

North Yorkshire County Council

Transport, Economy and Environmental Overview and Scrutiny Committee

21 January 2021

Road Casualties – North Yorkshire

Report of the Corporate Director – Business & Environmental Services

1.0 Purpose of Report

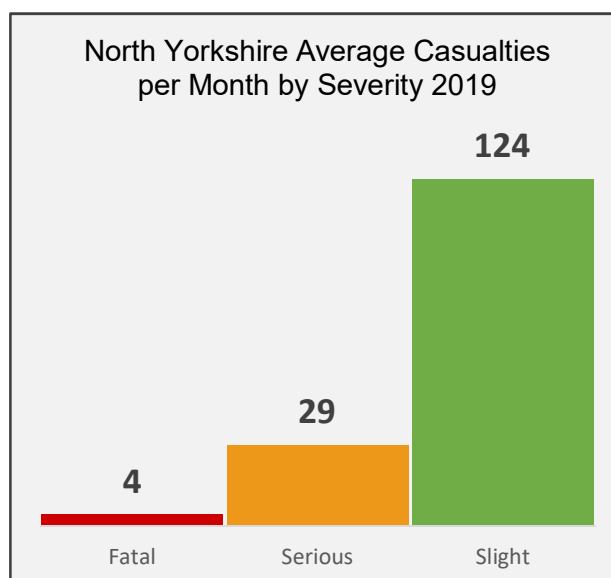
- 1.1 To advise Members of the road casualty statistics and activity for 2019 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities and data for 2019 together with a look forward for future road safety delivery.

2.0 Personal Injury Accidents and Casualties up to the end of calendar year 2019

2.1 North Yorkshire – Overview of the County

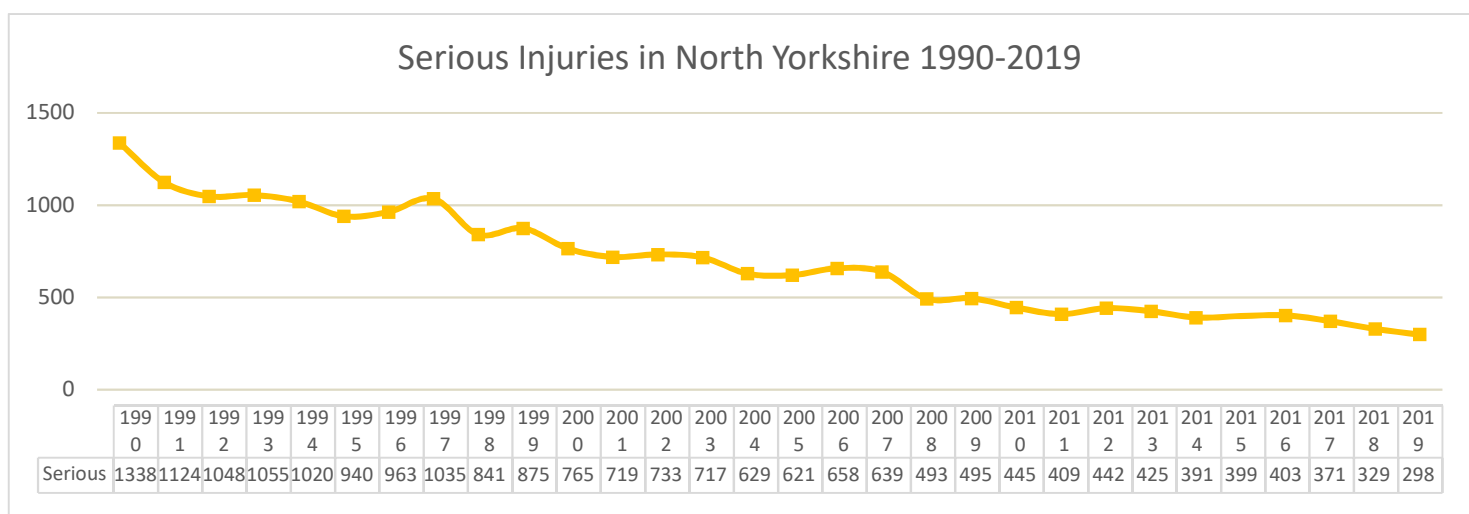
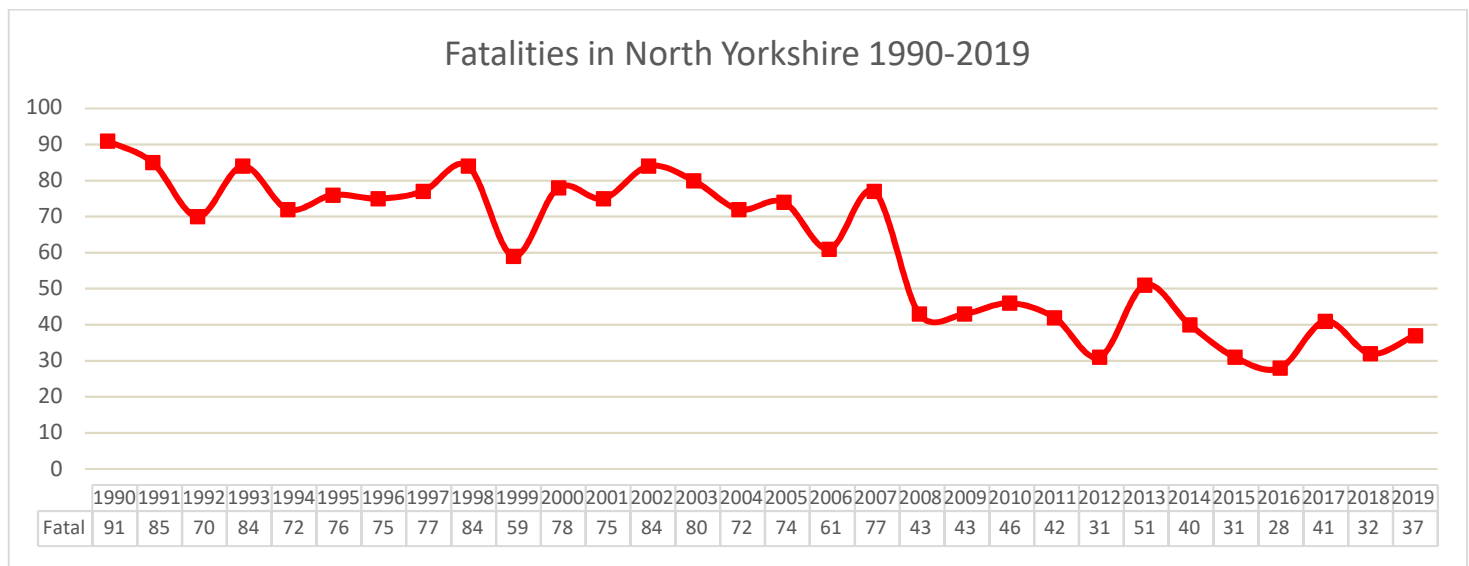
The key findings are as follows:

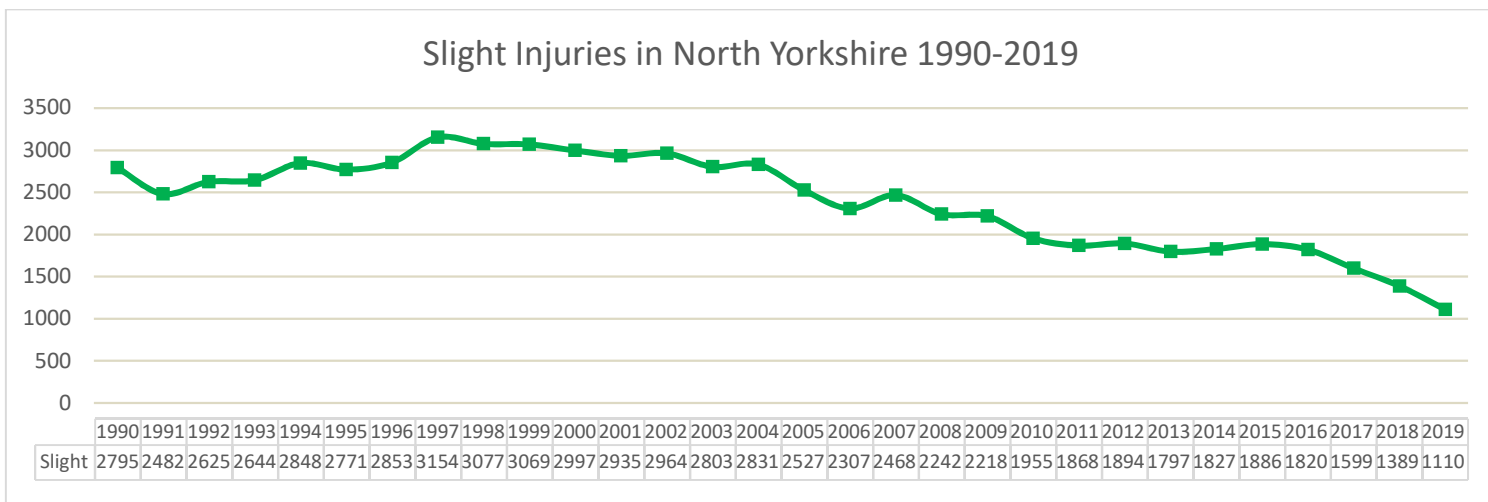
- A total of 1,021 road collisions that resulted in a personal injury were reported to the police in 2019, 17 per cent less than in 2018 (1240).
- The total number of casualties in road collisions reported to the police in 2019 was 1445, down 17 per cent from 2018 (1750) and continuing the overall downward trend since 2002.
- The number of people killed in road collisions increased from 32 in 2018 to 37 in 2019. The number of fatalities was higher than the baseline average of 34 (a rolling baseline is set on the 2014-2018 average).
- The number of people seriously injured decreased by 9 per cent from 329 in 2018 to 298 in 2019. The number of seriously injured casualties in 2019 was significantly lower than the baseline average of 379.
- The total number of slightly injured reduced by 20 per cent from 1389 in 2018 to 1110 in 2019. The number of slightly injured casualties was significantly lower than the rolling average of 1704.
- Total reported child casualties (ages 0-15) decreased by 27 per cent from 111 in 2018 to 81 in 2019. This is 47 per cent less than the rolling five year average of 153.
- No children were killed in road collisions in 2019, compared to 1 in 2018.



- The number of children killed or seriously injured was 17 in 2019, the same number as in 2018.
The number of pedestrians killed in 2019 was 5, compared to 6 in 2018, 11 per cent less than the 5 year rolling average of 6.
- The number of pedestrians seriously injured in 2019 decreased to 25, from 30 in 2018, 38 percent less than the rolling average of 40 per year.
- The number of cyclists killed in 2019 was 2, the same number as in 2018.
- The number of cyclists reported to the police as seriously injured increased from 30 in 2018 to 52 in 2019, a 6 per cent increase on the 5 year average.
- The total reported motorcycle casualties were 229 in 2019, down 2 per cent from 234 in 2018.
- The number of motorcycle riders killed increased from 10 in 2018 to 11 in 2019. This compares to the rolling 5 year average of 10 per year.
- The number of riders reported as seriously injured decreased by 11 per cent from 90 in 2018 to 80 in 2019. This represents a 25 per cent reduction on the 5 year rolling average of 106.

2.2 The charts below show the number of casualties, by severity, for the period covering 1990 – 2019.





3.0 Personal Injury Collision and Casualties to 31st July 2020 - Provisional

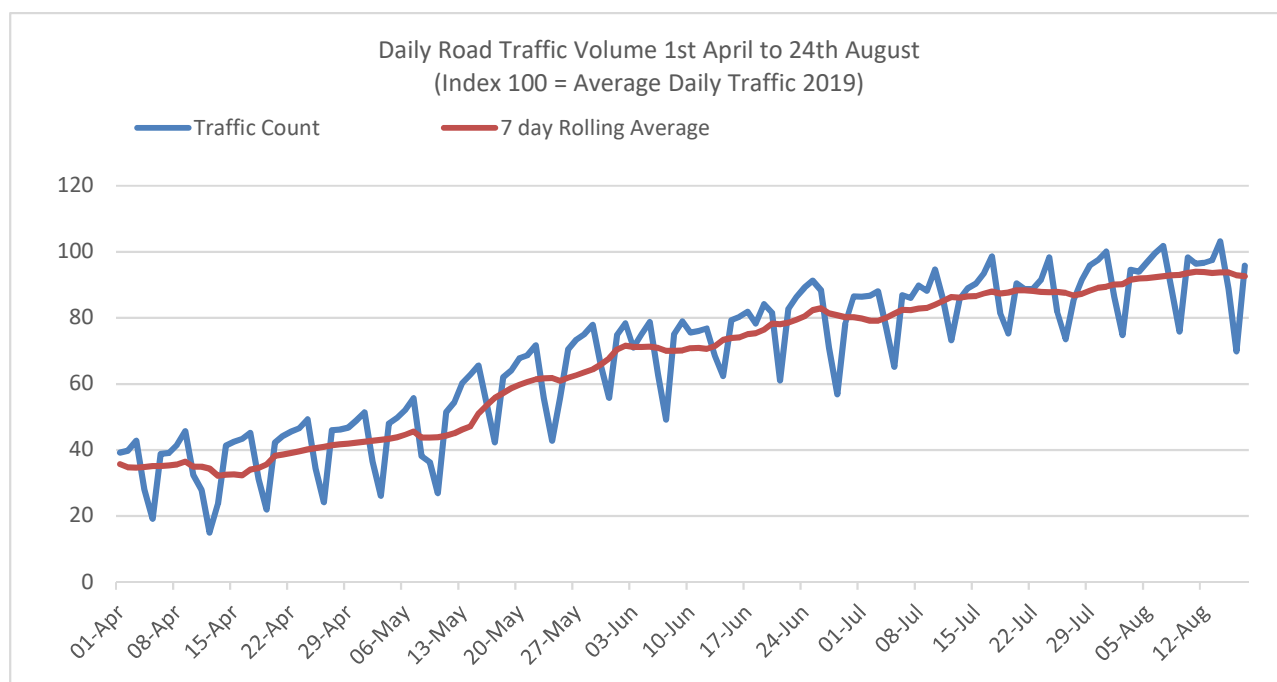
3.1 To end of July 2020 there were 22 fatalities on the roads of North Yorkshire. This compares to 20 fatalities to 31 July 2019.

A number of these fatalities will still need to be heard at the coroner’s court so this number is provisional and may change subject to the coroner’s verdict.

3.1.1 To the end of July 2020 there were 102 seriously injured casualties, compared to 193 at the same point in 2019.

To the end of July 2020 there were 361 slightly injured casualties, compared to 708 at the same point in July 2019

3.1.2 The impact of the Coronavirus restrictions on travel has most likely had a significant impact on these lower numbers in 2020. The graph below for example, shows the daily traffic volume from 1 April 2020 through to 24 August. This clearly illustrates the reduction in traffic levels compared to 2019 volumes. As lockdown restrictions were eased through late spring / early summer traffic volumes increased.



4.0 Road Safety Engineering during 2019/20

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 2019/20 a total of 24 safety schemes were implemented at known personal injury collision locations. These schemes were mainly signing/lining alterations with costs ranging from less than £1,000 to typically £10,000. Projects to tackle problematic sites and routes in 2020/21 highlighted by the previous year's data, are currently being delivered.
- 4.1.2 Following a review carried out by the Department for Transport into the effectiveness of 20mph schemes, the Transport, Economy and Environmental Overview and Scrutiny Committee undertook a review of the current NYCC 20 mph speed limit policy. Subsequently, a report was submitted to the Executive Committee on 24 November 2020, with nine recommendations. The Executive Committee resolved that Corporate Director – Business and Environmental Services take these recommendations forward.

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 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 of three personal injury collisions. Therefore, 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.
- 4.5.1 To try to help with this, the County Council purchased a number of temporary vehicle activated signs (speed limit reminder type signs) that are available for communities. The participating communities fund the installation and rotation costs of the signs and they also pay for the officer time involved. The signs are effectively rented on a rolling 12 month basis.
- 4.5.2 This scheme has been successful for the last 5 years. The number of communities renting NYCC owned signs may steadily decrease because of a new initiative. Members approved a new scheme in April, allowing communities to purchase their own portable vehicle activated signs (speed limit reminder type) to deploy temporarily on approved lighting columns or separate posts in the highway. Communities purchase, rotate and maintain a maximum of two signs, these can be mains, solar or battery powered. The sign(s) cannot be fixed facing one direction permanently and must be rotated or relocated to meet the temporary stipulation (The signs must be a temporary installation on the highway).
- 4.5.3 The early indications are that this scheme will be much more appealing to communities who have the necessary funding to purchase their own sign(s).
- 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.**

Primary and Secondary Schools resources for every Key Stage continued to be offered to all schools in North Yorkshire.

- 5.1.1 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.
- 5.1.2 All schools were encouraged to take up national and local campaigns such as "be safe, be seen", mobile phone pedestrian safety and pre driver and passenger safety.
- 5.1.3 The Junior Road Safety Officer (JRSO) programme was offered to all primary schools. Two Year 5 JRSO's are appointed at each school, who lead on whole school road safety activities. In 2019 sixty schools participated in the scheme.
- 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 the road safety team and 95 Alive partners.
- 5.3 **Young Drivers**
17 young drivers participated in the Enhanced Pass Plus programme for young and novice drivers. The programme included 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 led 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.
- 5.4 **Motorcyclists**
22 engagement events took place throughout the motorcycling season at popular local cafes and meeting places, with 4000 information packs distributed. Feedback suggest that the motorcyclists generally appreciate and respond to our approach.
- 5.5 **Cyclists**
39 cyclist safety events were delivered across the county, including engagement with clubs and event organisers, with 3000 information packs distributed.
- 5.5.1 In 2019, cycling continued to grow in popularity as a leisure activity. The programme includes social media content, car stickers, advertisements, advice leaflets and posters targeting drivers, cyclists and motorcyclists. This programme has received positive responses from this road user group.
- 5.6 **Older Drivers**
76 older drivers took up assessment drives in order to obtain an appraisal of their driving and learn hints and tips to make their driving safer and more enjoyable. It aims to keep people driving and independent for as long as they can safely do so.
- 5.7 **General Road Safety Education**
51 "Don't Drink or Drug Drive" events were delivered across the county.

- 5.7.1 There were 68 general road safety awareness public engagement events. Themes included vehicle safety, in vehicle distractions, pedestrian safety, child car seats, towing, eyesight, medication, “tailing gating” and fatigue.
- 5.7.2 Significant use was made of social media to disseminate all campaign messages to the public, with an annual combined reach of over 1.5 million through our Twitter and Facebook accounts.

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 eight years to 31 December 2019 that the Speed Management Protocol has been operating, there have been 1828 reports, the majority of which originate from within the Harrogate District. Upon investigation, the vast majority of the assessments do not identify a speeding issue that requires action. For assurance, the local community is offered the North Yorkshire Police Community Speed Watch (CSW) scheme. This offers an additional option of supported self-help at sites where the speed of traffic is of concern for the community but is not sufficiently high or severe to warrant further intervention by the council or partner agencies. There were 77 CSW groups operating during 2019.

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 data supplied by North Yorkshire Police to undertake analysis of personal injury collisions, which inform both education and engineering programmes.
- 7.2 Following implementation of the NYCC Road Safety Team restructure in April 2020, the Council has ensured that it is still able to discharge its statutory responsibilities, whilst at the same time, recognising the importance of partnership working to deliver road safety education, training and publicity initiatives across the 95 Alive road safety partnership.
- 7.3 Given the shared and complementary interests across the 95 Alive partnership, council officers are currently working with partner colleagues to develop a joint strategy and action plan.

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. See Appendix A.

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. Climate Change Implications

- 11.1 Consideration has been given to the potential for any climate change impact arising from the recommendation. It is the view of officers that the recommendation does not have a climate change impact. See Appendix B.

12.0 Recommendation

- 12.1 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 road safety.

Karl Battersby
Corporate Director – Business and Environmental Services

Author of Report: Fiona Ancell

Background documents: None

Equality impact assessment (EIA) form: evidencing paying due regard to protected characteristics

(Form updated May 2015)

2019 Road Casualty Report to TEE Overview Scrutiny Committee

If you would like this information in another language or format such as Braille, large print or audio, please contact the Communications Unit on 01609 53 2013 or email communications@northyorks.gov.uk.



যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Equality Impact Assessments (EIAs) are public documents. EIAs accompanying reports going to County Councillors for decisions are published with the committee papers on our website and are available in hard copy at the relevant meeting. To help people to find completed EIAs we also publish them in the Equality and Diversity section of our website. This will help people to see for themselves how we have paid due regard in order to meet statutory requirements.

Name of Directorate and Service Area	Business and Environment Services, Highways & Transportation, Road Safety
Lead Officer and contact details	Fiona Ancell. Acting Team Leader, Road Safety Team
Names and roles of other people involved in carrying out the EIA	Stephen Lilgert, Senior Strategy and Performance Officer, BES
How will you pay due regard? e.g. working group, individual officer	Individual Officers using service data.
When did the due regard process start?	December 2020

Section 1. Please describe briefly what this EIA is about. (e.g. are you starting a new service, changing how you do something, stopping doing something?)

Report on the 2019 North Yorkshire casualty and collision data

Section 2. Why is this being proposed? What are the aims? What does the authority hope to achieve by it? (e.g. to save money, meet increased demand, do things in a better way.)

To report on the 2019 casualties

Section 3. What will change? What will be different for customers and/or staff?

N/A

Section 4. Involvement and consultation (What involvement and consultation has been done regarding the proposal and what are the results? What consultation will be needed and how will it be done?)

No consultation has been undertaken and none is planned.

Section 5. What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?

The recommendation is to accept the report

Section 6. How will this proposal affect people with protected characteristics?	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
Age	x			
Disability	X			
Sex (Gender)	X			
Race	X			
Gender reassignment	X			
Sexual orientation	X			
Religion or belief	X			
Pregnancy or maternity	X			
Marriage or civil partnership	X			

Section 7. How will this proposal affect people who...	No impact	Make things better	Make things worse	Why will it have this effect? Provide evidence from engagement, consultation and/or service user data or demographic information etc.
...live in a rural area?	x			
...live in a rural area?	x			
...have a low income?	X			

Section 8. Will the proposal affect anyone more because of a combination of protected characteristics? (e.g. older women or young gay men) **State what you think the effect may be and why, providing evidence from engagement, consultation and/or service user data or demographic information etc.**

No

Section 9. Next steps to address the anticipated impact. Select one of the following options and explain why this has been chosen. (Remember: we have an anticipatory duty to make reasonable adjustments so that disabled people can access services and work for us)	Tick option chosen
1. No adverse impact - no major change needed to the proposal. There is no potential for discrimination or adverse impact identified.	x
2. Adverse impact - adjust the proposal - The EIA identifies potential problems or missed opportunities. We will change our proposal to reduce or remove these adverse impacts, or we will achieve our aim in another way which will not make things worse for people.	
3. Adverse impact - continue the proposal - The EIA identifies potential problems or missed opportunities. We cannot change our proposal to reduce or remove these adverse impacts, nor can we achieve our aim in another way which will not make things worse for people. (There must be compelling reasons for continuing with proposals which will have the most adverse impacts.	
4. Actual or potential unlawful discrimination - stop and remove the proposal – The EIA identifies actual or potential unlawful discrimination. It must be stopped.	
Explanation of why this option has been chosen.	
N/A	

Section 10. If the proposal is to be implemented how will you find out how it is really affecting people? (How will you monitor and review the changes?)

NYCC will continue to measure collision and casualty rates in accordance with their statutory duty to give road safety information and training (See Section 9 above).

Section 11. Action plan. List any actions you need to take which have been identified in this EIA, including post implementation review to find out how the outcomes have been achieved in practice and what impacts there have actually been on people with protected characteristics.

Action	Lead	By when	Progress	Monitoring arrangements
Continue to measure collision and casualty rates.	Road Safety Team Leader, in association with the 95 Alive partnership	Quarterly		

Section 12. Summary Summarise the findings of your EIA, including impacts, recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

No impact on equality issues

Section 13. Sign off section

This full EIA was completed by:

Name: Fiona Ancell

Job title: Team Leader, Road Safety & Travel Awareness

Directorate: BES

Signature:

Completion date: 11 January 2021

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12 January 2021



Climate change impact assessment

The purpose of this assessment is to help us understand the likely impacts of our decisions on the environment of North Yorkshire and on our aspiration to achieve net carbon neutrality by 2030, or as close to that date as possible. The intention is to mitigate negative effects and identify projects which will have positive effects.

This document should be completed in consultation with the supporting guidance. The final document will be published as part of the decision making process and should be written in Plain English.

If you have any additional queries which are not covered by the guidance please email climatechange@northyorks.gov.uk

Please note: You may not need to undertake this assessment if your proposal will be subject to any of the following:

Planning Permission
Environmental Impact Assessment
Strategic Environmental Assessment

However, you will still need to summarise your findings in in the summary section of the form below.

Please contact climatechange@northyorks.gov.uk for advice.

Title of proposal	Report on 2019 road casualties
Brief description of proposal	Report on 2019 road casualties in North Yorkshire
Directorate	BES
Service area	H&T
Lead officer	Fiona Ancell
Names and roles of other people involved in carrying out the impact assessment	none
Date impact assessment started	11 January 2021

<p>Options appraisal Were any other options considered in trying to achieve the aim of this project? If so, please give brief details and explain why alternative options were not progressed. None.</p>
<p>What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs?</p> <p>Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible.</p> <p>Cost neutral.</p>

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise greenhouse gas emissions e.g. reducing emissions from travel, increasing energy efficiencies etc.</p>	Emissions from travel	x				
	Emissions from construction	x				
	Emissions from running of buildings	x				
	Other	x				
<p>Minimise waste: Reduce, reuse, recycle and compost e.g. reducing use of single use plastic</p>		x				
<p>Reduce water consumption</p>		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Minimise pollution (including air, land, water, light and noise)</p>		x				
<p>Ensure resilience to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers</p>		x				
<p>Enhance conservation and wildlife</p>		x				
<p>Safeguard the distinctive characteristics, features and special qualities of North Yorkshire's landscape</p>		x				

<p>How will this proposal impact on the environment?</p> <p>N.B. There may be short term negative impact and longer term positive impact. Please include all potential impacts over the lifetime of a project and provide an explanation.</p>	<p>Positive impact (Place a X in the box below where</p>	<p>No impact (Place a X in the box below where</p>	<p>Negative impact (Place a X in the box below where</p>	<p>Explain why will it have this effect and over what timescale?</p> <p>Where possible/relevant please include:</p> <ul style="list-style-type: none"> • Changes over and above business as usual • Evidence or measurement of effect • Figures for CO₂e • Links to relevant documents 	<p>Explain how you plan to mitigate any negative impacts.</p>	<p>Explain how you plan to improve any positive outcomes as far as possible.</p>
<p>Other (please state below)</p>		<p>x</p>				

Are there any recognised good practice environmental standards in relation to this proposal? If so, please detail how this proposal meets those standards.

None

Summary Summarise the findings of your impact assessment, including impacts, the recommendation in relation to addressing impacts, including any legal advice, and next steps. This summary should be used as part of the report to the decision maker.

The report on road casualties in North Yorkshire 2019 will not have an impact on climate change.

Sign off section

This climate change impact assessment was completed by:

Name	Fiona Ancell
Job title	Team Leader, Road Safety
Service area	H&T
Directorate	BES
Signature	Fiona Ancell
Completion date	11/1/21

Authorised by relevant Assistant Director (signature): Barrie Mason

Date: 12 January 2021