

## North Yorkshire County Council

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

12 July 2018

### Road Casualties – North Yorkshire

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

#### 1.0 Purpose of Report

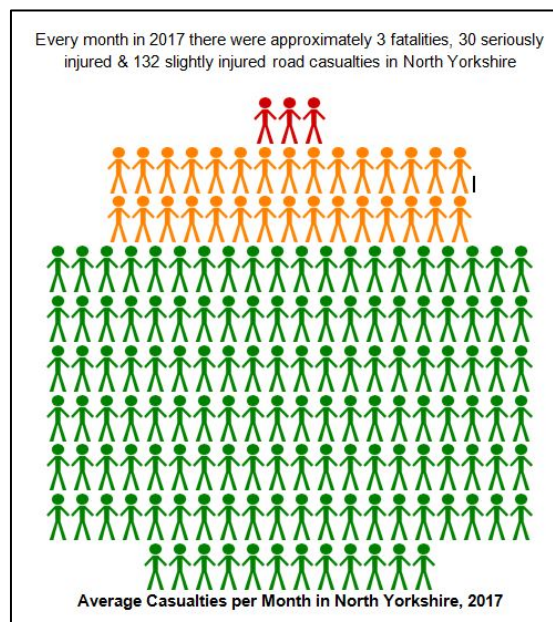
- 1.1 To advise Members of the road casualty statistics and activity for 2017 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities and data for 2018 together with a look forward for future road safety delivery.

#### 2.0 Personal Injury Accidents and Casualties up to the end of calendar year 2017

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

The key findings are as follows:

- A total of 1,428 road collisions that resulted in a personal injury were reported to the police in 2017, 9 per cent less than in 2016 (1560).
- The total number of casualties in road collisions reported to the police in 2017 was 2005, down 12 per cent from 2016 (2250) and continuing the overall downward trend since 2011.
- The number of people killed in road collisions increased from 28 in 2016 to 41 in 2017. The number of fatalities was higher than the baseline average of 39 (a rolling baseline is set on the 2012-2016 average). It is noted that the number of fatalities in 2016 was the lowest on record since 1990 and that the 2017 fatalities are similar in number to the previous base line average of 39.
- The number of people seriously injured decreased by 9 per cent from 403 in 2016 to 370 in 2017. The number of seriously injured casualties in 2017 was slightly lower than the baseline average of 413.
- The total number of slight casualties was 1594 in 2017, reduced by 14 per cent from 1819 in 2016.
- Total reported child casualties (ages 0-15) increased by 11 per cent from 128 in 2016 to 146 in

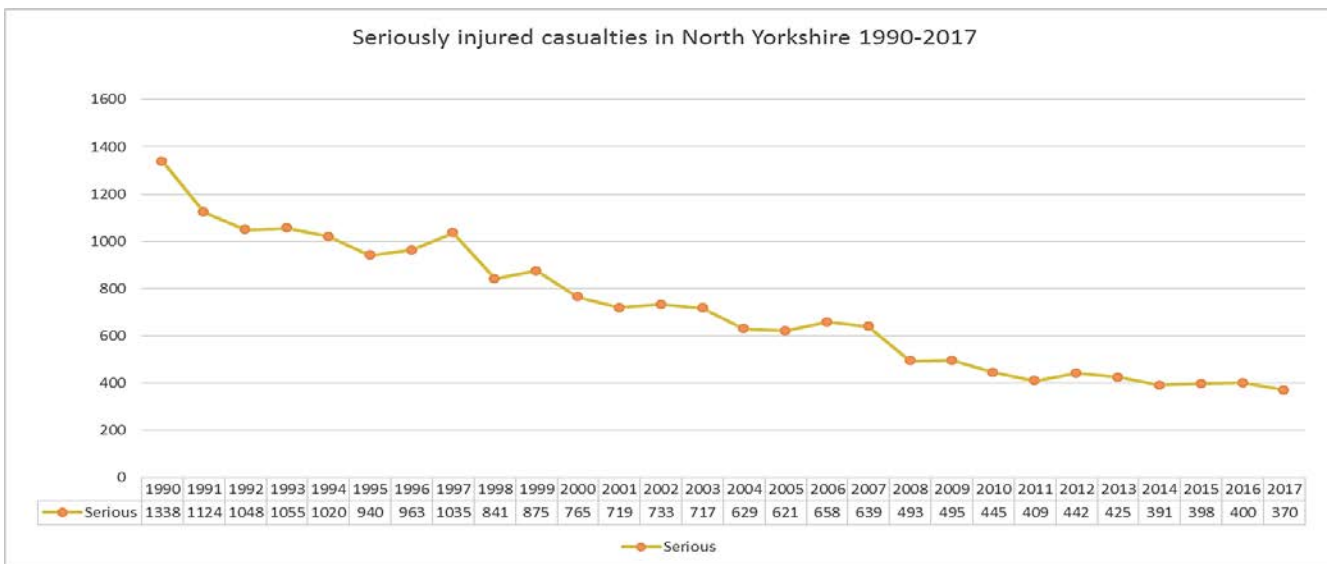
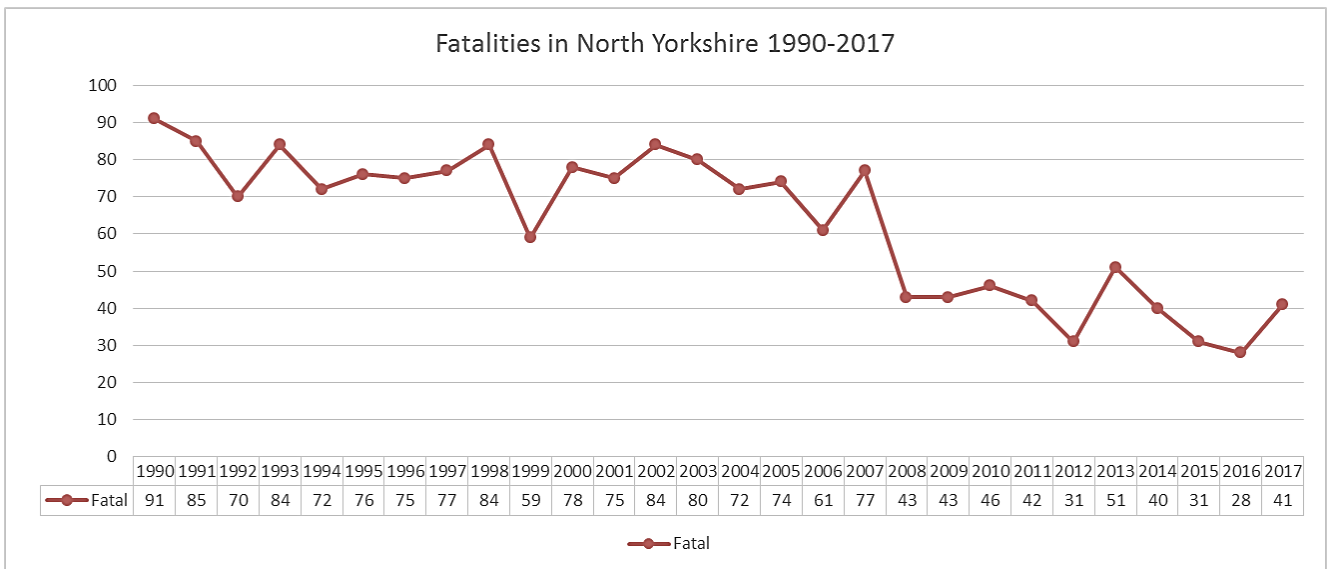


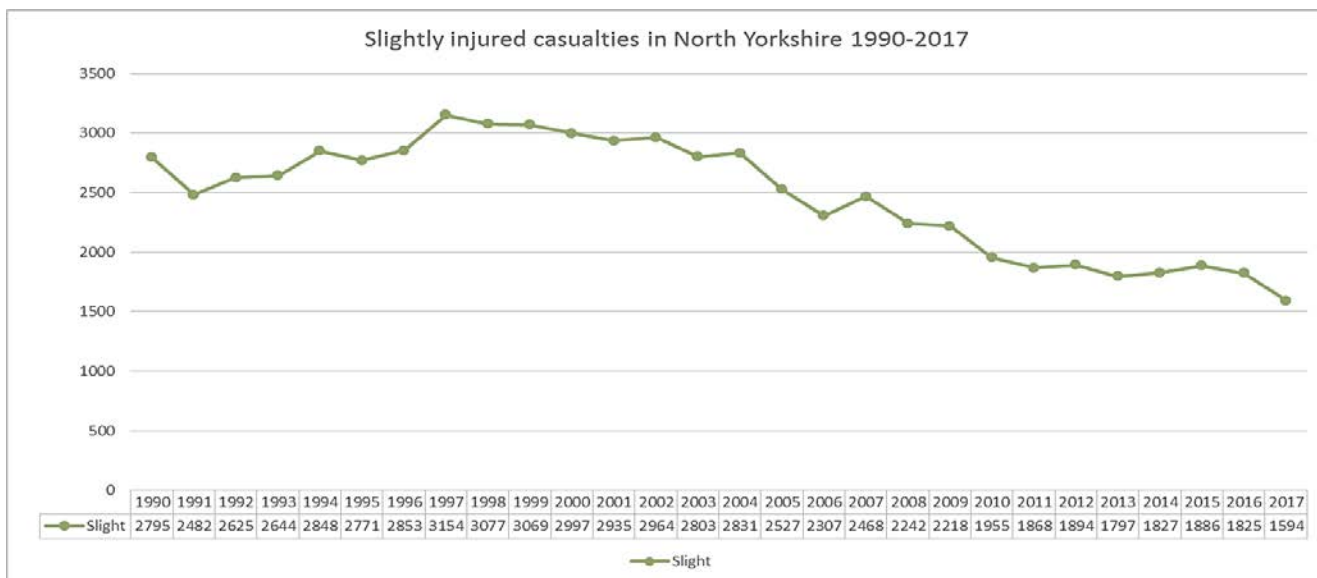
2017. 2016 saw a significant reduction in child casualties compared to the previous baseline average of 175 and 2017 follows the downward trend in child casualties.

- The number of children killed or seriously injured increased from 10 in 2016 to 22 in 2017 but continues the downward trend in child casualties (in 2016 the figure was less than half the baseline average of 23). Sadly, 3 children were killed in two road traffic collisions in 2017. The first collision, in September 2017, occurred at Byram near Knottingley. A 12 year old girl had alighted from a bus on her journey home from school. The girl crossed the road at the rear of the bus into the path of a car driven by a man tested positive for alcohol. There were no recommendations for further action as a result of the fatal collision investigation. The second collision, also in September 2017, involved a car travelling along the M62 near Eggborough which suddenly veered across the motorway, coming to rest in a ditch. Sadly, a one year old boy and a one year old girl were killed in the collision. The M62 forms part of the strategic Roads Network and is managed by Highways England, therefore the Fatal Collision investigation did not recommend any actions for North Yorkshire County Council. Further details of the County Council's Fatal Collision Investigation process can be found in section 4.2 of this report.
- In addition to the tragic death of a child at Byram already discussed above, there were a further 9 pedestrian deaths in North Yorkshire during 2017, all involving adults, taking the total to 10 pedestrian deaths, compared to a total of four in 2016.  
The adult pedestrian deaths occurred during seven separate collisions and are summarised below:-
  - i. In Northallerton, an elderly woman stepped off the footway into the path of a passing car.
  - ii In Stokesley, an elderly driver reversed out of a parking space into the path of a pedestrian
  - iii On the A64 at Cranbeck, two passengers alight a bus, then cross the road behind the bus and collide with passing car.
  - iv On the A64 at Welburn, two pedestrians on the footway stepped in to the path of an oncoming vehicle.
  - v Near Goathland, an elderly pedestrian stepped off the verge into the path of a passing motorcycle.
  - vi In Leyburn, an elderly driver reversed over a pedestrian.
  - vii In West Heslerton, a pedestrian walking in the road was hit by a passing car.
- The number of seriously injured pedestrians increased to 50, from 28 in 2016. There were a total of 184 reported pedestrian casualties in 2017, an increase of 14 per cent in comparison to 2016 (161). It is noted that the 2016 numbers were significantly lower than the five year baseline average of 173
- The number of cyclists killed increased from one in 2016 to two in 2017, whereas the number of cyclists reported to the police as seriously injured decreased from 59 to 35. This is a change from the gradual upward trend in cyclists reported as seriously injured since 2004.

- The number of motorcycle riders killed reduced from eight in 2016 to five in 2017.
- The number of riders reported as seriously injured decreased by 30 per cent from 125 in 2016 to 96 in 2017.
- The total reported motorcycle casualties were 231 in 2017, down from 251 in 2016. .

2.2 The charts below show the number of casualties, by severity, for the period covering 1990 – 2018.





### 3.0 Personal Injury Collision and Casualties in 2018 - Provisional

3.1 To end of May in 2018 there have been six 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 therefore subject to change depending on the coroner's verdict.

3.1.1 To the end of May 2018 there have been 84 seriously injured casualties and 389 slightly injured casualties.

3.1.2 Currently these numbers are lower than the numbers seen at this point in 2017 which could provide an indication that the 2017 figures were outside the normal range we would expect compared to the base line averages, with a return to the downward trend in 2018.

### 4.0 Road Safety Engineering during 2017

#### 4.1 Road Safety Engineering

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.

4.1.1 During 2017/18 a total of 30 safety schemes were implemented at known personal injury collision locations. These schemes ranged from simple signing/lining alterations to the construction of additional traffic lanes. The cost of these remedial measures ranged from less than £1,000 to £100,000 plus. Projects to tackle problematic sites and routes in 2018/19 highlighted by the previous year's data are currently being designed.

4.1.2 In relation to the development of 20 mph zones and roads in North Yorkshire, we await publication of a review being carried out by the Department of Transport into the effectiveness of these and we will review our current 20 mph speed limits policy once that review is completed.

## 4.2 **Fatal Collision Investigations**

Any death that occurs on the public highway is of concern to all of those, either directly or indirectly, affected. When such an incident occurs it is important that the Highway Authority uses the opportunity to assess the situation and, where appropriate, learn from the incident.

4.2.1 North Yorkshire County Council has a Fatal Collision Procedure which it has adopted with North Yorkshire Police which ensures that that we are informed by the Police at an early stage in the investigation of a road death. This makes sure that every crash location is visited and a report completed by the County Council's Traffic Engineers, detailing the existing situation, and what, if anything can reasonably be introduced to prevent a collision occurring in similar circumstances.

4.2.2 The purpose of the investigation is not to allocate blame to any person or persons involved in the incident. The reports must always be factual on all highways related aspects of the incident. This may imply criticism of the highway infrastructure or the services provided by the Highway Authority. However, any relevant points are always included in the report.

4.2.3 The investigations can result in recommendations aimed at preventing or reducing incidents similar to the fatal collision; incidents similar to other collisions at the site; or other potential incidents. These recommendations are then implemented as soon as practicable.

## 4.3 **Cluster sites**

Council traffic 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.

## 4.4 **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.

4.4.1 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. NB. The Route analysis tool does not take traffic flow into account.

4.4.2 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.

#### **4.5 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 over the following four years. The participating communities fund the installation and rotation costs of the signs and they also pay for the officer time involved.

4.5.1 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.

4.5.2 Following a number of requests by Members and Parish/Town Councils, the NYCC Transport, Economy and Environment Overview and Scrutiny Committee has set up a working group to consider whether the current Vehicle Activated Signs (VAS) protocols should be revised. The main question is whether parishes should be able to purchase their own signs rather than using the NYCC operated scheme. Officers await the recommendations of the review.

#### **4.6 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 Business and Environmental Services 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 one 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 The transition to high school project has been rolled out across the county, with 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 of 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 six 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 dissociating 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. It is encouraging to see the reduction in the numbers of cyclists injured during 2017 compared with previous years and we continue to target staff time and resources 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 in support of the continuing focus on cycling we expect from the Tour de Yorkshire and the UCI world cup in 2018.
- 5.5.2 A series of face to face engagement events, similar to those with motorcyclists were 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

Assessment drives were offered (currently free of charge) to 100 older drivers who wanted 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.

## 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. In July 2017 the protocol was reviewed in response to changes in the administration and the implementation of the Community Speedwatch scheme. As a result of the review, three main changes were implemented.
  - i. The complaint flowchart was simplified and completion duration targets reduced.
  - ii. The Community Speedwatch scheme was adopted as a potential outcome.
  - iii. Speed concern cases are now initially assessed by the Traffic Bureau before sending to local task groups, to improve response times.
- 6.2 In the six years to 31 December 2017, that the Speed Management Protocol has been operating, 1425 reports have been received, analysed and responded to. Half of these reports come from within the Harrogate District and 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 The North Yorkshire Police Community Speed Watch scheme continues across the whole of the county and increases the range of potential SMP outcomes following an assessment. It offers 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. 19 Community Speed Watch programmes were implemented during 2017.

## **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". The team use robust, quality checked data supplied by North Yorkshire Police to undertake detailed analysis of personal injury collisions, which inform both education and engineering programmes.
- 7.2 Alongside a reduced service budget for road safety Education, Training and Publicity (ETP), a formal Service Level Agreement for the delivery of a year road safety education programme was agreed with the Director of Public Health in 2015. The Road Safety and Travel Awareness team is currently in year three of this five year Public Health funded 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, albeit at a much reduced level from previous years.
- 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 Consideration has been given to the potential for any adverse equality impacts arising from this information report. It is the view of officers that this report does not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010. As this report asks Councillors to note the report only, no Equality Impact Assessment document is required.

## **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.

DAVID BOWE  
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3 July 2018

Background documents: None