



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

Thursday, 8 September 2022

Report of the Executive Director - Place

Derbyshire and Derby Road Safety Strategy

(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 seek Cabinet approval of the new Derbyshire and Derby Road Safety (DDRSP) Partnership Strategy and agreement to a new killed and seriously injured (KSI) casualty reduction target by 2030.

4. Information and Analysis

4.1 On 28 November 2006, Cabinet approved the establishment of a new Road Safety Partnership (Minute No. 549/06 refers). The aim of the Partnership was to work together with key partners (Derby City Council, the Police, Fire and Rescue Service, Highways Agency, and the Health Service) to develop and implement a co-ordinated approach to road casualty reduction.

4.2 The Road Traffic Act 1988 places a statutory duty on local authorities to take steps to reduce and prevent road traffic collisions, and the

involvement of this partnership brings resources, skills and knowledge which are invaluable in pursuit of the duty.

- 4.3 Between 2006 and 2021, the Partnership's work has continued to play a key role in the ongoing reduction of casualties on Derbyshire's roads. Between 2006 and the end of 2021, killed and seriously injured (KSI) casualties have reduced by 40% (232 KSI casualties), and all categories reduced by 50% (2,250 casualties)
- 4.4 Even with these reductions, road traffic collisions remain one of the biggest causes of injury to the people of Derbyshire. In addition, some parts of the community suffer disproportionate risks; whilst young people (17-25 years of age) make up about 10% of the population, they are involved in 24% of all car collisions. Motorcyclists account for around 3% of the traffic mileage on Derbyshire's roads, but account for 30% of KSI casualties.
- 4.5 The Department for Transport (DfT) estimates that the 'cost' to society is in excess of £2.1 million for a fatal road traffic collision, and in excess of £200,000 for a serious injury collision. The monetary value of the Partnership's work is, therefore, significant. The effect of each collision on the victims, relatives and communities is incalculable. Continuing to reduce casualties therefore has financial benefits, social benefits and contributes to the objective of a healthier and safer Derbyshire.
- 4.6 While year on year comparisons should be treated with a degree of caution, as figures can fluctuate, the long-term trend is of a reducing number of KSIs. Derbyshire is fortunate to have a history of Partnership working, the success in achieving these reductions reflects the value of working in Partnership with organisations who play an important role in improving road safety across Derby and Derbyshire.
- 4.7 Partnership successes:
 - An evidence-led approach based on a strategic intelligence assessment of the current situation. This has resulted in the Partnership targeting its efforts in priority areas
 - The Casualty Reduction Enforcement Support Team (CREST), based at Police Headquarters (HQ), uses mobile and fixed speed cameras at identified high casualty locations. It also, in response to community concerns, performs roadside checks with uniformed staff and manages the Community Speed Watch initiative
 - Increased level of Police enforcement targeted on routes with known collision problems.

- The Motorcycle Working Group have worked together to deliver post-test training, including BikeSafe, and continue to deliver the urban and rural route signing campaign.
- The Young Driver Working Group continues to deliver the Young Driver Education Programme (YDEP) in sixth for colleges. This initiative won The Prince Michael of Kent Road Safety Award in 2016.

4.8 A review of the Partnership, carried out by Agilysis and Traject, began in February 2021. Its aim was to:

- carry out a structural review, define the hierarchy and have the right people in the right groups;
- define a clear reporting process;
- ensure guidance and governance are in equal measure;
- to have a clear and definitive short, medium and long term strategy;
- implement a Safe Systems approach;
- improve the data and communication regime; and
- include staff training at all levels.

4.9 Following the review, the new Derbyshire and Derby Road Safety Partnership was established along with the Derbyshire and Derby Road Safety Partnership 'Our Strategy to 2030 – Moving forward, safer together'. A copy of the Strategy can be found in Appendix 2.

4.10 The aim of the new Partnership is to reduce the number of road users being KSI through a coordinated approach. In order to achieve this aim, the new Strategy sets out a number of objectives, including setting a casualty reduction target.

4.11 Whilst the United Kingdom (UK) does not have national road safety targets, local highway authorities and road safety partnerships are setting their own casualty reduction targets. Setting casualty reduction targets for Derbyshire will allow the Partnership to focus its activities, prioritise its actions and acts as a means of checking progress against previous casualty reduction targets. Many countries, supranational organisations and UK highway authorities are working towards new target reductions in deaths and serious injuries by 2030.

4.12 In the five years between 2015 and 2019, there were, on average, 396 KSI casualties on the roads of Derbyshire. This average has been used as the baseline to calculate a 33% reduction by 2030, culminating in a target of 265 in 2030. The Council's vision is to improve road safety by reducing the number of KSI in Derbyshire by 33% by 2030, compared to the five-year baseline figure for 2015 to 2019.

- 4.13 The Partnership will work within a Safe Systems approach to improve all elements:
- Safe Roads
 - Safe Road Users
 - Safe vehicles
 - Safe speeds
 - Post Collision Response
- 4.14 The rationale behind the approach is that the whole traffic system will be designed to prevent KSI and that the whole is greater than the sum of its parts. Further information about Safe Systems can be found in the Derbyshire and Derby Road Safety Partnership 'Our Strategy to 2030 – Moving forward, safer together', in Appendix 2.
- 4.15 The Partnership operates at three levels, Strategic Board, Operational Group and Road User Working Groups. The Strategic Board has a vital role in setting the vision of the Partnership, directing activities and provide accountability and steer the Partnership, whilst the Operational Group has a key role in co-ordinating activities between the different partner organisations and the Working Groups. Communication through the Operational Group ensures that interventions are evidence-led, evaluated, and delivered consistently. The use of data, research and best practice is embedded into the prioritisation processes for activities. The Operational Group will plan the annual calendar of work to ensure that timings are co-ordinated to maximise effectiveness. A priority of the Operational Group is to consider the community; how road safety can be delivered with, and for, local residents and road users.
- 4.16 The Strategic Board will report directly to the Police and Crime Commissioner and the Highway Committee of Derby City Council and Cabinet [membership] at Derbyshire County Council annually to provide an update of progress towards the 2030 target, report activities undertaken and the financial position of the Partnership.
- 4.17 Three road user working groups have been established focusing respectively on drivers (including young and older drivers), vulnerable road users, and motorcyclists. The purpose of these groups is to develop and deliver targeted initiatives to reduce the road safety risks for the corresponding road user types. Working groups will work collaboratively with the local community and others.
- 4.18 A Data Working Group and Communication Working Group have also been established to support the work of the Road User Working Groups. The Data Working Group has a critical role in informing the

activities of the Road User Working Groups. The Data Working Group is responsible for collating and analysing data and evidence from a variety of sources to:

- Identify casualty problems.
- Bring understanding as to why these collisions occur.
- Inform intervention design and delivery.
- Design and commission evaluations.

4.19 Working groups are able to request funding to design and deliver road safety initiatives. Funding bids and accompanying logic models are presented, firstly to the Operational Group and then the Strategic Board for approval.

4.20 The Communication Working Group will co-ordinate and share communications. It will create and manage the communications calendar, ensuring messages are time-sensitive and align with other Partnership activities.

5. Consultation

5.1 The Partnership review was undertaken by Tanya Fosdick, Head of Research at Agilysis and Iain Temperton, Road Safety Specialist at Traject. Both Ian and Tanya have a wealth of experience in the field of road safety, including Partnership management, research and evaluation and strategic planning.

5.2 Representatives of Partner organisations, both at officer and manager level, were interviewed individually to understand their future vision for the Partnership. The interviews identified strengths and weaknesses, opportunities, and barriers of current working practices. The feedback from the interviews were thematically analysed to build a picture of how the Partnership operated currently and where it should be headed.

5.3 The local community was also consulted through a public survey. There were 1,352 responses, with 85% of these living in Derbyshire and 68% regularly driving on local roads. Respondents were asked to rank several local issues, where 'road safety' was placed in the top position, followed by 'crime' and 'anti-social behaviour' When asked what road safety issue should be of high priority, the following issues were the highest five:

1. Speeding
2. Road maintenance
3. More police enforcement

- 4. Drink-drug driving
- 5. Mobile phone use

5.4 These priorities demonstrate the benefits of a Partnership approach. No one organisation can tackle these issues alone.

- 94.6% live in Derby and Derbyshire.
- 43.1% work in Derby and Derbyshire.
- 67.7% regularly drive in Derby and Derbyshire.
- Road safety is their top priority for their community over Crime.
- Speeding is the top road safety priority, followed by road maintenance.
- 480 have personally been involved in road safety activities of some sort.

6. Alternative Options Considered

6.1 Not approve the new strategy – However, approval will give the Partnership focus and clarity in the way it delivers road safety to the communities it serves.

6.2 Amend the 2030 casualty reduction target – the target must be realistic and not too far reaching given that the Council already has a relatively low base figure. Approving the target will allow the Partnership to focus its activities, prioritise its actions and acts as a means of checking progress against previous casualty reduction targets.

7. Implications

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

8. Background Papers

8.1 Derbyshire and Derby Road Safety Partnership ‘Our Strategy to 2030 – Moving forward, safer together’.

9. Appendices

9.1 Appendix 1 – Implications.

9.2 Appendix 2 - Derbyshire and Derby Road Safety Partnership ‘Our Strategy to 2030 – Moving forward, safer together’.

10. Recommendations

That Cabinet:

- a) Approves the new Derbyshire and Derby Road Safety Partnership Strategy set out at Appendix 2 to this report.
- b) Agrees to a new Derbyshire killed and seriously injured (KSI) road casualty reduction target for the year 2030, of 33% of the baseline mean annual KSI figure for the five-year period 2015 to 2019.

11. Reasons for Recommendations

- 11.1 Approval will give the partnership focus and clarity in the way it delivers road safety to the communities it serves.
- 11.2 Approving the target will allow the partnership to focus its activities, prioritise its actions and acts as a means of checking progress against previous casualty reduction targets.

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

- 12.1 No.

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Implications

Financial

- 1.1 Derbyshire and Derby Road Safety (DDRSP) is funded by the DDRSP reserve held by the Place Department. The reserve is made up of the annual surplus generated by the Casualty Reduction Enforcement and Support Team (CREST) and contributions from both Derby City and Derbyshire County Council.

Legal

- 2.1 As stated within the main report.

Human Resources

- 3.1 None.

Information Technology

- 4.1 None.

Equalities Impact

- 5.1 The working groups arrangement, explained in the main report, is designed to focus on particular road safety risks for young and older age drivers and vulnerable road user groups

Corporate objectives and priorities for change

- 6.1 This proposal will help deliver the following Council Plan priorities: Resilient, Healthy and Safe Communities; High Performing, Value for Money and Resident-Focused Services; A Prosperous and Green Derbyshire.

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

- 7.1 None.