

# Road Safety Plan 2021

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## FOREWORD

Ensuring our roads are kept safe for all road users continues to be a priority for Stockton-on-Tees Borough Council. We work in partnership with other Agencies to help reduce road collisions and the severity of any that occur.

In 2020 road safety casualties have seen a considerable fall, partly due to the Covid 19 pandemic and restrictions in travel patterns. This also led to challenges in the delivery of road safety interventions. Moving forward the Council will:

- Support future enforcement campaigns with key messages such as distractions or drink driving, carrying out education campaigns including Crucial Crew.
- Continue to target resources where there has been a rise in road collisions through the introduction of suitable engineering measures to help reduce the likelihood of further collisions occurring.

Road safety in the Borough is important as well as ensuring our residents and visitors are safe. The emotional reaction to collisions can be life changing for individuals and families. Collisions can also have an impact on the local economy as well as putting additional pressure on health services. Minimising any incidents that occur clearly has key benefits and efforts are focused on the areas that this report indicates as priorities.



**Councillor Mike Smith**

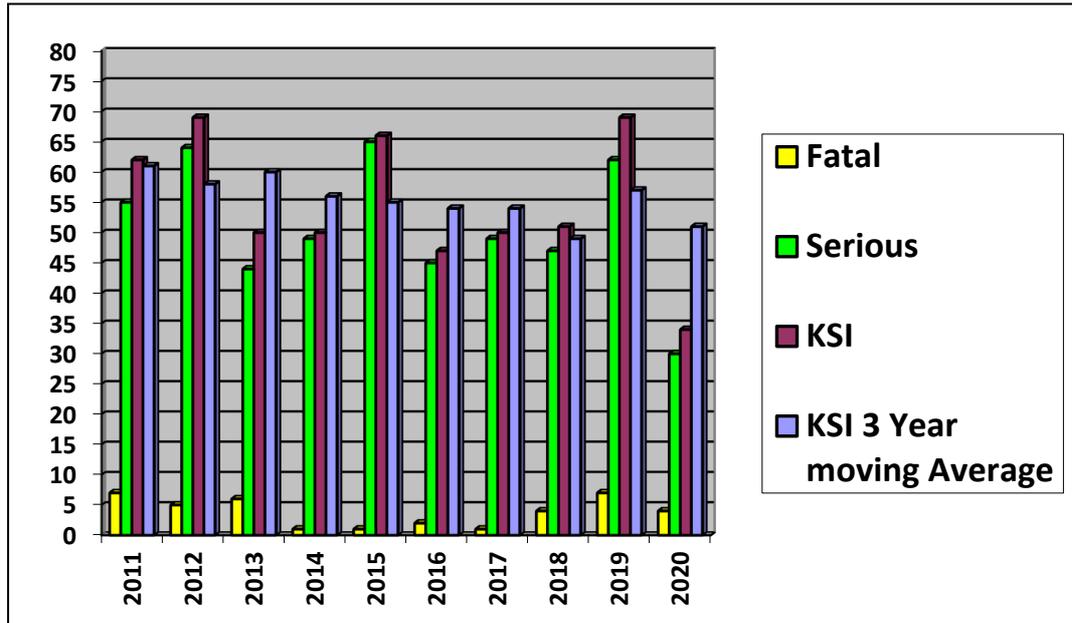
**Cabinet Member for Environment and Transport**

## Overview of Road Casualties in 2020

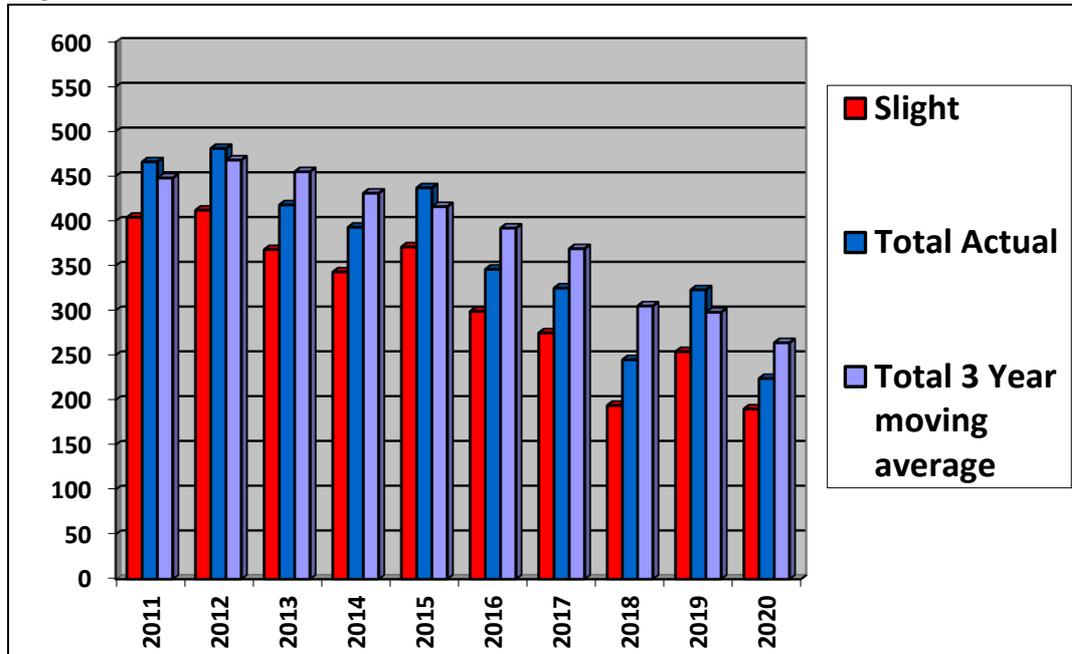
In 2020 there were 4 fatal, 30 serious and 190 slight casualties. Overall, there were 177 reported road traffic collisions, in the Borough of Stockton - on - Tees, resulting in 224 casualties.

The following graphs show the casualty trends since 2011. The long term three-year moving average trend for killed and seriously injured casualties have seen a fall of 10 (16%), whilst total casualties have almost halved during this period.

Fatal/Serious/KSI Casualties



Slight/Total Casualties



The Council has a statutory function to monitor road casualties throughout the year. This includes considering all highway user groups as well as monitoring national and regional trends. The road safety annual plan will analyse the collisions, highlight common trends, and identify suitable education and/or engineering measures to assist in reducing road casualties, with a focus on high-risk groups.

In 2020 Stockton has seen a fall in both road collisions and casualties on the previous year. The following is a summary of the breakdown of these road collisions and casualties.

	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>Total Road Collisions</b>	239	177	-62
<b>Total Road Casualties</b>	323	224	-99
<b>Fatalities</b>	7	4	-3
<b>Serious Casualties</b>	62	30	-32
<b>Pedestrian Casualties</b>	44	33	-11
<b>Pedal Cycle Casualties</b>	45	38	-7
<b>Motorcycle Casualties</b>	24	13	-11
<b>Car Casualties</b>	190	124	-66
<b>Bus Casualties</b>	6	3	-3
<b>HGV Casualties</b>	10	13	+3
<b>Total Child Casualties</b>	55	25	-30
<b>Child Pedestrian Casualties</b>	20	13	-7
<b>Child Pedal Cycle Casualties</b>	16	9	-7
<b>Child Car Casualties</b>	19	6	-13
<b>Young Car Driver Casualties</b>	34	19	-15
<b>Older Car Driver Casualties</b>	20	10	-10

## Casualty Analysis

### KSI Casualties

There were 4 people killed and 30 people seriously injured in 2020, a fall of 3 and 32 respectively on the previous year.

<b>KSI Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>Fatalities</b>	7	4	-3
<b>Serious</b>	62	30	-32

There are no common threads regarding the location of the KSI collisions.

### Identified Trends

Eight of the collisions involved a cyclist, 2 involved a child, both key stage 3 secondary children. In most of the collisions (7), the other vehicle failed to give way to the cyclist.

Eight of the collisions involved a motorcycle. Five of the collisions involved a right turn manoeuvre, 4 of which the other vehicle failed to give way to the motorcyclist, 2 resulting in a fatality.

Seven of the collisions involved a pedestrian, 3 involved a child, two secondary children. The main causation (6) of pedestrian casualties continues to be pedestrians failing to look properly whilst entering the carriageway and colliding with a vehicle.

Seven collisions involved a vehicle losing control and 5 collisions involved a vehicle overshooting a junction.

## Pedestrian Casualties

### **Child Pedestrian Casualties**

There were 13 child pedestrian casualties (3 serious and 10 slight) which is an overall fall of 7 on the previous year.

<b>Child Pedestrian Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	5	3	-2
<b>Total</b>	20	13	-7

There are no common threads regarding the location of the child pedestrian casualties.

### Identified Trends

The child pedestrian casualties are evenly split between primary and secondary pupils. Twelve of the collisions were the result of the pedestrian failing to look before entering the carriageway. 85% of child pedestrian collisions occurred during the day on a dry road surface.

### **Adult Pedestrian Casualties**

There were 20 adult pedestrian casualties (4 serious and 16 slight) which is a fall of 4 on the previous year.

<b>Adult Pedestrian Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	7	4	-3
<b>Total</b>	24	20	-4

There are no common threads regarding the location of the adult pedestrian casualties.

### Identified Trends

The majority (75%) of the pedestrian collisions involved the pedestrian failing to look properly before entering the carriageway, almost two thirds aged under 30. 50% of the pedestrian collisions occurred in the dark.

## Pedal Cycle Casualties

### Child Pedal Cycle Casualties

There were 9 child cyclist casualties (2 serious and 7 slight) which is a fall of 7 on the previous year.

<b>Child Pedal Cycle Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	8	2	-6
<b>Total</b>	16	9	-7

There are no common threads regarding the location of the child pedal cycle casualties.

### Identified Trends

All the casualties were children aged 11 to 15 years. Over half the result of the rider failing to look whilst entering the carriageway from the pavement and colliding with another vehicle.

### Adult Pedal Cycle Casualties

There were 29 adult cyclist casualties (6 serious and 23 slight) which is the same as the previous year.

<b>Adult Pedal Cycle Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	6	6	0
<b>Total</b>	29	29	0

Three of the collisions occurred on Yarm Road.

### Identified Trends

Over 80% of the pedal cycle collisions were the fault of the other driver. Almost all of them were the result of poor manoeuvres; 8 overtaking, 8 right turn and 6 left turn. Over 85% of the collisions occurred during the day on a dry road surface.

## Car Casualties

### **Child Car Casualties**

There were 6 child car casualties (6 slight) which is an overall fall of 13 on the previous year.

<b>Child Car Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	1	0	-1
<b>Total</b>	19	6	-13

There are no common threads regarding the location of the child car casualties.

### Identified Trends

There are no common threads to these casualties, nothing attributed to passenger behaviour, lack of seat belt wearing or incorrectly fitted child car seat. The majority were the result of a collision with one other vehicle.

### **Young Driver Car Casualties**

There were 19 young driver car casualties (1 serious and 18 slight) which is a fall of 15 on the previous year.

<b>Young Driver Car Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	5	1	-4
<b>Total</b>	34	19	-15

There are no common threads regarding the location of the young driver casualties.

### Identified Trends

Twelve of the collisions the young driver was at fault, 50% of which was the result of the driver losing control of the vehicle.

### **Older Driver Car Casualties**

There were 10 older driver car casualties (2 serious and 8 slight) which is fall of 10 on the previous year.

<b>Older Driver Car Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	4	2	-2
<b>Total</b>	20	10	-10

There are no common threads regarding the location of the older driver car casualties.

### Identified Trends

Eight of the collisions the older driver was at fault, there are a mixture of collision types, the main causation of the collisions was failure to judge other vehicles path or speed.

### Motorcycle Casualties

There were 13 motorcycle casualties (2 fatal, 6 serious and 5 slight) which is a fall of 11 on the previous year.

<b>Motorcycle Casualties</b>	<b>2019</b>	<b>2020</b>	<b>Difference</b>
<b>KSI</b>	15	8	-7
<b>Total</b>	24	13	-11

There are no common threads regarding the location of the motorcycle casualties.

### Identified Trends

Seven of the collisions the motorcyclist was at faults these are a mixture of collisions, loss of control, overtake, overshoot and shunt type collisions. However, inappropriate speed is a contributory factor. The six collisions where the other road user was at fault was predominantly right turns across the motorcyclist, including both fatal collisions.

## **Existing Measures**

### **Education**

**Arnie Road Show** (All year round) – An introduction to road safety on and near the road, including how to use a zebra and puffin crossing, target age group 4-6. The road show is regularly evaluated and is highly valued by both pupils and teachers. In 2020 no schools were visited due to the Covid pandemic.

**Drink/Drug Drive Campaign** (December) – In partnership with RSGB, raising awareness of the effects of alcohol/drugs and driving, followed by a targeted campaign by the police.

**Crucial Crew** (September) – The event reinforces the message of being bright and being seen and highlighting the dangers of being distracted on/near the road. In 2020 this event was done virtually with all primary schools within Stockton having access to the video.

**Road Safety Quiz** (November/December) – The event raises awareness of the highway code and develops a broad range of road safety skills. In 2020 the event was done virtually, 17 schools participated.

**School Crossing Patrol Service** (All year round) – There are 33 sites throughout the Borough to assist all pedestrians in the safer travel to/from school.

**National Standard Cycle Training, Bikeability** (All year round) – Provides an enhanced level of cycle training, covering basic skills to the national level. The programme runs throughout the year, level 1 and 2 for years 5 and 6 respectively. In 2020, 82 level 1 and 156 level 2 were delivered.

**Pedestrian Training** (All year round) – To provide key learning outcomes where year 3 pupils will be able:

To choose a safe place to cross and using the safe crossing procedure

To cross at parked vehicles and junctions and using a safe crossing procedure when no other safer alternatives are present.

To cross at protected crossings if available. If not, there is an opportunity to do simulated crossings in a classroom environment.

The programme runs throughout the year.

In 2020, 601 pupils were trained.

**Road Safety GB NE Partnership** – Involves all the North East Local Authorities, providing joint education, training and publicity campaigns based on regional data to tackle common road traffic collisions throughout the region.

## Engineering

**Route Action and cluster site studies** – Schemes selected following accident analysis of 5-year accidents. Current projects in 2020 are:

- Port Clarence Road – Speed Reduction Scheme.
- A177 – Speed Reduction Scheme.
- Marsh House Road – Minor junction improvement Scheme.

**Road Safety Audits** – All of the engineering schemes on the Boroughs highway network are independently audited. The process qualitatively estimates and reports on potential road safety issues and identifies recommendations for improvements in safety for all road users.

## Enforcement

**Parking Enforcement** – Enforcement of on and off-street parking, to reduce indiscriminate parking, targeting potential hot spots such as school time parking issues that can lead to road safety issues.

**Speed Enforcement** - The Council also works in partnership with the Police, collating information such as survey data to target enforcement. Additional mobile camera deployments were funded in the last twelve months.

## **Additional Measures**

### **KSI Casualties**

Speed, failure to give way (particularly involving right turn manoeuvres) and pedestrians failing to look properly are the three main factors for KSI casualties in 2020.

The Cleveland Road Safety Partnership will continue to develop additional enforcement measures which will include the relaunching of community speed watch in 2021.

Additional education measures:

- “Look out” campaign, particularly focusing on pedal cyclists and Motorcyclists. With social media messages for driver to take more time and look out for cyclists and pedal cyclists when turning right.
- Pedestrian distraction campaign, raising awareness of the dangers of failing to look properly whilst near or crossing the road. Roll out the new street art signage to highlight the issue of distraction on or near the road.

### **Child Pedestrian Casualties**

- Prioritise child pedestrian training at the primary schools in the vicinity of the collisions.
- Target secondary pupils through the new street art signage at secondary schools highlighting the issue of distraction on or near the road.

### **Adult Pedestrian Casualties**

- Target young pedestrians through the new street art signage around Stockton College highlighting the issue of distraction on or near the road.

### **Child Cycle Casualties**

- “Look out” campaign, particularly focusing on pedal cyclists. With social media messages for driver to take more time and look out for cyclists and pedal cyclists when turning right.

### **Adult Cycle Casualties**

- “Look out” campaign, particularly focusing on pedal cyclists. With social media messages for driver to take more time and look out for cyclists and pedal cyclists when turning right.
- Deliver a close pass initiative along Yarm Road in partnership with the police.

### **Car Child Casualties**

- No trends within the casualty data, continue to monitor.

### **Car Younger Driver Casualties**

- Social media messages to improve awareness to parents of Black Box insurance, which is an insurance that tracks and records the policy holder's driving behaviour.

### **Car Older Driver Casualties**

- Promote tips via social media to help assist relatives and friends help older drivers to stop driving when it is no longer safe to continue. Also provide a key tips card at local GP surgeries.

### Motorcycle Casualties

- Promote the lookout campaign and focus on Motorcyclists especially right turn conflict. “With social media messages for driver to take more time and look out for cyclists and pedal cyclists when turning right.
- Continue to work in partnership with the police and provide advanced PTW Bike Safe programme.