

Road Safety – Public Accountability Meeting 2021



York & North Yorkshire
Road Safety Partnership



- Provide assurance that the two Services see Road Safety as a key priority and describe how the two Services each contribute to Road Safety and how they will maintain this as a priority.
- Provide assurance that the York and North Yorkshire Road Safety Partnership is effective and that “Vision Zero” is a sensible and effective approach.
- Provide assurance that the two Services are moving to an integrated approach to evaluation.
- Reference the impact of COVID-19 on road safety during 2020.



Road Safety Prioritisation for NYFRS and NYP

- Fire Services Act 2004 and Home Office Fire and Rescue National Framework for England
- The Policing and Crime Act 2017
- Priority risk area identified in NYFRS Community Risk Profile
- Significant area of operational response to Killed and Serious Injuries collisions
- One of the main pillars of NYFRS Prevention work
- Partnership and collaboration
- Community engagement and education
- The Home Office is responsible for policing in Great Britain. Road's policing is not currently deemed a national strategic priority. A local issue to be determined by Police and Crime Commissioners (PCCs).
- The NPCC has a road policing strategy (2018-2021) with three main objectives:
 - safe roads, free from harm;
 - secure roads free from the threat of serious crime and terrorism;
 - efficient roads that promote public confidence and satisfaction
- Investment into roads policing
- Overarching priorities for Specialist Operations
- Departmental Restructure and problem solving roles implemented along with analytical capability.
- Technological solutions through dashboards and improved data pools
- Strategic Threat Risk Assessment

KSI Data and Trends

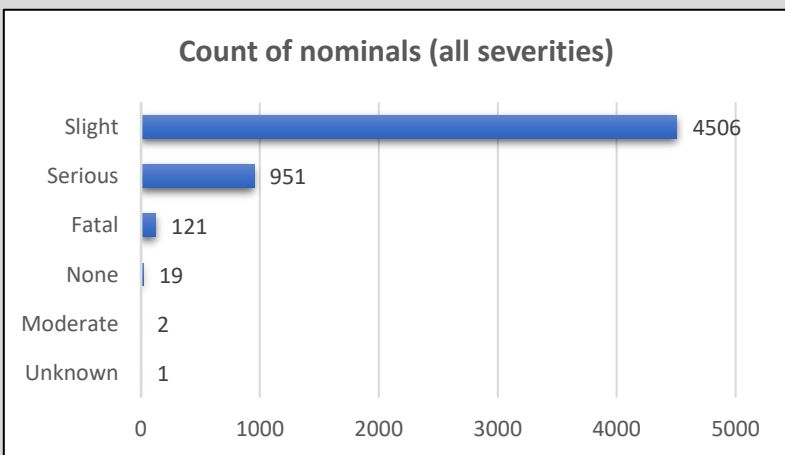
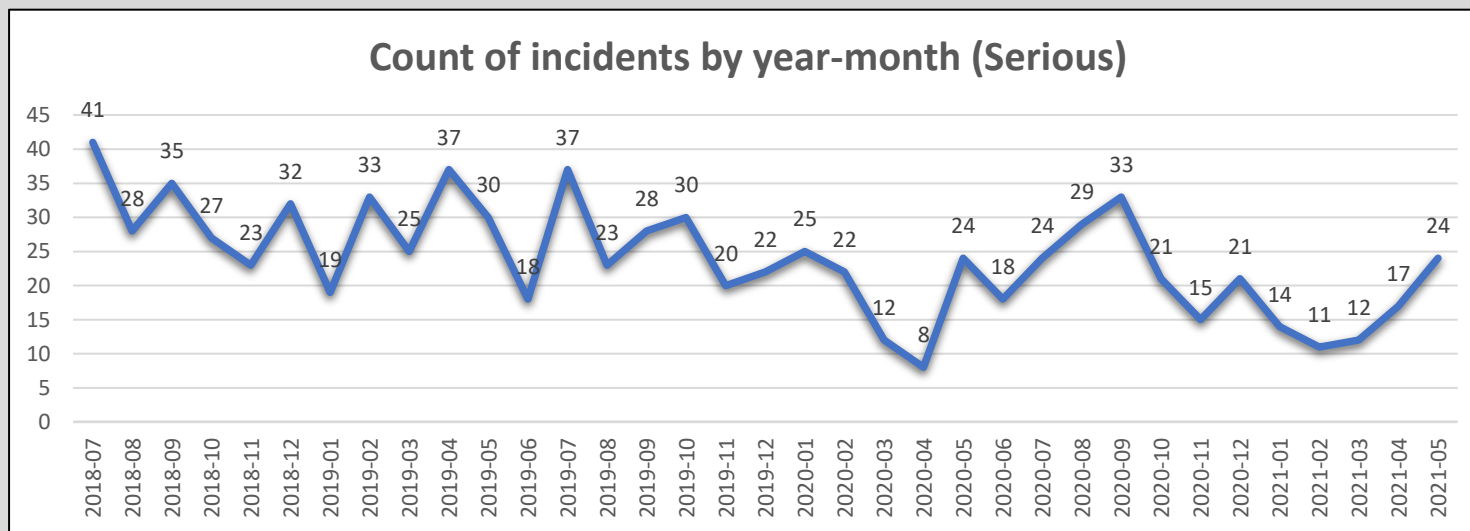
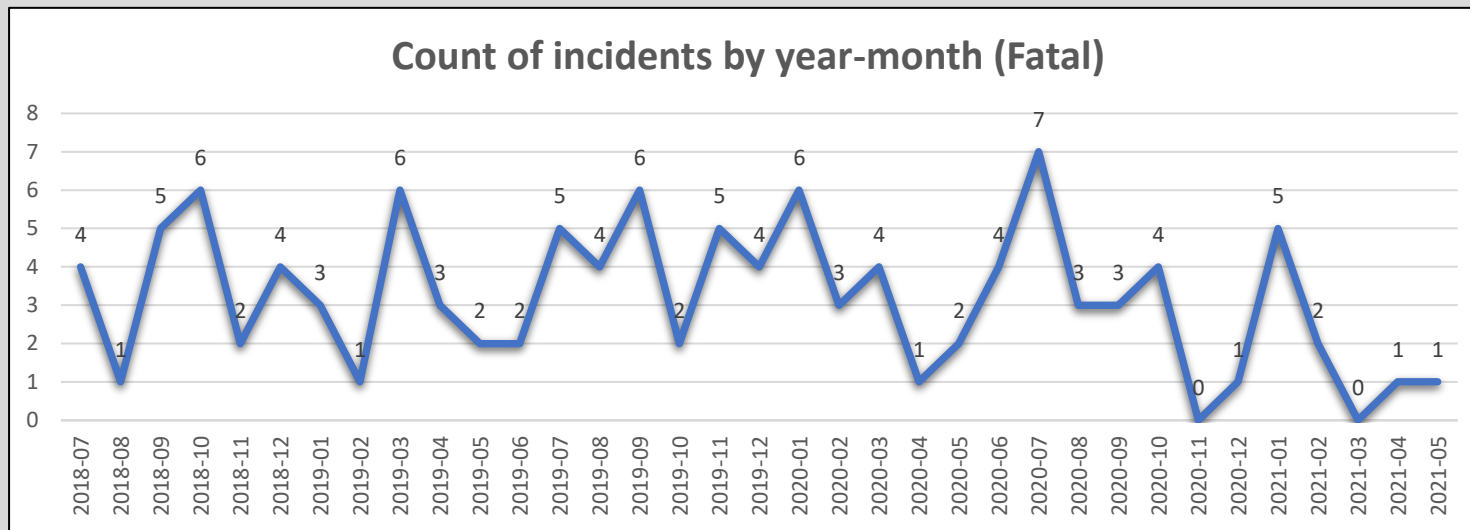
Date Period : 01st July 2018 – 31st May 2021

Count of KSI Incidents
928

Nominal Count (KSI)
1072

Contributing Factor – Fatal (Top Records)	Count of Incident
Driver/Rider error or reaction	47
Road environment	16
Impairment or distraction	14
Injudicious actions	12
Pedestrian only	11

Contributing Factor – Serious Injury (Top Records)	Count of Incidents
Driver/Rider error or reaction	337
Road environment	128
Impairment or distraction	85
Injudicious actions	70





'Towards' Vision Zero

Ambitious, Achievable and Aspirational

Provides local, regional and national context

Activities will be evaluated, and outcomes measured to understand the impact of the road safety partnership



York & North Yorkshire
Road Safety Partnership





STRATEGIC INTENT

Membership

Intelligence led approach

Analytical capability

Speed Management Protocol

Sustainable funding streams

Accountability

Community Engagement

Fatal 5



STAY ALIVE

GET TO KNOW THE

FATAL 5

1

**DON'T
DRINK
AND DRIVE**



2

**KILL
YOUR
SPEED**



3

**DON'T
GET
CARELESS**



4

**BELT
UP**



5

**SWITCH
IT OFF**





York & North Yorkshire
Road Safety Partnership



Strategy Group

- Sets the strategy
- Monitors performance and delivery of Action Plan



Officer Working Group

- Develops the Action Plan and monitors delivery



Local Tasking Groups

- Delivery of local activities, interventions and projects.

The Problem Solving Process

- S** canning **Identifying the real problems and concerns of the community**
- A** nalysis **Understand the conditions that cause the problems to occur**
- R** esponse **Develop and implement sustainable solutions**
- A** ssessment **Determine the impact**

Speed Management Protocol (SMP)

To report a site where speeding is causing concern, download and complete the [Speed Concern Form](#) below and email to: speedconcerns@northyorkshire.pnn.police.uk

Speed related collisions record	Speed data
<p>Collision and casualty records for the previous three years is checked. Sites are ranked as low or high based on the previous collision history. The severity of the collision (fatal, serious, or slight) is used to provide this ranking, every injury causing crash is included, not just fatalities.</p>	<p>This is collected using automatic counting equipment and conducted over a period of at least seven days. We consider: Mean (average) speed– provides a good overall indication of the speed environment 85th percentile speed – by calculating the speed that 85% of drivers travel at or below, we know how the majority of drivers are driving at that place.</p>

Based on the data obtained from the sources above, each road is then categorised using a scale of 1 – 4, with 1 being the highest priority, as shown in the following table:

[Speed concerns - Roadwise](#)

Category	Speed	Casualties	Priority	Likely treatment
1	High	High	High	Higher level enforcement Consider engineering measures – feed into high priority sites assessment Education/publicity
2	Low	High	Medium	Higher level enforcement Consider engineering measures – feed into high priority sites assessment Education/publicity
3	High	Low	Low	Low level enforcement Consider engineering Use of Matrix signs Education/publicity
4	Low	Low/none	Low	No further agency action

Safer Road Users



Safer Vehicles



Safer Roads



Post-Crash Response



Education

Engagement

Enforcement

Engineering

Reduction of deaths on the roads of York & North Yorkshire

Rate of roads deaths from total collisions and casualties

Number of deaths per 100,000 population.

Number of road deaths per 100 million vehicle-kilometres travelled.

Rate of motorcyclist/ car occupant/ pedal cyclist deaths per 100 million vehicle-kilometres travelled.

Number of deaths per 10,000 registered vehicles.

Reduction of seriously injured on the roads of York & North Yorkshire

Rate of seriously injured casualties from total collisions.

Number of seriously injured per 100,000 population.

Number of seriously injured per 100 million vehicle-kilometres travelled.

Rate of motorcyclist/ car occupant/ pedal cyclist KSIs per 100 million vehicle-kilometres travelled

Number of seriously injured per 10,000 registered vehicles.

Improvement in safety for all road users in York & North Yorkshire

Feeling safe- Proportion of population who feel safe on roads in York & North Yorkshire

Being safe - Time elapsed in minutes and seconds between the emergency call following a collision resulting in personal injury and the arrival at the of the emergency services

Towards Vision Zero

The York & North Yorkshire Road Safety Partnership is committed to reducing the number of people killed or seriously injured on the roads while keeping everyone safe.

Covid 19 Impact

- Driving less frequently during lockdown and then increase afterwards
- Vehicle maintenance (Suspension of MOT)
- Increased speeds (linked to quieter roads in the 1st Lockdown)
- Increase in drink and drug driving
- Increase in home delivery due to home shopping
- Reduced 'school run' traffic and young people/children walking to school
- No specific group has shown an increase in KSI due to Covid. Over last 18 months there have been several incidents with multiple fatalities involved.
- Speed Management Protocol (RADAR deployment) suspended during Lockdown periods.
- Road Policing maintained during Lockdown
- Education campaigns e.g. with schools suspended or reduced during Lockdown

COVID-19 Impact (Road Traffic Collisions)

Date Period : 23rd March 2020 – 31st May 2021

Count of all Incidents

1442

Nominal Count (All)

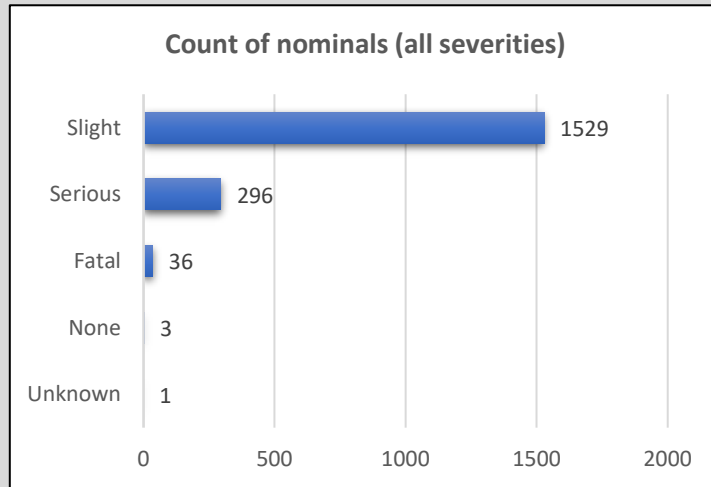
1865

Count of KSI Incidents

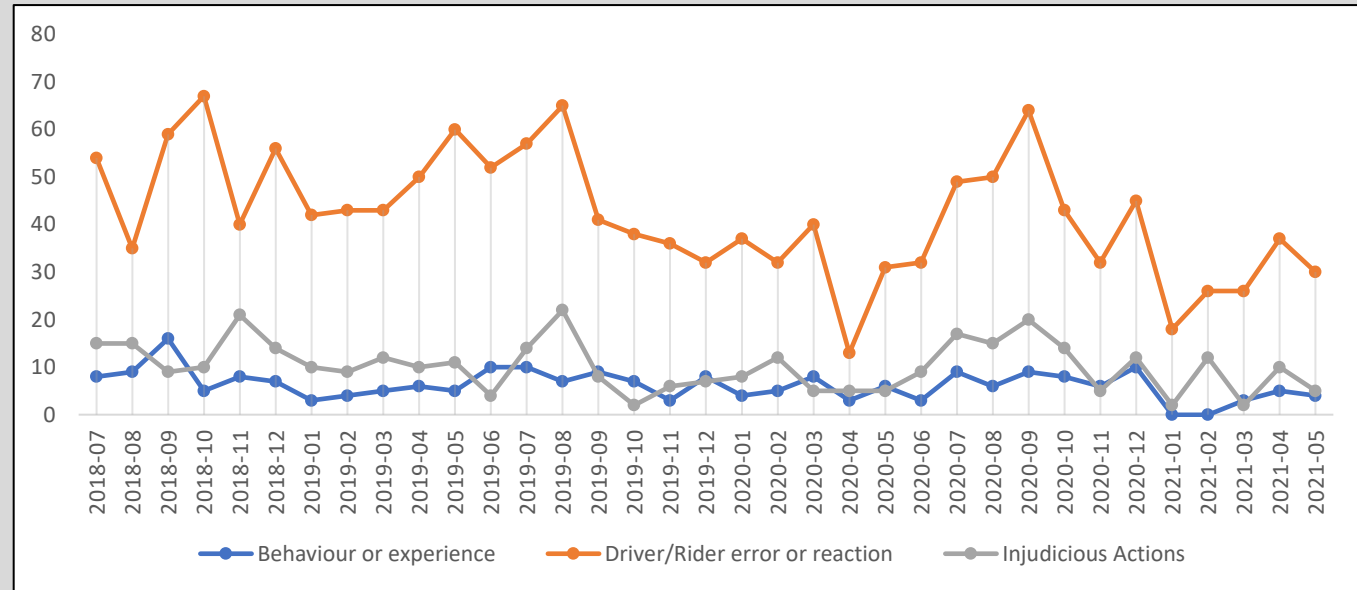
301

Nominal Count (KSI)

332



Trend by 3 different Contributory factor groups. Not all Factor Groups are shown in this graph



Primary Contributory Factor (Top 10) – 74 different reasons, the table below accounts for 54.19% of all records.
Pre-Covid defined as 01st July 2018 – 22nd March 2020, During Covid defined as 23rd March 2020 – 31st May 2021

Top 10 Contributory Factors	Pre Covid %	During Covid %
Failed to look properly	22.12%	20.30%
Slippery road (due to weather)	7.02%	9.91%
Failed to judge other person's path or speed	4.45%	4.37%
Failed to look properly	3.42%	2.63%
Loss of control	3.20%	3.19%
Impaired by alcohol	3.20%	2.84%
Poor turn or manoeuvre	3.01%	2.98%
Careless/Reckless/In a hurry	2.98%	2.91%
Road layout (eg bend hill narrow carriageway)	2.87%	3.05%
Following too close	2.53%	2.98%