

Reported Road Casualties in North Yorkshire: Summary Results 2015

Statistical Release

20th June 2016

Reported Road Casualties in North Yorkshire: Summary Results 2015

This publication presents statistics on personal-injury collisions and casualties in 2015 on public roads (including footways) in North Yorkshire, which became known to the police.

Figures are derived from the 'Stats 19' forms completed by the Police Officer who deals with the crash. They collect detailed data on individual personal-injury road collisions, covering the circumstances of the collision and the casualties and vehicles involved. The resulting data is supplied to local authorities and to the Department for Transport.

Figures for road deaths reflect the legal definition of a person who sustained injuries which caused their death at the time or within 30 days of the collision.

A more comprehensive narrative analysis of 2015 casualty statistics will be published later this year. A dashboard showing road collision information for North Yorkshire can be viewed at <http://tinyurl.com/zufoz3h>

The key findings include: The number of people killed in road collisions reduced from 40 in 2014 to 31 in 2015 (the joint lowest number ever since records began in North Yorkshire. The number of fatalities was lower than the baseline average of 42 (a rolling baseline is set on 2010-2014 average)

The number of people seriously injured increased by 2 per cent from 391 in 2014 to 398 in 2015. Since 2008 the number of serious casualties has been reducing but at a smaller rate than previously observed. The number of seriously injured casualties in 2015 was slightly lower than the baseline average of 422.

The total number of casualties in road collisions reported to the police in 2015 was 2,315, up 3% per cent from 2014 and continuing the plateau that has been seen since 2011. The number of slight casualties has risen to slightly higher than the 5 year baseline average.

The number of children killed or seriously injured decreased, by 26 per cent from 27 in 2014 to 20 in 2015. However overall the total reported child casualties (ages 0-15) increased by 5 per cent to 182 in 2014. The KSI decrease is continuing a wave pattern (a higher year followed by a lower year followed by a higher year) that started in 2011. No children died as a result of a road traffic collision in 2015.

A total of 1,613 road collisions that resulted in someone being injured were reported to the police in 2015, 3% per cent more than in 2014.



Key findings	1
Overall results for North Yorkshire	2
Casualties by road user type	3-4
Casualties and collisions by road type	4
Casualties by district	5
Changes in comparison with the 2010-14 average	6
Focus on: Collisions involving alcohol	7
Focus on: Collisions involving motorcycles	8
Focus on: Collisions	

Responsible
Statistician: Paula Dea

Further Information

Honor Byford
01609 532616

Road.safety@northyorks.gov.uk

www.roadwise.co.uk

www.facebook.com/95alive

www.twitter.com/95alive

1. Overall results for North Yorkshire

Every fortnight in North Yorkshire there is 1 death, 17 seriously injured and 73 slightly injured casualties on the roads of North Yorkshire.



Average casualties per fortnight in North Yorkshire, 2015

The number of people **killed in road collisions** reported to the police decreased from 40 in 2014 to 31 in 2015. This is the joint lowest annual figure since modern records for the county began in 1990. Motorcyclist fatalities reduced from 13 in 2014 to 12 in 2015. The number of Elderly (75+) people killed increased from 2 in 2014 to 6 in 2015.

Historically (1990 to 2007) the number of fatalities in the county ranged from 91 to 77 per year showing a slowly decreasing downward trend with fluctuations from year to year within that range. From 2007 to 2008 a significant reduction in the number of fatalities occurred in North Yorkshire and a new pattern has been developing since 2008, which is also likely to fluctuate but with an overall downward trend. The number of **seriously injured** casualties increased by 2% from 391 in 2014 to 398 in 2015, though this is still the second lowest number of people seriously injured on the county roads since records began in 1990. The total number of people seriously injured has fallen by 6% from the 2010-2014 average, of 442.

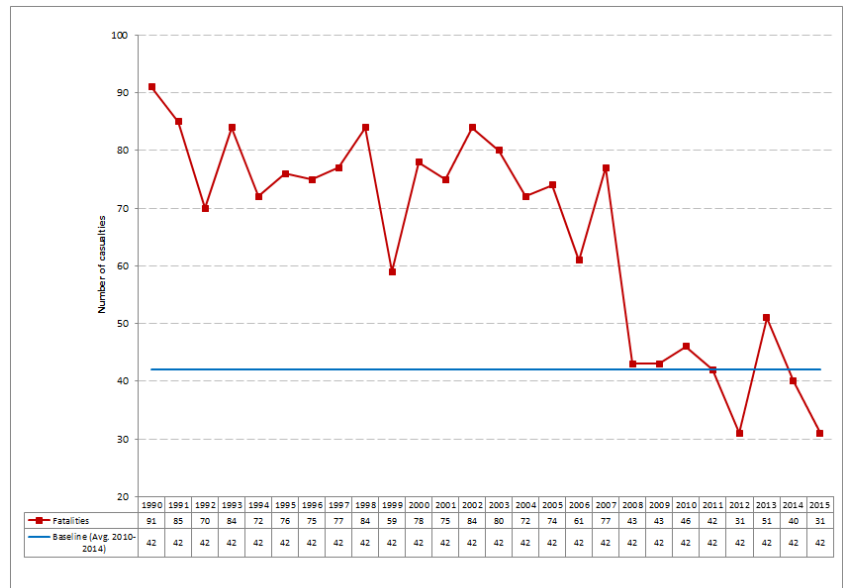


Figure 1 - Fatalities in North Yorkshire: 1990-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

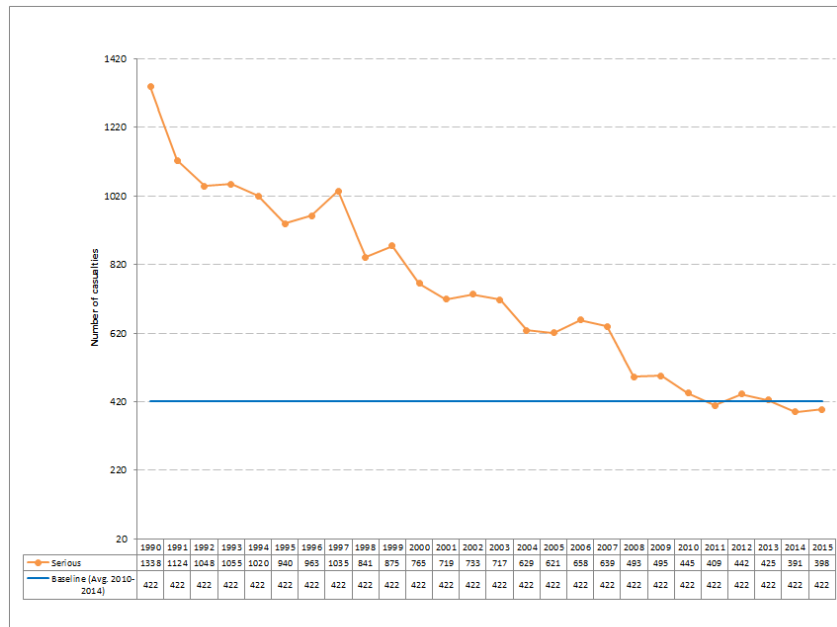


Figure 2 - Seriously injured casualties in North Yorkshire: 1990-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

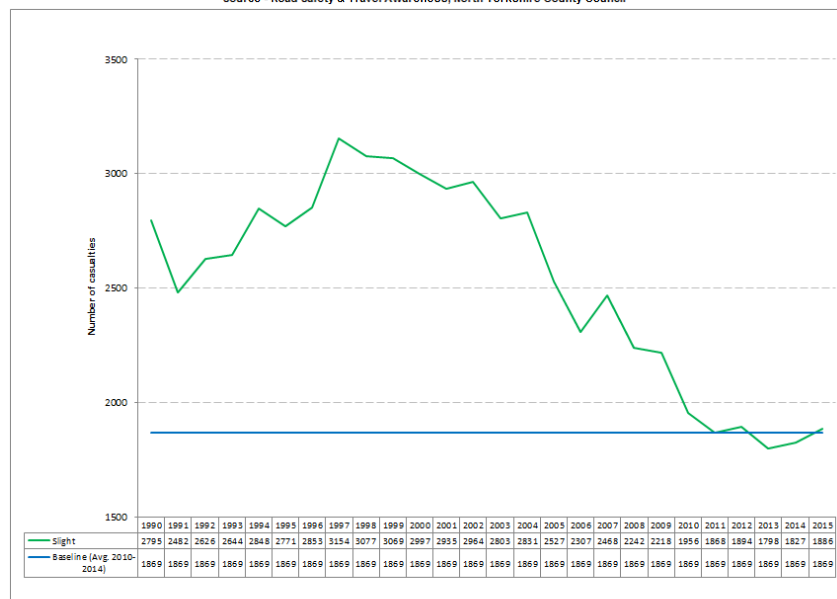


Figure 3 - Slightly injured casualties in North Yorkshire: 1990-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

2. Casualties by road user type, North Yorkshire

- The number of **car occupant** fatalities decreased from 18 in 2014 to 10 in 2015, down 44%. The number of seriously injured car occupants in collisions reported to the police increased by 10% to 180. Total reported casualties among car users were 1,441, 4% higher than in 2014.

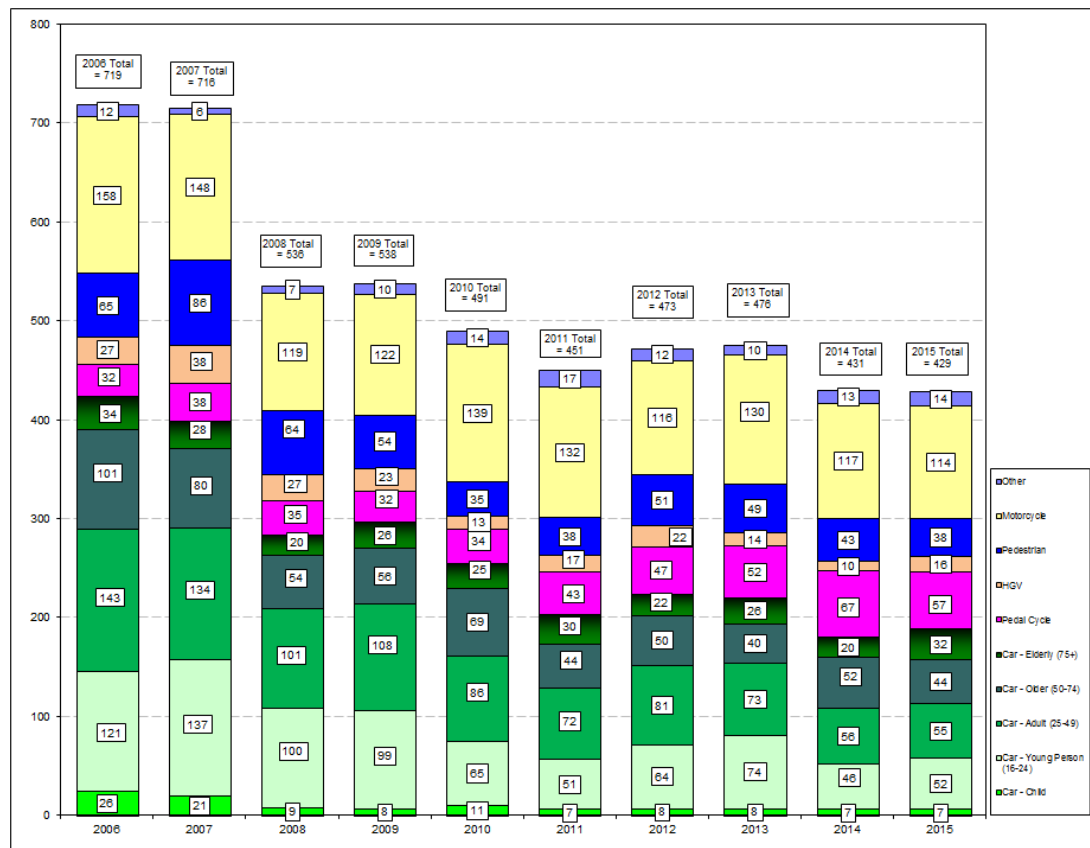


Figure 4 - KSI casualties by road user group in North Yorkshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

- There were 3 **pedestrian** deaths in 2015, compared to 4 in 2014, and the number of seriously injured pedestrians decreased by 10% to 35. There were a total of 172 reported pedestrian casualties in 2015 up 4% in comparison with 2014.
- The number of **pedal cyclists** killed increased to 4 in 2015 from 3 in 2014. Whereas the number of pedal cyclists reported to the police as seriously injured in road traffic collisions decreased from 64 to 53. This has bucked the gradual but established upward trend in pedal cyclist seriously injured casualties; this trend appears to have started in 2004, though it did see a drop in 2010.
- The number of **motorcycle** riders killed reduced from 13 in 2014 to 12 in 2015. The number of riders reported as seriously injured decreased by 2% to 102 in 2015. Total reported motorcycle casualties decreased by 13 to 267 in 2015. It is encouraging that there were fewer motorcyclist fatalities and serious injuries. However, as we see annual fluctuations in the casualty figures we remain cautious and continue to prioritise work with this vulnerable road user group.
- On a positive note, no **children** (aged 15 or under) were killed in road collisions in 2015, there had been no child fatality in the county since 2012. Sadly this changed recently (June 2016) with the death of a 2 year old child in Whitby. The number of children seriously injured decreased by 26% to 20 in 2015. The total number of child casualties increased by 5% to 182 between the years.

3. Casualties and collisions by road type, North Yorkshire

- The greatest number of reported collisions in 2015 occurred on **non-built-up** roads (roads with speed limits over 40 mph). In total there were 958 collisions on non-built-up roads in 2015, 5% higher than in 2014; this is the highest number on rural roads since 2012. These collisions resulted in 1,499 casualties, 24 of which were fatalities and 298 were seriously injured. The number of fatalities on non-built up roads in 2015 was 31% lower than in 2014; the number of casualties who were seriously injured rose by 9%. These are the roads with 50, 60 and (on dual carriageways) 70 miles per hour speed limits and a broad mix of users from tractors and local traffic through cyclists and motorcyclists to heavy goods and commuters.
- The number of reported casualties on **built-up** roads (roads with speed limits under 40 mph) saw a 1% reduction from 822 in 2014 to 816 in 2015. The number of people killed on these roads rose from 5 in 2014 to 7 in 2015. The number of seriously injured casualties reduced by 15% from 117 in 2014 to 100 in 2015.
- Casualties on the **Highways England roads** in North Yorkshire have decreased for fatalities, increased for seriously injured and decreased for slight injuries (an 80% decrease, a 17% increase and a 10% decrease respectively). In total 254 collisions on Highways England (formerly the Highways Agency) roads were reported to the police in 2015, a 25% increase from 2014.
- The number of reported collisions on **A class roads** has decreased for fatal collisions, increased for serious collisions and increased for slight injury collisions (a 65% decrease, a 5% increase and a 1% increase respectively). In total 781 collisions on A roads were reported to the police in 2015, only 2 less than in 2014, 48% of all collisions in North Yorkshire occurred on A roads, an almost unchanged amount since 2014.

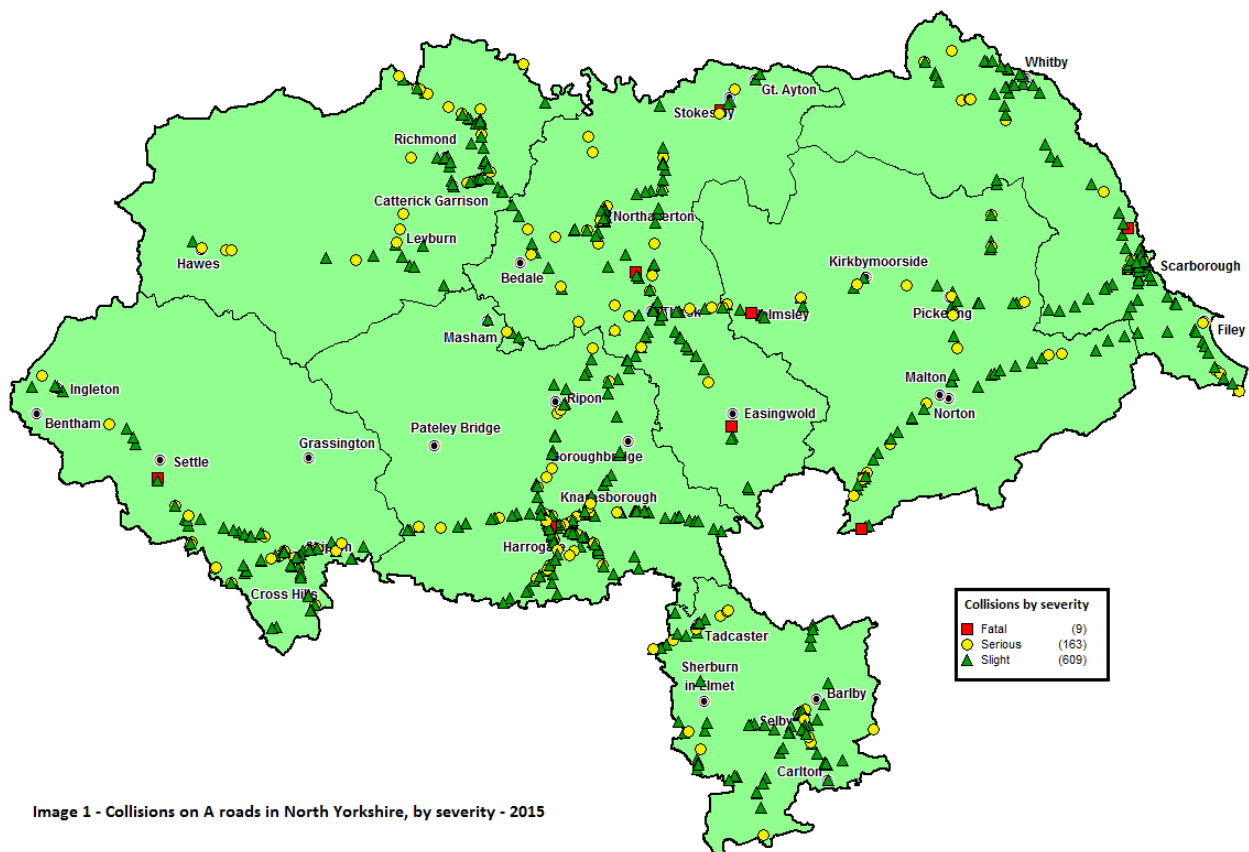


Image 1 - Collisions on A roads in North Yorkshire, by severity - 2015

4. Casualties by district

North Yorkshire	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	42	51	40	31	-26.2%	—
Serious	422	425	391	398	-5.8%	—
Slight	1868	1797	1827	1886	0.9%	—
Total	2333	2273	2258	2315	-0.8%	—

KSI	464	476	431	429	-7.6%	—
Child KSI	25	21	27	20	-19.4%	—

Craven	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	6	7	9	4	-33.3%	—
Serious	43	43	49	50	15.7%	—
Slight	185	201	162	162	-12.3%	—
Total	234	251	220	216	-7.7%	—

KSI	49	50	58	54	9.8%	—
Child KSI	1	2	0	3	114.3%	—

Harrogate	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	9	12	7	5	-43.2%	—
Serious	102	115	101	110	7.4%	—
Slight	539	518	496	542	0.6%	—
Total	650	645	604	657	1.0%	—

KSI	111	127	108	115	3.4%	—
Child KSI	7	9	8	5	-28.6%	—

Ryedale	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	6	11	5	6	7.1%	—
Serious	55	61	45	35	-36.1%	—
Slight	176	192	179	176	0.1%	—
Total	236	264	229	217	-8.1%	—

KSI	60	72	50	41	-32.1%	—
Child KSI	2	0	3	0	-100.0%	—

Selby	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	6	6	6	1	-83.3%	—
Serious	46	44	47	35	-23.9%	—
Slight	189	220	211	212	12.2%	—
Total	241	270	264	248	2.9%	—

KSI	52	50	53	36	-30.8%	—
Child KSI	4	3	7	1	-75.0%	—

Hambleton	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	7	5	7	9	32.4%	—
Serious	70	57	60	74	5.4%	—
Slight	300	271	329	313	4.3%	—
Total	377	333	396	396	5.0%	—

KSI	77	62	67	83	7.8%	—
Child KSI	2	0	0	7	218.2%	—

Richmondshire	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	5	2	4	3	-37.5%	—
Serious	49	54	49	53	8.2%	—
Slight	171	161	201	179	4.8%	—
Total	225	217	254	235	4.6%	—

KSI	54	56	53	56	4.1%	—
Child KSI	2	2	4	1	-50.0%	—

Scarborough	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	4	8	2	3	-16.7%	—
Serious	57	51	40	41	-27.8%	—
Slight	268	234	249	302	12.8%	—
Total	328	293	291	346	5.4%	—

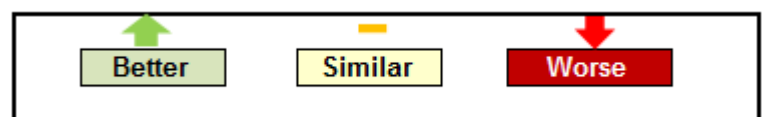
KSI	60	59	42	44	-27.2%	—
Child KSI	5	5	5	3	-42.3%	—

York	Baseline (avg 10-14)	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	4	0	5	2	-50.0%	—
Serious	58	58	70	72	24.6%	—
Slight	486	464	508	475	-2.3%	—
Total	555	522	583	549	-1.0%	—

KSI	62	58	75	74	19.7%	—
Child KSI	3	5	2	6	100.0%	—

When looking at the road traffic casualty numbers by district, the numbers become small and so are vulnerable to large percentage changes year on year. Therefore we compare the current year with a rolling baseline average and also check that average against the latest year to see whether the change could be considered statistically significant.

DEFINITION
STATISTICAL SIGNIFICANCE
WHERE A DIFFERENCE IS LIKELY NOT CAUSED BY CHANCE. THE BETTER, SIMILAR, AND WORSE COLOUR CODING IS DERIVED FROM A 95% CONFIDENCE INTERVAL.



Further information on this statistical test can be seen at -

https://en.wikipedia.org/wiki/Statistical_significance

5. Changes in comparison with the 2010-14 average, North Yorkshire

- The average over the five-year period from 2010-2014 is used as a basis for comparison when considering road safety trends over a longer period.
- The number of people **killed or seriously injured (KSI)** in road collisions reported to the police in 2015 was 8% lower than the 2010-14 average; for fatalities alone, the 2015 figure was 26% lower than in the 2010-14 baseline.

North Yorkshire	Baseline (avg 10-14)	2012	2013	2014	2015	2015 vs baseline	Statistically significant change
Fatal	42	31	51	40	31	-26.2%	—
Serious	422	442	425	391	398	-5.8%	—
Slight	1868	1894	1797	1827	1886	0.9%	—
Total	2333	2367	2273	2258	2315	-0.8%	—
KSI	464	473	476	431	429	-7.6%	—
Child KSI	25	28	21	27	20	-19.4%	—
Young Person KSI	95	105	112	86	85	-10.9%	—
Older Person KSI	127	124	124	128	118	-6.9%	—
Pedestrian KSI	43	51	49	43	38	-12.0%	—
Cyclist KSI	49	47	52	67	57	17.3%	—
PTW KSI	129	116	130	117	114	-11.5%	—
All Child Casualties	172	177	197	216	205	18.9%	—
All Cyclist Casualties	1612	1677	1605	1565	1613	0.0%	—

Table 1 - Reported road traffic casualties and severity since 2012 - North Yorkshire

Source - Road Safety & Travel Awareness, North Yorkshire County Council

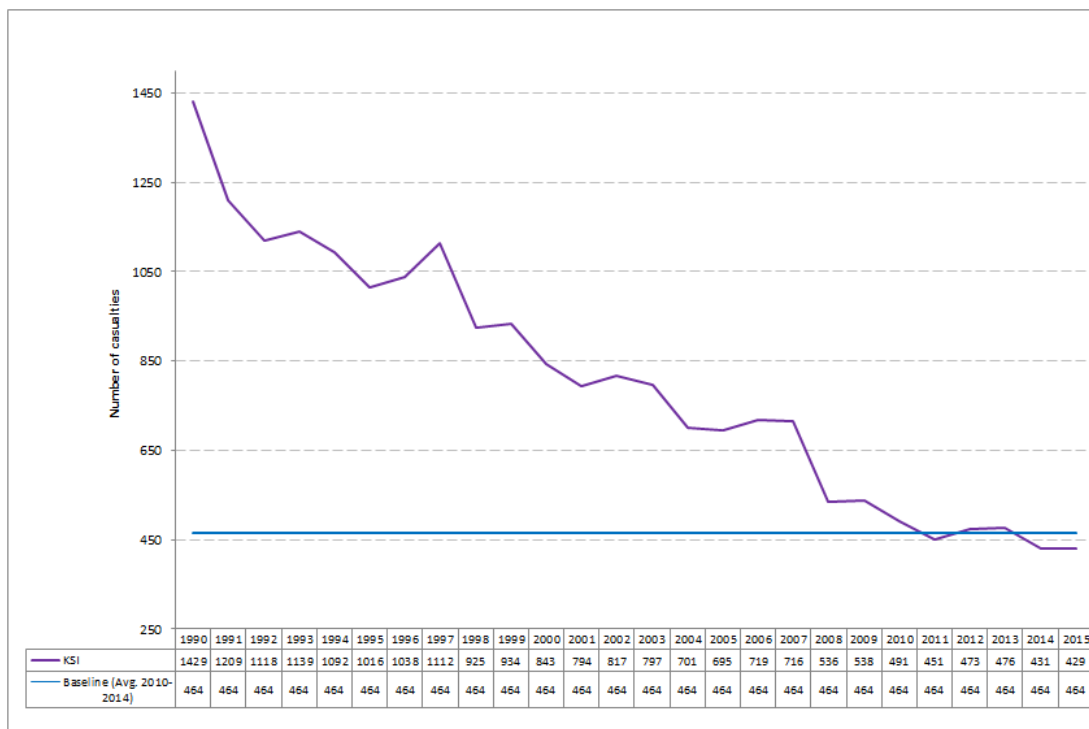


Figure 5 - KSI casualties by severity in North Yorkshire, trend: 1990-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

- Reported child casualties (aged 0-15) in 2015 were 19% higher than the 2010-14 baseline period average and the number of children killed or seriously injured was 19% lower than the average. Neither of these changes is shown to be statistically significant i.e. outside the predictable range.

6. Collisions involving alcohol, York and North Yorkshire

Reducing the number of collisions **involving alcohol** is both a national and a 95 Alive Partnership objective, and due to its strong link to enforcement, it is analysed as York and North Yorkshire combined to incorporate the whole North Yorkshire Police force area. The enforcement operations and supporting information campaigns are run throughout the whole partnership area.

	Total number of collisions involving alcohol by year and severity						Baseline (avg. 2010-14)	Statistically significant change
	2010	2011	2012	2013	2014	2015		
Fatal	1	6	4	7	7	3	5	—
Serious	36	32	34	48	29	37	36	—
Slight	79	77	91	64	53	76	73	—
Total	116	115	129	119	89	116	114	—

Table 2 - Total number of collisions involving alcohol by year and severity: 2010-2015

Source - Road Safety & Travel Awareness, North Yorkshire County Council

- On average 12% of fatal collisions in York and North Yorkshire involved alcohol, in 2010-14. In 2015 it had been 10%, 1 in every 10 fatal collisions. Of the 3 fatal collisions involving alcohol 1 was a car driver, who was impaired and at fault and 2 were motorcyclists, 1 of which was impaired and at fault, the other was killed by an impaired car driver. 2015 has been the lowest year for fatalities involving alcohol since 2010, but as these numbers are low this is not a statistically significant difference.

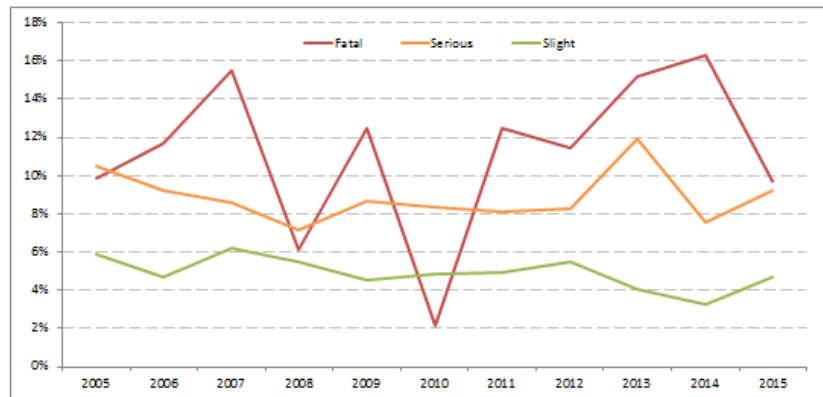


Figure 6 - The percentage of collisions involving alcohol impairment in York and North Yorkshire
Source - Road Safety & Travel Awareness, North Yorkshire County Council

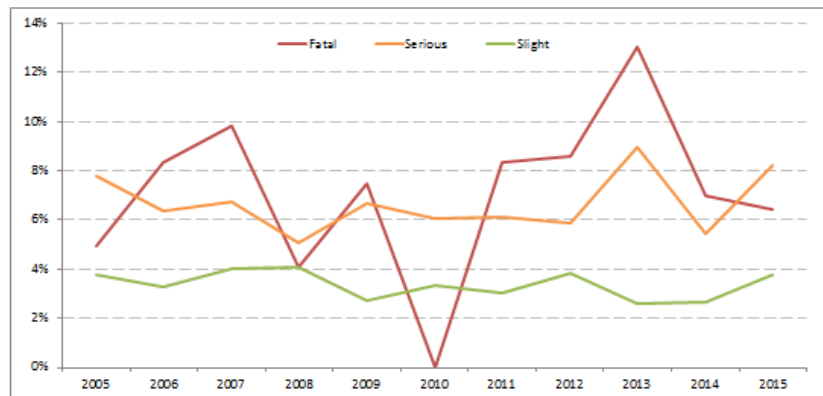


Figure 7 - The percentage of collisions involving alcohol impaired vehicle driver in York and North Yorkshire: 2005-15
Source - Road Safety & Travel Awareness, North Yorkshire County Council

- On average 9% of serious collisions in York and North Yorkshire involve alcohol. In 2014 it was 9%, 1 in every 11 serious collisions. 2015 was an average year for the number of people seriously injured in collisions involving alcohol.
- On average 5% of slight collisions in York and North Yorkshire involve alcohol and in 2014 it was 5%, 1 in every 21 slight collisions. 2015 was an average year for the number of people slightly injured in collisions involving alcohol.

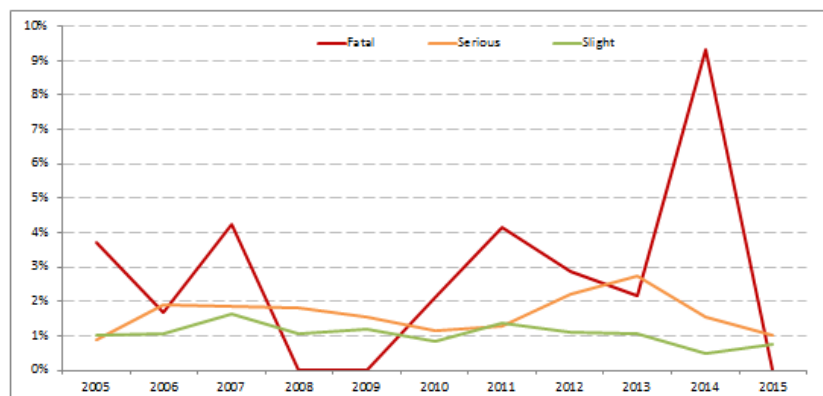


Figure 8 - The percentage of collisions involving alcohol impaired pedestrians in York and North Yorkshire: 2005-15
Source - Road Safety & Travel Awareness, North Yorkshire County Council

7. Collisions involving powered two wheelers, York and North Yorkshire

Reducing the number of **powered two wheeler (P2W) casualties** is a partnership objective, and due to its strong link to enforcement and the wider geographical distribution of riders, it has been analysed as York and North Yorkshire together. Appropriate information and engagement campaigns are run over the whole partnership area.

- There were 330 reported rider or pillion casualties in 2015, 5% less than the 2010-14 average (346). Of these, 126 involved either death or serious injury, down 11% on the 2010-14 average (141). P2W rider and pillion casualties represent 12% of all reported road traffic casualties in York and North Yorkshire, 25% of all killed or seriously injured road casualties and 39% of all fatalities.

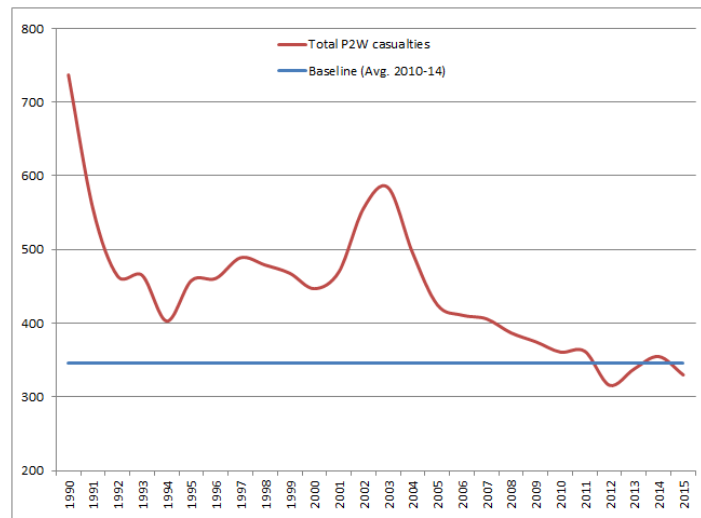


Figure 9 - Powered two wheeler casualties in York and North Yorkshire: 1990-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council

8. Collisions involving cyclists, York and North Yorkshire

Reducing the number of **cyclist casualties** is a partnership objective; it is a shared issue throughout city and county and, indeed, the wider region, therefore data is shown for York and North Yorkshire combined. Projects to focus on cyclist safety are run throughout the area and region.

- There were 370 reported cyclist casualties in 2015, 17% more than the 2010-14 average (317). Of these, 81 involved either death or serious injury (4 deaths, 77 serious injury's), up 26% on the 2010-14 average (64). Cyclist casualties represent 11% of all reported road traffic casualties in York and North Yorkshire, 16% of all killed or seriously injured road casualties and 12% of all fatalities.

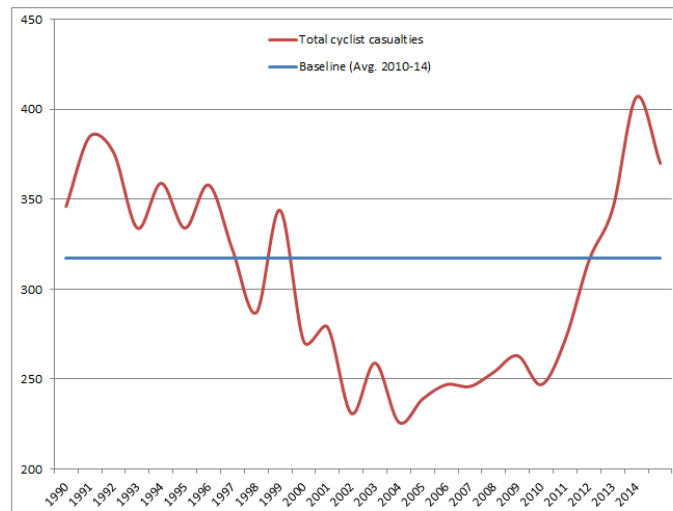


Figure 10 - Cycling casualties in York and North Yorkshire: 1990-2015
Source - Road Safety & Travel Awareness, North Yorkshire County Council