ITEM 6

**PLANNING AND ENVIRONMENT COMMISSION
21 NOVEMBER 2005**

Report of the Director of Development and Cultural Services

Casualty Reduction Targets and Strategies

RECOMMENDATION

1. To note the report.

SUPPORTING INFORMATION

2.1 The government require local highway authorities to monitor road casualties, identify improvement programmes and seek casualty reduction solutions.

2.2 The government's road safety strategy sets out road casualty reduction targets for 2010 as follows:

- to reduce deaths and serious injuries by 40% from the 1995 - 1998 baseline average

- to reduce child deaths and serious injuries by 50% from the 1995 - 1998 baseline average

- to keep slight injuries well below the increase in traffic

Our performance against these targets is shown in appendix 2.

2.3 We have used these targets to prepare interim milestone targets for each calendar year. Performance Eye is used to monitor progress on a quarterly basis using the following indicators.

- the number of people killed or seriously injured (KSI) on Derby's roads each year
- the percentage change in KSI's over previous years
- the percentage change in KSI's over the 1995 – 1998 baseline average
- the number of children killed or seriously injured on Derby's roads each year
- the percentage change in child KSI's over previous years
- the percentage change in child KSI's over the 1995 – 1998 baseline average
- the number of people slightly injured on Derby's roads each year
- the percentage change in the number of slight injuries over previous years
- the percentage change in the number of slight injuries over the 1995 – 1998 baseline average

2.4   Derbyshire Constabulary record all road injury collisions in Derby that are reported to them. This information is passed on monthly to the Council and plotted onto a shared geographical information system. This information is made available to a large number of highway and road safety officers. This enables staff and our road safety partners working on casualty reduction strategies to analyse existing data. We are then able to put forward engineering and road safety solutions through the local transport plan annual capital and revenue programmes.

2.5   In addition we have agreed a new Local Public Service Agreement based on casualty reduction. We aim to stretch our existing target in an effort to reduce the number of people being killed or seriously injured by a further 15 casualties or more over the next three years.

2.6   Casualty reduction remains a cornerstone of the Local Transport Plan. We work very closely with our partners, the Police, Health Authorities, the County Council, the Highways Agency and Government Office to develop local, regional and national road safety and casualty reduction programmes.

We continue to:

- deliver road safety education awareness campaigns to encourage safer attitudes and behaviour from all road users

- develop effective speed management programmes to control excessive speeds which we know may lead to injury collisions or contribute to their severity

- provide driver, cyclist and pedestrian training and improvement programmes to enhance peoples skills and behaviour

- introduce specific engineering solutions to treat locations and routes with poor road injury collision records

- undertake safety audits of new developments to iron out any potential road safety hazards before they are built

- ensure roads, footways and paths are as well maintained as possible to avoid unnecessary dangers

IMPLICATIONS

Financial

1.   None.

Legal

2.   None.

Personnel

3.   None.

Equalities impact

4.   Effective scrutiny is of benefit to all Derby people.

Corporate objectives and priorities for change

5.   Casualty reduction strategies help to contribute to healthy safe and independent communities.