



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

**REPORT TO CABINET MEMBER FOR HIGHWAYS, ASSETS AND
TRANSPORT**

12 September 2023

Report of the Executive Director - Place

Derby and Derbyshire Annual Casualty Report 2022
(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 the Cabinet Member's approval to publish the 2022 Derby and Derbyshire Annual Casualty Report on the Council's website and in printed form.

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 Derby and Derbyshire 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 2015 and 2019. 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 the Covid 19 pandemic, casualty figures were significantly reduced. However, in 2022, casualty numbers rose significantly. In total, there were 2,550 casualties, which is 7% above the 2015-2019 average
- 4.5 In 2022, across the DDRSP area (covering both the County and City Council's areas), KSI casualties increased to 15% above the 2015-2019 average, therefore not on track to meet the casualty reduction target of a 33% reduction in KSI casualties by 2030.
- 4.6 KSI casualties in Derbyshire County Council rose significantly in 2022 to their highest level since 2014. They were 14% above the 2015 -2019 average and therefore not on track to meet the 2030 target.
- 4.7 In 2022, KSI pedestrian casualties were at a similar level to 2021. During 2022, slight pedestrian casualties were at their highest level since 2014. There were 5 fatal and 68 serious pedestrian casualties. These were 3% above the 2015-2019 average. There were 355 pedestrian casualties in total.
- 4.8 In 2022, older pedestrian KSI casualties (60 years and over) comprised 15% of all pedestrian casualties but 23% of all KSI pedestrian casualties. Child casualties also comprised 27% of all pedestrian casualties and 23% of all KSI pedestrian casualties
- 4.9 Motorcycle casualties increased again in 2022 to the highest number in the last 6 years. There were 9 fatal and 121 serious motorcyclist casualties. This was 18% above the 2015-2019 average.
- 4.10 In 2022, casualties on small motorcycles were at their highest level in the last 5 years and made up 36% of all motorcyclist casualties. Casualties on large motorcycles made up 41% of all motorcyclist casualties and were at their highest level since 2014. The proportion of KSI casualties injured on larger bikes was higher, making up 50% of all casualties.

- 4.11 KSI pedal cyclist casualty numbers have remained at a similar level for the last few years. In 2022, slight pedal cyclist casualty numbers were the same as in 2021, the highest level in the last 5 years.
- 4.12 There was 1 fatal and 43 serious pedal cyclist casualties. This was 6% below the 2015-2019 average. There were 238 pedal cyclist casualties in total.
- 4.13 In 2022, there was 1 fatal and 24 serious child casualties. This was 16% below the 2015-2019 average. There were 214 child casualties in total. Half of all child casualties were male and half female.
- 4.14 In 2022, there was 1 fatal and 30 serious young car driver casualties. This was 28% above the 2015-2019 average. There were 225 young car driver casualties in total. Nearly two thirds of young car driver casualties are male.
- 4.15 Nationally, casualty statistics have been heavily impacted by the Covid-19 pandemic, with lockdown periods leading to a reduction in traffic on the roads. As 2021 had a lockdown, in 2022 the Council has seen an increase not only in fatalities, but also KSIs, and the total number of casualties. Nationally, provisional estimates show there were 1,695 road deaths in Great Britain during 2022, a year-on-year rise of 9%.
- 4.16 Detailed analysis of trends and patterns allows consideration of where to focus casualty reduction efforts. Interventions will include engineering improvements, education initiatives and enforcement, with contributions from all DDRSP partners.
- 4.17 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. County Rider provides pedal cyclist training for adults. Driving Safer for Longer sessions are held, providing advice and support for older car drivers aged 50 and over. First Gear is a training course providing pre-driver training for 15–17 year olds.
- 4.18 The next few years will see safety improvements enabled from the Department for Transport (DfT) Safer Roads Fund 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.

- 4.19 Speeding continues to be an issue both locally and nationally. National figures show that on roads with a 30mph maximum, 50% of car drivers drove faster than the speed limit. To deal with this issue locally, additional measures, such as behavioural change/educational initiatives, will be implemented with funding from DDRSP, along with continued enforcement to deal with speeding. A 12-month trial is also underway to test the effectiveness of interactive Speed Indicator Devices (SIDs). The trial is a partnership between the Council and the County's Police and Crime Commissioner.
- 4.20 Detailed analysis of trends and patterns allows consideration of where to focus casualty reduction efforts. Interventions will include engineering improvements, traffic regulation (for example to create 20mph zones) and associated signage, education initiatives and enforcement, with contributions from all DDRSP partners.
- 4.21 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.
- 4.22 It is proposed that the Casualty Report will be available to all on Road Safety Partners websites, including the County Council's website with the Cabinet Member's approval as recommended. Printed copies will be available for distribution to key officers where required.

5. Consultation

- 5.1 Not required.

6. Alternative Options Considered

- 6.1 Not publish the document as recommended - However, publication ensures that the information it contains on road traffic collision trends is accessible to the general public.

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. Recommendation

That the Cabinet Member:

- a) Approves the publication of the Derby and Derbyshire Casualty Report 2022 on the Council's website and in print.

11. Reason for Recommendation

11.1 The Casualty Report provides information on road traffic collision trends that is suitable for the recommended publication.

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 None considered to arise from the publication as recommended because publication through the Council's website will accord with Accessibility Regulations.

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.