North Yorkshire County Council

Agenda

Notice of a public meeting of **Transport, Economy and Environment Overview and Scrutiny Committee**

To: **Councillors John Cattanach, Mark Crane, Melanie Davis, Caroline Goodrick, Hannah Gostlow, Paul Haslam, David Ireton, David Jeffels, Mike Jordan, Steve Mason, Bob Packham (Vice-Chair), David Staveley (Chairman), Phil Trumper, Arnold Warneken, Steve Watson and Robert Windass.**

Date: **Thursday, 19th January, 2023**

Time: **10.00 am**

Venue: **Brierley Room, County Hall, Northallerton, DL7 8AD**

Business

6. Road Casualties 2020 & 2021- North Yorkshire **(Pages 3 - 26)**

Barry Khan
Assistant Chief Executive
(Legal and Democratic Services)

County Hall
Northallerton

Monday, 16 January 2023

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North Yorkshire County Council

Transport, Economy and Environment Overview and Scrutiny Committee

19 January 2023

Road Casualties 2020 and 2021– 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 2020 and 2021 in North Yorkshire. The statistics are monitored against the previous year. The report also provides a summary of road safety issues and activities for 2020 and 2021 together with a look forward for future road safety delivery.

2.0 Personal Injury Collisions and Casualties up to the end of calendar years 2020 and 2021

2.1 North Yorkshire – Summary of the County 2020 and 2021

2.1.1 The collision and casualty data include figures on the number of incidents resulting in personal injury reported to the Police on Urban and Rural roads.
Urban roads are classified as roads with a speed limit of 40mph or less. Rural roads are those with a speed limit of 50mph or above.

2.1.2 A summary of the key findings are as follows:

Total Collisions

- 948 road collisions in 2020, 7% less than in 2019 (1021).
  385 (40%) urban collisions and 489 (60%) rural collisions.
  A total of 1080 road collisions were reported to the police in 2021, 14% more than in 2020.
  This represents 445 (41%) urban collisions and 635 (59%) rural collisions.

Total Casualties

- 1188 casualties in 2020, 18% less than in 2019 (1448)
  458 (38%) urban casualties and 730 (62%) rural casualties.
  The total number of casualties in road collisions in 2021 was 1390, 17% more than in 2020, but continuing the overall downward trend since 2002.
  This represents 508 (36%) urban casualties and 882 (64%) rural casualties.

- 36 people killed in 2020, 3% less than in 2019 (37)
  Six (16%) occurred on urban roads and the 30 (84%) on rural roads
  The number of people killed in road collisions in 2021 decreased by 13% to 32.
  Five (16%) of these fatalities occurred on urban roads and the remaining 27 (84%) on rural roads
  The number of fatalities was 6% lower than the baseline average of 34 (a rolling baseline is set on the 2016-2020 average).

- 212 people seriously injured in 2020, 29% less than in 2019 (297).
  70 (33%) urban serious casualties and 142 (67%) rural serious casualties.
  The number of people seriously injured in 2021 increased by 18% to 250.

This represents 70 (28%) urban serious casualties and 180 (72%) rural serious casualties. The number of seriously injured casualties in 2021 was 22% lower than the baseline average of 322.

- 940 people slightly injured in 2020, 0.5% more than in 2019 (936).
  382 (40%) urban slight casualties and 558 (60%) rural slight casualties.
  The total number of people slightly injured in 2021 increased by 18% to 1108.
  This represents 433 (39%) urban slight casualties and 675 (61%) rural slight casualties. The number of slightly injured casualties was 19% lower than the rolling average of 1372.

Child Casualties

- 91 child casualties (ages 0-15) in 2020, 33% less than in 2019 (136).
  Total reported child casualties in 2021 increased by 20% to 109. This represents 64 (59%) urban casualties and 45 (41%) rural casualties. This is 6% lower than the rolling five-year average of 116.
  41 (45%) urban casualties and 50 (55%) rural casualties.

- No children were killed in road collisions in 2020, compared to two in 2019.
  Two children were killed in road collisions in 2021.
  Both of these occurred on rural roads. This is twice the rolling average of 1.

- 20 children seriously injured on 2020, 29% less than in 2019 (28).
  Six on (42%) urban roads and 14 (64%) on rural roads. The majority were car occupants.
  The number of children seriously injured in 2021 was 11, 45% less than in 2020
  Of these, eight occurred on urban roads and three on rural roads. Of these, the majority were vehicle occupants. This 31% less than the rolling average of 16.

Pedestrian Casualties

- Six pedestrians killed in 2020 compared to five in 2019.
  Three on urban roads and three on rural roads.
  The number of pedestrians killed in 2021 was two, 67% less than in 2020.
  Both of these occurred on urban roads. This is the same as the five-year rolling average of six.

- 26 pedestrians seriously injured in 2020 from 25 in 2019.
  23 (8%) casualties on urban roads and 3 (12%) on rural roads.
  The number of pedestrians seriously injured in 2021 decreased 4% to 25.
  This represents 22 (88%) casualties on urban roads and 3 (12%) on rural roads. This is 22% less than the rolling average of 32 per year.

Cyclist Casualties

- 159 cyclist casualties reported to the police in 2020.
  The total number of cyclist casualties in 2021 was 136, 14% less than in 2020.
  55 (40%) occurred on urban roads and 81 (60%) on rural roads.
  This is 17% less that the five-year rolling average of 163.

- Four cyclists killed in 2020, compared to two in 2019. All occurred on rural roads.
  The number of cyclists killed in 2021 was two. Both of these occurred on rural roads and compares to a baseline average of two.

- 30 cyclists reported seriously injured in 2020, 41% less than in 2019 (51).
  9 (30%) occurred on urban roads and 21 (70%) on rural roads.

The number of cyclists reported seriously injured in 2021 increased 37% to 41.
Of these 15 (37%) occurred on urban roads and 26 (63%) on rural roads.
This is the same as the five-year average of 41.

Motorcyclist Casualties

- 157 motorcyclist casualties in 2020, 31% less in 2019 (229).
  64 (41%) on urban roads and 93 (59%) on rural roads.
- The total number of motorcycle casualties in 2021 was 201, 28% more than in 2020. Of these, 73 (36%) occurred on urban roads and 128 (63%) on rural roads. This is 8% lower than the five-year rolling average of 218.

- 7 motorcyclists killed in 2020, 36% less than in 2019 (11)
  Two fatalities on urban roads and five on rural roads.
  The number of motorcycle riders killed in 2021 increased 28% to nine.
  All of these fatalities occurred on rural roads.
  This is 10% lower than the five-year rolling average of 10 per year.

- 61 motorcyclists seriously injured in 2020, 24% less than in 2019 (80)
  22 (36%) on urban roads and 39 (64%) on rural roads.
  The number of riders seriously injured in 2021 increased by 10% to 67.
  This is 34% lower than the five-year rolling average of 90.

Older Person Casualties

- 346 older person (50-74 years) casualties in 2020, 29% less than 2019 (489).
  The number of older person (50-74 years) casualties in 2021 was 372, up 8% from 2020. 132 (35%) occurred on urban road and 240 (65%) on rural roads.
  This is 25% less than the rolling five-year average of 495.

- In 2020, 14 older people killed, 18 % less than in 2019 (17)
  3 (21%) on urban roads and 11 (79%) on rural roads
  There were eight older person fatalities in 2021, 43% less than in 2020.
  One (12%) fatality occurred on an urban road and seven (82%) on rural roads.
  This is 38% less than the rolling five-year average of 13.

- In 2020, 86 older people seriously injured, 23% less than in 2019 (111).
  23 on (27%) on urban roads and 63 (63%) on rural roads
  in 2021 89 older people were seriously injured, an increase of 3% from 2020.
  Of these, 24 (27%) occurred on urban roads and 65 (73%) on rural roads. This is 18% less than the five-year average of 109.

Elderly Person Casualties

- 67 elderly person (75 years +) casualties in 2020, 36% less in 2019 (91)
  The number of elderly (75 years +) casualties in 2021 was 91, 36% more than in 2020.
  Of these 45 (49%) occurred on urban roads and 46 (51%) on rural roads.
  This is 22% less than the rolling five-year average of 117.

- Four elderly people were killed in 2020, the same number as in 2019
  1 (25%) on an urban road and 3 (75%) on rural roads.
  There were seven fatalities in 2021. Of these, three were killed on urban roads and four on rural roads.
  This is 17% more than the rolling five-year average of 6.

- 18 elderly people were seriously injured, in 2020 14% less than in 2019 (21).

9 on urban roads and 9 on rural roads.
11 elderly people were seriously injured in 2021, 39% less than in 2020.
Of these 8 were injured on urban road and 3 on rural roads.
This is 61% less than the rolling five-year average of 28.

Young Person Casualties

- 236 young people (16-24 years) injured in 2020, 10% less than in 2019 (263)
  The number of young people (16-24 years) injured in 2021 was 266, an increase of 13% from 2020.
  Of these, 77 (29%) occurred on urban road and 189 (71%) on rural roads.
  This is 22% less than the rolling average of 343.

- Seven young people were killed in 2020, 40% more than in 2019 (5)
  Nine were killed in 2021, an increase of 29%. All of these occurred on rural roads. This is 80% more than the rolling average of 5.

- 31 young people were seriously injured, 31% less than in 2019 (45)
  14 (45%) occurred on urban roads and 17 (55%) on rural roads.
  47 young people were seriously injured in 2021 52% more than in 2020.
  9 (19%) occurred on urban roads and 38 (81%) on rural roads.
  This is 47% less than the rolling average of 88.

2.1.3 Tables 1a and 1b below illustrates the average number of casualties per month by Severity and Road Type 2020 and 2021.

Table 1a

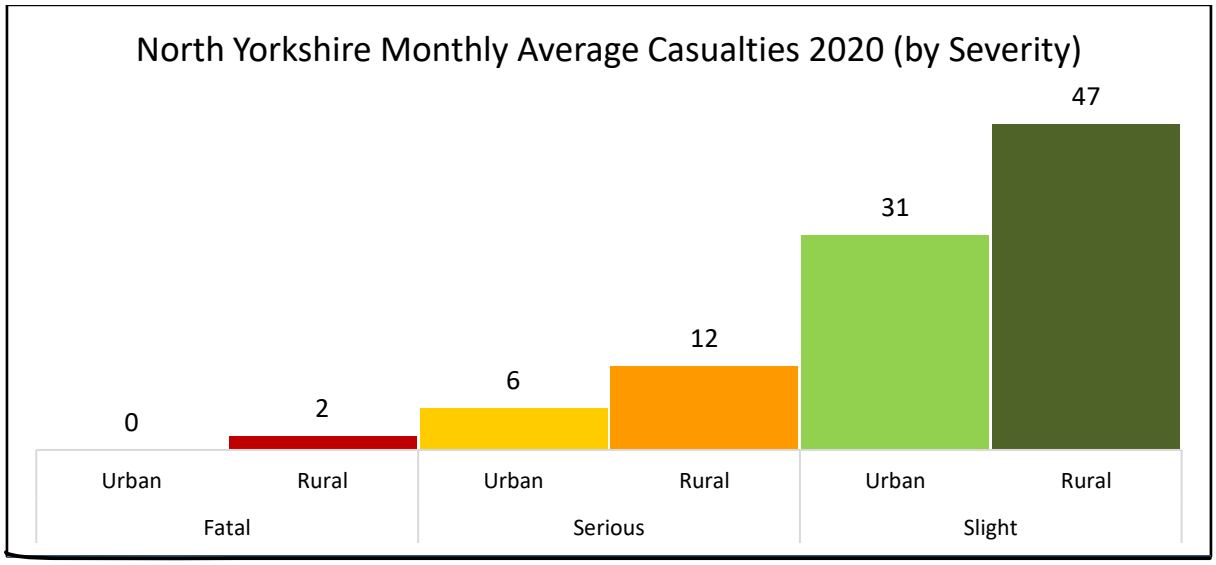

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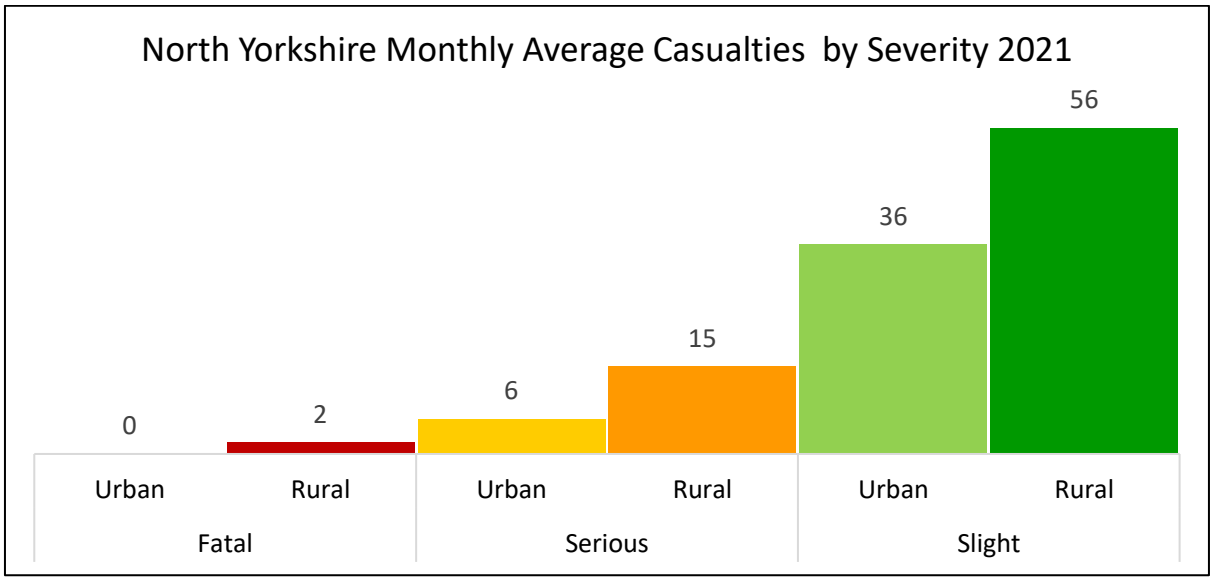
Table 1b



2.2 Distribution of Casualties by Road Speed Limit 2020 and 2021

2.2.1 Table 2a and 2b below show the distribution of casualties, by severity and road speed limit, 2020 and 2021.

NB: Derestricted roads include National Highways (formerly Highways England) Network Dual Carriageways and Motorways

Table 2a

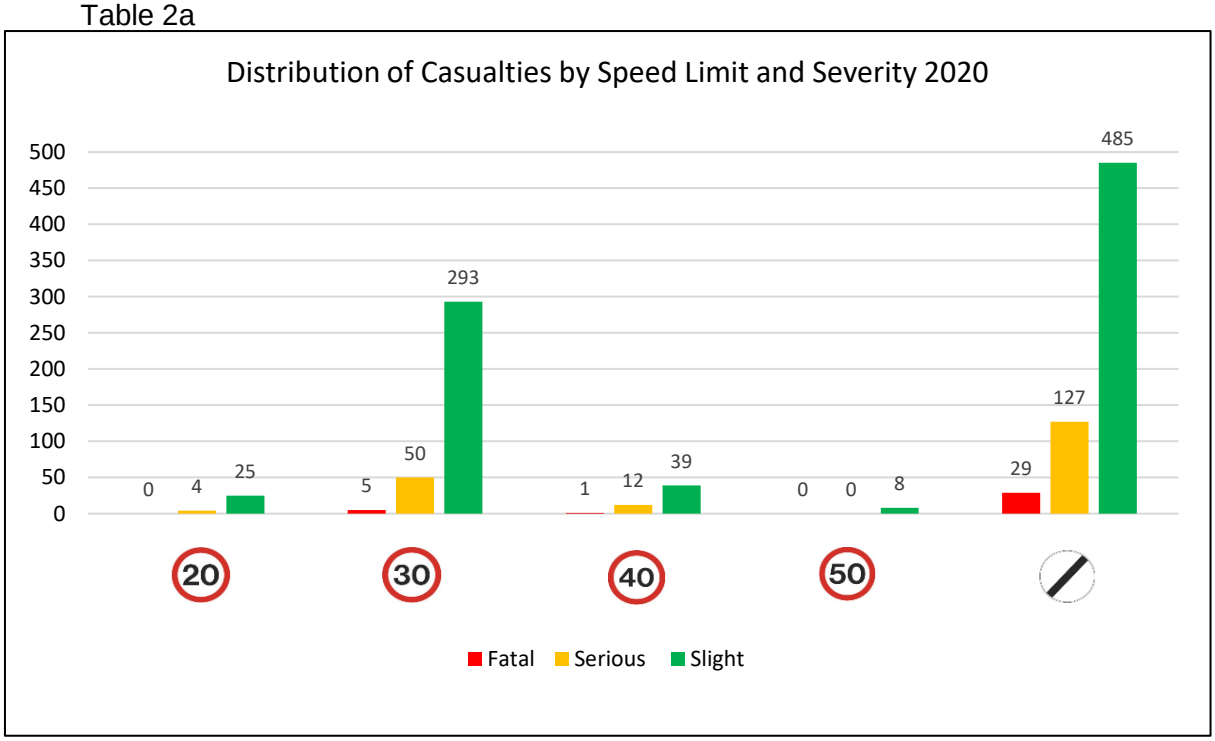
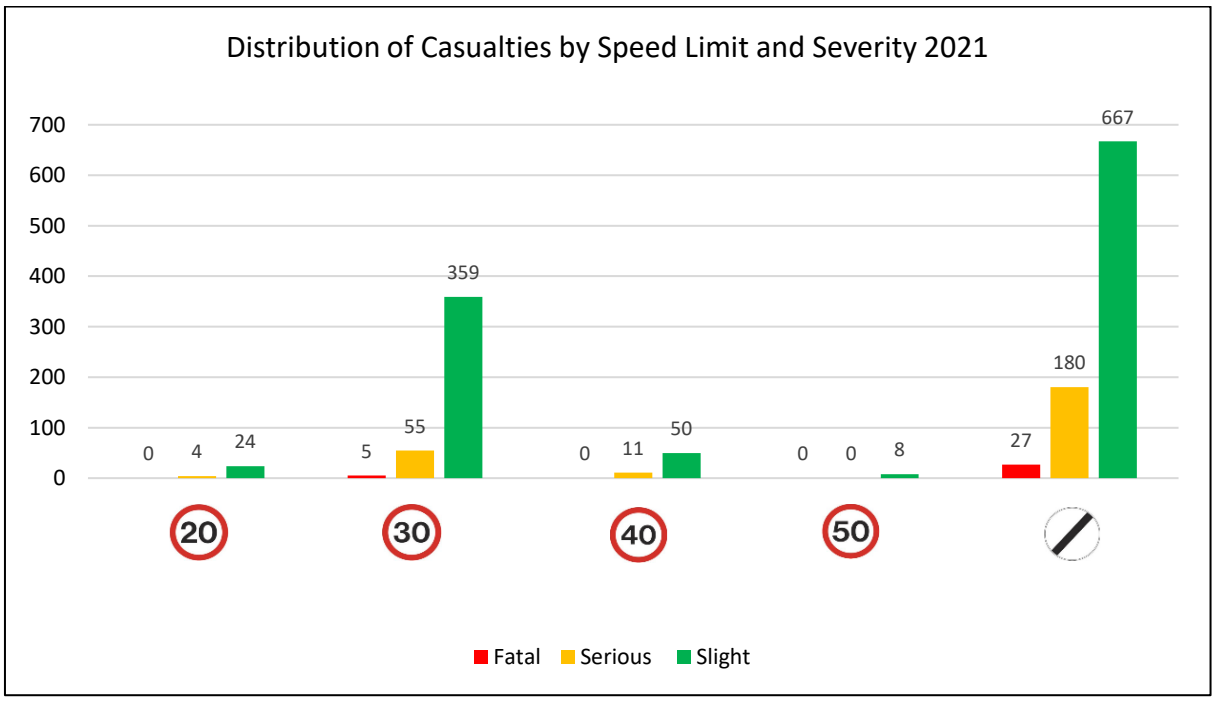
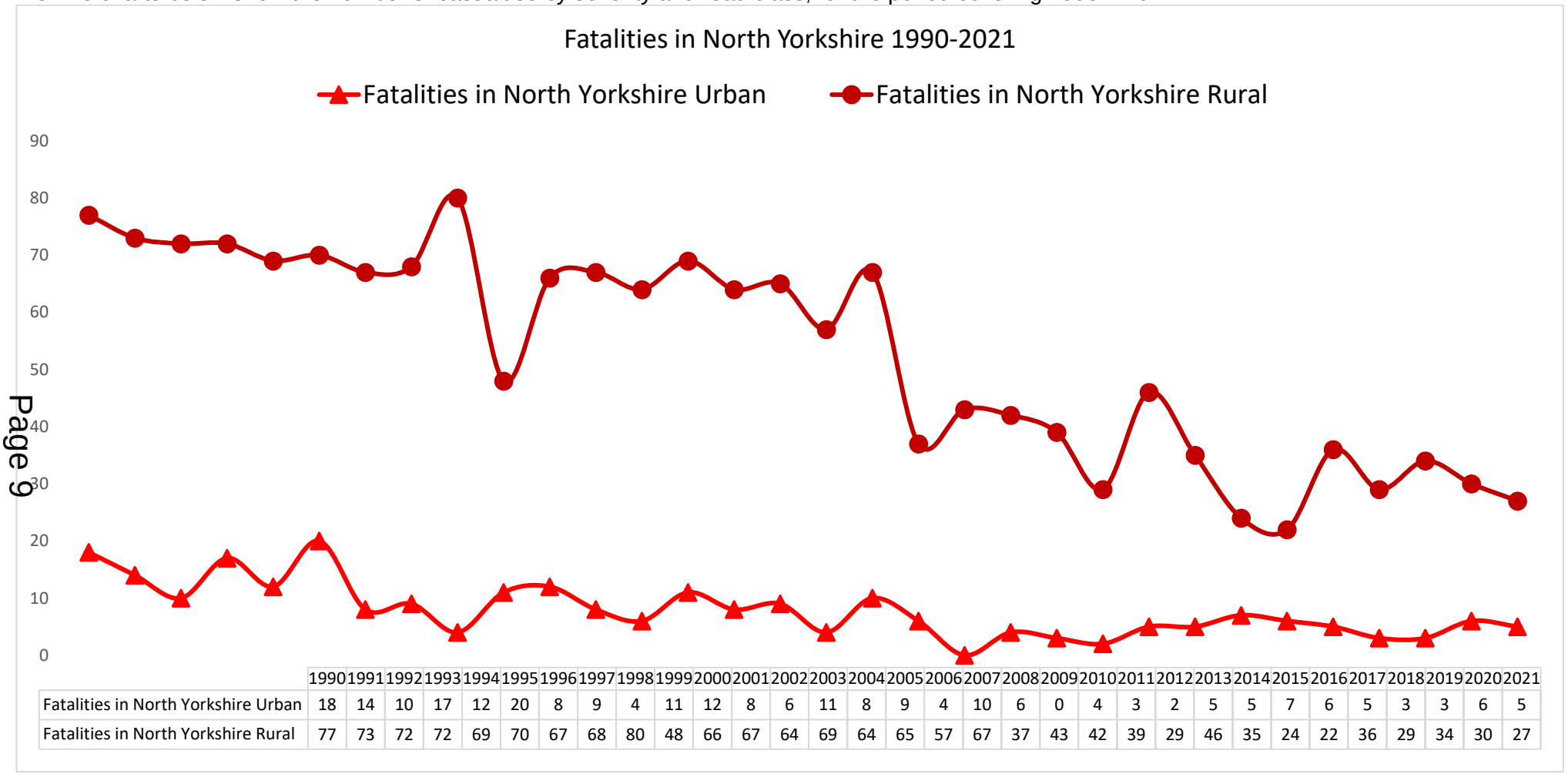


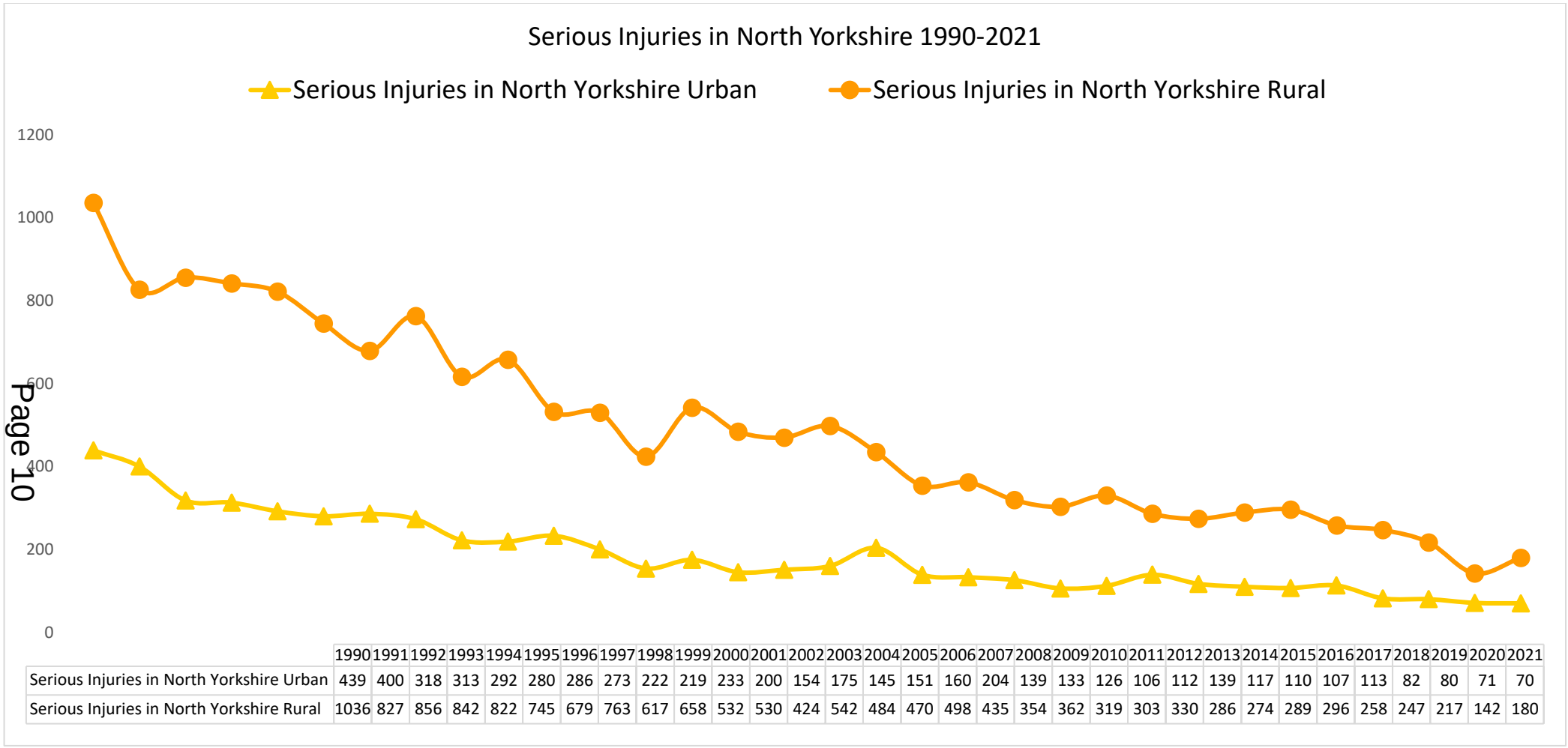
Table 2b


Distribution of Casualties by Speed Limit and Severity 2021
700
600
500
400
300
200
100
0
0
4
24
5
55
359
0
11
50
0
0
8
27
180
667
20
30
40
50
Fatal
Serious
Slight

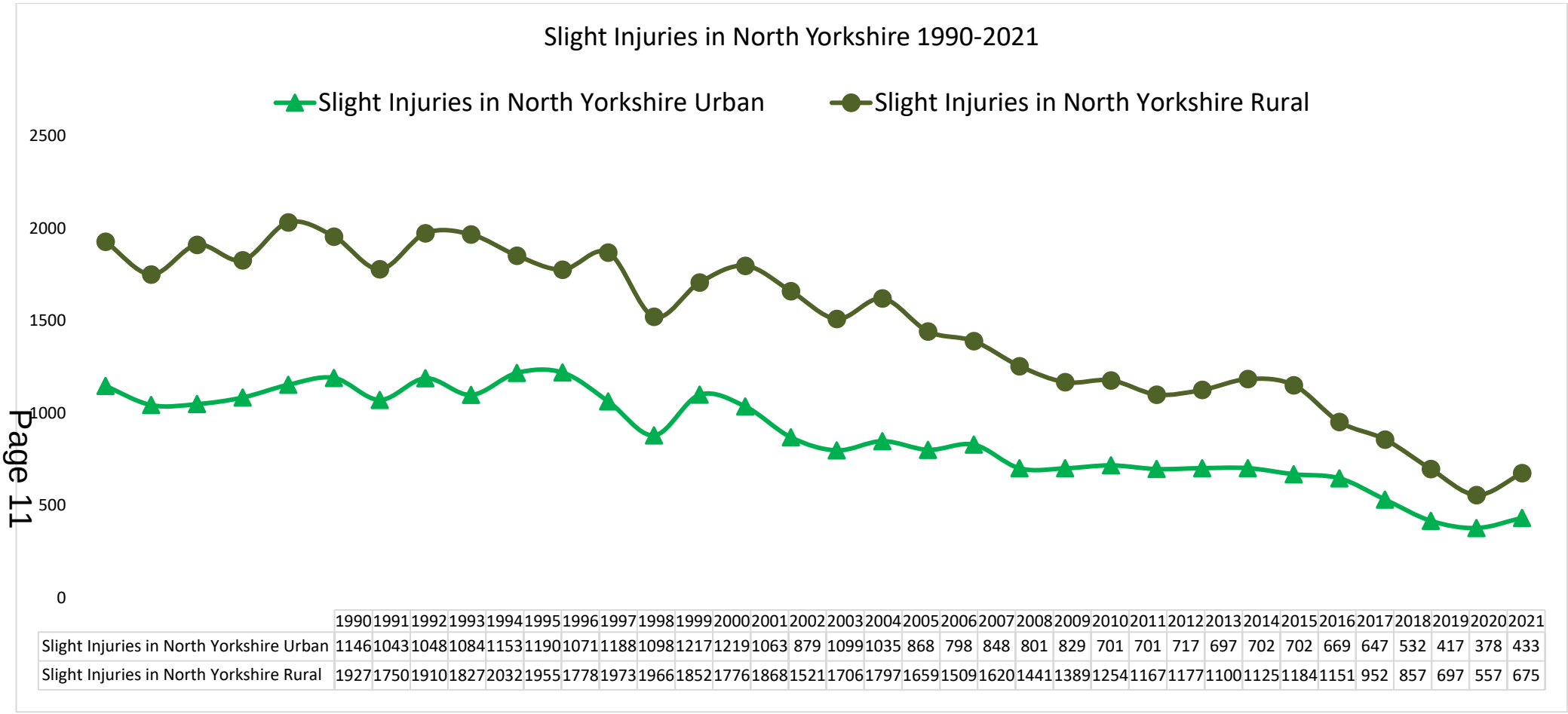
2.3 The charts below show the number of casualties by severity and road class, for the period covering 1990 – 2021.



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Fatalities in North Yorkshire Urban	18	14	10	17	12	20	8	9	4	11	12	8	6	11	8	9	4	10	6	0	4	3	2	5	5	7	6	5	3	3	6	5
Fatalities in North Yorkshire Rural	77	73	72	72	69	70	67	68	80	48	66	67	64	69	64	65	57	67	37	43	42	39	29	46	35	24	22	36	29	34	30	27



	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Serious Injuries in North Yorkshire Urban	439	400	318	313	292	280	286	273	222	219	233	200	154	175	145	151	160	204	139	133	126	106	112	139	117	110	107	113	82	80	71	70
Serious Injuries in North Yorkshire Rural	1036	827	856	842	822	745	679	763	617	658	532	530	424	542	484	470	498	435	354	362	319	303	330	286	274	289	296	258	247	217	142	180



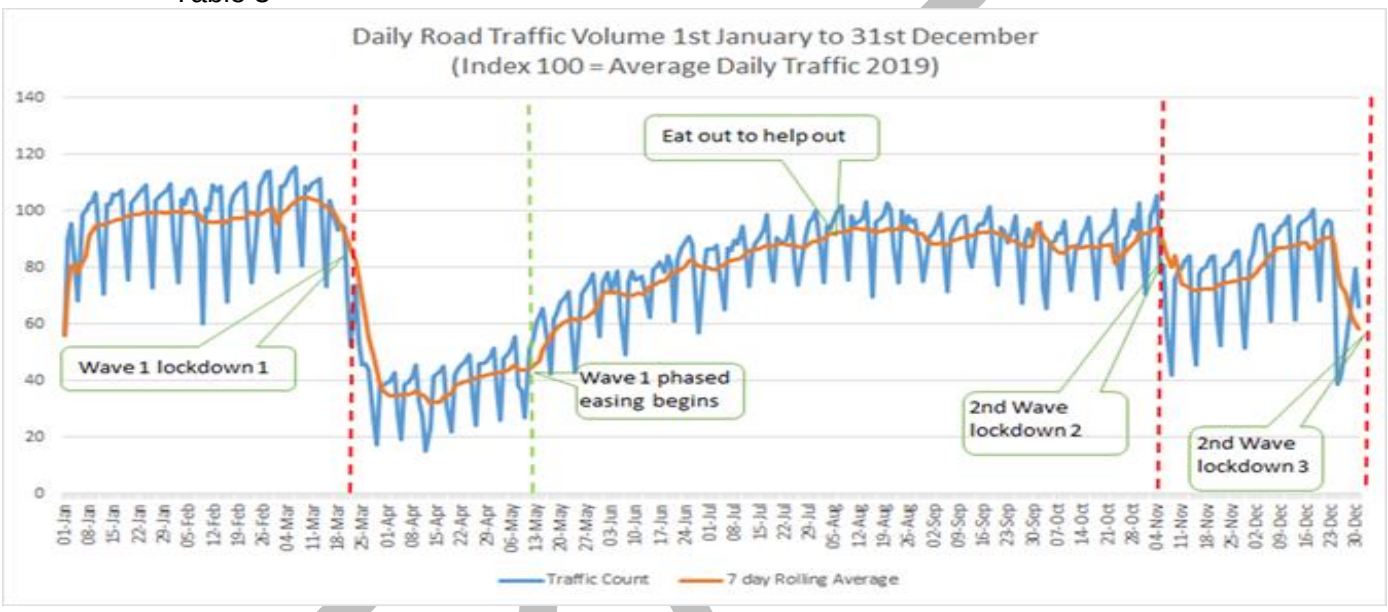
	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Slight Injuries in North Yorkshire Urban	1146	1043	1048	1084	1153	1190	1071	1188	1098	1217	1219	1063	879	1099	1035	868	798	848	801	829	701	701	717	697	702	702	669	647	532	417	378	433
Slight Injuries in North Yorkshire Rural	1927	1750	1910	1827	2032	1955	1778	1973	1966	1852	1776	1868	1521	1706	1797	1659	1509	1620	1441	1389	1254	1167	1177	1100	1125	1184	1151	952	857	697	557	675

2.4 Impact of the Coronavirus on Casualties 2020

2.4.1 The impact of the Coronavirus restrictions on travel has most likely had an impact on the lower numbers in 2020. Table 3 below, shows the daily traffic volume at monitoring sites from 01 January 2020 through to 31 December 2020. This illustrates the reduction in traffic levels compared to 2019 volumes (100 represents average daily traffic flow in 2019).

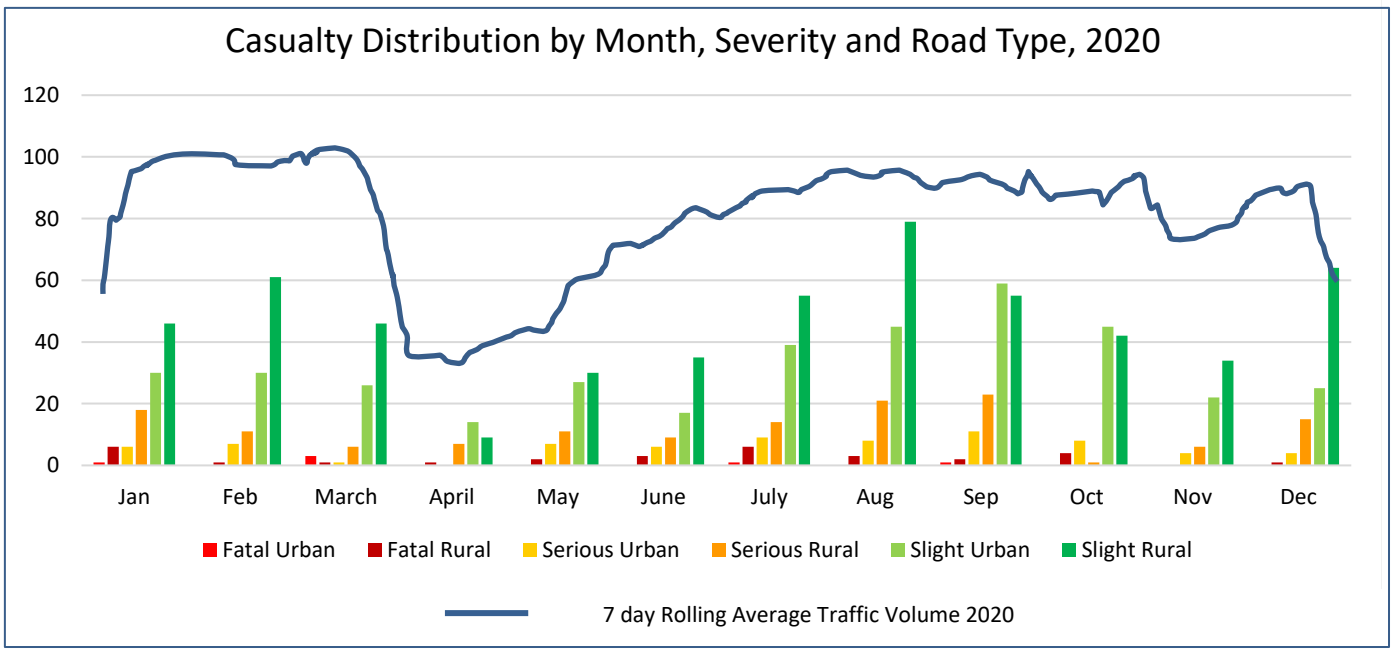
2.4.2 As lockdown restrictions were eased through late spring/early summer, traffic volumes steadily increased until November, when the second lockdown was implemented. Traffic volumes began to increase again until the third lockdown.

Table 3



2.4.3 Table 4 below shows the casualty distribution by month and road types in 2020. As can be seen from the chart, the casualty distribution does in general mirror the traffic volume pattern shown in Table 3.

Table 4



3.0 Road Safety Education, Training and Information 2020 and 2021

3.1 The Covid 19 virus had a significant impact on road safety education and engagement during 2020 and 2021: -

- For the majority of those two years, schools and work places were closed for road safety engagement visits
- Emergency service staff in the partnership were engaged on other duties

3.2 In response, the road safety service and partners increased the availability and promotion of online resources, together with web-based activities and competitions to engage with the public.

3.3 The Bikeability child cycle training programme was suspended for a significant part of 2020 and 2021, but over 2000 children benefitted from the training during this period.

4.0 Personal Injury Collisions 1 January to 30 June 2022 - Provisional

4.1 To end of June 2022 there were 9 fatalities on the roads of North Yorkshire. This compares to 10 fatalities to 30 June 2021.

4.2 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.

4.3 To the end of June 2022 there were 115 seriously injured casualties, compared to 93 at the same point in June 2021.

4.4 To the end of June 2021 there were 333 slightly injured casualties, compared to 338 at the same point in June 2021.

5.0 Road Safety Engineering during 2020 and 2021

5.1 Road Safety Engineering

5.1.1 North Yorkshire County Council employs a range of methodologies to identify injury collision cluster sites and routes (routes = A and B classification roads only) from which a capital funded programme of road safety engineering schemes is produced. The annual list is based on North Yorkshire Police collision records using the preceding three (calendar) years data and where necessary extending the study period to the preceding five years to identify any longer term trends at specific sites. Further in-year analysis is also carried out using the preceding 12 months on a quarterly basis in order to identify emerging collision sites and trends. (Please note: non-injury/damage only collisions are not recorded by Police Forces nationally, even if a Police Officer attends the incident)

5.2 Cluster sites

5.2.1 Collision cluster sites are identified by applying a set criteria to the interrogation of police records and are split into urban and rural classifications. For both classifications, there must be a minimum of four personal injury collisions in the latest three year period (calendar year) within a 50 metre radius for urban sites and 100 metre radius for rural sites.

5.2.2 The number of cluster sites will vary year on year depending upon the number of recorded injury collisions and their location. However, sites which meet or exceed the criteria are

listed and ranked in priority order i.e., the location with the highest number and severity of collisions is ranked number one. Engineers then carryout a detailed review of the collision data to identify any trend(s) or to discount collisions if appropriate to do so.

5.2.3 Not all cluster sites will result in local safety schemes or other improvement measures being introduced. The detailed review may show that there may not be a particular collision trend at that location which can be addressed, or the site has previously had improvement works implemented, or site constraints mean it's not possible to deliver a practical solution. It is this work that refines the cluster site list to form the annual Injury Collision Investigation and Prevention (ICIP) capital programme of works.

5.3 Route Studies

5.3.1 Routes of concern are highlighted through the use of a 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. A limiting factor in the effectiveness of prioritising route studies is that their identification is based purely on collision 'frequency' and therefore, no account is taken of 'risk', in terms of collisions rates relative to traffic flow. 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.

5.3.2 The majority of capital expenditure is on schemes at high risk sites and in 2020/21, 28 safety schemes were implemented at high risk sites and four route safety schemes were completed. This compares to 24 schemes implemented in 2019/20. These schemes were mainly signing and lining improvements of relatively modest financial value, typically in the range of £1,000 to £10,000.

5.4 20mph Policy

5.4.1 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 20mph speed limit policy. Subsequently, a report was submitted to the Executive Committee on the 24 November 2020, with nine recommendations. The Executive Committee resolved that the Corporate Director – Business and Environmental Services take these recommendations forward.

5.4.2 The Traffic Engineering Team has taken forward these recommendations to revise the current 20mph policy in order to make it more accessible and considerate of place and community. Though statistical data remain key elements of the assessment process, the broadening of the scope of the policy provides a greater potential for scheme approval and supports the wider strategic focus to enabling modal shift to active forms of travel, such as cycling and walking. The Revised policy was adopted by the County Council in January 2022 and has been used to assess all new applications and reconsider some previous requests.

5.5 Fatal Collision Investigations

5.5.1 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.

5.5.2 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 Engineering Team, detailing the existing situation, and what, if anything can reasonably be introduced to prevent a collision occurring in similar circumstances.

5.5.3 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. Recommendations that are a direct consequence of the fatal collision are to be installed within 6 month of approval and any other indirect improvements will be delivered by the respective Area Highways Team through its general programme of capital works as soon as practicable.

5.6 Temporary Vehicle Activated Signs

5.6.1 Speed of traffic remains a major concern for local communities in North Yorkshire and the York and North Yorkshire 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.

5.6.2 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.

5.6.3 This scheme has been successful for the last nine years. However, the equipment is aging and the number of communities renting NYCC owned signs has decreased significantly with communities starting to favour our new initiative. The Temporary VAS policy (April 2019), 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 has proved very popular with many parish councils now engaged in managing their own deployment. See Appendix 1

5.7 Road Safety Audits

5.7.1 The Traffic Engineering Team carries out Road Safety Audits (RSAs) on county council and developer funded (section 278) highways schemes in accordance with the NYCC RSA protocol. RSAs are not design or regulatory compliance checks, but to identify potential risk to road users associated with the scheme proposals.

5.7.2 The RSAs process consists of four stages, these are: Stage 1, Completion of Preliminary Design; Stage 2, Completion of Detailed Design; Stage 3, Completion of Construction which includes representation from the Police, maintaining authority and other stakeholders and Stage 4, Post Opening Monitoring, which is a review of traffic collisions that have occurred in the subsequent 12 months period. For stages, 1-3 a report is prepared identifying the problem and making a recommendation. At Stage 4, a report is required only if there are collisions resulting from the scheme.

5.7.3 RSAs are carried out as part of the County Councils Highway Design Service with all costs recovered from the developer.

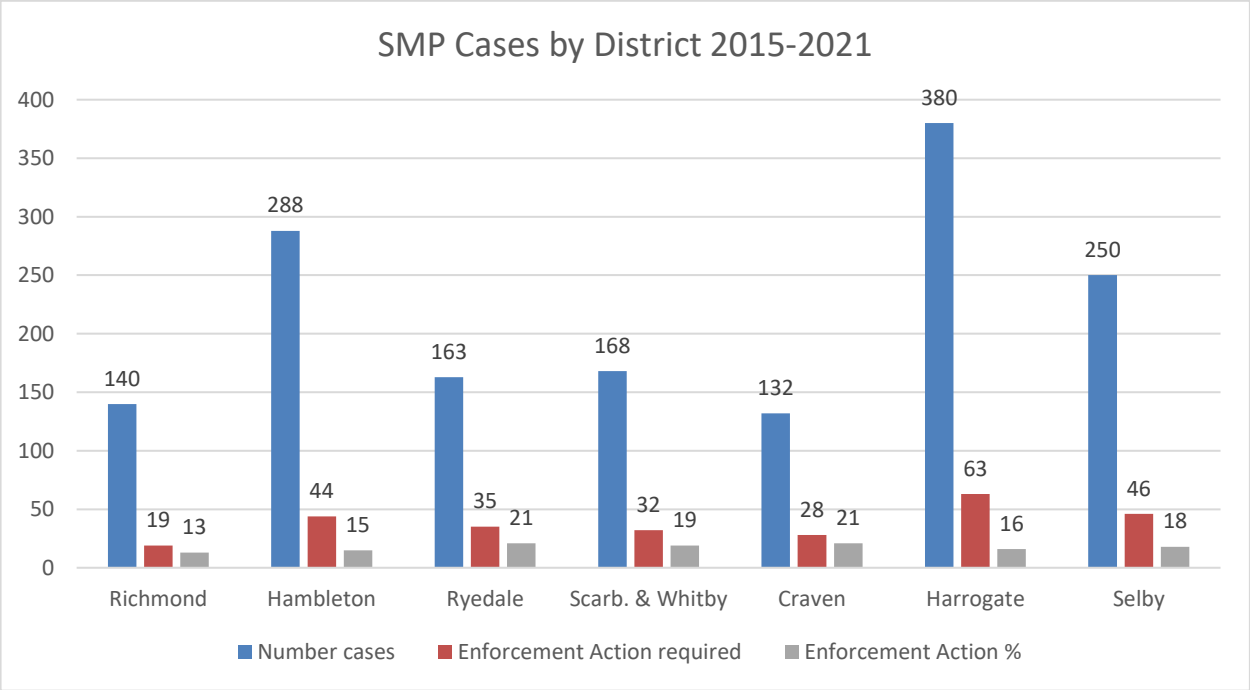
6.0 Speed Management 2020 - 2021

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 From 1 January 2015 to 31 December 2021, 1521 speed concerns were investigated. In 2020 and 2021, the Corona virus impacted the deployment of speed surveys as emergency service staff were redeployed to other duties.

6.3 Table 5 below shows the distribution of speed concern reports by district for the period from 2015 to 2021 inclusive and indicates the number requiring action by enforcement.

Table 5



6.4 Upon investigation, the vast majority of the assessments (83%) did not identify a speeding issue that requires action. For assurance, communities are offered the North Yorkshire Police Community Speed Watch 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.

7.0 Future of Road Safety Delivery

7.1 As a Local Highway Authority, the council has a statutory duty 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 uses 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 York and North Yorkshire road safety partnership.

7.3 In 2021 a new five-year York and North Yorkshire Road Safety Partnership Strategy was published. The York and North Yorkshire Road Safety Partnership is committed to reducing the number of those killed or seriously injured on our roads, while keeping everyone safe. Nearly all road deaths and injuries are preventable. The 2021-26 strategy is guided by the long-term Towards Vision Zero, to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all and embody the 'Safe System' approach: -

- Safer Road Users
- Safer Roads
- Safer Vehicles
- Post-Crash Response

7.4 We work together to make our roads a safer environment for everyone, whilst reducing casualties year on year. To achieve this, we need to share the responsibility to provide a safe environment in which people can move around and help road users to behave with due care and respect towards themselves.

Current priorities include: -

- Vulnerable Road Users – Pedestrians, Motorcyclists ad Cyclists
- Older Road Users, both drivers and pedestrians
- Children and young People
- Business users, including large goods and grey fleet vehicles

This is achieved through four strands of activity: -

- Education
- Engagement
- Enforcement
- Engineering

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 Climate change Implications

11.1 Consideration has been given to the potential for any climate change from the recommendation. It is the view of officers that the recommendation has a positive impact, by promoting increased uptake of cycling and walking, where road safety is often seen as a barrier, see Appendix 2.

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.

Author of Report: Fiona Ancell

Karl Battersby
Corporate Director – Business and Environmental Services

Background documents: None

Key Implications

Local Member
If any particular Ward(s) are affected, state these. If none, say none.
It could be that it is an issue that affects all Wards. In which case tick box

All ✓

APPENDIX 1

Temporary Vehicle Activated Sign Installations

The current scheme (approved April 2019) allowing communities to purchase their own sign(s) to deploy on the highway remains very popular. The Traffic Engineering team continue to work closely with communities throughout the county to help address local speeding concerns.

Requests continue to be received on a regular basis and the speed limit reminder type signs can now be found throughout the county.

Battery powered or solar powered (with a battery) vehicle activated signs are generally mounted on a new signpost with a retention socket. The community is charged £500+VAT for the supply and installation of each post.
Where suitable street lighting columns are available to use, most communities opt for a mains powered sign. There is an annual charge £10+VAT per sign for the power supplied from the lighting column.

Some communities only have one location for the VAS, but most have two or three. One community (Ripon) has eleven approved locations (all lighting columns).

Headlines:

- 90 communities are participating in the scheme
- 145 temporary speed limit reminder signs are now (or are about to be) on the network

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	2020 Road Casualty Report
Brief description of proposal	**Report advising members of the 2020 and 2021 road casualties**
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	**22 September 2021**

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.**
What impact will this proposal have on council budgets? Will it be cost neutral, have increased cost or reduce costs? Please explain briefly why this will be the result, detailing estimated savings or costs where this is possible. There will be no impact on Council budgets. Will require current officer time to be maintained.

How will this proposal impact on the environment? **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.**		**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
Minimise **greenhouse gas emissions** e.g. reducing emissions from travel, increasing energy efficiencies etc.	Emissions from travel	x			Reduction in casualties should encourage more walking and cycling and less vehicles journeys, which will reduce vehicle emissions.		Enforcement of speed limits. Education and engagement programmes. Develop safer road network more attractive and suitable for pedestrians and cyclists. Monitoring of collision causations with view to negate any road layout contributory factors.
	Emissions from construction		**x**				

How will this proposal impact on the environment? **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.**		**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
	Emissions from running of buildings		**x**				
	Other		**x**				
Minimise **waste:** Reduce, reuse, recycle and compost e.g. reducing use of single use plastic			x				
Reduce **water** consumption			x				
Minimise **pollution** (including air, land, water, light and noise)		x			Reduction in Casualties should increase walking and cycling as people feel safer Better-maintained vehicles together with reductions in vehicle speeds will reduce air pollution from vehicles.		Enforcement of speed limits. Education and engagement programmes. Monitoring of collision causations. Develop safer road

How will this proposal impact on the environment? **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.**	**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
						network more attractive and suitable for pedestrians and cyclists.
Ensure **resilience** to the effects of climate change e.g. reducing flood risk, mitigating effects of drier, hotter summers		x				
Enhance **conservation** and wildlife		x				

How will this proposal impact on the environment? **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.**	**Positive impact** (Place a X in the box below where relevant)	**No impact** (Place a X in the box below where relevant)	**Negative impact** (Place a X in the box below where relevant)	**Explain why will it have this effect and over what timescale?** **Where possible/relevant please include:** • **Changes over and above business as usual** • **Evidence or measurement of effect** • **Figures for CO_2e** • **Links to relevant documents**	**Explain how you plan to mitigate any negative impacts.**	**Explain how you plan to improve any positive outcomes as far as possible.**
Safeguard the distinctive characteristics, features and special qualities of **North Yorkshire's landscape**		x				
Other (please state below)		x				

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.

It is anticipated that the proposal will have a positive impact on reducing carbon emissions in the county.

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	**22/9/21**

Authorised by relevant Assistant Director (signature): Barrie Mason