

## North Yorkshire County Council

### Transport, Economy and Environment Overview and Scrutiny Committee

20 July 2017

### Road Casualties – North Yorkshire

#### Report of the Corporate Director – Business & Environmental Services

#### 1.0 Purpose of Report

- 1.1 To advise Members of the road casualty statistics and activity for 2016 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities and data for 2017 together with a look forward for future road safety delivery.

#### 2.0 Personal Injury Accidents and Casualties up to the end of calendar year 2016

##### 2.1 North Yorkshire – Overview of the County

The key findings are as follows:

- The number of people killed in road collisions reduced from 31 in 2015 to 28 in 2016 (the lowest number since records began in North Yorkshire). The number of fatalities was lower than the baseline average of 39 (a rolling baseline is set on 2011-2015 average).
- The number of people seriously injured increased by 0.5 per cent from 398 in 2014 to 400 in 2016. Since 2008 the number of serious casualties has been reducing but at a smaller rate than previously observed between 1999 and 2007. The number of seriously injured casualties in 2016 was slightly lower than the baseline average of 413.
- The total number of casualties in road collisions reported to the police in 2016 was 2253, down 3 per cent from 2015 but continuing the overall plateau that has been seen since 2011. The number of slight casualties is 2% lower than the 5 year baseline average.
- A total of 1,563 road collisions that resulted in a personal injury were reported to the police in 2016, 3 per cent less than in 2015.
- Total reported child casualties (ages 0-15) decreased by 27 per cent to 182 in 2016. The number of children killed or seriously injured decreased by 50 per cent from 20 in 2015 to 10 in 2016. Further investigation is required to understand this significant change. Sadly, a child was killed in a road traffic collision in the summer of 2016, the first since 2012.
- There were 4 pedestrian deaths in 2016, compared to 3 in 2015, however the number of seriously injured pedestrians decreased by 20 per cent to 28. There were a total of 162 reported pedestrian casualties in 2016, an increase of 5 per cent in comparison to 2015.
- The number of cyclists killed decreased from 4 in 2015 to 1 in 2016, whereas the number of pedal



cyclists reported to the police as seriously injured increased from 53 to 59. This has continued the gradual upward trend in cyclists reported as seriously injured; this trend appears to have started in 2004, though it did reduce in 2010 and 2015.

- The number of motorcycle riders killed reduced from 12 in 2015 to 8 in 2016. The number of riders reported as seriously injured increased by 18 per cent from 102 in 2015 to 125 in 2016. Total reported motorcycle casualties stayed the same as in 2015 at 267 casualties. It is encouraging that there were fewer motorcyclist fatalities, however, as we see annual fluctuations in the casualty figures we remain cautious and continue to prioritise work with this vulnerable road user group.

2.2 The charts below show the number of casualties, by severity, for the period covering 1990 – 2016.

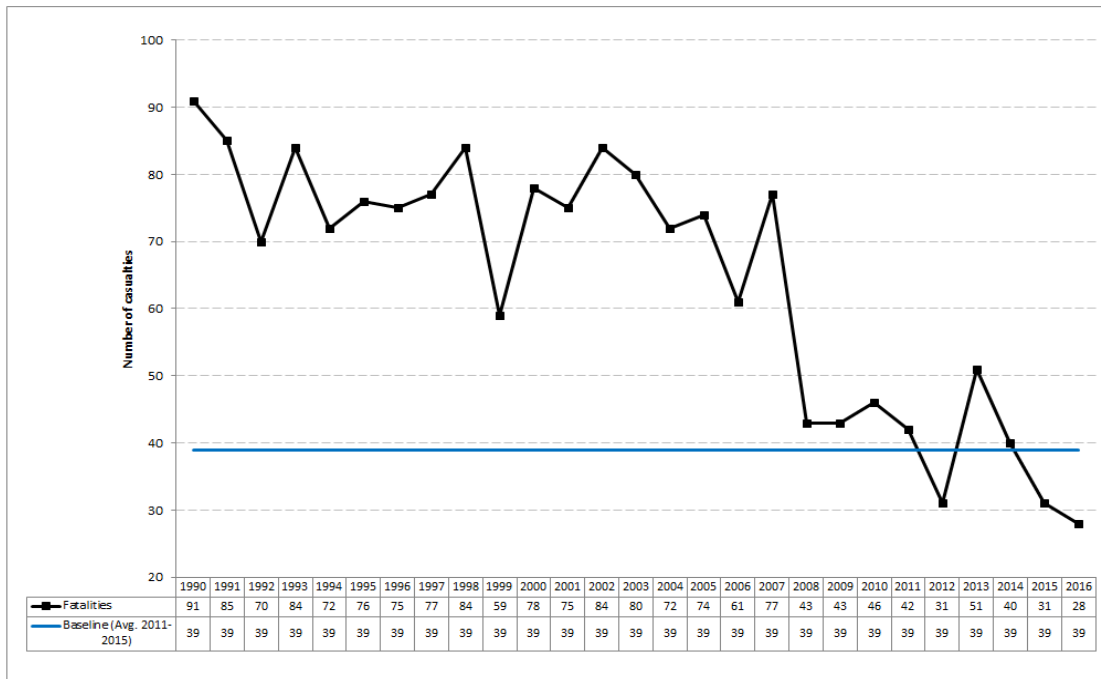


Figure 1 - Fatalities in North Yorkshire: 1990-2016 provisional  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

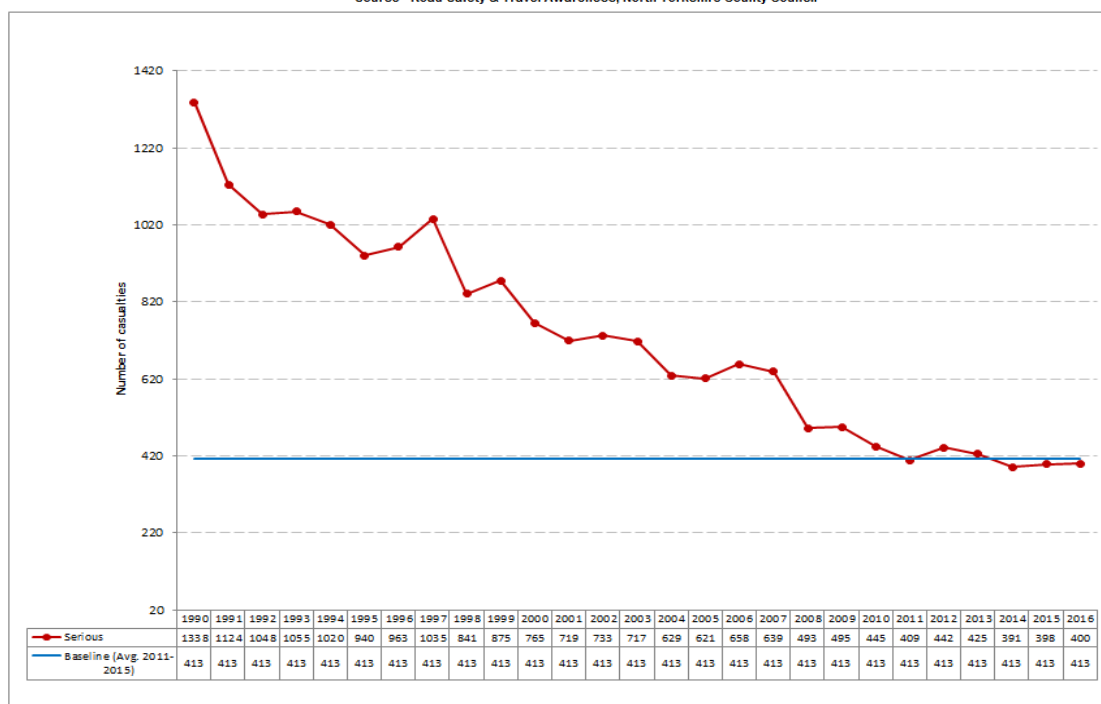


Figure 2 - Seriously injured casualties in North Yorkshire: 1990-2016 provisional  
Source - Road Safety & Travel Awareness, North Yorkshire County Council

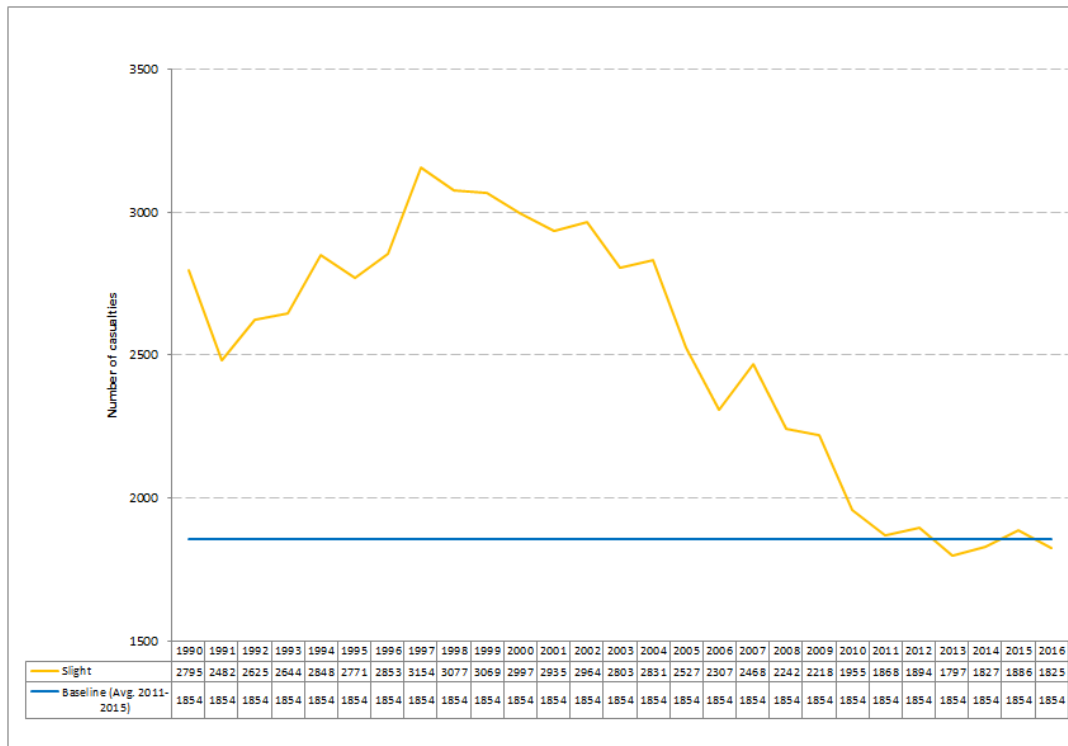


Figure 3 – Slightly injured casualties in North Yorkshire: 1990-2016 provisional  
Source – Road Safety & Travel Awareness, North Yorkshire County Council

### 3.0 Personal Injury Collision and Casualties in 2017 - Provisional

3.1 To date in 2017 there have been 11 fatalities on the roads of North Yorkshire. These fatalities will still need to be heard at the coroner’s court so this number is provisional and subject to change. Currently this number is very similar to the numbers seen in 2016.

3.1.1 To the end of March 2017 there have been 51 seriously injured casualties, a reduction on the 89 recorded in the previous year.

3.2 There have been 314 slightly injured casualties to the end of March 2017, a reduction from 461 in the previous year.

### 4.0 Road Safety Engineering during 2016

4.1 For the purpose of road safety engineering, North Yorkshire County Council employs a range of methodologies to identify the highest priority safety engineering schemes. Typically, these include route studies, fatal collision investigations, cluster site analysis (based on three full years of collision data) and in-year cluster site analysis (based on one rolling year of collision data). It is on cluster sites where most of the funding has historically been invested.

#### 4.2 Cluster sites

Engineers have undertaken preliminary studies of collision cluster sites. A cluster site is one where the number of recorded collisions over the preceding three calendar years exceeds a set threshold. This set threshold is currently three personal injury collisions so we investigate sites with four or more collisions within a 50m search radius for urban sites and 100m radius for rural locations. Urban sites are classed as 40mph and under.

#### 4.3 Route Studies

As personal injury collision numbers have fallen significantly over recent years there are fewer cluster sites (with fewer collisions) emerging. A further limiting factor in the

effectiveness of cluster sites is that their identification is based purely on accident 'frequency' and therefore, no account is taken of 'risk', in terms of accidents relative to traffic flow (i.e. accident rate). For example, the number and severity of injury collisions recorded at sites A and B may be the same, but site A may be carrying double the traffic than site B. In cluster site analysis terms, both sites would be ranked equally, despite accident risk at Site B being twice that of Site A.

- 4.3.1 Routes of concern are highlighted through the use of our route analysis tool which is based on spatial statistics. The top 30 'statistically significant' sections of 'A' and 'B' Class Roads are highlighted for detailed investigation. The Route analysis tool does not take traffic flow into account.
- 4.3.2 Identifying locations with the poorest collision histories through cluster site analysis will continue to form an important part of the scheme identification process. However, supplementing these existing techniques with methodologies that represent latest best practice is considered appropriate.

#### **4.4 Temporary Vehicle Activated Signs**

Speeding traffic remains a major concern for local communities in North Yorkshire and the 95 Alive Road Safety Partnership Speed Management Protocol (SMP) sets out the process through which concerns can be raised, investigated and addressed. There is a need to address low level speeding issues raised through the SMP process that are not sufficiently severe or frequent to warrant engineering, educational or enforcement interventions but are nonetheless a concern for the local residents. To try to help with this, the County Council has purchased 30 temporary vehicle activated signs (speed limit reminder type signs) and they have been offered to a number of communities for deployment. The participating communities fund the installation and rotation costs of the signs and they also pay for the officer time involved.

- 4.4.1 The demand for the signs now exceeds the resources and all 30 signs are fully utilised. However, additional communities still have the opportunity to participate in the scheme if they are willing to pay a sum equivalent to the cost of a sign as well as the other costs involved.

#### **4.5 Road Safety Audits**

To identify potential road safety concerns with improvement schemes on the highway the traffic engineering team undertakes a number of Road Safety Audits throughout the year. Road Safety Audits are undertaken on highway improvement schemes which meet the criteria outlined in the Council's Road Safety Audit protocol. The audit aims to identify any potential road safety problems during the design, implementation and post construction of the scheme. They are undertaken by specially qualified and experienced engineers, for schemes both by commercial developers and the council itself. A Road Safety Audit report is produced at various stages of the design process and where necessary recommendations are presented to the project sponsor for consideration. All costs for audits undertaken for developers are fully recovered.

### **5.0 Road Safety Education, Training and Information**

#### **5.1 Children - Primary School Education.**

Resource packs for Primary and Secondary Schools continue to be developed to enable teachers in schools to deliver road safety education as part of the core Primary and Secondary School curriculum in North Yorkshire at every Key Stage. Whether or not they do so is at the discretion of each head teacher and officers from BES are working with colleagues in Children and Young Persons Service to encourage take-up.

- 5.1.2 Information and resources were sent to all primary schools in the county for Walk to School Week in May and School Walking Month in October. Brisk walking contributes to children's recommended 1 hour daily physical activity and for adults, 5 x 30 minutes of weekly activity. Walking is the perfect opportunity for children to learn road safety skills and develop an awareness of their local area, preparing them for future independent travel.
- 5.1.3 The Junior Road Safety Officer (JRSO) programme is offered to all primary schools. Two Year 5 JRSO's are appointed at each school, who lead on whole school road safety activities, supported by the Area based Road Safety Officers. Currently, fifty schools participate annually and a recruitment initiative will commence in September.
- 5.1.4 Following a pilot project in 2015, a transition to high school project has been rolled out across the county. Bespoke magazines and lesson plans were distributed to 4000 students in participating schools. This represents approximately 68 per cent of Year 6 Students. The programme focuses on safer journeys to school as many children start to travel independently for the first time.

## 5.2 **Children - Secondary School Education.**

The road safety team organised and delivered the 'Drive Alive' event to eight selected secondary schools to address young drivers', potential drivers' and passengers' risks and responsibilities. Throughout the day students take part in interactive workshops with members of the road safety team, North Yorkshire Police, North Yorkshire Fire & Rescue, the Great North Air Ambulance, and a drink / drugs driving specialist. The event is drawn together by a final presentation and testimony from David and Janet Warin – a local couple from Pickering, whose son, Daniel, died in an unexplained crash that didn't involve any other vehicles, very shortly after he had passed his driving test.

- 5.2.1 Learn and Live, a whole school Year 12 presentation was delivered in six schools. This programme focuses on hazards associated with driving that are particularly relevant to new drivers, such as the effects of drug driving, passenger distractions and speeding issues. The presentation not only highlights relevant hazards, but offers coping strategies to reduce the risks and avoid risky situations.

## 5.3 **Young Drivers**

The Enhanced Pass Plus programme commissioned and delivered by the NYCC Road Safety team has been promoted to young, novice drivers, their parents and driving instructors. The programme includes a number of practical driving lessons when young drivers experience motorways, city driving and other more advanced challenges whilst accompanied by a specially trained driving instructor. The Road Safety Officer leads the compulsory workshop session in which the new drivers analyse crashes, explore attitudes, perceptions and risky behaviours in themselves and their passengers and peer groups and work out how to anticipate and avoid risky situations developing.

- 5.3.1 This initiative is jointly funded from council road safety funding and by Public Health North Yorkshire and also by the young drivers/parents themselves.

## 5.4 **Motorcyclists**

Regular engagement events take place throughout the motorcycling season at Oliver's Mount races in Scarborough as well as at popular local cafes and meeting places. The motorcyclists appreciate and respond to this approach and animated discussions often take place! We are increasingly hearing the majority of motorcyclists condemning and disassociating themselves from the few who ride dangerously and at extreme speeds. This is welcome evidence that our programme to distinguish between the majority of bikers who are at risk of making a mistake and the reckless minority is working. This makes that majority more receptive to

information and advice from us and the resistant remainder are dealt with by the police.

## **5.5 Cyclists**

Following the Tour de France and Tour de Yorkshire, cycling continues to grow in popularity as a sport and as a leisure activity. Regrettably the numbers of cyclists injured also continues to show a steady increase. In 2016, increased staff time and resources were committed to help address this issue.

5.5.1 The programme includes social media content, car stickers, advertisements, advice leaflets and posters targeting drivers, cyclists and motorcyclists. This programme has received positive responses and we are developing further use of it for 2017 in support of the continuing focus on cycling we expect from the Tour de Yorkshire.

5.5.2 A series of face to face engagement events, similar to those with motorcyclists are being delivered during the year at cycle events and cafes popular with cyclists.

5.5.3 A core programme will be provided from council road safety funds with additional funding to expand the scope being sought from appropriate sources, including the 95 Alive partners, Public Health and Welcome to Yorkshire.

## **5.6 Older People**

A number of Older Drivers presentations (aimed at the over 50's) were held around the county, to support safe, independent travel for this growing sector of the population, including at the University of the Third Age, and carers support groups. Refresher drives are offered (currently free of charge) to those who want to obtain an appraisal of their driving and learn hints and tips to make driving more enjoyable as well as safer. This programme is jointly funded by the Police and Crime Commissioner through 95 Alive and North Yorkshire Public Health. It aims to keep people driving and independent for as long as they can safely do so.

## **5.7 Drivers at work**

The Driver Training Officer (DTO) continues to work with local businesses to promote best practice in mitigating occupational road risks, including AmeyCespa the contractor delivering the Allerton Waste Recovery Park project.

5.7.1 In 2016 the Driver Training Officer developed a number of training programmes and post incident assessments services for NYCC staff. In particular the development of training for "grey fleet" drivers, such as Health and Adult Services staff who transport customers in their own cars and fleet MPV vehicles.

5.7.2 The Driver Training Officer is also working with Health and Safety and Fleet management colleagues to further develop our driving at work policies.

## **6.0 Speed Management**

6.1 The Speed Management Protocol (SMP) continues to provide a valuable service to customers who have concerns about speeding issues in their communities.

6.2 In the five years to 31 December 2016, that the Speed Management Protocol has been operating, 1268 reports have been received, analysed and responded to. Half of these reports come from within the Harrogate District. On average 90 per cent of all assessments do not identify a speeding issue that requires action. However, for assurance, the communities are offered the Community Speed Watch scheme.

- 6.3 North Yorkshire Police piloted a Community Speed Watch programme in four areas during 2015. This scheme uses police volunteers and members of the local community who are prepared to take time to be trained in the use of either a Matrix interactive speed sign or Laser speed gun device and to then monitor and report on the speeds of vehicles at places where they have concerns about traffic.
- 6.4 The Community Speed Watch programme has now been rolled out across the whole of the county and added to the range of potential SMP outcomes following an assessment. It will offer an additional option of supported self-help at sites where the speed of traffic is of concern for local communities but is not sufficiently high or severe to warrant further intervention by the council or partner agencies.

## **7.0 Future of Road Safety Delivery**

- 7.1 As a Local Highway Authority, the council has statutory duties under the Road Traffic Act 1988, s39, which states that it "...must prepare and carry out a programme of measures designed to promote road safety and may make contributions towards the cost of measures for promoting road safety taken by other authorities or bodies". It must also analyse collision and casualty data and "develop appropriate remedial programmes of engineering and education, information, training and publicity".
- 7.2 A formal Service Level Agreement for the delivery of a road safety education programme was agreed with the Director of Public Health in 2015. The Road Safety and Travel Awareness team is currently half way through this five year work programme.
- 7.3 The Road Safety and Travel Awareness team and 95 Alive Partnership continue to receive annual funding from the Police & Crime Commissioner for North Yorkshire.
- 7.4 There are shared and complementary interests both across and within 95 Alive partner organisations, and officers are working with colleagues across organisational boundaries to exploit opportunities for mutual benefit with an agreed joint action plan. In 2016, in conjunction with Public Health colleagues, a five year Safer Roads, Healthier Lives Strategy was published.

## **8.0 Equalities Implications**

- 8.1 As the report's recommendation asks Members to note the contents and does not ask for a decision, it will have no equality impact.

## **9.0 Financial Implications**

- 9.1 Consideration has been given to the potential for any financial implications arising from the recommendation. It is the view of officers that the recommendation does not have a financial impact.

## **10.0 Legal Implications**

- 10.1 Consideration has been given to the potential for any legal impact arising from the recommendation. It is the view of officers that the recommendation does not have a legal impact.

**11.0 Recommendation**

- 11.1 It is recommended that Members note the figures for collisions and casualties on the roads of North Yorkshire and the actions being taken to improve safety.

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Background documents: None