

Report of the Corporate Director of Economy and Place

Road Safety Review 2016

Summary

1. The purpose of this report is to provide an overview of the work undertaken by the City of York's Road Safety team.
2. All local transport authorities have an obligation to promote road safety by dissemination of information or advice relating to use of the roads. See Annex A for the full Statutory Duty. The report outlines casualty statistics for York and analyses how the City compares to other local authority areas, both regionally and nationally. Understanding the types of slight, serious and fatal casualties which occur in York enables the council and its partners to prioritise campaigns and other interventions.
3. This report will then go on to highlight work undertaken by the Council in three distinct areas:
 - a) Road Safety Training
 - b) The School Crossing Patrol Service
 - c) Regional road safety partnership work, including the York and North Yorkshire speed management protocol.

Recommendations

4. The Executive Member is asked to:
 - a. Note the relatively low level of casualties in the York area compared to other authorities in the region.
 - b. Support the work planned to be undertaken by the Road Safety team in the coming year with the expectation that further reports will be issued providing updates on the results of the measures being taken; and

- c. continue to adopt the '95 Alive' Speed Management Protocol, working to overcome current challenges for the next six months, bringing a further report documenting progress in Summer 2017.

Reason: To demonstrate that the council is committed to working with regional and local partners to ensure that casualty reduction is given the priority it requires.

Background

Casualty Overview – The national position

5. The United Kingdom's roads are very safe by all international comparisons. The UK remains second only to Sweden in terms of global road safety, with 2014 witnessing the third lowest number of road deaths since records began. Never the less, with the estimated cost of road traffic collisions (RTC's) to the UK economy being in excess of £16, 3 billion per year there is still much to do. (*Reported road casualties 2014*)
6. The Government recognises the importance of road safety and has committed to investing in this agenda in order to save lives, reduce pressures on the NHS, keep traffic moving, and keep the UK economy growing. Integrating road safety into wider policy areas such as environment and health is nationally acknowledged as an important element of achieving key objectives.
7. This is why nationally and within the York & North Yorkshire 95 Alive Road Safety Partnership the '**Safe system**' approach towards Road Safety has been adopted.
8. This approach recognises that we can never entirely eradicate road collisions because there will always be some degree of human error. When collisions do occur the human body is inherently vulnerable to death or injury and because of this we should manage our infrastructure, vehicles and behaviour to reduce crash energies to levels that can be tolerated by the human body.

9. The “five pillar” strategic approach for managing road safety and creating a truly safe system
 - Road Safety Management
 - Safer Roads and Mobility
 - Safer Vehicles
 - Safer Road Users
 - Post Crash Response

(Department for Transport: 2015 Working together to build a safer road system. Single departmental plan 2015 to 2020)

10. In York our local economy and transport are also closely linked with safety on our roads. Thus reducing congestion and improving air quality through the creation of more opportunities for active travel that is safe and sustainable, will have far reaching health and wellbeing benefits for the whole population,

Casualty Overview - Yorkshire & Humber

11. Tables A and B (below) are taken from Public Health Outcomes Framework Profiles and demonstrate how the City of York compares with other North Yorkshire & Humber local transport authority areas in terms of Casualties. Note: the data includes casualties on Trunk Roads such as the A64
12. The table indicates that compared with the “benchmark” Red = worse. Amber = similar Green = better.

Table A – Killed and seriously injured per 100,000 residents

1.10 - Killed and seriously injured (KSI) casualties on England's roads 2012 - 14 Crude rate - per 100,000

Area	Recent Trend	Count	Value		95% Lower CI	95% Upper CI
England	–	63,442	39.3		39.0	39.6
Yorkshire and the Humber region	–	7,220	45.1		44.1	46.1
Barnsley	–	259	36.6		32.3	41.4
Bradford	–	615	38.9		35.9	42.1
Calderdale	–	285	46.0		40.8	51.7
Doncaster	–	343	37.7		33.8	41.9
East Riding of Yorkshire	–	566	56.1		51.6	61.0
Kingston upon Hull	–	368	47.6		42.9	52.7
Kirklees	–	459	35.7		32.5	39.1
Leeds	–	931	40.8		38.2	43.5
North East Lincolnshire	–	261	54.4		48.0	61.5
North Lincolnshire	–	309	61.0		54.4	68.2
North Yorkshire	–	1,380	76.3		72.3	80.5
Rotherham	–	292	37.6		33.4	42.2
Sheffield	–	535	31.8		29.2	34.7
Wakefield	–	433	43.8		39.7	48.1
York	–	184	30.3		26.1	35.0

Source: Department for Transport

Table B - Comparison profile for children killed or seriously injured in the Yorkshire & Humber Region

Area	Value	Lower CI	Upper CI
England	17.9	17.5	18.4
Yorkshire and the Humber region	25.4	23.7	27.3
Barnsley	23.0	15.5	32.8
Bradford	27.5	22.4	33.3
Calderdale	25.6	17.4	36.3
Doncaster	24.9	18.0	33.5
East Riding of Yorkshir...	22.3	15.7	30.7
Kingston upon Hull	31.9	23.4	42.4
Kirklees	23.4	17.9	30.0
Leeds	22.4	18.1	27.4
North East Lincolnshire	51.5	37.9	68.5
North Lincolnshire	35.1	24.2	49.4
North Yorkshire	24.6	19.4	30.8
Rotherham	28.2	20.3	38.1
Sheffield	23.2	18.1	29.2
Wakefield	23.6	17.1	31.7
York	11.4	5.7	20.4

Source: Department for Transport (DfT), Road accidents and safety statistics.

Casualty overview – City of York

13. Table C (below) shows the total number of all reported casualties in York on the left side of the table and also the numbers of killed & seriously injured (KSI) on the right side of the table.
14. The table highlights that car drivers and passengers make up the highest percentage of casualties in the York area. However it also shows a very high percentage of all serious injuries in 2015 in York were cyclists and that 30% of all casualties were cyclists.
15. Unfortunately the only statistically significant increase in casualty statistics in York in recent years has been an increase in cycling casualties. The table also highlights that in 2015, vulnerable road users represented 67% of KSI's (32% were cyclists).

Complete casualty statistics for the City of York are provided at ANNEX B to this report.

Table C – 2015 City of York road casualties

Total Casualties			Killed and Seriously Injured		
2015	people	percentage	2015	People	percentage
Total Casualties	549	100%	Total KSI	74	100%
Car/other	241	43%	Car/other	30	41%
Cyclists	165	30%	Cyclist	24 (0 fatal)	32%
Pedestrians	80	14%	Motorbikes	12	16%
Motorbikes	63	11%	Pedestrians	8 (0 fatal)	11%

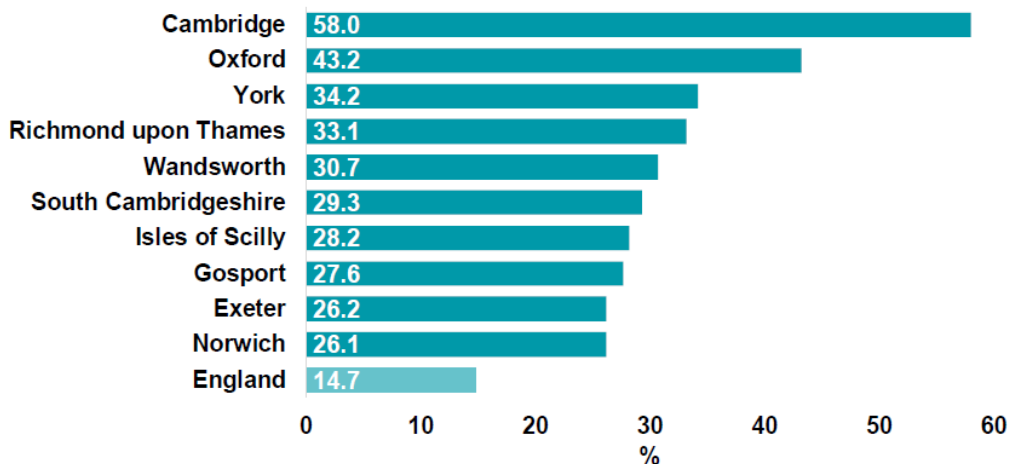
16. In spite of the trend of increasing numbers of cycling casualties in York over the last few years, it is important to remember the health benefits to cycling can often outweigh the risks. The benefits are so great that a report by British Cycling has found that if levels of cycling in the UK rose to those in Denmark, the UK would save the NHS £17 billion within 20 years.

17. Cycling is certainly popular and growing as both a mode of transport and as a leisure pursuit in the York area. Table D (below) evidences that York has the third highest number of adult cyclists in the Country.

Monitoring work undertaken suggests a 20% increase in the volume of journeys undertaken by bike in York, in recent years, probably linked to improvements to cycling infrastructure, the promotion of cycling through the Cycling City and iTravelYork campaigns and the higher national/regional profile of cycling that came with the Tour De France and consecutive Tours de Yorkshire.

Table D

Chart 7: Percentage of adults cycling at least once a month: top 10 local authorities, England, 2014/15 (table [CW0104](#))



Source: DfT Local Area Walking & Cycling Statistics, England 2014/15. 12.07.16

18. The most often cited barrier to cycling is concern over safety (both real and perceived). 64% of respondents aged 18 or over agreed with the statement 'it is too dangerous for me to cycle on the road' in the most recent British Social Attitudes Survey in 2014.
19. Over the last few years as cycling casualties have risen, there has been a more focused approach locally and regionally to widening training and information for cyclists. The Road Safety Team continue to work in three distinct areas towards reducing casualties:-
 - Road Safety Training (Pedestrian & Cycle)
 - The School Crossing Patrol Service
 - Regional road safety partnership work

Road Safety Training

20. City of York Council has been at the forefront of road safety delivery for over twenty years, providing training and promoting safe and sustainable travel consistently over this time. It was best practice taken from cycle training schemes created and delivered in York that formed the basis of the now nationally adopted Bikeability Scheme.
21. In the financial year 2015/16 the Council's training team were fully funded from grants provided by the Department for Transport (DfT) and funds provided via the Police & Crime Commissioner via the 95 Alive Partnership. This position has continued in 2016/17.
22. CYC's road safety training offer is delivered by twenty team members, all of whom are fully qualified National Standard Bikeability Cycling Instructors.
23. The primary focus of the Training Team is to provide the following for the City of York.
 - National Standards Bikeability Cycle Training in Primary & Secondary Schools (levels 1, 2 & 3); and
 - Pedestrian Training to Primary School Children.

‘Bikeability’

24. The Government recognised ‘Bikeability’ scheme is today’s cycling proficiency but for the 21st Century. It provides professional training which is proven to make road users who partake more skilled and confident. It gives everyone the practical skills and confidence for all kinds of cycling (and later driving). There are three levels, each designed to improve cycling skills, no matter what is known already. Levels 1, 2 and 3 take trainees from the basics of balance and control, all the way to planning and making independent journeys on busier roads. Whilst the training can be delivered to anyone, the Instructors focus on delivery via the Schools.
25. A rolling programme of Bikeability training is offered in 100% of Primary Schools (L3 offered in Secondary Schools) in York as follows:-
 - Level 1 – usually offered to School Years 5 or 6. It consists of 2 hours of playground cycle training
 - Level 2 – usually offered to School Years 5 or 6. It consists of 6 hours (3 x 2 hour sessions) of “on road” cycle training (quiet roads, usually around the school)
 - Level 3 – usually offered to School Years 6, 7, 8, 9. It consists of 2 hrs of “on road” (more complex roads) cycle training and journey planning.
26. In the academic year 2015/16 CYC delivered cycle training to 1,200 children across schools in York. It is anticipated that due to the training now being offered free, these numbers will increase through the academic year 2016/17.
27. The Bikeability training is funded in part from the Department of Transport. Until July 2016 was also part funded by Local Sustainable Transport Fund and a school or parental contribution was also requested. This was usually £20 for Bikeability levels 1 & 2 combined or £8.50 for level 3.
28. From September 2016 this school/parental contribution was no longer requested. Training is offered free due to funding received from the 95 Alive Road Safety Partnership.

The original source of the funding being the Police & Crime Commissioner (PCC) who has made funds available specifically for road safety initiatives from excess levies generated from a number of educational courses, which are offered to qualifying drivers, who have opted to take part in an educational programme rather than receive a conviction for speeding. Funding is allocated via the 95 Alive Partnership in conjunction with the PCC annually.

Pedestrian Training

29. Every primary school in York is offered the opportunity of 3 hours of on-road (2 x 1.5 hour sessions) pedestrian training for its Year 3 & Year 4 children. This scheme sees the Road Safety Instructors, in school over a number of sessions and weeks, which increases road safety awareness among pupils, parents and the wider school community. The Instructor contact with the school means we are always available to add support and resources to the school should they wish to undertake additional work around pedestrian or road safety as part of their curriculum.
30. The total number of children trained in the academic year September 2015 to July 16 was c.2500 (72% of the children on the school roll in Years 3 & 4). For comparison, prior to the training being free in the academic year 2013/14, only 952 pupils (50% of the Yr 3 children on roll) received pedestrian training.
31. From April 2015 delivery of Pedestrian Training has been supported by the PCC via the 95 Alive Partnership which has enabled CYC to offer the training free to all schools in York (offered to children in school yrs 3&4). This has been due to funding received from excess levies generated from a number of educational courses, which are offered to qualifying drivers, who have opted to take part in the educational programme rather than receive a conviction for speeding. (Prior to September 2015, schools had to pay a contribution of £54 per course). Funding is allocated via the 95 Alive Partnership in conjunction with the PCC annually.
32. The pedestrian training scheme is closely associated with other Council run initiatives such as the 'Parking Promise' scheme, School Crossing Service.

Other road safety training

33. Balance bike training is a new scheme, which has been running from May 16. This is part of the move to provide “cradle to grave” road safety training, providing a continuous input to help establish well educated and respectful road users.
This has been offered in Partnership with York Sport Village to children aged 2 – 5 years of age. It offers skills training prior to cycling and is fast becoming recognised as the way to get very young children competent at balancing on two wheels, with a number of children partaking this summer moving seamlessly on to pedal bikes.
34. At the other end of the age spectrum, we also have plans to expand the work undertaken with older cyclists, currently referred to as The Silver Cyclist Scheme. Preliminary work has already begun to identify how best this type of scheme could work to promote bespoke cycle training to those who are a little older in the community.
35. The Urban Cycling Scheme is designed to be a personalised one to one or family (up to 2 adults and 2 children) cycle training session of 90 minutes. The training is tailored to individual needs and abilities and can be anything from tackling a complex junction on the ride to work, or keeping up with the kids on a quiet ride. The sessions are an ideal way for individuals to brush up on their cycle skills or to build confidence. A £5 per adult contribution is requested to secure the booking. The scheme has been funded by the LSTF and the 95 Alive PCC funding.
36. This work is supported by the ‘Urban’ and ‘Rural’ cycling guide DVDs and the ‘Ride the Routes’ app. Further information on these initiatives is included later in the report under “*additional educational projects*”.
37. CYC has also delivered specialised bespoke training to communities and Special needs as required, via various sources of funding including specialist delivery to refugees and clients via The Retreat.

The School Crossing Patrol Service

38. The council currently employs twenty-one school crossing patrollers, managed by a part time supervisor. A full summary of the crossing locations and status is included at Annex C to this report.
39. It should be noted that there are currently four vacant crossing locations meeting Road Safety Great Britain (RSGB) guidelines. In addition, two of the patrollers are on long term sickness.
40. The School Crossing Patrol service is a discretionary area of expenditure and is funded in full by City of York Council. The original aim of the service was to aid children crossing the road on their way to and from school. In January 2001 the law was amended to allow SCP's to stop traffic to help anyone (child or adult) cross the road.
41. The law gives an SCP, appointed by the Local Authority and wearing a uniform approved by the Secretary of State, the power, by displaying a prescribed sign, to require drivers to stop. SCP's operating outside these conditions have no legal power to stop traffic.
42. It is considered best practice, at certain busy SCP locations to provide an addition to the sign and uniform by providing a warning to drivers that they are approaching a working SCP site. This is achieved through the provision of amber flashing lights ('wig wags') that only operate at SCP times, at sites where drivers will encounter a SCP in the road stopping traffic.
43. Although once established, SCP's may stop traffic to help anyone, it is not recommended that SCP sites are established based on the number of adult pedestrians. In this case other pedestrian facilities should be considered.
44. It is also important to note that even where a SCP is provided, parents remain responsible for ensuring their children's safety, just as they do when a zebra crossing or pelican crossing is provided.
45. Council funded SCP's are provided at sites which meet a number of the criteria given in the RSGB guidance document:-
 - That the site exhibits a flow of children v traffic at specific school times that are appropriate for a SCP as per the guide lines;

- These sites often exhibit very few people wishing to cross out of school hours making them inappropriate for other types of formal crossing;
 - That the site has good clear views of approaching traffic, and where approaching traffic has a good view of the site and the Patroller;
 - That the site has wide clear footpaths, at each side of the crossing point, where children can wait in safety, away from drives and entrances etc; and
 - That other than the kerb the area for crossing is flat. Patrols cannot be provided where banking or steps are present as you step from the road to the footpath.
46. Where sites are appropriate in terms of topography, but do not have the desired (RSGB criteria) number of children to traffic ratio there is the opportunity for a school or community to fund a Patroller who would be affiliated to the Council Service (to comply with Road Traffic Law). Although this option has been offered to a number of schools, currently we have no sites in York run on an externally funded or voluntary basis.
47. Recruitment of SCP's is a very difficult task, even at Council funded sites. The role requires an individual to work approximately 1 hour per day, split over 2 x half hour shifts in the morning and afternoon during term times only. It is often the case that the only people who are attracted to the roles are those already employed in additional roles in or very near the school or those who live very close to the school.
48. The SCP service and individual staff have, on a number of occasions, been nominated for awards for their long service and public duty.
49. We have a number of staff who have delivered a superb service over a considerable number of years ranging from 25 - 47 years. These members of staff have seen whole generations of families across the road to school, from Grandparents to Great Grandchildren.
50. This year (financial year 16/17) has seen the undertaking of a review and upgrade of all 'wig wags' (flashing amber warning lights) in the city under the Safe Routes to School remit.

This review and upgrade was the subject of an Executive Member Decision Session meeting on 12th May 16.

51. The city wide 'wig wag' upgrade contract is completed and ready to out to tender. A number of sites were recommended for upgrade of zebra crossing belisha beacons under the same review and some of these upgrades have now been completed. This upgrade will ensure that we continue to mitigate and do everything we can to reduce the risk to those working on and using SCP sites. As the planned system will also be controllable from a computer desk top, it should improve the management and maintenance of these warning lights.
52. No charge is currently made to primary schools for the crossing patrol sites on roads in close proximity to their establishments.

Road safety partnership work

Additional Educational Projects

53. The CYC Road Safety Team, places a high priority on working in partnership, with City partners, across the North Yorkshire and York area and across the wider Yorkshire & Humber Region. Working in this way ensures key road safety messages are coordinated and delivered effectively. Partnership working also improves economies of scale when it comes to the funding of resources and facilitates much larger projects with a greater scope.
54. Annex D provides detail of three case studies that give a flavour of the type of Partnership work the council is involved in on an ongoing basis. The Road Safety team was especially proud to receive the Prince Michael of Kent National Road Safety Award in 2014 as part of the Regional team that produced the Tour de France rural road safety mobile app.

Engineering Projects

55. The Road Safety Team works closely with the Council's Projects team in relation to three areas of work: Local Safety Schemes; Danger Reduction Schemes; and Speed Reduction Schemes. In addition funds are allocated to improving walking (including pedestrian crossings) and cycling facilities within the Council's Transport Capital Programme.

56. **Local Safety Schemes** which are schemes aimed at Casualty Reduction prioritised following an annual review of casualty sites across the city. The Local Safety Schemes for 2015/16 were presented at the Executive Member Decision Session of 11th February 2016. The decisions made at this meeting resulted in the approval of:
- a. Three schemes and these are being carried forward for implementation in the current financial year.
 - b. Seven minor schemes and these are substantially complete.
 - c. Five studies; three of which are progressing alongside the Council's Traffic Signals Asset Renewal programme. One is being investigated for a potential joint maintenance scheme and one of which has been dropped as accidents have stopped without intervention.
57. The 2016/17 Accident Review has generated thirteen sites for scheme development. A programme will be developed by the Projects Team, for these sites for implementation in the following year.
58. Progress on delivery of the **Speed Management engineering** schemes programme (2015/16) was reported at an Executive Member Decision Session on 12th May 2016. The decisions made at this session resulted in:
- a. Twelve schemes being approved for traffic regulation order (TRO) advertisement (where required) and implementation. These were carried forward to the 2016/17 programme.
 - b. The remaining sites are being considered in 2016/17 for implementation in future years' programmes.
59. Only one medium size **Danger Reduction** scheme has recently been identified for action. This was at Heslington Lane and was reported at the Executive Member Decision Session of 13th October 2016. Any remaining budget is used for more minor reactive danger reduction work which requires no approval.

95 Alive Speed Management Protocol (SMP)

60. As reported at the Executive Member Decision Session of 12th November 2015, the previous York based partnership which had operated as the Speed Review Process (SRP) from 2009 was to be

replaced, from October 2015 with a new 95 Alive Speed Management Protocol (SMP).

61. The intention of this move was to streamline the process across all areas of North Yorkshire and York. This was specifically desired by the two emergency services involved in the process (North Yorkshire Police and North Yorkshire Fire and Rescue) who are responsible for both North Yorkshire and York administrative areas.
62. The new scheme included a new administration process and the ability to report speeding concerns electronically. Unfortunately there have been a few initial issues with the new data collection equipment. However once this issue is resolved it is hoped that members of the public will see improvements to the process of reporting speeding concerns, including being able to see “on line” the progress and outcome of the investigation.
63. The current situation is as follows:-
 - a. There are 95 sites in York that are currently on the SMP database where a resident has complained about speeding. These are made up of those that were transferred across from the old speed review process and sites of concern reported from October 2015 to date.
 - b. 32 have been investigated and agreed.
 - c. Data collected for at least 39 of the other outstanding sites is not currently considered robust.
64. Council officers are working with the other partners to resolve the outstanding issues with the process as rapidly as possible.

Options

65. There are two options relating to the current Speed Management Protocol available to the Executive Member.
66. Option 1. Instruct that CYC withdraw from the ‘95 Alive’ Speed Management Protocol (SMP) and instruct officers to establish a means by which speed data be collected by City of York Council.

67. Option 2. Continue to adopt the '95 Alive' Speed Management Protocol, working to overcome current challenges for the next six months, bringing a further report documenting progress in Summer 2017.

Analysis

68. It is of concern that the revised SMP has been running for a year and there are still issues with the system which appear not to have been resolved.
69. Option 1 - Stepping away from the Partnership SMP would require a significant input of resources and funding to provide the officer time and speed data collection of outstanding sites and continued work on speed concerns. To fund a single set of speed data via CYC would be a minimum of £100 - £200. It is therefore anticipated that a budget of c. £30,000 per annum would be needed to run an in house scheme. In addition access to the North Yorkshire Police web based application process would be lost.
70. Being part of the wider 95 Alive Partnership has been a very big positive in terms of economies of scale, and broader road safety initiatives. It is also a significant point that CYC has benefited from funds made available, by the PCC via the 95 Alive Partnership. By withdrawing from the SMP element we may jeopardise other close working relations and funding streams.
71. Option 2 (Recommended) Remaining within the Speed Management Protocol process pending a review in 6 months would enable the current data collection issues to be resolved and any revised management processes to be implemented. It is considered to be a positive move that a review date has been set for work to begin on considering how best the SMP can be improved. A decision to review the situation again next year would reflect City of York Council's commitment to make the Protocol work, whilst setting a reasonable time frame for improvements to be made.

Council Plan

72. The plan is built around 3 key priorities:

A prosperous City for all

- Promoting safer travel and providing extensive, life long skills and promoting safe sustainable modes of transport ensures that the city keeps moving and is an attractive place to live and work.

A focus on Frontline Services

- Both the Training Team and The School Crossing Patrol Team are front line services, embedded daily in the school and wider communities of York.

A Council that listens to residents

- Providing a free School Crossing Patrol service
- Providing free road safety training for children in schools.
- Working to promote cycling as a realistic journey option for all helps to improve congestion and air quality which concerns many.
- Working in partnership to run the Speed Management Scheme, listening and reassuring residents daily about perceived dangers, and the real risks on the roads of York.

Implications

73. **Financial** Much of the Road Safety work is funded by external funds and has to be applied for on an annual basis. Should we not be successful in receiving funding, it could have financial implications.

74. **Human Resources** The Road Safety team comprises of 40 plus staff.

75. **Equalities** There are no equalities implications.

76. **Crime & Disorder** Enforcement is an integral part of safety on the roads. Promoting good standards of road behaviour and teaching

an understanding of road traffic law helps to keep law and order on the roads. The team also work closely to support NYP in the education of road traffic law.

77. **Information Technology** Much of the work we now do is reliant on technology, such as the proposed SCP wig wag upgrade and the use of technology within the SMP. Issues with technology can have implications on the smooth running of our services.
78. **Property** There are no property implications.
79. **Other- Physical-** Road accidents b their nature are unpredictable and it is always possible that an injury accident will occur on a route or during activity that has been assessed as low risk. Where we can, we use data led methods to ensure risks are kept to a minimum.

Risk Management

80. In compliance with the Council's risk management strategy the risks arising from the recommendations have been assessed, as below 16 and therefore require monitoring only.

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Neil Ferris

Corporate Director – Economy and Place

Report

Approved



Date 1/11/2016

Specialist Implications Officer(s)

Wards Affected:

All

For further information please contact the author of the report
Background papers

Department for Transport: 2015 Working together to build a safer road system. Single departmental plan 2015 to 2020

World Health Organisation, Decade of Action for Road Safety 2011 – 2020 http://www.who.int/roadsafety/decade_of_action/plan/en/

Public Health Outcomes Framework, Profiles 2012 - 14

York KSI rates against rest of Region

<http://www.phoutcomes.info/public-health-outcomes-framework#page/3/gid/1000041/pat/6/par/E12000003/ati/102/are/E06000014/iid/11001/age/1/sex/4>

<http://fingertips.phe.org.uk/profile/child-health-profiles/data#page/3/gid/1938132948/pat/6/par/E12000003/ati/102/are/E10000023/iid/90804/age/169/sex/4>

The Parliamentary Advisor Council for Transport Safety (PACTS) from the Department of Transport (DfT) official accident statistics averaged over a 5 year period (up to 2014)

British Cycling Report, Benefits of Investing in Cycling, Dr Rachel Aldred.

DfT British Social Attitudes Survey, 2014 – Public attitudes towards transport.

The Road Safety GB School Crossing Patrol Guidelines 2015

Annexes

Annex A – Statutory Duty

Annex B – Casualty Statistics for City of York

Annex C – School Crossing Patrol Sites

Annex D – Case studies on other initiatives