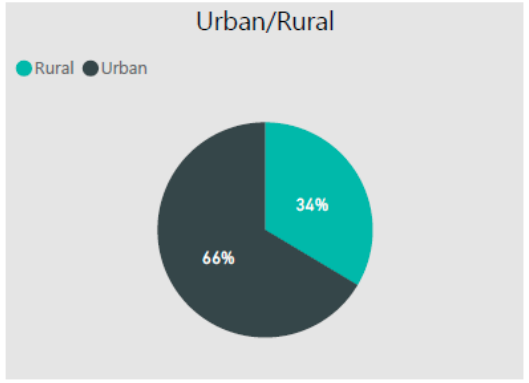
Appendix 1h – Peterborough casualties

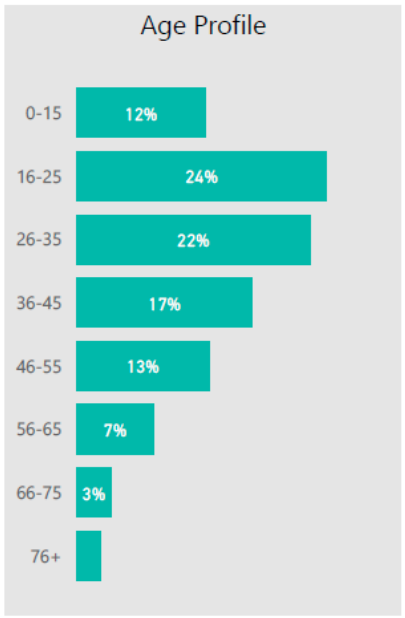
Severity	2014	2015	2016	2017	2018	Total
Fatal	4	4	4	7	4	**23**
Serious	71	62	87	98	78	**396**
Slight	601	721	723	644	583	**3272**
Total	**676**	**787**	**814**	**749**	**665**	**3691**

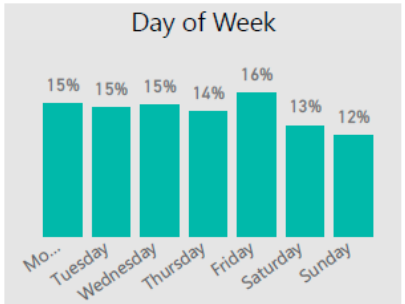


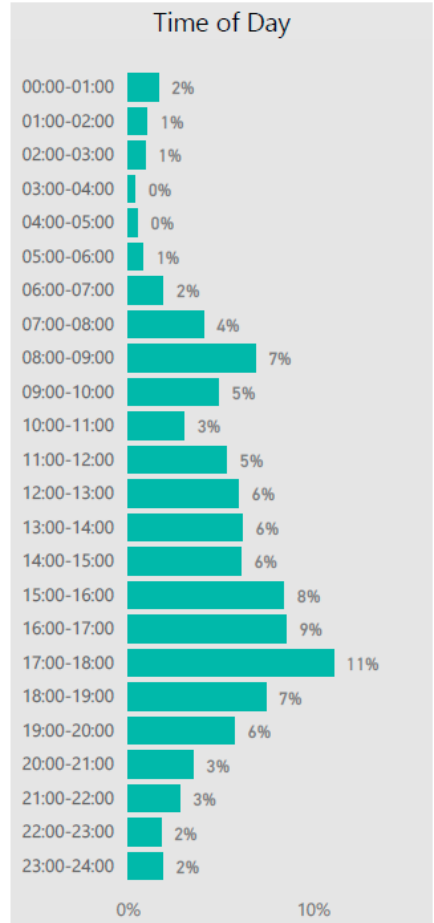
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	437	368	393	369	358	**1925**
South Cambridgeshire	514	498	560	493	456	**2521**
East Cambridgeshire	242	198	245	270	205	**1160**
Fenland	328	247	294	307	356	**1532**
Huntingdonshire	527	536	606	607	490	**2766**
Peterborough	676	787	814	749	665	**3691**
Total	**2724**	**2634**	**2912**	**2795**	**2530**	**13595**





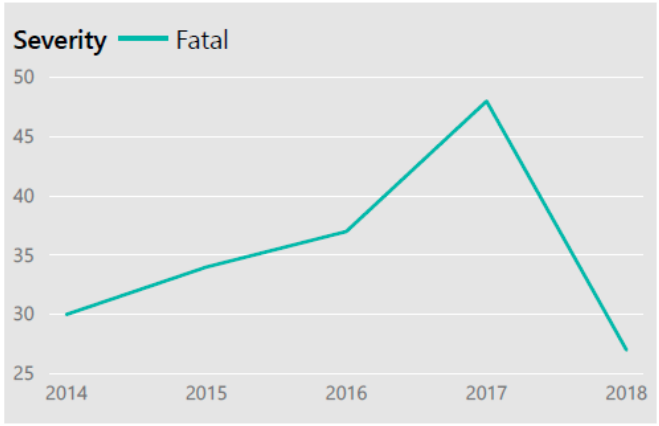


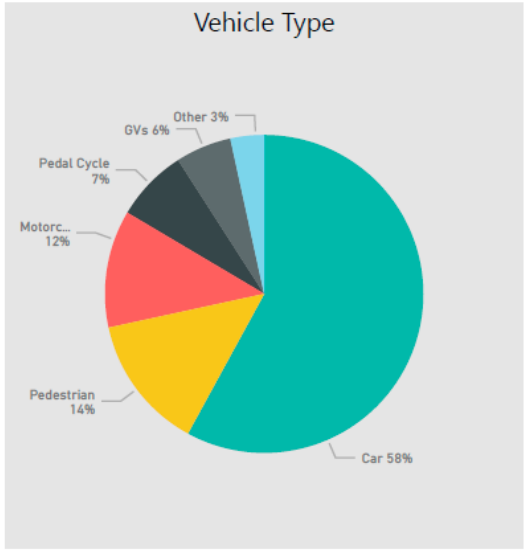


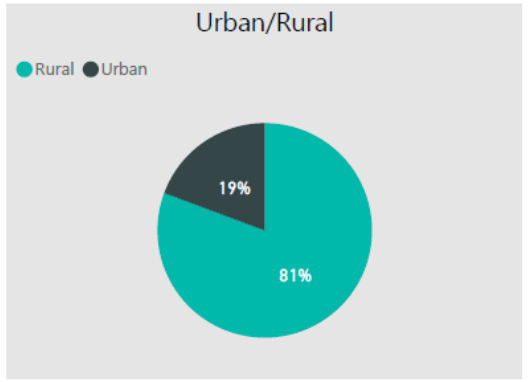


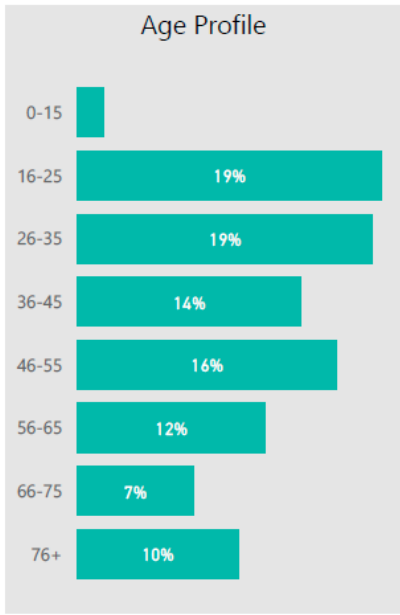
Appendix 1i – Fatalities

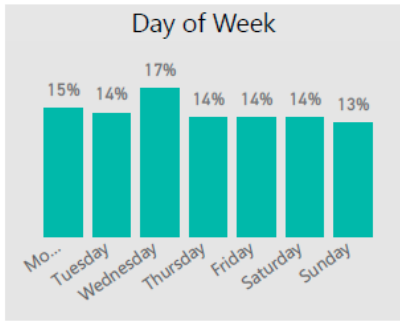
Severity	2014	2015	2016	2017	2018	Total
Fatal	30	34	37	48	27	**176**
Serious	365	318	401	435	430	**1949**
Slight	2329	2282	2474	2312	2073	**11470**
Total	**2724**	**2634**	**2912**	**2795**	**2530**	**13595**

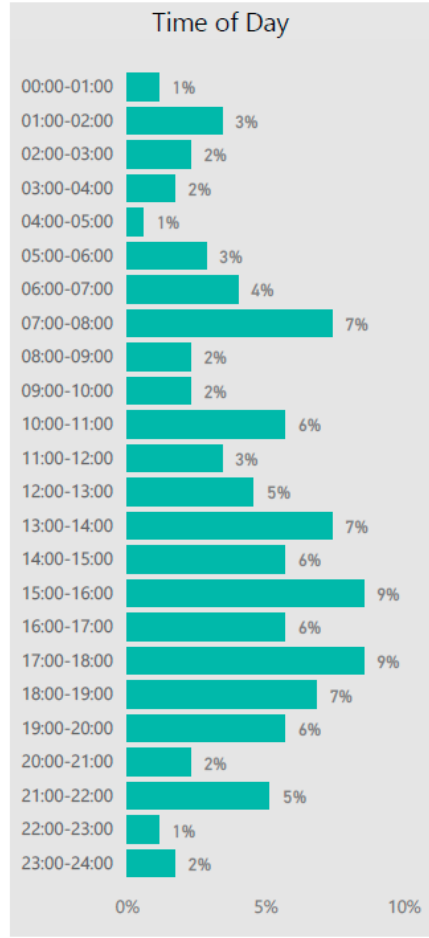








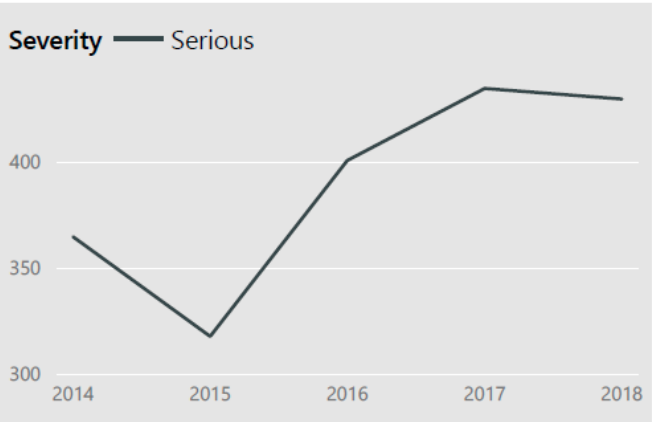




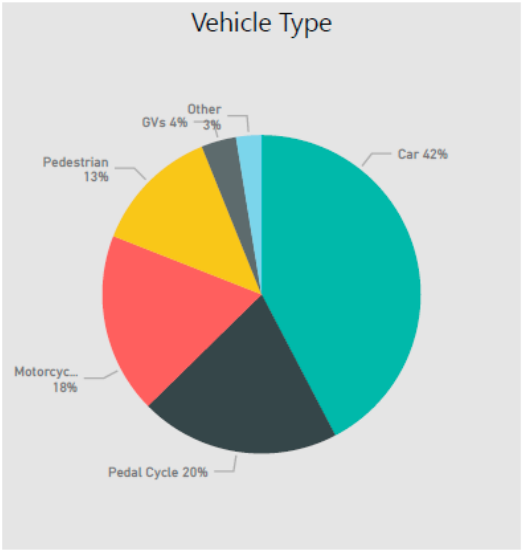
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge		1		2	1	**4**
South Cambridgeshire	5	9	11	10	6	**41**
East Cambridgeshire	6	8	12	5	6	**37**
Fenland	6	1	1	6	6	**20**
Huntingdonshire	9	11	9	18	4	**51**
Peterborough	4	4	4	7	4	**23**
Total	**30**	**34**	**37**	**48**	**27**	**176**

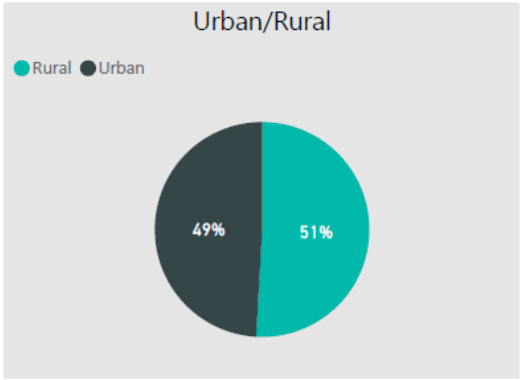
Appendix 1j – Serious Injuries

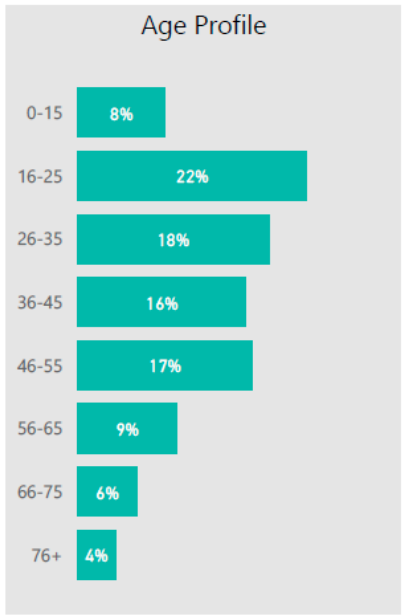
Severity	2014	2015	2016	2017	2018	Total
Fatal	30	34	37	48	27	176
Serious	365	318	401	435	430	**1949**
Slight	2329	2282	2474	2312	2073	11470
Total	2724	2634	2912	2795	2530	13595

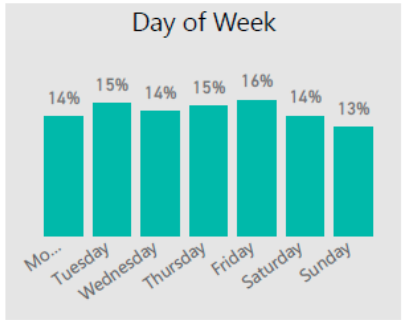


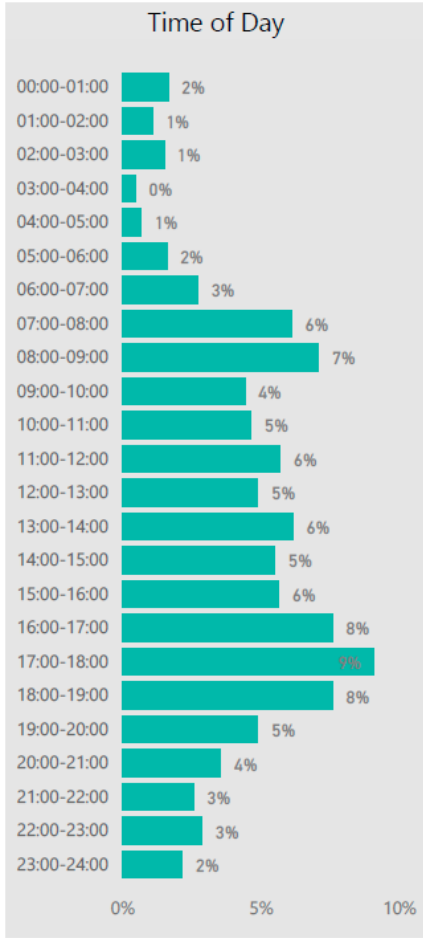
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	61	49	63	66	73	**312**
South Cambridgeshire	76	63	84	96	89	**408**
East Cambridgeshire	41	34	43	48	51	**217**
Fenland	55	33	46	43	63	**240**
Huntingdonshire	61	77	78	84	76	**376**
Peterborough	71	62	87	98	78	**396**
Total	**365**	**318**	**401**	**435**	**430**	1949





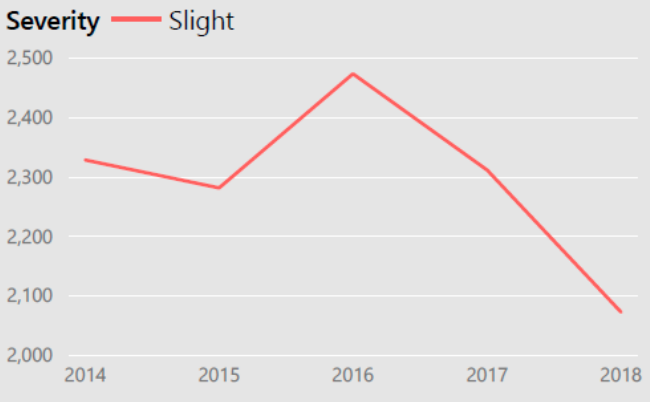




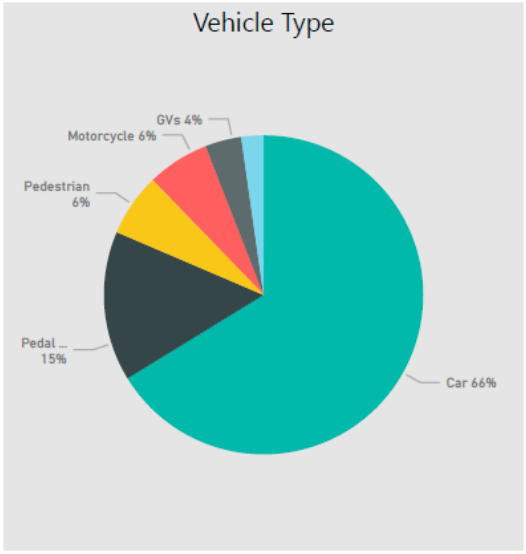


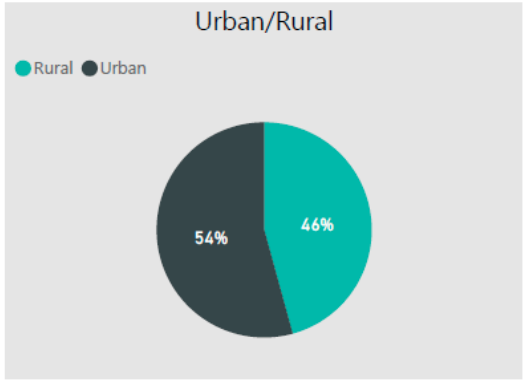
Appendix 1k – Slight Injuries

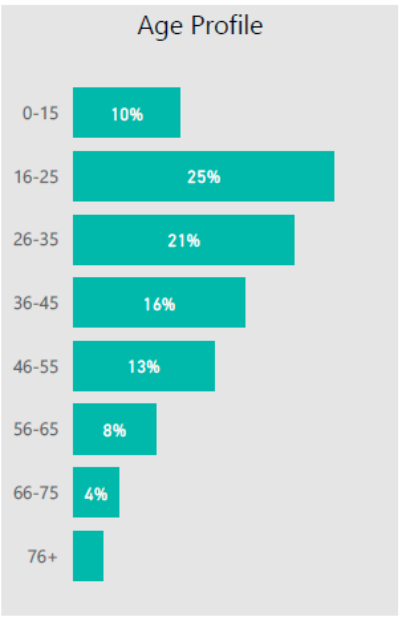
Severity	2014	2015	2016	2017	2018	Total
Fatal	30	34	37	48	27	176
Serious	365	318	401	435	430	1949
Slight	2329	2282	2474	2312	2073	**11470**
Total	2724	2634	2912	2795	2530	13595

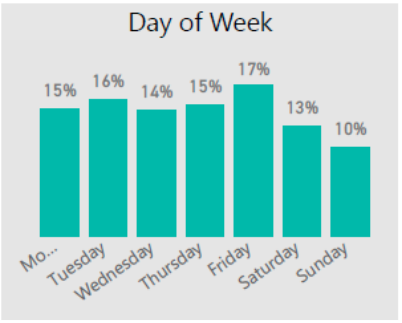


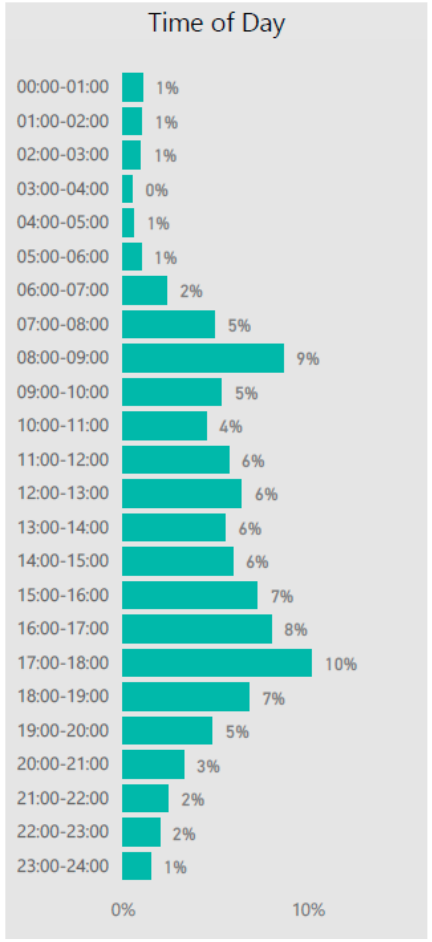
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	376	318	330	301	284	**1609**
South Cambridgeshire	433	426	465	387	361	**2072**
East Cambridgeshire	195	156	190	217	148	**906**
Fenland	267	213	247	258	287	**1272**
Huntingdonshire	457	448	519	505	410	**2339**
Peterborough	601	721	723	644	583	**3272**
Total	**2329**	**2282**	**2474**	**2312**	**2073**	**11470**





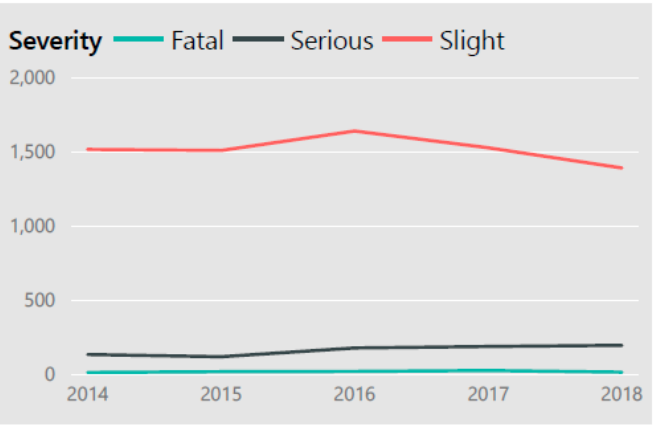




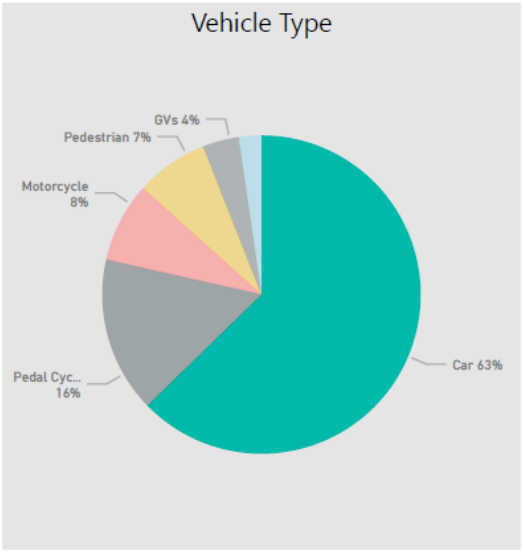


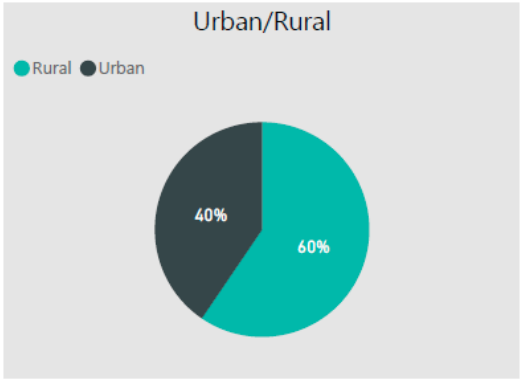
Appendix 1l – Car occupant casualties

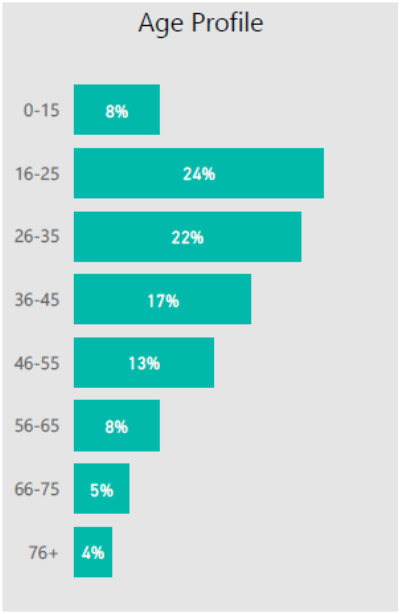
Severity	2014	2015	2016	2017	2018	Total
Fatal	15	20	22	28	17	**102**
Serious	136	121	180	190	198	**825**
Slight	1519	1512	1643	1530	1394	**7598**
Total	**1670**	**1653**	**1845**	**1748**	**1609**	**8525**

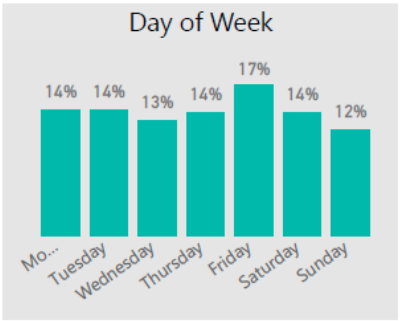


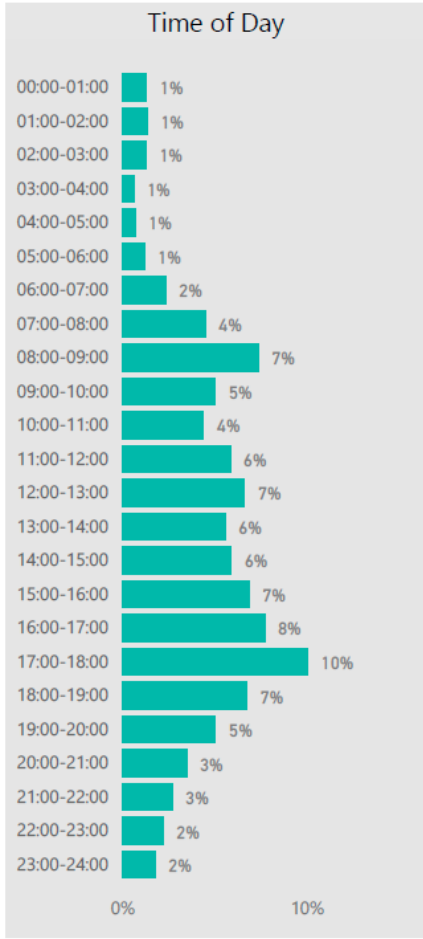
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	111	71	87	97	98	**464**
South Cambridgeshire	380	351	408	326	309	**1774**
East Cambridgeshire	166	143	174	205	151	**839**
Fenland	208	171	212	194	213	**998**
Huntingdonshire	369	379	432	432	365	**1977**
Peterborough	436	538	532	494	473	**2473**
Total	**1670**	**1653**	**1845**	**1748**	**1609**	**8525**





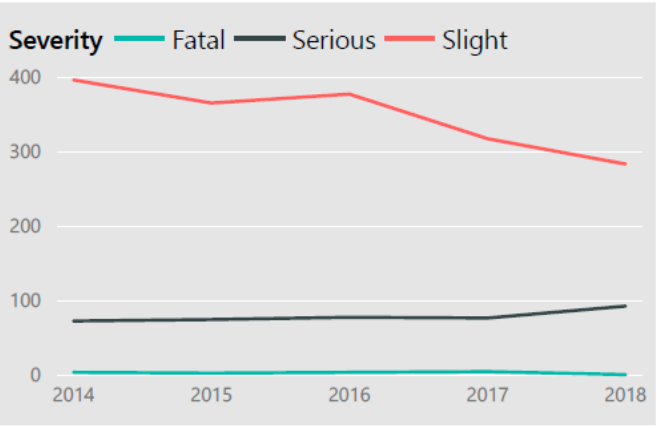




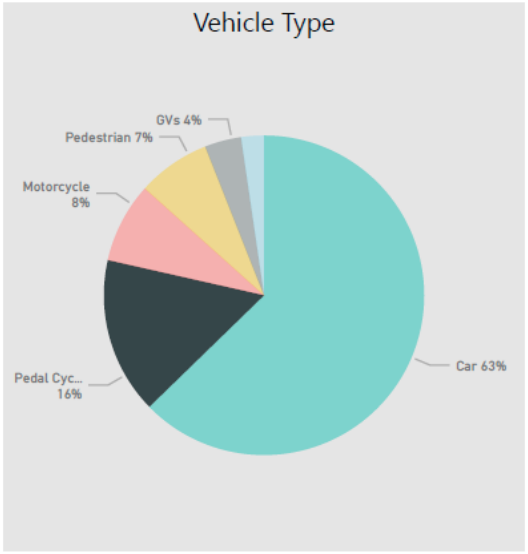


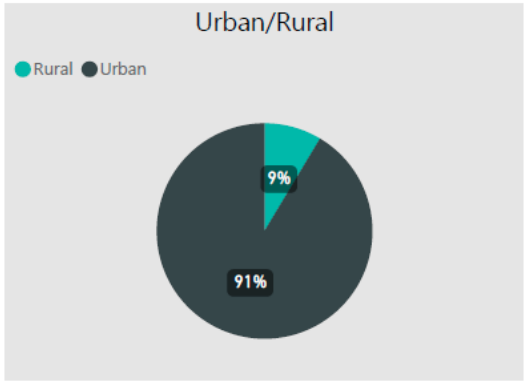
Appendix 1m – Pedal cycle casualties

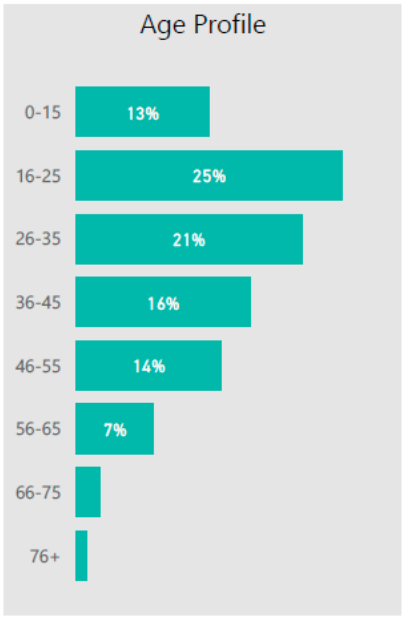
Severity	2014	2015	2016	2017	2018	Total
Fatal	4	3		5	1	**13**
Serious	73	75	78	77	93	**396**
Slight	397	366	378	318	284	**1743**
Total	**474**	**444**	**456**	**400**	**378**	**2152**

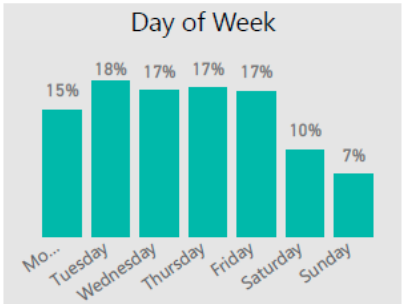


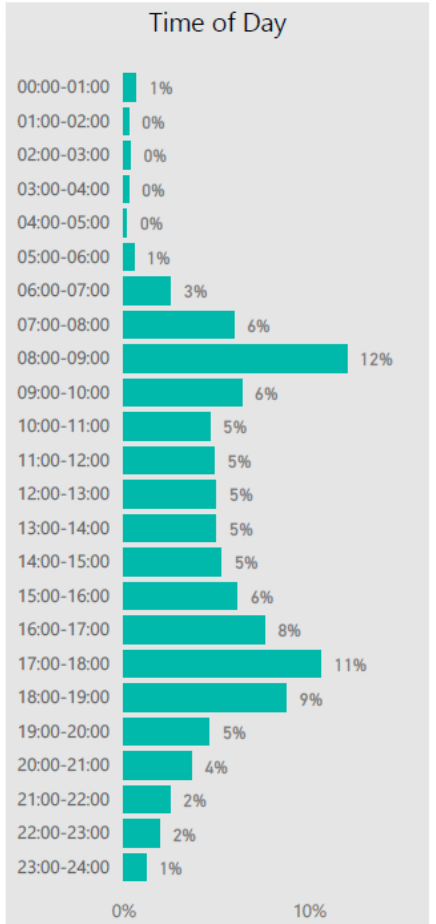
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	232	221	230	202	185	**1070**
South Cambridgeshire	52	44	44	51	48	**239**
East Cambridgeshire	21	15	23	16	21	**96**
Fenland	32	19	23	20	27	**121**
Huntingdonshire	40	46	47	27	34	**194**
Peterborough	97	99	89	84	63	**432**
Total	**474**	**444**	**456**	**400**	**378**	**2152**





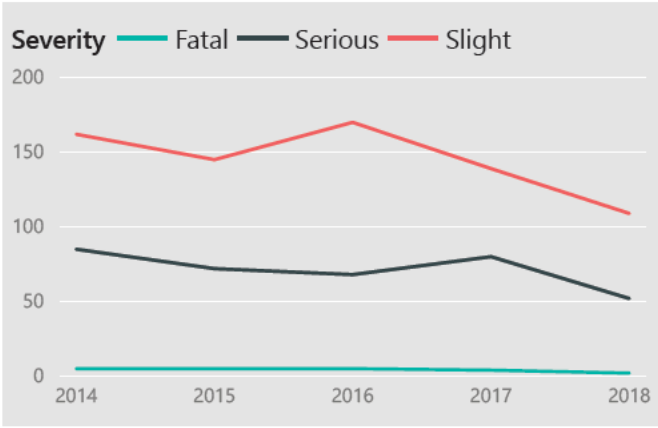




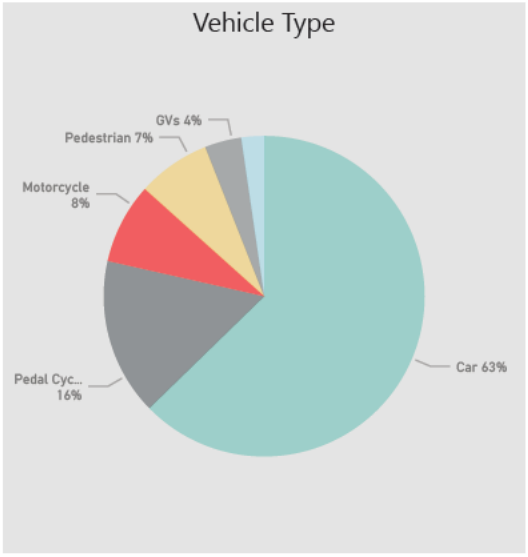


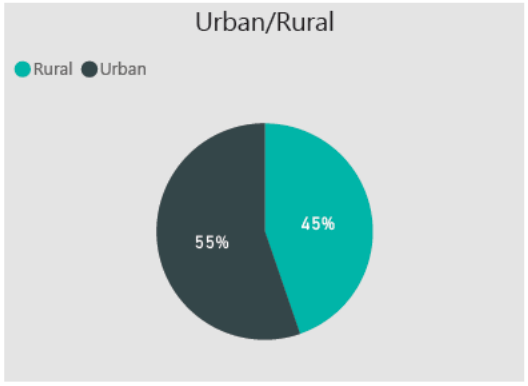
Appendix 1n – Motorcycle casualties

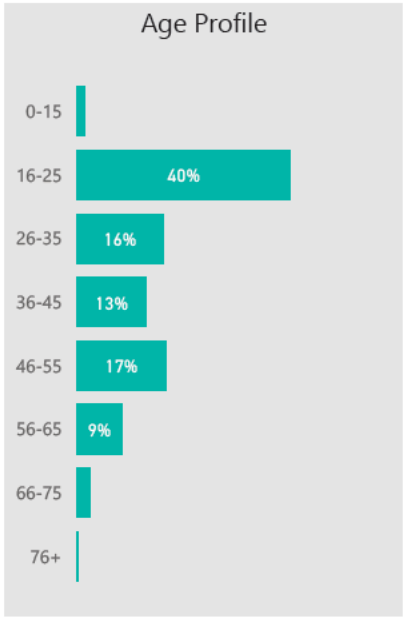
Severity	2014	2015	2016	2017	2018	Total
Fatal	5	5	5	4	2	**21**
Serious	85	72	68	80	52	**357**
Slight	162	145	170	139	109	**725**
Total	**252**	**222**	**243**	**223**	**163**	**1103**

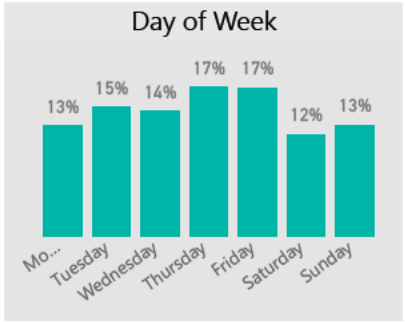


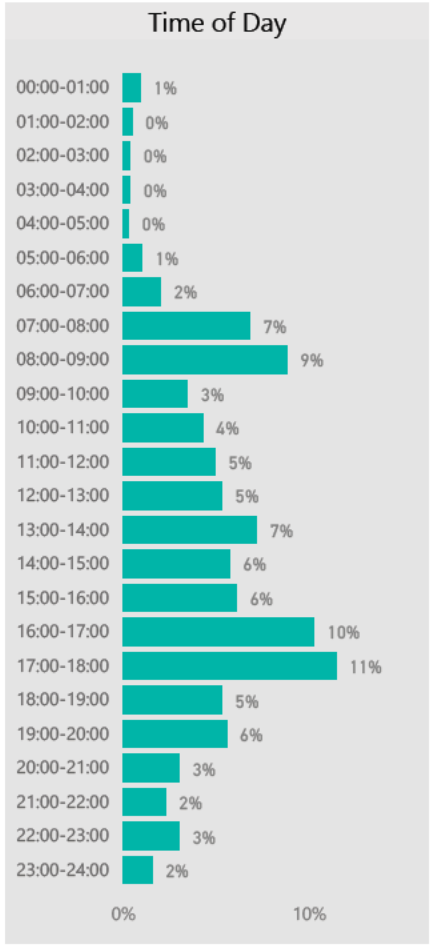
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	43	28	35	21	22	**149**
South Cambridgeshire	46	52	52	60	30	**240**
East Cambridgeshire	35	21	20	20	11	**107**
Fenland	30	21	23	30	21	**125**
Huntingdonshire	49	50	44	41	35	**219**
Peterborough	49	50	69	51	44	**263**
Total	**252**	**222**	**243**	**223**	**163**	**1103**





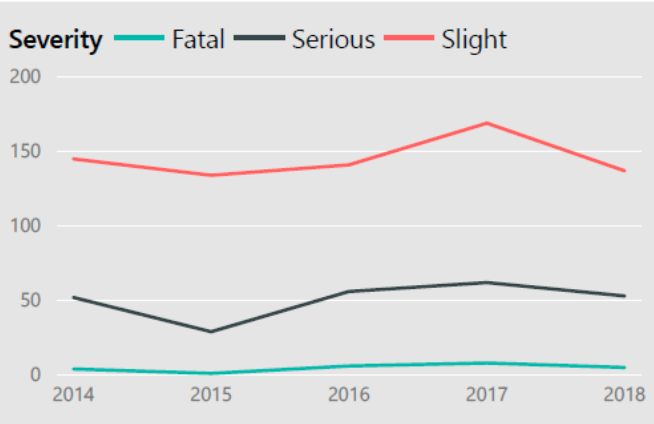




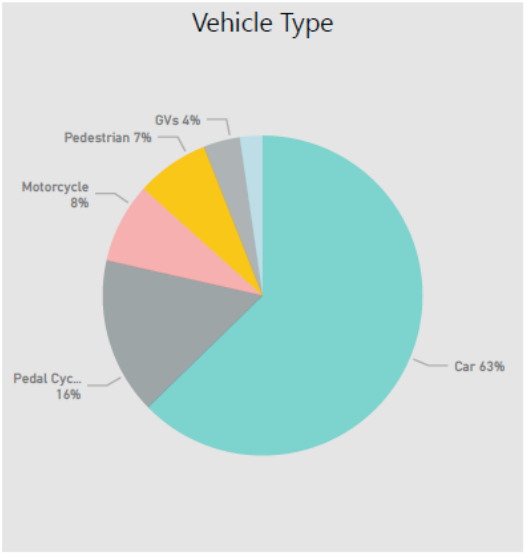


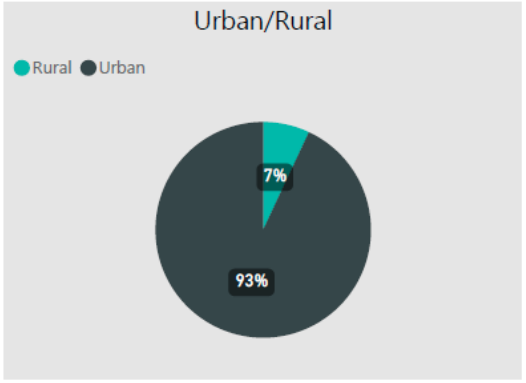
Appendix 1o – Pedestrian casualties

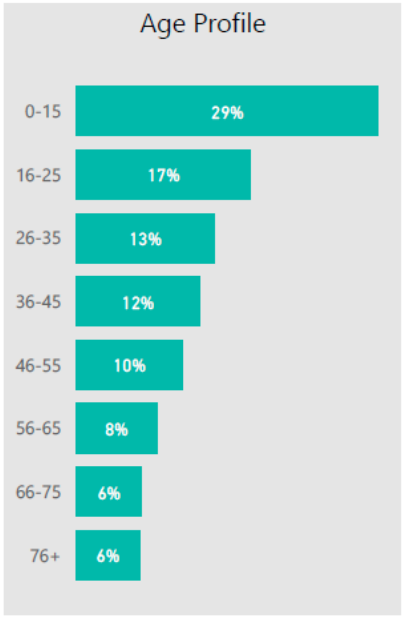
Severity	2014	2015	2016	2017	2018	Total
Fatal	4	1	6	8	5	**24**
Serious	52	29	56	62	53	**252**
Slight	145	134	141	169	137	**726**
Total	**201**	**164**	**203**	**239**	**195**	**1002**

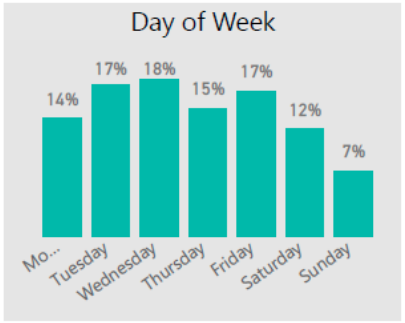


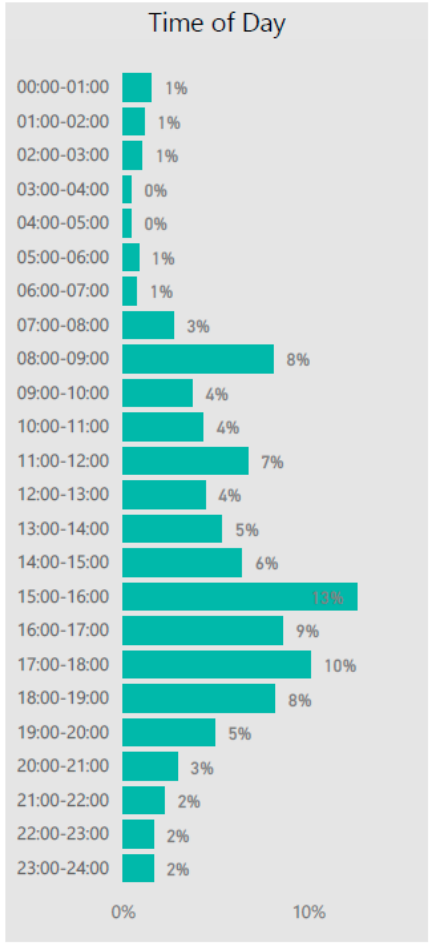
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	41	40	35	42	45	**203**
South Cambridgeshire	10	15	21	21	26	**93**
East Cambridgeshire	10	12	13	10	11	**56**
Fenland	39	21	21	31	28	**140**
Huntingdonshire	33	24	31	48	31	**167**
Peterborough	68	52	82	87	54	**343**
Total	**201**	**164**	**203**	**239**	**195**	**1002**





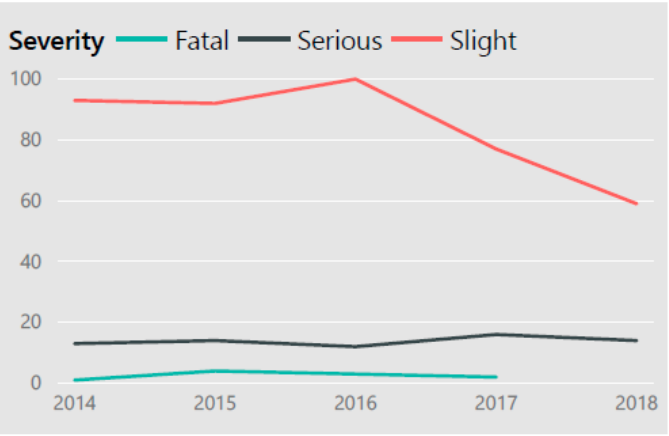




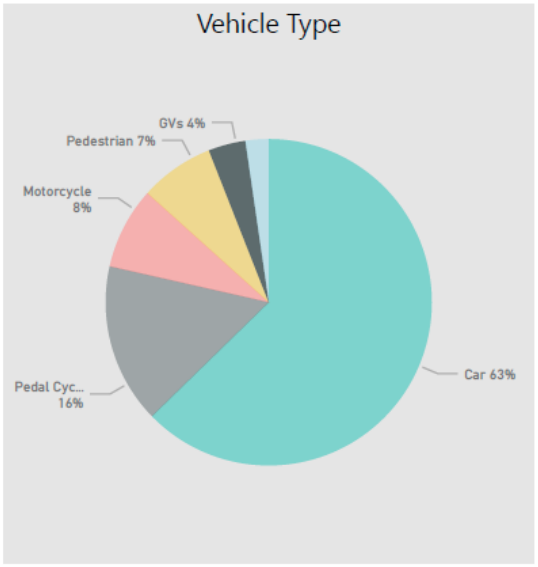


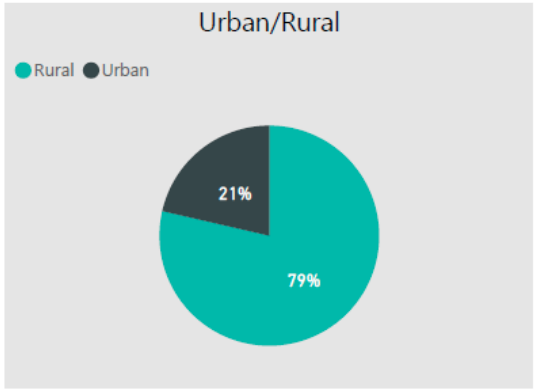
Appendix 1p – Goods vehicle casualties

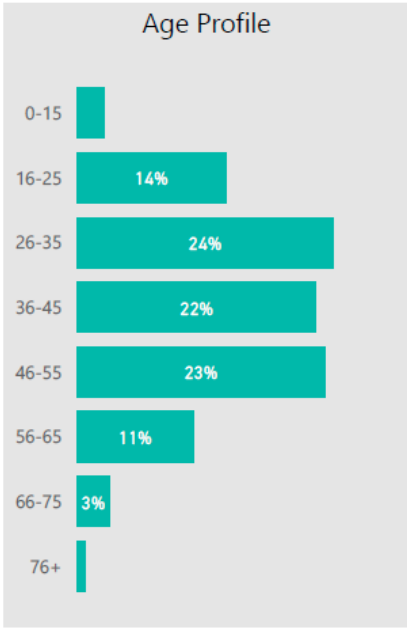
Severity	2014	2015	2016	2017	2018	Total
Fatal	1	4	3	2		**10**
Serious	13	14	12	16	14	**69**
Slight	93	92	100	77	59	**421**
Total	**107**	**110**	**115**	**95**	**73**	**500**

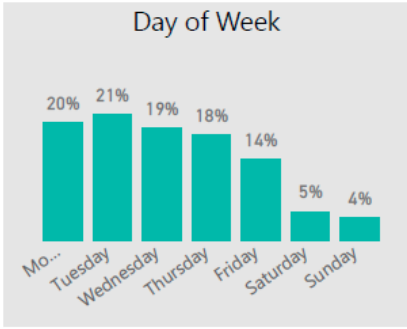


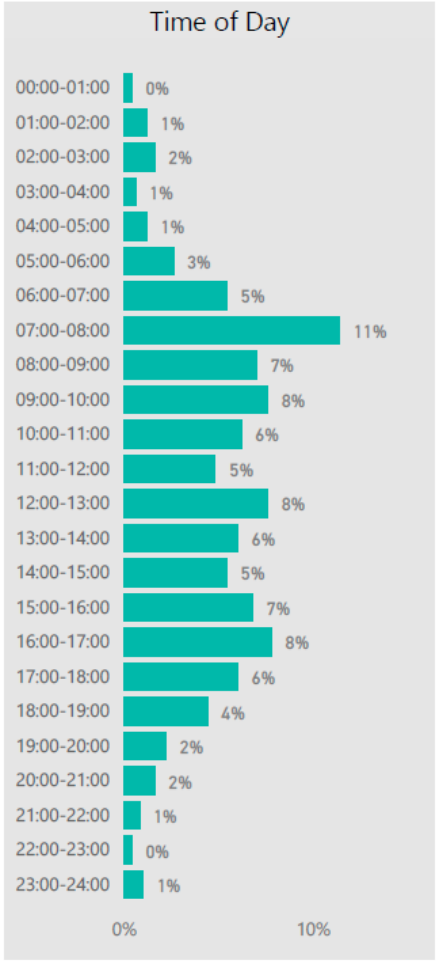
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	4	4	1	3	1	**13**
South Cambridgeshire	23	29	28	19	27	**126**
East Cambridgeshire	10	4	11	9	8	**42**
Fenland	17	11	13	18	10	**69**
Huntingdonshire	33	34	44	33	19	**163**
Peterborough	20	28	18	13	8	**87**
Total	**107**	**110**	**115**	**95**	**73**	**500**





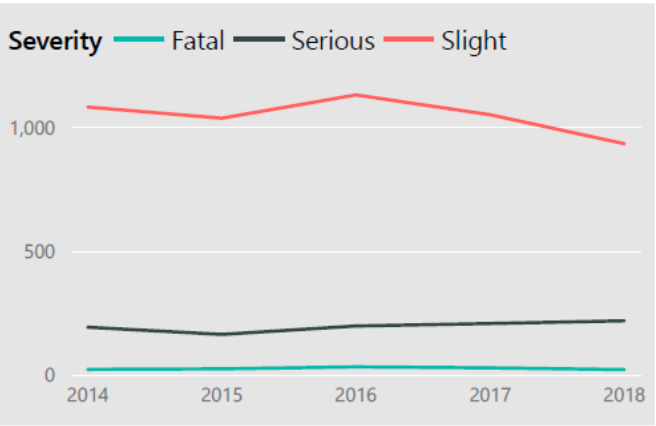




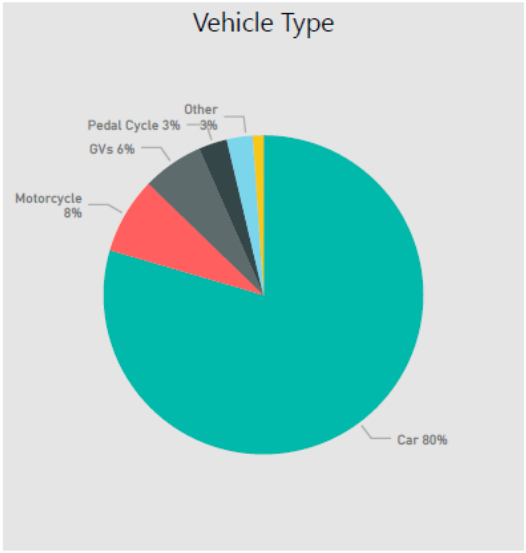


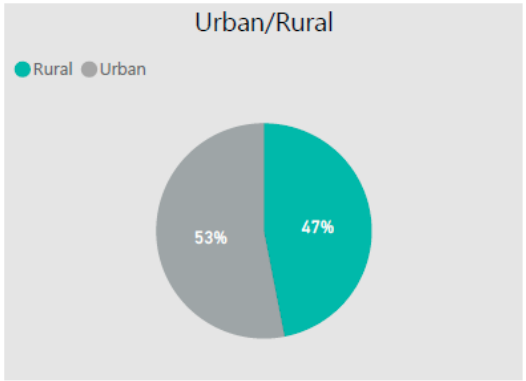
Appendix 1g – Rural casualties (roads with a speed limit above 40mph)

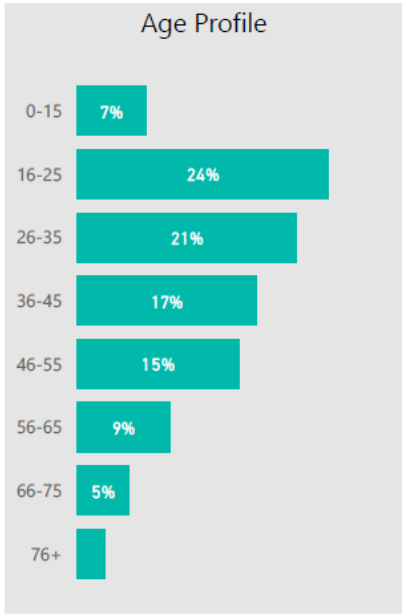
Severity	2014	2015	2016	2017	2018	Total
Fatal	25	27	35	31	24	**142**
Serious	195	166	200	210	221	**992**
Slight	1084	1039	1133	1053	936	**5245**
Total	**1304**	**1232**	**1368**	**1294**	**1181**	**6379**

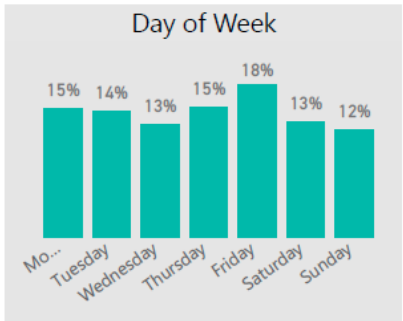


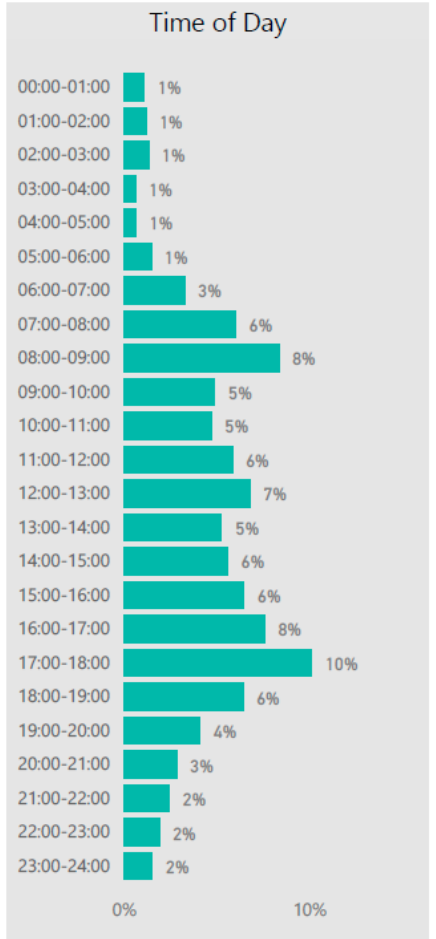
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	21	18	13	13	18	**83**
South Cambridgeshire	391	361	387	340	276	**1755**
East Cambridgeshire	195	143	168	174	150	**830**
Fenland	148	97	135	146	184	**710**
Huntingdonshire	326	355	384	392	305	**1762**
Peterborough	223	258	281	229	248	**1239**
Total	**1304**	**1232**	**1368**	**1294**	**1181**	**6379**





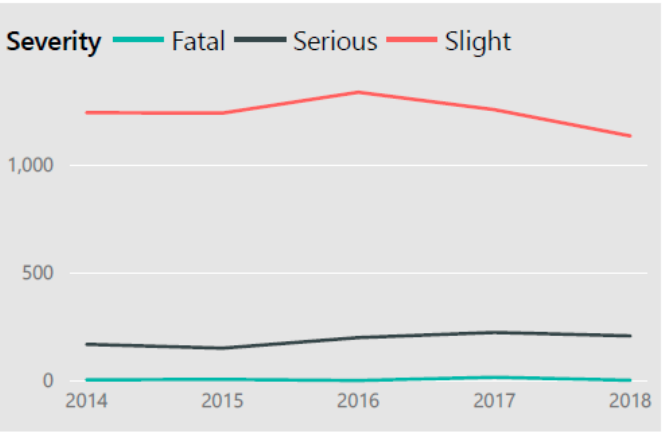




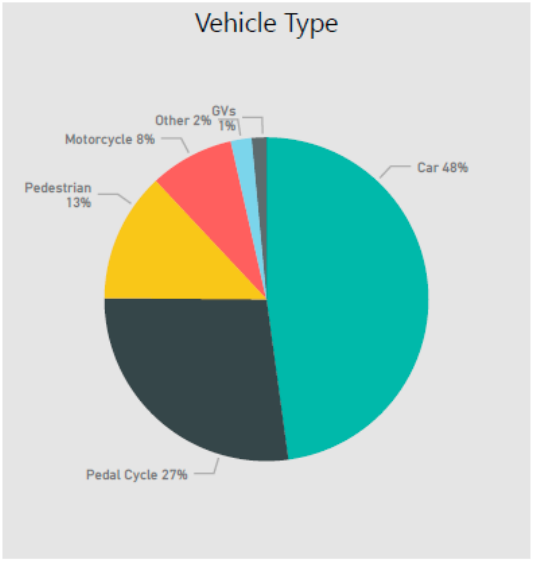


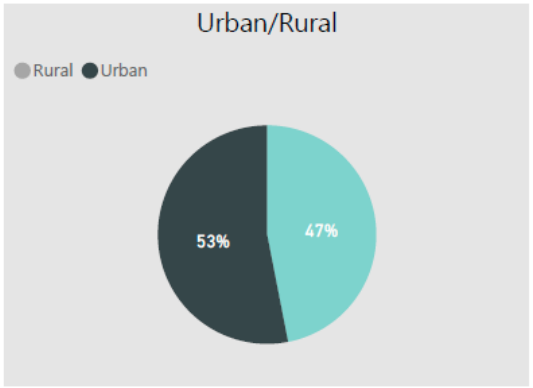
Appendix 1r – Urban casualties (roads with a speed limit of 40mph or less)

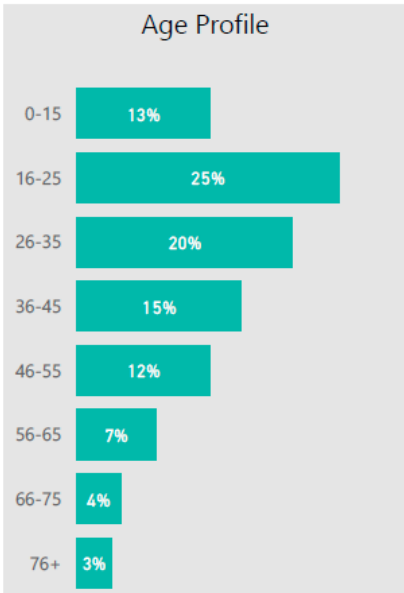
Severity	2014	2015	2016	2017	2018	Total
Fatal	5	7	2	17	3	**34**
Serious	170	152	201	225	209	**957**
Slight	1245	1243	1340	1259	1137	**6224**
Total	**1420**	**1402**	**1543**	**1501**	**1349**	**7215**

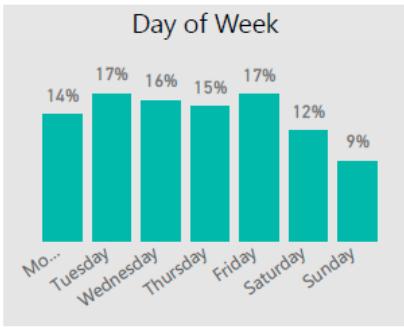


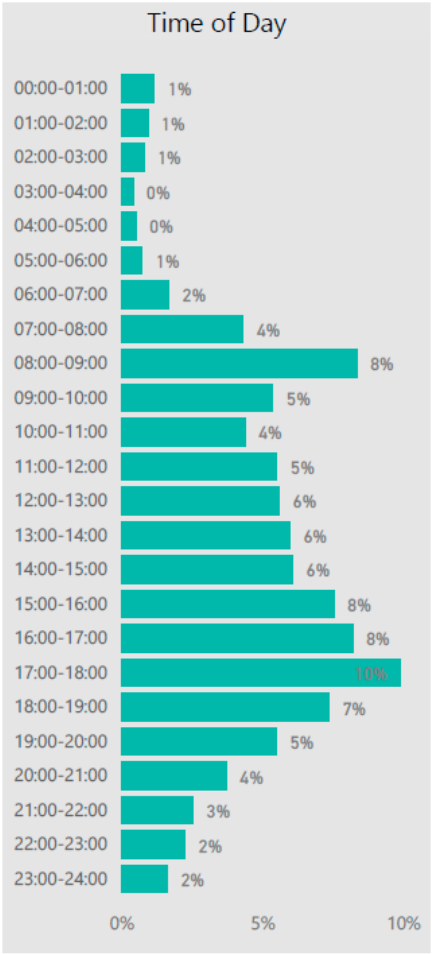
Local Authority	2014	2015	2016	2017	2018	Total
Cambridge	416	350	380	356	340	**1842**
South Cambridgeshire	123	137	173	153	180	**766**
East Cambridgeshire	47	55	77	96	55	**330**
Fenland	180	150	159	161	172	**822**
Huntingdonshire	201	181	222	215	185	**1004**
Peterborough	453	529	532	520	417	**2451**
Total	**1420**	**1402**	**1543**	**1501**	**1349**	**7215**











Appendix 2 – Collision cluster sites 2016-2018

Location	Score	No. Fatal Collisions	No. Serious Collisions	No. Slight Collisions
BARNWELL ROAD 60 METRES S OF JUNCTION WITH NEWMARKET ROAD	32	0	5	17
A1307 HILLS RD CAMBRIDGE	27	0	1	24
LENSFIELD ROAD AT JN WITH TRUMPINGTON STREET	27	0	2	21
CHERRY HINTON ROAD ROUNDABOUT WITH MOWBRAY ROAD A1134	24	0	4	12
QUEENS ROAD JW MADDINGLEY ROAD	24	0	4	12
A603 EAST ROAD AT JUNCTION WITH BROAD STREET	20	0	4	8
DEVONSHIRE RD OS DEVONSHIRE ARMS PH CAMBRIDGE	20	0	4	8
MADINGLEY ROAD A1303 CAMBRIDGE ROAD	20	0	5	5
FREEDOM BRIDGE ROUNDABOUT	19	0	2	13
MILL RD JUNCTION EAST RD CAMBRIDGE	18	0	2	12
BROOKS ROAD A1134 COLDHAMS LANE	18	0	3	9
ELIZABETH WAY JW MILTON ROAD	18	0	3	9
MILL ROAD JUNCTION SEDGWICK ST CAMBRIDGE	17	0	2	11
C294 ST ANDREWS ST JUNCTION C295 NATIONAL WESTMINSTER BANK	17	0	3	8
CHESTERTON RD JUNCTION CARLYLE RD	14	0	4	2
ELIZABETH WAY A1134 CHESTERTON ROAD A1303	14	0	3	5
A1307 HILLS RD BROOKLANDS AV CAMBRIDGE	14	0	3	5
WESTBOUND A14 SPITTALS INTERCHANGE	14	0	2	8
HISTON A14 NEAR JN WITH CLOVERLEAF A14	14	1	2	4
MAIDS CAUSEWAY ROUNDABOUT VICTORIA ROAD CAMBRIDGE	14	0	2	8
STATION ROAD JUNCTION BACK HILL AND BROAD STREET	13	0	2	7
OUTSIDE BUSH FARM ELY ROAD LITTLEPORT	13	1	3	0
BABRAHAM ROAD A1307 HAVERHILL ROAD	13	0	3	4
M11 AT A428 JUNCTION	13	1	3	0
CHERRY HINTON ROAD AT JN WITH COWPER ROAD	12	0	3	3
A428. EXACT LOCATION UNCLEAR	12	0	1	9
SIXTEEN FOOT BANK B1098 AT JN WITH MANEA ROAD B1093	12	0	1	9
JUNCTION 24 A14 GODMANCHESTER	12	0	3	3
C315 MARKET ST JUNCTION LYNN RD ELY	12	0	3	3

TRUMPINGTON ROAD A1134 CHAUCER ROAD	11	0	2	5
WATERBEACH A10 DENNY END ROAD	11	0	2	5
B1043 HUNTINGDON STREET AT JN WITH B1428 CAMBRIDGE STREET	11	0	2	5
ST IVES ROAD A1096 60 METRES SOUTH OF JUNCTION WITH CAMBRIDGE ROAD A14	10	0	1	7
BAR HILL A14	10	0	0	10
ST NEOTS ROAD, ELITSLEY B1040 JUNCTION	10	0	2	4
JUNCTION 28 CAMBRIDGE SERVICES A14 EAST BOUND CARRIAGEWAY A14 100 METRES EAST OF JUNCTION WITH A14	10	0	1	7
NORTHBOUND JUNCTION 12 M11	10	0	2	4
A14 AT JN WITH A1	9	1	0	5
TRUMPINTON ST 5M NORTH PEMBROKE ST CAMBRIDGE	9	0	1	6
A1303 AT JN WITH SWAFFHAM HEATH ROAD	9	0	3	0
CHESTERTON LANE (A1303) AT JUNCTION WITH CASTLE STREET	9	0	0	9
HUNTINGDON ROAD A1307 OXFOR ROAD	9	0	1	6
OUTSIDE SHELL GARAGE HIGH STREET, TRUMPINGTON	8	0	1	5
B1060 SOMERSHAM RD JUNCTION THE HEATH ST IVES	7	0	0	7
MAIN ROAD A47 NEAR JUNCTION WITH CROSS GUNS ROAD	7	0	0	7
HILLS ROAD SOUTH OF JUNCTION WITH STATION ROAD	7	0	0	7
FEN ROAD WISBECH GUYHIRN A47 NEAR JN WITH GULL ROAD	7	0	0	7
BUCKDEN N/B A(M)1 AT JN WITH BUCKDEN NORTHBOUND TOWARDS PETERBOROUGH A(M)1	6	0	0	6
SOUTH BOUND JUNCTION 17 A(M)1	6	0	0	6
STOW-CUM-QUY A14	6	0	0	6
LONG ROAD A1134 AT JN WITH HILLS ROAD A1307	6	0	0	6
NORTHBOUND JUNCTION 10 M11	6	0	0	6