

**Briefing Paper to the North Area Committee**

**Wards:**

27 November 2025

**Beverley Road and Stoneferry Road Collision Data Review**

Briefing Paper of the of Corporate Director for Regeneration

1. Purpose of the Paper and Summary

To review road traffic collision data over the last four-year period and provide an overview to the Committee, identifying any significant changes to the number or type of injury accidents occurring on the Beverley Road and Stoneferry Road corridors.

2. Background

Collision data should be viewed over, at least, a three-year period and preferably a three-year rolling period so that longer term trends can be identified and in-year peaks or troughs do not obscure progress or need for intervention.

Members requested a review of injury collision data for both Beverley Road and Stoneferry corridor. The data period used for the review is August 2022 to August 2025.

Most engineering interventions to address collision 'blackspots' that don't require significant amounts of funding have been delivered. The number of contributing factors to collisions means that it is difficult to identify further measures that would address the root cause of more than one collision at each of the collision locations on the corridors.

It is not possible to engineer out human error, future approaches to road safety must start to take a whole system approach to safety. This is expected to be the approach when the Department for Transport publishes its next Road Safety Strategy in 2025/26.

A fatal collision is defined as resulting in a death anytime from the impact to 30 days afterwards.

A serious collision has a range of qualifying criteria from broken back/neck, loss of limb to a fractured hand.

A slight collision has a range of qualifying criteria from shock and bruising to shallow lacerations

3. Issues for Consideration

**Beverley Road Corridor**

The data shows that a total of 123 injury collisions have occurred over the three-year period. Of these, one has been fatal, 23 serious injury and 99 slight injury outcomes.

The total number of injury collisions occurring has remained relatively static over the period.

**ACCIDENT SEVERITY UPTO 2025**

	2022	2023	2024	2025	Total
<b>Fatal</b>	0	0	0	1	<b>1</b>
<b>Serious</b>	2	10	6	5	<b>23</b>
<b>Slight</b>	15	31	33	20	<b>99</b>
<b>Damage</b>	0	0	0	0	<b>0</b>
<b>Total</b>	<b>17</b>	<b>41</b>	<b>39</b>	<b>26</b>	<b>123</b>

It also shows that weather, road surface and lighting conditions are not the predominant causes of the collisions, with 76% occurring in dry conditions, 80% occurring during fine weather and 67% occurring during daylight.

80% of collisions occurred at junctions (approximately 98) and 60% occurred at a give-way junction. That equates to 59 of the 123 collisions occurring at an uncontrolled junction.

The fatal or serious accidents involving the most vulnerable users, motorcyclists, cyclists and pedestrians can be broken down as follows

	Jan to Aug 2025	Jan – Dec 2024	Jan – Dec 2023	Aug – Dec 2022
<b>Total KSIs for all road users</b>	6	6	10	2
<b>Motorcycle KSI</b>	1	0	4	0
<b>Cyclist KSI</b>	3	2	2	2
<b>Pedestrian KSI</b>	0	2	1	0

If, during the remainder of 2025 a similar number of injury accidents occur as in previous years, then the total number of accidents would be at least 40, however, accidents are unpredictable and previous years' numbers are not necessarily an indicator of how 2025 will outturn.

The summarised collision data and location plans are provided in Appendix 1

**Stoneferry Road Corridor**

The data shows that a total of 69 injury collisions have occurred over the three-year period. Of these, two have been fatal, 14 serious injury and 53 slight injury outcomes.

The total number of injury collisions occurring has remained relatively static over the period.

**ACCIDENT SEVERITY UPTO 2025**

	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>Total</b>
<b>Fatal</b>	0	1	0	1	<b>2</b>
<b>Serious</b>	2	2	6	4	<b>14</b>
<b>Slight</b>	5	20	16	12	<b>53</b>
<b>Damage</b>	0	0	0	0	<b>0</b>
<b>Total</b>	<b>7</b>	<b>23</b>	<b>22</b>	<b>17</b>	<b>69</b>

It also shows that weather, road surface and lighting conditions are not the predominant causes of the collisions, with 78% occurring in dry conditions, 83% occurring during fine weather and 74% occurring during daylight.

Just over half (36) of collisions occurred at junctions and 39% occurred at a give-way junction. That equates to 27 of the 69 collisions occurring at an uncontrolled junction.

The fatal or serious accidents involving the most vulnerable roads users, motorcyclists, cyclists and pedestrians can be broken down as follows

	<b>Jan to Aug 2025</b>	<b>Jan – Dec 2024</b>	<b>Jan – Dec 2023</b>	<b>Aug – Dec 2022</b>
<b>Total KSIs for all road users</b>	5	6	3	2
<b>Motorcycle KSI</b>	2	1	0	0
<b>Cyclist KSI</b>	2	3	0	2
<b>Pedestrian KSI</b>	0	0	1	0

If, during the remainder of 2025 a similar number of injury accidents occur as in previous years, then the total number of accidents would be at least 23, however, accidents are unpredictable and previous years' numbers are not necessarily an indicator of how 2025 will outturn.

The summarised collision data and location plans are provided in Appendix 2

4. Next steps

Members to consider the data provided and advise on any additional data or analysis required.

Corporate Director for Regeneration

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Officer Interests: None

Background Documents: -