

Online Public Meeting

Road Safety

25 May 2023

Strategic Partnership Lead **ACC Elliot Foskett**

Tactical Partnership Deputy Lead **T/Superintendent Alex Butterfield**



York and North Yorkshire Road Safety Partnership

Safer Roads Strategy

2021-2026



York & North Yorkshire
Road Safety Partnership

This presentation is designed to provide reassurance and insight into the strategic and tactical response and challenges the **York and North Yorkshire Road Safety Partnership** face in making our roads a safer place.

- Effectiveness of the Partnership
- Update on killed and serious injuries to road users and trends since 2019
- Annual reports and new support to the Partnership
- Our approach to speed enforcement review – academic update
- Explanation of how local risk is identified
- What's working well? what are the challenges? and next steps



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ACC Elliot Foskett - Strategic Partnership Update



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- Vision Zero - Our Goal, Our Outcomes
- Updates on academia, finance and HMICFRS [HM Inspectorate of Constabulary and Fire & Rescue Services](#)
- Current Strategic Focus
- Challenges

Annex 1: Partnership Action Plan



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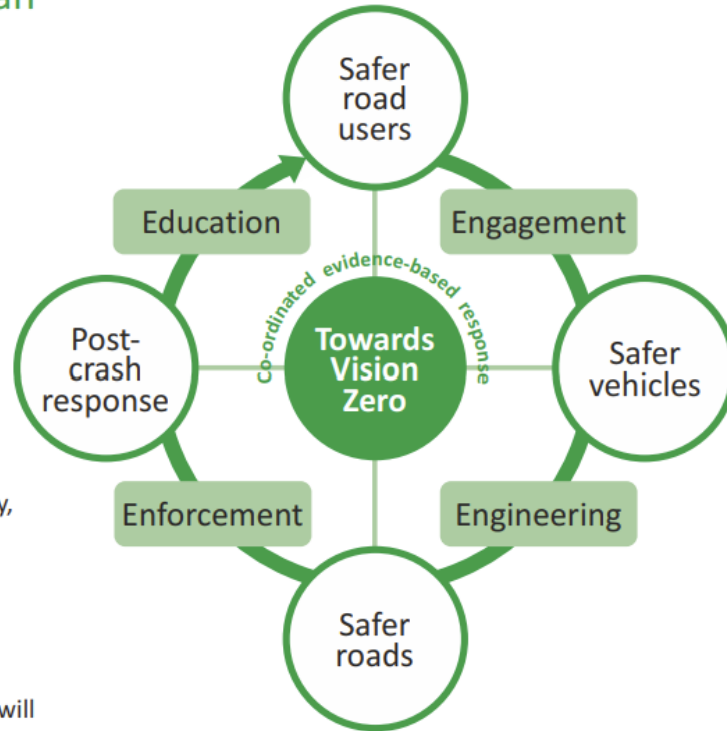
Our Goal

Our goal is to work towards Vision Zero and the reduction of road collision fatalities and serious injuries.

We believe that our goal will be achieved by coordinated and evidence-based education, engagement, engineering and enforcement activity, targeted at reducing the 'fatal five', which deliver against four strategic outcomes.

Our Outcomes

Our outcomes set out the change the partnership will help implement and are the building blocks that will achieve our Vision Zero.



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Safer Road Users	Safer Vehicles	Safer Roads	Post-crash Response
<ul style="list-style-type: none"> • More confident road users who understand and recognise risks, especially the <i>fatal five</i> and know the highway code and how to safely use roads and stay safer. • Improved targeted, coordinated and evidence-based delivery of road safety awareness campaigns which reach out to York and North Yorkshire Road users and encourages positive and safe behaviours. • Skilled road users who choose to use an appropriate mode of travel, act safely and within the law and seek to improve road experiences for themselves and others. • Delivery of road safety enforcement and perception of safety are improved which reduce the <i>fatal five</i> behaviour. 	<ul style="list-style-type: none"> • York and North Yorkshire residents understand the benefits of, and proactively choose, vehicles equipped with appropriate safety technology. • Educated road users who understand the importance of vehicle safety, who service and maintain their vehicle regularly, who understand the roads and environment and make sure their vehicle is suitably equipped for the journey. • More responsible business owners who equip their workforce with a safe and regularly checked fleet and ensure their staff are skilled in vehicle safety. 	<ul style="list-style-type: none"> • Road engineering and signage that is appropriate to the road type and which reduces the risk of harm, assists road users to be confident on the roads and helps them to understand the risks. • Reduction in traffic speed within the 20mph speed limit areas. • Reduction in criminal and anti-social use of York and North Yorkshire road network in partnership with bordering agencies. • Improved information sharing with one partnership data repository to gather and analyse road safety data which directs activities in high-risk hotspot locations and is used to respond to road safety complaints and concerns. • Coordinated and engaged Community Speed Watch Schemes and members who feel part of the wider Safer Roads Partnership delivery. • Planning, designing and delivery of walking and cycling infrastructure is improved which assists in making active travel safer and more attractive. 	<ul style="list-style-type: none"> • Enhanced coordinated partnership activity that reduces the number of those killed and seriously injured on the roads of York and North Yorkshire, keeping communities safe as they travel across our road network. • Ensure that all districts offer equally high standards of rescue, hospital care and long-term rehabilitation following a serious road collision. • Understanding the causes of serious collisions to prevent or reduce their reoccurrence. • Ensuring that when there is a serious collision the response from emergency services ensures that the risk of further collisions is minimised.



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Updates...

Academic Update

- Review of approach to speed enforcement in North Yorkshire
- Scoping assessment completed
- Interest from four Universities – awaiting capacity and timeframes.

Finance

- Partnership Coordinators Role - Through grading – moving to recruitment
- Uplift in handheld speed enforcement capability through Police Community Support Officer's is underway
- Resilience/Wellbeing Support through Police Treatment Centre arranged and delivered later this year.
- New bids invited to support delivery of action plan.

HMIC

- Compliant at last inspection. Continuous improvement in most areas – analytics, deployment, problem solving, fleet and welfare support.
- Risk identified with Op Snap demand increasing year on year – monitoring impact and reviewing resourcing. [Op Snap | North Yorkshire Police](#)



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- Together driving deaths and injuries on our roads down.
 - Supporting the implementation and embedding of the pivotal Co-Ordinator role.
 - Partnership response to the academic findings on speed enforcement approach.
 - Ensure the annual report is published following appointment of Co-ordinator.
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- Encouraging, building and maintaining partnership contributions through a period of change.
 - Data accuracy
 - Visibility of Speed Management Protocol process for the public



T/Superintendent Alex Butterfield – Tactical Partnership Update



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- Progress against the Strategy:
 - Overview of fatal and serious injury collision data
 - New focussed tactical action plan launched (46 to 17)
 - Good work and focus
- How local risk is identified and our response
- Challenges

Progress Against the Strategy...

Fatal & Serious Injury Collisions Data

	Fatal	Serious Injury
2019	40	605
2020	39	490
2021	42	426
2022	40	361
2023	13	TBC



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Tactical Action Plan 2023/24

- Reducing the number of actions to enable focussed successful delivery.
- Continue to be centred around the 4 E's. Engagement, Education, Enforcement, Engineering.
- Linked to specific risk or identification of risk.
- Provides the 'how' enabling accountability
- Actions to be reviewed at officer working group.



STAY ALIVE
GET TO KNOW THE

FATAL 5



EDUCATION:

During 2023/2024 the partnership will have:

Developed a foundation level road safety awareness framework for delivery to children and young people across the county.

Supported members in coordinating activities that aligned with national road safety campaigns.

Overseen and assessed the delivery of educational activities by members to ensure maximum impact in reducing the most significant risks on the county's roads.

Publicised the outcomes of vehicles exceeding speed limits captured by Safety Camera Deployments, as well as the legal consequences of fatal and life-changing or life-threatening collisions that proceeded to prosecution through partners' media channels.

How will this be achieved:

Feedback collected to assess the effectiveness of the framework.

Evaluated the alignment of activities.

Tracked delivery of activities, audience demographic and number of participants. Gather feedback to appraise program success and areas for improvement. Evaluate county KSI data over time to gauge if safety activities reduce risks

Tracked partnership's frequency of publishing speed limit violation and collision outcomes on media channels. Collected public feedback to assess effectiveness of media publications in raising awareness of speed limit violation and collision consequences, and identifying areas for improvement.

ENGAGEMENT:

During 2023/2024 the partnership will have:

Assisted members with engaging local communities to encourage sign-up to Community Speed Watch initiative and reviewed progress

Coordinated engagement with the business community to promote road safety within their community, using the government's Driving for Better Business programme.

Engaged with road victim support organisations to gather feedback and incorporated it into the Road Safety Partnership's efforts.

Established connections with neighbouring counties' road safety partnerships to share best practices and coordinate activities.

How will this be achieved:

Track the number of local communities that have signed up for the Community Speed Watch initiative. Collected feedback from members and local communities to evaluate the effectiveness of the engagement efforts.

Monitor the number of businesses engaged by the partnership, measured by their participation in events or workshops or registration for the Driving for Better Business program. Gather feedback to assess the effectiveness.

Evaluate feedback to assess how effective the engagement is and identify areas for improvement.

Neighbouring counties' road safety partnerships contacted and connected with, best practices shared between partnerships, joint activities or events coordinated between partnerships. Feedback explored to evaluate.

ENGINEERING:

During 2023/2024 the partnership will:

Examined the results of investigations into fatal and serious injury collisions on North Yorkshire's roads to guide the partnership's stance on infrastructure enhancements.

Scrutinised infrastructure plans to ensure they accurately identify and reduce risks to road users.

Assisted partners and stakeholders in accessing external funding to facilitate the achievement of road safety objectives.

Proactively endorsed technological advancements that aim to decrease risks to road users

Pinpointed areas for improvement and effective practices among partners to ensure the most efficient incident response and patient care.

How will this be achieved:

Evaluated the data to identify patterns and trends and developed recommendations for infrastructure enhancements based on the findings of the investigations.

Identify the key components of the infrastructure plans that are relevant to road safety, develop recommendations for changes and evaluate efficacy where feedback was incorporated.

Assist partners in accessing external funding. Tracking activity and monitoring success.

Identify advancements, track endorsement and implementation. Monitor success.

Identify, implement and evaluate areas of improvement and effective practices among partners for efficient incident response and patient care.

ENFORCEMENT:

During 2023/2024 the partnership will have:

Determined which road users are most likely to commit offences that increase the risk for other road users, and supported the implementation of focused enforcement measures to encourage them to modify their behaviour.

Evaluated the efficacy of speed enforcement deployments to determine the most effective measures for reducing risk on our county's roads.

Endorsed the ongoing provision of driver awareness courses as a means of encouraging behavioural change, and evaluate their effectiveness.

Facilitated and assessed enforcement campaigns in collaboration with partners to ensure that they work together in achieving desired outcomes for reducing the highest risks on the county's roads.

How will this be achieved:

Reduction in the number of collisions / offences caused by the identified high-risk road users. Feedback from enforcement officers and other relevant stakeholders on the effectiveness of the enforcement measures taken.

Reduction in the number of collisions / offences. Feedback from enforcement officers and other relevant stakeholders on the effectiveness of the enforcement measures taken.

Participation rate in driver awareness courses offered and an increase in knowledge and awareness of road safety regulations among the participants of the courses. Decrease in the number reoffending by the participants of the courses. Feedback from the participants and instructors on the effectiveness of the driver awareness courses

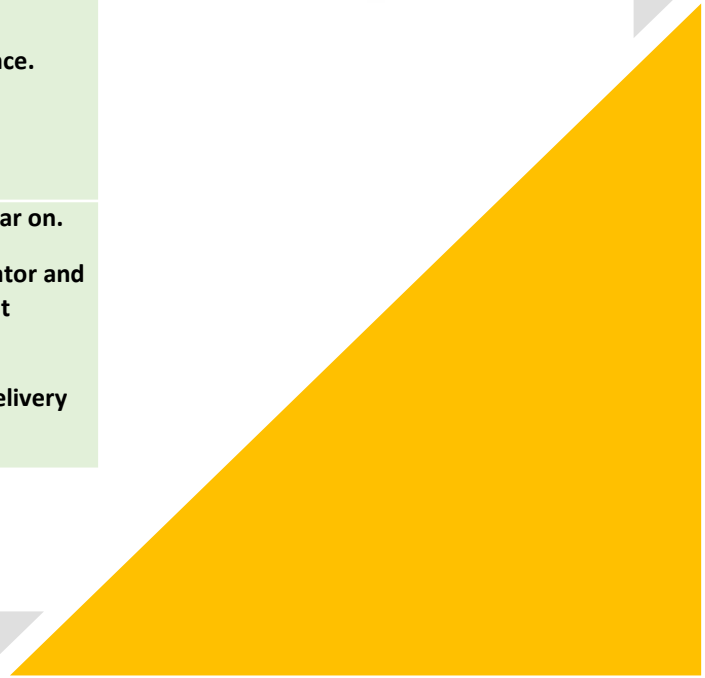
Reduction in the number of collisions and offences on the county's roads during campaigns. Increase in public awareness and compliance with traffic regulations. Feedback from enforcement officers and other stakeholders on the effectiveness of the enforcement campaigns.

Progress against the plan...

<p>Safer Road Users</p>	<ul style="list-style-type: none"> • Education initiatives (below) and great support from North Yorkshire Police Comms. • (RPSTRA) Road Policing Strategic Threat & Risk Assessment - Motorcyclist key vulnerable user group. • (NPCC) National Police Chief’s Council - Northern Motorcycle Tactical Safety Group progression – Chaired by T/Supt Alex Butterfield
<p>Safer Vehicles</p>	<ul style="list-style-type: none"> • Monthly Multiagency Agency Carriage of Dangerous Goods (CDG) Operations. Compliance rates continued concern and national issue. • (NPCC) Campaigns – Tyre Safety Operations. Taxi Ops with Local Authority
<p>Safer Roads</p>	<ul style="list-style-type: none"> • Operation Republic – (ASB) Anti Social Behaviour Selby Folk – Large and regional partnership approach • New TREND Hotspot Deployments – evidence making a difference. • New Summer/Winter Deployment Strategies • Fast Roads Training Operational Officer solution agreed.
<p>Post-Crash Response</p>	<ul style="list-style-type: none"> • Forensic Collision Investigation Unit (FCIU)- collaboration – 1 year on. • Major Collision Investigation Unit (MCIT) – Lead Death Investigator and (PIP2) Professionalising Investigation Programme - development continues – all qualified in next 18 months. • (RPG) Road Policing Group - Training Programme continuous delivery • Engineering Opportunities



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Progress against the plan...

<p>EDUCATION</p>	<ul style="list-style-type: none"> • BikeSafe – National Police Chief Council Recognition for our delivery • Double attendance at Biker Down • Road Safety Team – school and military establishments. • Speed Awareness Courses continue to increase due to streamline file process in Road Policing Group.
<p>ENGAGEMENT</p>	<ul style="list-style-type: none"> • International & national coverage of new engagement tool – Kawasaki H2. • Fire Bike introduction – huge success and expansion plans • Embedded into road safety deployment approach.
<p>ENGINEERING</p>	<ul style="list-style-type: none"> • Strong links with North Yorkshire Council for re-engineering solutions post collision. • E.g.'s Cowling, Yew Tree Lane, Harrogate
<p>ENFORCEMENT</p>	<ul style="list-style-type: none"> • National campaign - 2 wheel campaign another success. National results to be confirmed. • Zero M/C fatalities over Easter. • Op Snap (Dash Cam) continues to grow at exponential rate. Monitoring demand and required resource.



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How local risk is identified and action to address:

- Full time analytical support monitors short term and longer term trends.
- TREND Hot Spots and issues are flagged through both Police and Partnership Tactical governance and tactical deployment plans are put in place to address.
- Longer term SUMMER and WINTER deployment plans designed through analytical support – lunched in May.
- Speed Management Process explained to address community speeding concern and deployment of Camera Safety Van's.

Challenges at Tactical Level:

- Consistency across all areas of North Yorkshire in district working group approach
- Much needed investment in Co-Ordinator role soon to become a reality. Ensuring all support in place to make this a success.
- (NYP) Force wide review – potential impact on road safety resources longer terms.



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The next 6 months

- Appointment of Co-Ordinator
- Summer deployment plan focusing on most vulnerable road users – motorcyclists
- Finance and investment tracking
- Reinvigorate wider strategic partnership involvement

6-12 months

- Response to academic speed enforcement findings
- Winter deployment plan launched
- Develop and encourage consistency at district working group level
- Publish annual report

Happy to answer any questions



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