

Road Safety Plan 2022

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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 2021 road safety casualties have seen a rise, partly due to the relaxing of travel restrictions following the pandemic. Moving forward the Council will continue to:

- 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

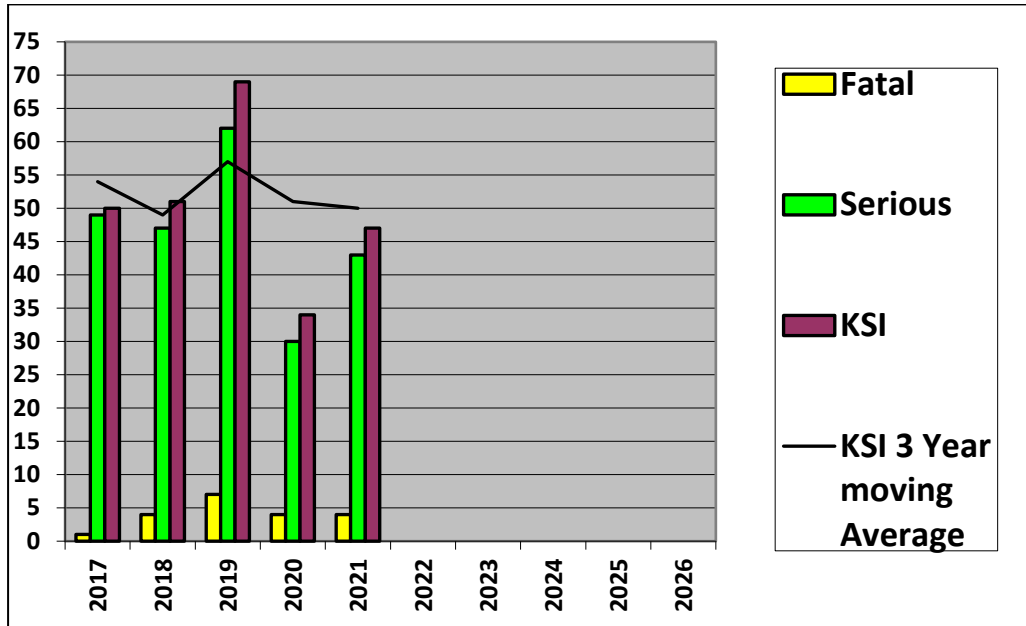
Cabinet Member for Environment and Transport

Overview of Road Casualties in 2021

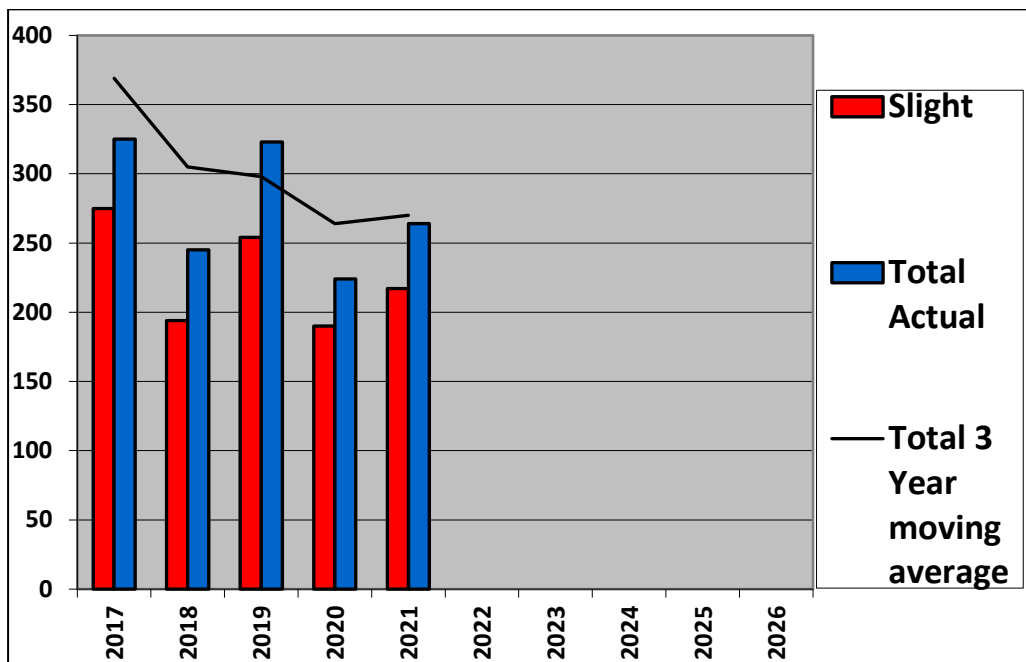
In 2021 there were 4 fatal, 43 serious and 217 slight casualties. Overall, there were 201 reported road traffic collisions, in the Borough of Stockton - on - Tees, resulting in 264 casualties.

The following graphs show the casualty trends. In the last five years the three-year moving average trend for killed and seriously injured casualties have seen a small fall of 4 (7%), whilst total casualties have fallen by 99 (27%) 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 the following areas:

- Speed – Reduce the impact of inappropriate/excess speed.
- Drink/Drugs – Reduce the impact of drivers under the influence of drink and drugs.
- Distraction – Reduce the impact of distraction and inattention
- Seatbelt/Restraints – Reduce the impact that non-seatbelt wearing has upon the severity of injuries sustained in road collisions.

Casualty Analysis

KSI Casualties

There were 4 people killed and 43 people seriously injured in 2021. An increase of 13 (38%) on the previous year.

KSI Casualties	2020	2021	Difference
Fatalities	4	4	0
Serious	30	43	+13

Four of the KSI collisions occurred on the A177.

Identified Trends

Eleven of the collisions involved a motorcycle.

Seven of the collisions the motorcyclist was at fault, 6 of which resulted in a loss of control type collision. The remaining four collisions the other road user (car) was at fault, 2 right turns, 1 shunt and 1 loss of control.

Ten of the collisions involved a pedestrian, 2 involved a child, both primary age. Almost all (90%) the fault was the pedestrian failing to look properly whilst entering the carriageway and colliding with a vehicle.

Five of the collisions involved a cyclist, 4 involved a child, 3 secondary children. No clear trend on causation of these collisions.

Pedestrian Casualties

Child Pedestrian Casualties

There were 12 child pedestrian casualties (2 serious and 10 slight) which is an overall fall of 1 on the previous year.

Child Pedestrian Casualties	2020	2021	Difference
KSI	3	2	-1
Total	13	12	-1

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. Eleven of the collisions were the result of the pedestrian failing to look before entering the carriageway. 84% of child pedestrian collisions occurred during the day on a dry road surface.

Adult Pedestrian Casualties

There were 22 adult pedestrian casualties (1 fatal, 7 serious and 14 slight) which is a rise of 2 on the previous year.

Adult Pedestrian Casualties	2020	2021	Difference
KSI	4	8	+4
Total	20	22	+2

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

Identified Trends

The majority (68%) of the pedestrian collisions involved the pedestrian failing to look properly before entering the carriageway. Approximately 80% of the pedestrian collisions occurred in the day on a dry road surface.

Pedal Cycle Casualties

Child Pedal Cycle Casualties

There were 17 child cyclist casualties (4 serious and 13 slight) which is a rise of 8 on the previous year.

Child Pedal Cycle Casualties	2020	2021	Difference
KSI	2	4	+2
Total	9	17	+8

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

Identified Trends

Almost 90% (15) of the casualties were children aged 11 to 16 years. Almost two thirds (10) of the collisions the pedal cyclist was at fault, with 6 collisions, the result of the rider failing to look whilst entering the carriageway from the pavement and colliding with another vehicle.

Most of the collisions occurred on a dry road surface and in the daylight.

Adult Pedal Cycle Casualties

There were 17 adult cyclist casualties (1 serious and 16 slight) which is a fall of 12 on the previous year.

Adult Pedal Cycle Casualties	2020	2021	Difference
KSI	6	1	-5
Total	29	17	-12

Three of the collisions occurred on Yarm Road.

Identified Trends

Two thirds (11) of the pedal cycle collisions were the fault of the other driver. More than half of them were the result of poor manoeuvres; 2 overtaking, 3 right turn and 1 left turn.

Over 75% of the collisions occurred during the day on a dry road surface.

Car Casualties

Child Car Casualties

There were 13 child car casualties (13 slight) which is an overall rise of 7 on the previous year.

Child Car Casualties	2020	2021	Difference
KSI	0	0	0
Total	6	13	+7

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

Identified Trends

Almost all the collisions occurred in the day, on a dry road surface and involved 2 vehicles. The causation factors for these collisions are not attributed to passenger behaviour, lack of seat belt wearing or incorrectly fitted child car seat. Three of the collisions attributed to over half the child casualties.

Young Driver (17 – 25 age group) Car Casualties

Young Drivers were involved in 28 collisions in which 20 young driver car casualties occurred (2 serious and 18 slight) which is a rise of 1 on the previous year.

Young Driver Car Casualties	2020	2021	Difference
KSI	1	2	+1
Total	19	20	+1

Five of the collisions occurred on Yarm Road.

Identified Trends

Just over half of the collisions the young driver was at fault. The main type of collisions was junction overshoot, approximately 40% (11).

Older Driver (over 65 age group) Car Casualties

Older Drivers were involved in 28 collisions in which 13 older driver car casualties occurred (2 serious and 11 slight) which is rise of 3 on the previous year.

Older Driver Car Casualties	2020	2021	Difference
KSI	2	2	0
Total	10	13	+3

Three of the collisions occurred on A177 Durham Road.

Identified Trends

Two thirds (18) of the collisions the older driver was at fault, with shunt and overshoot type collision accounting for two thirds. Failed to judge other persons path or speed the main contributor when the older driver was at fault.

Motorcycle Casualties

There were 17 motorcycle casualties (11 serious and 6 slight) which is a rise of 4 on the previous year.

Motorcycle Casualties	2020	2021	Difference
KSI	8	11	+3
Total	13	17	+4

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

Identified Trends

Seven of the collisions the motorcyclist was at fault these are a mixture of collisions, loss of control was the main type of collision. However, where the other road user was at fault there are a mixture of collision types, right turn, shunt and overshoot.

Existing Measures

Education

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 2021 this event was done virtually with all primary schools within Stockton having access to the video.

Junior Road Safety Officer (All year round) – Working in partnership with Primary Schools to help promote local road safety issues within the school and community, through assemblies, running competitions, and posters to spread the important messages.

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 2021, 555 level 1 and 353 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 2021, 800 pupils were trained.

Cleveland Road Safety Partnership – Involves all the Cleveland Local Authorities, Cleveland Police and Cleveland Fire Brigade. Delivering joint publicity campaigns to tackle common road traffic collisions throughout the region.

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 2022 are:

- Darlington Lane/Darlington Back Lane – Introduction of a SID
- The Causeway – Signing and Lining Scheme
- Wolviston Road – Minor pedestrian improvement Scheme
- Belasis Avenue – Signing and Lining scheme
- Low Lane/Thornaby Road – Traffic signal improvements
- Durham Road Bypass/Norton Road - Signing and Lining scheme

Road Safety Audits – Major engineering schemes on the Borough's 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

Motorcycle and pedestrians represent almost half of KSI casualties in 2021. With Loss of control for motorcyclist and Pedestrian, entering the carriageway without looking properly the two main contributory factors.

The Cleveland Road Safety Partnership will continue to develop additional enforcement measures at evidenced led locations and Community Speed Watch will be rolled out across the borough, to improve road users' awareness of the speed of traffic on their local roads.

- Continue to work in partnership with the police and provide advanced Powered Two Wheel (PTW) Bike Safe programme and delivery of the "Shinney Side Up" campaign.
- Pedestrian distraction social media campaign, to raising awareness of the dangers of failing to look properly or being distracted whilst near or crossing the road.

Child Pedestrian Casualties

- Continue to prioritise child pedestrian training at the primary schools in the vicinity of the collisions.

Child Cycle Casualties

- Social media messages targeting secondary pupils to reduce their risk when travelling around the highway network.

Adult Cycle Casualties

- 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

- Continue to promote Black box insurance through social media which should assist in improving young driver's road behaviour.

Car Older Driver Casualties

- Provide a key tips card to be included within the Blue Badge literature.
- Work alongside Cleveland Fire Brigade on intelligence gathered from older person events.

Motorcycle Casualties

- Continue to work in partnership with the police and provide advanced PTW Bike Safe programme.