



**FOR PUBLICATION**

**DERBYSHIRE COUNTY COUNCIL**

**CABINET**

**Thursday, 13 January 2022**

**Report of the Executive Director - Place**

**Derby and Derbyshire 2020 Annual Casualty Report**  
(Cabinet Member for Highways, Assets and Transport)

**1. Divisions Affected**

1.1 County-wide.

**2. Key Decision**

2.1 This is not a Key Decision.

**3. Purpose**

3.1 To bring to the Cabinet's attention the Derby and Derbyshire Annual Casualty Report 2020 and to seek approval for the wider publication of the report.

**4. Information and Analysis**

4.1 The Casualty Report is an annual publication that ensures information on road traffic collision trends is publicly available.

4.2 The Casualty Report shows road traffic casualty data within the areas covered by the Derby and Derbyshire Road Safety Partnership (DDRSP), Derbyshire County Council and Derby City Council, as well as detailed analysis of casualty trends for each road user group. The Report will be used to guide casualty reduction work.

- 4.3 Performance in casualty reduction is shown in the report as measured against agreed indicators. These use, as the baseline, the annual average number of killed and seriously injured (KSI) casualties between 2005 and 2009. The report links with the Community Safety Strategies, Public Health Joint Strategic Needs Analysis, Derbyshire County Council's Council Plan, DDRSP's Strategy and the Local Transport Plans, with a strong emphasis on reducing road casualties.
- 4.4 During 2020, national and local trends in reporting road casualties have been impacted by the national restrictions implemented from March 2020 onwards following the coronavirus (COVID-19) pandemic. Casualty levels were suppressed by the national lock-down due to coronavirus after 23 March 2020 and increased again with the easing of restrictions in May 2020, but not back to 2019 levels. Levels were again suppressed from September 2020 to November 2020 but increased to a higher level than 2019 in December.
- 4.5 In 2020, across the DDRSP area (covering both the County and City Council's areas), the total number of casualties decreased to 1,910 casualties, which is 57% below the 2005-2009 average. There were 18 fatal casualties. KSI casualties decreased 51% below the 2005 to 2009 average and therefore met the target to reduce casualties by 50% from the 2005 to 2009 average by 4 casualties.
- 4.6 In the Derbyshire County Council area during 2020, the total number of casualties decreased to 1,391 casualties which is 59% below the 2005-2009 average. Seventeen people died, 205 were seriously injured and 1,169 were slightly injured.
- 4.7 There were reductions in KSI motorcyclist rider and passengers, car drivers (including young drivers and work-related casualties) and passengers and cyclists. However, slight casualties in cyclists were higher than in 2018 and 2019. These reductions can be attributed to the decrease in vehicle use during the national lockdowns. The increase in slight cyclist casualties may be linked to the increase in cycling for both commuting and leisure activities during the lockdown period.
- 4.8 Older pedestrian KSI casualties (60 years and over) did not decrease as fast as other age groups. Older pedestrians comprised 24% of all KSI pedestrian casualties in 2020. Child casualties comprised 20% of all KSI pedestrian casualties.
- 4.9 Detailed analysis of trends and patterns allows consideration of where to focus casualty reduction efforts. Interventions will include engineering improvements, for example 20mph zones and associated signage,

education initiatives and enforcement, with contributions from all DDRSP partners.

- 4.10 Established road safety initiatives in Derbyshire include workshops and training sessions aimed at different age groups of motorcyclists and summer and winter Motorcycle Awareness Campaigns, including publicity and road-side posters on relevant routes. Bikeability and County Rider schemes provide pedal cyclist training to primary and junior schools and adults. Driving Safer for Longer sessions are held, providing advice and support for older car drivers aged 65 and over. First Gear is a training course providing pre-driver training for 15-17 year olds.
- 4.11 The next few years will see safety improvements enabled from the Department for Transport (DfT) Safer Roads Fund award of nearly £6.8 million on A619, A5004 and A5012. As well as engineering measures and improvements to infrastructure, this award will include educational resources. New initiatives are planned, such as the use of virtual reality headsets with 360 degrees immersive technology, with imagery tailored towards road user groups, such as motorcyclists or older car drivers.
- 4.12 The Casualty Report will continue the data-led approach to casualty reduction, highlighting the nature of problems, allowing detailed analysis to ascertain priorities, producing profiles of problem areas and tailoring solutions accordingly. This ensures that society benefits from reducing numbers of injured road users and that scarce resources are used most effectively.
- 4.13 Subject to Cabinet's approval, it is proposed that the Casualty Report will be available to all on the County Council's and Road Safety Partners websites. Printed copies will be available for distribution to key officers where required.

## **5. Consultation**

- 5.1 NA.

## **6. Alternative Options Considered**

- 6.1 Not publish the document – however, annual publication ensures information on road traffic collision trends is publicly available.

## **7. Implications**

7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

## **8. Background Papers**

8.1 None identified.

## **9. Appendices**

9.1 Appendix 1 - Implications.

9.2 Appendix 2 – Casualty Report.

## **10. Recommendations**

That Cabinet:

a) Approves the Derby and Derbyshire Casualty Report 2020 and its wider publication.

## **11. Reasons for Recommendation(s)**

11.1 The Casualty Report is an annual publication that ensures information on road traffic collision trends is publicly available.

## **12. Is it necessary to waive the call in period?**

12.1 No.

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**Implications**

**Financial**

- 1.1 The production of the documents will be funded from existing budgets. Production and distribution costs total £70.

**Legal**

- 2.1 None.

**Human Resources**

- 3.1 None.

**Information Technology**

- 4.1 None.

**Equalities Impact**

- 5.1 NA.

**Corporate objectives and priorities for change**

- 6.1 None.

**Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)**

- 7.1 None.