

## Road Casualties – North Yorkshire 2019

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

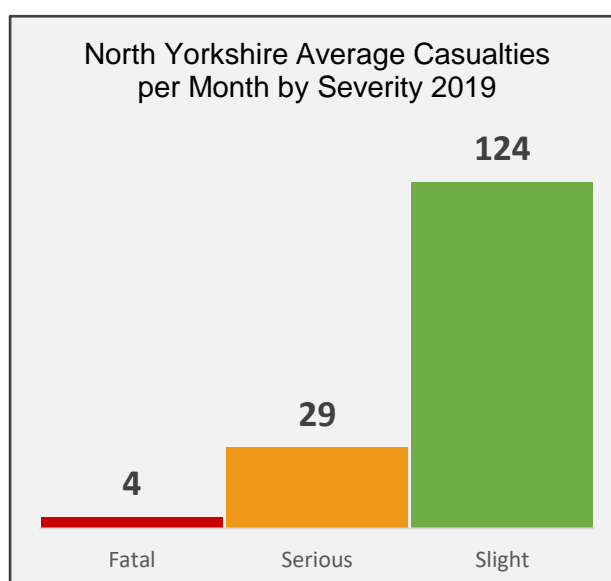
#### North Yorkshire – Overview of the County

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.

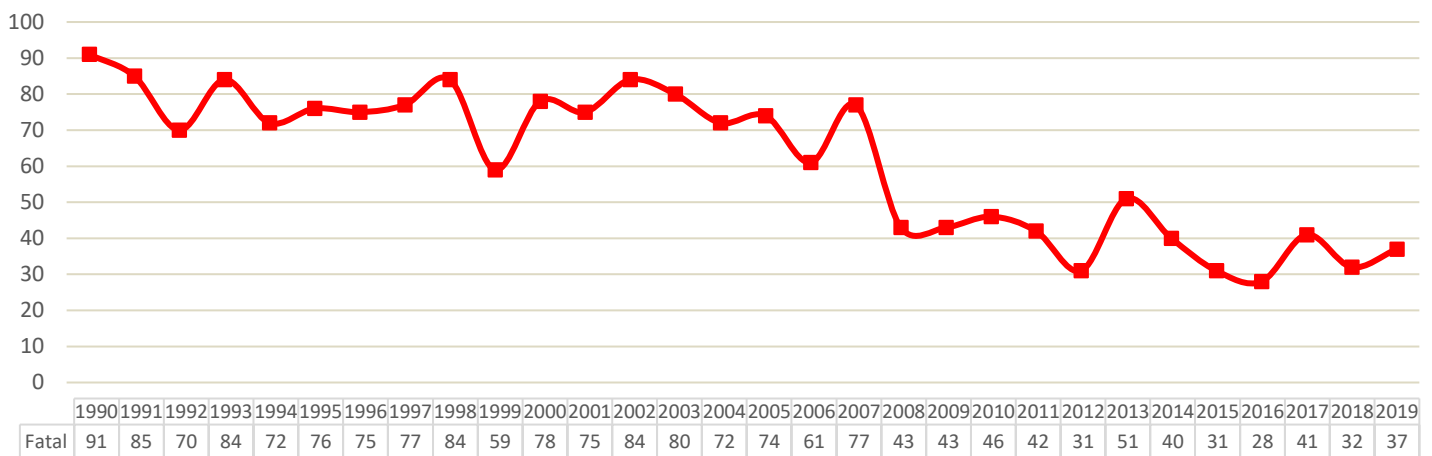
The number of pedestrians killed in 2019 was 5, compared to 6 in 2018, 11 per cent less than the 5 year rolling average of 6.

- The number of pedestrians seriously injured in 2019 decreased to 25, from 30 in 2018, 38 per cent less than the rolling average of 40 per year.

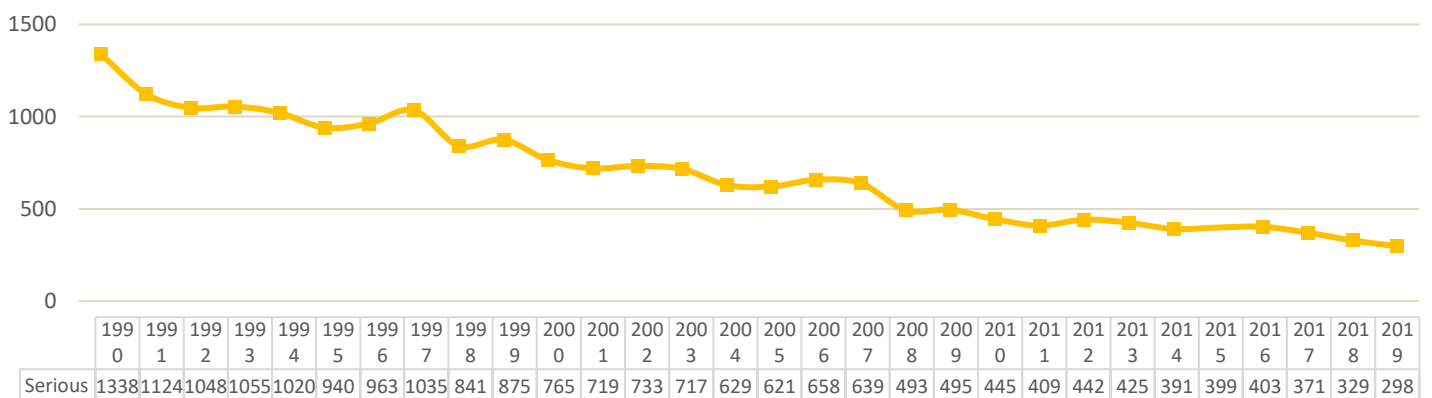
- The number of cyclists killed in 2019 was 2, the same number as in 2018.
- The number of cyclists reported to the police as seriously injured increased from 30 in 2018 to 52 in 2019, a 6 per cent increase on the 5 year average.
- The total reported motorcycle casualties were 229 in 2019, down 2 per 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.

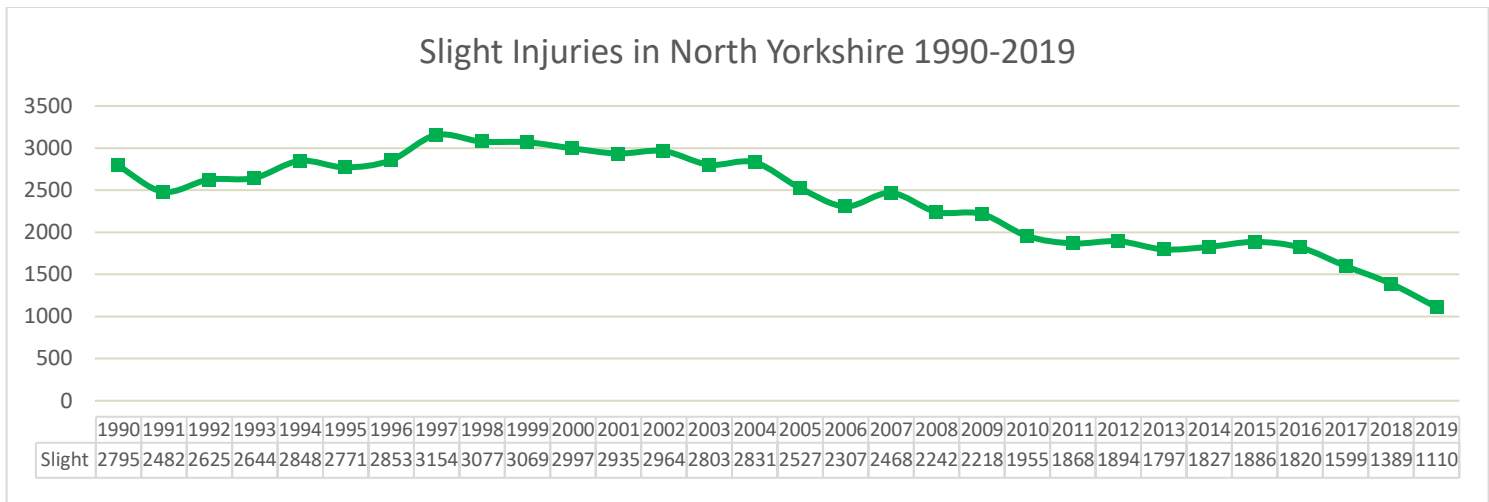
The charts below show the number of casualties, by severity, for the period covering 1990 – 2019.

Fatalities in North Yorkshire 1990-2019



Serious Injuries in North Yorkshire 1990-2019





## Road Safety Engineering during 2019/20

### 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.

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 designed.

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 the 24<sup>th</sup> November 2020, with nine recommendations. The Executive Committee resolved that Corporate Director – Business and Environmental Services take these recommendations forward.

### 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.

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.

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.

### **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.

### **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.

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.

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.

### **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 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.

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). 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).

## **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.

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

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

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

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.

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.

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.

### **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.

## **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.

## **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.

## **Cyclists**

39 cyclist safety events were delivered across the county, including engagement with clubs and event organisers, with 3000 information packs distributed. 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.

## **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.

## **General Road Safety Education**

51 "Don't Drink or Drug Drive" events were delivered across the county.

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.

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.

## **Speed Management**

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

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.

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

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.

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.

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.