

# Reported Road Casualties in North Yorkshire: Main Results 2013

Statistical Release

16<sup>th</sup> April 2014

## Reported Road Casualties in North Yorkshire: Main Results 2013

This publication presents statistics on personal-injury collisions and casualties in 2013 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 are 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.

Summary statistics are published quarterly. A more comprehensive narrative analysis of 2013 casualty statistics will be published later this year.

### The key findings include:

- The **number of people killed** in road collisions rose significantly in 2013 from 31 in 2012 (an all-time low) to 51 in 2013 – the highest number since 2007.
- The **number of people seriously injured** decreased by 4 per cent from 442 in 2012 to 425 in 2013. The figure appears to have broadly plateaued for the past four years.
- The **total number of casualties** in road collisions reported to the police in 2013 was 2,273, down 4% per cent from 2012 and continuing the gradual overall downward trend.
- **Total reported child casualties** (ages 0-15) reduced by 16 per cent to 158 in 2013. The number of children killed or seriously injured also reduced, decreasing by 25 per cent from 28 in 2012 to 21 in 2013.
- A total of 1,605 **road collisions that resulted in someone being injured** were reported to the police in 2013, 4% per cent fewer than in 2012.



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Further Information

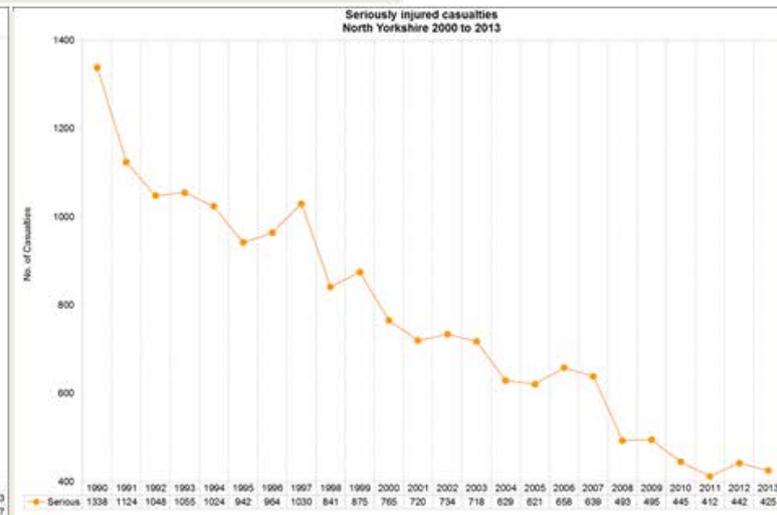
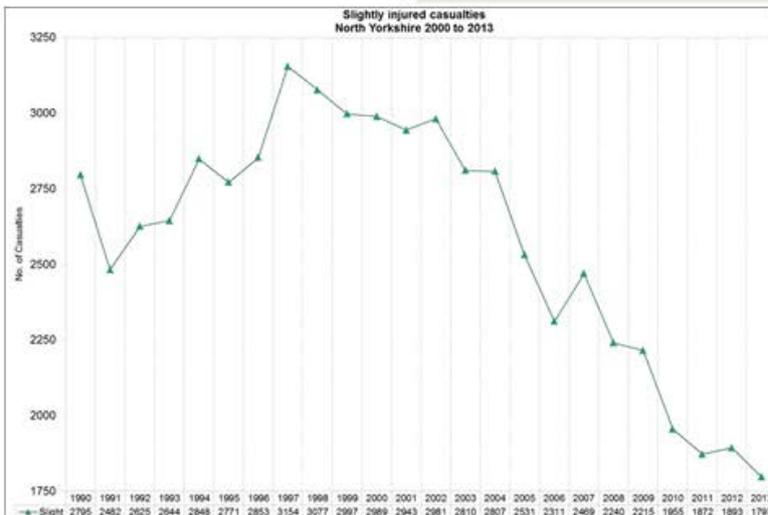
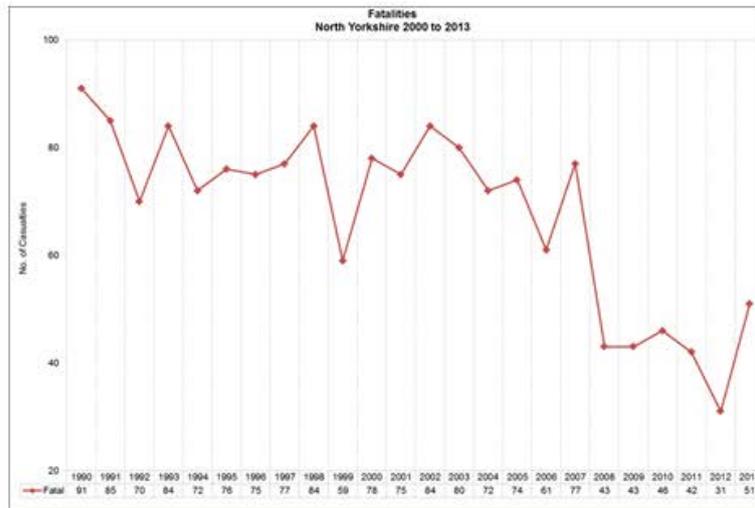
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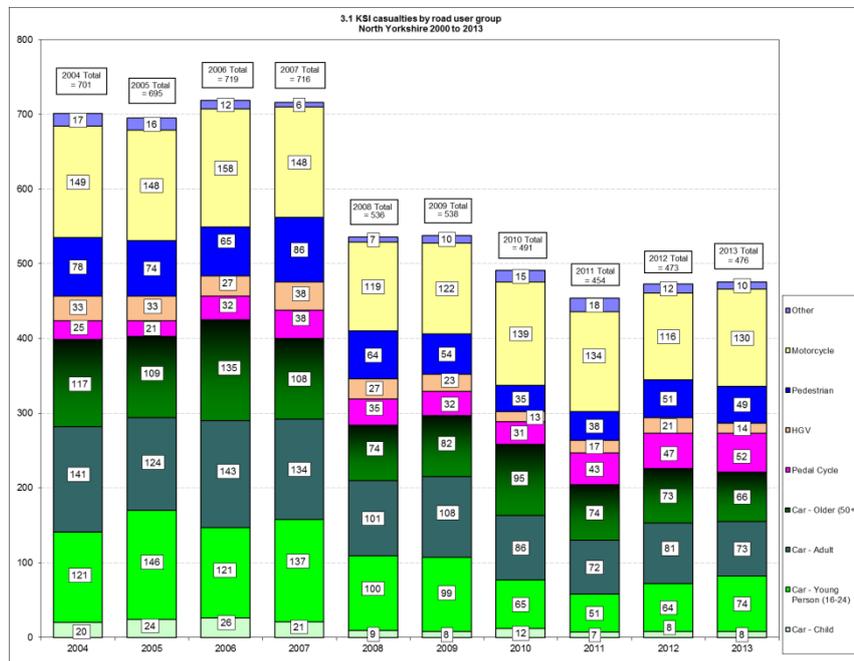
# 1. Overall results

- The number of people killed in road collisions reported to the police increased to 51 in 2013 from 31 in 2012. This is an unwelcome and worrying reversal. In human terms 20 more people died on the county's roads than in 2012, an increase of 65%. This is the highest figure since 2007. Motorcyclist fatalities jumped from 5 in 2012 (admittedly an extra low number) to 16. The number of Older Drivers killed also jumped from 6 to 11. The year on year fluctuations in fatalities seems to be widening: from extra low to much higher, year on year. This is particularly true for motorcyclists where one year sees record lows and the next a major increase. These large fluctuations make it more difficult to identify the common factors that can be addressed to try to maintain ever lower numbers of bikers being killed on our roads.
- The number of people seriously injured decreased by 4% from 442 in 2012 to 425 in 2013. The overall number of casualties in road traffic collisions reported to the police in 2013 was 2,273, down 4% from the 2012 total. The total number of people seriously injured has fallen by 27% from the 2005-2009 average.
- A total of 1,605 road traffic collisions that caused injury to someone were reported to the police in 2013, 4% fewer than in 2012. This total is the fewest reported collisions in a single year, since comparable records for the North Yorkshire area began in 1990.



## 2. Casualties by road user type

- The number of car occupant fatalities in 2013 increased from 18 to 23, up 28% compared with 2012. The number of seriously injured car occupant in collisions reported to the police fell by 5% to 198. Total reported casualties among car users were 1,435, 6% lower than 2012.



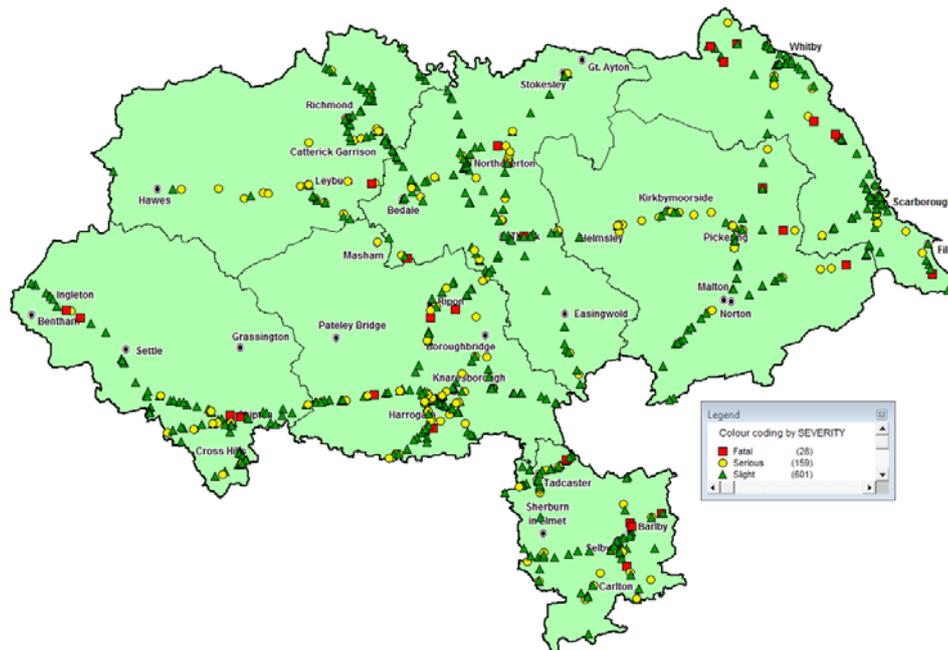
- There were 7 **pedestrian** deaths, which represents 40% more than the 5 in 2012. However, the number of seriously injured pedestrians decreased by 9% to 42. There were a total of 174 reported collisions involving pedestrians in 2013 down 10% in comparison with 2012.
- The number of **pedal cyclists** killed rose by 50% from 2 in 2012 to 3 in 2013. In addition, the number of pedal cyclists reported to the police as seriously injured in road traffic collisions increased by 9% to 49. There is now a gradual but established upward trend in pedal cyclist casualties; this appears to have started in 2004, though it did see a drop in 2010. We do not have sufficiently robust data to be able to compare these rising casualty numbers to the increased number of cyclists on our roads. The increase may simply reflect the rising popularity of cycling and, with it, a proportionate increase in cyclists being hurt. Whatever the reasons, measures to address cyclist's safety and driver's awareness of cyclists are being taken in the county and regionally both in the run up to the Tour de France and beyond.
- The number of **motorcycle** riders killed rose dramatically by 220% from the record low of 5 in 2012 to 16 in 2013. The number of riders reported as seriously injured increased by 3% to 114 in 2013. Total reported motorcycle casualties increased by 9% to 279 in 2013. We are concerned at these fluctuations and are working with North Yorkshire Police to support safer riding and information campaigns to keep bikers well informed and to support targeted enforcement operations aimed at the small numbers of high end offenders. It is possible that a warmer dryer summer may have resulted in more vulnerable road user casualties than might have been expected and that the unusually wet summer months in 2012 resulted in fewer than might usually occur.

- On a more positive note, no **children** (aged 15 or under) were killed in road collisions in 2013, compared with 1 child in 2012. The number of children seriously injured also decreased by 22% to 21 in 2013. The total number of child casualties fell by 16% between the years.

### 3. Casualties and collisions by road type

- The greatest number of reported collisions in 2013 occurred on **non-built-up** roads (roads with speed limits over 40 mph). In total there were 941 collisions on non-built-up roads in 2013, 6% lower than in 2012. These collisions resulted in 1,535 casualties, 46 of which were fatalities and 289 were seriously injured. The number of fatalities on non-built up roads in 2013 was 59% higher than in 2012; the number of casualties who were seriously injured fell by 12%. These are the roads with national 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 of under 40 mph) increased by 2% from 832 in 2012 to 845 in 2013. The number of people killed on these roads increased by 150% from 2 in 2012 to 5 in 2013. The number of seriously injured casualties increased by 21% from 112 in 2012 to 136 in 2013.
- Casualties on the **Highways Agency roads** have decreased for fatalities, serious injuries and slight injuries (a 40% reduction, a 25% increase and a 10% decrease respectively). In total 122 collisions on Highways Agency roads were reported to the police in 2013, a 20% decrease than in 2012.
- The number of reported collisions on **A class roads** has increased for fatalities and reduced for serious and slight injuries (a 40% increase, a 12% and a 2% decrease respectively). In total 788 collisions on A roads were reported to the police in 2013, a 3% decrease from 2012, 49% of all collisions in North Yorkshire occurred on A roads, an unchanged amount since 2012.

Collisions on A class roads in North Yorkshire: 2013



## 4. Casualties by district

Craven	2011	2012	2013	Change
Fatal	3	4	7	↑
Serious	33	41	43	↑
Slight	175	170	201	↑
Total	211	215	251	↑

KSI	36	45	50	↑
Child KSI	1	2	2	▬

Harrogate	2011	2012	2013	Change
Fatal	12	5	12	↑
Serious	112	78	115	↑
Slight	585	567	518	↓
Total	709	650	645	↓

KSI	124	83	127	↑
Child KSI	4	7	9	↑

Ryedale	2011	2012	2013	Change
Fatal	5	2	11	↑
Serious	44	63	61	↓
Slight	139	174	192	↑
Total	188	239	264	↑

KSI	49	65	72	↑
Child KSI	3	1	0	↓

Selby	2011	2012	2013	Change
Fatal	8	4	6	↑
Serious	42	51	44	↓
Slight	227	231	220	↓
Total	277	286	270	↓

KSI	50	55	50	↓
Child KSI	6	5	3	↓

Hambleton	2011	2012	2013	Change
Fatal	9	9	5	↓
Serious	68	93	57	↓
Slight	309	306	271	↓
Total	386	408	333	↓

KSI	77	102	62	↓
Child KSI	1	6	0	↓

Richmondshire	2011	2012	2013	Change
Fatal	3	6	2	↓
Serious	50	48	54	↑
Slight	180	169	161	↓
Total	233	223	217	↓

KSI	53	54	56	↑
Child KSI	2	1	2	↑

Scarborough	2011	2012	2013	Change
Fatal	2	1	8	↑
Serious	60	68	51	↓
Slight	253	277	234	↓
Total	315	346	293	↓

KSI	62	69	59	↓
Child KSI	4	6	5	↓

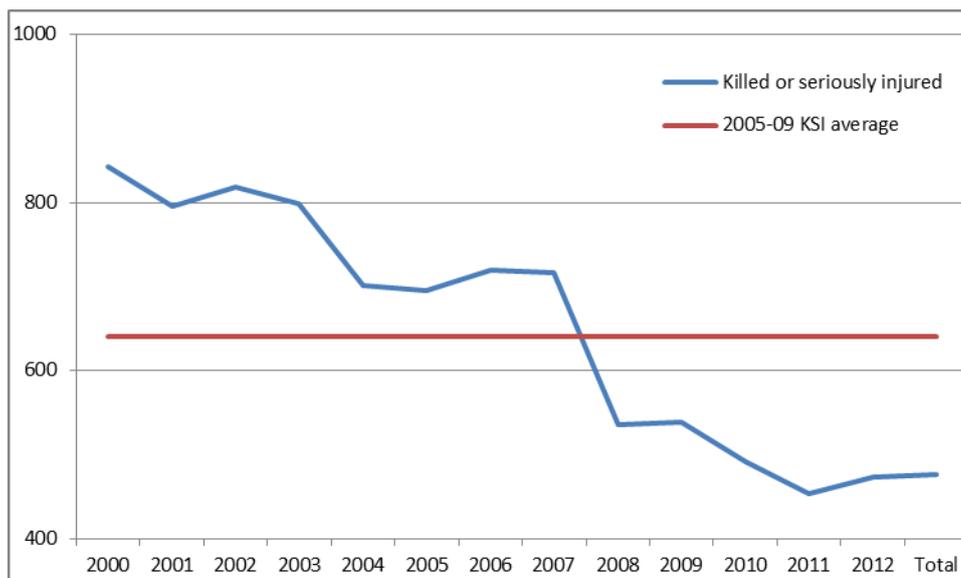
## 5. Changes in comparison with the 2005-09 average

- The average over the five-year period from 2005-2009 is used as a basis for comparison when considering road safety trends over a longer period and is used as a baseline for the Outcomes Framework for the Strategic Framework for Road Safety<sup>1</sup>.
- The number of people killed or seriously injured (KSI) in road collisions reported to the police in 2013 was 26% lower than the 2005-09 average. For fatalities alone, the 2013 figure was 14% lower than in the 2005-09 base period.

### Reported road casualties by severity, North Yorkshire: 2008 to 2013 compared with the 2005-09 average

	Number/percentage change							% change over 2005-09 average	% change from 2012
	2005-09 average	2008	2009	2010	2011	2012	2013		
All road users									
Killed	60	43	43	46	42	31	51	-14%	+65%
Killed or seriously injured	641	536	538	491	454	473	476	-26%	+1%
All casualties	2994	2776	2753	2446	2326	2366	2273	-24%	-4%

### Killed or seriously injured casualties by severity, North Yorkshire, comparison of 2013 with 2005-09 average and 2011



- Reported child casualties (aged 0-15) in 2013 were 34% lower than the 2005-09 base period average and the number of children killed or seriously injured was 50% lower.
- There were 1,605 reported road collisions in 2013, 20% fewer than the 2005-09 average (2015). Of these, 393 involved at least one death or serious injury, down 25% on the 2005-09 average (521).
  - <sup>1</sup> <https://www.gov.uk/government/publications/strategic-framework-for-road-safety>

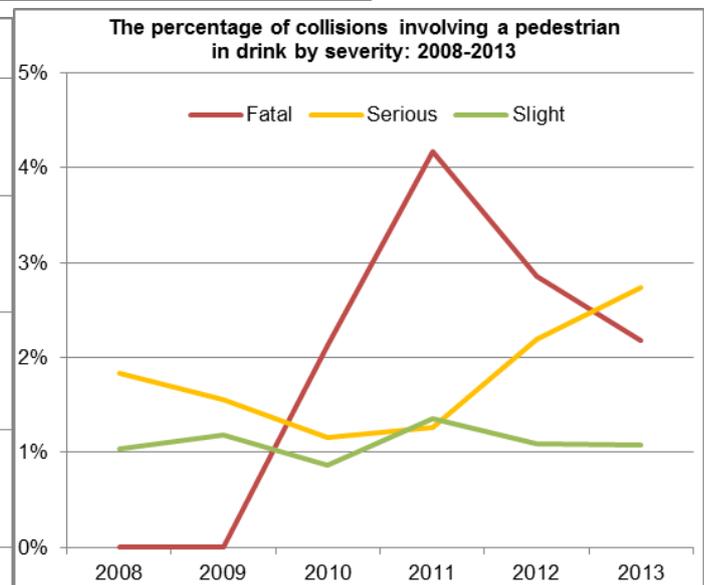
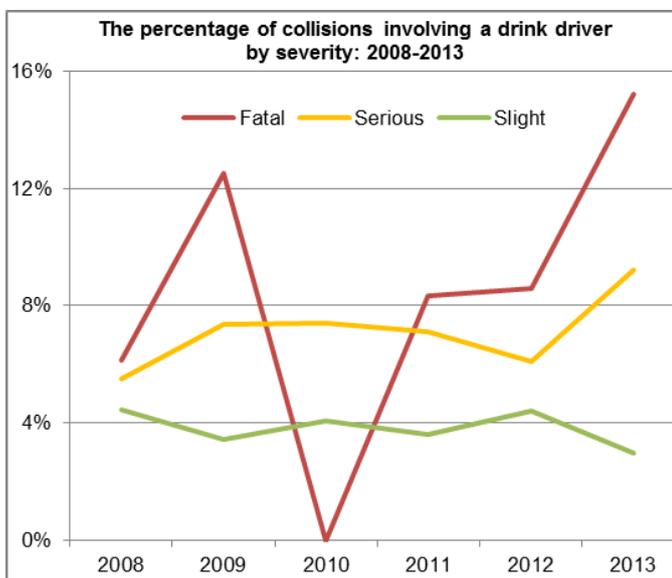
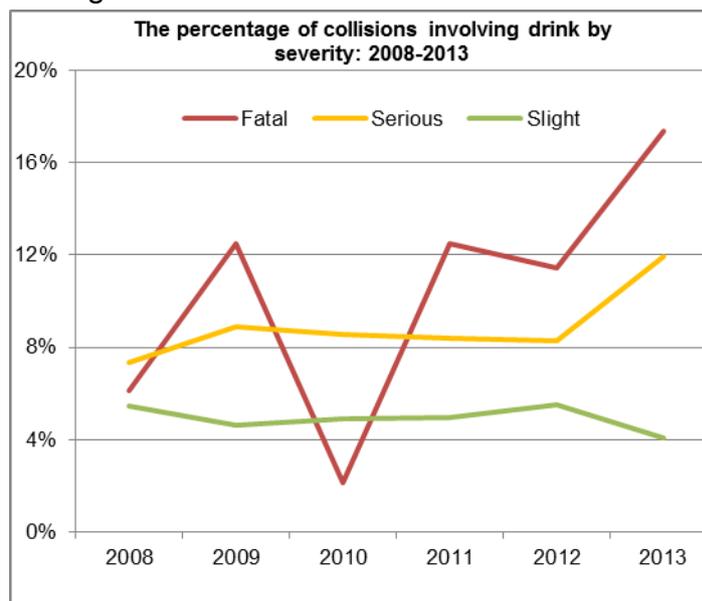
## 6. Collisions involving alcohol, York and North Yorkshire

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 and enforcement operations and supporting information campaigns are run throughout the whole partnership area.

- On average 9% of fatal collisions in York and North Yorkshire involve alcohol, in 2013 it has been 17%, 1 in 6 fatal collisions. The majority of this increase has been seen in the driver in drink category as opposed to the pedestrian in drink category.

	Total number of collisions involving alcohol by year and severity							5 year average
	2008	2009	2010	2011	2012	2013	Total	
Fatal	3	5	1	6	4	8	27	3
Serious	36	40	37	33	34	48	228	29
Slight	100	86	80	77	91	64	498	68
<b>Total</b>	<b>139</b>	<b>131</b>	<b>118</b>	<b>116</b>	<b>129</b>	<b>120</b>	<b>753</b>	<b>100</b>

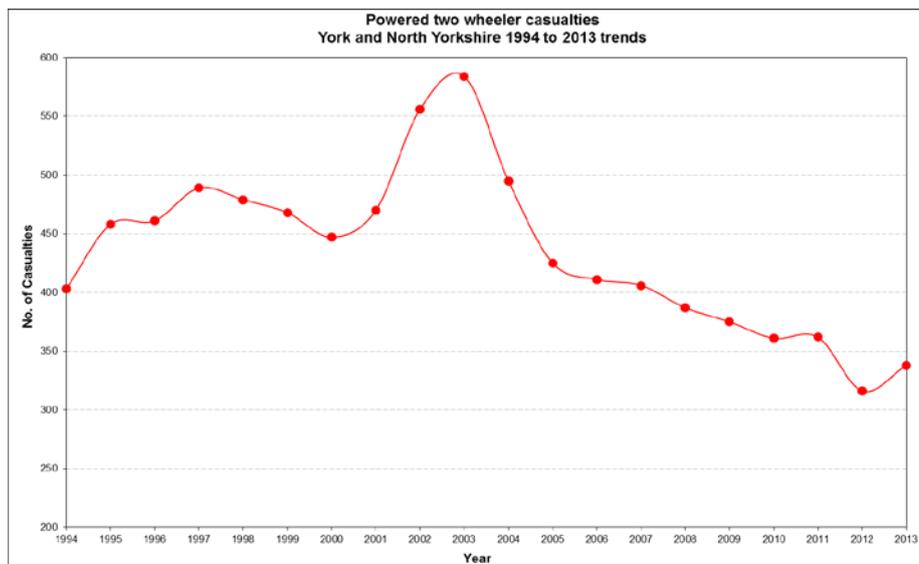
- On average 8% of serious collisions in York and North Yorkshire involve alcohol, in 2013 it has been 12%, 1 in 8 serious collisions. This increase was seen in both the driver in drink and pedestrian in drink categories.



## 7. Collisions involving motorcycles, York and North Yorkshire

Reducing the number of motorcyclist casualties is a partnership objective, and due to its strong link to enforcement, it has been analysed as York and North Yorkshire and campaigns are run over the whole partnership area.

- There were 338 reported rider or pillion casualties in 2013, 16% fewer than the 2005-09 average (321). Of these, 139 involved either death or serious injury, up 3% on the 2005-09 average (135). Motorcyclist and pillion casualties represent 12% of all reported road traffic casualties in York and North Yorkshire, 26% of all killed or seriously injured road casualties and 31% of all fatalities.



From the 2013 motorcycling collision profiling study we find that:-

The average person motorcycle fatality in York and North Yorkshire is -	The average motorcycle seriously injured person in York and North Yorkshire is -
<b>Profile analysis from collision data for York and North Yorkshire</b>	
Riding in daylight	
45-49 years old	
Male	
Riding on a Saturday	Riding on a Sunday
Riding in May or August	Riding in June or July
Loses control on a bend	
Riding between 1000-1800	Riding between 1000-2100
Peak period is 1600-1800	Peak period is 1200-1300
Riding on rural roads	
Riding a sports bike	
Riding a Yamaha	Riding a Honda
From North or West Yorkshire	From North Yorkshire
Riding in the Craven district	Riding in the Ryedale district
<b>Demographic profile analysis using Mosaic</b>	
From older style housing in community historically dependant on mines, mills or manufacturing	1930s to 1960s houses. Owner occupied.
Married, approaching retirement age, children have left home	Married, children living at home, commute to work
Careful with money, loyal towards community, proud of non reliance on the state	Comfortable financially
Prefer face to face, local newspapers and telephone calls as a form of communication	Prefer telephone calls as a form of communication, internet and post as a form of communication