

**NORTH YORKSHIRE CHILDREN'S TRUST**

**August 2009**

**Road Safety Update Report**

**1.0 Key Points**

- 1.1 The 2008 year end road accident statistics for child 'killed and seriously injured' (KSIs) figures have shown a significant reduction, dropping by a third from 51 in 2007 to 34 in 2008, see Appendix 1 for further details.
- 1.2 Further initiatives and activities to sustain the level of improvement have been planned via the York and North Yorkshire Road Safety Partnership.
- 1.3 The Road Safety Partnership would also welcome any suggestions that might further reduce accident levels or support the development of the partnership through the delivery of local initiatives.

**2.0 Recommendations**

- 2.1 That Board members note the content of the report and provide feedback, as appropriate.

**3.0 Information**

- 3.1 Following a presentation on the activities of the York & North Yorkshire Road Safety Partnership to the Board in 2008, it was suggested that the Board should receive periodic updates on child KSI statistics and associated preventative activities. The current position on child KSIs to the end of May 2009, along with relevant information as to the location of such incidents and the primary causes of such accidents is attached as Appendix 2 of this report. It should be noted that these figures are provisional and should not be used for wider publication purposes as they may be subject to some changes before final confirmation for the year as a whole, due early 2010. *(Please note that, for the purposes of this area of work, the definition of a child is age 0 – 15 years).*
- 3.2 The Action Plan for 2009-10 is focussed on the delivery of the programme of activities and education aimed at reducing child casualties.
- 3.3 The activities planned in the coming months are as follows:
  - September – launch of Pedestrian Training Scheme to all primary schools in North Yorkshire. This programme has been devised based on the successful Kerb Craft scheme and adapted and updated to suit the towns and villages of North Yorkshire. It offers a full resource pack to every school. Additionally, for those schools and areas where a higher level of road injury has been identified amongst children, the programme will be delivered at those schools by partnership funded instructors.
  - Expansion of the Seatbelt Sheriff programme through all primary schools and the Junior Road Safety Officer scheme. The Seatbelt Sheriff character signs

up pupils as deputies who affirm that they will always wear their seatbelt and will encourage everyone to do so in any vehicle they travel in. The Junior Road Safety Officers programme is offered to all schools and seeks to enrol two or more pupils from year 5 or 6. These pupils are supported and provided with resources to enable them to promote road safety within their school community.

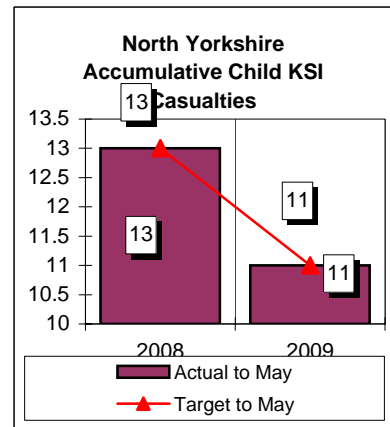
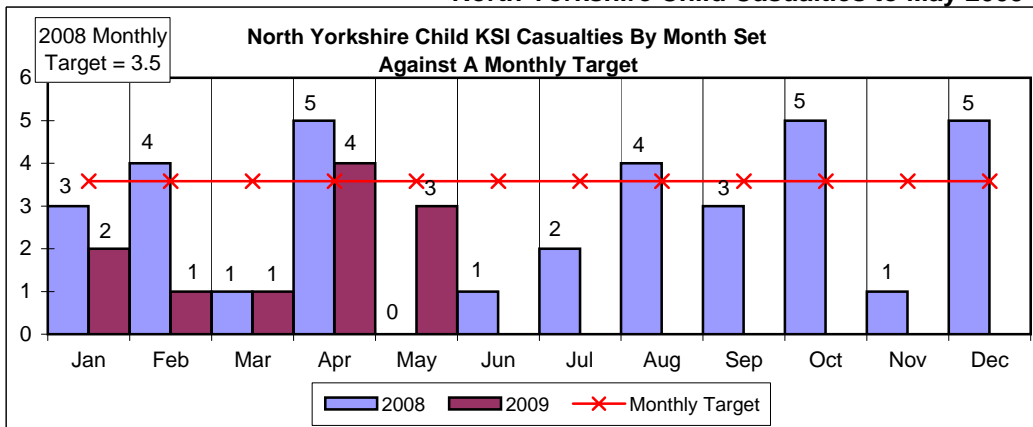
- Planning and preparation will also be underway to further expand the Cyclist Training Programme that offers child cyclist training to every primary school for its year 6 pupils. As the first formal training and test of children as independent road users, this is a very significant programme. We consider it to be the foundation of independent use of the roads. It is seen by many children and their parents almost as a rite of passage from being accompanied to being able to travel on the roads alone. Training is offered to every school but is only taken up by some 65 -70 %. We aim to increase this to 80% during this coming academic year and to 90% the following year.

- 3.4 We are in the process of procuring a children/parents education programme. Those parents that take up the opportunity, which is free of charge, will be provided with a series of booklets by the Children's Traffic Club. The booklets, which will be mailed direct to the parents to support their child's road safety education, cover basic child road and travel safety matters in a bright, accessible and fun way with stories, interactive activities and other ideas. It will enable the partnership to provide parents with the road safety information and ideas that they need to commence their children's safety education at home. Further Traffic Club resources may be available for pre-school groups and nursery classes to reinforce these lessons and characters, if funds permit.
- 3.5 The Board is asked to give consideration to the following suggestion that has come forward to the Road Safety Partnership. Given that young and inexperienced drivers are the highest risk category of all drivers, should schools provide road safety training as a curriculum subject to 16 and 17 year old pupils in support of their development and safety awareness. This is now available as an e-learning suite which uses brain training to improve the student's eye scanning, hazard perception and risk management. It also makes the theory of driving (and the Highway Code) relevant, interesting and most importantly, fun. It also includes infinite DSA theory tests and Hazard Perception tests, so students can revise for the theory part of their driving test without buying extra CDs or books. It fits in very well with the government's 'every child matters' scheme as a way of enhancing school's enrichment process and preparing their students fully for 21st century life.
- 3.6 Research is currently conducted into the use of camera enforcement as one element of the wider speed management protocol. This protocol defines the steps and measures that can be applied in assessing and addressing concerns and problems involving vehicle traffic and speeds. It will also include consideration of additional factors such as speed management measures around schools. Speed warning matrix signs are already available across the County and can be deployed on request as a traffic calming and monitoring measure through the District Community Safety Partnership, alternatively such facilities can be requested via North Yorkshire Fire & Rescue Service.

**4.0 Conclusions**

- 4.1 Good progress is being made on securing the safety of children and young people from road accidents across North Yorkshire. Activities have been planned to further reduce child KSIs.
- 4.2 Research on how to bolster current measures is ongoing and suggestions and comments are welcome on new ideas and current research projects.

# North Yorkshire Child Casualties to May 2009



### The Key Factors Of Collisions Which Involved A Child KSI Casualty

Rank	Factor	Occasions
1	Pedestrian failed to look properly	4
2	Careless/Reckless/In a hurry	2
3	Poor turn or manoeuvre	2
4	Slippery road (due to weather)	2
5	Failed to look properly	2
6	Travelling too fast for conditions	1
7	Junction overshoot	1
8	Pedestrian crossed road masked by stationary or parked veh	1
9	Pedestrian failed to judge vehicles path or speed	1
10	Careless/Reckless/In a hurry	1
11	Aggressive driving	1
12	Loss of control	1

All collisions can have upto 6 factors that the attending officer believed contributed to the collision, these factors can belong to any vehicle involved in the collision.

